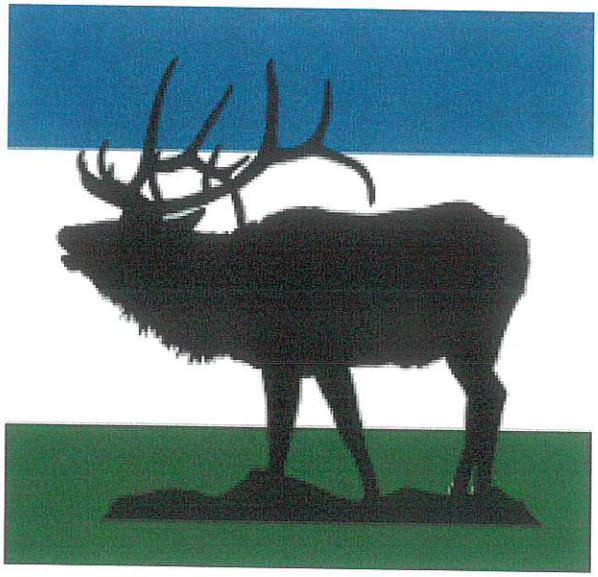
ELK RIDGE CITY, UTAH

TRANSPORTATION MASTER PLAN



JANUARY 2024

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1 INTRODUCTION

1.1 Background

Elk Ridge, nestled into the mountains of southeast Utah County, was incorporated as a town in 1976. Elk Ridge officially became a city in November 2000. The residents of Elk Ridge enjoy long, snowy winters and beautiful, warm summers. The city overlooks Utah Lake, and residents enjoy the benefits of living in a small and quiet community while remaining close to bigger cities to the north.

1.2 Need for an Updated Transportation Element

Elk Ridge is a mostly residential city with a few scattered commercial and public facility zones. Because of its location, the city is somewhat limited in development potential, and the city's location on the hillside prevents construction of a large, gridded roadway network. The city consists of mostly winding local residential corridors. Continued development in the city is anticipated to continue following this pattern of growth, and this Transportation Master Plan (TMP) has been established to ensure that this development is able to occur within the bounds of a functional transportation network. Roadway functional classification, future corridor, and capital project planning are essential in ensuring that the transportation network continues to provide for the needs of the expanding community.

1.3 Transportation Planning Purpose

The existing general plan for Elk Ridge City contains a transportation element that was adopted in 2018. The Utah Department of Transportation (UDOT) recommends that transportation master planning documents be updated every five years to ensure that all transportation planning remains up to date with the changing demands of a city's transportation network. Additionally, the City seeks to expand the existing transportation element by adding a more in depth analysis of the existing network. This TMP has been established for three key purposes:

1. Analyze existing traffic and roadway conditions with traffic counters to establish an expanded roadway network inventory and determine likely growth patterns and future transportation-related needs,

2. Plan for future development, roadway maintenance and construction projects, and funding acquisition,

3. Create maps of analysis and planning that will be included in the TMP.

1.3.1 Analyze Existing Traffic and Roadway Conditions

The analysis of existing traffic and roadway conditions is included in Section 2 of this document, and includes the following information:

- Existing land use data and maps,
- Existing demographic and socioeconomic data and future population growth estimates,
- Existing funding sources and opportunities, and
- An inventory of the existing roadway network, including:

- Functional classification of vehicle roadways,
- Vehicle crash data and patterns,
- ADTs and associated speed and vehicle classification data.

1.3.2 Plan for Future Development

Future planning addresses the transportation needs of the city as determined by the analysis of existing traffic and roadway conditions. Planning for future growth in Elk Ridge City is analyzed and described in Section 3. These needs include, but are not limited to:

- Future roadway functional classification map,
- Roadway Level of Service (LOS) analysis,
- Statewide Transportation Improvement Plan (STIP) and Mountainland Association of Governments (MAG) projects, and
- Elk Ridge Transportation Improvement Plan (TIP).

Future roadway capital projects have been separated into three categories: STIP projects, MAG projects, and TIP projects.

1.3.3 Create Maps

The following maps are included in the TMP:

- Existing Transportation Network
  - Existing Functional Class Map
  - Traffic Crash Heat Map
  - Existing Average Daily Traffic Map
- Future Transportation Network
  - Future Functional Class Map
  - Transportation Improvement Plan Map
  - Future Level of Service Map

1.4 Study Goals

Some of the benefits of a reliable and effective transportation network include improved mobility, citizen health, connectivity, and economy. These benefits are the four cornerstones of the Utah Department of Transportation's (UDOT) quality of life framework.[1] Elk Ridge seeks to comply with

[1] Utah Department of Transportation, "2022 UDOT Strategic Direction," Utah Department of Transportation, 2022, https://www.udot.utah.gov/strategic-direction/index.html#missionSection.

UDOT's quality of life framework and establish these factors as the framework for its transportation planning. This section will explain how Elk Ridge City seeks to integrate this quality of life framework into its transportation planning.

1.4.1 Better Mobility

Elk Ridge City seeks to improve mobility within the city by prioritizing established corridor preservation techniques, access management principles, functional classification standards, and other development standards. Mobility improves when roadways are designed by functional classification type (see Section 2.3). This ensures that mobility and access are balanced throughout the city. Elk Ridge City commits to finding the most cost-effective and efficient alternatives to future roadway design. Future planning ensures the network mobility is preserved. Elk Ridge City seeks to address, where possible, mobility deficiencies in the existing roadway network caused by undermaintained roads, unpaved roads, under signalized roads, or network areas with a lack of redundancies.

1.4.2 Good Health

Elk Ridge City seeks to improve citizen health by expanding its active transportation network. Elk Ridge seeks to coordinate with UDOT, the County, and other transportation planning authorities in establishing active transportation networks. Elk Ridge City also seeks to improve citizen health by seeking safety- and sustainability-focused alternatives in planning, construction, and maintenance of transportation facilities. These alternatives will allow the City to lessen its environmental impacts further improving the ability of residents to enjoy the community's natural beauty and environment. Elk Ridge City wants its residents to live with the benefits of safer roadways, cleaner air, and more expanded active transportation opportunities.

1.4.3 Connected Communities

Elk Ridge City seeks to improve its interconnectedness with other cities, the county, and the rest of the state. The City also seeks to foster connectivity within the city through promoting beneficial development, public amenities, and an effective transportation network. The City seeks to maintain and expand existing roadways that connect internal and external communities while planning new roadways which will further connect the city. The City will do this through proper application of corridor preservation techniques, access management principles, and establishment of transportation improvement plans. The City continually seeks the input of transportation and roadway professionals, residents, and other local and regional officials to ensure that the concerns and needs of every community are voiced.

1.4.4 Strong Economy

Elk Ridge City seeks to strengthen its economy through transportation network planning that will encourage economic-boosting development consistent with desires and needs of the community. Establishing future road network planning is greatly beneficial for the City in preventing future unnecessary expenditures and ensuring only that which is needful is constructed. This supports the local economy and allows the City to expend resources in a way that maximizes benefit to the community.

1.5 Coordination with Local, State, and Federal Governments

Elk Ridge City recognizes the benefits of coordinating with other local, regional, state, and federal agencies. This coordination and collaboration allows each entity to plan for all needs of their

respective transportation networks. This collaborative effort also ensures that the differing needs of each community are addressed. The City is dependent on functional state and county transportation networks, which function as most of the arterial and major collector roadways in the region. Elk Ridge City wants to ensure that these roads are capable of providing for the changing needs of the city. The City also seeks to assist the county and state in their development planning by coordinating roadway improvement projects.

Where possible and necessary, Elk Ridge City seeks to inform and be informed by local, state, and federal entities about transportation-related planning, development, and standards.

1.6 Land Use

Land use is used to direct development and growth within the city. The land use map (2024) for Elk Ridge City is included as Figure 1. The future land use/annexation map (2024) is included as Figure 2. Land use designation is an important aspect of transportation planning. Land use mapping should correlate with roadway functional classification and access management design. By coordinating with planning and zoning, transportation planning and development can occur consistent with city growth and development. Zoning and annexations are planned by the city so that the city is able to guide growth in a direction most suitable to the needs of the community.

Zoning Map

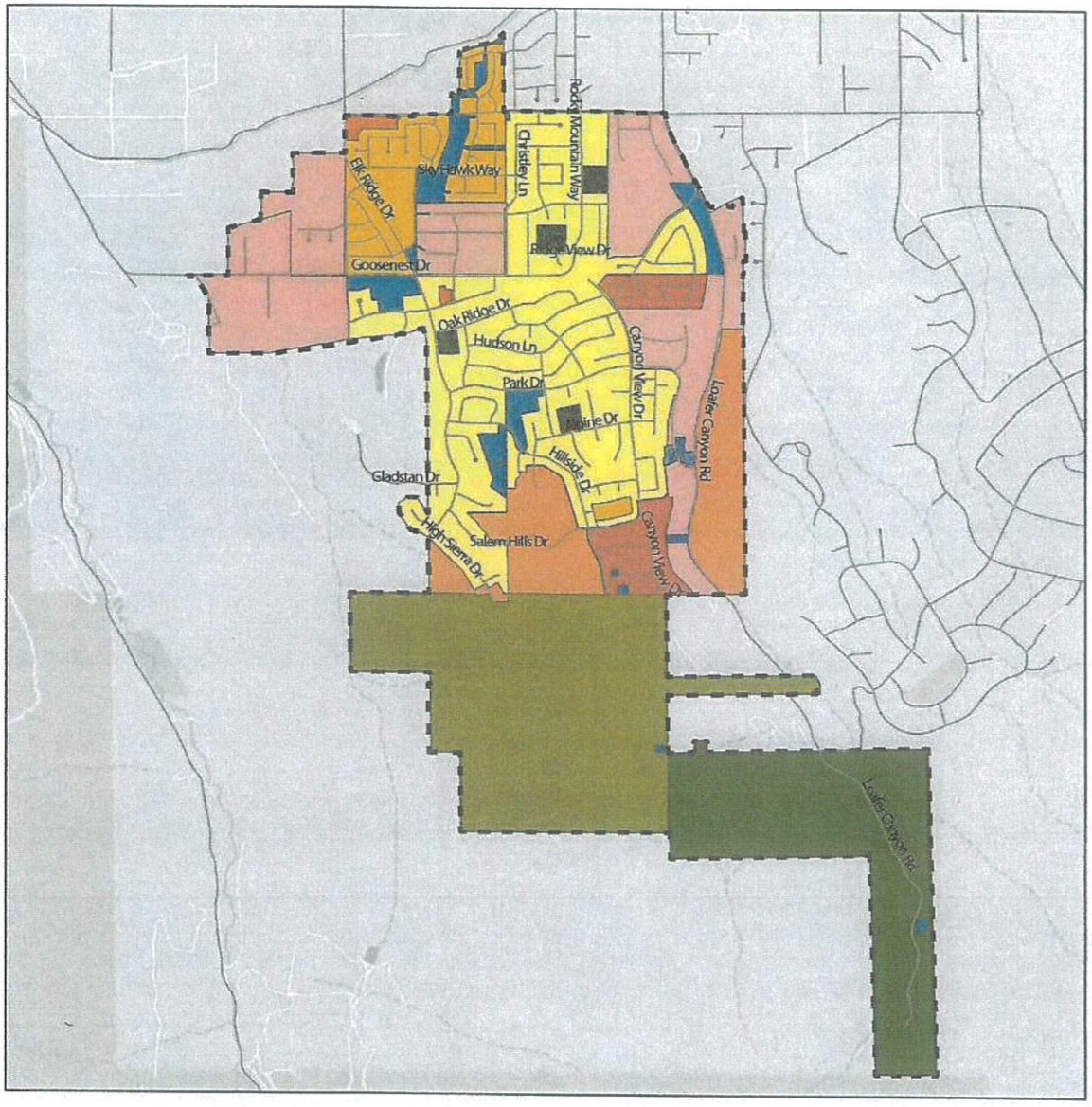

Figure 1 – Elk Ridge City Zoning Map

Future Land Use / Annexation Map

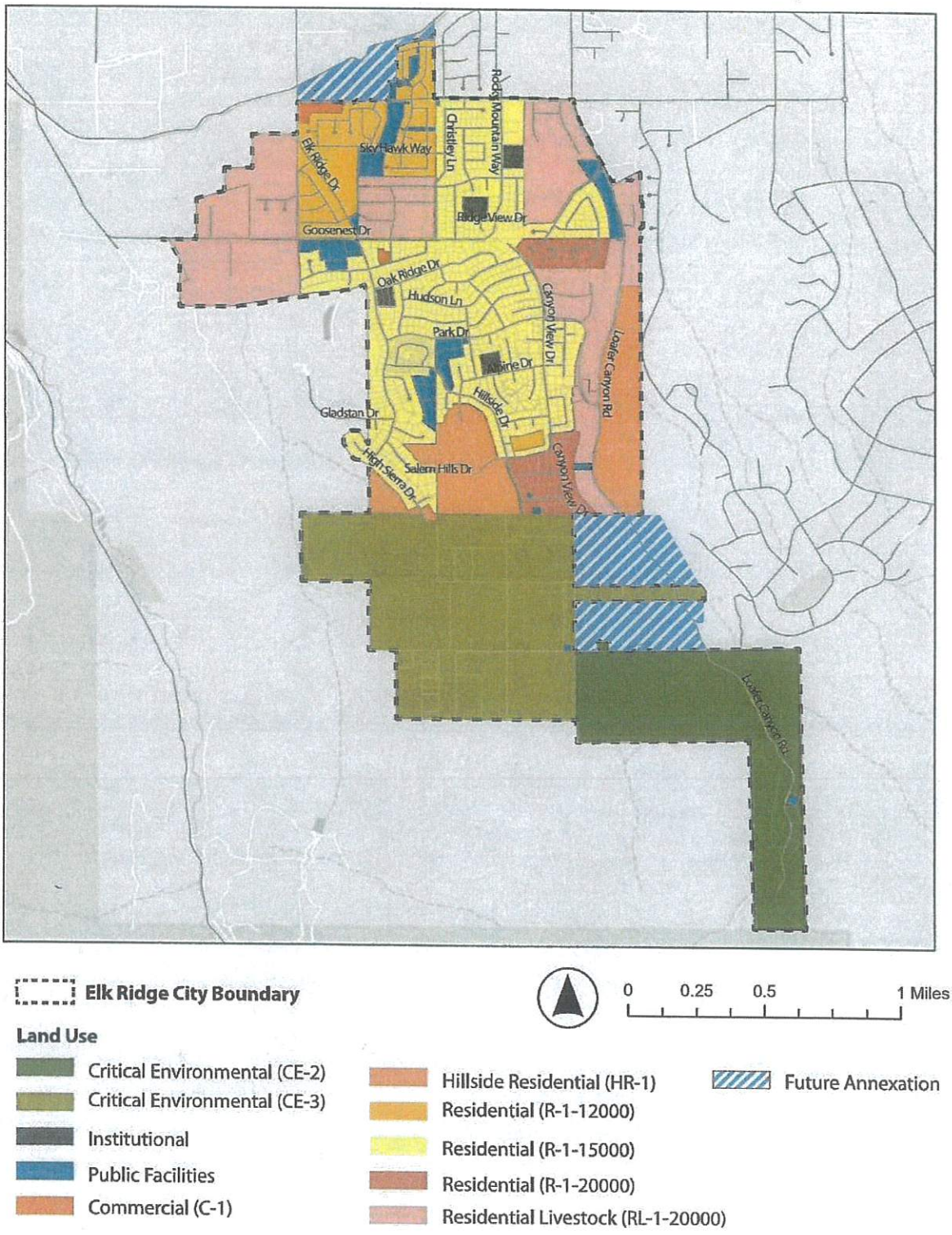

Figure 2 – Elk Ridge City Zoning Map

2 EXISTING CONDITIONS

An inventory of existing conditions was created to assist in determining future expansion, development, and maintenance needs.

2.1 Demographic & Socioeconomic Data

Table 1 shows the 2021 estimated population and housing data for Elk Ridge City. Table 2 compares the population growth for Elk Ridge City, Utah County, and the State of Utah from 2000 to 2020. Demographic and socioeconomic data was used in determining future growth patterns for Elk Ridge City. Estimates were based on existing growth trends. Future roadway ADT and LOS was determined based on an assumed growth rate determined in the demographic analysis.

Table 1 – Elk Ridge City Population and Housing Data (2021 Estimate)[2]

Population	Housing Units	Area (Sq. Mi.)	Population Density (Persons / Sq. Mi.)	Housing Density (Housing Units / Sq. Mi.)
4,687	437	2.82	1,662	155

Table 2 – Population Growth Trends

Year	State of Utah[3]	Utah County[4]	Elk Ridge City
2000	2,233,169	368,536	1,865
Average Annual Growth (2000-2010)	2.13%	3.37%	2.67%
2010	2,763,885	516,564	2,436
Average Annual Growth (2010-2020)	1.69%	2.44%	6.54%
2020	3,271,616	659,399	4,687
Average Annual Growth (2000-2020)	2.14%	2.91%	4.61%

Table 3 shows a population growth estimate for the next 40 years based on values provided by estimates included in the General Plan. Growth in Elk Ridge City has grown more rapidly in recent years compared to the county and the state (ranging from 3 to 12 percent in recent years). It is anticipated that this growth will gradually slow over the upcoming 40 years, however, due to limitations caused by adjoining municipalities and topography. The City's population is still anticipated to approximately double by 2060, though. Based on existing and future estimates, a traffic growth rate of 3.0 percent was used for Level of Service (LOS) analysis (see Section 2.5 and Section 3.3.2).

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[2] American Community Survey, "ACS Demographic and Housing Estimates," United States Census Bureau, https://data.census.gov/table?q=Elk+Ridge,+Utah+2000.

[3] United States Census Bureau, "Historical Population Change Data (1910-2020)," United States Department of Commerce, https://www.census.gov/data/tables/time-series/dec/popchange-data-text.html.

[4] United States Census Bureau, "QuickFacts: Utah County, Utah," United States Department of Commerce, https://data.census.gov/table?q=utah+county,+Utah+2020.

Table 3– Population Growth Estimates

Year	Population
2020	4,687
2030	5,755
2040	7,015
2050	8,500
2060	10,382

2.2 Roadway Network Inventory

A roadway network inventory organizes all City roadways by functional classification and includes relevant data for selected roadways. A visual representation of various data for the roadway network inventory can be found in maps included in this TMP.

The following information was gathered for the existing roadway network:

- Functional classification data;
- Pavement characteristics of roadways;
- Roadway average daily traffic (ADT) and level of service (LOS) data;
- Volumes, speeds, and vehicle classification percentages of selected roadways;
- Historical funding allocation;
- Vehicle crash information.

The City roadway network provides the dominant means of transportation for this area, with the county and state highway system serving as the main accesses to this network. Vehicular travel relies heavily on a well-maintained and efficient roadway network. The data gathered for the existing Elk Ridge City roadway network inventory is included in the following sections.

2.3 Functional Classification

Roadway functional classification is used by the United States Department of Transportation (USDOT) and UDOT to categorize highways and other roadways. This categorization assists planners and designers in creating roadways compatible with intended needs of the roadway network. The American Association of State Highway and Transportation Officials (AASHTO) describes functional classification as the process of "[defining] the role of each roadway in serving motor-vehicle movements within the overall transportation system."[5] It is an organized system with established parameters.

Roadway networks can be categorized into rural and urban. Elk Ridge City's roadway network functions as a rural network. Functional classification is defined in a hierarchical structure based upon factors including roadway design volume, speed, access, and mobility.

Existing and future functional classification maps are included in Appendix 1. The existing functional classification map matches the existing functional classification map standardized by UDOT. The future functional classification map was created by Mountainland Association of Governments (MAG)

[5] American Association of State Highway and Transportation Officials, *A policy on Geometric Design of Highway and Streets*, 7th Edition, 2018.

as part of its regional planning effort. It is not intended to show roadways that will be classified into UDOT's future functional classification map but is intended to guide development and road design in the city. Road design is based on functional classification. Typical road sections are in Appendix 4.

Functional classifications are now listed in hierarchical order from highest mobility and lowest accessibility to lowest mobility and highest accessibility.

2.3.1 Freeways

Freeways (Federal Highways) are highways included in the national Interstate Highway System. Freeways are maintained by state transportation departments. Freeways are designed with high speed limits and are created to serve high mobility needs with limited access. Access on these highways is limited to ensure that the greatest level of mobility possible can be achieved. These highways have grade-separated interchanges. There are no freeways within Elk Ridge.

2.3.2 State Highways

State highways are designed similar to freeways with emphasis given to high mobility and high speed. These highways, however, are not generally grade-separated at intersections and can have traffic-control at intersections, particularly within municipalities. These are toll-free state-controlled highways. They are generally designed as arterials and major collectors throughout counties within the state.

There are no state highways within Elk Ridge. The closest state highway to Elk Ridge is SR-198.

2.3.3 Arterials

Arterials are classified and designed to function as the "spine" of transportation networks. All other roadways of the transportation network should function to provide access to arterials. Arterials are roadways that function as the main access road for municipalities. Mobility is the primary function of arterials. Within cities, some mobility may be sacrificed for accessibility, but priority should be given to arterials at all intersections. Arterials can be classified as both principal and minor. There are currently no arterials classified in Elk Ridge. The closest state-classified arterial to Elk Ridge is SR-198.

2.3.4 Major Collectors

Major collectors, like arterials, prioritize mobility. However, they typically transport lower traffic volumes than arterials. These roadways connect local roads and minor collectors to arterials or highways. Access to residential developments and rural facilities is more common in major collectors than with arterials. Intersections between major collectors and lower-classified roadways should give priority to the major collector. This is done to ensure that major collectors provide increased mobility. Existing major collectors in Elk Ridge City include the following:

- Goosenest Drive (west of 1600 West)
- 1600 West
- 11200 South

2.3.5 Minor Collectors

Minor collectors provide access by connecting communities and neighborhoods. These roads funnel

traffic from major collectors or arterials to local roads. Minor collectors are intended to balance mobility and access. They are often stop controlled and have lower speed limits. They provide increased mobility over local roads yet still have residential access. Existing minor collectors in Elk Ridge City include the following:

- Goosenest Drive (from 1600 West to Elk Ridge Drive)
- Elk Ridge Drive (from Goosenest Drive to Park Drive)
- Park Drive
- Loafer Canyon Road (from Park Drive to 11200 South)

2.3.6 Local Roads

Local roads connect residential areas and sacrifice mobility to provide the highest level of accessibility. It is preferable that accesses be placed on local roads where possible, rather than arterials and collectors. Placing accesses on arterials and collectors requires frequent access points and intersections which leads to frequent stops and delays. Placing accesses on local roads can help to prevent these potential delays and stops. Local roads are designed to have lower speed limits and span shorter distances. They tend to have higher pedestrian traffic and are often built in a manner to discourage high amounts of through traffic. All unclassified roadways within Elk Ridge City are local roads or private roads.

2.3.7 Vehicle Miles of Travel (VMT)

Vehicle Miles of Travel (VMT) is a method established federally to determine the amount of vehicular usage for a specified roadway. VMT is calculated as the total miles of vehicular travel for a specified roadway over a specified period of time. This characteristic and roadway mileage are useful in determining roadway functional classification. The Federal Highway Administration (FHWA) specifies the allowable percentages of roadway mileage and VMT per functional classification type. These limitations are specified to provide balance within the roadway network and ensure an appropriate number of arterials, collectors, and local roads throughout the system.

Federally established guidelines should be referenced in determining changes to classification of the roadway network. The allowable percentages for each classification are shown in Table 4.

Table 4 – Allowable Percentage of Road Miles and VMT[6]

Functional Classification	Rural		Urban	
	Mileage	VMT	Mileage	VMT
Major Collectors	8%-19%	10%-23%	10%-17%	12%-24%
Minor Collectors	3%-15%	1%-8%	5%-13%	3%-10%
Local Roads	62%-74%	8%-23%	66%-74%	7%-20%

[6] Federal Highway Administration, "Planning Processes: Statewide Transportation Planning," United States Department of Transportation, September 27, 2017, https://www.fhwa.dot.gov/planning%20/processes/statewide/related/highway_functional_classifications/section03.cfm

2.4 Roadway Conditions

The current condition of each roadway is explained in this section. The condition of roadways serves as a basis for how well the transportation system functions and provides guidance for future roadway capital project planning and changes to future functional classification.

2.4.1 Travel Lanes and Surface Conditions

All roadways in Elk Ridge City consist of two travel lanes (one in each direction). Almost all roadways are unstriped except for a few roadways designed as collector roads, such as Elk Ridge Drive, Goosenest Drive, Park Drive, and Loafer Canyon Road. Almost all roads in Elk Ridge are paved with asphalt with very few exceptions. Unpaved roads are either private or on mountainous terrain.

2.4.2 Traffic Volumes

Traffic volumes indicate the travel demand of existing roadways and their relative importance to the functionality of the transportation network. Roadways with the greatest impact generally have the highest traffic volumes. Traffic volumes, road capacities, and level of service (LOS) are used to determine how well a road is functioning. The average daily traffic (ADT) is one of the most common metrics used to assess the amount of traffic a road experiences. ADT is calculated as the number of vehicles passing a certain point on a roadway in either direction on an average day. Traffic data is generally collected for 7 to 10 days and averaged to create an ADT. Table 5 lists the ADTs for all of the roadways studied as part of the TMP analysis. It also includes the anticipated ADT for the 20-year scope based on future population and traffic growth estimates. Peak hour volume (PHV) for 2023 is also included in this table. PHV is calculated as the 60-minute period of the day with the highest amount of vehicular traffic for a roadway. PHV is also used in determining the LOS for a road instead of ADT because it often functions as the controlling factor in peak traffic. It represents a smaller time frame that may have a much higher peak relative to ADT and, as such, may be used in determining a more accurate LOS. For future LOS analysis on these roadways, see Section 3.2.2. An existing ADT map is included in Appendix 2. Traffic count reports with detailed ADT analysis are in Appendix 6.

Table 5 – 2023 ADT for Selected Elk Ridge Roadways

Roadway	2023 Peak Hour Volume	2023 ADT	2028 ADT	2033 ADT	2038 ADT	2043 ADT
Canyon View Drive	84	571	664	772	897	1043
Elk Ridge Drive (near Gladstan Drive)	137	1180	1371	1593	1851	2151
Elk Ridge Drive (to Salem Canal Road)	515	5397	6271	7286	8466	9837
Gladstan Drive	83	426	495	576	670	779
Sunbrook Drive (Gladstan RV Entrance)	8	31	37	43	50	59
Goosenest Drive	206	1792	2083	2421	2813	3269
Hillside Drive	128	944	1097	1275	1482	1722
Loafer Canyon Road	131	986	1146	1332	1548	1799
Park Drive	307	1800	2092	2431	2825	3283
Rocky Mountain Way	55	396	461	536	623	724
Sky Hawk Drive	60	460	535	622	723	841

2.4.3 *Speed Data*

Speed data was collected from traffic counts performed as part of this study. Included in Table 6 is average speed, high speed, 85th percentile speed, and speed limit data. Generally, in transportation planning and design the 85th percentile speed is used as a key factor in determining roadway speed limit. Other important factors in roadway speed limit determination include traffic patterns, ADT data, vehicle crash history, access management and spacing, intersection controls, and existing safety concerns such as clear zone obstructions, limited sight triangle distances, and bridge and culvert crossings. It is recommended that the City assess the speed data to assist in determining any potential speed limits alterations. All required geometric design, safety, and other standards required by both the City and AASHTO must be followed when adjusting roadway speed limits. In Table 6, all 85th percentile speeds at least 5 miles per hour greater than the existing speed limit have been bolded. There were no roadways studied that had an 85th percentile speed more than 10 miles per hour greater than the existing speed limit. Traffic count reports with detailed speed data analysis are included in Appendix 6.

Table 6 – Roadway Speed Analysis for Selected Roadways

Roadway	Average Daily Traffic	Speed Average	Speed High	85th Percentile Speed	Speed Limit
Canyon View Drive	571	22	48	27	25
Elk Ridge Drive (near Gladstan Drive)	1180	29	55	34	30
Elk Ridge Drive (to Salem Canal Road)	5397	34	57	**39**	30
Gladstan Drive	426	27	65	**33**	25
Sunbrook Drive (Gladstan RV Entrance)	31	14	38	19	25
Goosenest Drive	1792	31	59	**37**	30
Hillside Drive	944	26	58	**30**	25
Loafer Canyon Road	986	29	52	**34**	25
Park Drive	1800	19	52	23	25
Rocky Mountain Way	396	26	50	**31**	25
Sky Hawk Drive	460	26	51	**31**	25

2.4.4 *Heavy Truck Traffic Data*

Heavy truck traffic can also be determined with the traffic counts. A heavy truck traffic percentage is included in Table 7. There were not any roads in Elk Ridge that had a heavy truck traffic percentage greater than 10 percent. There was only one road studied that had a percentage greater than 5 percent, and this was a minor roadway with very low ADT (less than 50). The 6.3 percent heavy truck traffic on this road represents 2 heavy trucks per day. None of the roadways studied are anticipated to experience more than 100 heavy trucks per day, and almost every roadway studied is expected to receive 25 or less heavy trucks per day (excl. Elk Ridge Drive and Goosenest Drive). Traffic count reports with detailed vehicle classification data analysis are included in Appendix 6.

Table 7 - Heavy Truck Percentages for Selected Roadways

Roadway	Average Daily Traffic	Heavy Truck Percentage	Average Number of Heavy Trucks per Day
Canyon View Drive	571	1.7	10
Elk Ridge Drive (near Gladstan Drive)	1180	1.3	15
Elk Ridge Drive (to Salem Canal Road)	5397	1.6	86
Gladstan Drive	426	0.6	3
Sunbrook Drive (Gladstan RV Entrance)	31	6.3	2
Goosenest Drive	1792	2.5	45
Hillside Drive	944	1.6	15
Loafer Canyon Road	986	2.5	25
Park Drive	1800	1.4	25
Rocky Mountain Way	396	1.9	8
Sky Hawk Drive	460	0.9	4

2.5 Level of Service

Traffic volumes and traffic flow of each roadway are used to determine a level of service (LOS) rating. LOS is a measurement of a road's ability to meet the traffic demand. LOS classifications are categorized with a letter rating "A," "B," "C," "D," "E," and "F." Free-flowing traffic is considered LOS "A," and maximum levels of vehicle congestion are considered LOS" F." A lower LOS rating (such as LOS "E" and LOS "F") indicates that the roadway is not functioning effectively and may cause mobility, congestion, and safety concerns. A LOS "A" through "D" is considered acceptable for most applications. LOS "F" and LOS "E" roadways should be given highest priority for improvement. Some common roadway LOS improvement methods include:

- Adding turn lanes at congested intersections,
- Adding signalization at congested intersections,
- Adding extra travel lanes,
- Adjusting existing roadway geometrics such as lane width and roadway design,
- Adjusting speed limits,
- Establishing alternative roadways to function as redundancies, and
- Improving mobility at accesses by either removing accesses or adding slip or merge lanes.

A visual representation of the LOS categories is included as Figure 3.

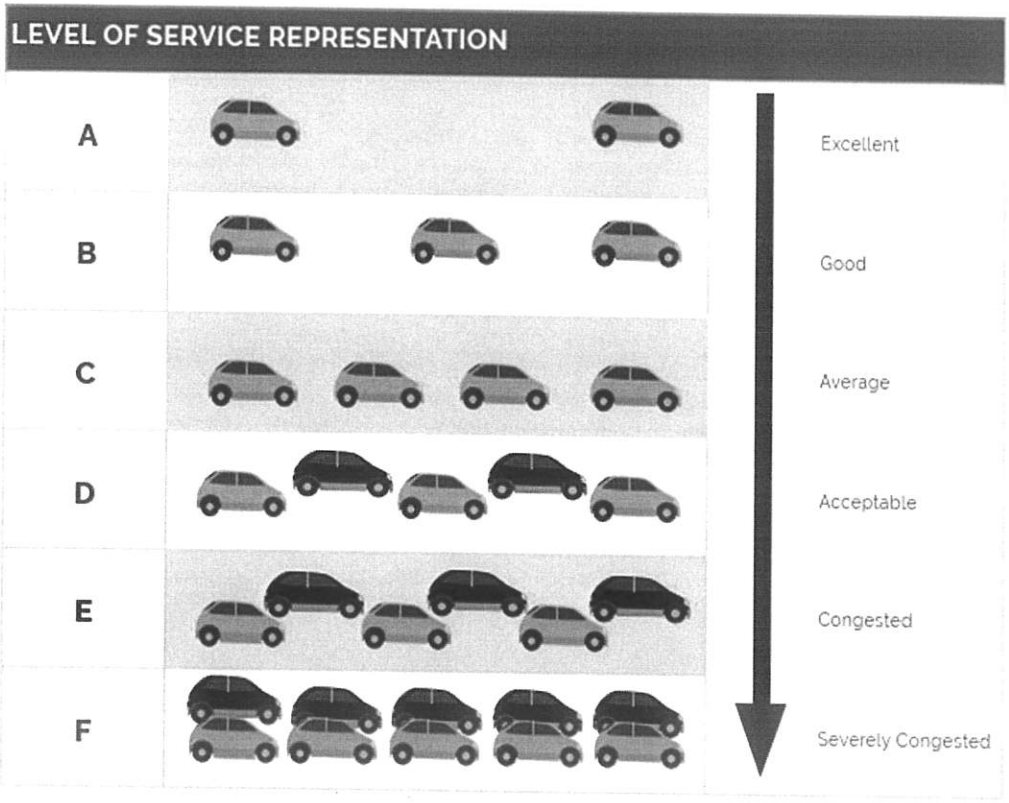


Figure 3 – Roadway Level of Service Representation

LOS is determined differently for highways and for intersections. Often on a rural road or freeway, the LOS will be determined based on highway travel patterns. On urban roads, which normally have more intersections and access points, intersection LOS will often be the controlling LOS factor. For rural and small urban roads, roadway level of service will often be the controlling LOS factor. There were no intersections analyzed as part of this study. The LOS analysis was performed using equations provided in the Institute of Transportation Engineers' *Highway Capacity Manual*. Highway and roadway LOS is measured in terms of volume to capacity (V/C) ratios, and intersection LOS is measured in terms of vehicle delay (in seconds/vehicle).

2.5.1 Volume to Capacity Ratios

The volume to capacity ratio (V/C) measures the traffic density of a road segment by comparing a road's traffic volume to the road's capacity. A V/C ratio of 1.0 signifies that the road is at its maximum capacity of traffic volume which leads to serious congestion and typically operates at a LOS "F." The closer a roadway V/C is to 1.0, the more congested the roadway will be. The capacity of a roadway is determined based on several factors including number of travel lanes, number of turn lanes, lane width, shoulder width, speed limit, road gradation, and percentage of heavy truck traffic.

2.5.2 Existing LOS Analysis

The existing LOS for the studied roadways is included in Table 8. All roadways studied currently function at an acceptable LOS. All roadways except Elk Ridge Drive (LOS "B") are a LOS "A," meaning that the roads are generally free-flowing.

For more information about future LOS analysis, see Section 3.2.2.

Table 8 – 2023 LOS for Selected Tooele County Roadways

Roadway	2023 Peak Hour Volume	2023 ADT	2023 LOS
Canyon View Drive	84	571	A
Elk Ridge Drive (near Gladstan Drive)	137	1180	A
Elk Ridge Drive (to Salem Canal Road)	515	5397	B
Gladstan Drive	83	426	A
Sunbrook Drive (Gladstan RV Entrance)	8	31	A
Goosenest Drive	206	1792	A
Hillside Drive	128	944	A
Loafer Canyon Road	131	986	A
Park Drive	307	1800	A
Rocky Mountain Way	55	396	A
Sky Hawk Drive	60	460	A

2.6 *Traffic Crash Data*

The Utah Department of Public Safety (UDPS) records all reported vehicular crashes throughout the state. Online records include all crash data since 2010. Crash data has been organized into Figure 4 and Table 9. This data includes all crash data from 2010 to 2022. A heat map of traffic crashes is included in Appendix 5, as well as a UDPS report including key crash statistics and data.

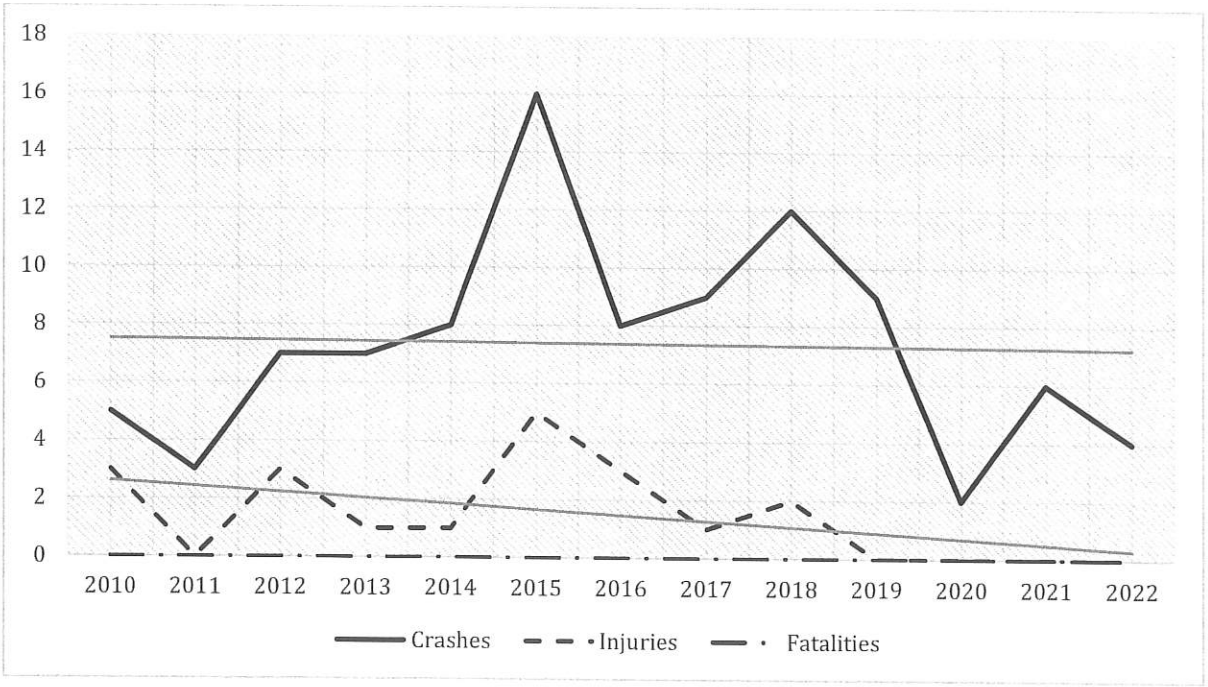


Figure 4 - Traffic Crash Data[7]

Table 9 – Traffic Crash Data[7]

Year	Total Crashes	Total Injuries	Total Fatalities
2010	5	3	0
2011	3	0	0
2012	7	3	0
2013	7	1	0
2014	8	1	0
2015	16	5	0
2016	8	3	0
2017	9	1	0
2018	12	2	0
2019	9	0	0
2020	2	0	0
2021	6	0	0
2022	4	0	0
Total	**96**	**19**	**0**
Average	**7.4**	**1.5**	**0**

Both traffic crashes and injuries currently have a decreasing trendline. Both attributes peaked in 2015 and have continued a downward trend since that time. There are no reported fatalities on Elk Ridge roadways since 2010. These trendlines can be seen in Figure 3.

2.7 Revenue Sources

Funding for the maintenance and construction of the existing transportation facilities comes primarily from revenue sources which include the Elk Ridge City general fund, federal funds, and State Class B and C funds. Funding for local transportation projects consists of a combination of federal, state and local revenues. However, this funding total is not entirely available for transportation improvement projects because annual operating and maintenance costs must be deducted from the total revenue. In addition, the City is limited in its ability to subsidize the transportation budget from general fund revenues.

2.7.1 Federal Funds

Federal funds are available to cities and counties through the federal aid program. These funds are administered by the Utah Department of Transportation. In order to be eligible, a project must be listed on the five-year Statewide Transportation Improvement Program (STIP).

The Surface Transportation Program (STP) can provide funding for any road functionally classified as a collector street or higher. STP funds may be used for a range of projects, including rehabilitation and new construction. Fifty percent of the STP funds are allocated to urban and rural areas of the state based on population. Thirty percent can be used in any area of the State at the discretion of the State Transportation Commission. The remaining twenty percent must be spent on highway safety

[7] Utah Department of Public Safety's Highway Safety Office, *Utah Crash Summary*, Utah Department of Public Safety, Accessed July 14, 2022, https://udps.numetric.net/utah-crash-summary#/.

and enhancement projects. Transportation enhancements include ten categories, some of which are historic preservation, bicycle and pedestrian facilities, and water runoff mitigation.

Elk Ridge City is in UDOT's Region Three. Money for specific projects in the study area varies depending on what is planned for UDOT's Region Three each year. As a result, federal aid program money is not listed as part of the study area's transportation revenue.

2.7.2 State Class B and C Program

The distribution of Class B and C Program monies is established by state legislation and is administered by UDOT. Revenues for the program are derived from state fuel taxes, registration fees, driver license fees, inspection fees, and transportation permits. Seventy-five percent of funds derived from the taxes and fees are kept by the Utah Department of Transportation for construction and maintenance programs. The remaining twenty-five percent is made available to counties and cities.

Class B and C funds are allocated to each county and city by a formula based on population, road mileage, and land area. Class B funds are given to counties, and Class C funds are given to cities and towns. **Error! Reference source not found.** identifies the method used to allocate class B and C road funds.

Table 10 – Apportionment Method of Class B and C Funds

Based on	Of
50%	Roadway Mileage
50%	Total Population

Class B and C funds can be used for maintenance and construction of roadways; however, thirty percent must be used for construction or maintenance projects that exceed $40,000. Class B and C funds may also be used to match federal funds or to pay the principal, interest, premiums, and reserves for issued bonds. Table 11 identifies B & C funds allocated to Elk Ridge City for the fiscal years 2019 to 2023.

Table 11 - Class B & C Roadway Funds Allocated by Fiscal Year[8]

Year	1st Payment	2nd Payment	3rd Payment	4th Payment	5th Payment	6th Payment	TOTAL
2019	$23,722.07	$31,375.31	$30,297.86	$25,109.78	$29,174.23	$37,871.24	$177,550.50
2020	$22,512.21	$36,272.78	$30,475.58	$26,716.69	$32,777.73	$31,709.28	$180,464.28
2021	$27,324.68	$33,328.89	$30,195.76	$31,188.32	$34,952.55	$46,837.98	$203,828.19
2022	$27,082.14	$35,209.49	$36,299.59	$34,215.20	$35,306.79	$49,221.18	$217,334.38
2023	$27,196.07	$40,615.32	$36,737.97	$32,142.98	$41,479.51	$54,670.97	$232,842.82

[8] Utah Department of Transportation, "Local Government Program Assistance," Utah Department of Transportation, 2022, https://udot.utah.gov/connect/business/public-entities/local-government-program-assistance/.

2.7.3 Local Funds

Elk Ridge City, like most cities, may use general fund revenues in its transportation program. Other local funding sources, such as impact fees, may also be used.

2.7.4 Private Sources

Private interests often provide sources of funding for transportation improvements. Developers construct local streets within new subdivisions and commercial buildings. They often dedicate right-of-way and participate in the construction of collector or arterial streets adjacent to their developments as well. This may include paying partial or complete costs for a traffic signal, turn lane, or median, among other improvements. Due to the impacts of the development on the city, developers can also be considered as potential sources of funding for projects.

Elk Ridge City, if electing to do so, may require new commercial and residential developments to perform a Traffic Impact Study (TIS). This study is used to determine the necessity of additional roadway improvements and the impact of the development on the roadway network. Other new developments may be required to perform a TIS as well.

3 FUTURE GROWTH

3.1 Land Use and Transportation

Elk Ridge City recognizes the importance of continuing coordination between land use and transportation planning. The City's future functional classification map, adopted with this TMP has been established in part to ensure that the future roadway network has the capacity to meet the demand of development.

For additional information on future land use planning and requirements, see the City's municipal code and future planning documents accessible through the City's website.

3.2 Future Elk Ridge City Roadway System

Roadway projects are selected in part based on the analysis provided in this document. The recommended project list includes projects that were determined based on the following key factors:

- Improving roadways with geometric issues;
- Improving roadways with safety concerns;
- Improving roadways with additional capacity needs;
- Constructing new roadways needed to add redundancies and provide alternatives to the transportation network;
- Incorporating new and existing roadways into other local, regional, and state networks; and
- Expanding the City's active transportation network.

3.2.1 Elk Ridge Future Functional Classification Map

Included in Appendix 1 is the roadway future functional classification map. This map shows the proposed future roadway system in the City delineated by roadway functional classification. These figures are schematic in nature and do not represent actual road alignments or curves. The primary focus of the plan is on improving arterial, major collector and minor collector roadways. As such, little detail is shown for future residential local roadways. This has been done to allow flexibility as development occurs between the collectors.

The roadway future functional classification map has been designed as a guideline for Elk Ridge, not the region or the state. Because of this, there are arterial and collectors classified on this map that may never be classified on UDOT's functional classification network. Due to Elk Ridge City's unique location, it is not anticipated that regional collectors and arterials will traverse Elk Ridge anytime within the scope of this plan. As such, the collectors and arterials defined in Elk Ridge City's future functional classification map have been delineated for development occurring in Elk Ridge City specifically. Typical sections have been created as part of this TMP to specify pavement design for roadways identified on the map. Roadway typical sections are included in Appendix 4.

3.2.2 Future Level of Service Analysis

A future LOS analysis was performed on all roadways that were counted as part of this TMP. The LOS of each roadway for every five years within the twenty-year scope is included in Table 12. Traffic growth rates were based on a 3.0 percent annual growth rate.

Table 12 – Roadway Level of Service for Selected Roadways

Roadway	2023 ADT	2023 LOS	2028 LOS	2033 LOS	2038 LOS	2043 LOS
Canyon View Drive	571	A	A	A	A	A
Elk Ridge Drive (near Gladstan Drive)	1180	A	A	A	A	A
Elk Ridge Drive (to Salem Canal Road)	5397	B	C	C	C	**D**
Gladstan Drive	426	A	A	A	A	A
Sunbrook Drive (Gladstan RV Entrance)	31	A	A	A	A	A
Goosenest Drive	1792	A	A	A	A	B
Hillside Drive	944	A	A	A	A	A
Loafer Canyon Road	986	A	A	A	A	A
Park Drive	1800	A	B	B	B	B
Rocky Mountain Way	396	A	A	A	A	A
Sky Hawk Drive	460	A	A	A	A	A

3.2.2.1 Recommendations

Based on existing growth estimates, there are no roadways anticipated to function at a failing LOS (LOS "E" or LOS "F") within the twenty-year scope. There is only one roadway anticipated to function at LOS "D" within the twenty-year scope (Elk Ridge Drive north of Goosenest Drive), and it has been bolded. It is recommended that this roadway receive an additional in-depth study within five years of becoming LOS "D" to determine necessary alterations. LOS "D" does not indicate a failing roadway, but LOS E is considered unacceptable and should be avoided where possible. Roadways functioning at LOS "D" or lower may also be considered for intersection signalization, as discussed in the following section.

An existing ADT map and an existing and future LOS map are included in Appendix 2.

3.2.3 Traffic Signalization

As the City continues to develop and expand, it may become necessary to incorporate traffic signals at specified intersections. Current roadway use does not signify a need for any traffic signals. Based on current data for future level of service (LOS) analysis and traffic volumes, there are no intersections in Elk Ridge City that will require traffic signals by 2043. However, there are additional warrants that may necessitate a need for traffic signals. The Manual on Uniform Traffic Control Devices (MUTCD) identifies 9 warrants: Eight-Hour Vehicular Volume, Four-Hour Vehicular Volume, Peak Hour Volume, Pedestrian Volume, School Crossing, Coordinated Signal System, Crash Experience, Roadway Network, and Intersection Near a Grade Crossing. If any of these warrants are met at any time, it is recommended that the City require a Traffic Signal Needs study to be carried out. Traffic Signal Needs study requirements for developers may also be established by the City if it is deemed necessary.

3.2.3.1 Traffic Signal Needs Studies

The following are recommendations for requirements regarding traffic signal needs studies.

A traffic signal needs study should be conducted for all new proposed signals for the base year. If

warrants are not met for the base year, they should be evaluated for each year in the five-year horizon. Studying traffic signal needs should be conducted by a method pre-approved by the City and address the following:

- Speed Considerations
    - Vehicle speed is used to estimate safe stopping and cross corner sight distances. In general, the posted speed limit represents the 85th percentile speed. The design speed of the roadway should be used to calculate safe stopping and cross corner sight distances.
- Improvement Analysis
    - The roadways and intersections within the study area should be analyzed, with and without the proposed development, to identify any projected impacts in regard to LOS and safety.

Where the highway will operate at LOS "C" or better without the development, the traffic impact of the development on the roadways and intersections within the study area should be mitigated to LOS "D" for arterial and collector streets and LOS "C" on all other streets during peak hours of travel.

3.2.4 Active Transportation

Elk Ridge City seeks to coordinate with the County and UDOT in creating an active transportation network that provides residents and visitors with the ability to safely enjoy the area. Section 3.3 discusses several capital projects focused on expanding the existing active transportation (trails) network. These projects are locally, regionally, and state funded. Included in Appendix 1 is a proposed trails network map for the City.

3.3 Transportation Improvement Plans

This section includes transportation improvement plans for UDOT, Utah County, and Elk Ridge City. Each plan includes scheduled or planned projects with estimated costs and timelines.

3.3.1 UDOT's Statewide Transportation Improvement Program

UDOT's Statewide Transportation Improvement Program (STIP) is a five-year plan of highway and transit projects for the State of Utah. The STIP is maintained daily and includes transportation projects on the state, city, and county highway systems as well as projects in the national parks, national forests, and tribal lands. These projects use various federal and state funding programs. UDOT has programmed funds in the Statewide Transportation Improvement Plan (STIP) for the following roadways within or adjacent to Elk Ridge City. These projects are listed in Table 13.

Table 13 – STIP Projects Within or Adjacent to Elk Ridge[9]

Project Name	Estimated Start Year	Estimated Project Value	Project Primary Concept	Project Start Location	Project End Location
SR-198 and Elk Ridge Drive	2022	$375,000	New Traffic Signal	SR-198 and Elk Ridge Drive	SR-198 and Elk Ridge Drive
Salem Canal Trail	2023	$10,581,600	Bike Path	Woodland Hills Drive	Elk Ridge Drive

3.3.2 MAG's Utah County Transportation Improvement Plan

The Mountainland Association of Governments (MAG) is a planning organization that specializes in community and transportation development planning for Utah, Summit, and Wasatch counties. They have established a regional transportation master plan for Utah County through 2050. This plan, "2023 Transplan 50," can be found on MAG's website.[10] Projects near connecting to Elk Ridge are included in Table 14.

Table 14 – MAG Projects Within or Adjacent to Elk Ridge[11]

Project Name	Project Cost (2023)	Phased Cost	Project Primary Concept	Project Start Location	Project End Location
Elk Ridge Drive – New Construction and Road Widening	$32,500,000	$68,300,000	Widen Elk Ridge Drive to 5 Lanes from 11200 South to SR-198, New Construction from SR-198 to 6400 South	11200 South	6400 South
11200 South – Road Widening	$16,200,000	$38,300,000	Widen Elk Ridge Drive to 5 Lanes	Elk Ridge Drive	Woodland Hills Drive
Nebo Belt Road – New Construction	$23,400,000	N/A	New 3-Lane Corridor Connecting Elk Ridge Drive to SR-198	SR-198	Elk Ridge Drive

[9] Utah Department of Transportation, "STIP Workshop Application," Accessed December 21, 2023, https://www.udot.utah.gov/stip/.

[10] Mountainland Association of Governments, "2023 Transplan50," 2023, https://mountainland.org/rtp/.

[11] Mountainland Association of Governments, "2023 Regional Transportation Plan Map," 2023, https://experience.arcgis.com/experience/2572562782c0469490fc727327eb56a0/?data_id=dataSource_5-1889baee446-layer-24-18a43a6e91f-layer-37%3A69.

3.3.3 *Elk Ridge Short-Range Transportation Improvement Plan*

A short-range transportation improvement plan (SRTIP) encompasses improvements to be completed within the next 10 years. City personnel will work with UDOT and other relevant agencies to ensure compatibility between transportation networks. The SRTIP is to be updated periodically to reflect the City's transportation goals. To utilize the SR TIP effectively, the City should:

- Update master plan every 5 years.
- Continue a routine chip seal maintenance program for old, asphalted roads to ensure longevity of pavements.
- Work with each of the cities in the County to monitor their transportation plans and update this plan as needed in accordance with the attached maps.
- Construct as many suggested roadway improvements as possible.

Projected costs and completion dates are provided for some projects. Appendix 3 contains all of the full cost estimates created for this TMP. The following table (Table 15) of projects are included in the short-range TIP with cost estimates.

Table 15 – Short-range Transportation Improvement Plan

Project Name	Estimated Start Year	Estimated Project Value	Project Primary Concept	Project Start Location	Project End Location
Elk Ridge Drive – Widening	2024	$366,000	Extend 3 Lane Segment of Elk Ridge Drive with Curb and Gutter and Bike/ Pedestrian Trail on the East Side	Sky Hawk Way	11200 South
Elk Ridge Drive – Widening	2024	$732,000	Widen Shoulders on Loafer Canyon Road with Sidewalk, Curb and Gutter, and Bike/Pedestrian Trail	Canyon View Drive	11200 South

3.3.4 *Elk Ridge Long-Range Transportation Improvement Plan*

A long-range transportation improvement plan (LRTIP) consists of transportation projects that are to be completed within 10 to 30 years. The City does not currently have any projects included in LRTIP. This section is included as a placeholder. As the TMP is updated and long-range projects are designated, they can be included here.

3.4 Other Future Actions

Along with the long- and short-term action items, the following actions should also be considered.

3.4.1 Land Use Planning Integration

Elk Ridge City does not currently have centralized commercial development, and residents must travel to other cities for shopping and other commercial needs. This places a higher burden on the regional road network and requires residents to increase vehicular travel. If desired by the City, additional internal commercial development could be encouraged through zoning changes. This may be undesirable to the City or its citizens, however, and in such cases, public input should be considered.

3.4.2 Updates to Transportation Master Plan

The transportation master plan adopted by Elk Ridge City should be updated at least every five years. It should be reviewed more frequently. Transportation improvement plans (TIP) should be updated at least every five years to ensure that all City transportation projects to be completed within any five year period are included on the TIP. This is done to ensure that the City is always aware of future expenditures and construction and maintenance needs.

3.4.3 Updates to Development and Planning Standards

As mentioned in Section 3.2.3, Elk Ridge City may require developers to study traffic impacts and/or pay for the cost of traffic improvements simultaneous or prior to the construction of developments. The City should look into establishing traffic impact study standards, traffic signal needs standards, access management standards, and impact fee requirements. These standards help to ensure that future development occurs in a consistent manner that is most beneficial to the needs of the City. This also helps to ensure that City funds are spent cost-effectively.

4 CLOSURE

The purpose of the transportation master planning effort is to create a general guideline for transportation-related growth and development and increase the quality of life for residents and visitors of Elk Ridge City. The transportation master plan is to act as a guide for future decisions in all City departments. The plan addresses the key components of a master plan by outlining projects that meet the goals of the City. These projects are economically viable, provide safer mobility for residents, focus on improving quality of life, and improve integration between local and regional transportation networks.

This plan identified the purposes of transportation planning and network maintenance through establishing quality of life principles (see Section 1). This plan also inventoried the existing conditions of the City's transportation system, including roadway functional classification data, pavement characteristics of roadways, roadway average daily traffic and level of service data, speeds and vehicle classification percentages of selected roadways, historical funding allocation, and vehicle crash information (see Section 2). Based on this data, this plan provided an analysis of growth and plan for development within the City. This plan included future functional classification, future level of service analysis, and future roadway capital project plans (see Section 3).

For more information regarding the transportation network or the transportation requirements, see the City's website. City officials are available to answer questions as needed.

APPENDIX 1

Roadway Classification and Active Transportation Maps

Jones & DeMille Engineering

Elk Ridge City

Transportation Master Plan
Existing Roadway Functional Classification

Utah County, Utah

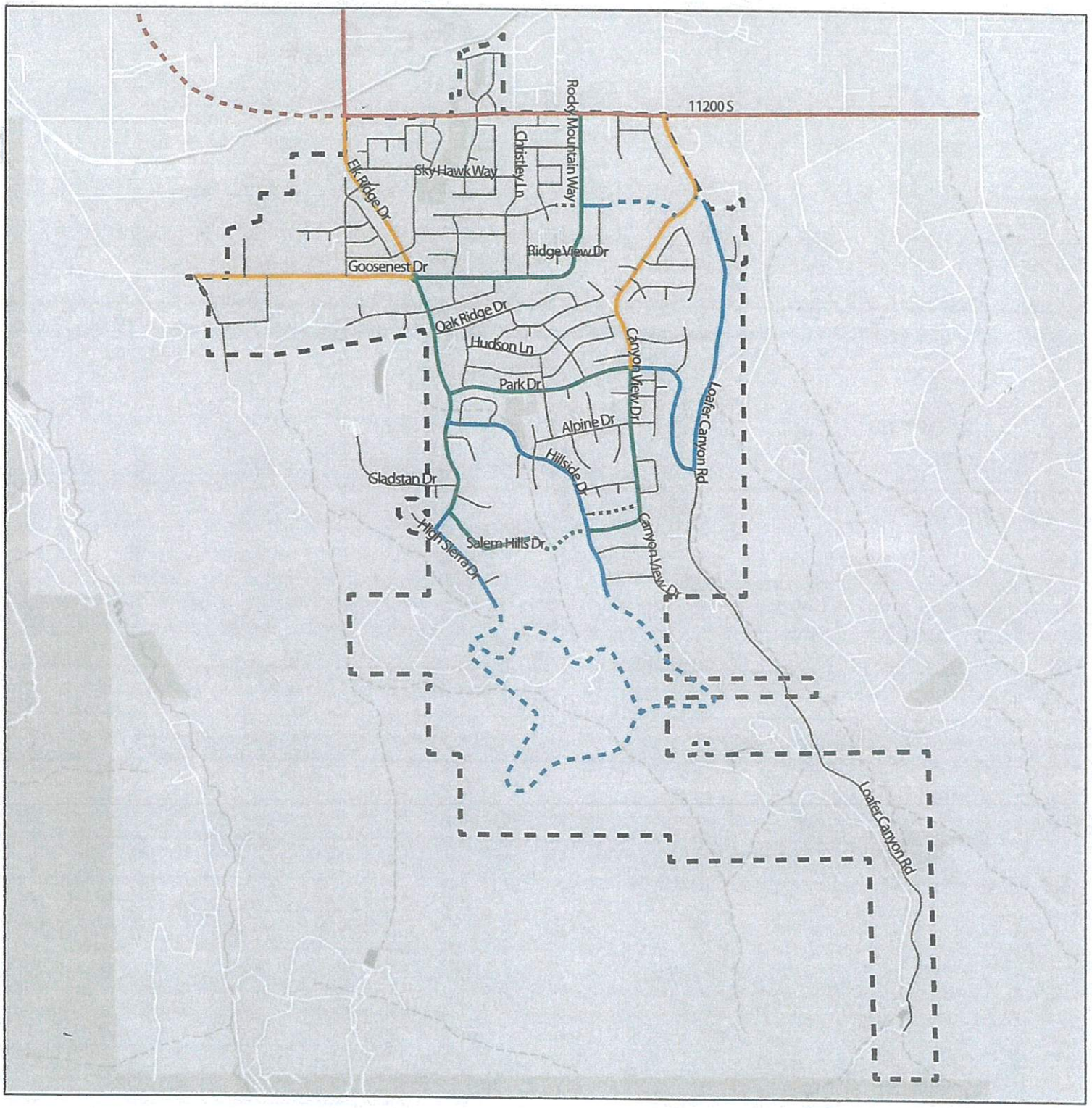
Scale: 1" = 1,300'

Map Name: H:\JD\Proj\2211-036\GIS\Projects\2211-036_TMP\2211-036_TMP.aprx - Exh_Report_Existing_Functional_Classification

Project Number: 2211-036 | Drawn by: ALP 12-23 | Last Edit: 12/14/2023

1

Transportation Map



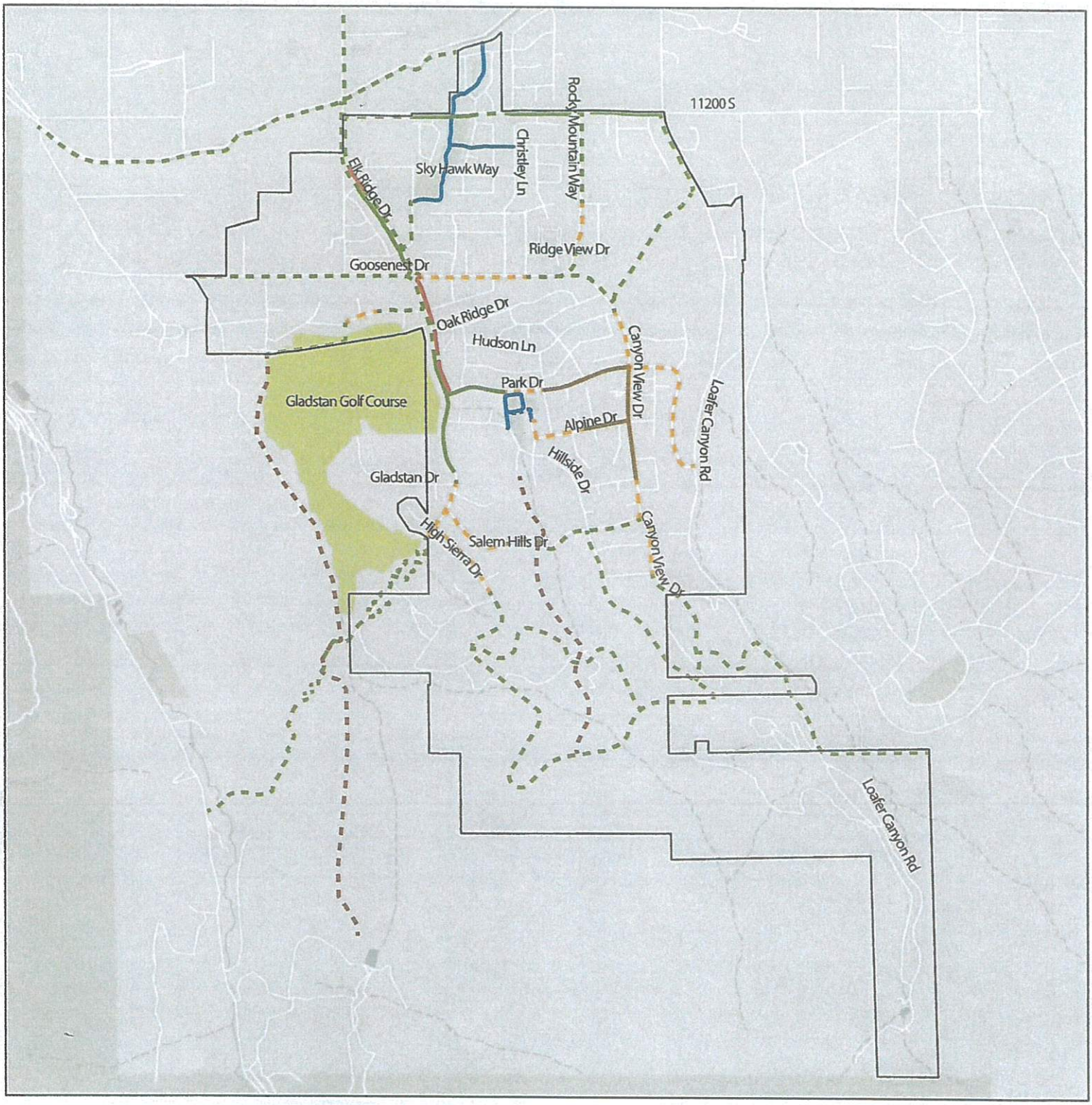
Elk Ridge City Boundary

0 0.25 0.5 1 Miles

Elk Ridge Roads

- Principal Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Local Street
- Proposed Principal Arterial
- Proposed Minor Arterial
- Proposed Major Collector
- Possible Minor Collector
- Possible Local Street

Trails Map



Elk Ridge City Boundary

0 0.25 0.5 1 Miles

Elk Ridge Trails

- Separate Trail
- Convert Sidewalk to Separate Trail
- Convert Road Trail to Divided Trail
- Park Trail
- Possible Trail
- Roadside Divided Trail
- Park Trail
- Natural Trail (dirt, gravel)

APPENDIX 2

Average Daily Traffic and Level of Service Maps

Municipal Boundary

Roads

Jones & DeMille Engineering

Elk Ridge City	Utah County, Utah
Transportation Master Plan *Average Daily Traffic (ADT)*	Scale: 1" = 1,300'
Map Name: H:\JD\Proj\2211-036\GIS\Projects\2211-036_TMP\2211-036_TMP.aprx - Exh_Report_Average_Daily_Traffic	1
Project Number: 2211-036 | Drawn by: ALP 12-23 | Last Edit: 12/14/2023	

2023 Level of Service (LOS)

A, B, C

Municipal Boundary

Roads

All roads currently function at an acceptable level of service (A, B, or C)

Label = 2023 Average Daily Traffic (ADT)

Jones & DeMille Engineering

Elk Ridge City	Utah County, Utah
Transportation Master Plan *2023 Level of Service (LOS)*	Scale: 1" = 1,300'
Map Name: H:\JD\Proj\2211-036\GIS\Projects\2211-036_TMP\2211-036_TMP.aprx - Exh_Report_LOS_2023	1
Project Number: 2211-036 · Drawn by: ALP 12-23 · Last Edit: 12/14/2023	

Jones & DeMille Engineering

Elk Ridge City	Utah County, Utah
Transportation Master Plan *2043 Level of Service (LOS)*	Scale: 1" = 1,300'
Map Name: H:\JD\Proj\2211-036\GIS\Projects\2211-036_TMP\2211-036_TMP.aprx - Exh_Report_LOS_2043	1
Project Number: 2211-036 · Drawn by: ALP 12-23 · Last Edit: 12/14/2023	

APPENDIX 3

Transportation Improvement Plan and Cost Estimates

Municipal Boundary

Roads

Jones & DeMille Engineering

Elk Ridge City

Transportation Master Plan
Transportation Improvement Plan

Map Name: H:\JD\Proj\2211-036\GIS\Projects\2211-036_TMP\2211-036_TMP.aprx - Exh_Report_Transportation_Improvement_Plan

Project Number: 2211-036 | Drawn by: ALP 12-23 | Last Edit: 01/04/2024

Utah County, Utah

Scale: 1" = 1,300'

1

PIN: PROJECT # PROJECT NAME: Elk Ridge Drive Expansion

Cost Estimate - Concept Level

Prepared By: Jones and DeMille Engineering **Date** 12/28/2023

Proposed Project Scope: **Expansion of Elk Ridge Drive to 3 lanes from 11200 South to Sky Hawk Way with Curb and Gutter and Trail**

Approximate Route Reference Mile Post (BEGIN) =	0.000	(END) =	0.169
Project Length =	0.169	miles	890 ft
Current FY Year (July-June) =	2023		
Assumed Construction FY Year =	2024		
Construction Items Inflation Factor =	1.07	1 yrs for inflation	
Assumed Yearly Inflation for Engineering Services (PE and CE) (%/yr) =	3.25%		
Assumed Yearly Inflation for Right of Way (%/yr) =	4.0%		
Items not Estimated (% of Construction) =	10.0%		
Preliminary Engineering (% of Construction + Incentives) =	10.0%		
Construction Engineering (% of Construction + Incentives) =	10.0%		

Construction Items		Cost	Remarks
Public Information Services		$0	
Roadway and Drainage		$241,175	
Traffic and Safety		$0	
Structures		$0	
Environmental Mitigation		$0	
ITS		$0	
	Subtotal	$241,175	
	Items not Estimated (10%)	$24,118	
	Construction Subtotal	**$265,293**	
P.E. Cost	**P.E. Subtotal**	**$26,529**	10%
C.E. Cost	**C.E. Subtotal**	**$26,529**	10%
Right of Way	**Right of Way Subtotal**	$0	
Utilities	**Utilities Subtotal**	$0	
Incentives	**Incentives Subtotal**	$0	
Miscellaneous	**Miscellaneous Subtotal**	**$0**	

Cost Estimate (ePM screen 505)		2023		2024	
	P.E.		$27,000		$28,000
	Right of Way		$0		$0
	Utilities		$0		$0
	Construction		$265,000		$284,000
	C.E.		$27,000		$28,000
	Incentives		$0		$0
	Aesthetics	0.00%	$0		$0
	Change Order Contingency	9.00%	$24,000		$26,000
	UDOT Oversight		$0		$0
	Miscellaneous		$0		$0
		TOTAL	$343,000	TOTAL	$366,000

PROPOSED COMMISSION REQUEST	**TOTAL**	**$343,000**	**TOTAL**	**$366,000**

Project Assumptions/Risks

1 Does not Include right-of-way acquisition costs.

2 Includes shoulder widening to 42' of pavement.

3 Includes 5' planter strip and 10' asphalt trail on east side.

4 Includes new curb and gutter on east side.

5 Includes removal of existing sidewalk and pedestrian ramp by Sky Hawk Way.

6 Includes micro-surfacing of new and existing pavement.

7 Pavement typical sections include 3.5" HMA, 6" UBC, 12" GB

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Roadway and Drainage

PIN: PROJECT # PROJECT NAME: Elk Ridge Drive Expansion

Item #	Item	Quantity	Units	Price	Cost	Remarks
Roadway						
015017010	Mobilization	1	lump	$24,320.20	$24,320.20	Usually 7-10% of construction
015547005	Traffic Control	1	lump	$14,186.78	$14,186.78	Usually 3-5% of construction
023167020	Roadway Excavation (Plan Quantity)	709	cubic yard	$25.00	$17,725.00	
027417050	HMA - 1/2 Inch	466	ton	$115.00	$53,590.00	Includes 10' Trail
027217020	Untreated Base Course (Plan Quantity)	599	cubic yard	$45.00	$26,955.00	
020567015	Granular Borrow (Plan Quantity)	659	cubic yard	$25.00	$16,475.00	
022217125	Remove Concrete Curb and Gutter	150	foot	$10.00	$1,500.00	
027767025	Concrete Curb and Gutter Type B1	870	foot	$30.00	$26,100.00	
022217110	Remove Concrete Sidewalk	72	square yard	$15.00	$1,083.33	
027717058	Corner Pedestrian Access Ramp	2	each	$5,000.00	$10,000.00	
027357010	Micro-Surfacing	2,810	square yard	$4.00	$11,240.00	
018927040	Reconstruct Valve Box	4	each	$1,200.00	$4,800.00	
028917028	Sign Type A-1, 12 Inch X 36 Inch	2	each	$300.00	$600.00	
028917270	Remove Sign Less Than 20 Square Feet	2	each	$200.00	$400.00	
027657050	Pavement Marking Paint	64	gallon	$100.00	$6,400.00	
	Landscaping	4,325	square foot	$4.00	$17,300.00	5' Planter Strip on East Side
	Relocate Fire Hydrant	1	each	$8,500.00	$8,500.00	
Roadway Subtotal					**$241,175**	
Drainage						
Drainage Subtotal					**$0**	
PI						
					$0	Usually 0.25% of construction

PIN: PROJECT # PROJECT NAME: Loafer Canyon Road - Road Improvements

Cost Estimate - Concept Level

Prepared By: Jones and DeMille Engineering **Date** 12/28/2023

Proposed Project Scope: **Road Widening, Curb and Gutter, Sidewalk, Bike Path on Loafer Canyon Road**

Approximate Route Reference Mile Post (BEGIN) =	0.000	(END) =	0.237
Project Length =	0.237	miles	1,250 ft
Current FY Year (July-June) =	2023		
Assumed Construction FY Year =	2024		
Construction Items Inflation Factor =	1.07	1 yrs for inflation	
Assumed Yearly Inflation for Engineering Services (PE and CE) (%/yr) =	3.25%		
Assumed Yearly Inflation for Right of Way (%/yr) =	4.0%		
Items not Estimated (% of Construction) =	10.0%		
Preliminary Engineering (% of Construction + Incentives) =	10.0%		
Construction Engineering (% of Construction + Incentives) =	10.0%		

Construction Items		Cost	Remarks
Public Information Services		$0	
Roadway and Drainage		$485,845	
Traffic and Safety		$0	
Structures		$0	
Environmental Mitigation		$0	
ITS		$0	
	Subtotal	$485,845	
	Items not Estimated (10%)	$48,585	
	Construction Subtotal	**$534,430**	
P.E. Cost	**P.E. Subtotal**	**$53,443**	10%
C.E. Cost	**C.E. Subtotal**	**$53,443**	10%
Right of Way	**Right of Way Subtotal**	$0	
Utilities	**Utilities Subtotal**	$0	
Incentives	**Incentives Subtotal**	$0	
Miscellaneous	**Miscellaneous Subtotal**	**$0**	

Cost Estimate (ePM screen 505)		2023		2024	
	P.E.		$53,000		$55,000
	Right of Way		$0		$0
	Utilities		$0		$0
	Construction		$534,000		$571,000
	C.E.		$53,000		$55,000
	Incentives		$0		$0
	Aesthetics		$0		$0
	Change Order Contingency	9.00%	$48,000		$51,000
	UDOT Oversight		$0		$0
	Miscellaneous		$0		$0
		TOTAL	$688,000	TOTAL	$732,000

PROPOSED COMMISSION REQUEST	TOTAL	$688,000	TOTAL	$732,000

Project Assumptions/Risks

1 Does not Include right-of-way acquisition costs.

2 Includes shoulder widening to 32' of pavement.

3 Includes 10' concrete trail on west side that connects to existing trail on Canyon View Drive.

4 Includes new curb and gutter and sidewalk on east side.

5 Includes removal of existing sidewalk and pedestrian ramp by Sky Hawk Way.

6 Includes micro-surfacing of new and existing pavement.

7 Pavement typical sections include 3.5" HMA, 6" UBC, 12" GB

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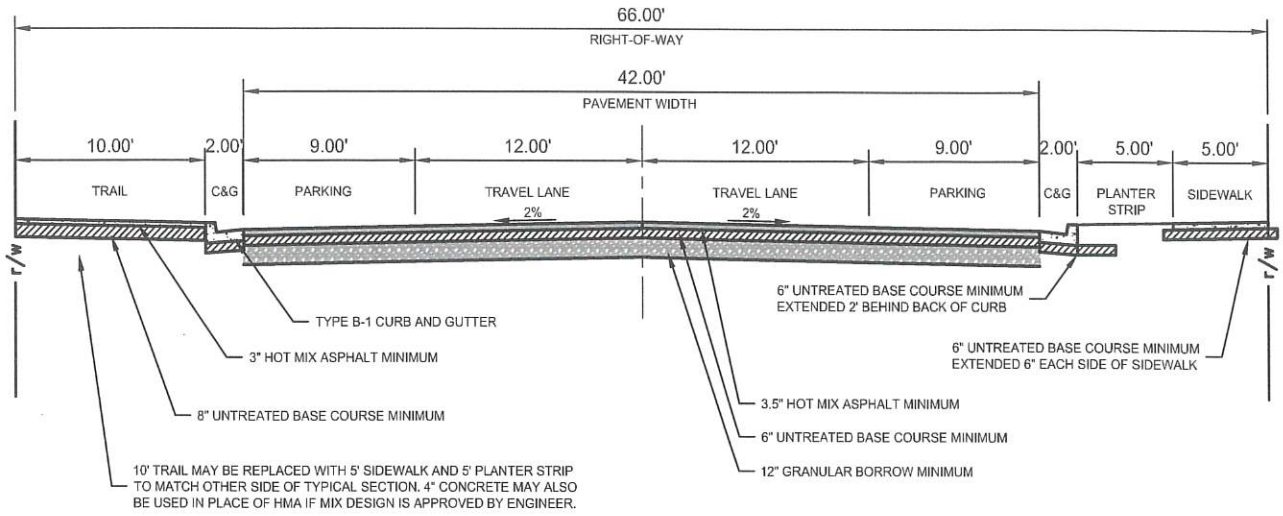
Roadway and Drainage

PIN: PROJECT # PROJECT NAME: Loafer Canyon Road - Road Improvements

Item #	Item	Quantity	Units	Price	Cost	Remarks
Roadway						
015017010	Mobilization	1	lump	$42,247.39	$42,247.39	Usually 7-10% of construction
015547005	Traffic Control	1	lump	$21,123.69	$21,123.69	Usually 3-5% of construction
023167020	Roadway Excavation (Plan Quantity)	695	cubic yard	$25.00	$17,375.00	
027417050	HMA - 1/2 Inch	283	ton	$115.00	$32,545.00	
027217020	Untreated Base Course (Plan Quantity)	232	cubic yard	$45.00	$10,440.00	
020567015	Granular Borrow (Plan Quantity)	463	cubic yard	$25.00	$11,575.00	
027767010	Concrete Sidewalk	694	square yard	$85.00	$59,027.78	Sidewalk on east side of road
	Concrete Trail	1,733	square yard	$85.00	$147,333.33	Trail on west side of road
027767025	Concrete Curb and Gutter Type B1	2,500	linear foot	$40.00	$100,000.00	Curb and gutter on both sides
027357010	Micro-Surfacing	4,444	square yard	$4.00	$17,777.78	
028917028	Sign Type A-1, 12 Inch X 36 Inch	2	each	$300.00	$600.00	
028917270	Remove Sign Less Than 20 Square Feet	2	each	$200.00	$400.00	
027657050	Pavement Marking Paint	54	gallon	$100.00	$5,400.00	
	24" CMP Drainage Pipe	100	linear foot	$90.00	$9,000.00	
	Junction Box	2	each	$5,500.00	$11,000.00	
Roadway Subtotal					**$485,845**	
Drainage						
Drainage Subtotal					**$0**	
PI						

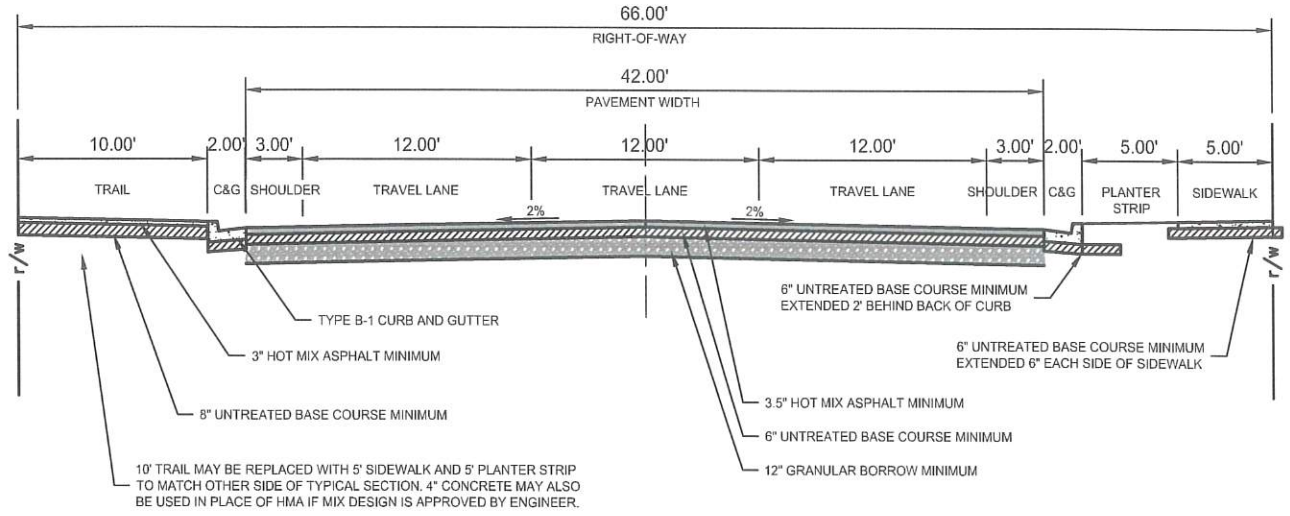
APPENDIX 4

Roadway Typical Sections



COLLECTOR W/ PARKING

NOTE:
1. DESIGN OF CURB AND GUTTER SHALL BE IN ACCORDANCE WITH ELK RIDGE CITY DESIGN AND CONSTRUCTION STANDARDS.
2. WIDTHS MAY INCREASE CONTINGENT ON PROJECT SPECIFIC REQUIREMENTS.
3. DESIGN CLEAR ZONE SHALL MEET AASHTO STANDARDS.
4. ALL UNTREATED BASE COURSE AND GRANULAR BORROW SHALL BE COMPACTED TO 96%, AASHTO T-180.
5. DEPTHS MAY VARY CONTINGENT ON AASHTO PAVEMENT DESIGN. ALL PAVEMENT DESIGNS SHALL BE STAMPED BY PROFESSIONAL ENGINEER.



COLLECTOR W/ MEDIAN

NOTE:
1. DESIGN OF CURB AND GUTTER SHALL BE IN ACCORDANCE WITH ELK RIDGE CITY DESIGN AND CONSTRUCTION STANDARDS.
2. WIDTHS MAY INCREASE CONTINGENT ON PROJECT SPECIFIC REQUIREMENTS.
3. DESIGN CLEAR ZONE SHALL MEET AASHTO STANDARDS.
4. ALL UNTREATED BASE COURSE AND GRANULAR BORROW SHALL BE COMPACTED TO 96%, AASHTO T-180.
5. DEPTHS MAY VARY CONTINGENT ON AASHTO PAVEMENT DESIGN. ALL PAVEMENT DESIGNS SHALL BE STAMPED BY PROFESSIONAL ENGINEER.

DRAWING SCALE: 1" = 10'

PREPARED BY: JONES AND DEMILLE ENGINEERING, INC.

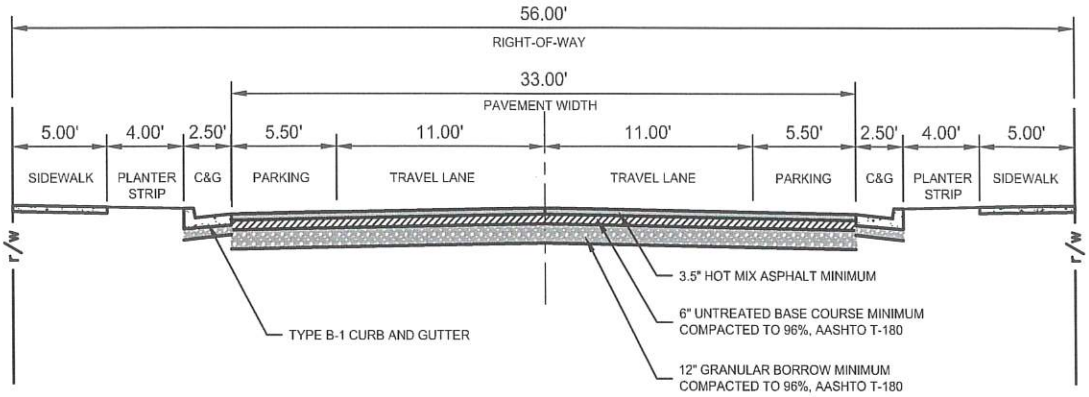
ELK RIDGE CITY STANDARD DRAWING

ELK RIDGE CITY
80 E. PARK DRIVE
ELK RIDGE, UT 84651
(801) 423-2300
elkridgecity.org

ROADWAY TYPICAL SECTIONS COLLECTORS

UPDATED: 12/28/2023

STANDARD DRAWING No.
TS-01
APPROVED:
DATE: -- BY: --



LOCAL RESIDENTIAL ROADWAY

NOTE:

1. DESIGN OF CURB AND GUTTER SHALL BE IN ACCORDANCE WITH ELK RIDGE CITY DESIGN AND CONSTRUCTION STANDARDS.
2. WIDTHS MAY INCREASE CONTINGENT ON PROJECT SPECIFIC REQUIREMENTS.
3. DESIGN CLEAR ZONE SHALL MEET AASHTO STANDARDS.
4. DEPTHS MAY VARY CONTINGENT ON AASHTO PAVEMENT DESIGN. ALL PAVEMENT DESIGNS SHALL BE STAMPED BY PROFESSIONAL ENGINEER.

DRAWING SCALE: 1" = 10'

PREPARED BY: JONES AND DEMILLE ENGINEERING, INC.

ELK RIDGE CITY STANDARD DRAWING

ELK RIDGE CITY
80 E. PARK DRIVE
ELK RIDGE, UT 84651
(801) 423-2300
elkridgecity.org

ROADWAY TYPICAL SECTIONS
LOCAL ROADS

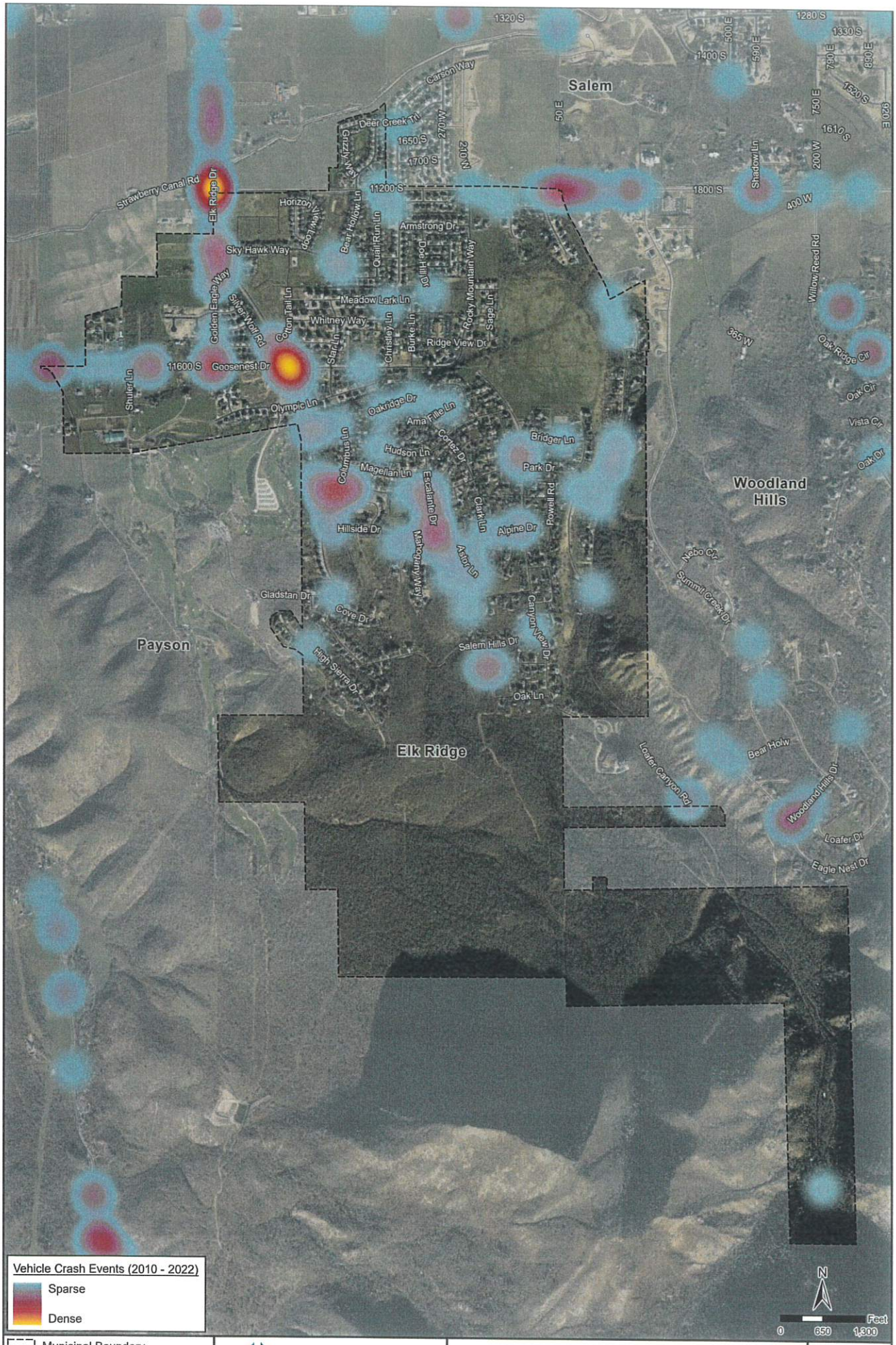
UPDATED: 12/28/2023

STANDARD DRAWING No.
TS-02

APPROVED:
DATE: -- BY: --

APPENDIX 5

Crash Heat Map and Crash History Report



Jones & DeMille Engineering

Elk Ridge City	Utah County, Utah
Transportation Master Plan *Vehicle Crash Heat Map (2010 - 2022)*	Scale: 1" = 1,300'
Map Name: H:\JD\Proj\2211-036\GIS\Projects\2211-036_TMP\2211-036_TMP.aprx - Exh_Report_Crash_Heat_Map Project Number: 2211-036 — Drawn by: ALP 12-23 — Last Edit: 12/14/2023	1

DASHBOARD REPORT

Elk Ridge Crash Summary

Created on December 11, 2023

Utah Crash Summary

Crash Statistics

Presented by:

Utah Department of Public Safety's Highway Safety Office

The Crash Summary describes the trends and effects of traffic crashes in Utah. The statistics within the Utah Crash Summary describe factors that contribute to the occurrence of motor vehicle deaths, injuries, and crashes. This report is designed to heighten awareness about traffic safety issues and allows interested individuals to identify areas where safety programs may be focused in an effort to reduce traffic-related injuries and deaths.

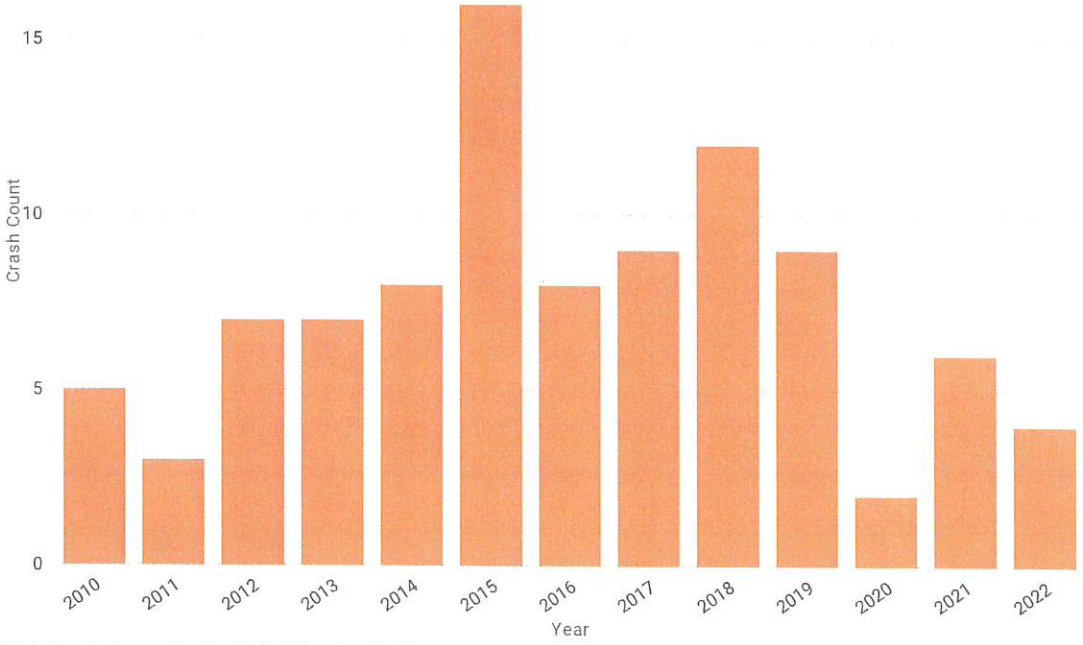
Total Crash Count: 96

Total Property Damage Only Crash Count: 77

Total Injury Crash Count: 19

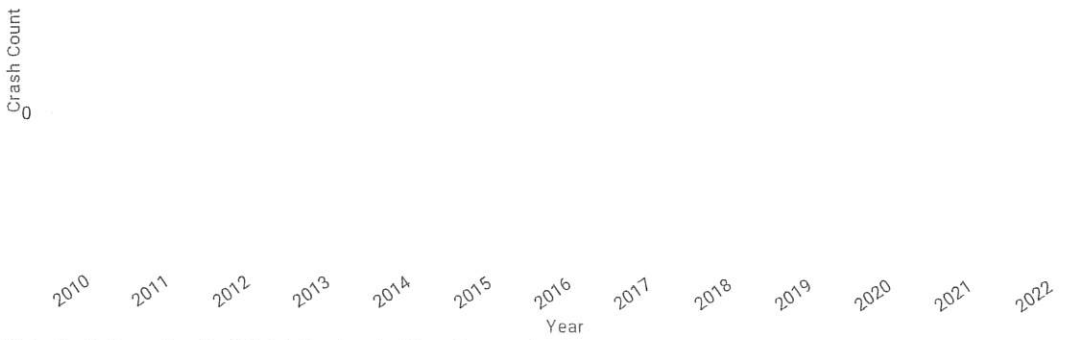
Total Fatal Crash Count: 0

Crashes by Year



This chart shows the # of Total Crashes by Year.

% of Total Crashes that Resu



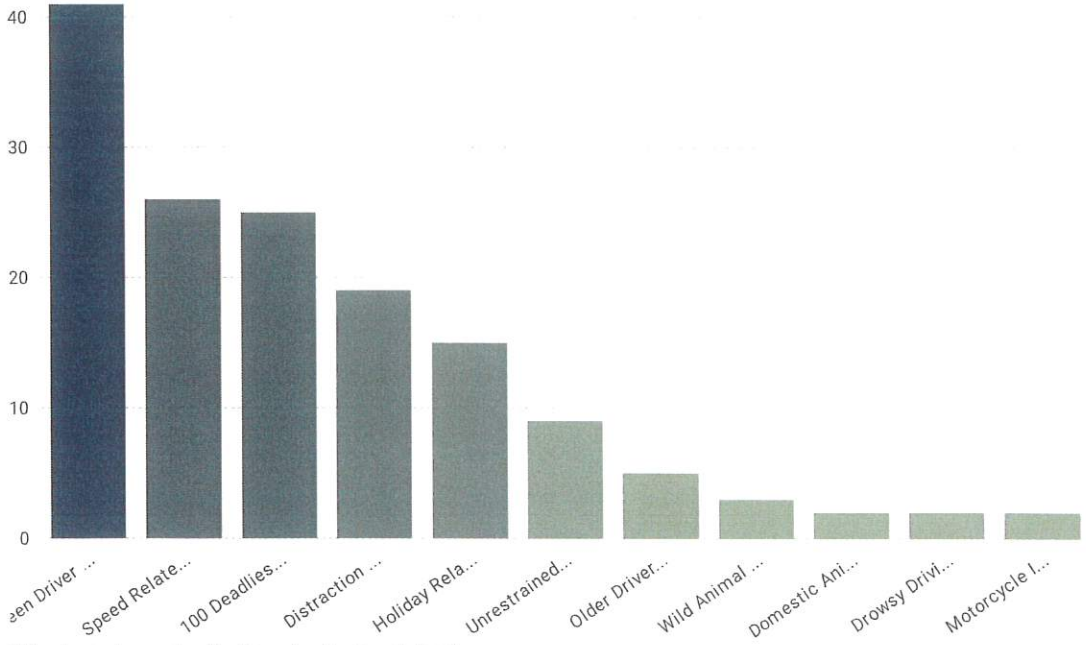
This chart shows the % of Total Crashes by Year that resulted in Fatalities.

Sum of # of Fatalities	0
Sum of # of Injuries	24

% of Crashes by Severity

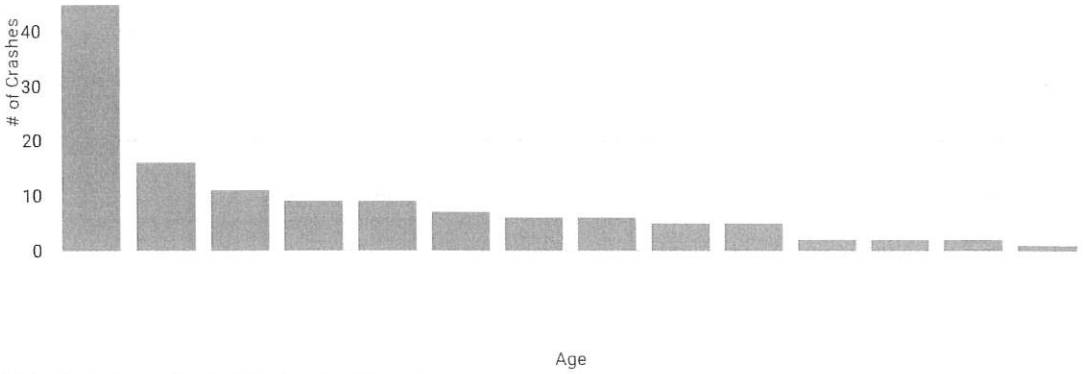
This chart shows the % of Total Crashes by Severity.

Crash Attributes



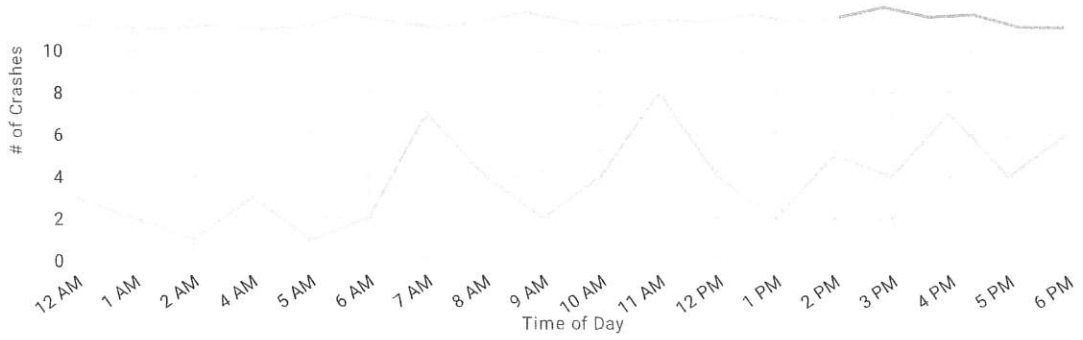
This chart shows the # of Crashes by Crash Attribute.

Crashes by Driver Age



This chart shows the # of Crashes by Driver Age.

Crashes by Hour of Day



This chart shows the # of Crashes by Time of Day.

APPENDIX 6

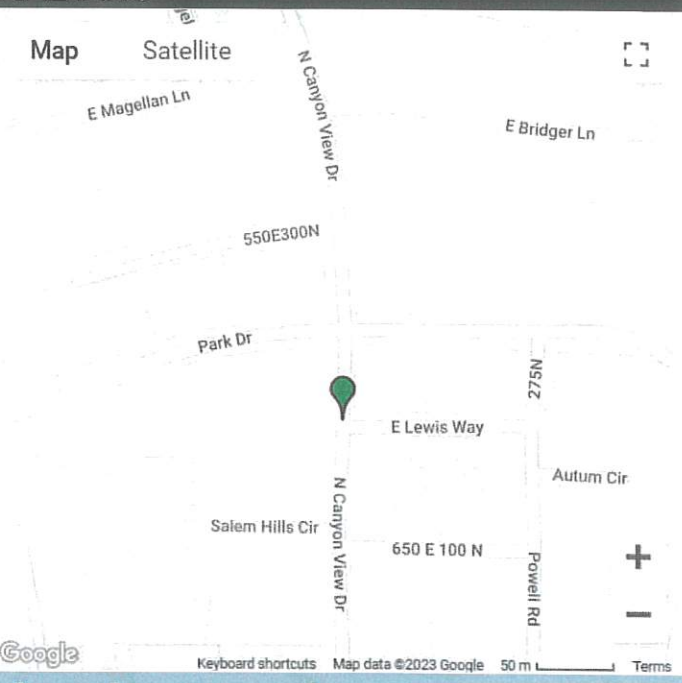
Traffic Count Reports

Canyon View Drive
Elk Ridge

CLASS DATA ANALYSIS

Location

Latitude: 40.015235
Longitude: -111.674603



Analysis Time Period

Start	End
9/20/2023	9/28/2023
12:00 AM	9:33 AM

Vehicles Analyzed

4,394

Unclassed

Class 0
Unclassed
Volume: 152
Pct of Total: 3.5%

Motorcycles

Class 1
Motorcycles
Volume: 183
Pct of Total: 4.2%

Cars Trailers

Class 2
Cars Trailers
Volume: 2,515
Pct of Total: 57.2%

2 Axle Long

Class 3
2 Axle Long
Volume: 938
Pct of Total: 21.3%

Buses

Class 4
Buses
Volume: 53
Pct of Total: 1.2%

2 Axle 6 Tire

Class 5
2 Axle 6 Tire
Volume: 475
Pct of Total: 10.8%

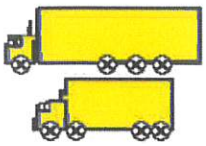
3 Axle Single

Class 6
3 Axle Single
Volume: 26
Pct of Total: 0.6%

Canyon View Drive
Elk Ridge

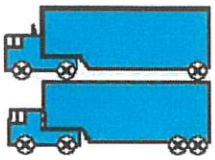
CLASS DATA ANALYSIS

4 Axle Single



Class 7
4 Axle Single
Volume: 2
Pct of Total: 0.0%

<5 Axl Double



Class 8
<5 Axl Double
Volume: 40
Pct of Total: 0.9%

5 Axle Double

Class 9
5 Axle Double
Volume: 10
Pct of Total: 0.2%

>6 Axl Double

Class 10
>6 Axl Double
Volume: 0
Pct of Total: 0.0%

<6 Axl Multi

Class 11
<6 Axl Multi
Volume: 0
Pct of Total: 0.0%

6 Axle Multi

Class 12
6 Axle Multi
Volume: 0
Pct of Total: 0.0%

>6 Axl Multi

Class 13
>6 Axl Multi
Volume: 0
Pct of Total: 0.0%

Canyon View Drive
Elk Ridge

SPEED DATA ANALYSIS

Location

Latitude: 40.015235
Longitude: -111.674603

Analysis Time Period

Start	End
9/20/2023 3:12 PM	9/28/2023 9:34 AM

Vehicles Analyzed

4,394

Speed Limit

25

Total Enforceable Violations

1,292

Average Speed

22

% Enforceable Violations

29%

Fastest Speed

48

Enforcement Rating

HIGH

85th Percentile Speed

27

Canyon View Drive
Elk Ridge

Latitude: 40.015235
Longitude: -111.674603

9/18/2023	9/18/2023		9/19/2023		9/20/2023		9/21/2023		9/22/2023		Weekday Average		9/23/2023		9/24/2023	
Time	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified
12:00 AM	*	*	*	*	*	*	0	0	4	1	2	0	1	4	2	7
1:00	*	*	*	*	*	*	0	1	0	0	0	0	3	1	0	2
2:00	*	*	*	*	*	*	0	0	0	1	0	0	1	3	0	0
3:00	*	*	*	*	*	*	1	1	0	0	0	0	0	1	0	0
4:00	*	*	*	*	*	*	0	1	3	0	2	0	1	0	1	2
5:00	*	*	*	*	*	*	13	1	7	1	10	1	1	0	1	0
6:00	*	*	*	*	*	*	7	2	7	1	7	2	3	0	1	1
7:00	*	*	*	*	*	*	36	6	33	4	34	5	6	3	5	3
8:00	*	*	*	*	*	*	40	10	17	7	28	8	17	10	7	3
9:00	*	*	*	*	*	*	18	12	12	11	15	12	23	12	9	6
10:00	*	*	*	*	*	*	14	11	21	10	18	10	23	8	8	12
11:00	*	*	*	*	*	*	13	16	13	6	13	11	16	23	17	22
12:00 PM	*	*	*	*	*	*	13	18	18	18	16	18	21	15	16	40
1:00	*	*	*	*	*	*	14	14	7	19	10	16	16	14	14	13
2:00	*	*	*	*	*	*	21	20	18	18	20	19	20	10	30	21
3:00	*	*	*	*	17	15	22	19	24	30	21	21	19	19	44	11
4:00	*	*	*	*	17	27	25	25	21	21	21	24	15	20	9	9
5:00	*	*	*	*	24	20	19	20	17	27	20	22	13	23	14	23
6:00	*	*	*	*	26	32	21	20	15	21	21	24	22	14	16	16
7:00	*	*	*	*	21	25	6	15	22	23	16	21	21	28	17	13
8:00	*	*	*	*	6	18	8	21	10	22	8	20	8	19	11	9
9:00	*	*	*	*	6	19	9	15	13	16	9	17	5	7	3	4
10:00	*	*	*	*	1	7	6	7	8	19	5	11	10	10	0	2
11:00	*	*	*	*	1	4	1	2	3	4	2	3	4	6	1	5
Total	0	0	0	0	119	167	307	257	293	280	298	265	269	250	226	224
Day	0		0		286		564		573		563		519		450	
AM Peak							8:00	11:00	7:00	9:00	7:00	9:00	9:00	11:00	11:00	11:00
Volume							40	16	33	11	34	12	23	23	17	22
PM Peak					6:00	6:00	4:00	4:00	3:00	3:00	3:00	4:00	6:00	7:00	3:00	12:00 PM
Volume					26	32	25	25	24	30	21	24	22	28	44	40

Canyon View Drive
Elk Ridge

Latitude: 40.015235
Longitude: -111.674603

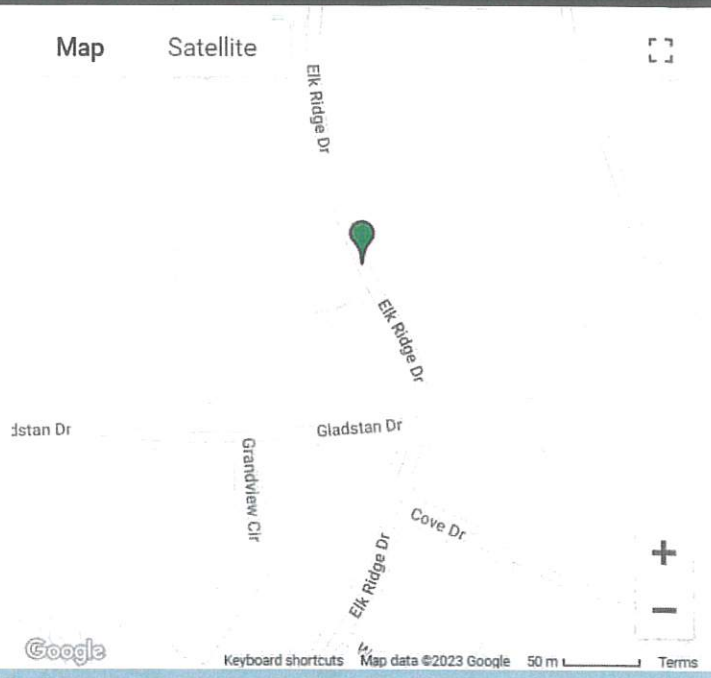
9/25/2023	9/25/2023		9/26/2023		9/27/2023		9/28/2023		9/29/2023		Weekday Average		9/30/2023		10/1/2023	
Time	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified
12:00 AM	0	0	2	2	1	2	0	5	*	*	1	2	*	*	*	*
1:00	0	0	1	1	1	1	0	0	*	*	0	0	*	*	*	*
2:00	1	0	0	0	0	1	0	0	*	*	0	0	*	*	*	*
3:00	2	1	1	0	0	0	1	0	*	*	1	0	*	*	*	*
4:00	1	0	1	0	2	0	3	0	*	*	2	0	*	*	*	*
5:00	16	0	16	0	14	1	9	1	*	*	14	0	*	*	*	*
6:00	8	1	8	2	13	1	10	2	*	*	10	2	*	*	*	*
7:00	32	8	42	9	42	6	38	9	*	*	38	8	*	*	*	*
8:00	25	9	24	6	35	11	31	16	*	*	29	10	*	*	*	*
9:00	17	12	18	9	19	10	20	5	*	*	18	9	*	*	*	*
10:00	13	12	13	15	12	12	*	*	*	*	13	13	*	*	*	*
11:00	19	17	18	16	24	13	*	*	*	*	20	15	*	*	*	*
12:00 PM	19	16	15	22	15	25	*	*	*	*	16	21	*	*	*	*
1:00	17	18	11	15	29	30	*	*	*	*	19	21	*	*	*	*
2:00	19	21	24	13	14	21	*	*	*	*	19	18	*	*	*	*
3:00	23	27	23	26	23	34	*	*	*	*	23	29	*	*	*	*
4:00	18	24	22	35	21	23	*	*	*	*	20	27	*	*	*	*
5:00	22	18	26	24	23	34	*	*	*	*	24	25	*	*	*	*
6:00	19	30	16	22	23	34	*	*	*	*	19	29	*	*	*	*
7:00	19	29	10	26	23	25	*	*	*	*	17	27	*	*	*	*
8:00	11	14	11	19	11	22	*	*	*	*	11	18	*	*	*	*
9:00	7	15	3	11	3	6	*	*	*	*	4	11	*	*	*	*
10:00	4	5	2	6	5	5	*	*	*	*	4	5	*	*	*	*
11:00	0	2	0	1	3	1	*	*	*	*	1	1	*	*	*	*
Total	312	279	307	280	356	318	112	38	0	0	323	291	0	0	0	0
Day	591		587		674		150		0		614		0		0	
AM Peak	7:00	11:00	7:00	11:00	7:00	11:00	7:00	8:00			7:00	11:00				
Volume	32	17	42	16	42	13	38	16			38	15				
PM Peak	3:00	6:00	5:00	4:00	1:00	3:00					5:00	3:00				
Volume	23	30	26	35	29	34					24	29				
Comb Total	591		587		960		714		573		1177		519		450	
ADT	ADT: 571		AADT: 571													

Elk Ridge Drive (near Gladstan Dr)
Elk Ridge

CLASS DATA ANALYSIS

Location

Latitude: 40.011328
Longitude: -111.685301



Analysis Time Period

Start	End
9/20/2023 12:00 AM	9/28/2023 9:09 AM

Vehicles Analyzed

9,137

Unclassed

Class 0
Unclassed
Volume: 60
Pct of Total: 0.7%

Motorcycles

Class 1
Motorcycles
Volume: 136
Pct of Total: 1.5%

Cars Trailers

Class 2
Cars Trailers
Volume: 5,223
Pct of Total: 57.2%

2 Axle Long

Class 3
2 Axle Long
Volume: 2,347
Pct of Total: 25.7%

Buses

Class 4
Buses
Volume: 65
Pct of Total: 0.7%

2 Axle 6 Tire

Class 5
2 Axle 6 Tire
Volume: 1,193
Pct of Total: 13.1%

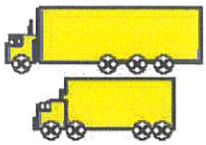
3 Axle Single

Class 6
3 Axle Single
Volume: 20
Pct of Total: 0.2%

Elk Ridge Drive (near Gladstan Dr)
Elk Ridge

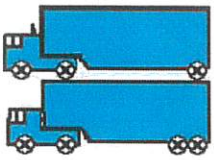
CLASS DATA ANALYSIS

4 Axle Single



Class 7
4 Axle Single
Volume: 5
Pct of Total: 0.1%

<5 Axl Double



Class 8
<5 Axl Double
Volume: 74
Pct of Total: 0.8%

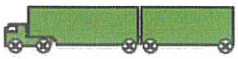
5 Axle Double

Class 9
5 Axle Double
Volume: 6
Pct of Total: 0.1%

>6 Axl Double

Class 10
>6 Axl Double
Volume: 5
Pct of Total: 0.1%

<6 Axl Multi



Class 11
<6 Axl Multi
Volume: 0
Pct of Total: 0.0%

6 Axle Multi

Class 12
6 Axle Multi
Volume: 0
Pct of Total: 0.0%

>6 Axl Multi

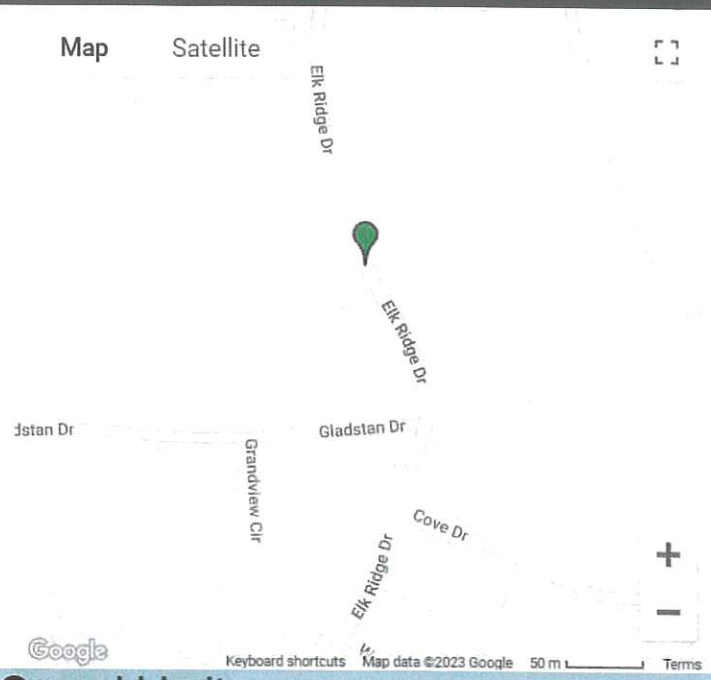
Class 13
>6 Axl Multi
Volume: 3
Pct of Total: 0.0%

Elk Ridge Drive (near Gladstan Dr)
Elk Ridge

SPEED DATA ANALYSIS

Location

Latitude: 40.011328
Longitude: -111.685301



Analysis Time Period

Start	End
9/20/2023 2:18 PM	9/28/2023 9:10 AM

Vehicles Analyzed

9,137

Speed Limit

30

Total Enforceable Violations

4,012

Average Speed

29

% Enforceable Violations

44%

Fastest Speed

55

Enforcement Rating

HIGH

85th Percentile Speed

34

Elk Ridge Drive (near Gladstan Dr)
Elk Ridge

Latitude: 40.011328
Longitude: -111.685301

9/18/2023	9/18/2023		9/19/2023		9/20/2023		9/21/2023		9/22/2023		Weekday Average		9/23/2023		9/24/2023	
Time	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified
12:00 AM	*	*	*	*	*	*	2	0	0	0	1	0	4	4	2	1
1:00	*	*	*	*	*	*	2	2	1	0	2	1	4	1	1	3
2:00	*	*	*	*	*	*	0	0	0	0	0	0	2	1	2	0
3:00	*	*	*	*	*	*	0	0	0	0	0	0	1	0	0	0
4:00	*	*	*	*	*	*	1	4	0	5	0	4	0	0	0	0
5:00	*	*	*	*	*	*	0	7	0	9	0	8	3	4	0	2
6:00	*	*	*	*	*	*	13	13	6	9	10	11	11	3	9	2
7:00	*	*	*	*	*	*	42	35	35	33	38	34	38	14	27	7
8:00	*	*	*	*	*	*	36	28	41	22	38	25	17	24	22	64
9:00	*	*	*	*	*	*	29	35	34	38	32	36	27	31	24	29
10:00	*	*	*	*	*	*	33	29	34	31	34	30	27	32	73	24
11:00	*	*	*	*	*	*	27	36	36	40	32	38	32	32	54	37
12:00 PM	*	*	*	*	*	*	26	32	41	29	34	30	48	55	43	38
1:00	*	*	*	*	*	*	38	45	41	47	40	46	42	39	35	23
2:00	*	*	*	*	45	40	44	38	36	41	42	40	44	45	30	35
3:00	*	*	*	*	35	61	69	58	65	39	56	53	36	31	39	36
4:00	*	*	*	*	51	34	63	42	67	65	60	47	41	42	55	48
5:00	*	*	*	*	40	41	50	45	45	68	45	51	33	54	51	55
6:00	*	*	*	*	46	59	36	65	33	54	38	59	37	50	29	60
7:00	*	*	*	*	32	42	21	43	40	53	31	46	32	33	27	61
8:00	*	*	*	*	39	23	20	17	28	14	29	18	28	17	13	17
9:00	*	*	*	*	14	4	21	6	22	18	19	9	17	13	5	5
10:00	*	*	*	*	4	3	10	3	11	6	8	4	10	4	4	3
11:00	*	*	*	*	5	0	4	2	7	9	5	4	9	6	2	0
Total	0	0	0	0	311	307	587	585	623	630	594	594	543	535	547	550
Day	0		0		618		1172		1253		1188		1078		1097	
AM Peak							7:00	11:00	8:00	11:00	7:00	11:00	7:00	10:00	10:00	8:00
Volume							42	36	41	40	38	38	38	32	73	64
PM Peak					4:00	3:00	3:00	6:00	4:00	5:00	4:00	6:00	12:00 PM	12:00 PM	4:00	7:00
Volume					51	61	69	65	67	68	60	59	48	55	55	61

Elk Ridge Drive (near Gladstan Dr)
Elk Ridge

Latitude: 40.011328
Longitude: -111.685301

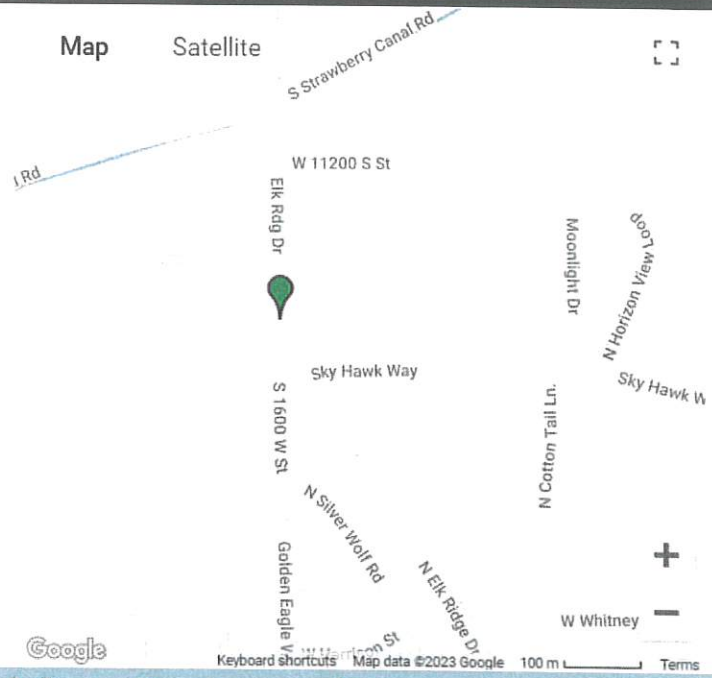
9/25/2023	9/25/2023		9/26/2023		9/27/2023		9/28/2023		9/29/2023		Weekday Average		9/30/2023		10/1/2023	
Time	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified
12:00 AM	4	2	2	0	2	0	0	2	*	*	2	1	*	*	*	*
1:00	0	0	1	1	1	0	0	1	*	*	0	0	*	*	*	*
2:00	1	0	2	0	0	0	0	0	*	*	1	0	*	*	*	*
3:00	0	0	1	0	1	1	0	0	*	*	0	0	*	*	*	*
4:00	2	2	1	2	1	3	0	1	*	*	1	2	*	*	*	*
5:00	2	9	5	11	8	11	1	9	*	*	4	10	*	*	*	*
6:00	18	16	17	11	10	11	5	13	*	*	12	13	*	*	*	*
7:00	41	26	33	34	29	36	42	31	*	*	36	32	*	*	*	*
8:00	58	35	46	35	34	26	37	29	*	*	44	31	*	*	*	*
9:00	28	36	40	40	37	34	5	6	*	*	28	29	*	*	*	*
10:00	25	34	27	31	44	34	*	*	*	*	32	33	*	*	*	*
11:00	38	37	38	37	31	34	*	*	*	*	36	36	*	*	*	*
12:00 PM	40	46	52	41	29	38	*	*	*	*	40	42	*	*	*	*
1:00	54	31	35	57	40	52	*	*	*	*	43	47	*	*	*	*
2:00	41	69	41	49	45	39	*	*	*	*	42	52	*	*	*	*
3:00	37	48	66	43	64	65	*	*	*	*	56	52	*	*	*	*
4:00	56	45	60	45	55	37	*	*	*	*	57	42	*	*	*	*
5:00	39	60	35	47	56	51	*	*	*	*	43	53	*	*	*	*
6:00	42	46	45	59	52	68	*	*	*	*	46	58	*	*	*	*
7:00	29	49	31	55	39	73	*	*	*	*	33	59	*	*	*	*
8:00	22	14	24	13	28	11	*	*	*	*	25	13	*	*	*	*
9:00	12	5	22	10	19	5	*	*	*	*	18	7	*	*	*	*
10:00	8	2	2	1	5	1	*	*	*	*	5	1	*	*	*	*
11:00	5	0	3	0	8	4	*	*	*	*	5	1	*	*	*	*
Total	602	612	629	622	638	634	90	92	0	0	609	614	0	0	0	0
Day	1214		1251		1272		182		0		1223		0		0	
AM Peak	8:00	11:00	8:00	9:00	10:00	7:00	7:00	7:00			8:00	11:00				
Volume	58	37	46	40	44	36	42	31			44	36				
PM Peak	4:00	2:00	3:00	6:00	3:00	7:00					4:00	7:00				
Volume	56	69	66	59	64	73					57	59				
Comb Total	1214		1251		1890		1354		1253		2411		1078		1097	
ADT	ADT: 1,180		AADT: 1,180													

Elk Ridge Drive (toward Salem Canal Road)
Elk Ridge

CLASS DATA ANALYSIS

Location

Latitude: 40.025278
Longitude: -111.691733



Analysis Time Period

Start	End
9/20/2023 12:00 AM	9/28/2023 10:52 AM

Vehicles Analyzed

42,61

Unclassed

Class 0
Unclassed
Volume: 181
Pct of Total: 0.4%

Motorcycles

Class 1
Motorcycles
Volume: 207
Pct of Total: 0.5%

Cars Trailers

Class 2
Cars Trailers
Volume: 27,193
Pct of Total: 63.8%

2 Axle Long

Class 3
2 Axle Long
Volume: 9,572
Pct of Total: 22.5%

Buses

Class 4
Buses
Volume: 272
Pct of Total: 0.6%

2 Axle 6 Tire

Class 5
2 Axle 6 Tire
Volume: 4,470
Pct of Total: 10.5%

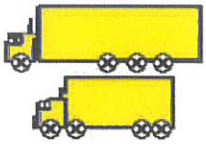
3 Axle Single

Class 6
3 Axle Single
Volume: 128
Pct of Total: 0.3%

Elk Ridge Drive (toward Salem Canal Road)
Elk Ridge

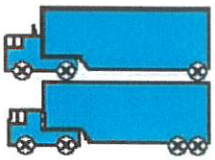
CLASS DATA ANALYSIS

4 Axle Single



Class 7
4 Axle Single
Volume: 13
Pct of Total: 0.0%

<5 Axl Double



Class 8
<5 Axl Double
Volume: 488
Pct of Total: 1.1%

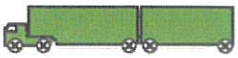
5 Axle Double

Class 9
5 Axle Double
Volume: 35
Pct of Total: 0.1%

>6 Axl Double

Class 10
>6 Axl Double
Volume: 56
Pct of Total: 0.1%

<6 Axl Multi



Class 11
<6 Axl Multi
Volume: 1
Pct of Total: 0.0%

6 Axle Multi

Class 12
6 Axle Multi
Volume: 0
Pct of Total: 0.0%

>6 Axl Multi

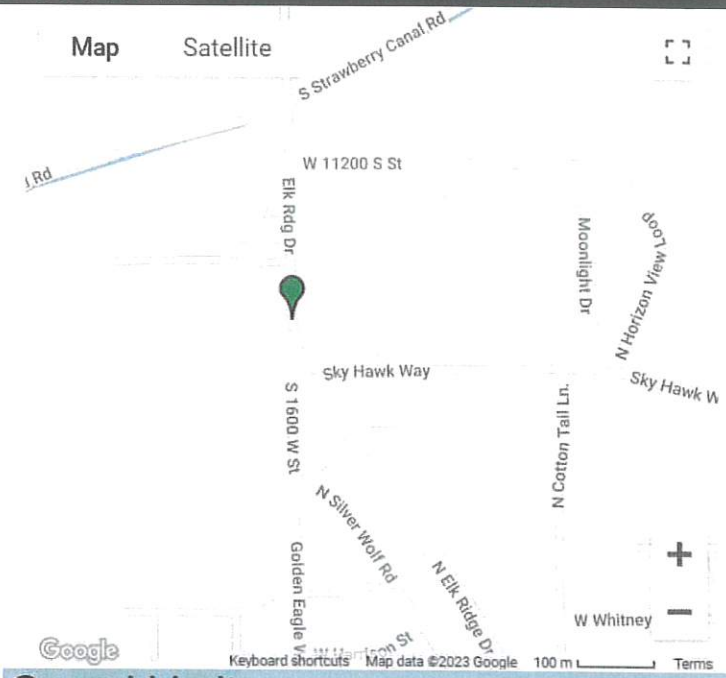
Class 13
>6 Axl Multi
Volume: 2
Pct of Total: 0.0%

Elk Ridge Drive (toward Salem Canal Road)
Elk Ridge

SPEED DATA ANALYSIS

Location

Latitude: 40.025278
Longitude: -111.691733



Analysis Time Period

Start	End
9/20/2023 1:26 PM	9/28/2023 10:53 AM

Vehicles Analyzed

42,618

Speed Limit

30

Total Enforceable Violations

35,471

Average Speed

34

% Enforceable Violations

83%

Fastest Speed

57

Enforcement Rating

HIGH

85th Percentile Speed

39

Elk Ridge Drive (toward Salem Canal Road)
Elk Ridge

Latitude: 40.025278
Longitude: -111.691733

9/18/2023	9/18/2023		9/19/2023		9/20/2023		9/21/2023		9/22/2023		Weekday Average		9/23/2023		9/24/2023	
Time	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified
12:00 AM	*	*	*	*	*	*	10	27	10	33	10	30	35	57	31	84
1:00	*	*	*	*	*	*	3	13	2	9	2	11	20	35	13	37
2:00	*	*	*	*	*	*	4	3	0	5	2	4	4	14	8	12
3:00	*	*	*	*	*	*	1	2	2	3	2	2	2	3	1	7
4:00	*	*	*	*	*	*	6	5	8	3	7	4	3	4	2	5
5:00	*	*	*	*	*	*	27	2	20	0	24	1	5	4	3	1
6:00	*	*	*	*	*	*	104	14	73	18	88	16	35	13	7	3
7:00	*	*	*	*	*	*	149	43	125	30	137	36	52	16	11	17
8:00	*	*	*	*	*	*	377	112	325	88	351	100	112	60	40	27
9:00	*	*	*	*	*	*	233	101	246	126	240	114	130	68	44	52
10:00	*	*	*	*	*	*	170	101	188	117	179	109	176	87	134	60
11:00	*	*	*	*	*	*	158	104	156	99	157	102	192	133	119	58
12:00 PM	*	*	*	*	*	*	171	130	173	132	172	131	184	130	112	92
1:00	*	*	*	*	63	75	161	154	142	182	122	137	179	191	107	140
2:00	*	*	*	*	170	163	154	182	148	160	157	168	161	197	123	122
3:00	*	*	*	*	165	244	187	242	192	228	181	238	162	175	112	121
4:00	*	*	*	*	198	223	191	254	204	272	198	250	174	205	104	143
5:00	*	*	*	*	173	301	198	291	205	269	192	287	215	210	138	191
6:00	*	*	*	*	177	261	217	255	221	269	205	262	196	199	130	162
7:00	*	*	*	*	191	251	141	254	169	235	167	247	175	208	140	124
8:00	*	*	*	*	119	241	116	196	167	230	134	222	136	199	165	131
9:00	*	*	*	*	76	154	75	153	82	194	78	167	99	139	69	105
10:00	*	*	*	*	36	126	42	143	73	134	50	134	67	115	51	56
11:00	*	*	*	*	18	63	17	83	62	93	32	80	39	102	22	33
Total	0	0	0	0	1386	2102	2912	2864	2993	2929	2887	2852	2553	2564	1686	1783
Day	0		0		3488		5776		5922		5739		5117		3469	
AM Peak							8:00	8:00	8:00	9:00	8:00	9:00	11:00	11:00	10:00	12:00 AM
Volume							377	112	325	126	351	114	192	133	134	84
PM Peak					4:00	5:00	6:00	5:00	6:00	4:00	6:00	5:00	5:00	5:00	8:00	5:00
Volume					198	301	217	291	221	272	205	287	215	210	165	191

Elk Ridge Drive (toward Salem Canal Road)
Elk Ridge

Latitude: 40.025278
Longitude: -111.691733

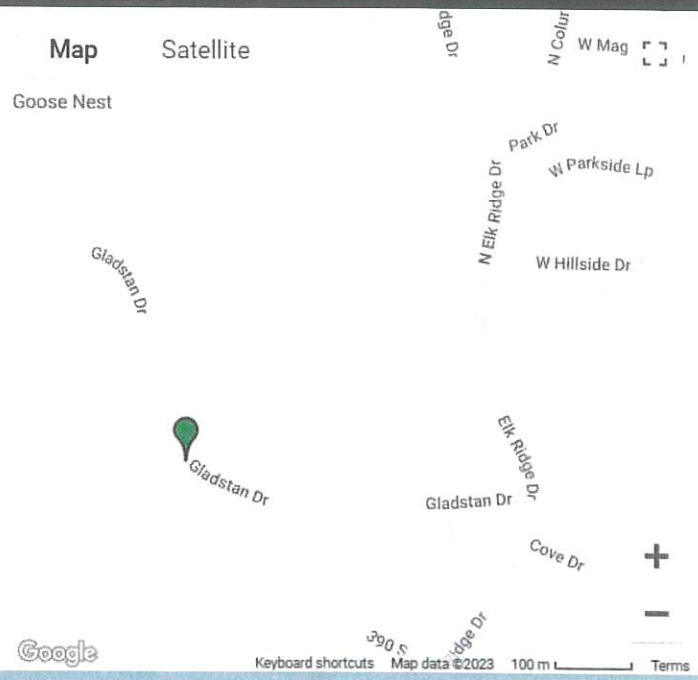
9/25/2023	9/25/2023		9/26/2023		9/27/2023		9/28/2023		9/29/2023		Weekday Average		9/30/2023		10/1/2023	
Time	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified
12:00 AM	11	22	10	26	2	24	15	32	*	*	10	26	*	*	*	*
1:00	6	4	1	16	6	19	8	11	*	*	5	12	*	*	*	*
2:00	1	4	1	6	4	3	6	3	*	*	3	4	*	*	*	*
3:00	3	4	3	3	2	2	3	3	*	*	3	3	*	*	*	*
4:00	14	5	11	2	12	2	10	2	*	*	12	3	*	*	*	*
5:00	22	3	25	3	25	1	20	3	*	*	23	2	*	*	*	*
6:00	88	9	96	10	83	15	104	12	*	*	93	12	*	*	*	*
7:00	161	45	158	36	141	41	149	35	*	*	152	39	*	*	*	*
8:00	347	110	353	120	369	79	353	92	*	*	356	100	*	*	*	*
9:00	256	121	266	119	234	122	227	128	*	*	246	122	*	*	*	*
10:00	173	107	188	117	164	129	163	101	*	*	172	114	*	*	*	*
11:00	148	98	163	98	158	121	*	*	*	*	156	106	*	*	*	*
12:00 PM	174	155	154	149	187	155	*	*	*	*	172	153	*	*	*	*
1:00	171	150	139	163	157	153	*	*	*	*	156	155	*	*	*	*
2:00	134	192	148	132	154	147	*	*	*	*	145	157	*	*	*	*
3:00	203	224	193	219	196	251	*	*	*	*	197	231	*	*	*	*
4:00	207	249	197	268	197	256	*	*	*	*	200	258	*	*	*	*
5:00	188	293	161	290	177	274	*	*	*	*	175	286	*	*	*	*
6:00	211	282	221	294	191	257	*	*	*	*	208	278	*	*	*	*
7:00	187	236	163	247	174	256	*	*	*	*	175	246	*	*	*	*
8:00	133	191	116	193	158	195	*	*	*	*	136	193	*	*	*	*
9:00	72	189	60	174	66	200	*	*	*	*	66	188	*	*	*	*
10:00	46	116	45	113	36	101	*	*	*	*	42	110	*	*	*	*
11:00	16	62	19	53	24	61	*	*	*	*	20	59	*	*	*	*
Total	2972	2871	2891	2851	2917	2864	1058	422	0	0	2923	2857	0	0	0	0
Day	5843		5742		5781		1480		0		5780		0		0	
AM Peak	8:00	9:00	8:00	8:00	8:00	10:00	8:00	9:00			8:00	9:00				
Volume	347	121	353	120	369	129	353	128			356	122				
PM Peak	6:00	5:00	6:00	6:00	4:00	5:00					6:00	5:00				
Volume	211	293	221	294	197	274					208	286				
Comb Total	5843		5742		9269		7256		5922		11519		5117		3469	
ADT	ADT: 5,397		AADT: 5,397													

Gladstan Drive
Elk Ridge

CLASS DATA ANALYSIS

Location

Latitude: 40.010809
Longitude: -111.690224



Analysis Time Period

Start	End
9/20/2023	9/28/2023
12:00 AM	9:20 AM

Vehicles Analyzed

3,289

Unclassed

Class 0
Unclassed
Volume: 15
Pct of Total: 0.5%

Motorcycles

Class 1
Motorcycles
Volume: 86
Pct of Total: 2.6%

Cars Trailers

Class 2
Cars Trailers
Volume: 1,168
Pct of Total: 35.5%

2 Axle Long

Class 3
2 Axle Long
Volume: 1,364
Pct of Total: 41.5%

Buses

Class 4
Buses
Volume: 6
Pct of Total: 0.2%

2 Axle 6 Tire

Class 5
2 Axle 6 Tire
Volume: 631
Pct of Total: 19.2%

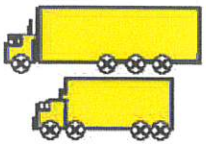
3 Axle Single

Class 6
3 Axle Single
Volume: 5
Pct of Total: 0.2%

Gladstan Drive
Elk Ridge

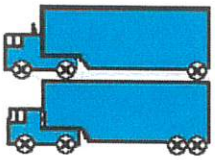
CLASS DATA ANALYSIS

4 Axle Single



Class 7
4 Axle Single
Volume: 0
Pct of Total: 0.0%

<5 Axl Double



Class 8
<5 Axl Double
Volume: 14
Pct of Total: 0.4%

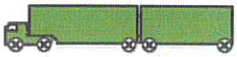
5 Axle Double

Class 9
5 Axle Double
Volume: 0
Pct of Total: 0.0%

>6 Axl Double

Class 10
>6 Axl Double
Volume: 0
Pct of Total: 0.0%

<6 Axl Multi



Class 11
<6 Axl Multi
Volume: 0
Pct of Total: 0.0%

6 Axle Multi

Class 12
6 Axle Multi
Volume: 0
Pct of Total: 0.0%

>6 Axl Multi

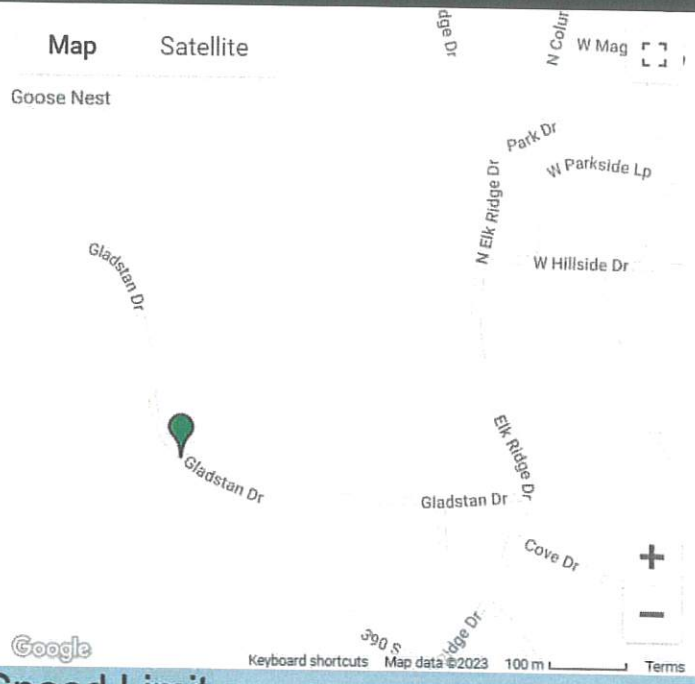
Class 13
>6 Axl Multi
Volume: 0
Pct of Total: 0.0%

Gladstan Drive
Elk Ridge

SPEED DATA ANALYSIS

Location

Latitude: 40.010809
Longitude: -111.690224



Analysis Time Period

Start	End
9/20/2023 2:48 PM	9/28/2023 9:21 AM

Vehicles Analyzed

3,289

Speed Limit

25

Total Enforceable Violations

2,157

Average Speed

27

% Enforceable Violations

66%

Fastest Speed

65

Enforcement Rating

HIGH

85th Percentile Speed

33

Gladstan Drive
Elk Ridge

Latitude: 40.010809
Longitude: -111.690224

9/18/2023	9/18/2023		9/19/2023		9/20/2023		9/21/2023		9/22/2023		Weekday Average		9/23/2023		9/24/2023	
Time	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified
12:00 AM	*	*	*	*	*	*	0	0	0	0	0	0	0	0	0	0
1:00	*	*	*	*	*	*	0	0	0	0	0	0	0	0	0	0
2:00	*	*	*	*	*	*	0	0	0	0	0	0	0	0	0	0
3:00	*	*	*	*	*	*	0	0	0	0	0	0	0	0	0	0
4:00	*	*	*	*	*	*	0	0	0	0	0	0	0	0	0	0
5:00	*	*	*	*	*	*	0	0	0	0	0	0	0	0	0	0
6:00	*	*	*	*	*	*	11	0	4	1	8	0	9	0	9	0
7:00	*	*	*	*	*	*	28	2	22	0	25	1	36	3	26	1
8:00	*	*	*	*	*	*	30	5	25	1	28	3	9	1	17	1
9:00	*	*	*	*	*	*	14	9	20	6	17	8	5	4	12	8
10:00	*	*	*	*	*	*	15	9	14	9	14	9	4	4	14	2
11:00	*	*	*	*	*	*	10	13	12	10	11	12	14	9	18	10
12:00 PM	*	*	*	*	*	*	10	20	20	5	15	12	24	24	18	18
1:00	*	*	*	*	*	*	18	24	13	28	16	26	19	14	17	6
2:00	*	*	*	*	6	5	25	18	11	10	14	11	10	15	14	19
3:00	*	*	*	*	15	38	37	29	27	12	26	26	6	8	16	22
4:00	*	*	*	*	21	18	30	20	19	24	23	21	5	12	20	25
5:00	*	*	*	*	14	18	14	20	7	34	12	24	4	20	13	31
6:00	*	*	*	*	1	16	0	36	6	34	2	29	4	30	3	33
7:00	*	*	*	*	1	29	1	34	6	34	3	32	2	5	7	25
8:00	*	*	*	*	0	1	0	4	0	3	0	3	2	6	0	3
9:00	*	*	*	*	0	0	0	2	0	0	0	1	0	0	0	0
10:00	*	*	*	*	0	0	0	0	0	0	0	0	0	0	0	0
11:00	*	*	*	*	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	58	125	243	245	206	211	214	218	153	155	204	204
Day	0		0		183		488		417		432		308		408	
AM Peak							8:00	11:00	8:00	11:00	8:00	11:00	7:00	11:00	7:00	11:00
Volume							30	13	25	10	28	12	36	9	26	10
PM Peak					4:00	3:00	3:00	6:00	3:00	5:00	3:00	7:00	12:00 PM	6:00	4:00	6:00
Volume					21	38	37	36	27	34	26	32	24	30	20	33

Gladstan Drive
Elk Ridge

Latitude: 40.010809
Longitude: -111.690224

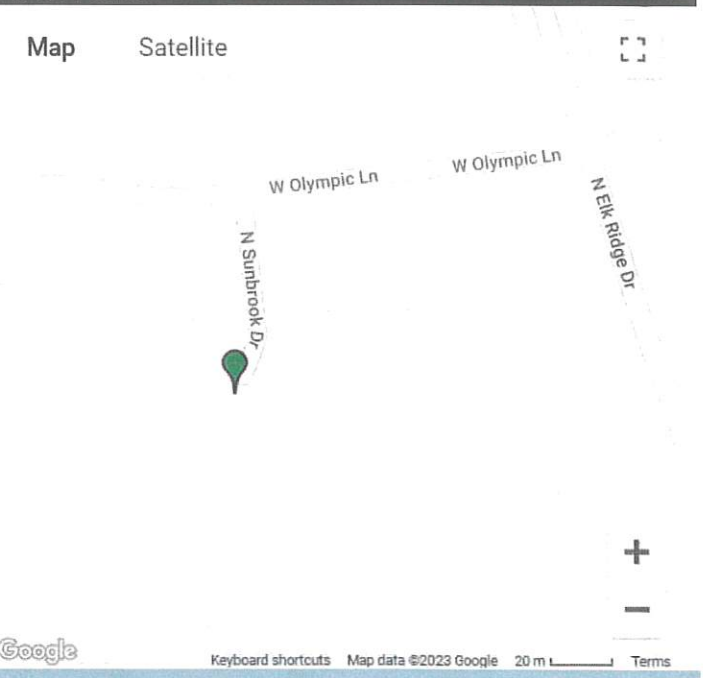
9/25/2023	9/25/2023		9/26/2023		9/27/2023		9/28/2023		9/29/2023		Weekday Average		9/30/2023		10/1/2023	
Time	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified
12:00 AM	0	0	0	0	0	0	0	0	*	*	0	0	*	*	*	*
1:00	0	0	0	0	0	0	0	0	*	*	0	0	*	*	*	*
2:00	0	0	0	0	0	0	0	0	*	*	0	0	*	*	*	*
3:00	0	0	0	0	0	0	0	0	*	*	0	0	*	*	*	*
4:00	0	0	0	0	0	0	0	0	*	*	0	0	*	*	*	*
5:00	0	0	0	0	0	0	0	0	*	*	0	0	*	*	*	*
6:00	11	0	11	0	5	0	4	0	*	*	8	0	*	*	*	*
7:00	25	0	20	1	19	1	31	2	*	*	24	1	*	*	*	*
8:00	36	6	27	5	24	3	26	2	*	*	28	4	*	*	*	*
9:00	4	6	18	0	20	4	9	1	*	*	13	3	*	*	*	*
10:00	9	3	12	8	22	9	*	*	*	*	14	7	*	*	*	*
11:00	26	11	17	14	13	10	*	*	*	*	19	12	*	*	*	*
12:00 PM	23	16	24	17	14	21	*	*	*	*	20	18	*	*	*	*
1:00	16	9	10	24	22	29	*	*	*	*	16	21	*	*	*	*
2:00	23	50	18	27	19	10	*	*	*	*	20	29	*	*	*	*
3:00	13	20	26	19	34	32	*	*	*	*	24	24	*	*	*	*
4:00	26	23	32	26	28	18	*	*	*	*	29	22	*	*	*	*
5:00	7	31	14	21	14	19	*	*	*	*	12	24	*	*	*	*
6:00	3	24	4	33	9	38	*	*	*	*	5	32	*	*	*	*
7:00	2	25	1	37	4	49	*	*	*	*	2	37	*	*	*	*
8:00	0	1	0	2	0	3	*	*	*	*	0	2	*	*	*	*
9:00	0	0	0	0	0	0	*	*	*	*	0	0	*	*	*	*
10:00	0	0	0	0	0	0	*	*	*	*	0	0	*	*	*	*
11:00	0	0	0	0	0	0	*	*	*	*	0	0	*	*	*	*
Total	224	225	234	234	247	246	70	5	0	0	234	236	0	0	0	0
Day	449		468		493		75		0		470		0		0	
AM Peak	8:00	11:00	8:00	11:00	8:00	11:00	7:00	7:00			8:00	11:00				
Volume	36	11	27	14	24	10	31	2			28	12				
PM Peak	4:00	2:00	4:00	7:00	3:00	7:00					4:00	7:00				
Volume	26	50	32	37	34	49					29	37				
Comb Total	449		468		676		563		417		902		308		408	
ADT	ADT: 426		AADT: 426													

Sunbrook Drive (to Gladstan RV Park)
Elk Ridge

CLASS DATA ANALYSIS

Location

Latitude: 40.017527
Longitude: -111.688153



Analysis Time Period

Start	End
9/20/2023	9/28/2023
12:00 AM	9:30 AM

Vehicles Analyzed

240

Unclassed

Class 0
Unclassed
Volume: 19
Pct of Total: 7.9%

Motorcycles

Class 1
Motorcycles
Volume: 40
Pct of Total: 16.7%

Cars Trailers

Class 2
Cars Trailers
Volume: 65
Pct of Total: 27.1%

2 Axle Long

Class 3
2 Axle Long
Volume: 22
Pct of Total: 9.2%

Buses

Class 4
Buses
Volume: 7
Pct of Total: 2.9%

2 Axle 6 Tire

Class 5
2 Axle 6 Tire
Volume: 72
Pct of Total: 30.0%

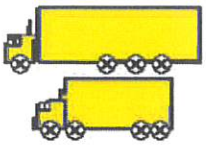
3 Axle Single

Class 6
3 Axle Single
Volume: 6
Pct of Total: 2.5%

Sunbrook Drive (to Gladstan RV Park)
Elk Ridge

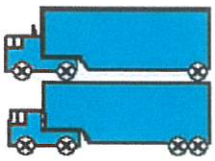
CLASS DATA ANALYSIS

4 Axle Single



Class 7
4 Axle Single
Volume: 0
Pct of Total: 0.0%

<5 Axl Double



Class 8
<5 Axl Double
Volume: 9
Pct of Total: 3.8%

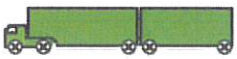
5 Axle Double

Class 9
5 Axle Double
Volume: 0
Pct of Total: 0.0%

>6 Axl Double

Class 10
>6 Axl Double
Volume: 0
Pct of Total: 0.0%

<6 Axl Multi



Class 11
<6 Axl Multi
Volume: 0
Pct of Total: 0.0%

6 Axle Multi

Class 12
6 Axle Multi
Volume: 0
Pct of Total: 0.0%

>6 Axl Multi

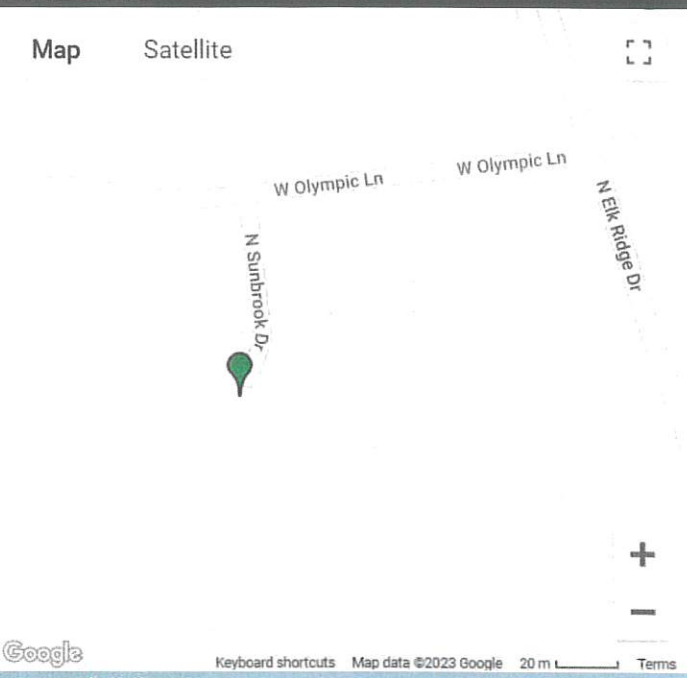
Class 13
>6 Axl Multi
Volume: 0
Pct of Total: 0.0%

Sunbrook Drive (to Gladstan RV Park)
Elk Ridge

SPEED DATA ANALYSIS

Location

Latitude: 40.017527
Longitude: -111.688153



Analysis Time Period

Start	End
9/20/2023 2:18 PM	9/28/2023 9:31 AM

Vehicles Analyzed

240

Speed Limit

25

Total Enforceable Violations

8

Average Speed

14

% Enforceable Violations

3%

Fastest Speed

38

Enforcement Rating

LOW

85th Percentile Speed

19

Sunbrook Drive (to Gladstan RV Park)
Elk Ridge

Latitude: 40.017527
Longitude: -111.688153

9/18/2023	9/18/2023		9/19/2023		9/20/2023		9/21/2023		9/22/2023		Weekday Average		9/23/2023		9/24/2023	
Time	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified
12:00 AM	*	*	*	*	*	*	0	0	0	1	0	0	0	0	0	0
1:00	*	*	*	*	*	*	0	0	0	0	0	0	0	0	0	0
2:00	*	*	*	*	*	*	0	0	0	0	0	0	0	0	0	0
3:00	*	*	*	*	*	*	0	0	0	0	0	0	0	0	0	0
4:00	*	*	*	*	*	*	1	0	0	0	0	0	0	0	0	0
5:00	*	*	*	*	*	*	0	0	0	0	0	0	0	0	0	0
6:00	*	*	*	*	*	*	0	0	2	1	1	0	1	0	0	0
7:00	*	*	*	*	*	*	0	0	0	0	0	0	0	0	0	0
8:00	*	*	*	*	*	*	3	1	0	0	2	0	0	1	1	0
9:00	*	*	*	*	*	*	0	1	0	0	0	0	0	1	0	0
10:00	*	*	*	*	*	*	3	1	4	1	4	1	3	2	1	0
11:00	*	*	*	*	*	*	1	0	1	1	1	0	1	0	6	2
12:00 PM	*	*	*	*	*	*	2	2	1	0	2	1	1	0	2	1
1:00	*	*	*	*	*	*	1	2	1	0	1	1	1	1	1	3
2:00	*	*	*	*	1	1	0	1	1	0	1	1	2	0	1	0
3:00	*	*	*	*	0	0	0	1	2	1	1	1	1	2	1	0
4:00	*	*	*	*	1	2	2	3	0	2	1	2	2	2	1	2
5:00	*	*	*	*	0	3	1	0	2	3	1	2	0	1	0	1
6:00	*	*	*	*	0	1	2	3	1	1	1	2	1	1	1	1
7:00	*	*	*	*	1	3	1	2	3	3	2	3	1	2	1	2
8:00	*	*	*	*	3	0	2	1	4	3	3	1	2	1	1	1
9:00	*	*	*	*	0	1	0	0	0	2	0	1	0	1	0	0
10:00	*	*	*	*	0	0	0	0	0	0	0	0	0	0	0	1
11:00	*	*	*	*	0	0	0	1	0	0	0	0	0	0	0	0
Total	0	0	0	0	6	11	19	19	22	19	21	16	16	15	17	14
Day	0		0		17		38		41		37		31		31	
AM Peak							8:00	8:00	10:00	12:00 AM	10:00	10:00	10:00	10:00	11:00	11:00
Volume							3	1	4	1	4	1	3	2	6	2
PM Peak					8:00	5:00	12:00 PM	4:00	8:00	5:00	8:00	7:00	2:00	3:00	12:00 PM	1:00
Volume					3	3	2	3	4	3	3	3	2	2	2	3

Sunbrook Drive (to Gladstan RV Park)
Elk Ridge

Latitude: 40.017527
Longitude: -111.688153

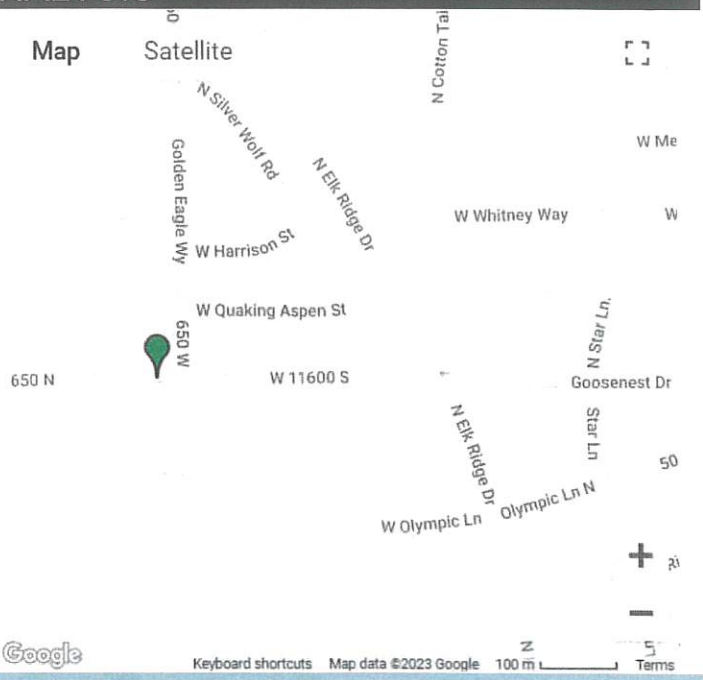
9/25/2023	9/25/2023		9/26/2023		9/27/2023		9/28/2023		9/29/2023		Weekday Average		9/30/2023		10/1/2023	
Time	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified
12:00 AM	0	0	0	0	0	0	0	0	*	*	0	0	*	*	*	*
1:00	0	0	0	0	0	0	0	0	*	*	0	0	*	*	*	*
2:00	0	0	0	0	0	0	0	1	*	*	0	0	*	*	*	*
3:00	0	0	0	0	0	0	0	0	*	*	0	0	*	*	*	*
4:00	0	0	0	0	0	0	1	0	*	*	0	0	*	*	*	*
5:00	0	0	0	0	0	0	0	0	*	*	0	0	*	*	*	*
6:00	0	0	0	0	1	0	0	0	*	*	0	0	*	*	*	*
7:00	0	1	0	1	0	1	0	1	*	*	0	1	*	*	*	*
8:00	1	0	0	0	0	0	1	1	*	*	0	0	*	*	*	*
9:00	0	0	0	0	1	0	1	1	*	*	0	0	*	*	*	*
10:00	0	0	1	0	1	0	*	*	*	*	1	0	*	*	*	*
11:00	0	1	2	0	2	1	*	*	*	*	1	1	*	*	*	*
12:00 PM	2	0	1	1	0	0	*	*	*	*	1	0	*	*	*	*
1:00	0	0	0	1	1	0	*	*	*	*	0	0	*	*	*	*
2:00	1	0	1	0	0	1	*	*	*	*	1	0	*	*	*	*
3:00	2	2	1	0	1	3	*	*	*	*	1	2	*	*	*	*
4:00	1	0	0	0	3	2	*	*	*	*	1	1	*	*	*	*
5:00	0	3	1	2	1	1	*	*	*	*	1	2	*	*	*	*
6:00	3	3	1	2	2	2	*	*	*	*	2	2	*	*	*	*
7:00	0	1	0	1	1	3	*	*	*	*	0	2	*	*	*	*
8:00	2	2	1	0	1	2	*	*	*	*	1	1	*	*	*	*
9:00	0	0	0	1	0	1	*	*	*	*	0	1	*	*	*	*
10:00	0	0	0	0	0	0	*	*	*	*	0	0	*	*	*	*
11:00	0	0	0	0	0	0	*	*	*	*	0	0	*	*	*	*
Total	12	13	9	9	15	17	3	4	0	0	10	13	0	0	0	0
Day	25		18		32		7		0		23		0		0	
AM Peak	8:00	7:00	11:00	7:00	11:00	7:00	4:00	2:00			10:00	7:00				
Volume	1	1	2	1	2	1	1	1			1	1				
PM Peak	6:00	5:00	12:00 PM	5:00	4:00	3:00					6:00	3:00				
Volume	3	3	1	2	3	3					2	2				
Comb Total	25		18		49		45		41		60		31		31	
ADT	ADT: 31		AADT: 31													

Goosenest Drive
Elk Ridge

CLASS DATA ANALYSIS

Location

Latitude: 40.019862
Longitude: -111.692014



Analysis Time Period

Start	End
9/20/2023	9/28/2023
12:00 AM	8:20 AM

Vehicles Analyzed

14,03

Unclassed

Class 0
Unclassed
Volume: 218
Pct of Total: 1.6%

Motorcycles

Class 1
Motorcycles
Volume: 284
Pct of Total: 2.0%

Cars Trailers

Class 2
Cars Trailers
Volume: 8,660
Pct of Total: 61.7%

2 Axle Long

Class 3
2 Axle Long
Volume: 2,944
Pct of Total: 21.0%

Buses

Class 4
Buses
Volume: 55
Pct of Total: 0.4%

2 Axle 6 Tire

Class 5
2 Axle 6 Tire
Volume: 1,494
Pct of Total: 10.6%

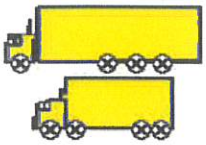
3 Axle Single

Class 6
3 Axle Single
Volume: 187
Pct of Total: 1.3%

Goosenest Drive
Elk Ridge

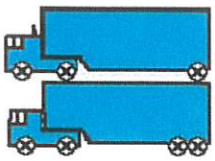
CLASS DATA ANALYSIS

4 Axle Single



Class 7
4 Axle Single
Volume: 5
Pct of Total: 0.0%

<5 Axl Double



Class 8
<5 Axl Double
Volume: 160
Pct of Total: 1.1%

5 Axle Double

Class 9
5 Axle Double
Volume: 12
Pct of Total: 0.1%

>6 Axl Double

Class 10
>6 Axl Double
Volume: 5
Pct of Total: 0.0%

<6 Axl Multi

Class 11
<6 Axl Multi
Volume: 1
Pct of Total: 0.0%

6 Axle Multi

Class 12
6 Axle Multi
Volume: 0
Pct of Total: 0.0%

>6 Axl Multi

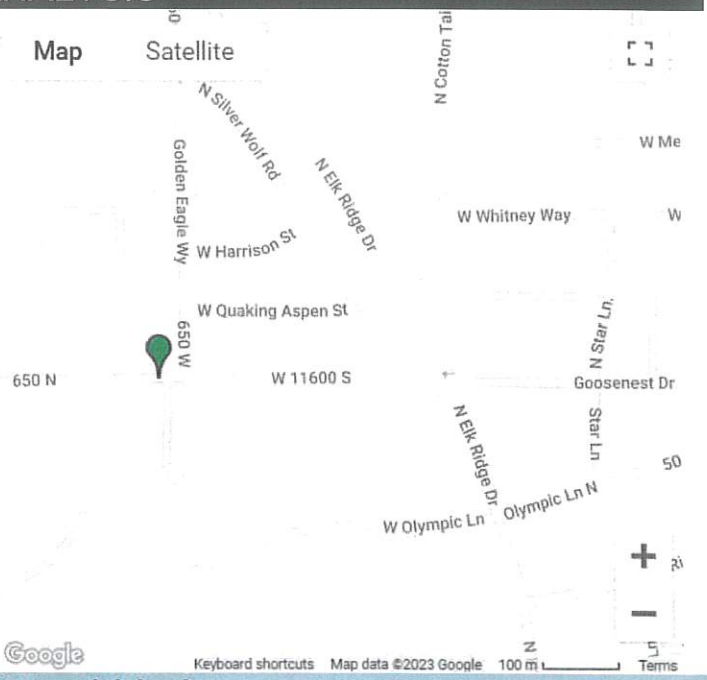
Class 13
>6 Axl Multi
Volume: 7
Pct of Total: 0.0%

Goosenest Drive
Elk Ridge

SPEED DATA ANALYSIS

Location

Latitude: 40.019862
Longitude: -111.692014



Analysis Time Period

Start	End
9/20/2023 12:08 PM	9/28/2023 8:21 AM

Vehicles Analyzed

14,032

Speed Limit

30

Total Enforceable Violations

9,190

Average Speed

31

% Enforceable Violations

65%

Fastest Speed

59

Enforcement Rating

HIGH

85th Percentile Speed

37

Goosenest Drive
Elk Ridge

Latitude: 40.019862
Longitude: -111.692014

9/18/2023	9/18/2023		9/19/2023		9/20/2023		9/21/2023		9/22/2023		Weekday Average		9/23/2023		9/24/2023	
Time	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified
12:00 AM	*	*	*	*	*	*	1	4	1	2	1	3	0	6	6	11
1:00	*	*	*	*	*	*	0	2	0	0	0	1	0	1	2	4
2:00	*	*	*	*	*	*	0	0	1	1	0	0	0	0	1	1
3:00	*	*	*	*	*	*	0	0	1	1	0	0	2	0	0	0
4:00	*	*	*	*	*	*	3	0	10	0	6	0	5	0	0	0
5:00	*	*	*	*	*	*	12	5	10	3	11	4	7	1	3	0
6:00	*	*	*	*	*	*	31	4	30	6	30	5	15	9	3	4
7:00	*	*	*	*	*	*	67	39	61	34	64	36	23	23	9	16
8:00	*	*	*	*	*	*	69	50	44	44	56	47	48	22	21	20
9:00	*	*	*	*	*	*	66	60	56	49	61	54	57	34	75	21
10:00	*	*	*	*	*	*	44	49	51	49	48	49	55	47	33	25
11:00	*	*	*	*	*	*	53	61	47	50	50	56	59	66	39	40
12:00 PM	*	*	*	*	43	50	48	63	73	75	55	63	63	79	38	110
1:00	*	*	*	*	43	64	52	54	54	78	50	65	58	96	35	53
2:00	*	*	*	*	70	61	55	49	52	67	59	59	62	75	56	44
3:00	*	*	*	*	54	81	60	95	72	80	62	85	60	67	54	50
4:00	*	*	*	*	70	92	59	86	77	109	69	96	54	87	46	56
5:00	*	*	*	*	83	93	70	81	67	84	73	86	84	74	56	73
6:00	*	*	*	*	68	99	77	94	78	73	74	89	69	66	53	51
7:00	*	*	*	*	63	65	47	79	62	84	57	76	56	73	46	55
8:00	*	*	*	*	21	54	25	49	32	61	26	55	30	53	40	32
9:00	*	*	*	*	17	34	24	28	31	43	24	35	22	38	19	19
10:00	*	*	*	*	4	14	6	19	12	26	7	20	19	20	8	13
11:00	*	*	*	*	4	8	2	6	15	13	7	9	11	18	1	5
Total	0	0	0	0	540	715	871	977	937	1032	890	993	859	955	644	703
Day	0		0		1255		1848		1969		1883		1814		1347	
AM Peak							8:00	11:00	7:00	11:00	7:00	11:00	11:00	11:00	9:00	11:00
Volume							69	61	61	50	64	56	59	66	75	40
PM Peak					5:00	6:00	6:00	3:00	6:00	4:00	6:00	4:00	5:00	1:00	2:00	12:00 PM
Volume					83	99	77	95	78	109	74	96	84	96	56	110

Goosenest Drive
Elk Ridge

Latitude: 40.019862
Longitude: -111.692014

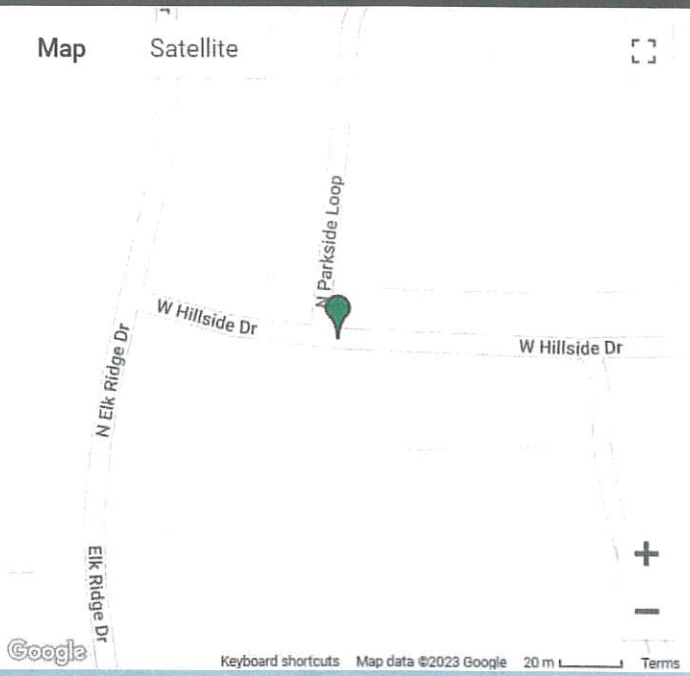
9/25/2023	9/25/2023		9/26/2023		9/27/2023		9/28/2023		9/29/2023		Weekday Average		9/30/2023		10/1/2023	
Time	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified
12:00 AM	0	2	2	5	2	2	1	3	*	*	1	3	*	*	*	*
1:00	0	0	3	2	0	2	0	2	*	*	1	2	*	*	*	*
2:00	2	0	1	0	0	0	1	0	*	*	1	0	*	*	*	*
3:00	0	1	0	2	0	1	0	1	*	*	0	1	*	*	*	*
4:00	4	0	3	1	5	0	8	0	*	*	5	0	*	*	*	*
5:00	7	5	10	6	13	4	10	2	*	*	10	4	*	*	*	*
6:00	28	10	37	10	29	5	27	8	*	*	30	8	*	*	*	*
7:00	55	30	62	33	63	35	66	44	*	*	62	36	*	*	*	*
8:00	51	53	61	42	63	39	27	11	*	*	50	36	*	*	*	*
9:00	53	37	57	34	60	46	*	*	*	*	57	39	*	*	*	*
10:00	51	41	42	37	50	39	*	*	*	*	48	39	*	*	*	*
11:00	53	56	60	64	44	60	*	*	*	*	52	60	*	*	*	*
12:00 PM	54	61	51	72	51	57	*	*	*	*	52	63	*	*	*	*
1:00	44	59	46	53	60	70	*	*	*	*	50	61	*	*	*	*
2:00	53	65	60	57	45	76	*	*	*	*	53	66	*	*	*	*
3:00	81	81	68	100	85	76	*	*	*	*	78	86	*	*	*	*
4:00	81	105	62	92	74	98	*	*	*	*	72	98	*	*	*	*
5:00	101	98	90	101	60	97	*	*	*	*	84	99	*	*	*	*
6:00	54	93	74	94	71	74	*	*	*	*	66	87	*	*	*	*
7:00	31	69	61	89	58	69	*	*	*	*	50	76	*	*	*	*
8:00	36	49	26	60	28	63	*	*	*	*	30	57	*	*	*	*
9:00	8	27	28	21	7	43	*	*	*	*	14	30	*	*	*	*
10:00	7	15	6	18	7	11	*	*	*	*	7	15	*	*	*	*
11:00	4	8	4	5	2	9	*	*	*	*	3	7	*	*	*	*
Total	858	965	914	998	877	976	140	71	0	0	876	973	0	0	0	0
Day	1823		1912		1853		211		0		1849		0		0	
AM Peak	7:00	11:00	7:00	11:00	7:00	11:00	7:00	7:00			7:00	11:00				
Volume	55	56	62	64	63	60	66	44			62	60				
PM Peak	5:00	4:00	5:00	5:00	3:00	4:00					5:00	5:00				
Volume	101	105	90	101	85	98					84	99				
Comb Total	1823		1912		3108		2059		1969		3732		1814		1347	
ADT	ADT: 1,792		AADT: 1,792													

Hilllside Drive
Elk Ridge

CLASS DATA ANALYSIS

Location

Latitude: 40.013154
Longitude: -111.684734



Analysis Time Period

Start	End
9/20/2023	9/28/2023
12:00 AM	8:54 AM

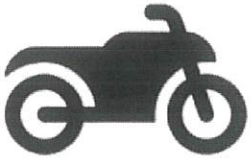
Vehicles Analyzed

7,281

Unclassed

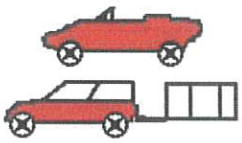
Class 0
Unclassed
Volume: 84
Pct of Total: 1.2%

Motorcycles



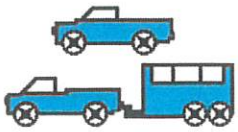
Class 1
Motorcycles
Volume: 135
Pct of Total: 1.9%

Cars Trailers



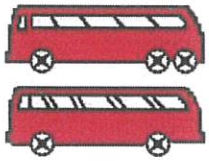
Class 2
Cars Trailers
Volume: 4,659
Pct of Total: 64.0%

2 Axle Long



Class 3
2 Axle Long
Volume: 1,484
Pct of Total: 20.4%

Buses

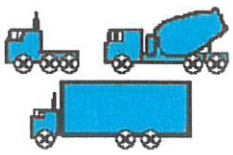


Class 4
Buses
Volume: 56
Pct of Total: 0.8%

2 Axle 6 Tire

Class 5
2 Axle 6 Tire
Volume: 751
Pct of Total: 10.3%

3 Axle Single

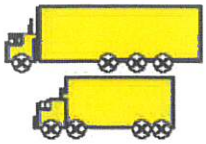


Class 6
3 Axle Single
Volume: 27
Pct of Total: 0.4%

Hilllside Drive
Elk Ridge

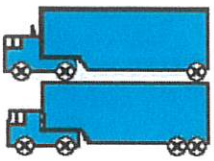
CLASS DATA ANALYSIS

4 Axle Single



Class 7
4 Axle Single
Volume: 0
Pct of Total: 0.0%

<5 Axl Double



Class 8
<5 Axl Double
Volume: 73
Pct of Total: 1.0%

5 Axle Double

Class 9
5 Axle Double
Volume: 12
Pct of Total: 0.2%

>6 Axl Double

Class 10
>6 Axl Double
Volume: 0
Pct of Total: 0.0%

<6 Axl Multi

Class 11
<6 Axl Multi
Volume: 0
Pct of Total: 0.0%

6 Axle Multi

Class 12
6 Axle Multi
Volume: 0
Pct of Total: 0.0%

>6 Axl Multi

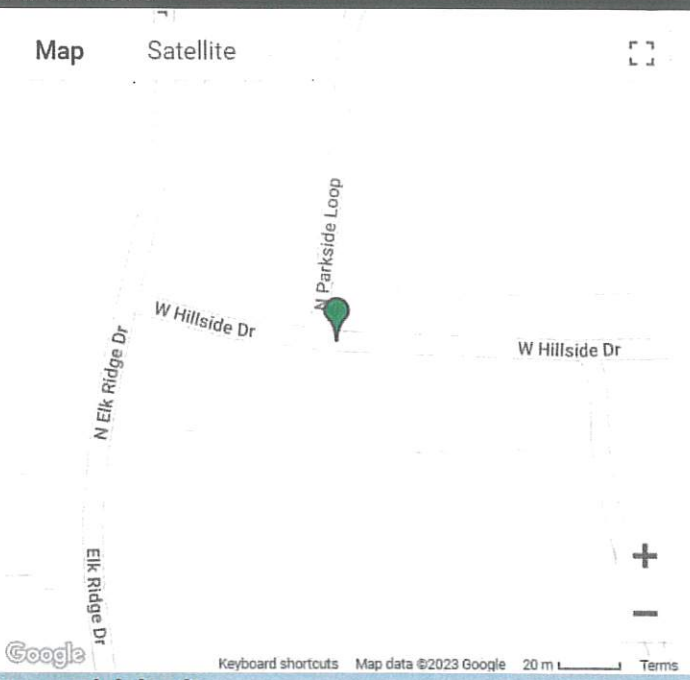
Class 13
>6 Axl Multi
Volume: 0
Pct of Total: 0.0%

Hilllside Drive
Elk Ridge

SPEED DATA ANALYSIS

Location

Latitude: 40.013154
Longitude: -111.684734



Analysis Time Period

Start	End
9/20/2023 2:00 PM	9/28/2023 8:55 AM

Vehicles Analyzed

7,281

Speed Limit

25

Total Enforceable Violations

4,478

Average Speed

26

% Enforceable Violations

62%

Fastest Speed

58

Enforcement Rating

HIGH

85th Percentile Speed

30

Hilllside Drive
Elk Ridge

Latitude: 40.013154
Longitude: -111.684734

9/18/2023	9/18/2023		9/19/2023		9/20/2023		9/21/2023		9/22/2023		Weekday Average		9/23/2023		9/24/2023	
Time	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified
12:00 AM	*	*	*	*	*	*	0	0	1	1	0	0	4	10	1	14
1:00	*	*	*	*	*	*	1	2	0	2	0	2	1	8	0	3
2:00	*	*	*	*	*	*	0	0	0	0	0	0	0	1	0	2
3:00	*	*	*	*	*	*	1	1	1	0	1	0	1	0	1	1
4:00	*	*	*	*	*	*	4	0	3	0	4	0	0	1	0	0
5:00	*	*	*	*	*	*	9	0	6	2	8	1	4	0	3	0
6:00	*	*	*	*	*	*	24	3	14	2	19	2	9	0	5	2
7:00	*	*	*	*	*	*	49	15	42	12	46	14	18	7	4	6
8:00	*	*	*	*	*	*	46	19	43	14	44	16	20	10	11	58
9:00	*	*	*	*	*	*	32	22	33	19	32	20	44	16	23	10
10:00	*	*	*	*	*	*	36	15	35	18	36	16	25	25	65	12
11:00	*	*	*	*	*	*	37	38	30	27	34	32	45	22	28	22
12:00 PM	*	*	*	*	*	*	36	36	28	34	32	35	32	37	30	31
1:00	*	*	*	*	*	*	28	44	17	26	22	35	25	37	21	17
2:00	*	*	*	*	29	30	32	34	26	27	29	30	36	38	27	25
3:00	*	*	*	*	28	33	30	41	33	34	30	36	24	35	18	31
4:00	*	*	*	*	24	54	36	52	45	57	35	54	31	34	24	31
5:00	*	*	*	*	38	60	38	34	45	36	40	43	23	21	30	31
6:00	*	*	*	*	50	70	41	55	25	33	39	53	27	36	22	26
7:00	*	*	*	*	31	45	18	49	23	25	24	40	25	40	21	27
8:00	*	*	*	*	20	31	8	29	13	16	14	25	17	24	12	10
9:00	*	*	*	*	4	15	11	27	10	15	8	19	12	19	5	5
10:00	*	*	*	*	5	13	1	16	10	19	5	16	8	16	6	7
11:00	*	*	*	*	0	6	3	9	7	18	3	11	5	11	3	5
Total	0	0	0	0	229	357	521	541	490	437	505	500	436	448	360	376
Day	0		0		586		1062		927		1005		884		736	
AM Peak							7:00	11:00	8:00	11:00	7:00	11:00	11:00	10:00	10:00	8:00
Volume							49	38	43	27	46	32	45	25	65	58
PM Peak					6:00	6:00	6:00	6:00	4:00	4:00	5:00	4:00	2:00	7:00	12:00 PM	12:00 PM
Volume					50	70	41	55	45	57	40	54	36	40	30	31

Hilllside Drive
Elk Ridge

Latitude: 40.013154
Longitude: -111.684734

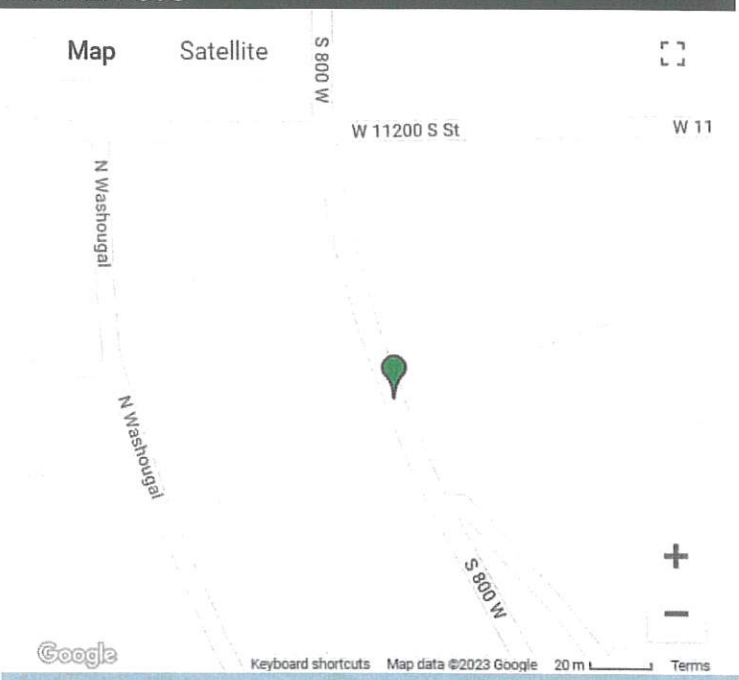
9/25/2023	9/25/2023		9/26/2023		9/27/2023		9/28/2023		9/29/2023		Weekday Average		9/30/2023		10/1/2023	
Time	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified
12:00 AM	2	0	0	5	0	1	1	2	*	*	1	2	*	*	*	*
1:00	0	2	0	1	0	1	0	1	*	*	0	1	*	*	*	*
2:00	1	0	0	0	1	1	2	1	*	*	1	0	*	*	*	*
3:00	1	1	2	1	3	2	2	1	*	*	2	1	*	*	*	*
4:00	4	0	4	0	4	0	2	0	*	*	4	0	*	*	*	*
5:00	13	2	9	0	13	3	10	0	*	*	11	1	*	*	*	*
6:00	23	1	27	1	23	2	23	2	*	*	24	2	*	*	*	*
7:00	54	19	52	24	60	14	50	15	*	*	54	18	*	*	*	*
8:00	40	26	48	20	32	20	46	19	*	*	42	21	*	*	*	*
9:00	31	22	34	23	30	22	*	*	*	*	32	22	*	*	*	*
10:00	32	12	37	17	29	13	*	*	*	*	33	14	*	*	*	*
11:00	34	29	32	22	27	28	*	*	*	*	31	26	*	*	*	*
12:00 PM	23	25	17	27	22	20	*	*	*	*	21	24	*	*	*	*
1:00	16	29	23	23	25	27	*	*	*	*	21	26	*	*	*	*
2:00	28	38	27	30	27	41	*	*	*	*	27	36	*	*	*	*
3:00	27	50	29	38	30	39	*	*	*	*	29	42	*	*	*	*
4:00	31	45	30	51	32	54	*	*	*	*	31	50	*	*	*	*
5:00	35	50	34	43	32	45	*	*	*	*	34	46	*	*	*	*
6:00	25	49	23	49	30	41	*	*	*	*	26	46	*	*	*	*
7:00	18	33	25	38	34	57	*	*	*	*	26	43	*	*	*	*
8:00	16	30	11	32	10	28	*	*	*	*	12	30	*	*	*	*
9:00	10	18	9	23	8	17	*	*	*	*	9	19	*	*	*	*
10:00	6	15	3	13	4	16	*	*	*	*	4	15	*	*	*	*
11:00	1	2	3	3	0	9	*	*	*	*	1	5	*	*	*	*
Total	471	498	479	484	476	501	136	41	0	0	476	490	0	0	0	0
Day	969		963		977		177		0		966		0		0	
AM Peak	7:00	11:00	7:00	7:00	7:00	11:00	7:00	8:00			7:00	11:00				
Volume	54	29	52	24	60	28	50	19			54	26				
PM Peak	5:00	3:00	5:00	4:00	7:00	7:00					5:00	4:00				
Volume	35	50	34	51	34	57					34	50				
Comb Total	969		963		1563		1239		927		1971		884		736	
ADT	ADT: 944		AADT: 944													

Loafer Canyon Road
Elk Ridge

CLASS DATA ANALYSIS

Location

Latitude: 40.026486
Longitude: -111.672426



Analysis Time Period

Start	End
9/20/2023 12:00 AM	9/28/2023 10:19 AM

Vehicles Analyzed

7,659

Unclassed

Class 0
Unclassed
Volume: 7
Pct of Total: 0.1%

Motorcycles

Class 1
Motorcycles
Volume: 159
Pct of Total: 2.1%

Cars Trailers

Class 2
Cars Trailers
Volume: 4,127
Pct of Total: 53.9%

2 Axle Long

Class 3
2 Axle Long
Volume: 2,012
Pct of Total: 26.3%

Buses

Class 4
Buses
Volume: 66
Pct of Total: 0.9%

2 Axle 6 Tire

Class 5
2 Axle 6 Tire
Volume: 1,096
Pct of Total: 14.3%

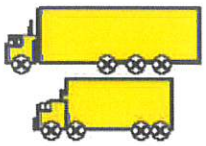
3 Axle Single

Class 6
3 Axle Single
Volume: 24
Pct of Total: 0.3%

Loafer Canyon Road
Elk Ridge

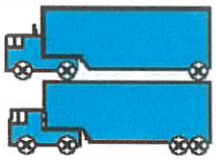
CLASS DATA ANALYSIS

4 Axle Single



Class 7
4 Axle Single
Volume: 11
Pct of Total: 0.1%

<5 Axl Double



Class 8
<5 Axl Double
Volume: 135
Pct of Total: 1.8%

5 Axle Double

Class 9
5 Axle Double
Volume: 15
Pct of Total: 0.2%

>6 Axl Double

Class 10
>6 Axl Double
Volume: 6
Pct of Total: 0.1%

<6 Axl Multi

Class 11
<6 Axl Multi
Volume: 0
Pct of Total: 0.0%

6 Axle Multi

Class 12
6 Axle Multi
Volume: 0
Pct of Total: 0.0%

>6 Axl Multi

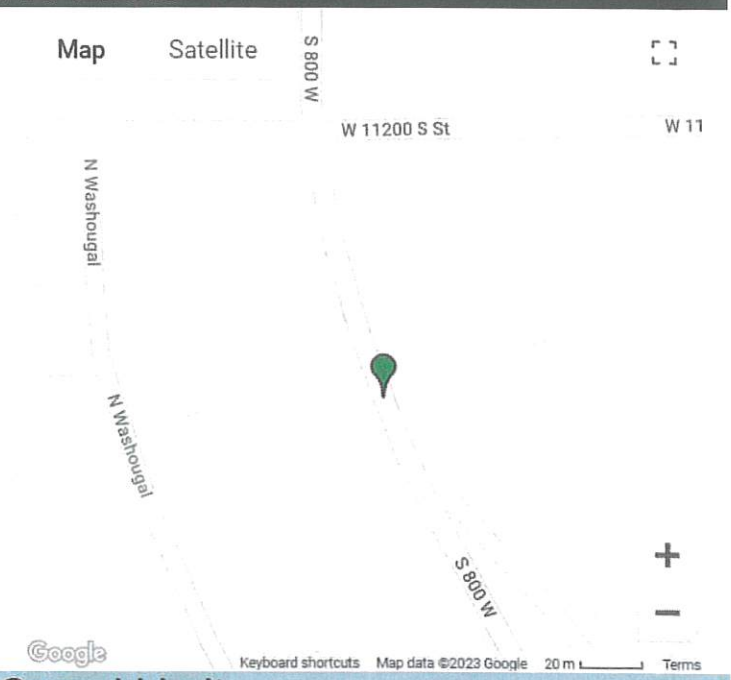
Class 13
>6 Axl Multi
Volume: 1
Pct of Total: 0.0%

Loafer Canyon Road
Elk Ridge

SPEED DATA ANALYSIS

Location

Latitude: 40.026486
Longitude: -111.672426



Analysis Time Period

Start	End
9/20/2023 3:52 PM	9/28/2023 10:20 AM

Vehicles Analyzed

7,659

Speed Limit

25

Total Enforceable Violations

6,620

Average Speed

29

% Enforceable Violations

86%

Fastest Speed

52

Enforcement Rating

HIGH

85th Percentile Speed

34

Loafer Canyon Road
Elk Ridge

Latitude: 40.026486
Longitude: -111.672426

9/18/2023	9/18/2023		9/19/2023		9/20/2023		9/21/2023		9/22/2023		Weekday Average		9/23/2023		9/24/2023	
Time	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified
12:00 AM	*	*	*	*	*	*	0	0	7	3	4	2	5	7	11	6
1:00	*	*	*	*	*	*	2	0	0	0	1	0	2	7	2	5
2:00	*	*	*	*	*	*	0	0	0	0	0	0	2	1	0	1
3:00	*	*	*	*	*	*	0	1	0	0	0	0	1	0	0	0
4:00	*	*	*	*	*	*	2	3	0	3	1	3	2	3	1	1
5:00	*	*	*	*	*	*	2	4	2	9	2	6	2	5	2	5
6:00	*	*	*	*	*	*	6	19	10	13	8	16	1	3	2	3
7:00	*	*	*	*	*	*	17	51	12	37	14	44	4	11	3	6
8:00	*	*	*	*	*	*	34	57	24	45	29	51	13	24	6	5
9:00	*	*	*	*	*	*	22	26	10	23	16	24	12	29	8	15
10:00	*	*	*	*	*	*	19	27	22	24	20	26	18	33	14	15
11:00	*	*	*	*	*	*	24	27	19	25	22	26	36	35	18	25
12:00 PM	*	*	*	*	*	*	24	24	18	16	21	20	29	31	12	19
1:00	*	*	*	*	*	*	21	23	31	25	26	24	37	33	20	22
2:00	*	*	*	*	*	*	42	22	36	38	39	30	26	30	59	35
3:00	*	*	*	*	7	4	52	51	68	40	42	32	32	33	35	28
4:00	*	*	*	*	36	41	44	44	54	59	45	48	38	36	27	35
5:00	*	*	*	*	45	38	49	36	66	63	53	46	46	38	24	30
6:00	*	*	*	*	51	34	44	26	57	36	51	32	33	33	30	48
7:00	*	*	*	*	44	26	37	25	45	56	42	36	30	30	29	25
8:00	*	*	*	*	26	17	28	12	42	30	32	20	35	13	33	15
9:00	*	*	*	*	34	12	22	9	24	20	27	14	14	17	12	9
10:00	*	*	*	*	11	5	9	6	27	20	16	10	20	19	5	4
11:00	*	*	*	*	2	4	6	2	10	6	6	4	8	4	4	3
Total	0	0	0	0	256	181	506	495	584	591	517	514	446	475	357	360
Day	0		0		437		1001		1175		1031		921		717	
AM Peak							8:00	8:00	8:00	8:00	8:00	8:00	11:00	11:00	11:00	11:00
Volume							34	57	24	45	29	51	36	35	18	25
PM Peak					6:00	4:00	3:00	3:00	3:00	5:00	5:00	4:00	5:00	5:00	2:00	6:00
Volume					51	41	52	51	68	63	53	48	46	38	59	48

Loafer Canyon Road
Elk Ridge

Latitude: 40.026486
Longitude: -111.672426

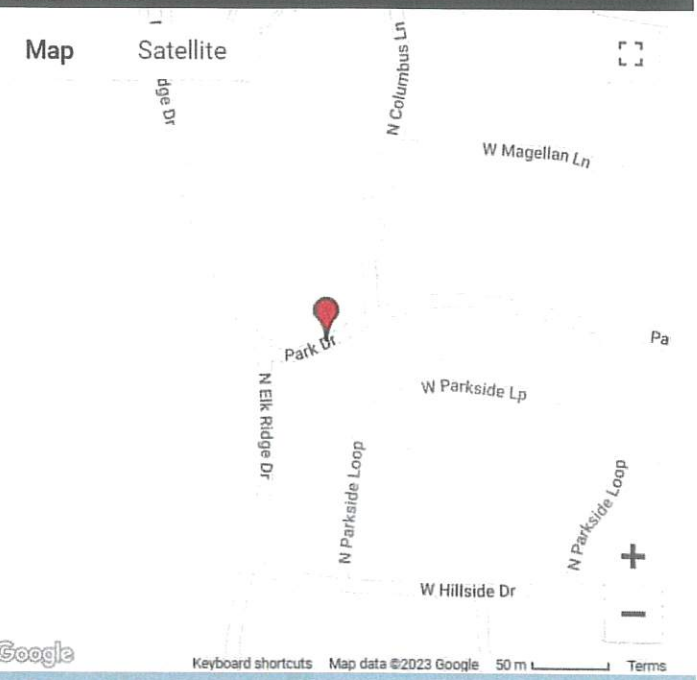
9/25/2023	9/25/2023		9/26/2023		9/27/2023		9/28/2023		9/29/2023		Weekday Average		9/30/2023		10/1/2023	
Time	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified
12:00 AM	3	0	5	6	3	3	4	0	*	*	4	2	*	*	*	*
1:00	0	0	0	1	5	2	0	0	*	*	1	1	*	*	*	*
2:00	0	1	0	0	1	0	0	0	*	*	0	0	*	*	*	*
3:00	0	2	0	1	0	1	0	0	*	*	0	1	*	*	*	*
4:00	0	3	0	2	0	1	0	2	*	*	0	2	*	*	*	*
5:00	1	9	2	9	1	9	3	7	*	*	2	8	*	*	*	*
6:00	6	20	7	19	6	22	10	22	*	*	7	21	*	*	*	*
7:00	18	51	17	47	13	47	16	50	*	*	16	49	*	*	*	*
8:00	23	55	15	40	30	58	30	60	*	*	24	53	*	*	*	*
9:00	21	27	25	33	24	24	28	39	*	*	24	31	*	*	*	*
10:00	21	27	20	21	26	26	13	8	*	*	20	20	*	*	*	*
11:00	29	26	24	31	12	37	*	*	*	*	22	31	*	*	*	*
12:00 PM	21	27	23	20	41	22	*	*	*	*	28	23	*	*	*	*
1:00	34	29	27	26	25	29	*	*	*	*	29	28	*	*	*	*
2:00	45	41	33	31	42	39	*	*	*	*	40	37	*	*	*	*
3:00	38	24	45	33	56	37	*	*	*	*	46	31	*	*	*	*
4:00	37	29	39	39	41	42	*	*	*	*	39	37	*	*	*	*
5:00	48	36	51	33	55	39	*	*	*	*	51	36	*	*	*	*
6:00	47	30	53	44	49	32	*	*	*	*	50	35	*	*	*	*
7:00	46	29	51	34	53	27	*	*	*	*	50	30	*	*	*	*
8:00	31	12	42	19	36	13	*	*	*	*	36	15	*	*	*	*
9:00	21	11	20	9	16	8	*	*	*	*	19	9	*	*	*	*
10:00	17	7	8	3	17	10	*	*	*	*	14	7	*	*	*	*
11:00	1	2	6	2	6	8	*	*	*	*	4	4	*	*	*	*
Total	508	498	513	503	558	536	104	188	0	0	526	511	0	0	0	0
Day	1006		1016		1094		292		0		1037		0		0	
AM Peak	11:00	8:00	9:00	7:00	8:00	8:00	8:00	8:00			8:00	8:00				
Volume	29	55	25	47	30	58	30	60			24	53				
PM Peak	5:00	2:00	6:00	6:00	3:00	4:00					5:00	2:00				
Volume	48	41	53	44	56	42					51	37				
Comb Total	1006		1016		1531		1293		1175		2068		921		717	
ADT	ADT: 986		AADT: 986													

Park Drive
Ellk Ridge

CLASS DATA ANALYSIS

Location

Latitude: 40.014588
Longitude: -111.684917



Analysis Time Period

Start	End
9/20/2023	9/28/2023
12:00 AM	9:47 AM

Vehicles Analyzed

14,04

Unclassed

Class 0
Unclassed
Volume: 125
Pct of Total: 0.9%

Motorcycles

Class 1
Motorcycles
Volume: 256
Pct of Total: 1.8%

Cars Trailers

Class 2
Cars Trailers
Volume: 8,816
Pct of Total: 62.8%

2 Axle Long

Class 3
2 Axle Long
Volume: 3,204
Pct of Total: 22.8%

Buses

Class 4
Buses
Volume: 93
Pct of Total: 0.7%

2 Axle 6 Tire

Class 5
2 Axle 6 Tire
Volume: 1,353
Pct of Total: 9.6%

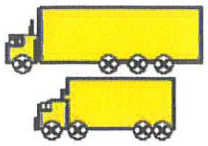
3 Axle Single

Class 6
3 Axle Single
Volume: 63
Pct of Total: 0.4%

Park Drive
Ellk Ridge

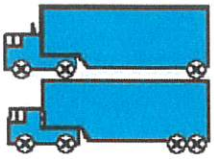
CLASS DATA ANALYSIS

4 Axle Single



Class 7
4 Axle Single
Volume: 4
Pct of Total: 0.0%

<5 Axl Double



Class 8
<5 Axl Double
Volume: 101
Pct of Total: 0.7%

5 Axle Double

Class 9
5 Axle Double
Volume: 9
Pct of Total: 0.1%

>6 Axl Double

Class 10
>6 Axl Double
Volume: 16
Pct of Total: 0.1%

<6 Axl Multi

Class 11
<6 Axl Multi
Volume: 0
Pct of Total: 0.0%

6 Axle Multi

Class 12
6 Axle Multi
Volume: 0
Pct of Total: 0.0%

>6 Axl Multi

Class 13
>6 Axl Multi
Volume: 8
Pct of Total: 0.1%

Park Drive
Ellk Ridge

SPEED DATA ANALYSIS

Location

Latitude: 40.014588
Longitude: -111.684917

Analysis Time Period

Start	End
9/20/2023 2:40 PM	9/28/2023 9:48 AM

Vehicles Analyzed

14,048

Speed Limit

25

Total Enforceable Violations

547

Average Speed

19

% Enforceable Violations

4%

Fastest Speed

52

Enforcement Rating

LOW

85th Percentile Speed

23

Park Drive
Ellk Ridge

Latitude: 40.014588
Longitude: -111.684917

9/18/2023	9/18/2023		9/19/2023		9/20/2023		9/21/2023		9/22/2023		Weekday Average		9/23/2023		9/24/2023	
Time	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified
12:00 AM	*	*	*	*	*	*	1	11	3	11	2	11	12	28	13	30
1:00	*	*	*	*	*	*	1	4	0	3	0	4	4	10	3	11
2:00	*	*	*	*	*	*	0	2	0	0	0	1	3	4	3	7
3:00	*	*	*	*	*	*	1	0	1	1	1	0	1	0	1	3
4:00	*	*	*	*	*	*	1	1	5	1	3	1	4	2	1	0
5:00	*	*	*	*	*	*	7	0	9	0	8	0	4	0	2	0
6:00	*	*	*	*	*	*	34	4	21	6	28	5	9	4	3	1
7:00	*	*	*	*	*	*	41	5	39	5	40	5	16	4	4	2
8:00	*	*	*	*	*	*	109	22	96	20	102	21	42	17	13	6
9:00	*	*	*	*	*	*	77	23	74	26	76	24	55	26	26	9
10:00	*	*	*	*	*	*	54	21	48	32	51	26	57	33	32	13
11:00	*	*	*	*	*	*	42	26	43	32	42	29	67	56	36	17
12:00 PM	*	*	*	*	*	*	51	52	33	24	42	38	55	81	54	50
1:00	*	*	*	*	*	*	44	54	59	51	52	52	52	87	36	59
2:00	*	*	*	*	14	16	37	50	37	55	29	40	73	102	39	39
3:00	*	*	*	*	59	79	42	63	48	60	50	67	57	74	45	40
4:00	*	*	*	*	47	73	56	79	57	86	53	79	95	93	49	50
5:00	*	*	*	*	56	105	64	89	127	130	82	108	70	102	58	74
6:00	*	*	*	*	59	84	58	94	140	167	86	115	60	85	46	94
7:00	*	*	*	*	51	83	53	71	97	116	67	90	64	79	46	62
8:00	*	*	*	*	47	74	28	45	107	113	61	77	59	83	59	56
9:00	*	*	*	*	34	61	16	54	71	46	40	54	25	62	32	45
10:00	*	*	*	*	14	43	11	46	47	40	24	43	30	45	12	31
11:00	*	*	*	*	6	34	4	32	33	32	14	33	11	31	3	17
Total	0	0	0	0	387	652	832	848	1195	1057	953	923	925	1108	616	716
Day	0		0		1039		1680		2252		1876		2033		1332	
AM Peak							8:00	11:00	8:00	10:00	8:00	11:00	11:00	11:00	11:00	12:00 AM
Volume							109	26	96	32	102	29	67	56	36	30
PM Peak					3:00	5:00	5:00	6:00	6:00	6:00	6:00	6:00	4:00	2:00	8:00	6:00
Volume					59	105	64	94	140	167	86	115	95	102	59	94

Park Drive
Ellk Ridge

Latitude: 40.014588
Longitude: -111.684917

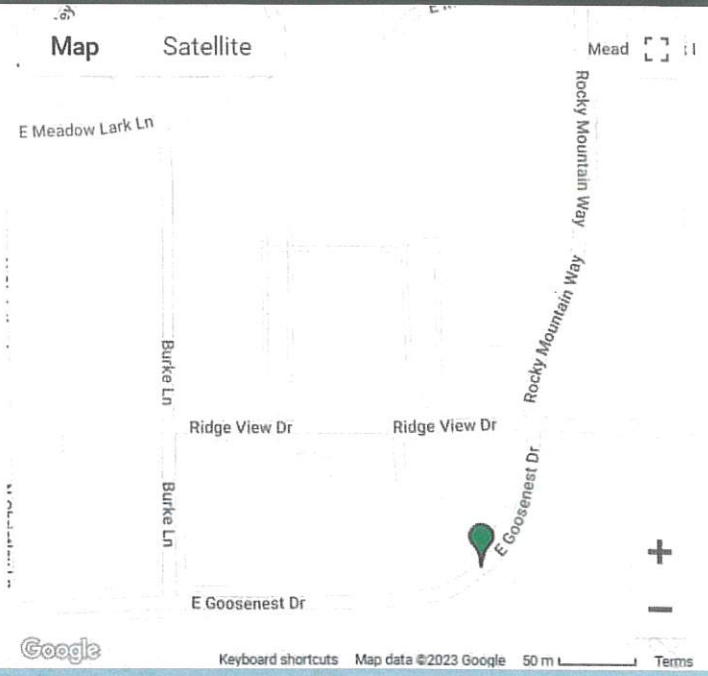
9/25/2023	9/25/2023		9/26/2023		9/27/2023		9/28/2023		9/29/2023		Weekday Average		9/30/2023		10/1/2023	
Time	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified
12:00 AM	1	10	4	11	0	8	7	10	*	*	3	10	*	*	*	*
1:00	2	0	0	6	0	5	2	8	*	*	1	5	*	*	*	*
2:00	1	1	1	5	3	2	2	2	*	*	2	2	*	*	*	*
3:00	1	1	2	0	1	1	2	0	*	*	2	0	*	*	*	*
4:00	4	2	3	1	1	3	2	0	*	*	2	2	*	*	*	*
5:00	9	2	9	3	7	0	9	2	*	*	8	2	*	*	*	*
6:00	27	2	30	3	29	3	32	4	*	*	30	3	*	*	*	*
7:00	53	6	49	6	44	7	43	7	*	*	47	6	*	*	*	*
8:00	99	21	100	28	100	29	93	24	*	*	98	26	*	*	*	*
9:00	75	29	84	26	69	30	64	21	*	*	73	26	*	*	*	*
10:00	51	39	56	31	54	22	*	*	*	*	54	31	*	*	*	*
11:00	47	27	51	34	43	25	*	*	*	*	47	29	*	*	*	*
12:00 PM	44	42	42	54	50	44	*	*	*	*	45	47	*	*	*	*
1:00	46	44	45	51	43	47	*	*	*	*	45	47	*	*	*	*
2:00	53	80	30	43	40	50	*	*	*	*	41	58	*	*	*	*
3:00	54	83	60	59	43	65	*	*	*	*	52	69	*	*	*	*
4:00	64	92	62	85	59	80	*	*	*	*	62	86	*	*	*	*
5:00	53	105	51	95	52	90	*	*	*	*	52	97	*	*	*	*
6:00	72	92	60	106	49	95	*	*	*	*	60	98	*	*	*	*
7:00	45	83	57	98	60	87	*	*	*	*	54	89	*	*	*	*
8:00	35	78	42	85	40	67	*	*	*	*	39	77	*	*	*	*
9:00	36	51	22	57	26	61	*	*	*	*	28	56	*	*	*	*
10:00	10	43	21	36	5	34	*	*	*	*	12	38	*	*	*	*
11:00	7	27	3	18	14	17	*	*	*	*	8	21	*	*	*	*
Total	889	960	884	941	832	872	256	78	0	0	865	925	0	0	0	0
Day	1849		1825		1704		334		0		1790		0		0	
AM Peak	8:00	10:00	8:00	11:00	8:00	9:00	8:00	8:00			8:00	10:00				
Volume	99	39	100	34	100	30	93	24			98	31				
PM Peak	6:00	5:00	4:00	6:00	7:00	6:00					4:00	6:00				
Volume	72	105	62	106	60	95					62	98				
Comb Total	1849		1825		2743		2014		2252		3666		2033		1332	
ADT	ADT: 1,800		AADT: 1,800													

Rocky Mountain Way
Ellk Ridge

CLASS DATA ANALYSIS

Location

Latitude: 40.020088
Longitude: -111.678384



Analysis Time Period

Start	End
9/20/2023	9/28/2023
12:00 AM	10:38 AM

Vehicles Analyzed

3,047

Unclassed

Class 0
Unclassed
Volume: 25
Pct of Total: 0.8%

Motorcycles

Class 1
Motorcycles
Volume: 75
Pct of Total: 2.5%

Cars Trailers

Class 2
Cars Trailers
Volume: 1,680
Pct of Total: 55.1%

2 Axle Long

Class 3
2 Axle Long
Volume: 834
Pct of Total: 27.4%

Buses

Class 4
Buses
Volume: 38
Pct of Total: 1.2%

2 Axle 6 Tire

Class 5
2 Axle 6 Tire
Volume: 336
Pct of Total: 11.0%

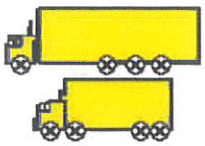
3 Axle Single

Class 6
3 Axle Single
Volume: 20
Pct of Total: 0.7%

Rocky Mountain Way
Ellk Ridge

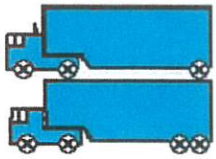
CLASS DATA ANALYSIS

4 Axle Single



Class 7
4 Axle Single
Volume: 0
Pct of Total: 0.0%

<5 Axl Double



Class 8
<5 Axl Double
Volume: 37
Pct of Total: 1.2%

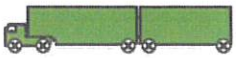
5 Axle Double

Class 9
5 Axle Double
Volume: 1
Pct of Total: 0.0%

>6 Axl Double

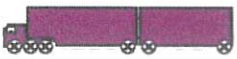
Class 10
>6 Axl Double
Volume: 1
Pct of Total: 0.0%

<6 Axl Multi



Class 11
<6 Axl Multi
Volume: 0
Pct of Total: 0.0%

6 Axle Multi



Class 12
6 Axle Multi
Volume: 0
Pct of Total: 0.0%

>6 Axl Multi

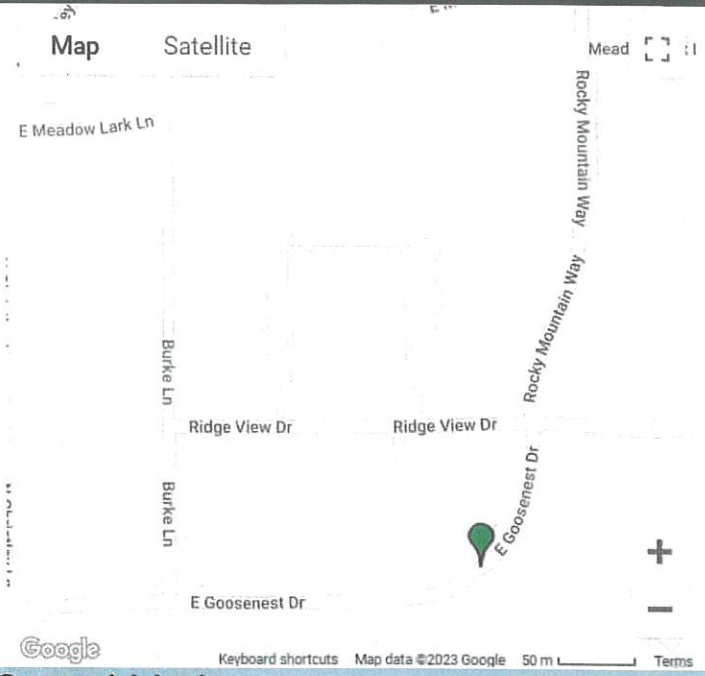
Class 13
>6 Axl Multi
Volume: 0
Pct of Total: 0.0%

Rocky Mountain Way
Ellk Ridge

SPEED DATA ANALYSIS

Location

Latitude: 40.020088
Longitude: -111.678384



Analysis Time Period

Start	End
9/20/2023 4:24 PM	9/28/2023 10:39 AM

Vehicles Analyzed

3,047

Speed Limit

25

Total Enforceable Violations

2,075

Average Speed

26

% Enforceable Violations

68%

Fastest Speed

50

Enforcement Rating

HIGH

85th Percentile Speed

31

Rocky Mountain Way
Ellk Ridge

Latitude: 40.020088
Longitude: -111.678384

9/18/2023	9/18/2023		9/19/2023		9/20/2023		9/21/2023		9/22/2023		Weekday Average		9/23/2023		9/24/2023	
Time	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified
12:00 AM	*	*	*	*	*	*	1	2	0	1	0	2	3	3	0	3
1:00	*	*	*	*	*	*	0	0	0	0	0	0	1	2	0	3
2:00	*	*	*	*	*	*	1	0	0	0	0	0	0	0	0	1
3:00	*	*	*	*	*	*	0	0	0	0	0	0	0	1	0	0
4:00	*	*	*	*	*	*	0	0	0	1	0	0	0	0	0	0
5:00	*	*	*	*	*	*	0	0	0	0	0	0	0	0	1	1
6:00	*	*	*	*	*	*	2	2	3	2	2	2	0	4	1	1
7:00	*	*	*	*	*	*	9	8	8	8	8	8	4	7	2	3
8:00	*	*	*	*	*	*	22	23	17	14	20	18	5	5	2	9
9:00	*	*	*	*	*	*	8	14	7	5	8	10	8	10	5	2
10:00	*	*	*	*	*	*	7	7	9	13	8	10	13	6	4	6
11:00	*	*	*	*	*	*	14	15	3	3	8	9	11	16	10	6
12:00 PM	*	*	*	*	*	*	22	10	10	8	16	9	14	15	13	10
1:00	*	*	*	*	*	*	10	9	9	10	10	10	11	12	14	5
2:00	*	*	*	*	*	*	8	12	8	6	8	9	14	17	12	12
3:00	*	*	*	*	*	*	16	24	13	23	14	24	10	9	15	18
4:00	*	*	*	*	8	13	17	19	11	23	12	18	14	17	17	18
5:00	*	*	*	*	16	21	19	17	18	13	18	17	19	15	16	26
6:00	*	*	*	*	22	20	23	14	21	21	22	18	16	13	15	11
7:00	*	*	*	*	12	11	11	16	18	16	14	14	16	16	11	15
8:00	*	*	*	*	11	9	9	10	10	7	10	9	10	13	5	11
9:00	*	*	*	*	3	6	10	13	6	10	6	10	11	13	3	5
10:00	*	*	*	*	2	0	4	2	9	5	5	2	13	12	1	3
11:00	*	*	*	*	1	1	2	2	6	5	3	3	2	5	0	1
Total	0	0	0	0	75	81	215	219	186	194	192	202	195	211	147	170
Day	0		0		156		434		380		394		406		317	
AM Peak							8:00	8:00	8:00	8:00	8:00	8:00	10:00	11:00	11:00	8:00
Volume							22	23	17	14	20	18	13	16	10	9
PM Peak					6:00	5:00	6:00	3:00	6:00	3:00	6:00	3:00	5:00	2:00	4:00	5:00
Volume					22	21	23	24	21	23	22	24	19	17	17	26

Rocky Mountain Way
Ellk Ridge

Latitude: 40.020088
Longitude: -111.678384

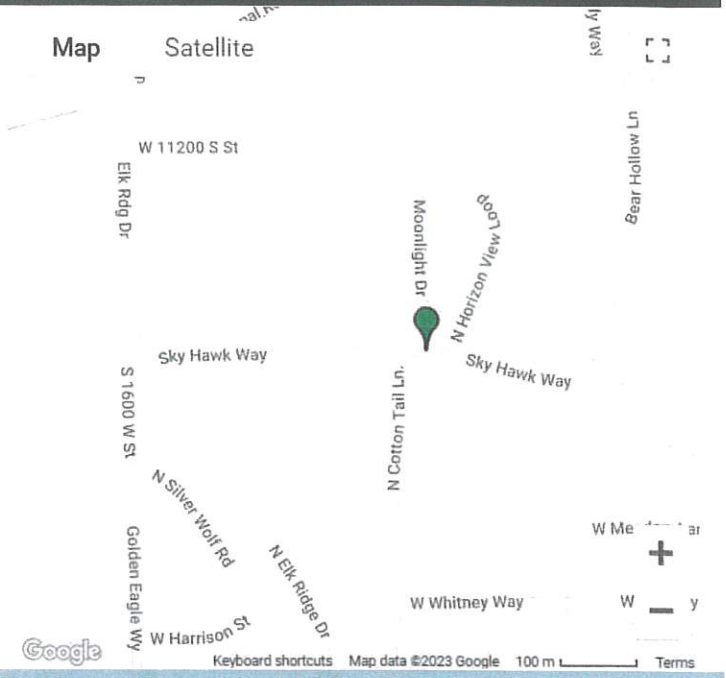
9/25/2023	9/25/2023		9/26/2023		9/27/2023		9/28/2023		9/29/2023		Weekday Average		9/30/2023		10/1/2023	
Time	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified
12:00 AM	1	2	0	0	0	2	1	0	*	*	0	1	*	*	*	*
1:00	0	0	0	0	0	0	0	0	*	*	0	0	*	*	*	*
2:00	0	0	0	0	0	1	1	1	*	*	0	0	*	*	*	*
3:00	0	0	0	0	0	0	0	1	*	*	0	0	*	*	*	*
4:00	0	0	0	1	0	0	0	0	*	*	0	0	*	*	*	*
5:00	2	0	1	1	0	0	0	0	*	*	1	0	*	*	*	*
6:00	1	4	2	1	3	4	4	1	*	*	2	2	*	*	*	*
7:00	9	8	9	9	6	12	11	11	*	*	9	10	*	*	*	*
8:00	18	18	17	13	20	15	18	18	*	*	18	16	*	*	*	*
9:00	8	9	9	14	8	11	12	18	*	*	9	13	*	*	*	*
10:00	11	11	12	8	5	4	9	8	*	*	9	8	*	*	*	*
11:00	9	10	7	16	9	10	*	*	*	*	8	12	*	*	*	*
12:00 PM	10	4	10	6	7	3	*	*	*	*	9	4	*	*	*	*
1:00	9	7	8	12	12	14	*	*	*	*	10	11	*	*	*	*
2:00	22	25	13	15	15	17	*	*	*	*	17	19	*	*	*	*
3:00	11	12	23	32	18	30	*	*	*	*	17	25	*	*	*	*
4:00	13	13	17	23	22	11	*	*	*	*	17	16	*	*	*	*
5:00	16	15	17	17	20	22	*	*	*	*	18	18	*	*	*	*
6:00	30	12	22	19	19	18	*	*	*	*	24	16	*	*	*	*
7:00	20	19	23	12	15	14	*	*	*	*	19	15	*	*	*	*
8:00	11	14	8	14	6	5	*	*	*	*	8	11	*	*	*	*
9:00	5	8	3	16	4	5	*	*	*	*	4	10	*	*	*	*
10:00	2	3	3	3	3	3	*	*	*	*	3	3	*	*	*	*
11:00	1	2	0	2	0	4	*	*	*	*	0	3	*	*	*	*
Total	209	196	204	234	192	205	56	58	0	0	202	213	0	0	0	0
Day	405		438		397		114		0		415		0		0	
AM Peak	8:00	8:00	8:00	11:00	8:00	8:00	8:00	8:00			8:00	8:00				
Volume	18	18	17	16	20	15	18	18			18	16				
PM Peak	6:00	2:00	3:00	3:00	4:00	3:00					6:00	3:00				
Volume	30	25	23	32	22	30					24	25				
Comb Total	405		438		553		548		380		809		406		317	
ADT	ADT: 396		AADT: 396													

Sky Hawk Drive
Ellk Ridge

CLASS DATA ANALYSIS

Location

Latitude: 40.024715
Longitude: -111.687084



Analysis Time Period

Start	End
9/19/2023	9/27/2023
12:00 AM	10:06 AM

Vehicles Analyzed

3,656

Unclassed

Class 0
Unclassed
Volume: 15
Pct of Total: 0.4%

Motorcycles

Class 1
Motorcycles
Volume: 64
Pct of Total: 1.8%

Cars Trailers

Class 2
Cars Trailers
Volume: 2,067
Pct of Total: 56.5%

2 Axle Long

Class 3
2 Axle Long
Volume: 918
Pct of Total: 25.1%

Buses

Class 4
Buses
Volume: 61
Pct of Total: 1.7%

2 Axle 6 Tire

Class 5
2 Axle 6 Tire
Volume: 495
Pct of Total: 13.5%

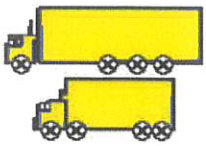
3 Axle Single

Class 6
3 Axle Single
Volume: 7
Pct of Total: 0.2%

Sky Hawk Drive
Ellk Ridge

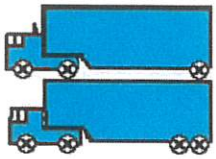
CLASS DATA ANALYSIS

4 Axle Single



Class 7
4 Axle Single
Volume: 1
Pct of Total: 0.0%

<5 Axl Double



Class 8
<5 Axl Double
Volume: 27
Pct of Total: 0.7%

5 Axle Double

Class 9
5 Axle Double
Volume: 1
Pct of Total: 0.0%

>6 Axl Double

Class 10
>6 Axl Double
Volume: 0
Pct of Total: 0.0%

<6 Axl Multi

Class 11
<6 Axl Multi
Volume: 0
Pct of Total: 0.0%

6 Axle Multi

Class 12
6 Axle Multi
Volume: 0
Pct of Total: 0.0%

>6 Axl Multi

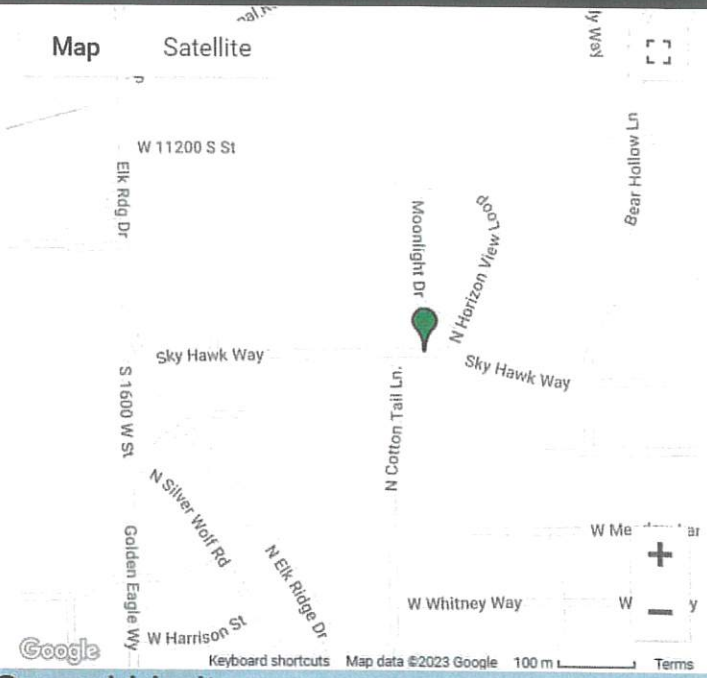
Class 13
>6 Axl Multi
Volume: 0
Pct of Total: 0.0%

Sky Hawk Drive
Ellk Ridge

SPEED DATA ANALYSIS

Location

Latitude: 40.024715
Longitude: -111.687084



Analysis Time Period

Start	End
9/19/2023 12:52 PM	9/27/2023 10:07 AM

Vehicles Analyzed

3,656

Speed Limit

25

Total Enforceable Violations

2,241

Average Speed

26

% Enforceable Violations

61%

Fastest Speed

51

Enforcement Rating

HIGH

85th Percentile Speed

31

Sky Hawk Drive
Ellk Ridge

Latitude: 40.024665
Longitude: -111.687073

9/18/2023	9/18/2023		9/19/2023		9/20/2023		9/21/2023		9/22/2023		Weekday Average		9/23/2023		9/24/2023	
Time	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified
12:00 AM	*	*	*	*	0	1	0	3	0	4	0	3	3	5	0	0
1:00	*	*	*	*	1	0	0	0	1	2	1	1	2	0	0	0
2:00	*	*	*	*	0	0	0	0	0	0	0	0	0	1	0	0
3:00	*	*	*	*	0	2	0	1	0	0	0	1	1	2	1	0
4:00	*	*	*	*	4	0	1	0	0	0	2	0	0	1	3	1
5:00	*	*	*	*	9	1	6	3	1	1	5	2	0	0	6	0
6:00	*	*	*	*	10	5	6	1	5	3	7	3	0	1	8	3
7:00	*	*	*	*	15	12	24	6	7	4	15	7	4	3	23	10
8:00	*	*	*	*	14	14	16	15	8	3	13	11	4	9	18	12
9:00	*	*	*	*	13	8	11	10	17	12	14	10	23	12	8	12
10:00	*	*	*	*	8	12	10	7	19	18	12	12	11	6	7	12
11:00	*	*	*	*	13	8	16	14	13	8	14	10	7	19	17	12
12:00 PM	*	*	4	3	12	6	8	13	16	21	10	11	10	11	13	19
1:00	*	*	10	7	9	16	7	13	10	12	9	12	6	13	8	13
2:00	*	*	11	21	7	17	8	22	11	19	9	20	5	13	13	15
3:00	*	*	26	27	15	25	23	28	14	23	20	26	10	13	17	16
4:00	*	*	19	34	17	31	17	26	10	17	16	27	4	9	14	26
5:00	*	*	15	33	19	23	13	19	14	19	15	24	15	18	19	28
6:00	*	*	23	25	13	25	18	30	17	28	18	27	12	17	14	21
7:00	*	*	16	27	5	19	14	20	16	18	13	21	10	18	11	25
8:00	*	*	10	20	7	10	7	15	10	22	8	17	6	11	9	20
9:00	*	*	2	11	3	15	7	11	7	13	5	12	4	2	8	13
10:00	*	*	0	4	2	9	5	13	7	13	4	10	2	4	1	7
11:00	*	*	1	1	1	0	3	3	2	12	2	4	0	1	0	3
Total	0	0	137	213	197	259	220	273	205	272	212	271	139	189	218	268
Day	0		350		456		493		477		483		328		486	
AM Peak					7:00	8:00	7:00	8:00	10:00	10:00	7:00	10:00	9:00	11:00	7:00	8:00
Volume					15	14	24	15	19	18	15	12	23	19	23	12
PM Peak			3:00	4:00	5:00	4:00	3:00	6:00	6:00	6:00	3:00	4:00	5:00	5:00	5:00	5:00
Volume			26	34	19	31	23	30	17	28	20	27	15	18	19	28

Sky Hawk Drive
Ellk Ridge

Latitude: 40.024665
Longitude: -111.687073

9/25/2023	9/25/2023		9/26/2023		9/27/2023		9/28/2023		9/29/2023		Weekday Average		9/30/2023		10/1/2023	
Time	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified	A to B, None Specified	B to A, None Specified
12:00 AM	0	2	0	1	1	0	*	*	*	*	0	1	*	*	*	*
1:00	0	0	0	0	0	0	*	*	*	*	0	0	*	*	*	*
2:00	0	0	0	0	0	0	*	*	*	*	0	0	*	*	*	*
3:00	1	0	1	0	1	0	*	*	*	*	1	0	*	*	*	*
4:00	5	0	4	1	3	1	*	*	*	*	4	1	*	*	*	*
5:00	4	1	5	1	5	2	*	*	*	*	5	1	*	*	*	*
6:00	5	3	4	3	9	3	*	*	*	*	6	3	*	*	*	*
7:00	23	10	27	9	23	12	*	*	*	*	24	10	*	*	*	*
8:00	17	22	15	13	14	10	*	*	*	*	15	15	*	*	*	*
9:00	14	8	10	13	14	13	*	*	*	*	13	11	*	*	*	*
10:00	15	11	7	14	2	1	*	*	*	*	8	9	*	*	*	*
11:00	13	18	7	15	*	*	*	*	*	*	10	16	*	*	*	*
12:00 PM	4	10	7	11	*	*	*	*	*	*	6	10	*	*	*	*
1:00	7	10	10	13	*	*	*	*	*	*	8	12	*	*	*	*
2:00	13	19	12	23	*	*	*	*	*	*	12	21	*	*	*	*
3:00	14	27	22	30	*	*	*	*	*	*	18	28	*	*	*	*
4:00	14	30	16	17	*	*	*	*	*	*	15	24	*	*	*	*
5:00	19	28	18	30	*	*	*	*	*	*	18	29	*	*	*	*
6:00	8	30	13	21	*	*	*	*	*	*	10	26	*	*	*	*
7:00	13	21	4	16	*	*	*	*	*	*	8	18	*	*	*	*
8:00	7	19	4	18	*	*	*	*	*	*	6	18	*	*	*	*
9:00	8	5	6	10	*	*	*	*	*	*	7	8	*	*	*	*
10:00	5	5	1	4	*	*	*	*	*	*	3	4	*	*	*	*
11:00	0	3	1	4	*	*	*	*	*	*	0	4	*	*	*	*
Total	209	282	194	267	72	42	0	0	0	0	197	269	0	0	0	0
Day	491		461		114		0		0		466		0		0	
AM Peak	7:00	8:00	7:00	11:00	7:00	9:00					7:00	11:00				
Volume	23	22	27	15	23	13					24	16				
PM Peak	5:00	4:00	3:00	3:00							3:00	5:00				
Volume	19	30	22	30							18	29				
Comb Total	491		811		570		493		477		949		328		486	
ADT	ADT: 460		AADT: 460													