

PUBLIC NOTICE

Notice is Hereby Given that the Tooele City Council and the Tooele City Water Special Service District will meet in a Business Meeting on Wednesday, March 2, 2022, immediately following the Redevelopment Agency Meeting. The meeting will be held at the Tooele City Hall Council Chambers, located at 90 North Main Street, Tooele, Utah.

We encourage you to join the City Council meeting electronically by logging on to the Tooele City Facebook page at <https://www.facebook.com/tooelecity>. If you are attending electronically and would like to submit a comment for the public comment period or for a public hearing item, please email cmpubliccomment@tooelecity.org anytime up until the start of the meeting. Emails will be read at the designated points in the meeting.

1. Pledge of Allegiance

2. Roll Call

3. Mayor's Youth Recognition Awards

Presented by Debbie Winn, Mayor & Stacy Smart, Communities That Care Supervisor

4. Public Comment Period

5. Public Hearing & Motion on Ordinance 2021-16 An Ordinance of Tooele City Reassigning the Land Use Designation From Medium Density Residential (MDR) to High Density Residential (HDR) for Approximately 7.4 Acres of Property Located at 602 and 603 West Three O' Clock Drive (*tabled on 05/19/21*)

Presented by Jim Bolser, Community Development Director

6. Public Hearing & Motion on Ordinance 2021-19 An Ordinance of the Tooele City Council Reassigning the Zoning Classification to the MR-16 Multi-Family Residential Zoning District for Approximately 14.3 Acres of Property Located at Approximately 300 West 1000 North (*tabled on 06/16/21*)

Presented by Jim Bolser, Community Development Director

7. Public Hearing & Motion on Ordinance 2021-21 An Ordinance of the Tooele City Council Reassigning the Zoning Classification to the MR-16 Multi-Family Residential Zoning District for Approximately 4.3 Acres of Property Located at Approximately 740 West McKellar Street (*tabled on 07/07/21 & 08/04/21*)

Presented by Jim Bolser, Community Development Director

8. Public Hearing & Motion on Ordinance 2022-07 An Ordinance of Tooele City Reassigning the Land Use Designation from Regional Commercial (RC) to Light Industrial (LI) for Approximately 3.0 Acres of Property Located at Approximately 385 South 1200 West

Presented by Jim Bolser, Community Development Director

9. Public Hearing & Motion on Ordinance 2022-08 An Ordinance of Tooele City Reassigning the Zoning Map Designation From (RD) Research and Development to (IS) Industrial Service for Approximately 3 Acres of Property Located at 385 South 1200 West

Presented by Jim Bolser, Community Development Director

10. **Public Hearing & Motion on Ordinance 2022-04** An Ordinance of Tooele City Amending Tooele City Code Sections 7-1-5 and 7-2-19 Regarding Musical Instruction Home Occupations
Presented by Roger Baker, City Attorney
11. **Resolution 2022-08** A Resolution of the Tooele City Council Announcing Its Intent to Renew the Current Tax for Parks, Arts, and Recreation (PAR Tax) and to Place Before Tooele City Voters an Opinion Question About a 1/10th of 1% Sales Tax to Fund Cultural and Recreational Organizations and Facilities in Tooele City
Presented by Roger Baker, City Attorney
12. **Resolution 2022-14** A Resolution of the Tooele City Council Authorizing the Tooele City Purchasing Agent to Dispose of Surplus Personal Property (Impalas)
Presented by Michelle Pitt, City Recorder
13. **Resolution 2022-15** A Resolution of the Tooele City Council Approving and Ratifying an Agreement with Americom Technology, LLC, for Fiber Optic Cable Installation
Presented by Chris Nielson, Information Technology Director
14. **Resolution 2022-16** A Resolution of the Tooele City Council Approving an Agreement With Broken Arrow Inc., for the Dow James PRV and Meter Vault Project
Presented by Darwin Cook, Parks & Recreation Director
15. **Resolution 2022-17** A Resolution of the Tooele City Council Approving a Change Order to an Agreement with Mountain Heights Flooring for the Youth Center Building Floor Replacement Project
Presented by Darwin Cook, Parks & Recreation Director
16. **Minutes**
 - ~ January 19, 2022 City Council Work and Business Meeting
 - ~ February 2, 2022 City Council Work and Business Meeting
 - ~ February 4, 2022 Mayoral Budget Retreat
17. **Invoices**
18. **Tooele City Water Special Service District Resolution 2022-01** A Resolution of the Tooele City Water Special Service District Board Approving a Temporary Water Right Lease Agreement With GeoFortis Utah Minerals LLC
Presented by Roger Baker, City Attorney
19. **Adjourn**

Michelle Y. Pitt, Tooele City Recorder

Pursuant to the Americans with Disabilities Act, Individuals Needing Special Accommodations Should Notify Michelle Y. Pitt, Tooele City Recorder, at 435-843-2111 or michellep@tooelecitey.org, Prior to the Meeting.

TOOELE CITY CORPORATION

ORDINANCE 2021 - 16

AN ORDINANCE OF TOOELE CITY REASSIGNING THE LAND USE DESIGNATION FROM MEDIUM DENSITY RESIDENTIAL (MDR) TO HIGH DENSITY RESIDENTIAL (HDR) FOR APPROXIMATELY 7.4 ACRES OF PROPERTY LOCATED AT 602 AND 603 WEST THREE O’CLOCK DRIVE.

WHEREAS, Utah Code §10-9a-401, *et seq.*, requires and provides for the adoption of a “comprehensive, long-range plan” (hereinafter the “General Plan”) by each Utah city and town, which General Plan contemplates and provides direction for (a) “present and future needs of the community” and (b) “growth and development of all or any part of the land within the municipality”; and,

WHEREAS, the Tooele City General Plan includes various elements, including water, sewer, transportation, and land use. The Tooele City Council adopted the Land Use Element of the Tooele City General Plan, after duly-noticed public hearings, by Ordinance 2020-47, on December 16, 2020, by a vote of 5-0; and,

WHEREAS, the Land Use Element (hereinafter the “Land Use Plan”) of the General Plan establishes Tooele City’s general land use policies, which have been adopted by Ordinance 2020-47 as a Tooele City ordinance, and which set forth appropriate Use Designations for land in Tooele City (e.g., residential, commercial, industrial, open space); and,

WHEREAS, the Land Use Plan reflects the findings of Tooele City’s elected officials regarding the appropriate range, placement, and configuration of land uses within the City, which findings are based in part upon the recommendations of land use and planning professionals, Planning Commission recommendations, public comment, and other relevant considerations; and,

WHEREAS, Utah Code §10-9a-501, *et seq.*, provides for the enactment of “land use [i.e., zoning] ordinances and a zoning map” that constitute a portion of the City’s regulations (hereinafter “Zoning”) for land use and development, establishing order and standards under which land may be developed in Tooele City; and,

WHEREAS, a fundamental purpose of the Land Use Plan is to guide and inform the recommendations of the Planning Commission and the decisions of the City Council about the Zoning designations assigned to land within the City (e.g., R1-10 residential, neighborhood commercial (NC), light industrial (LI)); and,

WHEREAS, the City received an Amendment Petition for Land Use Plan amendments for property located at 602 and 603 West Three O’Clock Drive on April 14, 2021, requesting that the Subject Properties be re-designated from Medium Density Residential (MDR) to High Density Residential (HDR) land uses. (see Amendment Petition and map attached as Exhibit A, and Staff Report attached as Exhibit B); and,

WHEREAS, the High Density Residential land use designation includes the MR-25, MR-16 and MR-8 multi-family residential zoning districts and does not include the single-family zoning districts (R1-7 to R1-14); and,

WHEREAS, the Subject Properties are owned by Hawthorn House Investments, LLC and are currently designated as Medium Density Residential in the Land Use Element of the General Plan; and,

WHEREAS, the Medium Density Residential land use designation includes the R1-7, R1-8 and R1-10 single-family residential zoning districts and allows single-family homes as well as duplexes; and,

WHEREAS, on May 12, 2021, the Planning Commission convened a duly noticed public hearing, accepted written and verbal comment, and voted to forward its recommendation to the City Council (see Planning Commission minutes attached as Exhibit C); and,

WHEREAS, on May 19, 2021, the City Council convened a duly-noticed public hearing:

NOW, THEREFORE, BE IT ORDAINED BY THE TOOEELE CITY COUNCIL that:

1. this Ordinance and the land use map amendment proposed therein is in the best interest of the City in that it will create additional housing diversification opportunities; and,
2. the Land Use Map is hereby amended for the properties located at 602 and 603 West Three O'Clock Drive as requested and illustrated in Exhibit A, attached, from the Medium Density Residential (MDR) land use designation to the High Density Residential (HDR) land use designation.

This Ordinance is necessary for the immediate preservation of the peace, health, safety, or welfare of Tooele City and shall become effective immediately upon passage, without further publication, by authority of the Tooele City Charter.

IN WITNESS WHEREOF, this Ordinance is passed by the Tooele City Council this ____ day of _____, 20__.

TOOELE CITY COUNCIL

(For)

(Against)

ABSTAINING: _____

MAYOR OF TOOELE CITY

(Approved)

(Disapproved)

ATTEST:

Michelle Pitt, City Recorder

S E A L

Approved as to Form:

Roger Baker, Tooele City Attorney

Exhibit A

Petition and Mapping Pertinent to Land Use Map Amendment

Zoning, General Plan, & Master Plan
Map Amendment Application

Community Development Department
90 North Main Street, Tooele, UT 84074
(435) 843-2132 Fax (435) 843-2139
www.tooelecvtv.org



Notice: The applicant must submit copies of the map amendment proposal to be reviewed by the City in accordance with the terms of the Tooele City Code. Once plans for a map amendment proposal are submitted, the plans are subject to compliance reviews by the various city departments and may be returned to the applicant for revision if the plans are found to be inconsistent with the requirements of the City Code and all other applicable City ordinances. All submitted map amendment proposals shall be reviewed in accordance with the Tooele City Code. Submission of a map amendment proposal in no way guarantees placement of the application on any particular agenda of any City reviewing body. It is **strongly** advised that all applications be submitted well in advance of any anticipated deadlines.

P21-432

| | | | |
|---|-------------------------------------|--|----------------------------------|
| Project Information | | | |
| Date of Submission: 04/14/2021 | Current Map Designation: MDR | Proposed Map Designation: General Comm. MR 12 HDR | 17-011-0-001 & 002-02-010-0-0045 |
| Project Name: Luxury Landings Mountain View Luxury Town Homes | | 7.4 | |
| Project Address: 602 & 603 Three O Clock Dr. | | | |
| Proposed for Amendment: <input checked="" type="checkbox"/> Ordinance <input checked="" type="checkbox"/> General Plan <input type="checkbox"/> Master Plan: LAND USE MAP AMEND. | | | |
| Brief Project Summary: Change General Plan and Zone Amendment to allow 71 to 75 Town homes Units, Concept and Elevations included All town homes to have a 2 car garage, 3 bedrooms minimum | | | |
| Applicant: Michael Nager | | Applicant: MD&L, LC Kenneth Olson | |
| Address: 14746 Ulster Loop | | Address: 10299 S Spring Crest Ln | |
| City: Thornton | State: CO | City: South Jordan | State: UT |
| Zip: 80602 | | Zip: 84095 | |
| Phone: 801-860-5785 | | Phone: 801-860-5785 | |
| Contact Person: Ken Olson | | Address: 10299 S Spring Crest Ln | |
| Phone: 801-860-5785 | | City: South Jordan | State: UT |
| Cellular: 801-860-5785 | | Zip: 84095 | |
| Fax: Dusty 801-856-4399 | | Email: KenSolson@gmail.com | |

*The application you are submitting will become a public record pursuant to the provisions of the Utah State Government Records Access and Management Act (GRAMA). You are asked to furnish the information on this form for the purpose of identification and to expedite the processing of your request. This information will be used only so far as necessary for completing the transaction. If you decide not to supply the requested information, you should be aware that your application may take a longer time or may be impossible to complete. If you are an "at-risk government employee" as defined in Utah Code Ann. § 63-2-912.5, please inform the city employee receiving this information. Tooele City does not currently share your private, confidential or protected information with any other person or government entity.

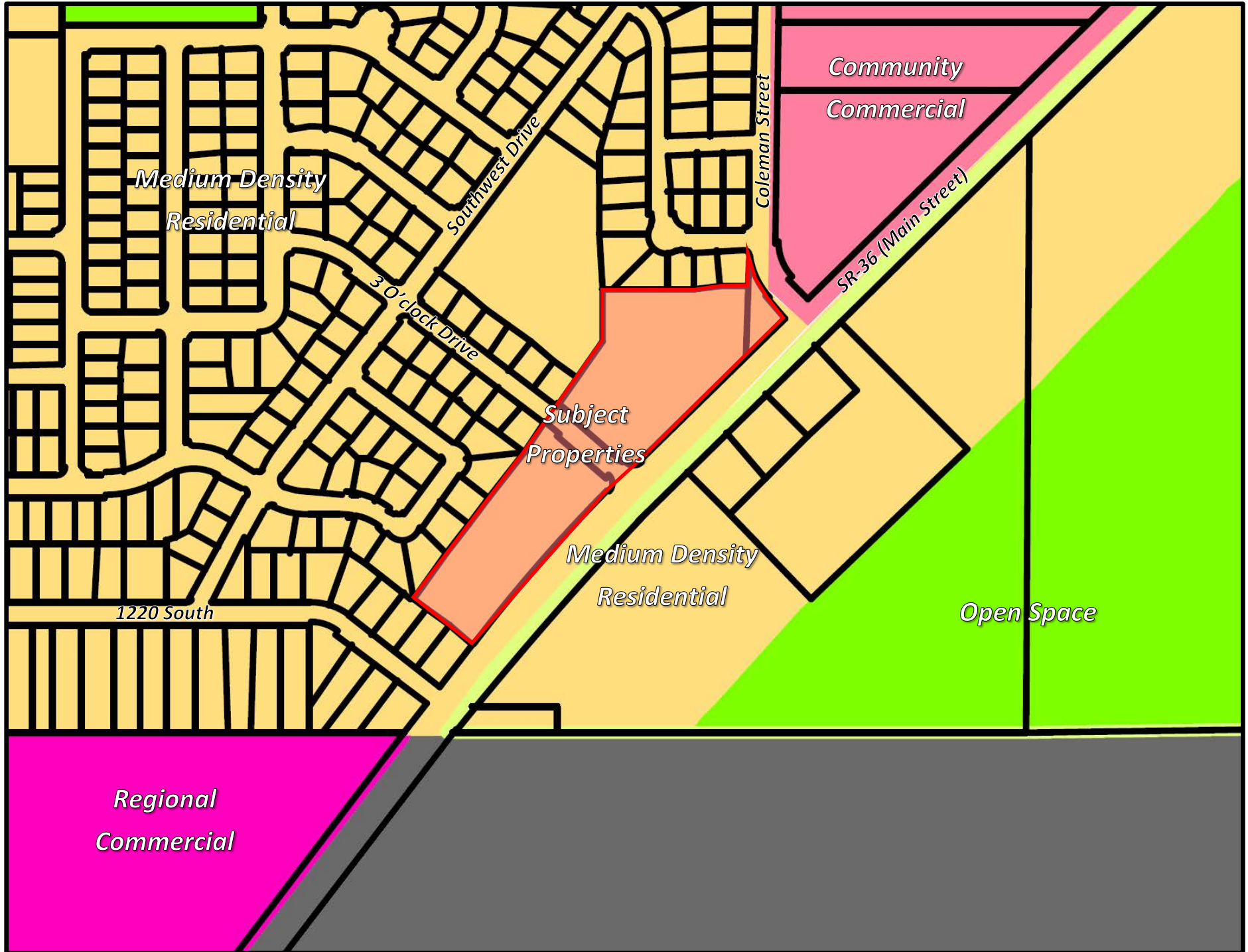
Note to Applicant:

Zoning and map designations are made by ordinance. Any change of zoning or map designation is an amendment the ordinance establishing that map for which the procedures are established by city and state law. Since the procedures must be followed precisely, the time for amending the map may vary from as little as 2½ months to 6 months or more depending on the size and complexity of the application and the timing.

221027

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| For Office Use Only | | | |
| Received By: | Date Received: 4-23-21 | Fees: 1,740⁰⁰ | App. Rec'd # 01401955 |

Luxury Landing Townhomes Land Use Map Amendment



Current Land Use Map

Luxury Landing Townhomes Land Use Map Amendment

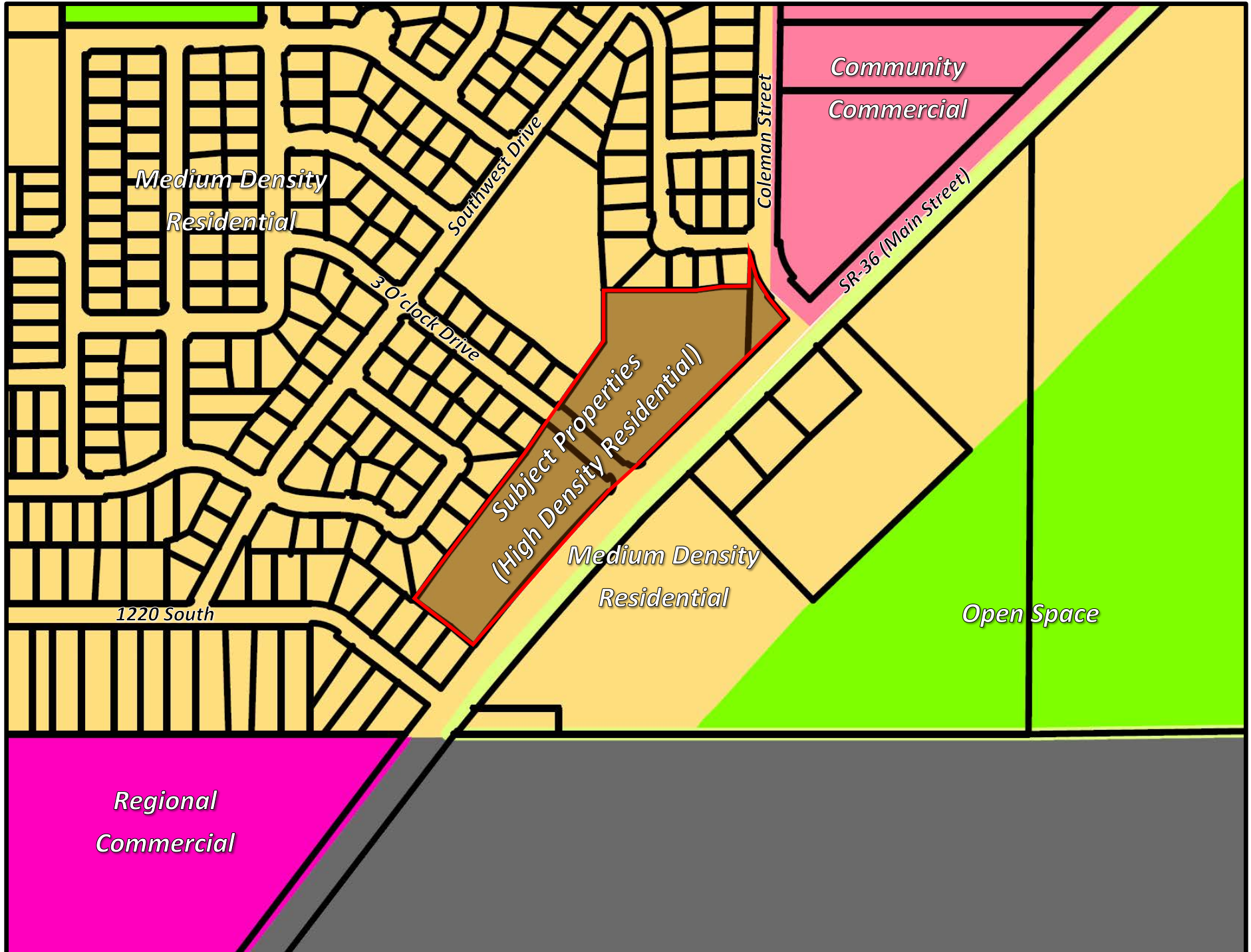


Exhibit B

Staff Report

STAFF REPORT

May 4, 2021

To: Tooele City Planning Commission
Business Date: May 12, 2021

From: Planning Division
Community Development Department

Prepared By: Andrew Aagard, City Planner / Zoning Administrator

Re: Luxury Landing Town Homes – Land Use Map Amendment Request

Application No.: P21-432
Applicant: Ken Olson, representing MD&L, LC
Project Location: 602 & 603 Three O'Clock Drive
Zoning: CN Commercial Neighborhood Zone
Acreage: 7.4 Acres (Approximately 322,344 ft²)
Request: Request for approval of a Land Use Map Amendment in the NC Neighborhood Commercial zone that would amend the land uses designation from Medium Density Residential (MDR) to High Density Residential (HDR).

BACKGROUND

This application is a request for approval of a Land Use Map Amendment for approximately 7.36 acres located at 602 & 603 West 3 O'Clock Drive. The property is currently zoned NC Neighborhood Commercial and assigned the Medium Density Residential land use designation in the Land Use Map element of the Tooele City General Plan. The applicant is requesting that the Land Use Map Amendment to the High Density Residential designation be approved in order to facilitate changing the zoning to a higher density residential zoning district.

ANALYSIS

General Plan and Zoning. The Land Use Map of the General Plan calls for the Medium Density Residential land use designation for the subject property. The property has been assigned the NC Neighborhood Commercial zoning classification. The NC Neighborhood Commercial zoning designation is not identified by the General Plan as a preferred zoning classification for the Medium Density Residential land use designation. Properties located to the west and north of the subject properties are zoned R1-7 Residential. Properties to the east are zoned RR-1 Residential and properties to the south are zoned R1-7 Residential. Mapping pertinent to the subject request can be found in Exhibit "A" to this report.

The proposed Land Use Map amendment involves 7.4 acres of property on the north west and south west sides of the intersection of 3 O'Clock Drive and SR-36 (Main Street). The applicant is requesting that the properties' Land Use Map designation be changed from Medium Density Residential to High Density Residential. It should be noted that the current Land Use Map element of the General Plan was approved by the Tooele City Council on December 13, 2020.

The MDR land use designation requires single-family residential zoning districts of R1-7, R1-8 and R1-10. Within these zones the primary permitted land uses are single-family residential and two family residential duplex type housing units. Multi-family residential uses consisting of three family or greater

attached dwelling units are prohibited in these zoning districts.

The High Density Residential designation includes the MR-8, MR-16 and MR-25 Multi-Family Residential zones. Within these zones the primary permitted uses are town houses, condominiums, apartments and other similar multi-family residential uses.

If the properties were to develop as it is currently designated in the Land Use Element of the General Plan as MDR using a gross acreage calculation and considering 20% of the property being encumbered by public streets the properties might yield 35 single-family residential lots, assuming a zoning district of R1-7 Residential and a lot size minimum of 7,000 square feet. Again, this is a crude calculation and is offered only to demonstrate what development with an MDR designation might yield. Unit counts would be slightly lower with the R1-8 and R1-10 zoning districts as these zones require larger lot sizes.

If the Land Use designation is changed to the HDR the number of units increase significantly. Using the same gross acreage and 20% deduction for public streets and infrastructure the properties could bear the following unit counts. If the MR-8 zoning district is assigned to the property there could potentially be 40 to 50 units on the properties. If the MR-16 zoning district is assigned there could be between 90 and 100 units on the properties. If the MR-25 zoning district is assigned to the subject properties there could be up to 140 units on the properties. Please keep in mind that these are crude calculations and do not take into account other land use requirements that dictate final unit yield such as automobile parking requirements, open space requirements, building setbacks and so forth. Staff has included these numbers in the report to help illustrate the differences between the MDR and HDR land use designations and the zoning districts that are permissible within those land use designations.

By recommending in favor of amending the Land Use Designation of the subject properties the Planning Commission does not recommend a specific zoning district. City ordinances require that all zoning map amendments must comply with the Land Use Map of the Tooele City General Plan. An amendment to the Land Use Map does not change the current zoning of the property. The action only clears the path for the applicant to apply for a zoning map amendment. If the Land Use Map designation is changed to HDR the applicant will still need to apply for and go through the process of changing the zoning from NC Neighborhood Commercial to one of the zoning districts that complies with the HDR designation. The HDR designation does not guarantee that MR-25 is the appropriate zoning district and density for the property or even MR-16 for that matter as the MR-8 (eight units per acre) zoning district also complies with the HDR land use designation.

It should also be noted that this is a gateway location into Tooele City from the south. There are not a lot of commercial activities in the southern portion of the City. Between the Gopher Foods store and the town of Stockton there are very limited commercial areas and uses.

Criteria For Approval. The criteria for review and potential approval of a Land Use Plan Amendment request is found in Sections 7-1A-3 of the Tooele City Code. This section depicts the standard of review for such requests as:

- (1) In considering a proposed amendment to the Tooele City General Plan, the applicant shall identify, and the City Staff, Planning Commission, and City Council may consider, the following factors, among others:
 - (a) The effect of the proposed amendment on the character of the surrounding area;
 - (b) Consistency with the General Plan Land Use Map and the goals and policies of the General Plan and its separate elements;
 - (c) Consistency and compatibility with the existing uses of adjacent and nearby properties;

- (d) Consistency and compatibility with the possible future uses of adjoining and nearby properties as identified by the General Plan;
- (e) The suitability of the properties for the uses requested viz. a viz. the suitability of the properties for the uses identified by the General Plan; and
- (f) The overall community benefit of the proposed amendment.

REVIEWS

Planning Division Review. The Tooele City Planning Division has completed their review of the Zoning Map Amendment submission and has issued the following findings:

- 1. The subject properties are surrounded on all four sides by properties bearing the MDR Medium Density Residential land use designation.
- 2. The NC Neighborhood Commercial zoning district does not comply with the existing MDR land use designation of the subject properties.
- 3. Properties south, west and north are all zoned R1-7 Residential, a zoning district that complies with the MDR land use designation.
- 4. The properties do have significant frontages onto SR-36, a very busy and heavily trafficked highway.

Engineering Review. The Tooele City Engineering Division did not issue any comments regarding the proposed Land Use Map Amendment.

Public Works Review. The Tooele City Public Works Division have completed their reviews of the Land Use Map Amendment submission and completed their review without providing comments.

Building Division Review. The Tooele City Building Division have completed their reviews of the Land Use Map Amendment submission and completed their review without providing comments.

Noticing. The applicant has expressed their desire to amend the Land Use Map for the subject property and do so in a manner which is compliant with the City Code. As such, notice has been properly issued in the manner outlined in the City and State Codes.

Staff recommends the Planning Commission carefully weigh this request for a Land Use Map Amendment according to the appropriate tenets of the Utah State Code and the Tooele City Code, particularly Section 7-1A-7(1) and render a decision in the best interest of the community with any conditions deemed appropriate and based on specific findings to address the necessary criteria for making such decisions.

Potential topics for findings that the Commission should consider in rendering a decision:

- 1. The effect of the proposed application on the character of the surrounding area.
- 2. The degree to which the proposed application is consistent with the intent, goals, and objectives of any applicable master plan.
- 3. The degree to which the proposed application is consistent with the intent, goals, and objectives of the Tooele City General Plan.
- 4. The degree to which the proposed application is consistent with the requirements and provisions of the Tooele City Code.
- 5. The suitability of the properties for the uses proposed.
- 6. The degree to which the proposed application will or will not be deleterious to the health,

7. safety, and general welfare of the general public or the residents of adjacent properties.
7. The degree to which the proposed application conforms to the general aesthetic and physical development of the area.
8. Whether a change in the uses allowed for the affected properties will unduly affect the uses or proposed uses for adjoining and nearby properties.
9. The overall community benefit of the proposed amendment.
10. Whether or not public services in the area are adequate to support the subject development.
11. Other findings the Commission deems appropriate to base their decision upon for the proposed application.

MODEL MOTIONS

Sample Motion for a Positive Recommendation – “I move we forward a positive recommendation to the City Council for the Luxury Landing Town Homes Land Use Map Amendment Request by Ken Olson, representing MD&L, LC, to change the land use map designation to High Density Residential, application number P21-432, based on the findings and subject to the conditions listed in the Staff Report dated February 2, 2021:”

1. List findings and conditions...

Sample Motion for a Negative Recommendation – “I move we forward a negative recommendation to the City Council for the Luxury Landing Town Homes Land Use Map Amendment Request by Ken Olson, representing MD&L, LC, to change the land use map designation to High Density Residential, application number P21-432, based on the following findings:”

1. List findings...

EXHIBIT A

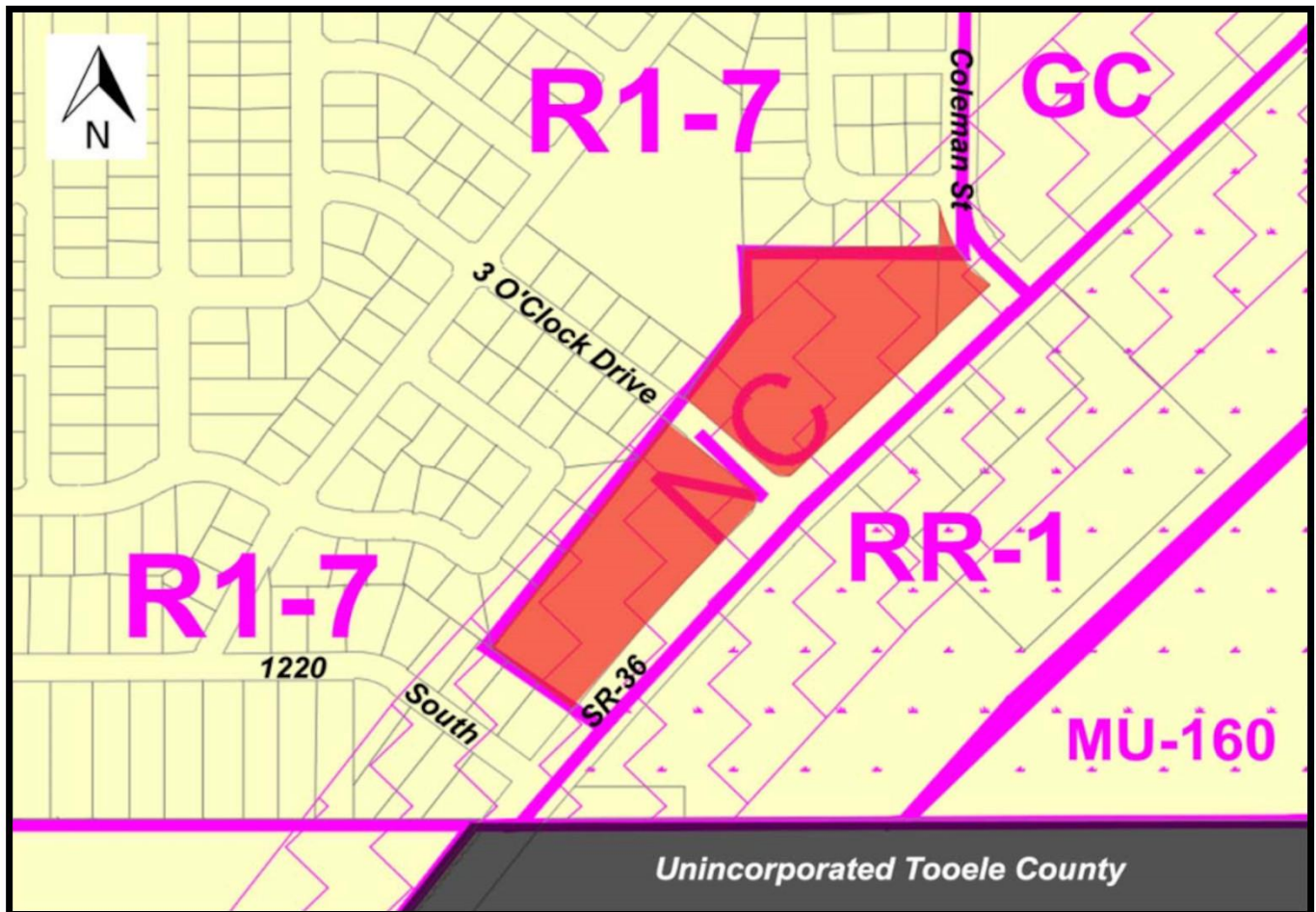
**MAPPING PERTINENT TO THE LUXURY LANDING TOWN HOMES LAND USE
MAP AMENDMENT**

Luxury Landing Town Homes Land Use Map Amendment



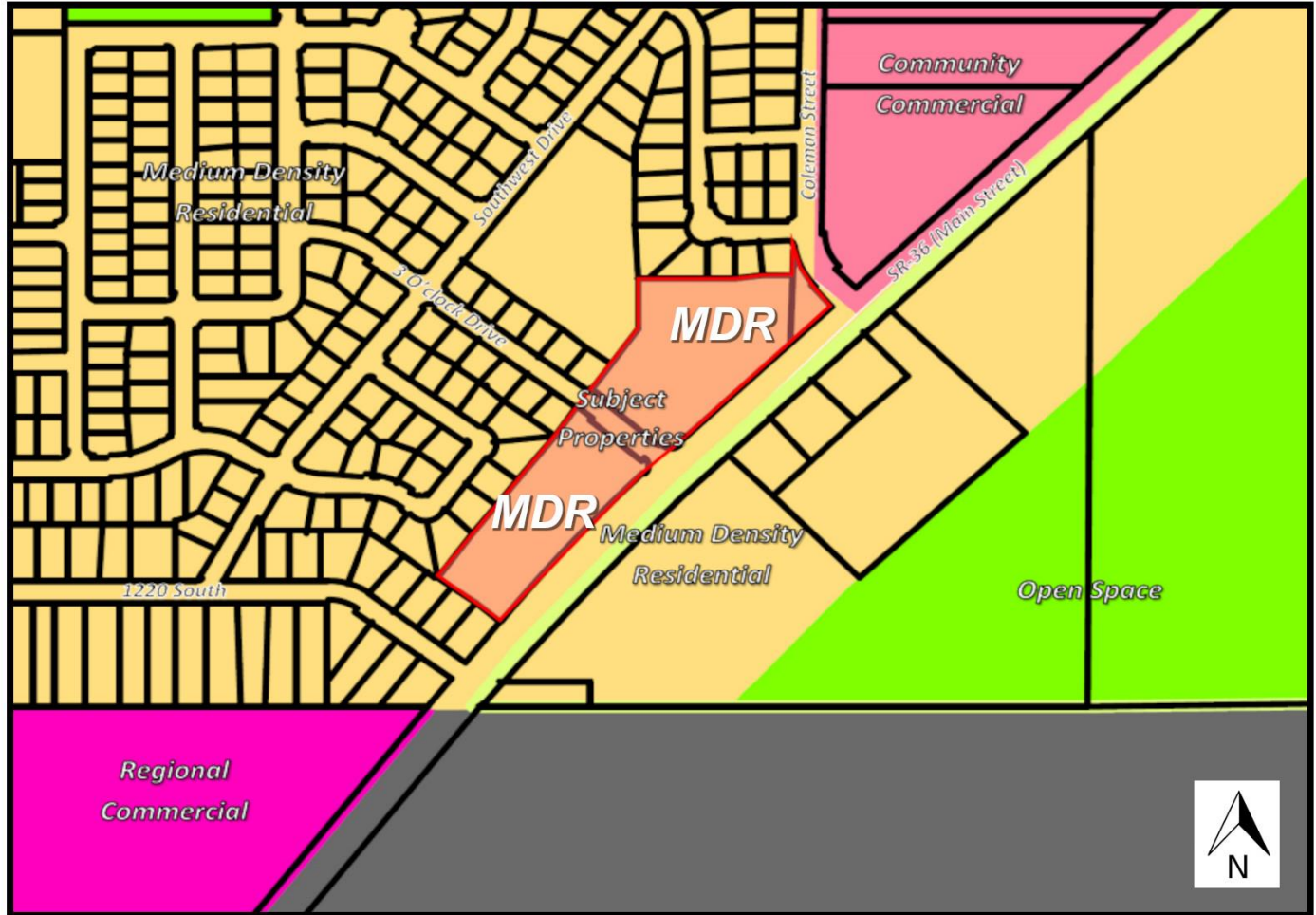
Aerial View

Luxury Landing Town Homes Land Use Map Amendment



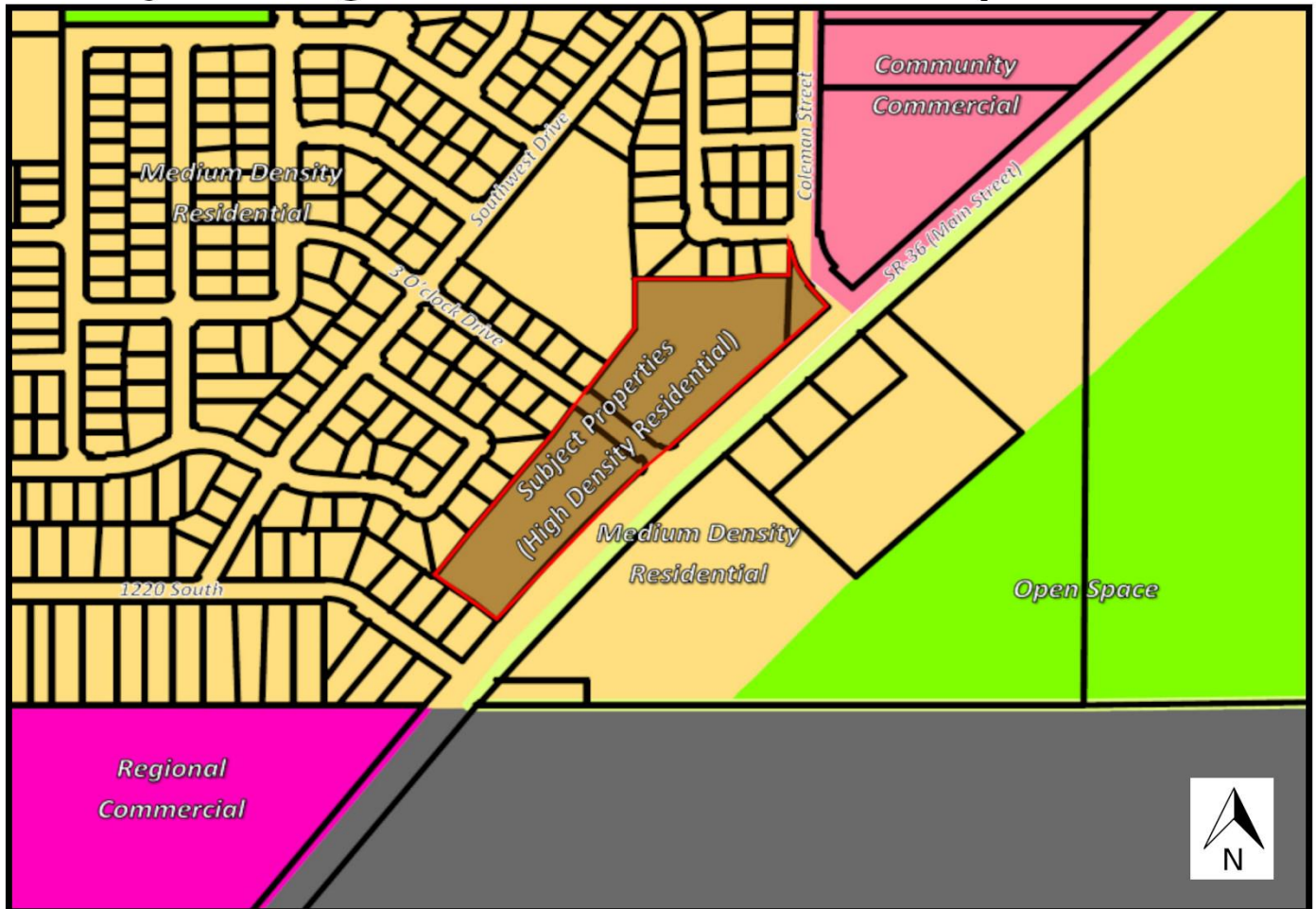
Current Zoning

Luxury Landing Town Homes Land Use Map Amendment



Current Land Use

Luxury Landing Town Homes Land Use Map Amendment



Proposed Land Use

EXHIBIT B

APPLICANT SUBMITTED INFORMATION

Zoning, General Plan, & Master Plan
Map Amendment Application

Community Development Department
90 North Main Street, Tooele, UT 84074
(435) 843-2132 Fax (435) 843-2139
www.tooelecvtv.org



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P21-432


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| Date of Submission: 04/14/2021 | Current Map Designation: MDR | Proposed Map Designation: General Comm. MR 12 HDR | 17-011-0-001 & 002-02-010-0-0045 |
| Project Name: Luxury Landings Mountain View Luxury Town Homes | | 7.4 | |
| Project Address: 602 & 603 Three O Clock Dr. | | | |
| Proposed for Amendment: <input checked="" type="checkbox"/> Ordinance <input checked="" type="checkbox"/> General Plan <input type="checkbox"/> Master Plan: LAND USE MAP AMEND. | | | |
| Brief Project Summary: Change General Plan and Zone Amendment to allow 71 to 75 Town homes Units, Concept and Elevations included All town homes to have a 2 car garage, 3 bedrooms minimum | | | |
| Applicant: Michael Nager | | Applicant: MD&L, LC Kenneth Olson | |
| Address: 14746 Ulster Loop | | Address: 10299 S Spring Crest Ln | |
| City: Thornton | State: CO | City: South Jordan | State: UT |
| Zip: 80602 | | Zip: 84095 | |
| Phone: 801-860-5785 | | Phone: 801-860-5785 | |
| Contact Person: Ken Olson | | Address: 10299 S Spring Crest Ln | |
| Phone: 801-860-5785 | | City: South Jordan | State: UT |
| Cellular: 801-860-5785 | | Zip: 84095 | |
| Fax: Dusty 801-856-4399 | | Email: KenSolson@gmail.com | |

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| For Office Use Only | | | |
| Received By:  | Date Received: 4-23-21 | Fees: 1,740⁰⁰ | App. Rec'd # 01401955 |

Zoning Map

1. The Present zoning on the property is commercial (NC).
2. The proposed zoning will require a general plan amendment, the proposed zoning fits in with the residential uses surrounding the property
3. The subdivisions that surround the property are single family (R-1-7) detached lots, the Town Homes will be between the single family residential and a state highway which is a good blend, the town homes will all have two car garages with similar square footage for each unit as the surrounding detached homes, the use is also very compatible with the LDS church site that shares a common boundary.
4. The proximity to single family residential, shape and constraints of the property make it suitable for the use proposed.
5. The zoning will be a good use with new product that will meet the goals of quality of product, quality of life, active open areas and mountain views.

General Plan Map

1. Commercial/NC
2. The surrounding is residential and church site is more compatible with the town home use along with open spaces than the commercial designation that does not compliment the neighbourhood as well.
3. Approximately 71 town homes, all 2 car garages, 2 stories with basements and open space.
4. The proposed use will bring new product that will bring vitality to this area of Tooele along with different housing types to the area.
5. The goals of Tooele City are to have compatible uses for a high quality of life with open space and quality projects.

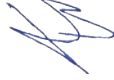
Master Plan Map

1. We are proposing to amend the master plan map from commercial to MR 12.
2. Commercial-NC
3. The residential is similar to the residential and church site adjacent to the property, the use is very compatible where it is between the existing residential and the state highway.
4. Residential 2 story town homes, 2 car garages with open space that is over the amount required, outdoor patios and or decks with views etc.
5. The town home project would affect the surrounding properties in a positive way with new product, new residents of all ages to the area, buffer the homes from the State Highway, promote good planning and growth for the area and site.
6. Provide a variety of high quality housing and lifestyle for the residents of Tooele.

Exhibit C

Planning Commission Minutes

MEMORANDUM

To: Tooele City Council
Cc: Debbie Winn, Mayor
Michelle Pitt, City Recorder
From: Jim Bolser, AICP, Director 
Date: January 27, 2022
Re: Luxury Landing Townhomes Land Use Map Amendment Continuation

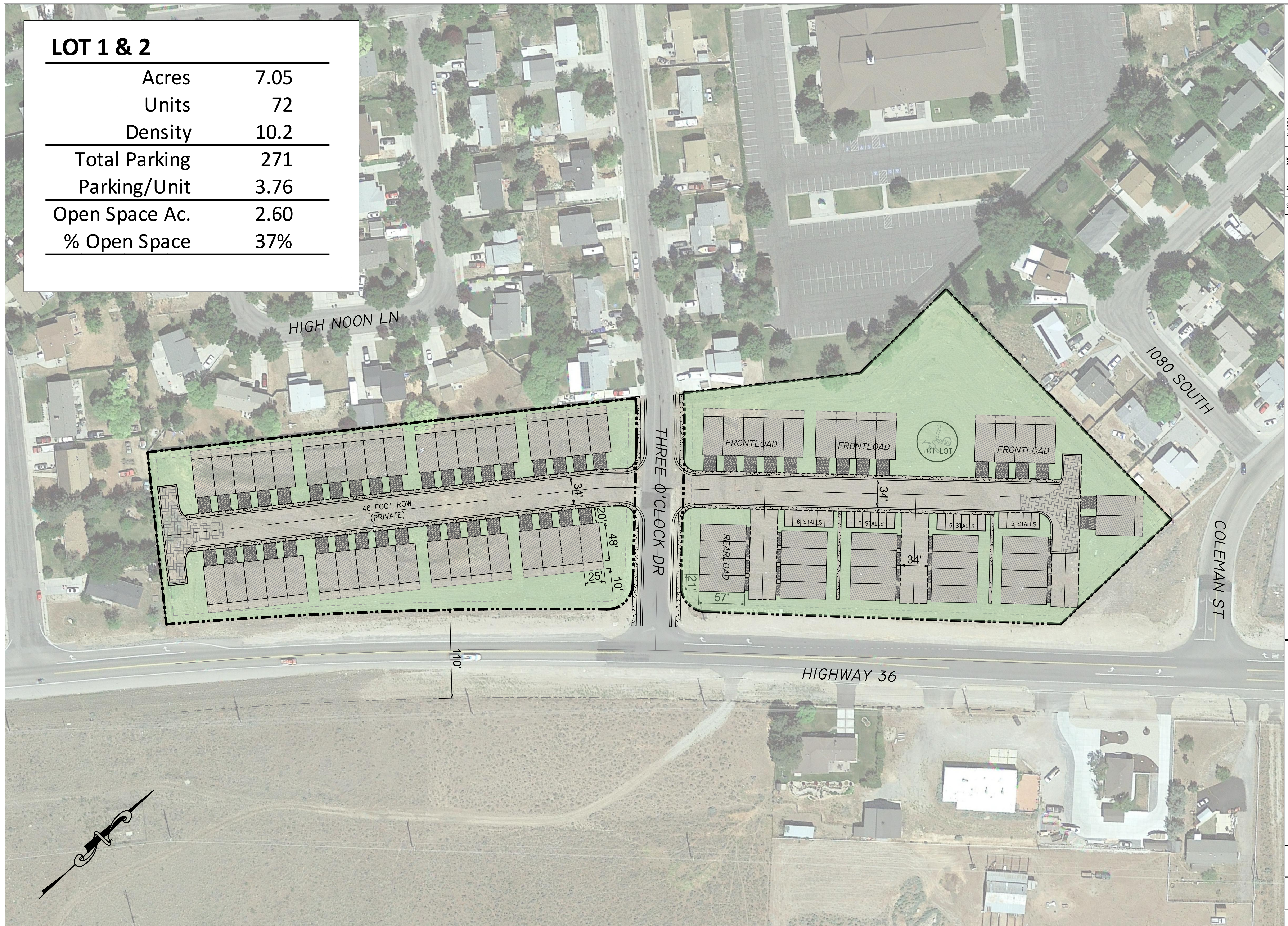
Subject:

During the City Council meeting of May 19, 2021, the City Council held a public hearing and heard testimony and discussion regarding Ordinance 2021-16 to amend the Tooele City General Plan Land Use Map for 7.4 acres of property at 602 & 603 West Three O'clock Drive, excerpts of the minutes for that meeting can be found in Exhibit "B" to this memo. This review followed the Planning Commission's negative recommendation, by a 6-1 vote, on May 12, 2021, excerpts of the minutes for that meeting can be found in Exhibit "A" to this memo. During that meeting the Council unanimously voted to continue the review to a future meeting. As a part of that continuation, the Council requested the applicant have a traffic study conducted as well as receiving feedback from UDOT regarding the intersections with State Road 36 to examine the potential impact of the conceptual development of the subject property should the Land Use Map Amendment be approved. In the time since, the applicant has commissioned that traffic study and submitted that work to the City for review. The staff has reviewed the study and determined that it has examined the scope of review requested by the Council. The study submitted can be found in Exhibit "C" to this memo.

As always, should you have any questions or concerns please feel free to contact me at any time.

LOT 1 & 2

| | |
|----------------|------|
| Acres | 7.05 |
| Units | 72 |
| Density | 10.2 |
| Total Parking | 271 |
| Parking/Unit | 3.76 |
| Open Space Ac. | 2.60 |
| % Open Space | 37% |



| NO. | DATE | BY | REVISIONS |
|-----|------|----|-----------|
| | | | |
| | | | |
| | | | |

PREPARED FOR: _____ DATE SUBMITTED: _____

**CONCEPT SITE PLAN
TOWNHOUSE PRODUCT**

NOT FOR CONSTRUCTION

| | |
|--------------|--|
| SHEET NUMBER | 1 |
| SCALE | HORIZONTAL: 1"=50' VERTICAL: 1"=N/A |
| JOB NUMBER | |

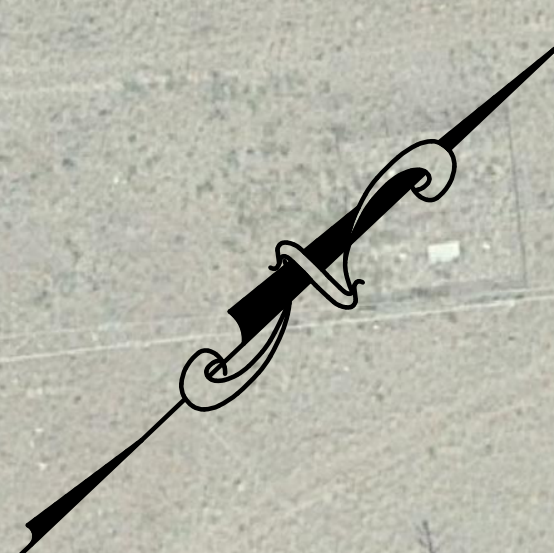


EXHIBIT A

MAY 12, 2021 PLANNING COMMISSION MINUTES EXCERPTS

**Tooele City Planning Commission
Business Meeting Minutes**

Date: Wednesday, May 12, 2021

Time: 7:00 p.m.

Place: Tooele City Hall Council Chambers
90 North Main Street, Tooele Utah

Council Members Present:

Tyson Hamilton
Dave McCall
Melanie Hammer
Shaunna Bevan
Matt Robinson
Paul Smith
Chris Sloan
Nathan Thomas
Weston Jensen

City Employees Present:

Andrew Aagard, City Planner
Jim Bolser, Community Development Director
Paul Hansen, City Engineer

Minutes prepared by Katherin Yei

Chairman Hamilton called the meeting to order at 7:00 p.m.

1. Pledge of Allegiance

The Pledge of Allegiance was led by Chairman Hamilton.

2. Roll Call

Tyson Hamilton, Present
Dave McCall, Present
Melanie Hammer, Present
Shaunna Bevan, Present
Matt Robinson, Present
Chris Sloan, Present
Nathan Thomas. Present

3. Public Hearing and Recommendation on the Luxury Landing Townhomes Land Use Map Amendment Request by Kenneth Olson Representing MD&L, LC, to Reassign the Land Use

Designation for Approximately 7.4 Acres Located at 602 and 603 West Three O’Clock Drive from MDR Medium Density Residential to HDR High Density Residential.

Presented by Andrew Aagard

Mr. Aagard stated another application for the same two properties was reviewed in January. He stated the properties to the north and west are zoned R1-7 residential and the properties to the southeast are RR-1 residential. He stated there are commercial properties that are utilized as state, county, school district and city roads maintained. He stated the current land use designation of the properties are Medium Density Residential, MDR. The MDR encourages the R1-7, R1-8, and R1-10, single-family homes which promote 4 or 5 units per acre.

Mr. Aagard stated all of the surrounding properties re-designated as MDR. He stated the applicant is requesting the land use map for this property to be changed to high density residential. He stated the HDR designation encourages the MR-8, MR-16, and MR-25, multi-family residential districts which permit a density range of 8 units up to 25 units per acre, and are strictly multi-family units, which can include townhomes, duplexes, condominiums, etc.

He asked the Planning Commission to keep in mind the request is not a zoning map amendment and the change in the land use map will not change the zoning map unless the applicant applies for a change in the zoning. He stated a change in the zoning map can only occur if the land use map matches. He stated the applicant has provided a concept site plan. The applicant is not proposing high-rise apartment buildings but instead proposing town-house that home 10 units per acre.

Mr. Aagard emphasized that the plan is not looking for approval but being displayed for reference purposes only, applicant could sell project their plans once the map has been amended. He reminds the Planning Commission to not to get caught up in the concept plan or details, but focus on the multi-family use of the property. He stated that with this amendment being a public hearing, they did receive numerous comments, which have been forwarded to planning commission.

Commissioner Sloan asked Mr. Aagard if he recalled the concept map from previous applicant and how the density compares to the current applicant. Mr. Aagard stated the previous applicant did not submit a concept plan, but a previous application did submit a map showing apartment buildings, looking for the 25.

Commissioner Thomas asked if the 2.6 acres of open land were part of the requirement for the development. Mr. Aagard stated Tooele City code requires 25% of the area for multi-family developments be landscaped open space.

Chairman Hamilton opened the public hearing.

Kori Park, citizen, stated SR-36 is a dangerous road that does not need more traffic until the road has been widened. She stated residents cannot turn out during certain times of the day. She stated she is happy to see the City is doing improvements for water. She stated the roads and stores are over burden and if the City allows high density, the area will get worse.

Commissioner Sloan stated that the high-density changes will be another meeting if recommendation moves forward.

Kevin Park, citizen, understands it is a different step, his concerns are water and the dangerous road. He stated that SR-36 is a UDOT road, that may not be able to make changes to. He stated the City should get the infer structure, water, etc. in place first, then look at changes for high density zoning. Rebecca Smith, lives on the back of property in question, stated how it affects her and the water usage. She stated she has tried to contact the Commission on the matter through Facebook, email, and phone with no response. She stated the four-foot easement behind her property is an access point and asks what is going to happen to it.

Thomas Stevenson states it is fun to get together but it is like going to a used dealership for a Toyota and putting an application in for a BMW. He stated the applicant knows the area is single-family. He stated the infrastructure won't show up until approved and need the infer structure. He stated that there has to be a fatality before he road changes. He stated he strongly opposes the amendment.

Sonja Richardson stated her concerns are same from last time. She stated there is not turning lane for the road. She stated her daughter-in-law got in an accident turning into the road. She stated there is only one way in or out on 3O'clock drive. She stated with the apartment traffic it is already hard getting in or out. She stated she is a grandmother and would not want her kids playing outside, even if a wall is added, because of how dangerous the road is. She stated her last concern is the need for water.

Jay Linder stated he live on the corner of 3O'clock and there is congestion. He stated the streets are falling apart, but we need more money to fix things. He stated that letting theses apartments come in could help, might be a tax break, but the traffic is ridiculous. He stated he walked around the neighborhood with notices of this possible change. He asks that the Commission consider the community.

Kalani Mascherino stated she lives on 2 O'clock drive and the map does not show there is one lot left, the gobs of houses and cars, and the traffic on 3 O'clock drive. She stated she was trying to take her daughter to gymnastic and had to wait for Tooele Army Depot traffic to pass because she couldn't turn out. She stated the City cannot handle the traffic and needs a buffer.

Janice Allred stated she lives on the east side of the road where she has had to sit in her driveway for twenty minutes before she was able to get out. She stated understands the City Council wants to take a closer look at the master water plan, but the drinking water tanks were almost out last summer, she asked why the Commission would forward this to the City Council when it will be turned down again.

Kenneth Olson, applicant, stated the same concerns have been brought up on past projects. He stated the narrow piece of land is great to go from single family homes to town homes. He stated there will be fifteen to twenty-five townhomes per acre, which would be on the low end of high density. He stated the townhome would bring vibrancy to neighborhood. He stated the project in Taylorsville they completed was worth just as much as the homes, brought newness and people to the community. He stated they have water shares for properties, curb, gutter and sidewalks will be put in. He stated that they will stay two-stories and it will be a nice fit for neighborhood.

Sindy Maxfield stated her normal way to get out is through 3 O’Clock, by adding 70 more cars, the City is adding more traffic. She stated though there are plans for water, wells are going dry. She stated that they shouldn’t have to wait for a fatality for changes to happen.

Dusty Argile, applicant, stated he grew up in Bluffdale and could not have imagined that Herriman would be what it is today. He stated it would be hard to make single-family homes work in that small area and townhomes are clean. He stated it wouldn’t be as drastic as everyone feels and it would be a good change.

Amy Emerson stated developers believe if it is maintained it would be nice, but the area is not being maintained. She states there is a water and traffic issue. She states it is challenging to get on SR-36, there is no turn lane from 3O’clock, and increases risk for children. She states high density development would increase crime rates, decrease value and safety homes. She challenges Planning Commission to take the road during peak travel times during the week or holidays.

Trevor Holt, local developer, stated he is looking at building other townhomes within the city and was interested in knowing the publics view. He stated the standard of those streets is not something that developers can fix. He stated with an HOA, they can require zero-scaping; with a single-family lot, they are not able to require it. He commends the neighbors on bringing forward their concerns. He stated the townhomes could meet the requirements and needs of the city.

Chairman Hamilton closes public hearing and asks the commission for questions or comments. Commissioner McCall stated he has the same concerns as citizens regarding the traffic and the speed on SR-36. He stated his concerns are for citizens with traffic. He stated with more kids wanting to stay in the area, they need homes and water for development.

Commissioner Thomas stated with current plan use, no matter what happens, there will be more cars. He stated there is potential the city uses less water if zero-scaped correctly. He stated they don’t understand full impact yet to move forward.

Commissioner Sloan stated there will always be a notice for land use changes. He stated that there is a misconception the City recruits, but the applications are from landowners and developers who have the right to submit an application. He stated that all of the property that the citizens live on, at one point, had to be re-zoned or the land use was changed. He stated that there is no study that the property values will go down with multi-family housing moving in, like there is not study that home values will go up around the Temple. He stated that he loves this project and townhomes. He stated he would like his kids to stay here and we need housing that is attainable. He stated that he is listening to the citizens, and if they took out SR-36 out of the equation, he would be for this project.

Chairman Hamilton asked for other questions or comments from the Commission.

Commissioner Sloan motioned to forward a negative recommendation to the City Council for the Luxury Landing Townhomes Land Use Map Amendment. Commissioner McCall seconded the motion. The vote was as follows: Commissioner McCall, “Aye”, Commissioner Robinson, “Aye”, Commissioner Bevan, “Aye”, Commissioner Hammer, “Aye”, Commissioner

Smith, “Aye”, Commissioner Sloan, “Aye”, Commissioner Thomas, “Naye”, and Chairman Hamilton, “Aye”.

4. Public Hearing and Recommendation on the Tooele Boulevard Land Use Map Amendment Request by Jared Stewart Representing the Tooele City Redevelopment Agency to Reassign the Land Use Designation for Approximately 1.5 Acres Located at Approximately 346 South Tooele Boulevard from RC Regional Commercial to LI Light Industrial.

Presented by Andrew Aagard

Mr. Aagard stated the parcel west of Tooele Boulevard is undeveloped land. He stated the land to the west is utilized as light industrial, LI, and the east is utilized as educational research facilities. He stated the parcel in question is currently zoned as research and development, RD. He stated the applicant wants to reassign the parcel to light industrial. He states that it encourages and incorporates the light industrial district in the industrial service zoning district. He stated both of the zones are oriented towards light or manufacturing uses in some heavier commercial that do not generate dust, noise, etc.

Mr. Aagard stated with this recommendation being a public hearing, notices were sent out to land owners within 200 feet of said property. He stated Utah State University reached out via email with their concerns of the industrial uses that would occur on the property. He stated, in his staff report that he was unsure of USU plan to expand on their campus. He stated by receiving the email from USU representative, their plan is to expand in the future. He stated he had not received any other notices. Chairman Hamilton opened the public hearing.

Jared Stewart, representing redevelopment agency, stated he would like to share some context to site. He stated the intent of the 1.5 acres is to sell, in turn would probably need to be re-zoned. He stated the current applicant would like to use the parcel as a contractor staging area and showroom. He stated the RDA owns other land with the intent to sell and be re-zoned.

Brandon Naye, applicant, stated he would like to purchase the land from Tooele City for his construction business. He stated the areas would be used as a show room and place to park construction vehicles. He stated with the current zoning, it does not allow outside parking of construction vehicles. He stated there would be minimum traffic and would bring the construction vehicles off of the developments. He stated it would be fenced and a safe place with less damage to his property.

Chairman Hamilton closes public hearing. He asked Mr. Bolser for emails that may have been sent. Mr. Bolser stated there were not any to report beyond what Mr. Aagard has presented.

Commissioner Sloan stated there was a previous request for this parcel to be a tow yard. He stated it was becoming tiresome to continue to hear and revisit the same request for re-zoning and asked what changes could be made so they do not have to revisit it again.

Mr. Aagard stated he understood the frustration but the City can only re-zone properties owned by the City. He stated the individual can continue to ask for properties to be re-zoned.

EXHIBIT B

MAY 19, 2021 CITY COUNCIL MINUTES EXCERPTS

stated that there has been no street sweeper for the last three years but the City Council has approved a street sweeper, that will be arriving in June.

6. **Public Hearing & Motion on Resolution 2021- 48 A Resolution of the Tooele City Council Approving Budget Amendments for Fiscal Year 2020-2021**
Presented by Shannon Wimmer, Finance Director

Ms. Wimmer stated the amendment is to record income of grants and transfer of funds. She asked for questions on the resolution 2021-48.

Chairman Gochis opened the public hearing.

Council Member Hansen motioned to approve ordinance 2021-48. Council Member Brady seconded the motion. The vote was as follows: Council Member Hansen, "Aye," Council Member Graf, "Aye," Council Member Brady, "Aye," Council Member Manzione, "Aye," Chairwoman Gochis, "Aye." The motion passed

7. **Public Hearing & Motion Ordinance 2021- 16 An Ordinance of Tooele City Reassigning the Land Use Designation from Medium Density Residential (MDR) to High Density Residential (HDR) for Approximately 7.4 Acres of Property Located at 602 & 603 West Three O' Clock Drive**

Presented by Jim Bolser, Community Development Director

Mr. Bolser stated this is a new applicant with a new intended result of the property at 602 & 603 west Three O'Clock drive. He stated the current land use is a medium density residential and the zoning of the property is GC, General Commercial with the nature of the request being to revise the land use map. He stated the Planning Commission forwarded a negative recommendation.

Council Member Hansen asked if the ordinance goes through, if it has to come back as a zone amendment. Mr. Bolser stated it would have to come back for a rezone request but it would still be to the discretion of the City whether or not to approve a new zone.

Chairman Gochis asked if it was asked to eventually be MR-12 zoned. Mr. Bolser stated the City does not have an MR-12 zoning district, so it is recommended as MR16 in order to accommodate their current request.

Council Member Manzione stated many of the public comments are in regard to SR-36 and asked if there is a way to petition UDOT. Mr. Bolser stated the City could approach UDOT to look at this part of the highway or the second option would be to require the applicant to work with UDOT before their development application could be approved.

Council Member Graf stated that the time line can become lengthy. Mr. Bolser stated if it is left up to UDOT it can be a lengthy process, but if it is up to the developer, it tends to be pushed through quicker since the improvements would be done by the developer rather than having to follow UDOT's process.

Mayo Winn asked if UDOT can require developer to improve the roads. Mr. Bolser stated that any project that goes up to a UDOT road must have UDOT approval and they can require improvements to those roads.

Council Member Brady stated his concerned for the speed limit on SR-36. Mayor Winn asked about plans for stoplights in the area. Mr. Bolser stated the master transportation plan shows the long term plans for a needed stop light located at Coleman Street.

Chairman Gochis opened up the public hearing.

Kevin Park asked if the well water was in replacement of water lost or if it truly additional water. He stated he hoped the City didn't use the same experts on previous studies. He stated he would like a summary of the water master plan. He stated by adding a stoplight at Coleman, it might create a bigger problem by backing up traffic.

Kori Park stated her concerns were for the water and safety issues on SR-36. She stated the neighborhood would be land locked and if there was an emergency evacuation, traffic would be at a complete stop.

Ken Olsen, applicant, stated the development is a good idea for the size of the property. He stated he has reached out to UDOT and Atrans for a traffic study of SR-36. He stated he is open to concepts and willing to improve and put in the times to make the project a success.

Colleen Leakehe stated her concern was having only one exit.

Sonja Richardson stated her concerns on safety with traffic and the exits from the neighborhood. She stated if the City allows the land to be high density and the deal with the current applicant falls through, it allows another applicant to build higher.

Kalani Mascherino stated her concerns with traffic; competing with school buses, snow plows, gravel trucks, and the Army Depot traffic. She stated there are many accidents on SR-36 because many people don't know the speed limit.

Sindy Maxfield stated she agrees with the other comments. She stated her major concern is by allowing the development, more families and kids move in on a dangerous road. She stated SR-36 is not a place for kids to be playing.

Dusty Argile, applicant, stated there is more control with townhomes with parking and landscaping because they can require an HOA. He stated UDOT may not see what it is now, but by building, UDOT will see the problem.

Trent Maxfield stated his concern is the problem with traffic coming in and out of the parking lot.

Kevin Park stated he wants to rebut; he does not believe we must build and then UDOT will come. He stated the City needs to fix the problem before building.

Anchevka Hansen sent in an email, it reads as follows:
I am in favor of the town homes. The developer sounds very reasonable and I think they would do their best for the neighborhood. I feel it's unfair to continue to punish the developer because of a road issue. sound like the developer is willing to help improve the area and make as many improvements as possible. thanks for your time.

Chairman Gochis closed public comments.

Council Member Hansen stated the water issue, could build six homes per acre as long as they have the city shares. He stated the City needs some cheaper housing for families to live. He stated his concerns for SR-36 and suggested the developer does something with UDOT before building.

Council Member Manzione stated that it doesn't get anything taken care of until something is done and should be included in the developer's plan.

Council Member Graf stated the City needs a different zoning designation. He stated it would be ideal if the traffic is addressed at same time but it is not fair to developer to require the traffic study.

Council Member Brady stated he is more comfortable with the lot being approved as an MR8. He shares his concern with traffic and states the City needs to petition UDOT about the speed limit.

Council member Graf agrees that the City needs more attainable housing, but needs to control zoning to what is appropriate to neighborhood.

Chairman Gochis stated her concerns about changing to a high-density zone.

Council Member Hansen asked if they should table and wait to see the coming changes.

Applicant asked to table it and wait for June meeting changes.

Council Member Graf motioned to table ordinance 2021-16. Council Member Hansen seconded the motion. The vote was as follows: Council Member Hansen, "Aye," Council

Member Graf, "Aye," Council Member Brady, "Aye," Council Member Manzione, "Aye," Chairwoman Gochis, "Aye." The motion passed

8. **Public Hearing & Motion on Ordinance 2021- 17 An Ordinance of Tooele City Reassigning the Land Use Designation from Regional Commercial (RC) to Light Industrial (LI) for Approximately 1.5 Acres of Property Located at Approximately 346 South Tooele Boulevard** Presented by Jim Bolser, Community Development Director

Mr. Bolser stated the city owns a large amount of property in the southwest part of the community along Tooele Boulevard. He stated the City has been marketing property for various uses with USU and other non-residential uses in the area. He stated he has worked with the applicant to purchase 1.5 acres of property.

Mr. Bolser stated if the application be success, it will be reassigned to LI, Light Industrial use with the intended use for a store front and showroom for one of our local home builders. Part of the property is identified as storage for some of their vehicles, to condense the vehicles. He stated the change is because they want to store their vehicles on the lot. He stated the Planning Commission held their own public hearing on this request and forwarded a unanimous positive recommendation.

Council Member Graf asked if IS zone was the new designation created.

Mr. Bolser stated there was a concern with the potential use if this project of a property in the area if that project did not work out. The IS Industrial Service zone was create to be more limited in uses than the standard I Industrial zone but still allows what the applicant was asking for.

Council Member Manzione stated she did not want to change the zoning piece by piece but instead all at once.

Mr. Bolser stated spot-zoning is creating an island of a zone inside another zone. He stated it is an effective tool if used properly because it is useful to control what happens.

Council member Brady stated the original plan for the property is not being used as plan now, the use can be changed.

Mr. Bolser stated the education corridor was the original use with direct research or training usage still possible and welcome, but the City has the opportunity to adjust the course.

Chairman Gochis opens to the public.

Council Member Brady motioned to adopt ordinance 2021-17. Council Member Hansen seconded the motion. The vote was as follows: Council Member Hansen, "Aye,"

EXHIBIT C

APPLICANT SUBMITTED TRAFFIC STUDY & INFORMATION

February 4, 2022



RE: 3 O'clock Luxury Town Homes– Site Traffic Comparison– Tooele, UT

The purpose of this memo is to discuss some comments from the Tooele City Council at the February 2, 2022 work meeting regarding the proposed townhome project on 3 O'clock Drive. The project is proposing to rezone the property to RM 16 for 72 townhomes to replace the current commercial zoning with land use plans for single family homes. The misconceptions that appeared from the Council comments were related to the traffic generated by the land uses, the need for a traffic signal and the ability of the development to provide that traffic signal.

Trip generation for the site is provided based on standard practices of using the Institute of Transportation Engineers (ITE) *Trip Generation* handbook. Based on the land use assumptions and sizes, the projected traffic generated by the site is determined. The possible land use options are shown in the following Table. The result is that the peak hour traffic for 72 multifamily units is equivalent to the possible 40 single family homes that could be built on the site and half of the projected retail traffic that would occur if the retail land use is developed.

Table One: Trip Generation Land Use Comparison

| ITE 10th Ed | Size | Land Use | Trip Rate | | | Trips | | |
|---------------|--------|----------|-----------|------|-------|-------|-----|-------|
| | | | AM | PM | Daily | AM | PM | Daily |
| Townhomes | 72 | 220 | 0.46 | 0.56 | 7.32 | 33 | 40 | 527 |
| Single Family | 40 | 210 | 0.74 | 0.99 | 9.44 | 30 | 40 | 378 |
| Retail | 70.500 | 820 | 0.94 | 3.81 | 37.75 | 66 | 269 | 2661 |

Additionally, it appeared that the Council thought a traffic signal at 3O'clock was an option that the developer could provide. SR 36 is a UDOT facility and signal locations are approved through UDOT and based on a signal warrant evaluation which is a Federal Highways process from the Manual of Uniform Traffic Control Devices (2012). In addition, UDOT and Tooele City have a corridor agreement on SR 36 where the signal locations have been agreed to once the signal warrants at those locations are met.

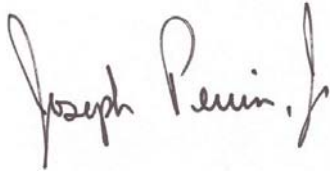
Based on the current UDOT and Tooele City corridor agreement, NO signal will be allowed at 3O'clock. Traffic signals in the area are planned in the SR 36 Corridor Agreement at:

- Coleman and SR 36
- Commander and SR 36

Based on this information, the change of land usage should NOT be based on traffic as this is not a defensible reason for the land use change since the change from retail to residential is a reduction in traffic and the proposed multi-family units is equivalent to the single family home traffic.

Please contact me with any questions.

Sincerely,
A-Trans Engineering



Joseph Perrin, PhD, PE, PTOE
Principal





Townhouse Product
Three O'Clock Drive / SR 36
Traffic Impact Study

Tooele, Utah

January 2022

Update #2



A-Trans Engineering
P.O. Box 521651
Salt Lake City, Utah 84152
(801) 949-0348 telephone
(801) 582-6252 fax

TRAFFIC STUDY



Townhouse Product Three O’Clock Drive / SR 36 Traffic Impact Analysis

Tooele, Utah

Category II

January 2022

Update #2

Prepared by:

A-Trans Engineering
Joseph Perrin, PhD, PE, PTOE
P.O. Box City, 521651
Salt Lake City, Utah 84152
(801) 949-0348
atrans@comcast.net



Table of Contents

| | | |
|-------|--------------------------------------|----|
| I. | Introduction and Summary | 1 |
| II. | Proposed Project..... | 1 |
| III. | Study Area Conditions | 3 |
| IV. | Analysis of Existing Condition | 6 |
| V. | Projected Traffic..... | 8 |
| VI. | Growth..... | 11 |
| VII. | Traffic Analysis..... | 15 |
| VIII. | Conclusions | 18 |



Table of Figures

| | |
|---|----|
| Figure 1: Conceptual Site Plan | 2 |
| Figure 2: Site Location..... | 4 |
| Figure 3: Existing Geometry..... | 5 |
| Figure 4: Existing Traffic..... | 7 |
| Figure 5: Origin Destination | 9 |
| Figure 6: Site Trip Distribution..... | 10 |
| Figure 7: 2027 Background Traffic | 12 |
| Figure 8: 2022 Total Traffic | 13 |
| Figure 9: 2027 Total Traffic | 14 |



Table of Tables

| | |
|--|----|
| Table 1: Intersection LOS-Delay Relationship..... | 6 |
| Table 2: Existing Level of Service..... | 6 |
| Table 3: Trip Generation for Site..... | 8 |
| Table 4: Growth Projections | 11 |
| Table 5: Three O’Clock Drive / SR 36 Intersection Analysis | 15 |
| Table 6: 1220 South / SR 36 Intersection Analysis | 15 |
| Table 7: Coleman Street / SR 36 Intersection Analysis..... | 16 |



Update #1 includes the comments provided by UDOT and the addition of the intersection of Coleman Street / SR 36. Update #2 includes defining the EBLR as the eastbound left and right movement.

I. Introduction and Summary

This traffic impact analysis is for the proposed townhouse development located on the west side of SR 36 to the north and south of Three O’Clock Drive in Tooele, Utah. The site is planned to include 72 townhomes and access Three O’Clock Drive via accesses on the north and south side of the roadway. The site is projected to generate 33 AM, 40 PM peak hour trips and 527 daily trips.

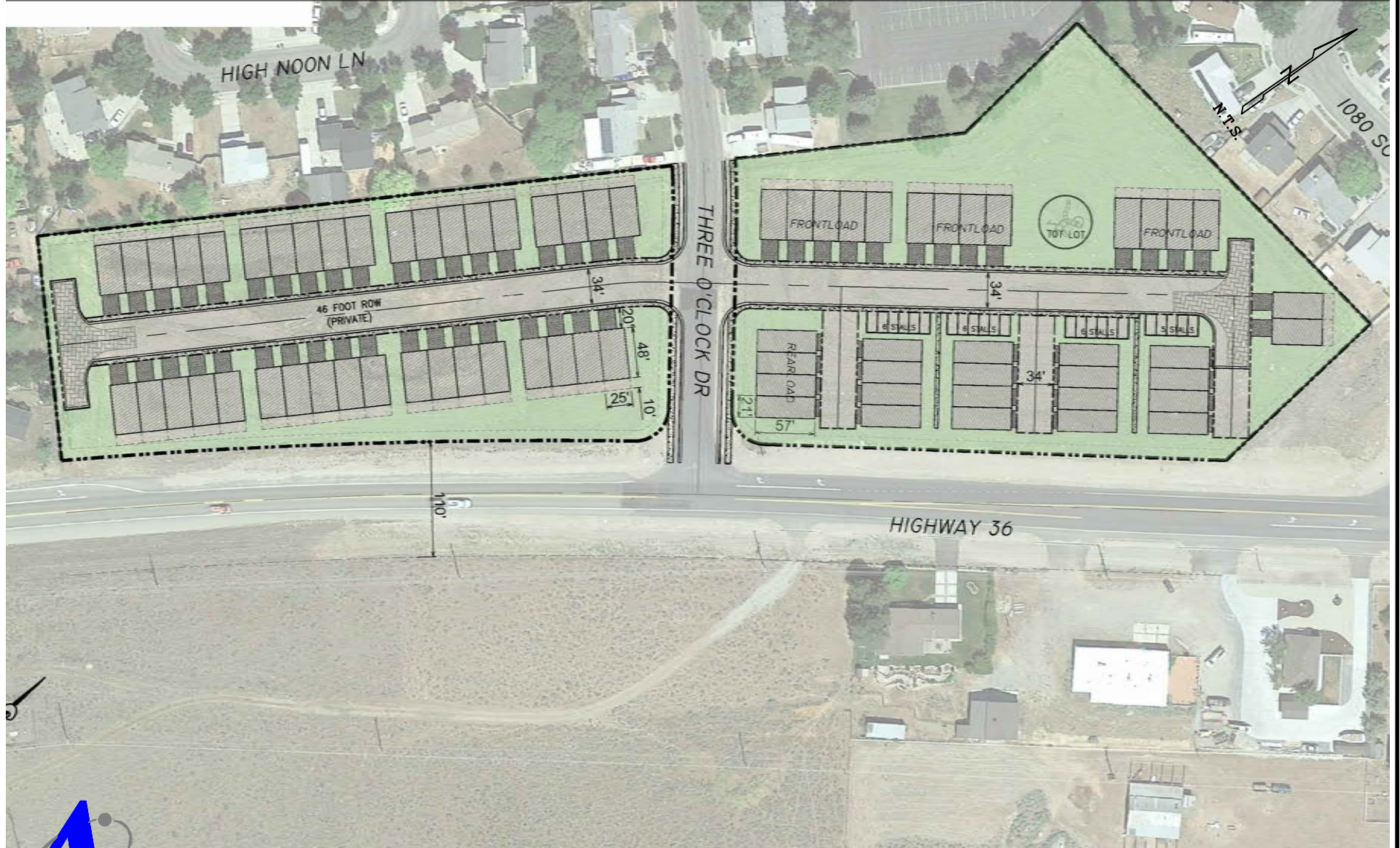
Three O’Clock Drive / SR 36 operates with critical eastbound left and right movement (EBLR) at LOS B in the AM and LOS C in the PM. In 2022 with the site and 2027 with and without the site the intersection operates with critical EBLR at LOS B in the AM and LOS D in the PM. 1220 South / SR 36 operates with critical EBLR at LOS B in the AM and LOS C in the PM. This is maintained in 2022 and 2027 with the addition of the site. Coleman Street / SR 36 operates with critical EBL at LOS B in the AM and LOS C in the PM. This is maintained in 2022 and 2027 with the addition of the site.

- SR 36 is designated as the north – south route and 1220 South, Three O’clock Drive and Coleman Street are designated as east – west.

There are no off-site improvements recommended with this development.

II. Proposed Project

The proposed townhouse development is located on the west side of SR 36 to the north and south of Three O’Clock Drive in Tooele, Utah. The site is planned to include 72 townhomes and is projected to generate 33 AM, 40 PM peak hour trips and 527 daily trips. The site is planning a single full motion accesses to Three O’Clock Drive on both the north and south side of the roadway approximately 160 feet (measured end of radius to center of access) west of SR 36. Three O’Clock Drive is located approximately 600 feet south of Coleman Street and 680 feet north of 1220 South (measured end of radius to end of radius) via accesses on the north and south side of the roadway. Figure 1 shows the conceptual site plan.



A-TRANS TRANSPORTATION ENGINEERING
 P.O. BOX 521651, SLC, UT 84152
 Phone: 801-949-0348 Fax: 801-582-6252

Figure 1

Conceptual Site Plan



III. Study Area Conditions

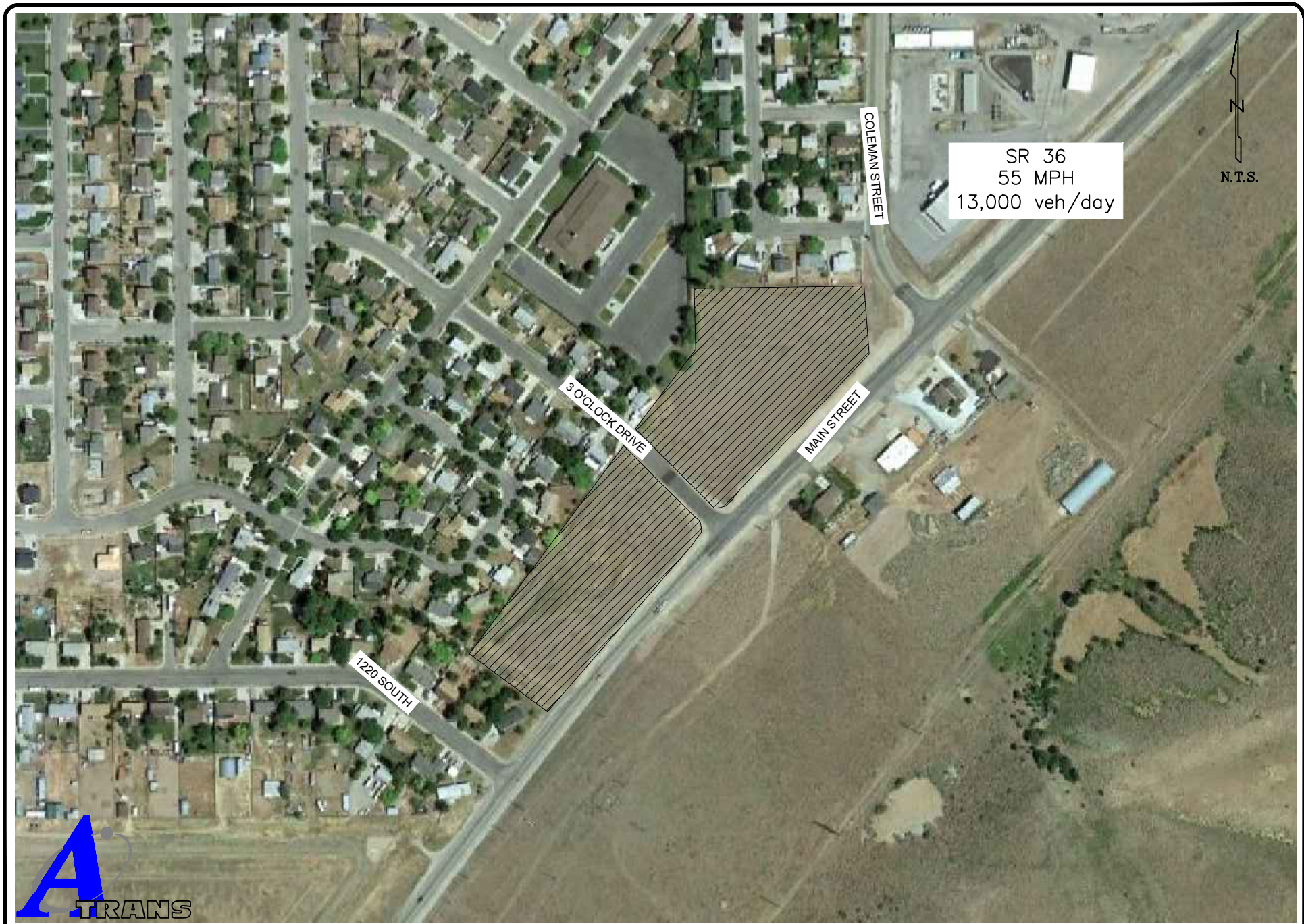
The study area includes the following intersection.

- Three O’Clock Drive / SR 36
- 1220 South / SR 36
- Coleman Street / SR 36

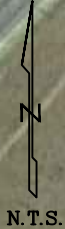
Figure 2 shows the location of the site. Figure 3 shows existing intersection geometry.

SR 36

SR 36 is currently a 2 lane facility with one lane in each direction. The 2019 AADT is 13,000 vehicles per day with a posted speed limit is 55 MPH. UDOT classifies SR 36 as a Category 4 roadway and it is classified by Tooele City as a Minor Collector.



SR 36
55 MPH
13,000 veh/day



A-TRANS TRANSPORTATION ENGINEERING
P.O. BOX 521651, SLC, UT 84152
Phone: 801-949-0348 Fax: 801-582-6252

Figure 2

Site Location



A-TRANS TRANSPORTATION ENGINEERING
 P.O. BOX 521651, SLC, UT 84152
 Phone: 801-949-0348 Fax: 801-582-6252

Figure 3

Existing Geometry

IV. Analysis of Existing Condition

The existing traffic counts were determined from UDOT’s Automated Traffic Signal Performance Measures Website and were supplemented by field counts performed June 15-17, 2021 and October 6-12, 2021 during the AM and PM peak periods. The counts in October were within 1% of the June counts. The existing traffic utilized in this study is shown in Figure 4.

The 6th Edition Highway Capacity Manual defines the Level of Service (LOS) for both signalized and unsignalized intersections as a range of average experienced delay. LOS is a qualitative rating of traveler satisfaction from A to F whereby LOS A is good and LOS F poor. Table 1 shows the LOS range by delay for unsignalized and signalized intersections and accesses.

Table 1: Intersection LOS-Delay Relationship

| | Unsignalized | Signalized |
|------------------|-------------------------------|-------------------------------|
| Level of Service | Total Delay per Vehicle (sec) | Total Delay per Vehicle (sec) |
| A | ≤ 10.0 | ≤ 10.0 |
| B | > 10.0 and ≤ 15.0 | > 10.0 and ≤ 20.0 |
| C | > 15.0 and ≤ 25.0 | > 20.0 and ≤ 35.0 |
| D | > 25.0 and ≤ 35.0 | > 35.0 and ≤ 55.0 |
| E | > 35.0 and ≤ 50.0 | > 55.0 and ≤ 80.0 |
| F | > 50.0 | > 80.0 |

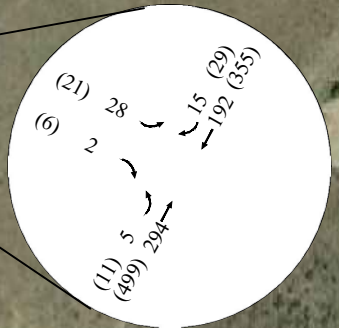
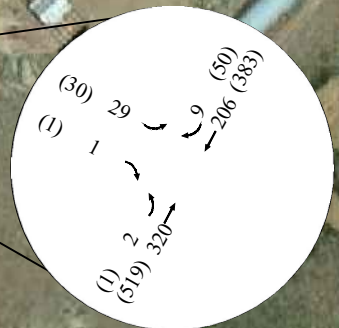
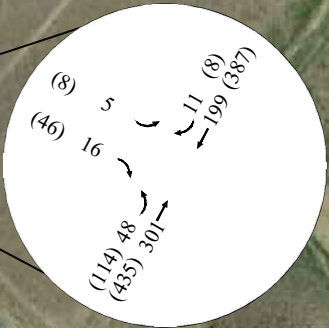
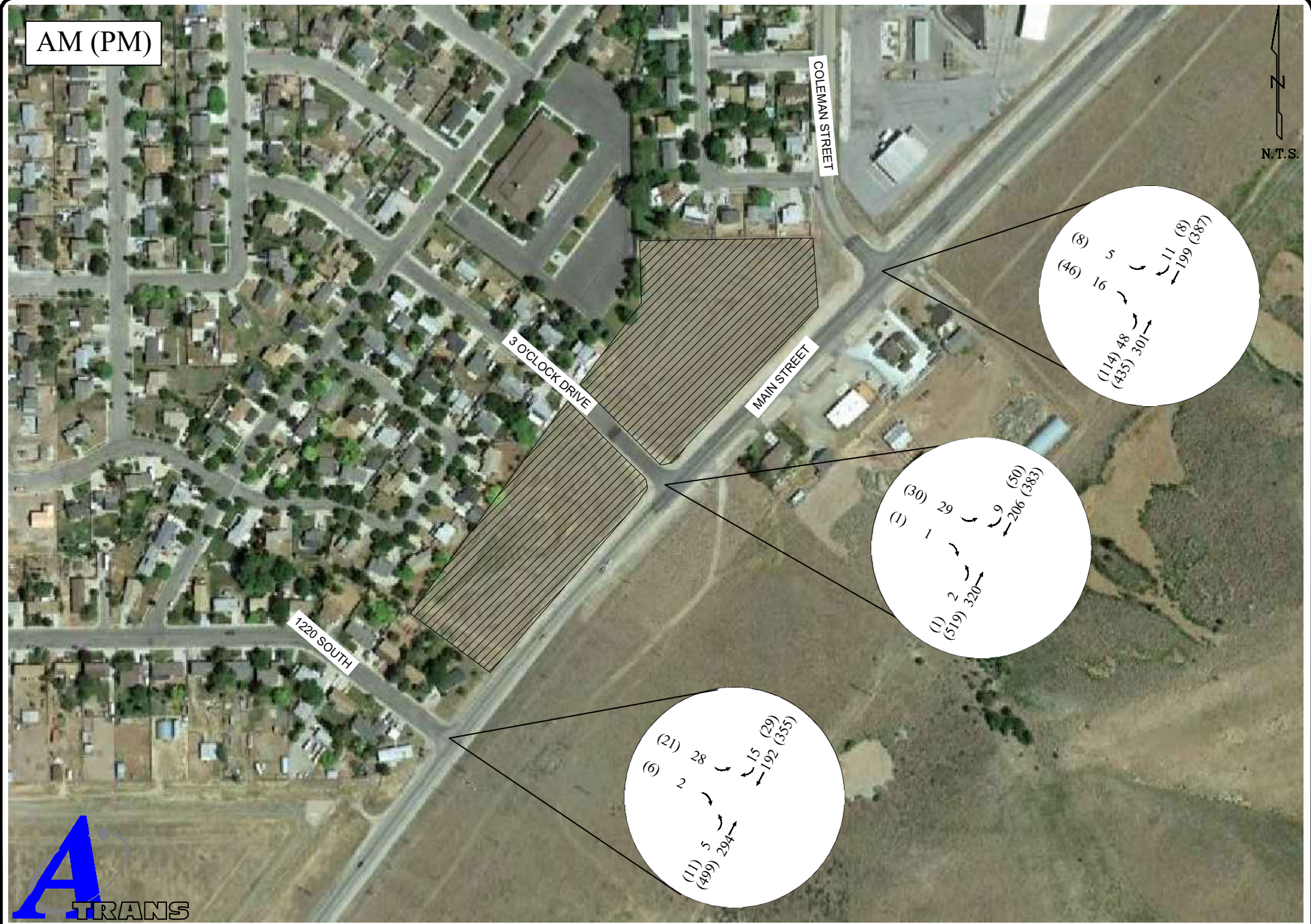
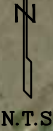
Three O’Clock Drive / SR 36 operates with critical EBLR at LOS B in the AM and LOS C in the PM. 1220 South / SR 36 operates with critical EBLR at LOS B in the AM and LOS C in the PM. Table 2 shows the Existing LOS. Colemans Street / SR 36 operates with critical EBL at LOS B in the AM and LOS C in the PM. Table 2 shows the Existing LOS.

Table 2: Existing Level of Service

| Delay (sec/veh) | Three O’Clock Drive / SR 36 (EBLR) | 1220 South / SR 36 (EBLR) | Coleman Street / SR 36 (EBL) |
|-----------------|------------------------------------|---------------------------|------------------------------|
| AM | 13.3 B | 12.8 B | 12.3 B |
| PM | 23.8 C | 20.4 C | 18.1 C |

SR 36 is designated as the north – south route and 1220 South, Three O’clock Drive and Coleman Street are designated as east – west.

AM (PM)



V. Projected Traffic

A. Trip Generation

Trip generation for the site was done using The Institute of Transportation Engineers (ITE) *Trip Generation* (10th Edition) handbook. The site is planned to include 72 townhomes and is projected to generate 33 AM, 40 PM peak hour trips and 527 daily trips. The trip generation for the site is shown in Table 3.

Table 3: Trip Generation for Site

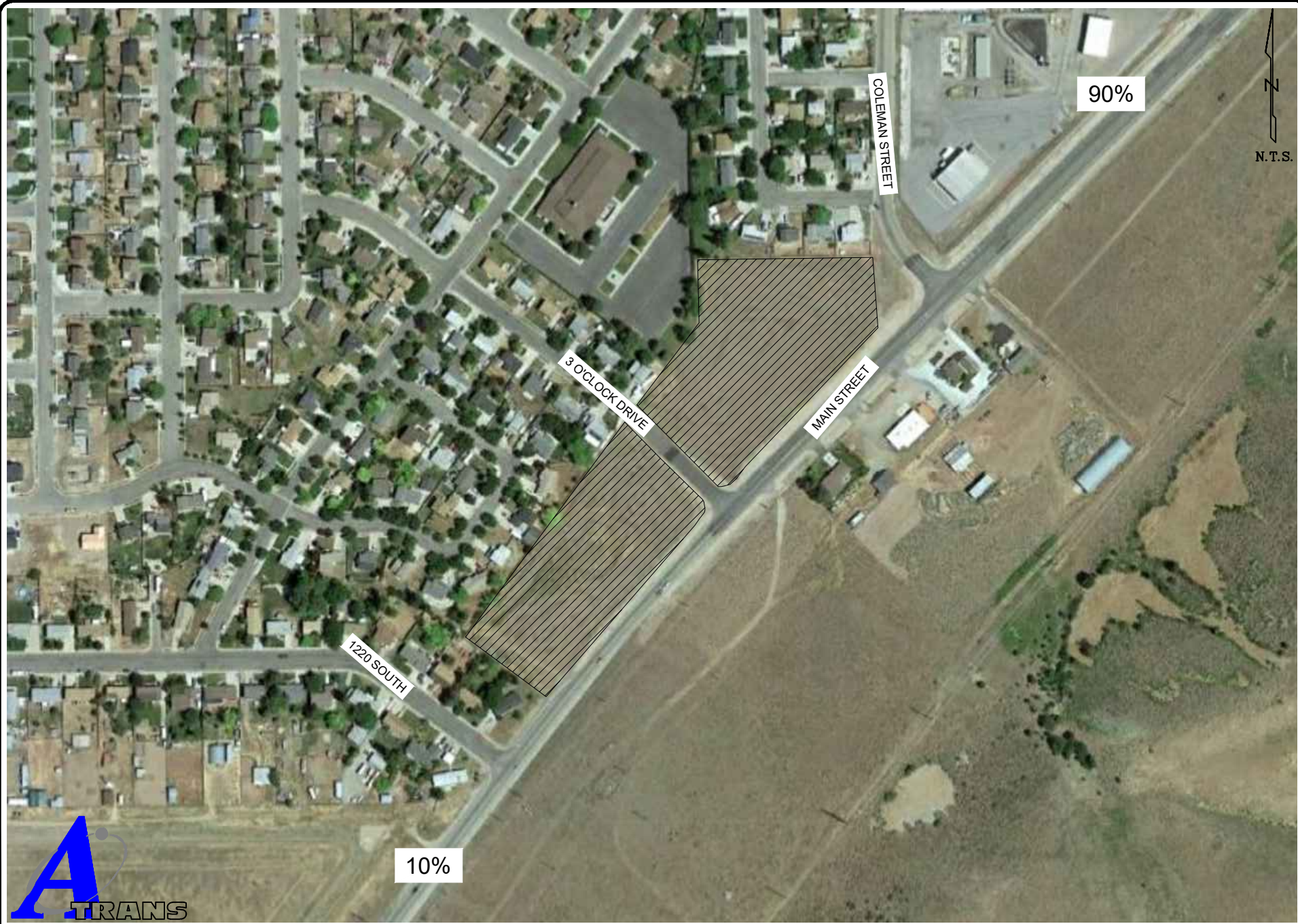
| Land Use | Size | Trip Rate | Trips | % IN | % Out | Trips In | Trips Out |
|----------|------|-----------|-------|------|-------|----------|-----------|
| AM | | | | | | | |
| Townhome | 72 | 0.46 | 33 | 23% | 77% | 8 | 25 |
| PM | | | | | | | |
| Townhome | 72 | 0.56 | 40 | 63% | 37% | 25 | 15 |
| Daily | | | | | | | |
| Townhome | 72 | 7.32 | 527 | | | | |

B. Trip Distribution

Project site traffic was applied to the origin-destination (O-D) for the site. Origin-destination was determined from evaluating the existing traffic patterns and hourly traffic volumes on each leg of the included intersections as well as the location of retail centers and freeways relative to this site. This was used as a baseline for origin destination and engineering judgment was applied to this to determine the following OD for the site.

- 90% to/from north on SR 36
- 10% to/from south on SR 36

Origin Destination is shown in Figure 5. Site trip distribution is shown in Figure 6.



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P.O. BOX 521651, SLC, UT 84152
Phone: 801-949-0348 Fax: 801-582-6252

Figure 5

Origin Destination

AM (PM)



N.T.S.



AM - 33; 8 In 25 Out
 PM - 40; 25 In 15 Out



VI. Growth

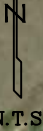
Growth in the area was determined from UDOT’s Traffic on Utah Highways and Wasatch Front Regional Council 2050 projections. The volumes and utilized to determine growth in the area is shown in Table 4. Based on this data an average growth of 0.77% was found. To provide a conservative analysis, a 1% growth for the area is assumed. This yields a 1.06 growth factor for 2027.

Table 4: Growth Projections

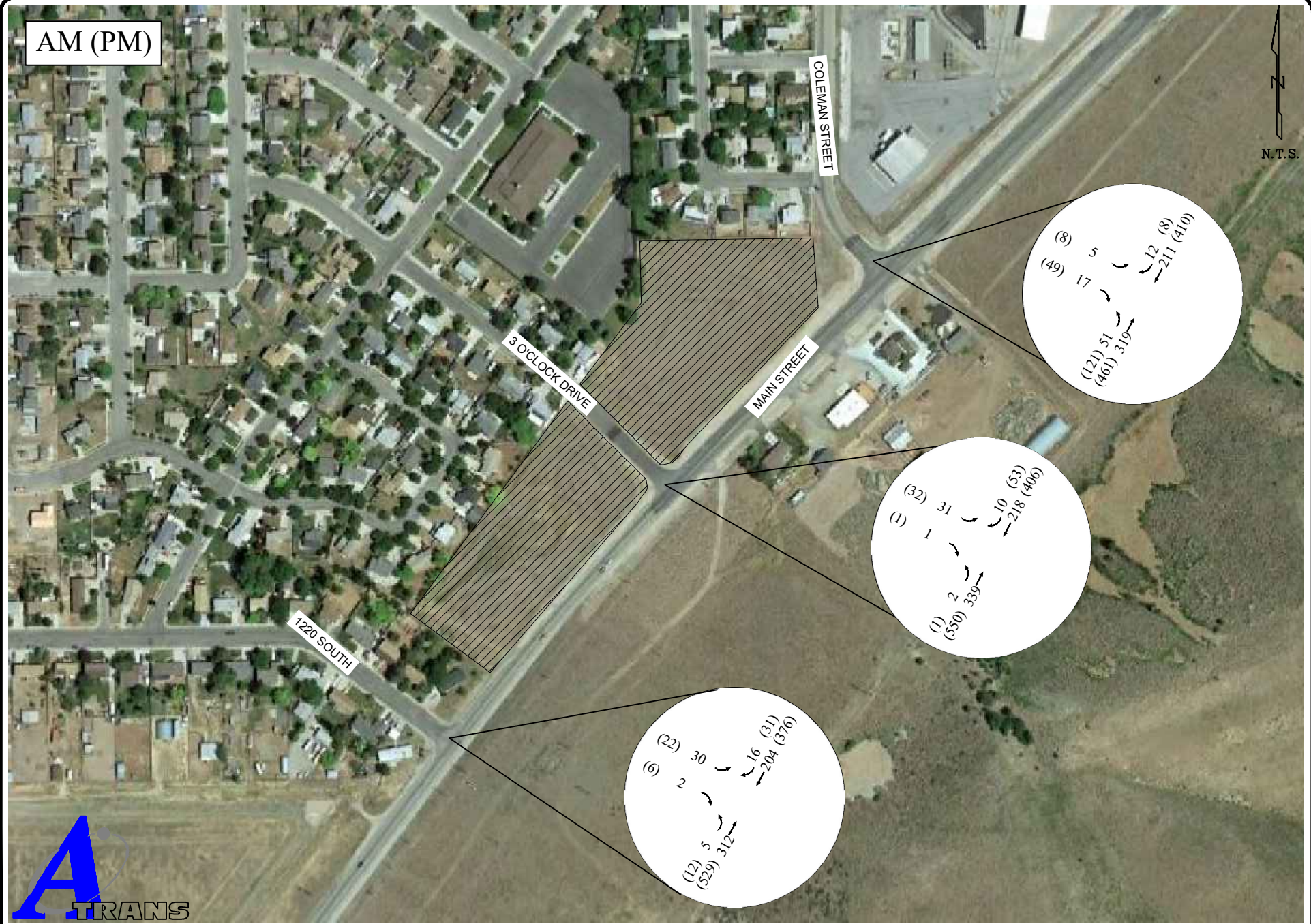
| | SR 36 |
|--------|--------|
| 2019 | 13,000 |
| 2050 | 16,500 |
| growth | 0.77% |

Background traffic is determined by multiplying the existing traffic by the growth factor for 2027. 2027 Background Traffic is shown in Figure 7. Total traffic in the area for the future projection years is derived by adding the non-site volume forecasts to the site trip distribution. 2022 Total Traffic is shown in Figure 8. 2027 Total Traffic is shown in Figure 9.

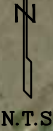
AM (PM)



N.T.S.



AM (PM)



N.T.S.



AM (PM)



N.T.S.



VII. Traffic Analysis

A. Level of Service Analysis

The intersection and access analysis evaluates the performance of each intersection and access using the measure of performance of delay and level of service (LOS). Tables 5-7 show the intersection and access analysis.

Analysis Results

- Three O’Clock Drive / SR 36 operates with critical EBLR at LOS B in the AM and LOS C in the PM. In 2022 with the site and 2027 with and without the site the intersection operates with critical EBLR at LOS B in the AM and LOS D in the PM.
- 1220 South / SR 36 operates with critical EBLR at LOS B in the AM and LOS C in the PM. This is maintained in 2022 and 2027 with the addition of the site.
- Coleman Street / SR 36 operates with critical EBL at LOS B in the AM and LOS C in the PM. This is maintained in 2022 and 2027 with the addition of the site.

Table 5: Three O’Clock Drive / SR 36 Intersection Analysis

| | | NBL | | EBLR | |
|-----------------|----|-----|---|------|---|
| 2021 Existing | AM | 7.7 | A | 13.3 | B |
| | PM | 8.5 | A | 23.8 | C |
| 2022 Total | AM | 7.7 | A | 13.7 | B |
| | PM | 8.6 | A | 25.8 | D |
| 2027 Background | AM | 7.8 | A | 13.8 | B |
| | PM | 8.6 | A | 26.4 | D |
| 2027 Total | AM | 7.8 | A | 14.3 | B |
| | PM | 8.7 | A | 29.0 | D |

Table 6: 1220 South / SR 36 Intersection Analysis

| | | NBL | | EBLR | |
|-----------------|----|-----|---|------|---|
| 2021 Existing | AM | 7.7 | A | 12.8 | B |
| | PM | 8.4 | A | 20.4 | C |
| 2022 Total | AM | 7.7 | A | 12.8 | B |
| | PM | 8.4 | A | 20.5 | C |
| 2027 Background | AM | 7.7 | A | 13.2 | B |
| | PM | 8.5 | A | 22.1 | C |
| 2027 Total | AM | 7.8 | A | 13.2 | B |
| | PM | 8.5 | A | 22.3 | C |

Table 7: Coleman Street / SR 36 Intersection Analysis

| | | NBL | | EBL | | EBR | |
|-----------------|----|-----|---|------|---|------|---|
| 2021 Existing | AM | 7.8 | A | 12.3 | B | 9.5 | A |
| | PM | 8.9 | A | 18.1 | C | 11.8 | B |
| 2022 Total | AM | 7.8 | A | 12.5 | B | 9.6 | A |
| | PM | 9.0 | A | 18.5 | C | 12.1 | B |
| 2027 Background | AM | 7.9 | A | 12.6 | B | 9.6 | A |
| | PM | 9.0 | A | 19.0 | C | 12.2 | B |
| 2027 Total | AM | 7.9 | A | 12.8 | B | 9.7 | A |
| | PM | 9.1 | A | 19.5 | C | 12.5 | B |

B. Queue Analysis

Based on the projected traffic, queue storage length requirements can be determined. To determine if sufficient storage space exists to accommodate the projected demand, the intersection and accesses included in this traffic study are analyzed for queue storage capacity. The queue lengths are provided by the HCM analysis and are done through Synchro. Once the storage length is determined, this can typically be compared to the available storage length within the provided turn pockets or between intersections. Based on the analysis, no queue deficiencies are projected within the study area.

C. Access and Roadway Category

According to the UDOT, SR 36 is categorized as a Category 4 roadway. As per UDOT Administrative Rule R930-6, signal spacing is required at 2,640 feet, street spacing is required at 660 feet and access spacing is required at 500 feet or by variance. The distance between access points/intersections is measured from end of radius to end of adjacent radius. The site is not directly accessing SR 36. The site is accessing SR 36 via the existing roadway of Three O'Clock Drive.

According to UDOT Administrative Rule R930-6 a Category 4 roadway requires:

- A left turn deceleration lane with taper and storage length is required for any access with a projected peak hour left ingress turning volume greater than 10 vehicles per hour. The taper length must be included in the required deceleration length.
- A right turn deceleration lane and taper length is required for any access with a projected peak hour right ingress turning volume greater than 25 vehicles per hour. The taper length must be included in the required deceleration length.
- A right turn acceleration lane and taper length is required for any access with a projected peak hour right turning volume greater than 50 vehicles per hour when the posted speed on the highway is greater than 40 mph. The taper length must be included in the required acceleration length. A right turn acceleration lane may also be required at a signalized intersection if a free-right turn is needed to maintain an appropriate level of service for the intersection.
- Right turn deceleration and acceleration lanes are generally not required on roadways with three or more travel lanes in the direction of the right turn.
- A left turn acceleration lane may be required if it will be a benefit to the safety and operation of the roadway.
- A left turn acceleration lane is generally not required where the posted speed is less than 45 mph, the intersection is signalized, or the acceleration lane would interfere with the left turn ingress movements to any other access.

The volume thresholds for a northbound left turn deceleration lane are not met, the volume thresholds for a southbound right turn deceleration lane are met and this requirement is already built. There fore no additional improvements to the state route are required.

VIII. Conclusions

The proposed townhouse development is located on the west side of SR 36 to the north and south of Three O’Clock Drive in Tooele, Utah. The site is planned to include 72 townhomes and access Three O’Clock Drive via accesses on the north and south side of the roadway. The site is projected to generate 33 AM, 40 PM peak hour trips and 527 daily trips.

The following comments are made about the project:

- Three O’Clock Drive / SR 36 operates with critical EBLR at LOS B in the AM and LOS C in the PM. In 2022 with the site and 2027 with and without the site the intersection operates with critical EBLR at LOS B in the AM and LOS D in the PM.
- 1220 South / SR 36 operates with critical EBLR at LOS B in the AM and LOS C in the PM. This is maintained in 2022 and 2027 with the addition of the site.
- Coleman Street / SR 36 operates with critical EBL at LOS B in the AM and LOS C in the PM. This is maintained in 2022 and 2027 with the addition of the site.
- There are no queue deficiencies projected within the area with the addition of the site.
- The volume thresholds for a northbound left turn deceleration lane are not met, the volume thresholds for a southbound right turn deceleration lane are met and this requirement is already built. While left turn auxiliary lanes are always prudent, because the threshold set by UDOT is not met, then this would not be a required improvement from UDOT. Therefore, no additional improvements to the state route are required.

There are no off-site improvements recommended for this site.



APPENDICES

| | |
|------------|------------------------------------|
| Appendix A | Traffic Counts and Projections |
| Appendix B | Without Site Intersection Analyses |
| Appendix C | With Site Intersection Analysis |



Appendix A Traffic Counts and Projections

AM PEAK HOUR VOLUMES

Ped = 0

INTERSECTION: **Main Street** and **3 O'Clock Drive**

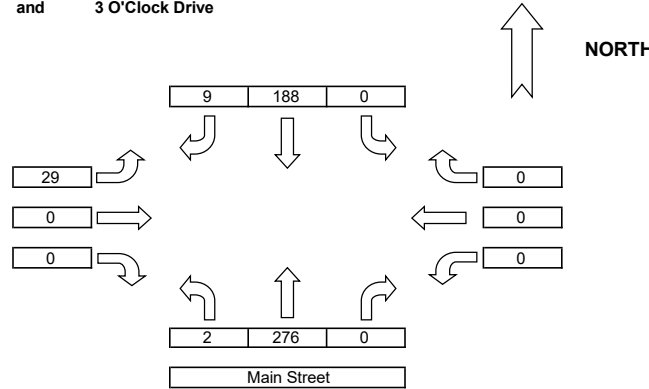
N-S STREET: **Main Street**
E-W STREET: **3 O'Clock Drive**

| | |
|---------------|---------|
| PK HR VOLUME: | 504 |
| PHF: | 0.92 |
| PEAK HOUR: | |
| FROM: | TO: |
| 7:55 AM | 8:55 AM |

COUNT DATE: **June 17, 2021**
Day of the Week: **Thursday**
NOTES:

COUNT TIME:
FROM: **7:00 AM**
TO: **9:00 AM**

3 O'Clock Drive



AM Traffic

COUNT DATA INPUT:

Name: Kariann Name: Kariann Name: Kariann Name: Kariann

| TIME PERIOD | FROM: | TO: | NORTHBOUND | | | EASTBOUND | | | SOUTHBOUND | | | WESTBOUND | | | TOTAL 5' VOLUMES | TOTAL 15' VOLUMES | PEDESTRIAN | |
|-------------|-------|---------|------------|-----|-----|-----------|-----|-----|------------|-----|-----|-----------|-----|-----|------------------|-------------------|------------|-----|
| | | | NBL | NBT | NBR | EBL | EBT | EBR | SBL | SBT | SBR | WBL | WBT | WBR | | | E/W | N/S |
| 7:00 AM | | 7:05 AM | 0 | 19 | 0 | 3 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 33 | 99 | 0 | 0 |
| 7:05 AM | | 7:10 AM | 0 | 19 | 0 | 2 | 0 | 1 | 0 | 18 | 0 | 0 | 0 | 0 | 40 | 105 | 0 | 0 |
| 7:10 AM | | 7:15 AM | 0 | 16 | 0 | 3 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 26 | 97 | 0 | 0 |
| 7:15 AM | | 7:20 AM | 0 | 23 | 0 | 1 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 39 | 102 | 0 | 0 |
| 7:20 AM | | 7:25 AM | 0 | 17 | 0 | 1 | 0 | 1 | 0 | 13 | 0 | 0 | 0 | 0 | 32 | 94 | 0 | 0 |
| 7:25 AM | | 7:30 AM | 0 | 12 | 0 | 1 | 0 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 31 | 98 | 0 | 0 |
| 7:30 AM | | 7:35 AM | 0 | 18 | 0 | 2 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 31 | 100 | 0 | 0 |
| 7:35 AM | | 7:40 AM | 0 | 22 | 0 | 2 | 0 | 0 | 0 | 10 | 2 | 0 | 0 | 0 | 36 | 115 | 0 | 0 |
| 7:40 AM | | 7:45 AM | 0 | 18 | 0 | 3 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 33 | 118 | 0 | 0 |
| 7:45 AM | | 7:50 AM | 0 | 30 | 0 | 3 | 1 | 0 | 0 | 10 | 2 | 0 | 0 | 0 | 46 | 135 | 0 | 0 |
| 7:50 AM | | 7:55 AM | 0 | 22 | 0 | 3 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 39 | 138 | 0 | 0 |
| 7:55 AM | | 8:00 AM | 0 | 29 | 0 | 0 | 0 | 0 | 0 | 18 | 3 | 0 | 0 | 0 | 50 | 133 | 0 | 0 |
| 8:00 AM | | 8:05 AM | 0 | 26 | 0 | 5 | 0 | 0 | 0 | 17 | 1 | 0 | 0 | 0 | 49 | 120 | 0 | 0 |
| 8:05 AM | | 8:10 AM | 0 | 18 | 0 | 1 | 0 | 0 | 0 | 14 | 1 | 0 | 0 | 0 | 34 | 109 | 0 | 0 |
| 8:10 AM | | 8:15 AM | 0 | 19 | 0 | 1 | 0 | 0 | 0 | 16 | 1 | 0 | 0 | 0 | 37 | 112 | 0 | 0 |
| 8:15 AM | | 8:20 AM | 0 | 24 | 0 | 6 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 38 | 110 | 0 | 0 |
| 8:20 AM | | 8:25 AM | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 37 | 118 | 0 | 0 |
| 8:25 AM | | 8:30 AM | 1 | 19 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 35 | 122 | 0 | 0 |
| 8:30 AM | | 8:35 AM | 0 | 24 | 0 | 4 | 0 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 46 | 132 | 0 | 0 |
| 8:35 AM | | 8:40 AM | 0 | 24 | 0 | 4 | 0 | 0 | 0 | 12 | 1 | 0 | 0 | 0 | 41 | 126 | 0 | 0 |
| 8:40 AM | | 8:45 AM | 0 | 32 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 45 | 137 | 0 | 0 |
| 8:45 AM | | 8:50 AM | 0 | 20 | 0 | 3 | 0 | 0 | 0 | 16 | 1 | 0 | 0 | 0 | 40 | 139 | 0 | 0 |
| 8:50 AM | | 8:55 AM | 1 | 19 | 0 | 5 | 0 | 0 | 0 | 26 | 1 | 0 | 0 | 0 | 52 | 99 | 0 | 0 |
| 8:55 AM | | 9:00 AM | 0 | 32 | 0 | 2 | 0 | 0 | 0 | 12 | 1 | 0 | 0 | 0 | 47 | 47 | 0 | 0 |

PM PEAK HOUR VOLUMES

Ped =0

INTERSECTION: **Main Street** and **3 O'Clock Drive**

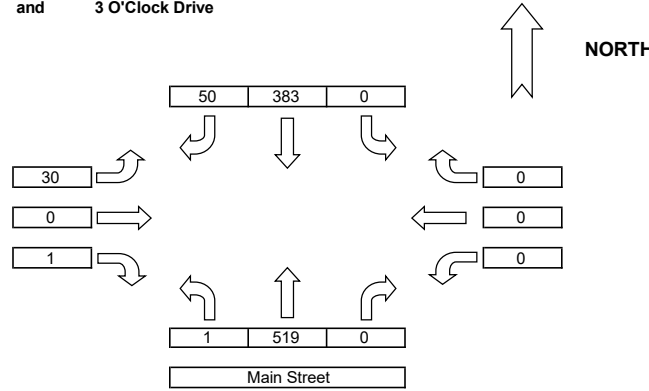
N-S STREET: **Main Street**
 E-W STREET: **3 O'Clock Drive**

| | |
|---------------|---------|
| PK HR VOLUME: | 984 |
| PHF: | 0.79 |
| PEAK HOUR: | |
| FROM: | TO: |
| 4:35 PM | 5:35 PM |

COUNT DATE: **June 17, 2021**
 Day of the Week: **Thursday**
 NOTES:

COUNT TIME:
 FROM: **4:00 PM**
 TO: **6:00 PM**

3 O'Clock Drive



PM Traffic

COUNT DATA INPUT:

Name: Kariann Name: Kariann Name: Kariann Name: Kariann

| TIME PERIOD | FROM: | TO: | NORTHBOUND | | | EASTBOUND | | | SOUTHBOUND | | | WESTBOUND | | | TOTAL 5' VOLUMES | TOTAL 15' VOLUMES | PEDESTRIAN | |
|-------------|-------|---------|------------|-----|-----|-----------|-----|-----|------------|-----|-----|-----------|-----|-----|------------------|-------------------|------------|-----|
| | | | NBL | NBT | NBR | EBL | EBT | EBR | SBL | SBT | SBR | WBL | WBT | WBR | | | E/W | N/S |
| 4:00 PM | | 4:05 PM | 0 | 21 | 0 | 5 | 0 | 1 | 0 | 32 | 3 | 0 | 0 | 0 | 62 | 180 | 0 | 0 |
| 4:05 PM | | 4:10 PM | 0 | 32 | 0 | 0 | 0 | 0 | 0 | 23 | 4 | 0 | 0 | 0 | 59 | 194 | 0 | 0 |
| 4:10 PM | | 4:15 PM | 0 | 32 | 0 | 1 | 0 | 0 | 0 | 23 | 3 | 0 | 0 | 0 | 59 | 187 | 0 | 0 |
| 4:15 PM | | 4:20 PM | 0 | 48 | 0 | 2 | 0 | 1 | 0 | 22 | 3 | 0 | 0 | 0 | 76 | 187 | 0 | 0 |
| 4:20 PM | | 4:25 PM | 0 | 32 | 0 | 3 | 0 | 0 | 0 | 16 | 1 | 0 | 0 | 0 | 52 | 174 | 0 | 0 |
| 4:25 PM | | 4:30 PM | 0 | 26 | 0 | 2 | 0 | 0 | 0 | 30 | 1 | 0 | 0 | 0 | 59 | 187 | 0 | 0 |
| 4:30 PM | | 4:35 PM | 0 | 34 | 0 | 0 | 0 | 1 | 0 | 26 | 2 | 0 | 0 | 0 | 63 | 200 | 0 | 0 |
| 4:35 PM | | 4:40 PM | 1 | 18 | 0 | 3 | 0 | 0 | 0 | 37 | 6 | 0 | 0 | 0 | 65 | 199 | 0 | 0 |
| 4:40 PM | | 4:45 PM | 0 | 30 | 0 | 1 | 0 | 0 | 0 | 34 | 7 | 0 | 0 | 0 | 72 | 201 | 0 | 0 |
| 4:45 PM | | 4:50 PM | 0 | 23 | 0 | 3 | 0 | 0 | 0 | 30 | 6 | 0 | 0 | 0 | 62 | 220 | 0 | 0 |
| 4:50 PM | | 4:55 PM | 0 | 34 | 0 | 1 | 0 | 0 | 0 | 28 | 4 | 0 | 0 | 0 | 67 | 262 | 0 | 0 |
| 4:55 PM | | 5:00 PM | 0 | 46 | 0 | 4 | 0 | 0 | 0 | 36 | 5 | 0 | 0 | 0 | 91 | 287 | 0 | 0 |
| 5:00 PM | | 5:05 PM | 0 | 74 | 0 | 4 | 0 | 0 | 0 | 23 | 3 | 0 | 0 | 0 | 104 | 313 | 0 | 0 |
| 5:05 PM | | 5:10 PM | 0 | 61 | 0 | 4 | 0 | 0 | 0 | 25 | 2 | 0 | 0 | 0 | 92 | 310 | 0 | 0 |
| 5:10 PM | | 5:15 PM | 0 | 69 | 0 | 0 | 0 | 0 | 0 | 43 | 5 | 0 | 0 | 0 | 117 | 287 | 0 | 0 |
| 5:15 PM | | 5:20 PM | 0 | 67 | 0 | 2 | 0 | 0 | 0 | 27 | 5 | 0 | 0 | 0 | 101 | 236 | 0 | 0 |
| 5:20 PM | | 5:25 PM | 0 | 33 | 0 | 4 | 0 | 1 | 0 | 29 | 2 | 0 | 0 | 0 | 69 | 213 | 0 | 0 |
| 5:25 PM | | 5:30 PM | 0 | 25 | 0 | 2 | 0 | 0 | 0 | 36 | 3 | 0 | 0 | 0 | 66 | 197 | 0 | 0 |
| 5:30 PM | | 5:35 PM | 0 | 39 | 0 | 2 | 0 | 0 | 0 | 35 | 2 | 0 | 0 | 0 | 78 | 188 | 0 | 0 |
| 5:35 PM | | 5:40 PM | 0 | 25 | 0 | 1 | 0 | 0 | 0 | 24 | 3 | 0 | 0 | 0 | 53 | 175 | 0 | 0 |
| 5:40 PM | | 5:45 PM | 0 | 26 | 0 | 1 | 0 | 0 | 0 | 30 | 0 | 0 | 0 | 0 | 57 | 188 | 0 | 0 |
| 5:45 PM | | 5:50 PM | 0 | 29 | 0 | 3 | 0 | 0 | 0 | 30 | 3 | 0 | 0 | 0 | 65 | 190 | 0 | 0 |
| 5:50 PM | | 5:55 PM | 0 | 28 | 0 | 2 | 0 | 1 | 0 | 27 | 8 | 0 | 0 | 0 | 66 | 125 | 0 | 0 |
| 5:55 PM | | 6:00 PM | 1 | 20 | 0 | 1 | 0 | 0 | 0 | 33 | 4 | 0 | 0 | 0 | 59 | 59 | 0 | 0 |

AM PEAK HOUR VOLUMES

Ped = 0

INTERSECTION: **Main Street** and **1220 South**

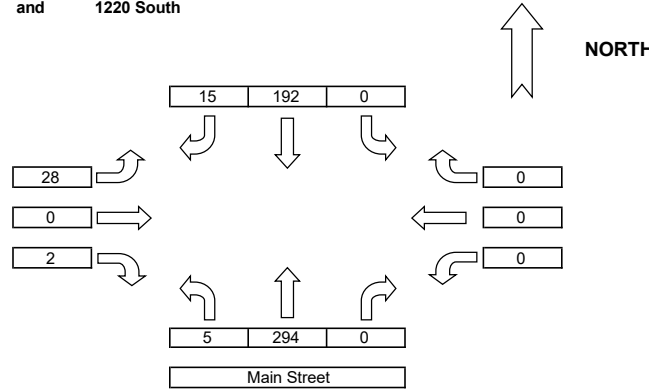
N-S STREET: **Main Street**
E-W STREET: **1220 South**

| | |
|---------------|---------|
| PK HR VOLUME: | 536 |
| PHF: | 0.84 |
| PEAK HOUR: | |
| FROM: | TO: |
| 7:55 AM | 8:55 AM |

COUNT DATE: **July 16, 2021**
Day of the Week: **Wednesday**
NOTES:

COUNT TIME:
FROM: **7:00 AM**
TO: **9:00 AM**

1220 South



AM Traffic

COUNT DATA INPUT:

Name: Kory Name: Kory Name: Kory Name: Kory

| TIME PERIOD | FROM: | TO: | NORTHBOUND | | | EASTBOUND | | | SOUTHBOUND | | | WESTBOUND | | | TOTAL 5' VOLUMES | TOTAL 15' VOLUMES | PEDESTRIAN | | |
|-------------|-------|---------|------------|-----|-----|-----------|-----|-----|------------|-----|-----|-----------|-----|-----|------------------|-------------------|------------|-----|---|
| | | | NBL | NBT | NBR | EBL | EBT | EBR | SBL | SBT | SBR | WBL | WBT | WBR | | | E/W | N/S | |
| 7:00 AM | | 7:05 AM | 0 | 25 | 0 | 1 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 37 | 115 | 0 | 0 |
| 7:05 AM | | 7:10 AM | 0 | 13 | 0 | 4 | 0 | 0 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 36 | 116 | 0 | 0 |
| 7:10 AM | | 7:15 AM | 0 | 28 | 0 | 1 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 42 | 119 | 0 | 0 |
| 7:15 AM | | 7:20 AM | 0 | 21 | 0 | 2 | 0 | 0 | 0 | 14 | 1 | 0 | 0 | 0 | 0 | 38 | 107 | 0 | 0 |
| 7:20 AM | | 7:25 AM | 0 | 17 | 0 | 5 | 0 | 1 | 0 | 14 | 2 | 0 | 0 | 0 | 0 | 39 | 106 | 0 | 0 |
| 7:25 AM | | 7:30 AM | 0 | 16 | 0 | 3 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 30 | 93 | 0 | 0 |
| 7:30 AM | | 7:35 AM | 0 | 20 | 0 | 2 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 37 | 100 | 0 | 0 |
| 7:35 AM | | 7:40 AM | 0 | 16 | 0 | 1 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 26 | 88 | 0 | 0 |
| 7:40 AM | | 7:45 AM | 0 | 23 | 0 | 1 | 0 | 0 | 0 | 12 | 1 | 0 | 0 | 0 | 0 | 37 | 96 | 0 | 0 |
| 7:45 AM | | 7:50 AM | 0 | 14 | 0 | 1 | 0 | 1 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 25 | 107 | 0 | 0 |
| 7:50 AM | | 7:55 AM | 0 | 12 | 0 | 2 | 0 | 1 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 34 | 125 | 0 | 0 |
| 7:55 AM | | 8:00 AM | 0 | 35 | 0 | 1 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 48 | 116 | 0 | 0 |
| 8:00 AM | | 8:05 AM | 0 | 25 | 0 | 1 | 0 | 1 | 0 | 15 | 1 | 0 | 0 | 0 | 0 | 43 | 120 | 0 | 0 |
| 8:05 AM | | 8:10 AM | 0 | 14 | 0 | 2 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 25 | 114 | 0 | 1 |
| 8:10 AM | | 8:15 AM | 1 | 24 | 0 | 2 | 0 | 0 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 52 | 124 | 0 | 0 |
| 8:15 AM | | 8:20 AM | 1 | 20 | 0 | 0 | 0 | 1 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 37 | 125 | 0 | 0 |
| 8:20 AM | | 8:25 AM | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 12 | 3 | 0 | 0 | 0 | 0 | 35 | 137 | 0 | 0 |
| 8:25 AM | | 8:30 AM | 0 | 23 | 0 | 4 | 0 | 0 | 0 | 25 | 1 | 0 | 0 | 0 | 0 | 53 | 136 | 0 | 0 |
| 8:30 AM | | 8:35 AM | 2 | 32 | 0 | 4 | 0 | 0 | 0 | 10 | 1 | 0 | 0 | 0 | 0 | 49 | 129 | 0 | 0 |
| 8:35 AM | | 8:40 AM | 0 | 17 | 0 | 1 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 34 | 135 | 0 | 0 |
| 8:40 AM | | 8:45 AM | 0 | 21 | 0 | 4 | 0 | 0 | 0 | 20 | 1 | 0 | 0 | 0 | 0 | 46 | 160 | 0 | 0 |
| 8:45 AM | | 8:50 AM | 1 | 32 | 0 | 3 | 0 | 0 | 0 | 17 | 2 | 0 | 0 | 0 | 0 | 55 | 158 | 0 | 0 |
| 8:50 AM | | 8:55 AM | 0 | 31 | 0 | 6 | 0 | 0 | 0 | 16 | 6 | 0 | 0 | 0 | 0 | 59 | 103 | 0 | 0 |
| 8:55 AM | | 9:00 AM | 0 | 21 | 0 | 4 | 0 | 0 | 0 | 17 | 2 | 0 | 0 | 0 | 0 | 44 | 44 | 0 | 0 |

PM PEAK HOUR VOLUMES

Ped = 0

INTERSECTION: **Main Street** and **1220 South**

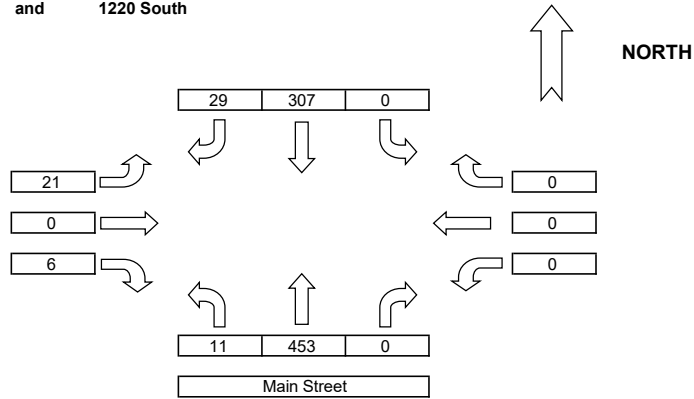
N-S STREET: **Main Street**
E-W STREET: **1220 South**

| | |
|-----------------|------|
| PK HR VOLUME: | 827 |
| PHF: | 0.79 |
| PEAK HOUR: | |
| FROM: TO: | |
| 4:45 PM 5:45 PM | |

COUNT DATE: **July 15, 2021**
Day of the Week: **Tuesday**
NOTES:

1220 South

COUNT TIME:
FROM: **4:00 PM**
TO: **6:00 PM**



PM Traffic

COUNT DATA INPUT:

Name: Julie Name: Julie Name: Julie Name: Julie

| TIME PERIOD | FROM: | TO: | NORTHBOUND | | | EASTBOUND | | | SOUTHBOUND | | | WESTBOUND | | | TOTAL 5' VOLUMES | TOTAL 15' VOLUMES | PEDESTRIAN | |
|-------------|---------|-----|------------|-----|-----|-----------|-----|-----|------------|-----|-----|-----------|-----|-----|------------------|-------------------|------------|-----|
| | | | NBL | NBT | NBR | EBL | EBT | EBR | SBL | SBT | SBR | WBL | WBT | WBR | | | E/W | N/S |
| 4:00 PM | 4:05 PM | | 0 | 18 | 0 | 5 | 0 | 1 | 0 | 27 | 1 | 0 | 0 | 0 | 52 | 134 | 0 | 0 |
| 4:05 PM | 4:10 PM | | 0 | 22 | 0 | 4 | 0 | 0 | 0 | 13 | 3 | 0 | 0 | 0 | 42 | 130 | 0 | 0 |
| 4:10 PM | 4:15 PM | | 0 | 10 | 0 | 3 | 0 | 0 | 0 | 23 | 4 | 0 | 0 | 0 | 40 | 151 | 0 | 0 |
| 4:15 PM | 4:20 PM | | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 25 | 1 | 0 | 0 | 0 | 48 | 159 | 0 | 0 |
| 4:20 PM | 4:25 PM | | 0 | 33 | 0 | 1 | 0 | 0 | 0 | 24 | 5 | 0 | 0 | 0 | 63 | 153 | 0 | 0 |
| 4:25 PM | 4:30 PM | | 0 | 22 | 0 | 1 | 0 | 0 | 0 | 23 | 2 | 0 | 0 | 0 | 48 | 117 | 0 | 0 |
| 4:30 PM | 4:35 PM | | 0 | 15 | 0 | 1 | 0 | 2 | 0 | 17 | 7 | 0 | 0 | 0 | 42 | 112 | 0 | 0 |
| 4:35 PM | 4:40 PM | | 1 | 14 | 0 | 2 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 27 | 122 | 0 | 0 |
| 4:40 PM | 4:45 PM | | 0 | 18 | 0 | 2 | 0 | 0 | 0 | 19 | 4 | 0 | 0 | 0 | 43 | 151 | 0 | 0 |
| 4:45 PM | 4:50 PM | | 0 | 19 | 0 | 3 | 0 | 0 | 0 | 27 | 3 | 0 | 0 | 0 | 52 | 160 | 0 | 0 |
| 4:50 PM | 4:55 PM | | 2 | 21 | 0 | 4 | 0 | 0 | 0 | 29 | 0 | 0 | 0 | 0 | 56 | 197 | 0 | 0 |
| 4:55 PM | 5:00 PM | | 1 | 22 | 0 | 2 | 0 | 0 | 0 | 25 | 2 | 0 | 0 | 0 | 52 | 233 | 0 | 0 |
| 5:00 PM | 5:05 PM | | 0 | 55 | 0 | 4 | 0 | 1 | 0 | 25 | 4 | 0 | 0 | 0 | 89 | 263 | 0 | 0 |
| 5:05 PM | 5:10 PM | | 1 | 71 | 0 | 1 | 0 | 1 | 0 | 18 | 0 | 0 | 0 | 0 | 92 | 237 | 0 | 0 |
| 5:10 PM | 5:15 PM | | 1 | 54 | 0 | 3 | 0 | 0 | 0 | 22 | 2 | 0 | 0 | 0 | 82 | 245 | 0 | 0 |
| 5:15 PM | 5:20 PM | | 3 | 36 | 0 | 0 | 0 | 1 | 0 | 21 | 2 | 0 | 0 | 0 | 63 | 219 | 0 | 0 |
| 5:20 PM | 5:25 PM | | 2 | 58 | 0 | 1 | 0 | 1 | 0 | 36 | 2 | 0 | 0 | 0 | 100 | 214 | 0 | 0 |
| 5:25 PM | 5:30 PM | | 1 | 24 | 0 | 2 | 0 | 1 | 0 | 22 | 6 | 0 | 0 | 0 | 56 | 192 | 0 | 0 |
| 5:30 PM | 5:35 PM | | 0 | 32 | 0 | 0 | 0 | 0 | 0 | 24 | 2 | 0 | 0 | 0 | 58 | 185 | 0 | 0 |
| 5:35 PM | 5:40 PM | | 0 | 32 | 0 | 0 | 0 | 0 | 0 | 42 | 4 | 0 | 0 | 0 | 78 | 164 | 0 | 0 |
| 5:40 PM | 5:45 PM | | 0 | 29 | 0 | 1 | 0 | 1 | 0 | 16 | 2 | 0 | 0 | 0 | 49 | 149 | 0 | 0 |
| 5:45 PM | 5:50 PM | | 0 | 14 | 0 | 3 | 0 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 37 | 157 | 0 | 0 |
| 5:50 PM | 5:55 PM | | 1 | 26 | 0 | 3 | 0 | 0 | 0 | 30 | 3 | 0 | 0 | 0 | 63 | 120 | 0 | 0 |
| 5:55 PM | 6:00 PM | | 0 | 10 | 0 | 2 | 9 | 0 | 3 | 10 | 5 | 0 | 16 | 2 | 57 | 57 | 0 | 0 |

AM PEAK HOUR VOLUMES

Ped = 0

INTERSECTION: **Main Street** and **Coleman Street**

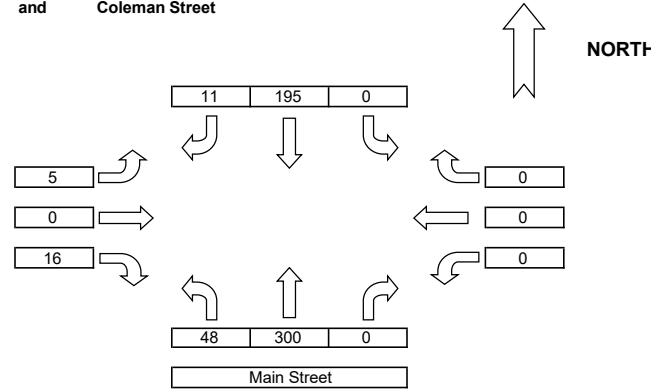
N-S STREET: **Main Street**
E-W STREET: **Coleman Street**

| | |
|---------------|---------|
| PK HR VOLUME: | 575 |
| PHF: | 0.89 |
| PEAK HOUR: | |
| FROM: | TO: |
| 7:20 AM | 8:20 AM |

COUNT DATE: **October 12, 2021**
Day of the Week: **Tuesday**
NOTES:

COUNT TIME:
FROM: **7:00 AM**
TO: **9:00 AM**

Coleman Street



AM Traffic

COUNT DATA INPUT:

Name: Lacie Name: Lacie Name: Lacie Name: Lacie

| TIME PERIOD | FROM: | TO: | NORTHBOUND | | | EASTBOUND | | | SOUTHBOUND | | | WESTBOUND | | | TOTAL 5' VOLUMES | TOTAL 15' VOLUMES | PEDESTRIAN | |
|-------------|-------|---------|------------|-----|-----|-----------|-----|-----|------------|-----|-----|-----------|-----|-----|------------------|-------------------|------------|-----|
| | | | NBL | NBT | NBR | EBL | EBT | EBR | SBL | SBT | SBR | WBL | WBT | WBR | | | E/W | N/S |
| 7:00 AM | | 7:05 AM | 2 | 11 | 0 | 0 | 0 | 1 | 0 | 10 | 0 | 0 | 0 | 0 | 24 | 80 | 0 | 0 |
| 7:05 AM | | 7:10 AM | 0 | 14 | 0 | 0 | 0 | 1 | 0 | 11 | 0 | 0 | 0 | 0 | 26 | 76 | 0 | 0 |
| 7:10 AM | | 7:15 AM | 1 | 20 | 0 | 0 | 0 | 2 | 0 | 7 | 0 | 0 | 0 | 0 | 30 | 101 | 0 | 0 |
| 7:15 AM | | 7:20 AM | 1 | 11 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 20 | 111 | 0 | 0 |
| 7:20 AM | | 7:25 AM | 6 | 28 | 0 | 0 | 0 | 1 | 0 | 15 | 1 | 0 | 0 | 0 | 51 | 132 | 0 | 0 |
| 7:25 AM | | 7:30 AM | 6 | 25 | 0 | 0 | 0 | 1 | 0 | 8 | 0 | 0 | 0 | 0 | 40 | 133 | 0 | 0 |
| 7:30 AM | | 7:35 AM | 8 | 22 | 0 | 0 | 0 | 1 | 0 | 10 | 0 | 0 | 0 | 0 | 41 | 142 | 0 | 0 |
| 7:35 AM | | 7:40 AM | 9 | 26 | 0 | 2 | 0 | 2 | 0 | 12 | 1 | 0 | 0 | 0 | 52 | 156 | 0 | 0 |
| 7:40 AM | | 7:45 AM | 3 | 28 | 0 | 0 | 0 | 1 | 0 | 17 | 0 | 0 | 0 | 0 | 49 | 144 | 0 | 0 |
| 7:45 AM | | 7:50 AM | 2 | 33 | 0 | 1 | 0 | 1 | 0 | 15 | 3 | 0 | 0 | 0 | 55 | 149 | 0 | 0 |
| 7:50 AM | | 7:55 AM | 5 | 18 | 0 | 0 | 0 | 3 | 0 | 13 | 1 | 0 | 0 | 0 | 40 | 141 | 0 | 0 |
| 7:55 AM | | 8:00 AM | 0 | 25 | 0 | 1 | 0 | 1 | 0 | 27 | 0 | 0 | 0 | 0 | 54 | 162 | 0 | 0 |
| 8:00 AM | | 8:05 AM | 2 | 21 | 0 | 0 | 0 | 3 | 0 | 19 | 2 | 0 | 0 | 0 | 47 | 140 | 0 | 0 |
| 8:05 AM | | 8:10 AM | 2 | 29 | 0 | 1 | 0 | 2 | 0 | 25 | 2 | 0 | 0 | 0 | 61 | 146 | 0 | 0 |
| 8:10 AM | | 8:15 AM | 2 | 20 | 0 | 0 | 0 | 0 | 0 | 9 | 1 | 0 | 0 | 0 | 32 | 125 | 0 | 0 |
| 8:15 AM | | 8:20 AM | 3 | 25 | 0 | 0 | 0 | 0 | 0 | 25 | 0 | 0 | 0 | 0 | 53 | 127 | 0 | 0 |
| 8:20 AM | | 8:25 AM | 1 | 22 | 0 | 0 | 0 | 3 | 0 | 13 | 1 | 0 | 0 | 0 | 40 | 110 | 0 | 0 |
| 8:25 AM | | 8:30 AM | 1 | 22 | 0 | 0 | 0 | 1 | 0 | 10 | 0 | 0 | 0 | 0 | 34 | 107 | 0 | 0 |
| 8:30 AM | | 8:35 AM | 4 | 22 | 0 | 0 | 0 | 1 | 0 | 9 | 0 | 0 | 0 | 0 | 36 | 116 | 0 | 0 |
| 8:35 AM | | 8:40 AM | 5 | 17 | 0 | 0 | 0 | 2 | 0 | 12 | 1 | 0 | 0 | 0 | 37 | 118 | 0 | 0 |
| 8:40 AM | | 8:45 AM | 1 | 18 | 0 | 0 | 0 | 1 | 0 | 20 | 3 | 0 | 0 | 0 | 43 | 115 | 0 | 0 |
| 8:45 AM | | 8:50 AM | 2 | 24 | 0 | 1 | 0 | 1 | 0 | 10 | 0 | 0 | 0 | 0 | 38 | 111 | 0 | 0 |
| 8:50 AM | | 8:55 AM | 2 | 17 | 0 | 0 | 0 | 0 | 0 | 12 | 3 | 0 | 0 | 0 | 34 | 73 | 0 | 0 |
| 8:55 AM | | 9:00 AM | 1 | 20 | 0 | 2 | 0 | 0 | 0 | 13 | 3 | 0 | 0 | 0 | 39 | 39 | 0 | 0 |

PM PEAK HOUR VOLUMES

Ped =0

INTERSECTION: **Main Street** and **Coleman Street**

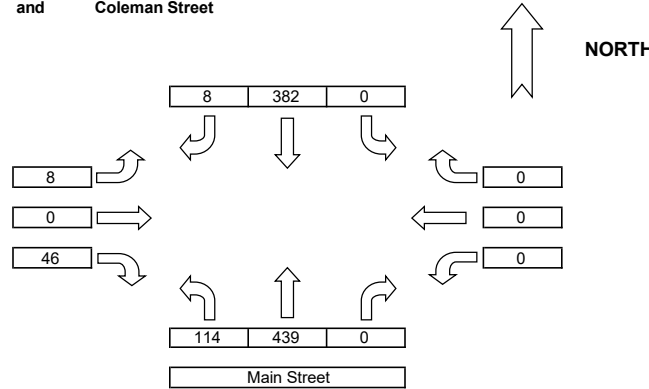
N-S STREET: **Main Street**
 E-W STREET: **Coleman Street**

| | |
|---------------|-------------|
| PK HR VOLUME: | 997 |
| PHF: | 0.86 |
| PEAK HOUR: | |
| FROM: 4:40 PM | TO: 5:40 PM |

COUNT DATE: **October 6, 2021**
 Day of the Week: **Wednesday**
 NOTES:

COUNT TIME:
 FROM: **4:00 PM**
 TO: **6:00 PM**

Coleman Street



PM Traffic

COUNT DATA INPUT:

Name: Julie

Name: Julie

Name: Julie

Name: Julie

| TIME PERIOD | FROM: | TO: | NORTHBOUND | | | EASTBOUND | | | SOUTHBOUND | | | WESTBOUND | | | TOTAL 5' VOLUMES | TOTAL 15' VOLUMES | PEDESTRIAN | |
|-------------|-------|---------|------------|-----|-----|-----------|-----|-----|------------|-----|-----|-----------|-----|-----|------------------|-------------------|------------|-----|
| | | | NBL | NBT | NBR | EBL | EBT | EBR | SBL | SBT | SBR | WBL | WBT | WBR | | | E/W | N/S |
| 4:00 PM | | 4:05 PM | 5 | 22 | 0 | 0 | 0 | 2 | 0 | 32 | 1 | 0 | 0 | 0 | 62 | 200 | 0 | 0 |
| 4:05 PM | | 4:10 PM | 6 | 26 | 0 | 0 | 0 | 3 | 0 | 33 | 1 | 0 | 0 | 0 | 69 | 188 | 0 | 0 |
| 4:10 PM | | 4:15 PM | 7 | 25 | 0 | 0 | 0 | 5 | 0 | 32 | 0 | 0 | 0 | 0 | 69 | 178 | 0 | 0 |
| 4:15 PM | | 4:20 PM | 6 | 24 | 0 | 1 | 0 | 2 | 0 | 17 | 0 | 0 | 0 | 0 | 50 | 177 | 0 | 0 |
| 4:20 PM | | 4:25 PM | 6 | 25 | 0 | 1 | 0 | 2 | 0 | 23 | 2 | 0 | 0 | 0 | 59 | 205 | 0 | 0 |
| 4:25 PM | | 4:30 PM | 2 | 26 | 0 | 0 | 0 | 1 | 0 | 38 | 1 | 0 | 0 | 0 | 68 | 213 | 0 | 0 |
| 4:30 PM | | 4:35 PM | 10 | 27 | 0 | 1 | 0 | 6 | 0 | 33 | 1 | 0 | 0 | 0 | 78 | 231 | 0 | 0 |
| 4:35 PM | | 4:40 PM | 1 | 28 | 0 | 3 | 0 | 1 | 0 | 34 | 0 | 0 | 0 | 0 | 67 | 219 | 0 | 0 |
| 4:40 PM | | 4:45 PM | 6 | 29 | 0 | 0 | 0 | 4 | 0 | 47 | 0 | 0 | 0 | 0 | 86 | 249 | 0 | 0 |
| 4:45 PM | | 4:50 PM | 0 | 30 | 0 | 0 | 0 | 4 | 0 | 31 | 1 | 0 | 0 | 0 | 66 | 267 | 0 | 0 |
| 4:50 PM | | 4:55 PM | 13 | 48 | 0 | 1 | 0 | 4 | 0 | 31 | 0 | 0 | 0 | 0 | 97 | 291 | 0 | 0 |
| 4:55 PM | | 5:00 PM | 16 | 59 | 0 | 0 | 0 | 4 | 0 | 24 | 1 | 0 | 0 | 0 | 104 | 287 | 0 | 0 |
| 5:00 PM | | 5:05 PM | 12 | 51 | 0 | 3 | 0 | 5 | 0 | 18 | 1 | 0 | 0 | 0 | 90 | 286 | 0 | 0 |
| 5:05 PM | | 5:10 PM | 22 | 36 | 0 | 0 | 0 | 3 | 0 | 31 | 1 | 0 | 0 | 0 | 93 | 281 | 0 | 0 |
| 5:10 PM | | 5:15 PM | 15 | 43 | 0 | 1 | 0 | 6 | 0 | 38 | 0 | 0 | 0 | 0 | 103 | 246 | 0 | 0 |
| 5:15 PM | | 5:20 PM | 8 | 36 | 0 | 0 | 0 | 6 | 0 | 33 | 2 | 0 | 0 | 0 | 85 | 209 | 0 | 0 |
| 5:20 PM | | 5:25 PM | 4 | 17 | 0 | 0 | 0 | 3 | 0 | 34 | 0 | 0 | 0 | 0 | 58 | 197 | 0 | 0 |
| 5:25 PM | | 5:30 PM | 5 | 25 | 0 | 3 | 0 | 0 | 0 | 33 | 0 | 0 | 0 | 0 | 66 | 215 | 0 | 0 |
| 5:30 PM | | 5:35 PM | 10 | 27 | 0 | 0 | 0 | 5 | 0 | 29 | 2 | 0 | 0 | 0 | 73 | 216 | 0 | 0 |
| 5:35 PM | | 5:40 PM | 3 | 38 | 0 | 0 | 0 | 2 | 0 | 33 | 0 | 0 | 0 | 0 | 76 | 209 | 0 | 0 |
| 5:40 PM | | 5:45 PM | 10 | 30 | 0 | 0 | 0 | 0 | 0 | 27 | 0 | 0 | 0 | 0 | 67 | 214 | 0 | 0 |
| 5:45 PM | | 5:50 PM | 3 | 25 | 0 | 0 | 0 | 6 | 0 | 32 | 0 | 0 | 0 | 0 | 66 | 162 | 0 | 0 |
| 5:50 PM | | 5:55 PM | 6 | 30 | 0 | 0 | 0 | 8 | 0 | 37 | 0 | 0 | 0 | 0 | 81 | 96 | 0 | 1 |
| 5:55 PM | | 6:00 PM | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 9 | 1 | 0 | 0 | 0 | 15 | 15 | 0 | 0 |

TRIP GENERATION

| ITE 10th Ed | Size | Land Use | Trip Rate | | | Trips | | | In / Out % | | | | New | | | |
|---------------|--------|----------|-----------|------|-------|-----------|-----------|------------|------------|--------|-------|-------|----------|-----------|-----------|-----------|
| | | | AM | PM | Daily | AM | PM | Daily | AM IN | AM Out | PM IN | PM OU | AM IN | AM Out | PM IN | PM OU |
| Single Family | 72.000 | 220 | 0.46 | 0.56 | 7.32 | 33 | 40 | 527 | 23% | 77% | 63% | 37% | 8 | 25 | 25 | 15 |
| | | | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0% | 0% | 0% | 0 | 0 | 0 | 0 |
| Total | | | | | | 33 | 40 | 527 | | | | | 8 | 25 | 25 | 15 |

Long Term Growth

| 1.00% | Growth Factor | Years | Analysis Year |
|-------|---------------|-------|---------------|
| | 1.00 | 0 | 2021 |
| | 1.06 | 6 | 2027 |
| | 1.21 | 19 | 2040 |

Straight line growth assumed between 2019 and 2050

| SR 36 | | | |
|---------------|--------------|--------------------------------|--|
| 2019 | 13,000 | Traffic on Utah Highways | |
| 2050 | 16,500 | Wasatch Front Regional Council | |
| growth | 0.77% | | |

| | | | |
|------|--------|-------|--------------|
| 2019 | 112.90 | 13000 | |
| 2020 | 112.90 | 13113 | 0.87% |
| 2021 | 112.90 | 13226 | 0.86% |
| 2022 | 112.90 | 13339 | 0.85% |
| 2023 | 112.90 | 13452 | 0.85% |
| 2024 | 112.90 | 13565 | 0.84% |
| 2025 | 112.90 | 13677 | 0.83% |
| 2026 | 112.90 | 13790 | 0.83% |
| 2027 | 112.90 | 13903 | 0.82% |
| 2028 | 112.90 | 14016 | 0.81% |
| 2029 | 112.90 | 14129 | 0.81% |
| 2030 | 112.90 | 14242 | 0.80% |
| 2031 | 112.90 | 14355 | 0.79% |
| 2032 | 112.90 | 14468 | 0.79% |
| 2033 | 112.90 | 14581 | 0.78% |
| 2034 | 112.90 | 14694 | 0.77% |
| 2035 | 112.90 | 14806 | 0.77% |
| 2036 | 112.90 | 14919 | 0.76% |
| 2037 | 112.90 | 15032 | 0.76% |
| 2038 | 112.90 | 15145 | 0.75% |
| 2039 | 112.90 | 15258 | 0.75% |
| 2040 | 112.90 | 15371 | 0.74% |
| 2041 | 112.90 | 15484 | 0.73% |
| 2042 | 112.90 | 15597 | 0.73% |
| 2043 | 112.90 | 15710 | 0.72% |
| 2044 | 112.90 | 15823 | 0.72% |
| 2045 | 112.90 | 15935 | 0.71% |
| 2046 | 112.90 | 16048 | 0.71% |
| 2047 | 112.90 | 16161 | 0.70% |
| 2048 | 112.90 | 16274 | 0.70% |
| 2049 | 112.90 | 16387 | 0.69% |
| 2050 | 112.90 | 16500 | 0.69% |
| | | | 0.77% |

Trip Distribution

| 3 O'Clock Drive / SR 36 | | | 1.06 | | |
|-------------------------|----------|---------|-------|--------|-------|
| | 2021 | Site | 2022 | 2027 | 2027 |
| AM | Existing | Traffic | Total | Growth | Total |
| EBL | 29 | 22 | 51 | 31 | 53 |
| EBT | | | 0 | 0 | 0 |
| EBR | 1 | 3 | 4 | 1 | 4 |
| WBL | | | 0 | 0 | 0 |
| WBT | | | 0 | 0 | 0 |
| WBR | | | 0 | 0 | 0 |
| NBL | 2 | 1 | 3 | 2 | 3 |
| NBT | 320 | | 320 | 339 | 339 |
| NBR | | | 0 | 0 | 0 |
| SBL | | | 0 | 0 | 0 |
| SBT | 206 | | 206 | 218 | 218 |
| SBR | 9 | 7 | 16 | 10 | 17 |

| | | |
|-------|-----|-----|
| East | 0 | 0 |
| West | 41 | 43 |
| North | 564 | 598 |
| South | 529 | 561 |

| | 2021 | Site | 2022 | 2027 | 2027 |
|-----|----------|---------|-------|--------|-------|
| PM | Existing | Traffic | Total | Growth | Total |
| EBL | 30 | 13 | 43 | 32 | 45 |
| EBT | | | 0 | 0 | 0 |
| EBR | 1 | 2 | 3 | 1 | 3 |
| WBL | | | 0 | 0 | 0 |
| WBT | | | 0 | 0 | 0 |
| WBR | | | 0 | 0 | 0 |
| NBL | 1 | 3 | 4 | 1 | 4 |
| NBT | 519 | | 519 | 550 | 550 |
| NBR | | | 0 | 0 | 0 |
| SBL | | | 0 | 0 | 0 |
| SBT | 383 | | 383 | 406 | 406 |
| SBR | 50 | 22 | 72 | 53 | 75 |

| | | |
|-------|-----|------|
| East | 0 | 0 |
| West | 82 | 87 |
| North | 982 | 1041 |
| South | 904 | 958 |

| 1220 South / SR 36 | | | 1.06 | | |
|--------------------|----------|---------|-------|--------|-------|
| | 2021 | Site | 2022 | 2027 | 2027 |
| AM | Existing | Traffic | Total | Growth | Total |
| EBL | 28 | | 28 | 30 | 30 |
| EBT | | | 0 | 0 | 0 |
| EBR | 2 | | 2 | 2 | 2 |
| WBL | | | 0 | 0 | 0 |
| WBT | | | 0 | 0 | 0 |
| WBR | | | 0 | 0 | 0 |
| NBL | 5 | | 5 | 5 | 5 |
| NBT | 294 | 1 | 295 | 312 | 313 |
| NBR | | | 0 | 0 | 0 |
| SBL | | | 0 | 0 | 0 |
| SBT | 192 | 3 | 195 | 204 | 207 |
| SBR | 15 | | 15 | 16 | 16 |

| | | |
|-------|-----|-----|
| East | 0 | 0 |
| West | 50 | 53 |
| North | 529 | 561 |
| South | 493 | 523 |

| | 2021 | Site | 2022 | 2027 | 2027 |
|-----|----------|---------|-------|--------|-------|
| PM | Existing | Traffic | Total | Growth | Total |
| EBL | 21 | | 21 | 22 | 22 |
| EBT | | | 0 | 0 | 0 |
| EBR | 6 | | 6 | 6 | 6 |
| WBL | | | 0 | 0 | 0 |
| WBT | | | 0 | 0 | 0 |
| WBR | | | 0 | 0 | 0 |
| NBL | 11 | | 11 | 12 | 12 |
| NBT | 499 | 3 | 502 | 529 | 532 |
| NBR | | | 0 | 0 | 0 |
| SBL | | | 0 | 0 | 0 |
| SBT | 355 | 2 | 357 | 376 | 378 |
| SBR | 29 | | 29 | 31 | 31 |

| | | |
|-------|-----|-----|
| East | 0 | 0 |
| West | 67 | 71 |
| North | 904 | 958 |
| South | 871 | 923 |

| Coleman Way / SR 36 | | | 1.06 | | |
|---------------------|----------|---------|-------|--------|-------|
| | 2021 | Site | 2022 | 2027 | 2027 |
| AM | Existing | Traffic | Total | Growth | Total |
| EBL | 5 | | 5 | 5 | 5 |
| EBT | | | 0 | 0 | 0 |
| EBR | 16 | | 16 | 17 | 17 |
| WBL | | | 0 | 0 | 0 |
| WBT | | | 0 | 0 | 0 |
| WBR | | | 0 | 0 | 0 |
| NBL | 48 | | 48 | 51 | 51 |
| NBT | 301 | 22 | 323 | 319 | 341 |
| NBR | | | 0 | 0 | 0 |
| SBL | | | 0 | 0 | 0 |
| SBT | 199 | 7 | 206 | 211 | 218 |
| SBR | 11 | | 11 | 12 | 12 |

| | | |
|-------|-----|-----|
| East | 0 | 0 |
| West | 80 | 85 |
| North | 516 | 547 |
| South | 564 | 598 |

| | 2021 | Site | 2022 | 2027 | 2027 |
|-----|----------|---------|-------|--------|-------|
| PM | Existing | Traffic | Total | Growth | Total |
| EBL | 8 | | 8 | 8 | 8 |
| EBT | | | 0 | 0 | 0 |
| EBR | 46 | | 46 | 49 | 49 |
| WBL | | | 0 | 0 | 0 |
| WBT | | | 0 | 0 | 0 |
| WBR | | | 0 | 0 | 0 |
| NBL | 114 | | 114 | 121 | 121 |
| NBT | 435 | 13 | 448 | 461 | 474 |
| NBR | | | 0 | 0 | 0 |
| SBL | | | 0 | 0 | 0 |
| SBT | 387 | 22 | 409 | 410 | 432 |
| SBR | 8 | 8 | 16 | 8 | 16 |

| | | |
|-------|-----|------|
| East | 0 | 0 |
| West | 176 | 187 |
| North | 838 | 888 |
| South | 982 | 1041 |

ArcGIS ▾ UDOT Access Category Identification Map

[Open in new Map View](#)

Details |

Basemap |

Share

Print

Measure

3 O'Clock Dr, Tooele, UT, 84074, USA

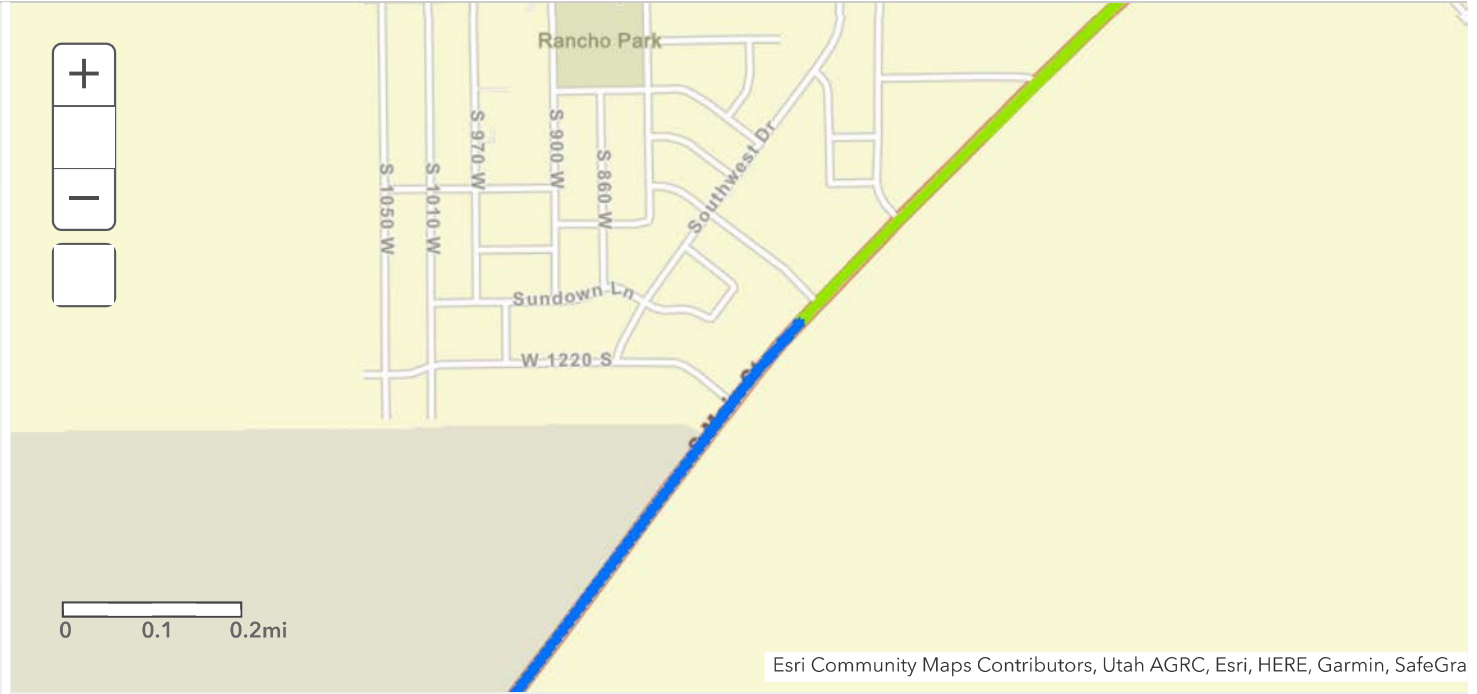
Legend

ROW Access Categories

UDOT Access Category Identification

-  Category 1
-  Category 2
-  Category 3
-  Category 4
-  Category 5
-  Category 6
-  Category 7

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Appendix B Without Site Intersection Analyses

HCM 6th TWSC
3: SR 36 & Three O'Clock Drice

06/22/2021

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.7 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | Y | | | 4 | ↑ | ↑ |
| Traffic Vol, veh/h | 29 | 1 | 2 | 320 | 206 | 9 |
| Future Vol, veh/h | 29 | 1 | 2 | 320 | 206 | 9 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | 200 |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 33 | 1 | 2 | 364 | 234 | 10 |

| Major/Minor | Minor2 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|---|---|
| Conflicting Flow All | 602 | 234 | 244 | 0 | - | 0 |
| Stage 1 | 234 | - | - | - | - | - |
| Stage 2 | 368 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | 4.12 | - | - | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | 2.218 | - | - | - |
| Pot Cap-1 Maneuver | 463 | 805 | 1322 | - | - | - |
| Stage 1 | 805 | - | - | - | - | - |
| Stage 2 | 700 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 462 | 805 | 1322 | - | - | - |
| Mov Cap-2 Maneuver | 462 | - | - | - | - | - |
| Stage 1 | 803 | - | - | - | - | - |
| Stage 2 | 700 | - | - | - | - | - |

| Approach | EB | NB | SB |
|----------------------|------|----|----|
| HCM Control Delay, s | 13.3 | 0 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|-----------------------|-------|-----|-------|-----|-----|
| Capacity (veh/h) | 1322 | - | 469 | - | - |
| HCM Lane V/C Ratio | 0.002 | - | 0.073 | - | - |
| HCM Control Delay (s) | 7.7 | 0 | 13.3 | - | - |
| HCM Lane LOS | A | A | B | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0.2 | - | - |

HCM 6th TWSC
5: SR 36 & 1220 South

06/22/2021

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.8 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 28 | 2 | 5 | 294 | 192 | 15 |
| Future Vol, veh/h | 28 | 2 | 5 | 294 | 192 | 15 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | 200 |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 32 | 2 | 6 | 334 | 218 | 17 |

| Major/Minor | Minor2 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|---|---|
| Conflicting Flow All | 564 | 218 | 235 | 0 | - | 0 |
| Stage 1 | 218 | - | - | - | - | - |
| Stage 2 | 346 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | 4.12 | - | - | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | 2.218 | - | - | - |
| Pot Cap-1 Maneuver | 487 | 822 | 1332 | - | - | - |
| Stage 1 | 818 | - | - | - | - | - |
| Stage 2 | 716 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 484 | 822 | 1332 | - | - | - |
| Mov Cap-2 Maneuver | 484 | - | - | - | - | - |
| Stage 1 | 813 | - | - | - | - | - |
| Stage 2 | 716 | - | - | - | - | - |

| Approach | EB | NB | SB |
|----------------------|------|-----|----|
| HCM Control Delay, s | 12.8 | 0.1 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|-----------------------|-------|-----|-------|-----|-----|
| Capacity (veh/h) | 1332 | - | 498 | - | - |
| HCM Lane V/C Ratio | 0.004 | - | 0.068 | - | - |
| HCM Control Delay (s) | 7.7 | 0 | 12.8 | - | - |
| HCM Lane LOS | A | A | B | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0.2 | - | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 1 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | ↔ | ↔ | ↔ | ↑ | ↑ | ↔ |
| Traffic Vol, veh/h | 5 | 16 | 48 | 301 | 199 | 11 |
| Future Vol, veh/h | 5 | 16 | 48 | 301 | 199 | 11 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 100 | 0 | 100 | - | - | 100 |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 6 | 18 | 55 | 342 | 226 | 13 |

| Major/Minor | Minor2 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|---|---|
| Conflicting Flow All | 678 | 226 | 239 | 0 | - | 0 |
| Stage 1 | 226 | - | - | - | - | - |
| Stage 2 | 452 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | 4.12 | - | - | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | 2.218 | - | - | - |
| Pot Cap-1 Maneuver | 418 | 813 | 1328 | - | - | - |
| Stage 1 | 812 | - | - | - | - | - |
| Stage 2 | 641 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 401 | 813 | 1328 | - | - | - |
| Mov Cap-2 Maneuver | 500 | - | - | - | - | - |
| Stage 1 | 779 | - | - | - | - | - |
| Stage 2 | 641 | - | - | - | - | - |

| Approach | EB | NB | SB |
|----------------------|------|-----|----|
| HCM Control Delay, s | 10.2 | 1.1 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | EBLn2 | SBT | SBR |
|-----------------------|-------|-----|-------|-------|-----|-----|
| Capacity (veh/h) | 1328 | - | 500 | 813 | - | - |
| HCM Lane V/C Ratio | 0.041 | - | 0.011 | 0.022 | - | - |
| HCM Control Delay (s) | 7.8 | - | 12.3 | 9.5 | - | - |
| HCM Lane LOS | A | - | B | A | - | - |
| HCM 95th %tile Q(veh) | 0.1 | - | 0 | 0.1 | - | - |

HCM 6th TWSC
 3: SR 36 & Three O'Clock Drice

06/22/2021

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.7 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | Y | | | 4 | ↑ | ↑ |
| Traffic Vol, veh/h | 30 | 1 | 1 | 519 | 383 | 50 |
| Future Vol, veh/h | 30 | 1 | 1 | 519 | 383 | 50 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | 200 |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 80 | 80 | 80 | 80 | 80 | 80 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 38 | 1 | 1 | 649 | 479 | 63 |

| Major/Minor | Minor2 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|---|---|
| Conflicting Flow All | 1130 | 479 | 542 | 0 | - | 0 |
| Stage 1 | 479 | - | - | - | - | - |
| Stage 2 | 651 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | 4.12 | - | - | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | 2.218 | - | - | - |
| Pot Cap-1 Maneuver | 225 | 587 | 1027 | - | - | - |
| Stage 1 | 623 | - | - | - | - | - |
| Stage 2 | 519 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 225 | 587 | 1027 | - | - | - |
| Mov Cap-2 Maneuver | 225 | - | - | - | - | - |
| Stage 1 | 622 | - | - | - | - | - |
| Stage 2 | 519 | - | - | - | - | - |

| Approach | EB | NB | SB |
|----------------------|------|----|----|
| HCM Control Delay, s | 23.8 | 0 | 0 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|-----------------------|-------|-----|-------|-----|-----|
| Capacity (veh/h) | 1027 | - | 230 | - | - |
| HCM Lane V/C Ratio | 0.001 | - | 0.168 | - | - |
| HCM Control Delay (s) | 8.5 | 0 | 23.8 | - | - |
| HCM Lane LOS | A | A | C | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0.6 | - | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.7 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | Y | | | 4 | ↑ | ↑ |
| Traffic Vol, veh/h | 21 | 6 | 11 | 499 | 355 | 29 |
| Future Vol, veh/h | 21 | 6 | 11 | 499 | 355 | 29 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | 200 |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 80 | 80 | 80 | 80 | 80 | 80 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 26 | 8 | 14 | 624 | 444 | 36 |

| Major/Minor | Minor2 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|---|---|
| Conflicting Flow All | 1096 | 444 | 480 | 0 | - | 0 |
| Stage 1 | 444 | - | - | - | - | - |
| Stage 2 | 652 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | 4.12 | - | - | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | 2.218 | - | - | - |
| Pot Cap-1 Maneuver | 236 | 614 | 1082 | - | - | - |
| Stage 1 | 646 | - | - | - | - | - |
| Stage 2 | 518 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 231 | 614 | 1082 | - | - | - |
| Mov Cap-2 Maneuver | 231 | - | - | - | - | - |
| Stage 1 | 633 | - | - | - | - | - |
| Stage 2 | 518 | - | - | - | - | - |

| Approach | EB | NB | SB |
|----------------------|------|-----|----|
| HCM Control Delay, s | 20.4 | 0.2 | 0 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|-----------------------|-------|-----|-------|-----|-----|
| Capacity (veh/h) | 1082 | - | 268 | - | - |
| HCM Lane V/C Ratio | 0.013 | - | 0.126 | - | - |
| HCM Control Delay (s) | 8.4 | 0 | 20.4 | - | - |
| HCM Lane LOS | A | A | C | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0.4 | - | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.7 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | ↖ | ↗ | ↖ | ↗ | ↗ | ↖ |
| Traffic Vol, veh/h | 8 | 46 | 114 | 435 | 387 | 8 |
| Future Vol, veh/h | 8 | 46 | 114 | 435 | 387 | 8 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 100 | 0 | 100 | - | - | 100 |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 80 | 80 | 80 | 80 | 80 | 80 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 10 | 58 | 143 | 544 | 484 | 10 |

| Major/Minor | Minor2 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|---|---|
| Conflicting Flow All | 1314 | 484 | 494 | 0 | - | 0 |
| Stage 1 | 484 | - | - | - | - | - |
| Stage 2 | 830 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | 4.12 | - | - | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | 2.218 | - | - | - |
| Pot Cap-1 Maneuver | 174 | 583 | 1070 | - | - | - |
| Stage 1 | 620 | - | - | - | - | - |
| Stage 2 | 428 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 151 | 583 | 1070 | - | - | - |
| Mov Cap-2 Maneuver | 285 | - | - | - | - | - |
| Stage 1 | 537 | - | - | - | - | - |
| Stage 2 | 428 | - | - | - | - | - |

| Approach | EB | NB | SB |
|----------------------|------|-----|----|
| HCM Control Delay, s | 12.7 | 1.8 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | EBLn2 | SBT | SBR |
|-----------------------|-------|-----|-------|-------|-----|-----|
| Capacity (veh/h) | 1070 | - | 285 | 583 | - | - |
| HCM Lane V/C Ratio | 0.133 | - | 0.035 | 0.099 | - | - |
| HCM Control Delay (s) | 8.9 | - | 18.1 | 11.8 | - | - |
| HCM Lane LOS | A | - | C | B | - | - |
| HCM 95th %tile Q(veh) | 0.5 | - | 0.1 | 0.3 | - | - |

HCM 6th TWSC
 3: SR 36 & Three O'Clock Drice

06/22/2021

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.7 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | Y | | | 4 | ↑ | ↑ |
| Traffic Vol, veh/h | 29 | 1 | 2 | 320 | 206 | 9 |
| Future Vol, veh/h | 29 | 1 | 2 | 320 | 206 | 9 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | 200 |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 35 | 1 | 2 | 385 | 248 | 11 |

| Major/Minor | Minor2 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|---|---|
| Conflicting Flow All | 637 | 248 | 259 | 0 | - | 0 |
| Stage 1 | 248 | - | - | - | - | - |
| Stage 2 | 389 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | 4.12 | - | - | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | 2.218 | - | - | - |
| Pot Cap-1 Maneuver | 441 | 791 | 1306 | - | - | - |
| Stage 1 | 793 | - | - | - | - | - |
| Stage 2 | 685 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 440 | 791 | 1306 | - | - | - |
| Mov Cap-2 Maneuver | 440 | - | - | - | - | - |
| Stage 1 | 791 | - | - | - | - | - |
| Stage 2 | 685 | - | - | - | - | - |

| Approach | EB | NB | SB |
|----------------------|------|----|----|
| HCM Control Delay, s | 13.8 | 0 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|-----------------------|-------|-----|-------|-----|-----|
| Capacity (veh/h) | 1306 | - | 447 | - | - |
| HCM Lane V/C Ratio | 0.002 | - | 0.081 | - | - |
| HCM Control Delay (s) | 7.8 | 0 | 13.8 | - | - |
| HCM Lane LOS | A | A | B | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0.3 | - | - |

HCM 6th TWSC
5: SR 36 & 1220 South

06/22/2021

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.8 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 28 | 2 | 5 | 294 | 192 | 15 |
| Future Vol, veh/h | 28 | 2 | 5 | 294 | 192 | 15 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | 200 |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 34 | 2 | 6 | 354 | 231 | 18 |

| Major/Minor | Minor2 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|---|---|
| Conflicting Flow All | 597 | 231 | 249 | 0 | - | 0 |
| Stage 1 | 231 | - | - | - | - | - |
| Stage 2 | 366 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | 4.12 | - | - | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | 2.218 | - | - | - |
| Pot Cap-1 Maneuver | 466 | 808 | 1317 | - | - | - |
| Stage 1 | 807 | - | - | - | - | - |
| Stage 2 | 702 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 463 | 808 | 1317 | - | - | - |
| Mov Cap-2 Maneuver | 463 | - | - | - | - | - |
| Stage 1 | 802 | - | - | - | - | - |
| Stage 2 | 702 | - | - | - | - | - |

| Approach | EB | NB | SB |
|----------------------|------|-----|----|
| HCM Control Delay, s | 13.2 | 0.1 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|-----------------------|-------|-----|-------|-----|-----|
| Capacity (veh/h) | 1317 | - | 477 | - | - |
| HCM Lane V/C Ratio | 0.005 | - | 0.076 | - | - |
| HCM Control Delay (s) | 7.7 | 0 | 13.2 | - | - |
| HCM Lane LOS | A | A | B | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0.2 | - | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 1 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | ↖ | ↗ | ↖ | ↗ | ↗ | ↖ |
| Traffic Vol, veh/h | 5 | 16 | 48 | 301 | 199 | 11 |
| Future Vol, veh/h | 5 | 16 | 48 | 301 | 199 | 11 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 100 | 0 | 100 | - | - | 100 |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 6 | 19 | 58 | 363 | 240 | 13 |

| Major/Minor | Minor2 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|---|---|
| Conflicting Flow All | 719 | 240 | 253 | 0 | - | 0 |
| Stage 1 | 240 | - | - | - | - | - |
| Stage 2 | 479 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | 4.12 | - | - | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | 2.218 | - | - | - |
| Pot Cap-1 Maneuver | 395 | 799 | 1312 | - | - | - |
| Stage 1 | 800 | - | - | - | - | - |
| Stage 2 | 623 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 378 | 799 | 1312 | - | - | - |
| Mov Cap-2 Maneuver | 482 | - | - | - | - | - |
| Stage 1 | 765 | - | - | - | - | - |
| Stage 2 | 623 | - | - | - | - | - |

| Approach | EB | NB | SB |
|----------------------|------|-----|----|
| HCM Control Delay, s | 10.3 | 1.1 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | EBLn2 | SBT | SBR |
|-----------------------|-------|-----|-------|-------|-----|-----|
| Capacity (veh/h) | 1312 | - | 482 | 799 | - | - |
| HCM Lane V/C Ratio | 0.044 | - | 0.012 | 0.024 | - | - |
| HCM Control Delay (s) | 7.9 | - | 12.6 | 9.6 | - | - |
| HCM Lane LOS | A | - | B | A | - | - |
| HCM 95th %tile Q(veh) | 0.1 | - | 0 | 0.1 | - | - |

HCM 6th TWSC
 3: SR 36 & Three O'Clock Drice

06/22/2021

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.8 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 30 | 1 | 1 | 519 | 383 | 50 |
| Future Vol, veh/h | 30 | 1 | 1 | 519 | 383 | 50 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | 200 |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 80 | 80 | 80 | 80 | 80 | 80 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 40 | 1 | 1 | 688 | 507 | 66 |

| Major/Minor | Minor2 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|---|---|
| Conflicting Flow All | 1197 | 507 | 573 | 0 | - | 0 |
| Stage 1 | 507 | - | - | - | - | - |
| Stage 2 | 690 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | 4.12 | - | - | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | 2.218 | - | - | - |
| Pot Cap-1 Maneuver | 205 | 566 | 1000 | - | - | - |
| Stage 1 | 605 | - | - | - | - | - |
| Stage 2 | 498 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 205 | 566 | 1000 | - | - | - |
| Mov Cap-2 Maneuver | 205 | - | - | - | - | - |
| Stage 1 | 604 | - | - | - | - | - |
| Stage 2 | 498 | - | - | - | - | - |

| Approach | EB | NB | SB |
|----------------------|------|----|----|
| HCM Control Delay, s | 26.4 | 0 | 0 |
| HCM LOS | D | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|-----------------------|-------|-----|-------|-----|-----|
| Capacity (veh/h) | 1000 | - | 209 | - | - |
| HCM Lane V/C Ratio | 0.001 | - | 0.197 | - | - |
| HCM Control Delay (s) | 8.6 | 0 | 26.4 | - | - |
| HCM Lane LOS | A | A | D | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0.7 | - | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.8 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | Y | | | 4 | ↑ | ↑ |
| Traffic Vol, veh/h | 21 | 6 | 11 | 499 | 355 | 29 |
| Future Vol, veh/h | 21 | 6 | 11 | 499 | 355 | 29 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | 200 |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 80 | 80 | 80 | 80 | 80 | 80 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 28 | 8 | 15 | 661 | 470 | 38 |

| Major/Minor | Minor2 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|---|---|
| Conflicting Flow All | 1161 | 470 | 508 | 0 | - | 0 |
| Stage 1 | 470 | - | - | - | - | - |
| Stage 2 | 691 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | 4.12 | - | - | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | 2.218 | - | - | - |
| Pot Cap-1 Maneuver | 216 | 594 | 1057 | - | - | - |
| Stage 1 | 629 | - | - | - | - | - |
| Stage 2 | 497 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 211 | 594 | 1057 | - | - | - |
| Mov Cap-2 Maneuver | 211 | - | - | - | - | - |
| Stage 1 | 615 | - | - | - | - | - |
| Stage 2 | 497 | - | - | - | - | - |

| Approach | EB | NB | SB |
|----------------------|------|-----|----|
| HCM Control Delay, s | 22.1 | 0.2 | 0 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|-----------------------|-------|-----|-------|-----|-----|
| Capacity (veh/h) | 1057 | - | 246 | - | - |
| HCM Lane V/C Ratio | 0.014 | - | 0.145 | - | - |
| HCM Control Delay (s) | 8.5 | 0 | 22.1 | - | - |
| HCM Lane LOS | A | A | C | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0.5 | - | - |

HCM 6th TWSC
3: SR 36 & Coleman Street

10/12/2021

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.8 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 8 | 46 | 114 | 435 | 387 | 8 |
| Future Vol, veh/h | 8 | 46 | 114 | 435 | 387 | 8 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 100 | 0 | 100 | - | - | 100 |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 80 | 80 | 80 | 80 | 80 | 80 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 11 | 61 | 151 | 576 | 513 | 11 |

| Major/Minor | Minor2 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|---|---|
| Conflicting Flow All | 1391 | 513 | 524 | 0 | - | 0 |
| Stage 1 | 513 | - | - | - | - | - |
| Stage 2 | 878 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | 4.12 | - | - | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | 2.218 | - | - | - |
| Pot Cap-1 Maneuver | 157 | 561 | 1043 | - | - | - |
| Stage 1 | 601 | - | - | - | - | - |
| Stage 2 | 406 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 134 | 561 | 1043 | - | - | - |
| Mov Cap-2 Maneuver | 267 | - | - | - | - | - |
| Stage 1 | 514 | - | - | - | - | - |
| Stage 2 | 406 | - | - | - | - | - |

| Approach | EB | NB | SB |
|----------------------|------|-----|----|
| HCM Control Delay, s | 13.2 | 1.9 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | EBLn2 | SBT | SBR |
|-----------------------|-------|-----|-------|-------|-----|-----|
| Capacity (veh/h) | 1043 | - | 267 | 561 | - | - |
| HCM Lane V/C Ratio | 0.145 | - | 0.04 | 0.109 | - | - |
| HCM Control Delay (s) | 9 | - | 19 | 12.2 | - | - |
| HCM Lane LOS | A | - | C | B | - | - |
| HCM 95th %tile Q(veh) | 0.5 | - | 0.1 | 0.4 | - | - |



Appendix C With Site Intersection Analyses

HCM 6th TWSC
 3: SR 36 & Three O'Clock Drice

06/22/2021

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.3 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 51 | 4 | 3 | 320 | 206 | 16 |
| Future Vol, veh/h | 51 | 4 | 3 | 320 | 206 | 16 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | 200 |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 58 | 5 | 3 | 364 | 234 | 18 |

| Major/Minor | Minor2 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|---|---|
| Conflicting Flow All | 604 | 234 | 252 | 0 | - | 0 |
| Stage 1 | 234 | - | - | - | - | - |
| Stage 2 | 370 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | 4.12 | - | - | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | 2.218 | - | - | - |
| Pot Cap-1 Maneuver | 461 | 805 | 1313 | - | - | - |
| Stage 1 | 805 | - | - | - | - | - |
| Stage 2 | 699 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 460 | 805 | 1313 | - | - | - |
| Mov Cap-2 Maneuver | 460 | - | - | - | - | - |
| Stage 1 | 803 | - | - | - | - | - |
| Stage 2 | 699 | - | - | - | - | - |

| Approach | EB | NB | SB |
|----------------------|------|-----|----|
| HCM Control Delay, s | 13.7 | 0.1 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|-----------------------|-------|-----|-------|-----|-----|
| Capacity (veh/h) | 1313 | - | 475 | - | - |
| HCM Lane V/C Ratio | 0.003 | - | 0.132 | - | - |
| HCM Control Delay (s) | 7.7 | 0 | 13.7 | - | - |
| HCM Lane LOS | A | A | B | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0.5 | - | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.8 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 28 | 2 | 5 | 295 | 195 | 15 |
| Future Vol, veh/h | 28 | 2 | 5 | 295 | 195 | 15 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | 200 |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 32 | 2 | 6 | 335 | 222 | 17 |

| Major/Minor | Minor2 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|---|---|
| Conflicting Flow All | 569 | 222 | 239 | 0 | - | 0 |
| Stage 1 | 222 | - | - | - | - | - |
| Stage 2 | 347 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | 4.12 | - | - | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | 2.218 | - | - | - |
| Pot Cap-1 Maneuver | 484 | 818 | 1328 | - | - | - |
| Stage 1 | 815 | - | - | - | - | - |
| Stage 2 | 716 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 481 | 818 | 1328 | - | - | - |
| Mov Cap-2 Maneuver | 481 | - | - | - | - | - |
| Stage 1 | 810 | - | - | - | - | - |
| Stage 2 | 716 | - | - | - | - | - |

| Approach | EB | NB | SB |
|----------------------|------|-----|----|
| HCM Control Delay, s | 12.8 | 0.1 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|-----------------------|-------|-----|-------|-----|-----|
| Capacity (veh/h) | 1328 | - | 495 | - | - |
| HCM Lane V/C Ratio | 0.004 | - | 0.069 | - | - |
| HCM Control Delay (s) | 7.7 | 0 | 12.8 | - | - |
| HCM Lane LOS | A | A | B | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0.2 | - | - |

HCM 6th TWSC
3: SR 36 & Coleman Street

10/12/2021

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 1 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | ↖ | ↗ | ↖ | ↗ | ↗ | ↖ |
| Traffic Vol, veh/h | 5 | 16 | 48 | 323 | 206 | 11 |
| Future Vol, veh/h | 5 | 16 | 48 | 323 | 206 | 11 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 100 | 0 | 100 | - | - | 100 |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 6 | 18 | 55 | 367 | 234 | 13 |

| Major/Minor | Minor2 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|---|---|
| Conflicting Flow All | 711 | 234 | 247 | 0 | - | 0 |
| Stage 1 | 234 | - | - | - | - | - |
| Stage 2 | 477 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | 4.12 | - | - | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | 2.218 | - | - | - |
| Pot Cap-1 Maneuver | 400 | 805 | 1319 | - | - | - |
| Stage 1 | 805 | - | - | - | - | - |
| Stage 2 | 624 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 383 | 805 | 1319 | - | - | - |
| Mov Cap-2 Maneuver | 485 | - | - | - | - | - |
| Stage 1 | 771 | - | - | - | - | - |
| Stage 2 | 624 | - | - | - | - | - |

| Approach | EB | NB | SB |
|----------------------|------|----|----|
| HCM Control Delay, s | 10.3 | 1 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | EBLn2 | SBT | SBR |
|-----------------------|-------|-----|-------|-------|-----|-----|
| Capacity (veh/h) | 1319 | - | 485 | 805 | - | - |
| HCM Lane V/C Ratio | 0.041 | - | 0.012 | 0.023 | - | - |
| HCM Control Delay (s) | 7.8 | - | 12.5 | 9.6 | - | - |
| HCM Lane LOS | A | - | B | A | - | - |
| HCM 95th %tile Q(veh) | 0.1 | - | 0 | 0.1 | - | - |

HCM 6th TWSC
3: SR 36 & Three O'Clock Drice

06/22/2021

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.2 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 43 | 3 | 4 | 519 | 383 | 72 |
| Future Vol, veh/h | 43 | 3 | 4 | 519 | 383 | 72 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | 200 |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 80 | 80 | 80 | 80 | 80 | 80 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 54 | 4 | 5 | 649 | 479 | 90 |

| Major/Minor | Minor2 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|---|---|
| Conflicting Flow All | 1138 | 479 | 569 | 0 | - | 0 |
| Stage 1 | 479 | - | - | - | - | - |
| Stage 2 | 659 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | 4.12 | - | - | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | 2.218 | - | - | - |
| Pot Cap-1 Maneuver | 223 | 587 | 1003 | - | - | - |
| Stage 1 | 623 | - | - | - | - | - |
| Stage 2 | 515 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 221 | 587 | 1003 | - | - | - |
| Mov Cap-2 Maneuver | 221 | - | - | - | - | - |
| Stage 1 | 618 | - | - | - | - | - |
| Stage 2 | 515 | - | - | - | - | - |

| Approach | EB | NB | SB |
|----------------------|------|-----|----|
| HCM Control Delay, s | 25.8 | 0.1 | 0 |
| HCM LOS | D | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|-----------------------|-------|-----|-------|-----|-----|
| Capacity (veh/h) | 1003 | - | 230 | - | - |
| HCM Lane V/C Ratio | 0.005 | - | 0.25 | - | - |
| HCM Control Delay (s) | 8.6 | 0 | 25.8 | - | - |
| HCM Lane LOS | A | A | D | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 1 | - | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.7 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | Y | | | 4 | ↑ | ↑ |
| Traffic Vol, veh/h | 21 | 6 | 11 | 502 | 357 | 29 |
| Future Vol, veh/h | 21 | 6 | 11 | 502 | 357 | 29 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | 200 |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 80 | 80 | 80 | 80 | 80 | 80 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 26 | 8 | 14 | 628 | 446 | 36 |

| Major/Minor | Minor2 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|---|---|
| Conflicting Flow All | 1102 | 446 | 482 | 0 | - | 0 |
| Stage 1 | 446 | - | - | - | - | - |
| Stage 2 | 656 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | 4.12 | - | - | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | 2.218 | - | - | - |
| Pot Cap-1 Maneuver | 234 | 612 | 1081 | - | - | - |
| Stage 1 | 645 | - | - | - | - | - |
| Stage 2 | 516 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 229 | 612 | 1081 | - | - | - |
| Mov Cap-2 Maneuver | 229 | - | - | - | - | - |
| Stage 1 | 632 | - | - | - | - | - |
| Stage 2 | 516 | - | - | - | - | - |

| Approach | EB | NB | SB |
|----------------------|------|-----|----|
| HCM Control Delay, s | 20.5 | 0.2 | 0 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|-----------------------|-------|-----|-------|-----|-----|
| Capacity (veh/h) | 1081 | - | 266 | - | - |
| HCM Lane V/C Ratio | 0.013 | - | 0.127 | - | - |
| HCM Control Delay (s) | 8.4 | 0 | 20.5 | - | - |
| HCM Lane LOS | A | A | C | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0.4 | - | - |

HCM 6th TWSC
3: SR 36 & Coleman Street

10/12/2021

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.7 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | ↖ | ↗ | ↖ | ↗ | ↗ | ↖ |
| Traffic Vol, veh/h | 8 | 46 | 114 | 448 | 409 | 8 |
| Future Vol, veh/h | 8 | 46 | 114 | 448 | 409 | 8 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 100 | 0 | 100 | - | - | 100 |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 80 | 80 | 80 | 80 | 80 | 80 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 10 | 58 | 143 | 560 | 511 | 10 |

| Major/Minor | Minor2 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|---|---|
| Conflicting Flow All | 1357 | 511 | 521 | 0 | - | 0 |
| Stage 1 | 511 | - | - | - | - | - |
| Stage 2 | 846 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | 4.12 | - | - | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | 2.218 | - | - | - |
| Pot Cap-1 Maneuver | 164 | 563 | 1045 | - | - | - |
| Stage 1 | 602 | - | - | - | - | - |
| Stage 2 | 421 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 142 | 563 | 1045 | - | - | - |
| Mov Cap-2 Maneuver | 276 | - | - | - | - | - |
| Stage 1 | 520 | - | - | - | - | - |
| Stage 2 | 421 | - | - | - | - | - |

| Approach | EB | NB | SB |
|----------------------|----|-----|----|
| HCM Control Delay, s | 13 | 1.8 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | EBLn2 | SBT | SBR |
|-----------------------|-------|-----|-------|-------|-----|-----|
| Capacity (veh/h) | 1045 | - | 276 | 563 | - | - |
| HCM Lane V/C Ratio | 0.136 | - | 0.036 | 0.102 | - | - |
| HCM Control Delay (s) | 9 | - | 18.5 | 12.1 | - | - |
| HCM Lane LOS | A | - | C | B | - | - |
| HCM 95th %tile Q(veh) | 0.5 | - | 0.1 | 0.3 | - | - |

HCM 6th TWSC
3: SR 36 & Three O'Clock Drice

06/22/2021

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.3 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | Y | | | 4 | ↑ | ↑ |
| Traffic Vol, veh/h | 53 | 4 | 3 | 339 | 218 | 17 |
| Future Vol, veh/h | 53 | 4 | 3 | 339 | 218 | 17 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | 200 |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 60 | 5 | 3 | 385 | 248 | 19 |

| Major/Minor | Minor2 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|---|---|
| Conflicting Flow All | 639 | 248 | 267 | 0 | - | 0 |
| Stage 1 | 248 | - | - | - | - | - |
| Stage 2 | 391 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | 4.12 | - | - | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | 2.218 | - | - | - |
| Pot Cap-1 Maneuver | 440 | 791 | 1297 | - | - | - |
| Stage 1 | 793 | - | - | - | - | - |
| Stage 2 | 683 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 439 | 791 | 1297 | - | - | - |
| Mov Cap-2 Maneuver | 439 | - | - | - | - | - |
| Stage 1 | 791 | - | - | - | - | - |
| Stage 2 | 683 | - | - | - | - | - |

| Approach | EB | NB | SB |
|----------------------|------|-----|----|
| HCM Control Delay, s | 14.3 | 0.1 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|-----------------------|-------|-----|-------|-----|-----|
| Capacity (veh/h) | 1297 | - | 453 | - | - |
| HCM Lane V/C Ratio | 0.003 | - | 0.143 | - | - |
| HCM Control Delay (s) | 7.8 | 0 | 14.3 | - | - |
| HCM Lane LOS | A | A | B | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0.5 | - | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.7 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | Y | | | 4 | ↑ | ↑ |
| Traffic Vol, veh/h | 28 | 2 | 5 | 313 | 207 | 16 |
| Future Vol, veh/h | 28 | 2 | 5 | 313 | 207 | 16 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | 200 |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 32 | 2 | 6 | 356 | 235 | 18 |

| Major/Minor | Minor2 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|---|---|
| Conflicting Flow All | 603 | 235 | 253 | 0 | - | 0 |
| Stage 1 | 235 | - | - | - | - | - |
| Stage 2 | 368 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | 4.12 | - | - | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | 2.218 | - | - | - |
| Pot Cap-1 Maneuver | 462 | 804 | 1312 | - | - | - |
| Stage 1 | 804 | - | - | - | - | - |
| Stage 2 | 700 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 459 | 804 | 1312 | - | - | - |
| Mov Cap-2 Maneuver | 459 | - | - | - | - | - |
| Stage 1 | 799 | - | - | - | - | - |
| Stage 2 | 700 | - | - | - | - | - |

| Approach | EB | NB | SB |
|----------------------|------|-----|----|
| HCM Control Delay, s | 13.2 | 0.1 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|-----------------------|-------|-----|-------|-----|-----|
| Capacity (veh/h) | 1312 | - | 473 | - | - |
| HCM Lane V/C Ratio | 0.004 | - | 0.072 | - | - |
| HCM Control Delay (s) | 7.8 | 0 | 13.2 | - | - |
| HCM Lane LOS | A | A | B | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0.2 | - | - |

HCM 6th TWSC
3: SR 36 & Coleman Street

10/12/2021

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.9 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | ↖ | ↗ | ↖ | ↗ | ↗ | ↖ |
| Traffic Vol, veh/h | 5 | 16 | 51 | 341 | 218 | 12 |
| Future Vol, veh/h | 5 | 16 | 51 | 341 | 218 | 12 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 100 | - | 100 | - | - | 100 |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 6 | 18 | 58 | 388 | 248 | 14 |

| Major/Minor | Minor2 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|---|---|
| Conflicting Flow All | 752 | 248 | 262 | 0 | - | 0 |
| Stage 1 | 248 | - | - | - | - | - |
| Stage 2 | 504 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | 4.12 | - | - | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | 2.218 | - | - | - |
| Pot Cap-1 Maneuver | 378 | 791 | 1302 | - | - | - |
| Stage 1 | 793 | - | - | - | - | - |
| Stage 2 | 607 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 361 | 791 | 1302 | - | - | - |
| Mov Cap-2 Maneuver | 468 | - | - | - | - | - |
| Stage 1 | 757 | - | - | - | - | - |
| Stage 2 | 607 | - | - | - | - | - |

| Approach | EB | NB | SB |
|----------------------|------|----|----|
| HCM Control Delay, s | 10.4 | 1 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | EBLn2 | SBT | SBR |
|-----------------------|-------|-----|-------|-------|-----|-----|
| Capacity (veh/h) | 1302 | - | 468 | 791 | - | - |
| HCM Lane V/C Ratio | 0.045 | - | 0.012 | 0.023 | - | - |
| HCM Control Delay (s) | 7.9 | - | 12.8 | 9.7 | - | - |
| HCM Lane LOS | A | - | B | A | - | - |
| HCM 95th %tile Q(veh) | 0.1 | - | 0 | 0.1 | - | - |

HCM 6th TWSC
 3: SR 36 & Three O'Clock Drice

06/22/2021

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.3 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | Y | | | 4 | ↑ | ↑ |
| Traffic Vol, veh/h | 45 | 3 | 4 | 550 | 406 | 75 |
| Future Vol, veh/h | 45 | 3 | 4 | 550 | 406 | 75 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | 200 |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 80 | 80 | 80 | 80 | 80 | 80 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 56 | 4 | 5 | 688 | 508 | 94 |

| Major/Minor | Minor2 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|---|---|
| Conflicting Flow All | 1206 | 508 | 602 | 0 | - | 0 |
| Stage 1 | 508 | - | - | - | - | - |
| Stage 2 | 698 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | 4.12 | - | - | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | 2.218 | - | - | - |
| Pot Cap-1 Maneuver | 203 | 565 | 975 | - | - | - |
| Stage 1 | 604 | - | - | - | - | - |
| Stage 2 | 494 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 201 | 565 | 975 | - | - | - |
| Mov Cap-2 Maneuver | 201 | - | - | - | - | - |
| Stage 1 | 599 | - | - | - | - | - |
| Stage 2 | 494 | - | - | - | - | - |

| Approach | EB | NB | SB |
|----------------------|----|-----|----|
| HCM Control Delay, s | 29 | 0.1 | 0 |
| HCM LOS | D | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|-----------------------|-------|-----|-------|-----|-----|
| Capacity (veh/h) | 975 | - | 209 | - | - |
| HCM Lane V/C Ratio | 0.005 | - | 0.287 | - | - |
| HCM Control Delay (s) | 8.7 | 0 | 29 | - | - |
| HCM Lane LOS | A | A | D | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 1.1 | - | - |

HCM 6th TWSC
5: SR 36 & 1220 South

06/22/2021

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.7 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 22 | 6 | 12 | 532 | 378 | 31 |
| Future Vol, veh/h | 22 | 6 | 12 | 532 | 378 | 31 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | 200 |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 80 | 80 | 80 | 80 | 80 | 80 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 28 | 8 | 15 | 665 | 473 | 39 |

| Major/Minor | Minor2 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|---|---|
| Conflicting Flow All | 1168 | 473 | 512 | 0 | - | 0 |
| Stage 1 | 473 | - | - | - | - | - |
| Stage 2 | 695 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | 4.12 | - | - | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | 2.218 | - | - | - |
| Pot Cap-1 Maneuver | 214 | 591 | 1053 | - | - | - |
| Stage 1 | 627 | - | - | - | - | - |
| Stage 2 | 495 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 209 | 591 | 1053 | - | - | - |
| Mov Cap-2 Maneuver | 209 | - | - | - | - | - |
| Stage 1 | 613 | - | - | - | - | - |
| Stage 2 | 495 | - | - | - | - | - |

| Approach | EB | NB | SB |
|----------------------|------|-----|----|
| HCM Control Delay, s | 22.3 | 0.2 | 0 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|-----------------------|-------|-----|-------|-----|-----|
| Capacity (veh/h) | 1053 | - | 243 | - | - |
| HCM Lane V/C Ratio | 0.014 | - | 0.144 | - | - |
| HCM Control Delay (s) | 8.5 | 0 | 22.3 | - | - |
| HCM Lane LOS | A | A | C | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0.5 | - | - |

HCM 6th TWSC
3: SR 36 & Coleman Street

10/12/2021

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.7 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | ↙ | ↗ | ↙ | ↗ | ↗ | ↗ |
| Traffic Vol, veh/h | 8 | 49 | 121 | 474 | 432 | 8 |
| Future Vol, veh/h | 8 | 49 | 121 | 474 | 432 | 8 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 100 | 0 | 100 | - | - | 100 |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 80 | 80 | 80 | 80 | 80 | 80 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 10 | 61 | 151 | 593 | 540 | 10 |

| Major/Minor | Minor2 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|---|---|
| Conflicting Flow All | 1435 | 540 | 550 | 0 | - | 0 |
| Stage 1 | 540 | - | - | - | - | - |
| Stage 2 | 895 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | 4.12 | - | - | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | 2.218 | - | - | - |
| Pot Cap-1 Maneuver | 147 | 542 | 1020 | - | - | - |
| Stage 1 | 584 | - | - | - | - | - |
| Stage 2 | 399 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 125 | 542 | 1020 | - | - | - |
| Mov Cap-2 Maneuver | 258 | - | - | - | - | - |
| Stage 1 | 498 | - | - | - | - | - |
| Stage 2 | 399 | - | - | - | - | - |

| Approach | EB | NB | SB |
|----------------------|------|-----|----|
| HCM Control Delay, s | 13.5 | 1.9 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | EBLn2 | SBT | SBR |
|-----------------------|-------|-----|-------|-------|-----|-----|
| Capacity (veh/h) | 1020 | - | 258 | 542 | - | - |
| HCM Lane V/C Ratio | 0.148 | - | 0.039 | 0.113 | - | - |
| HCM Control Delay (s) | 9.1 | - | 19.5 | 12.5 | - | - |
| HCM Lane LOS | A | - | C | B | - | - |
| HCM 95th %tile Q(veh) | 0.5 | - | 0.1 | 0.4 | - | - |