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Westbridge Meadows

Traffic Impact Study

Weber County, Utah

June 14, 2024

UT24-2599

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EXECUTIVE SUMMARY

This study addresses the traffic impacts associated with the proposed Westbridge Meadows development located in Weber County, Utah. The development is located south of 900 South between the Weber River and 7500 West.

The purpose of this traffic impact study is to analyze traffic operations at key intersections for opening (2025), future (2030), future (2040), and future (2050) conditions with and without the proposed project and to recommend mitigation measures as needed. The morning and evening peak hour level of service (LOS) results are shown in Table ES-1. Recommended storage lengths are shown in Table ES-2. An exhibit of the proposed mitigated roadway network is shown in Figure ES-1. A site plan of the project is provided in Appendix A.

Table ES-1: Peak Hour Level of Service Results

	Intersection	Level of Service											
		Opening (2025)						Future (2030)					
		Background		Background Mitigated		Plus Project		Background		Plus Project		Plus Project Mitigated	
		AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
1	7500 West / 900 South	a	a	a	a	b	d	a	a	c	c	b	c
2	S.R. 143 / 1150 South	C	D	B	B	B	C	C	C	D	F	C	C
3	1800 South / S.R. 134	a	b	b	b	b	b	b	c	c	f	c	d
4	2550 South / S.R. 134	b	b	b	b	b	b	c	c	c	d	B	B
5	Project Access / 900 South	-	-	-	-	-	-	-	-	b	f	b	f

		Future (2040)								Future (2050)							
		Background		Background Mitigated		Plus Project		Plus Project Mitigated		Background		Background Mitigated		Plus Project		Plus Project Mitigated	
		AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
1	7500 West / 900 South	a	a	a	a	c	f	B	C	a	a	a	a	B	B	B	B
2	S.R. 143 / 1150 South	F	F	D	D	E	F	D	D	D	F	C	D	D	D	D	D
3	1800 South / S.R. 134	d	f	C	C	F	F	B	D	F	F	B	B	C	D	C	D
4	2550 South / S.R. 134	e	f	B	B	E	F	A	B	F	D	A	B	F	F	C	D
5	Project Access / 900 South	-	-	-	-	f	f	A	B	-	-	-	-	A	B	A	B

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

Source: Hales Engineering, June 2024

Table ES-2: Recommended Storage Length

	Intersection	Recommended Storage Lengths (feet)															
		Northbound				Southbound				Eastbound				Westbound			
		LT		RT		LT		RT		LT		RT		LT		RT	
		E	P	E	P	E	P	E	P	E	P	E	P	E	P	E	P
1	7500 West / 900 South	-	125	-	-	-	100	-	-	-	100	-	-	-	175	-	-
2	S.R. 143 / 1150 South	-	175	225	-	-	350	-	325	100	225	100	250	250	425	250	300
3	1800 South / S.R. 134	-	350	-	-	-	175	-	350	-	675	-	175	-	100	-	-
4	2550 South / S.R. 134	-	475	-	100	-	150	-	-	-	175	-	325	-	275	-	-
5	Project Access / 900 South	-	100	-	-	-	-	-	-	-	-	-	-	-	200	-	-

1. Storage lengths are based on 2050 plus project (mitigated) 95th percentile queue lengths and do not include required deceleration / taper distances
2. E = Existing storage length (approximate), if applicable; P = proposed storage length for new turn lanes or changes to existing turn lanes, if applicable

Source: Hales Engineering, June 2024

SUMMARY OF KEY FINDINGS & RECOMMENDATIONS

Project Conditions

- The development will consist of a mixed use of residential and commercial land uses
- The project is anticipated to be built out in phases approximately in accordance with the anticipated absorption rate and aligning with the need for mitigated new roadway connections, as detailed below:
  - Phase 1 (2025) is anticipated to generate approximately 7,012 weekday daily trips, including 390 trips in the morning peak hour, and 639 trips in the evening peak hour with only a connection to 7500 West
  - Phase 2 (2030) is anticipated to generate approximately 17,208 weekday daily trips, including 931 trips in the morning peak hour, and 1,296 trips in the evening peak hour with a second access to 900 South
  - Phase 3 (2040) is anticipated to generate approximately 46,078 weekday daily trips, including 2,620 trips in the morning peak hour, and 3,422 trips in the evening peak hour with a new bridge connection to 1800 South
  - At full build (2050), the project is anticipated to generate approximately 74,946 weekday daily trips, including 4,283 trips in the morning peak hour, and 5,546 trips in the evening peak hour with another new bridge connection to 2550 South

2025	Background	Plus Project
Assumptions	• None	• Phase 1 of development w/ no new roadway connections
Findings	• Acceptable LOS • Significant PM queuing on EB approach of S.R. 134 / 1150 South intersection	• Acceptable LOS

Mitigations	• **S.R. 134 / 1150 South:**
	  ○ Install signal
	  ○ Implement permissive / protected phasing for WBLT
		• None

2030	Background	Plus Project
Assumptions	• None	• Phase 2 of development • New roadway connection to 900 South

Findings	• Acceptable LOS	• Poor LOS at:
		  ○ S.R. 134 / 1150 South (PM)
		  ○ 1800 South / S.R. 134 (PM)
		  ○ Project Access / 900 South (PM)
		• Significant queuing stemming at the S.R. 134 / 1150 South intersection

Mitigations	• None	• **1150 South:**
		  ○ Widen to 5 lanes through S.R. 134 intersection.
		• **S.R. 134 / 1150 South:**
		  ○ Implement permissive / protected LT phasing on all approaches
		• **2550 South / S.R. 134:**
		  ○ Install signal with LT pockets on all approaches
		• **Project Access / 900 South:**
		  ○ Add acceleration lane for NBRT

2040	**Background**	**Plus Project**
Assumptions	• None	• Phase 3 of development • New roadway connection to 1800 South

Findings	• Poor LOS at:
	  ○ S.R. 134 / 1150 South (AM/PM)
	  ○ 1800 South / S.R. 134 (PM)
	  ○ 2550 South / S.R. 134 (AM/PM)
	• Significant queuing at the S.R. 134 / 1150 South intersection
		• Poor LOS at all study intersection
		• Significant queuing at all study intersections

Mitigations	• **1150 South:**
	  ○ Widen to 5 lanes through S.R. 134 intersection.
	• **S.R. 134 / 1150 South:**
	  ○ Implement permissive / protected LT phasing on all approaches
	• **1800 South / S.R. 134:**
	  ○ Install single-lane roundabout
	• **2550 South / S.R. 134:**
	  ○ Install signal with LT pockets on all approaches
		• **7500 West / 900 South:**
		  ○ Install signal
		  ○ Implement permissive / protected phasing on the WB approach
		• **Project Access / 900 South:**
		  ○ Install signal
		  ○ Implement permissive / protected phasing on the WB approach
		  ○ Add channelized NBRT into an acceleration lane
		• **S.R. 134:**
		  ○ Widen to 5 lanes through all study intersections
		• **S.R. 134 / 1150 South:**
		  ○ Add dual LT pockets on the WB approach
		• **1800 South:**
		  ○ Widen to 5 lanes through the study area
		• **1800 South / S.R. 134:**
		  ○ Install signal
		  ○ Add RT pocket to EB and SB approaches

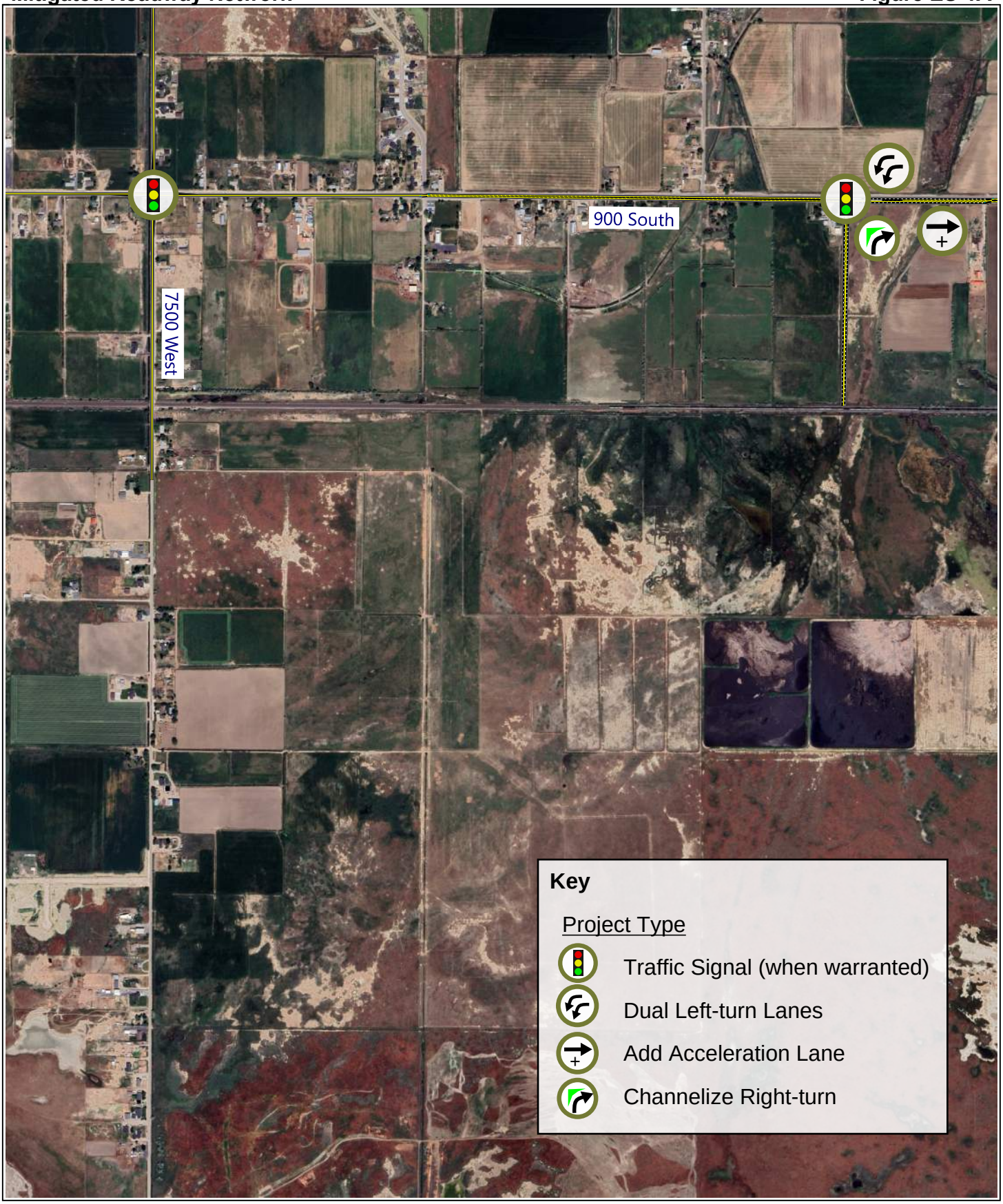
2050	Background	Plus Project
Assumptions	• None	• Full build of the development • New roadway connection to 2550 South

Findings	• Poor LOS at:
	  ○ S.R. 134 / 1150 South
	  ○ 1800 South / S.R. 134
	  ○ 2550 South / S.R. 134
	• Significant queuing along S.R. 134
		• Poor LOS at 2550 South / S.R. 134
		• Significant queuing at 2550 South / S.R. 134

Mitigations	• **S.R. 134:**
	  ○ Widen to 5 lanes through all study intersections
	• **2550 South / S.R. 134:**
	  ○ Add RT pocket on NB approach
		• **Project Access / 900 South:**
		  ○ Add dual LT pockets on the WB approach
		  ○ Widen Project Access to 5 lanes
		• **S.R. 134:**
		  ○ Widen to 7 lanes to the south of 1800 South
		• **S.R. 134 / 1150 South:**
		  ○ Add dual LT pockets on the NB and WB approaches
		• **2550 South:**
		  ○ Widen to 5 lanes through the study area
		• **1800 South / S.R. 134:**
		  ○ Add dual LT pockets on the NB approach
		• **2550 South / S.R. 134:**
		  ○ Add dual LT pockets on the NB approach
		  ○ Add RT pocket on the EB approach

Weber County Westbridge Meadows
Mitigated Roadway Network

Figure ES-1A



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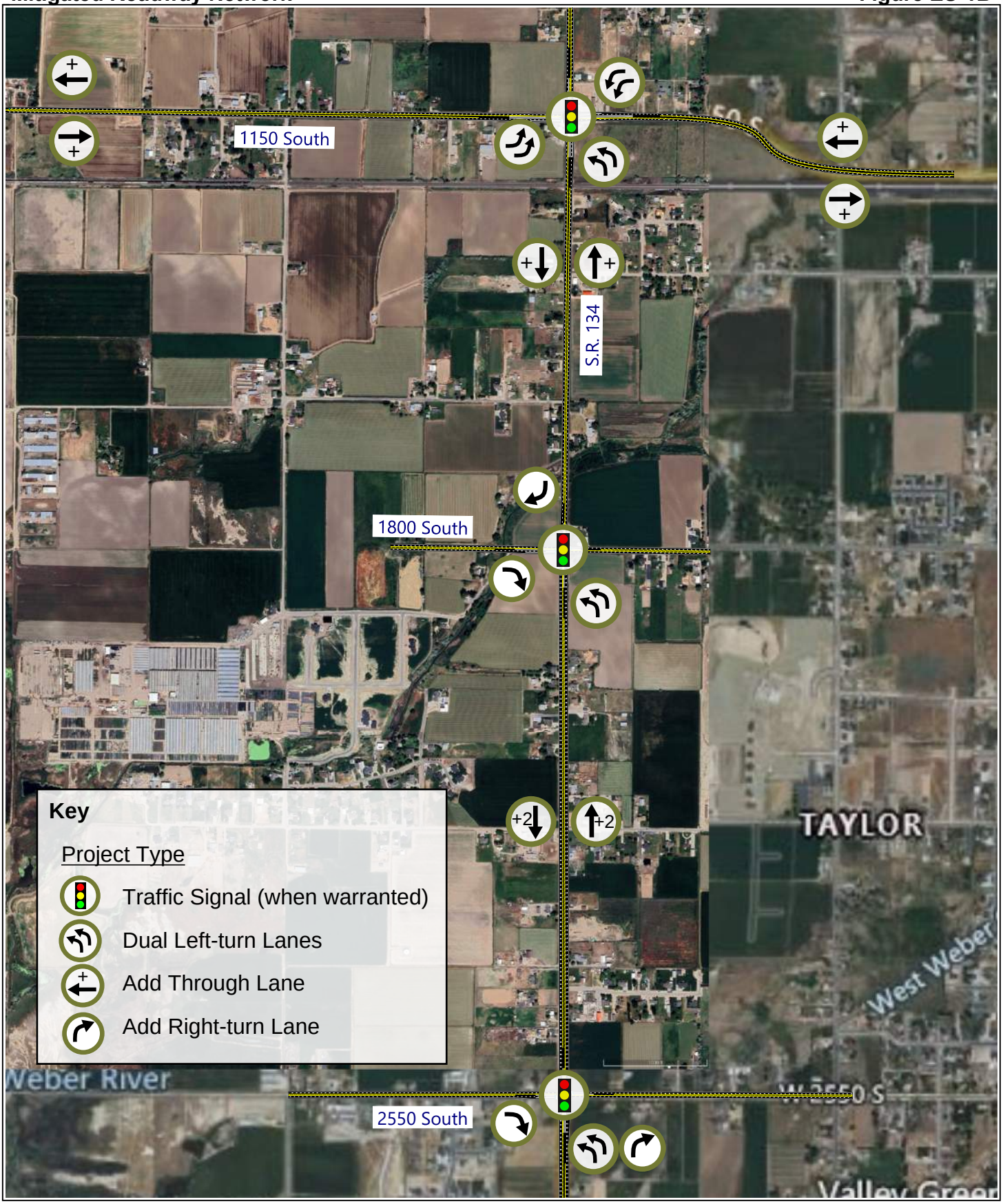
Weber County Westbridge Meadows
Mitigated Roadway Network **Figure ES-1B**



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I. INTRODUCTION

A. Purpose

This study addresses the traffic impacts associated with the proposed Westbridge Meadows development located in Weber County, Utah. The proposed project is located south of 900 South between the Weber River and 7500 West. Figure 1 shows a vicinity map of the proposed development.

The purpose of this traffic impact study is to analyze traffic operations at key intersections for opening (2025), future (2030), future (2040), and future (2050) conditions with and without the proposed project and to recommend mitigation measures as needed.

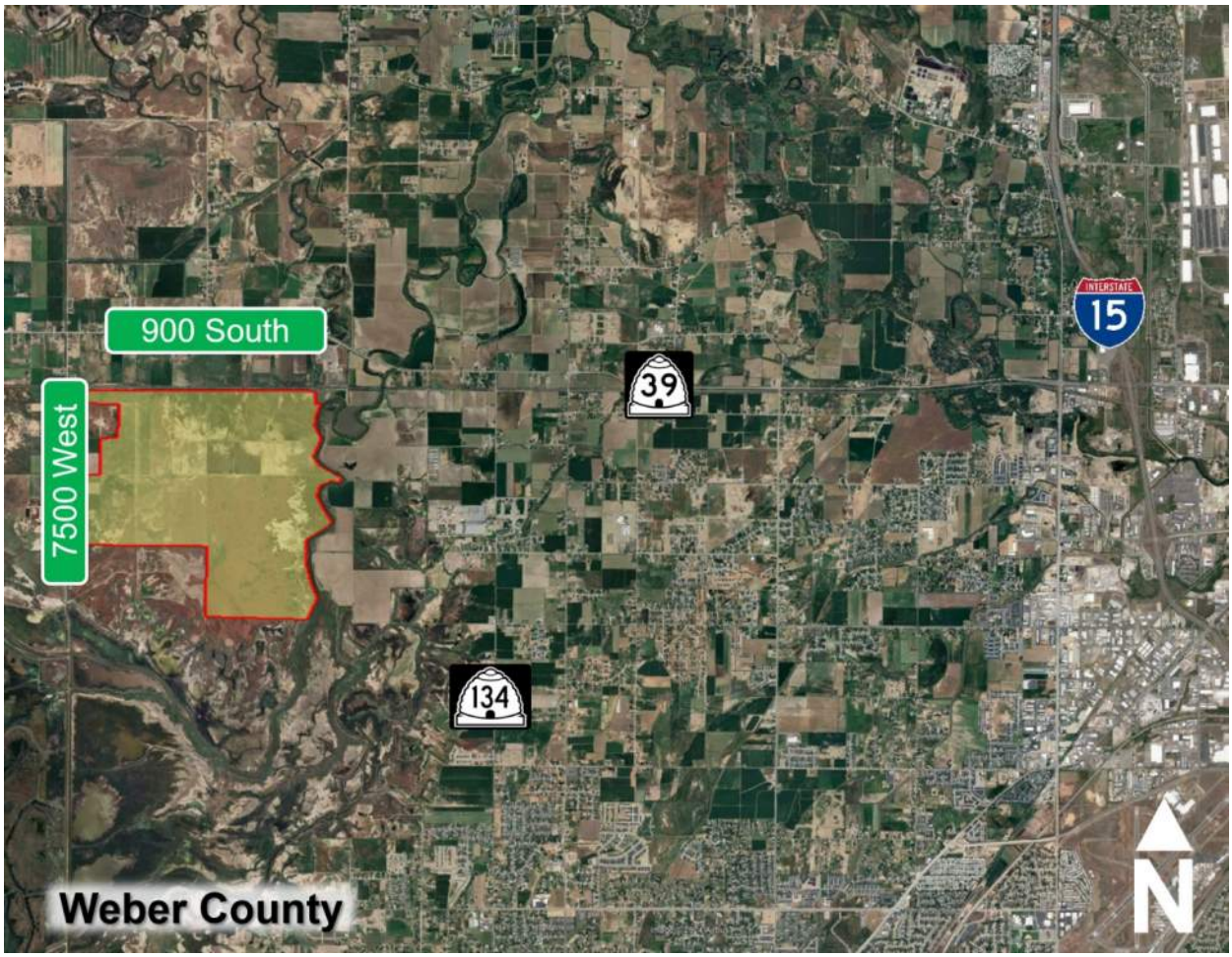


Figure 1: Vicinity map showing the project location in Weber County, Utah

B. Scope

The study area was defined based on conversations with the development team. This study was scoped to evaluate the traffic operational performance impacts of the project on the following intersections:

- 7500 West / 900 South
- S.R. 134 (4700 west) / 1150 South (S.R. 39)
- 1800 South / S.R. 134 (4700 west)
- 2550 South / S.R. 134 (4700 west)
- Project Access / 900 South

C. Analysis Methodology

Level of service (LOS) is a term that describes the operating performance of an intersection or roadway. LOS is measured quantitatively and reported on a scale from A to F, with A representing the best performance and F the worst. Table 1 provides a brief description of each LOS letter designation and an accompanying average delay per vehicle for both signalized and unsignalized intersections.

The *Highway Capacity Manual* (HCM), 7th Edition, 2022 methodology was used in this study to remain consistent with "state-of-the-practice" professional standards. This methodology has different quantitative evaluations for signalized and unsignalized intersections. For signalized, roundabout, and all-way stop-controlled (AWSC) intersections, the LOS is provided for the overall intersection (weighted average of all approach delays). For all other unsignalized intersections, LOS is reported based on the worst movement.

Using Synchro/SimTraffic software, which follow the HCM methodology, the peak hour LOS was computed for each study intersection. Multiple runs of SimTraffic were used to provide a statistical evaluation of the interaction between the intersections. The detailed LOS reports are provided in Appendix C. Hales Engineering also calculated the 95th percentile queue lengths for the study intersections using SimTraffic. The detailed queue length reports are provided in Appendix D.

Many of the figures in this report are printouts of the Synchro model. These figures are not meant to be a design exhibit for exact lane striping and design, due to the limitations of the Synchro software. Instead, the purpose of these figures is to show assumed peak hour turning movement volumes and the conceptual travel lane configuration of the study roadway network.

D. Level of Service Standards

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

Table 1: Level of Service Description

LOS		Description of Traffic Conditions	Average Delay (seconds/vehicle)	
			Signalized Intersections	Unsignalized Intersections
A		Free Flow / Insignificant Delay	≤ 10	≤ 10
B		Stable Operations / Minimum Delays	> 10 to 20	> 10 to 15
C		Stable Operations / Acceptable Delays	> 20 to 35	> 15 to 25
D		Approaching Unstable Flows / Tolerable Delays	> 35 to 55	> 25 to 35
E		Unstable Operations / Significant Delays	> 55 to 80	> 35 to 50
F		Forced Flows / Unpredictable Flows / Excessive Delays	> 80	> 50

Source: Hales Engineering Descriptions, based on the *Highway Capacity Manual* (HCM), 7th Edition, 2023 Methodology (Transportation Research Board)

II. OPENING (2025) BACKGROUND CONDITIONS

A. Purpose

The purpose of the background analysis is to study the intersections and roadways during the peak travel periods of the day with background traffic and geometric conditions. Through this analysis, background traffic operational deficiencies can be identified, and potential mitigation measures recommended. This analysis provides a baseline condition that may be compared to the build conditions to identify the impacts of the development.

B. Roadway System

The primary roadways that will provide access to the project site are described below:

4700 West (S.R. 134) – is a state-maintained roadway (classified by UDOT access management standards as a "Regional Priority – Urban Importance" facility, or access category 5 roadway). The roadway has one travel lane in each direction. As identified and controlled by UDOT, this roadway has minimum signalized intersection spacing of one-half mile (2,640 feet), minimum unsignalized street spacing of 660 feet, and minimum driveway spacing of 350 feet. The posted speed limit is 40 mph in the study area.

900 South – is a city-maintained roadway which is classified by the Weber County Street and Transit Map (2023) as an existing minor arterial. The roadway has one travel lane in each direction with a center two-way left-turn lane is sections. The posted speed limit is 50 mph in the study area.

1800 South – is a city-maintained roadway which is classified by the Weber County Street and Transit Map (2023) as a future minor arterial. The roadway is assumed to be designed with two travel lanes in each direction. The posted speed limit is assumed to be 40 mph in the study area.

2550 South – is a city-maintained roadway which is classified by the Weber County Street and Transit Map (2023) as a future minor arterial. The roadway is assumed to be designed with two travel lanes in each direction. The posted speed limit is assumed to be 40 mph in the study area.

C. Traffic Volumes

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

- 7500 West / 900 South
- S.R. 134 (4700 west) / 1150 South
- 1800 South / S.R. 134 (4700 west)
- 2550 South / S.R. 134 (4700 west)

The counts were performed on Thursday, September 7, 2023 and Thursday, February 8, 2024. The morning peak hour was determined to be between 7:00 and 8:00 a.m., and the evening peak hour was determined to be between 4:30 and 5:30 p.m. The evening peak hour volumes were approximately 10% higher than the morning peak hour volumes. Both the morning and evening peak hour volumes were used in the analysis. Detailed count data are included in Appendix B.

Hales Engineering checked for seasonal adjustments to the observed traffic volumes. There are no nearby UDOT automatic traffic recorders and there are no signals in the vicinity. Based on traffic volumes at the nearest signals on S.R. 39 and S.R. 134 traffic volumes in February and September have been approximately equal or greater than average traffic volumes. The observed traffic volumes were not adjusted for seasonal variations.

Since the development is anticipated to start construction in 2025, existing traffic volumes were grown using a simple growth rate of 3% based on the nearest traffic signals and ATRs. While not included in the report, an existing conditions (2024) was calibrated with observations in the field.

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

D. Level of Service Analysis

Hales Engineering determined that all study intersections are currently operating at acceptable levels of service during the morning and evening peak hours, as shown in .

Table 2: Opening (2025) Background Peak Hour LOS

Intersection		LOS (Sec. Delay / Veh.) / Movement[1]	
Description	Control	Morning Peak	Evening Peak
7500 West / 900 South	NB/SB Stop	a (4.5) / NBL	a (6.1) / NBL
S.R. 134 / 1150 South	AWSC	C (18.1)	D (26.2)
1800 South / S.R. 134	EB/WB Stop	a (10.0) / WBT	b (10.7) / EBT
2550 South / S.R. 134	EB/WB Stop	b (10.2) / WBT	b (12.2) / WBT

1. Movement indicated for unsignalized intersections where delay and LOS represents worst movement. SBL = Southbound left movement, etc.
2. Uppercase LOS used for signalized, roundabout, and AWSC intersections. Lowercase LOS used for all other unsignalized intersections.

Source: Hales Engineering, June 2024

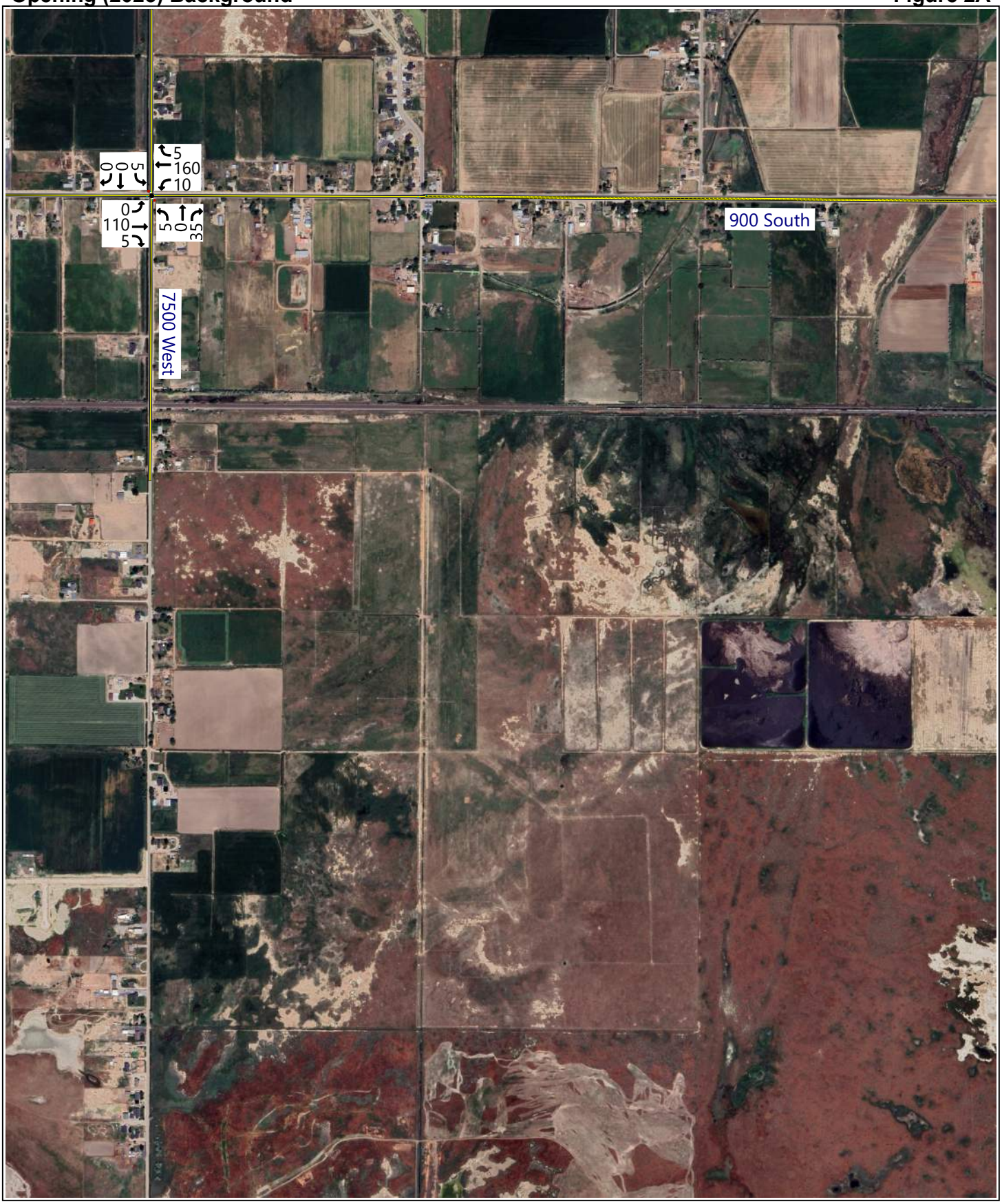
E. Queuing Analysis

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

- S.R. 134 / 1150 South:
  - Eastbound: 325 feet (PM)

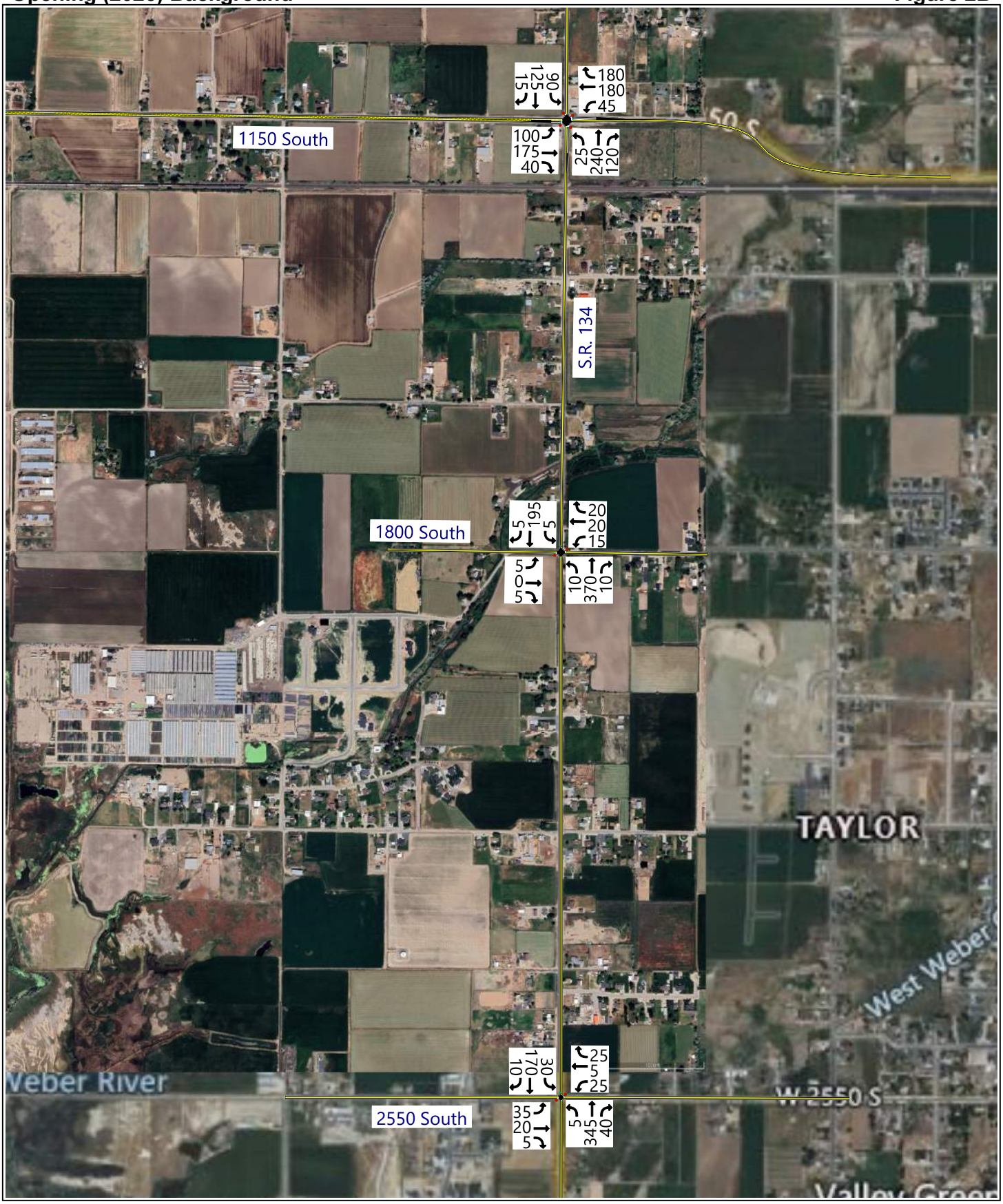
Weber County Westbridge Meadows
Opening (2025) Background

Morning Peak Hour
Figure 2A



Weber County Westbridge Meadows
Opening (2025) Background

Morning Peak Hour
Figure 2B



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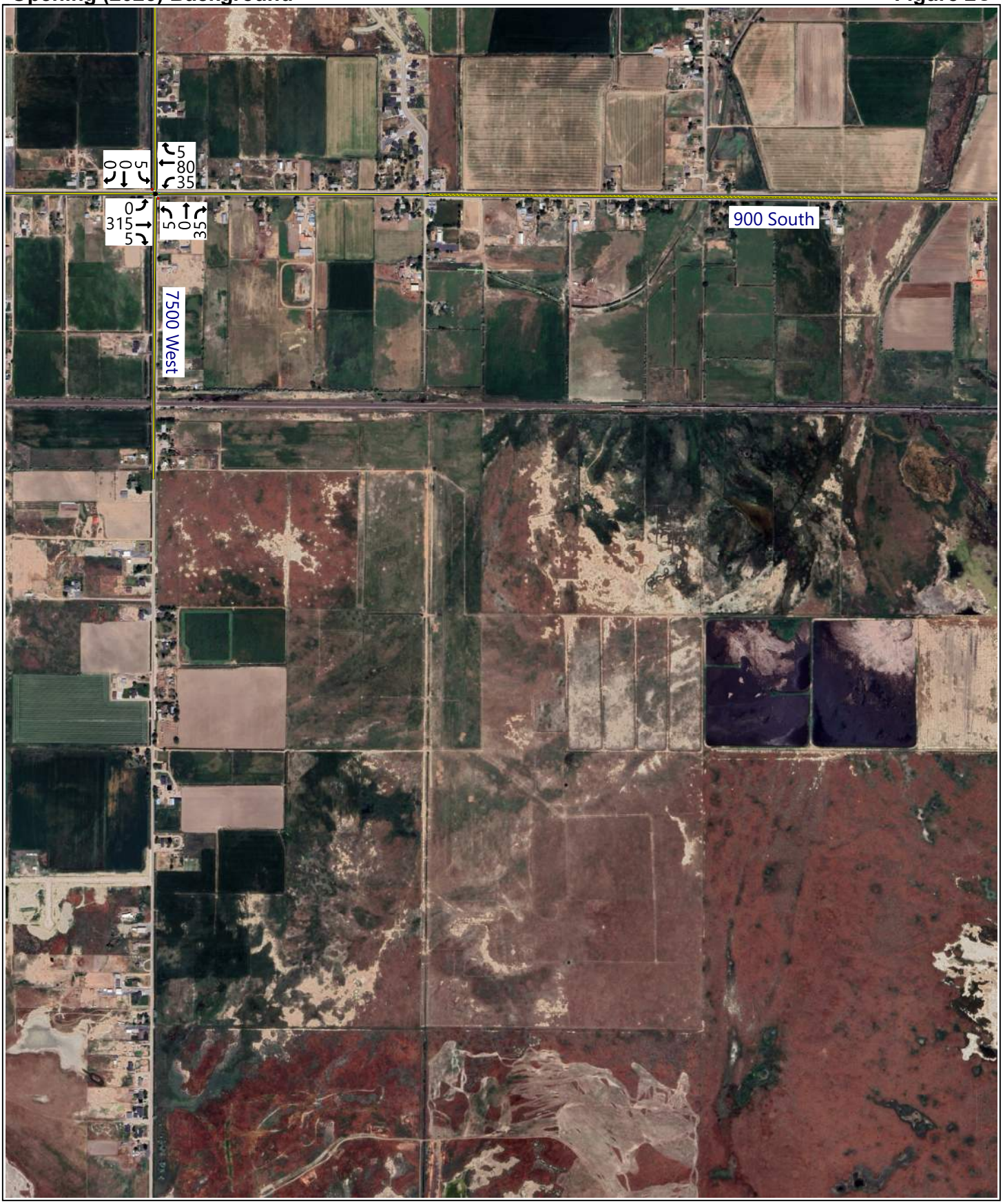
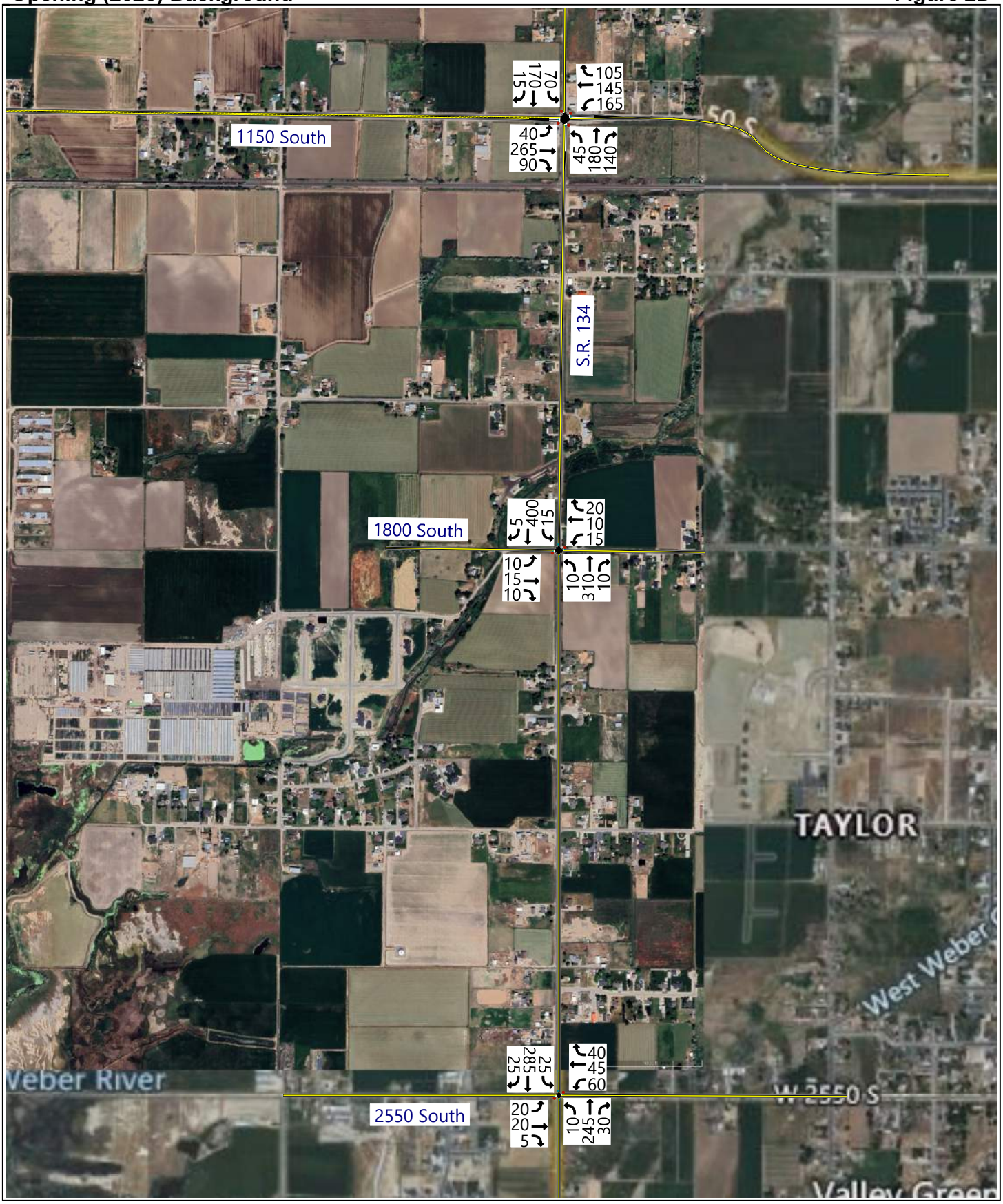

0
0
5
5
80
35
0
315
5
5
0
35
900 South
7500 West

Weber County Westbridge Meadows
Opening (2025) Background

Evening Peak Hour
Figure 2D



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F. Mitigation Measures

The all-way stop-control at S.R. 134 (4700 West) / 1150 South (S.R. 39) is near capacity and is experiencing significant queuing during the evening peak hour. There are plans to convert the intersection to signal control within the next year. Based on the existing counts in this study, the intersection does meet the Peak Hour Warrant (Warrant 3) during the evening peak hour. If a traffic signal is installed, left-turn lanes are assumed to be installed on all approaches. Additionally, the westbound approach is anticipated to meet warrants for permissive / protected phasing.

A mitigated scenario was analyzed with the intersection converted to signal control and the LOS results are shown in Table 3. These results serve as a baseline condition for the impact analysis of the proposed development during opening (2025) conditions.

Table 3: Opening (2025) Background Peak Hour LOS (Mitigated)

Intersection		LOS (Sec. Delay / Veh.) / Movement[1]	
Description	Control	Morning Peak	Evening Peak
7500 West / 900 South	NB/SB Stop	a (4.6) / NBL	a (6.2) / NBL
S.R. 134 / 1150 South	Signal	B (13.1)	B (15.5)
1800 South / S.R. 134	EB/WB Stop	b (10.7) / WBT	b (11.9) / EBT
2550 South / S.R. 134	EB/WB Stop	b (10.9) / EBT	b (11.5) / WBT

1. Movement indicated for unsignalized intersections where delay and LOS represents worst movement. SBL = Southbound left movement, etc.
2. Uppercase LOS used for signalized, roundabout, and AWSC intersections. Lowercase LOS used for all other unsignalized intersections.

Source: Hales Engineering, June 2024

III. PROJECT CONDITIONS

A. Purpose

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

B. Project Description

The proposed Westbridge Meadows development is located south of 900 South between the Weber River and 7500 West. The development will consist of a mix of residential and commercial land uses. A concept plan for the proposed development is provided in Appendix A. The development is planned to be constructed in approximate phases according to the anticipated absorption rates of the development and the need for additional roadway connections. The proposed land use intensity for the development with each accumulative phase and the assumed new roadway connection has been identified in Table 4.

Table 4: Project Land Uses by Phase

Land Use	Intensity			
	Phase 1	Phase 2	Phase 3	Full Build
Single-family detached housing	500 Units	1,000 Units	3,000 Units	4,908 Units
Multi-family housing (low-rise)	-	1,000 Units	3,100 Units	5,211 Units
Commercial / Retail	50,000 sq. ft.	75,000 sq. ft.	125,000 sq. ft.	184,324 sq. ft.
New Roadway Connection	**-**	**900 South**	**1800 South**	**2550 South**

C. Trip Generation

Trip generation for the development was calculated using trip generation rates published in the Institute of Transportation Engineers (ITE), *Trip Generation*, 11th Edition, 2021. Due to the mixed use of residential and commercial, an internal capture reduction was applied based on NCHRP 884 methodologies. A 10% reduction was applied during the evening peak hour and total weekday traffic, and a 5% reduction was applied during the morning peak hour. Trip generation for the proposed project is included in Table 5.

The total trip generation for the development is as follows:

- Daily Trips: 74,946
- Morning Peak Hour Trips: 4,283
- Evening Peak Hour Trips: 5,546

Table 5: Trip Generation

Trip Generation Weber County - Westbridge Meadows											
Land Use[1]	# of Units	Unit Type	Trip Generation					Reductions	New Trips		
			Total	% In	% Out	In	Out	Internal Capture	In	Out	Total
Weekday Daily											
Single-Family Attached Housing (215)	4,908	DU	37,350	50%	50%	18,675	18,675	10%	16,807	16,808	33,615
Multifamily Housing (Low-Rise) (220)	5,211	DU	33,478	50%	50%	16,739	16,739	10%	15,065	15,065	30,130
Shopping Plaza, 40-150k, non-Supermarket Anchor (821)	184	KSF	12,446	50%	50%	6,223	6,223	10%	5,600	5,601	11,201
TOTAL			**83,274**			**41,637**	**41,637**		**37,472**	**37,474**	**74,946**
AM Peak Hour											
Single-Family Attached Housing (215)	4,908	DU	2,548	31%	69%	790	1,758	5%	751	1,670	2,421
Multifamily Housing (Low-Rise) (220)	5,211	DU	1,640	24%	76%	394	1,246	5%	374	1,184	1,558
Shopping Plaza, 40-150k, non-Supermarket Anchor (821)	184	KSF	320	62%	38%	198	122	5%	188	116	304
TOTAL			**4,508**			**1,382**	**3,126**		**1,313**	**2,970**	**4,283**
PM Peak Hour											
Single-Family Attached Housing (215)	4,908	DU	2,942	57%	43%	1,677	1,265	10%	1,509	1,139	2,648
Multifamily Housing (Low-Rise) (220)	5,211	DU	2,262	63%	37%	1,425	837	10%	1,283	753	2,036
Shopping Plaza, 40-150k, non-Supermarket Anchor (821)	184	KSF	958	49%	51%	469	489	10%	422	440	862
TOTAL			**6,162**			**3,571**	**2,591**		**3,214**	**2,332**	**5,546**

1. Land Use Code from the Institute of Transportation Engineers (ITE) *Trip Generation*, 11th Edition, 2021.
SOURCE: Hales Engineering, June 2024

D. Trip Distribution and Assignment

Project traffic is assigned to the roadway network based on the type of trip and the proximity of project access points to major streets, high population densities, and regional trip attractions. Existing travel patterns observed during data collection also provide helpful guidance to establishing these distribution percentages, especially near the site. Due to the phased construction of the West Davis/Weber Corridor, more project was shifted from the east to the south with each phase. The resulting distribution of project generated trips during the morning and evening peak hour is shown in Table 6.

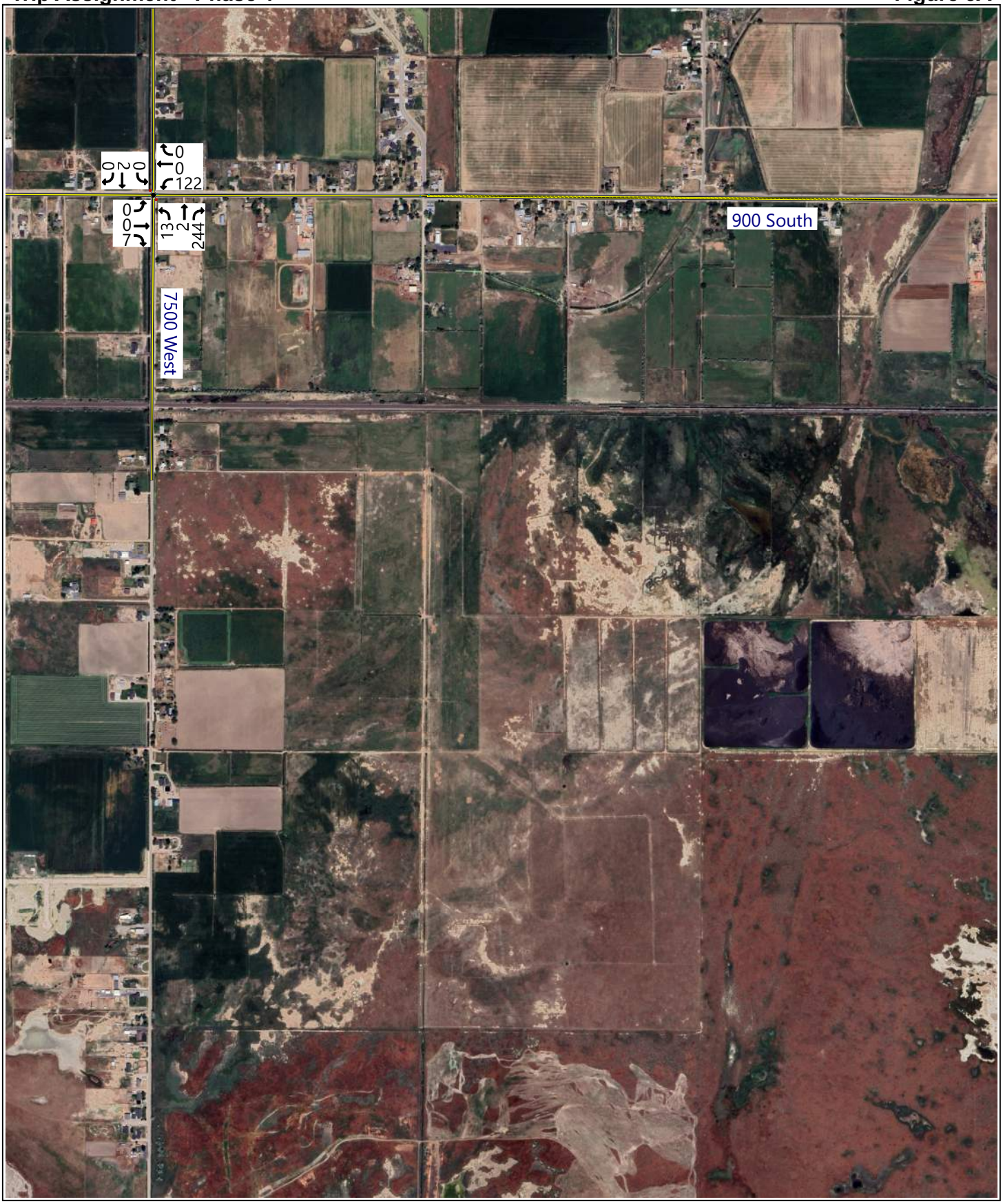
Table 6: Trip Distribution by Phase

Direction	% To/From Project			
	Phase 1	Phase 2	Phase 3	Phase 4
North	10%	10%	10%	10%
South	25%	25%	30%	35%
East	60%	60%	55%	50%
West	5%	5%	5%	5%

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

Weber County Westbridge Meadows
Trip Assignment - Phase 1

Morning Peak Hour
Figure 3A



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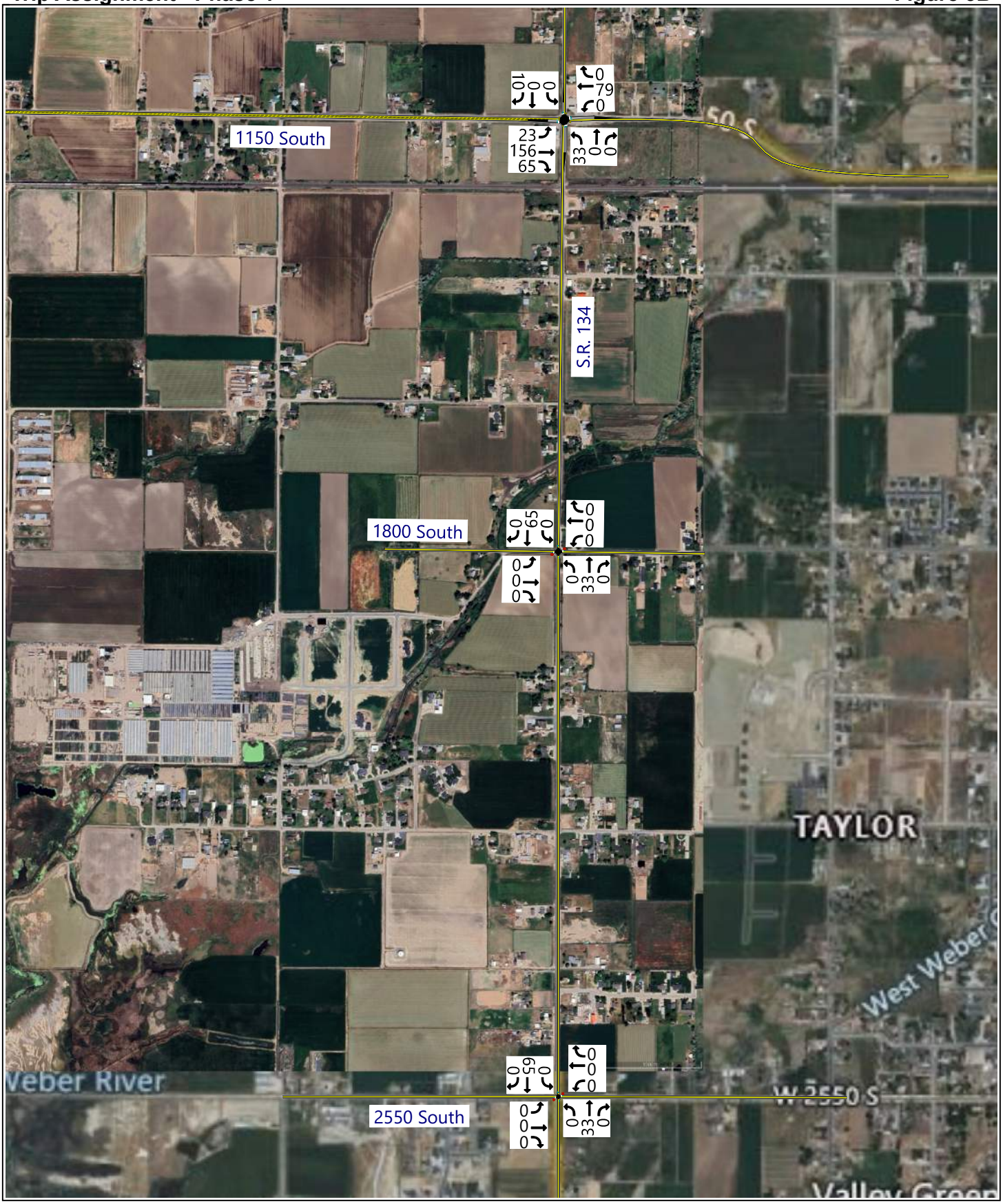
Morning Peak Hour
Figure 3B



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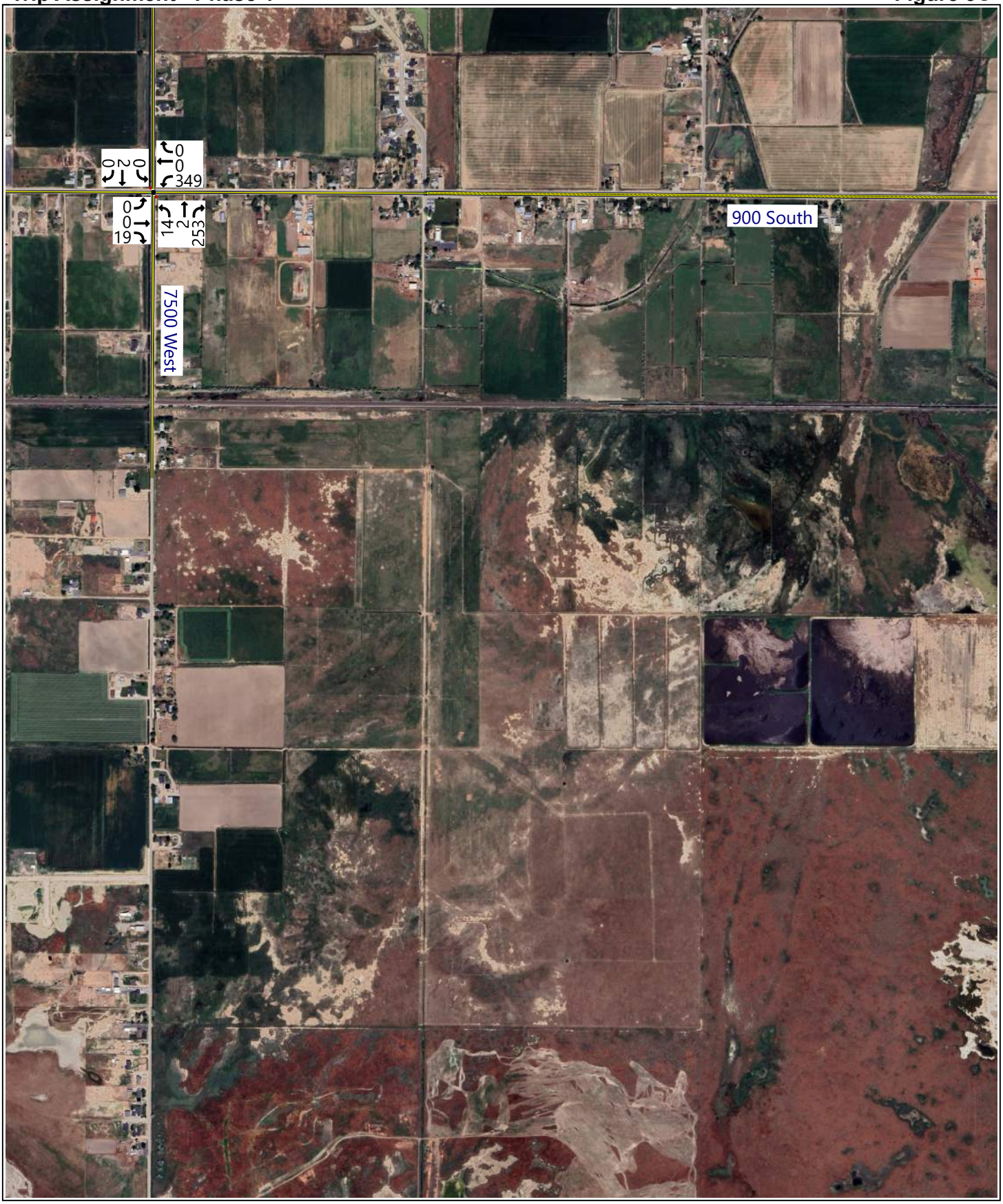
Evening Peak Hour
Figure 3C



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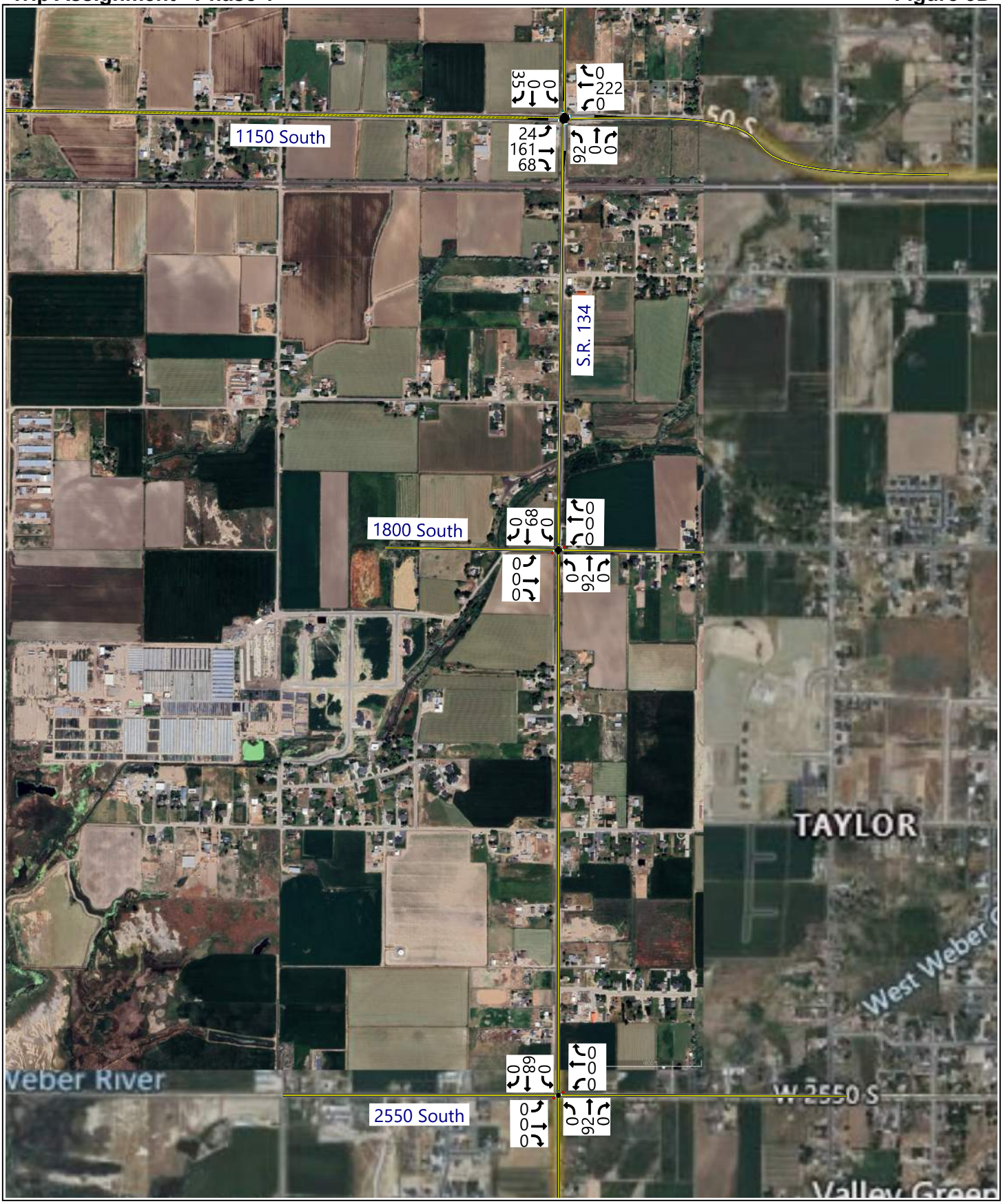
Evening Peak Hour
Figure 3D



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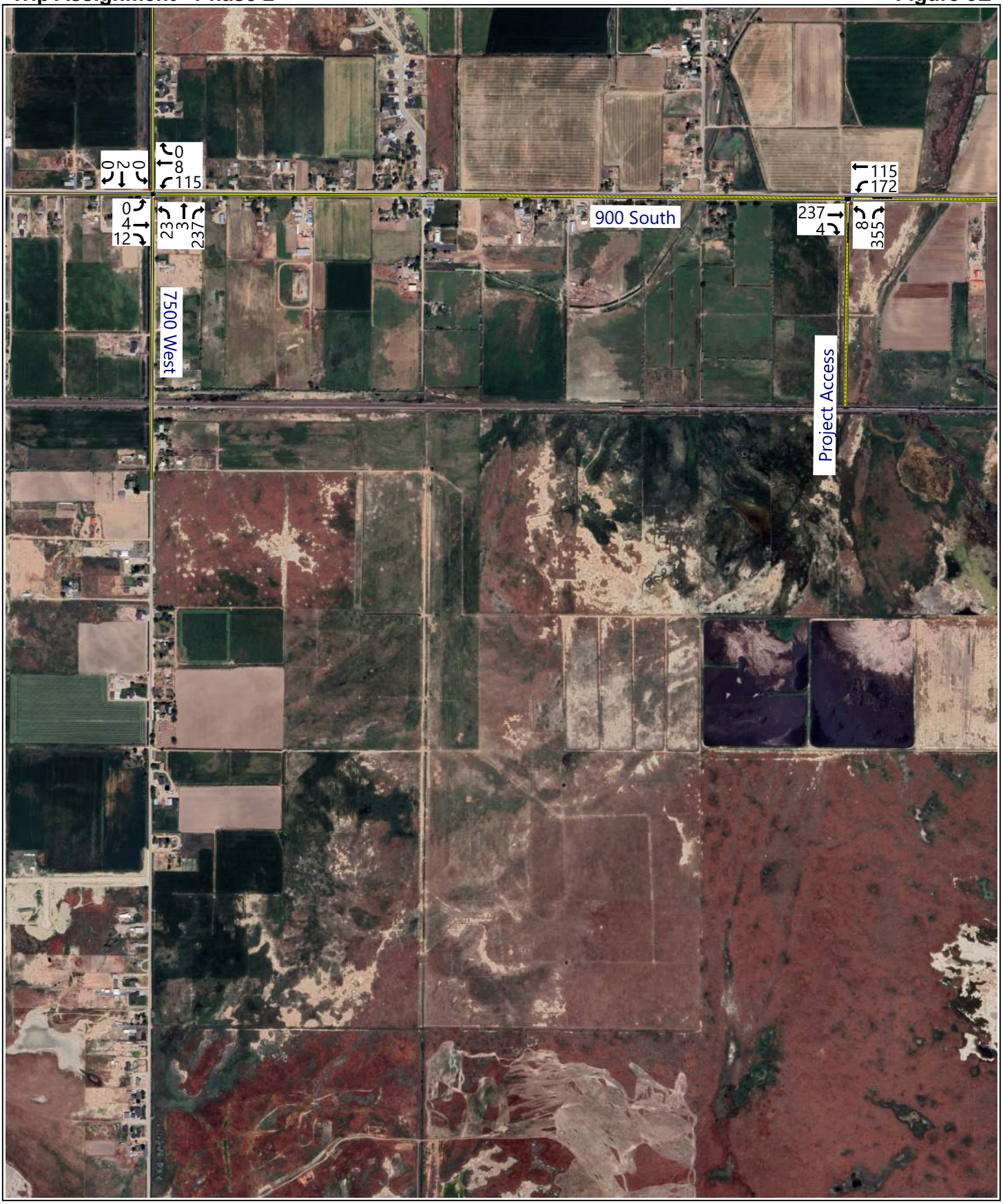
Trip Assignment - Phase 2

Morning Peak Hour
Figure 3E



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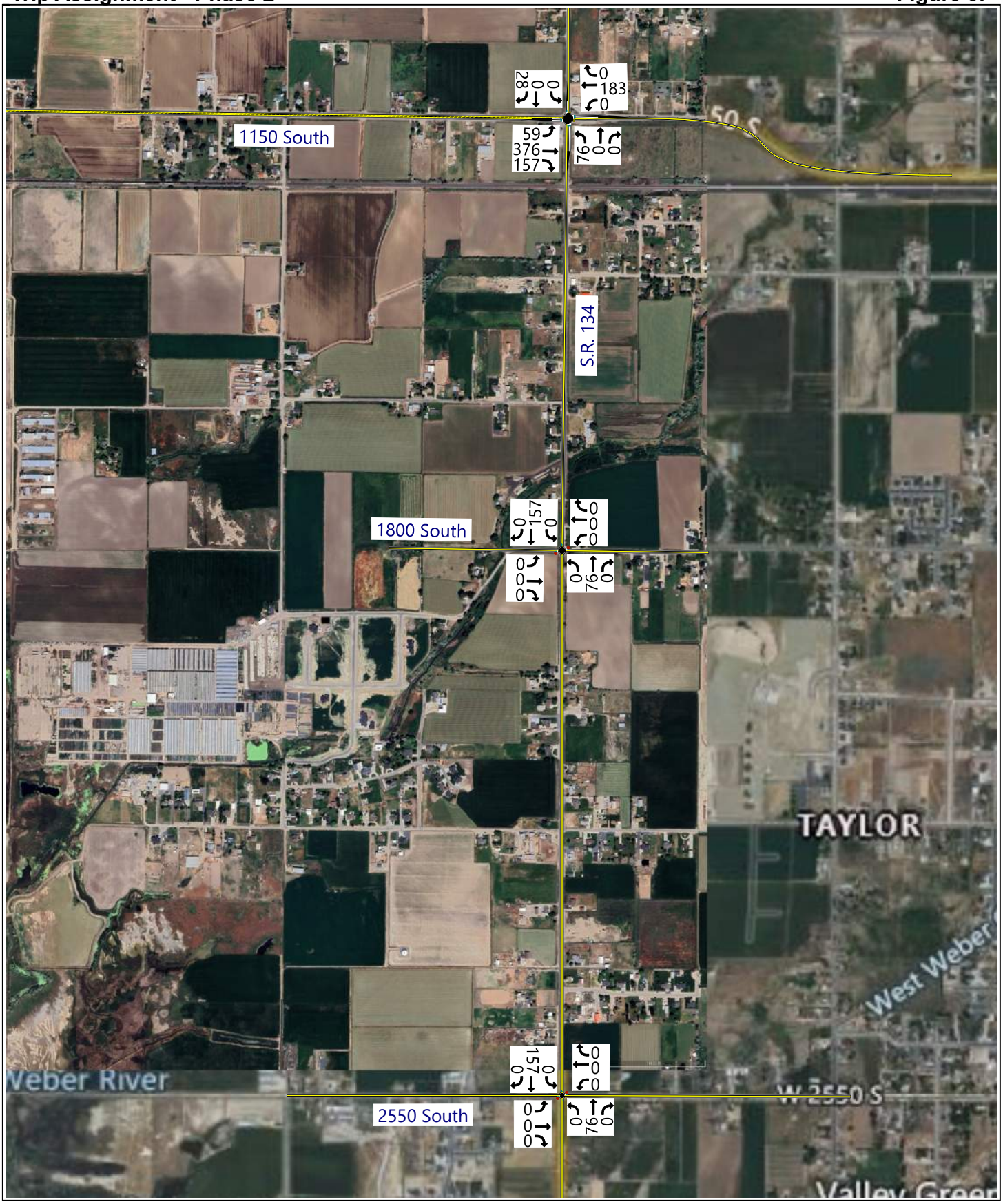
Trip Assignment - Phase 2

Morning Peak Hour
Figure 3F



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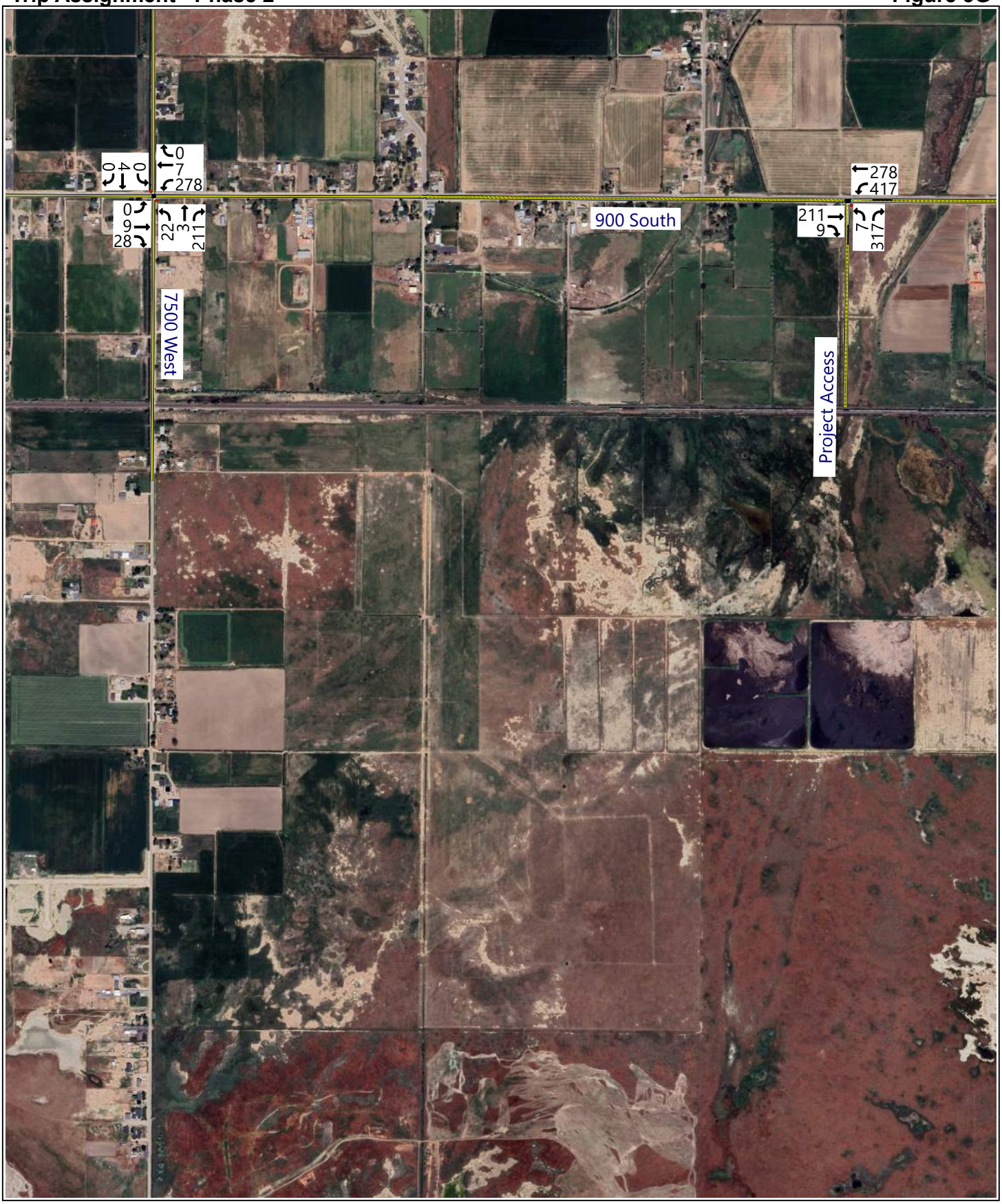
Trip Assignment - Phase 2

Evening Peak Hour
Figure 3G



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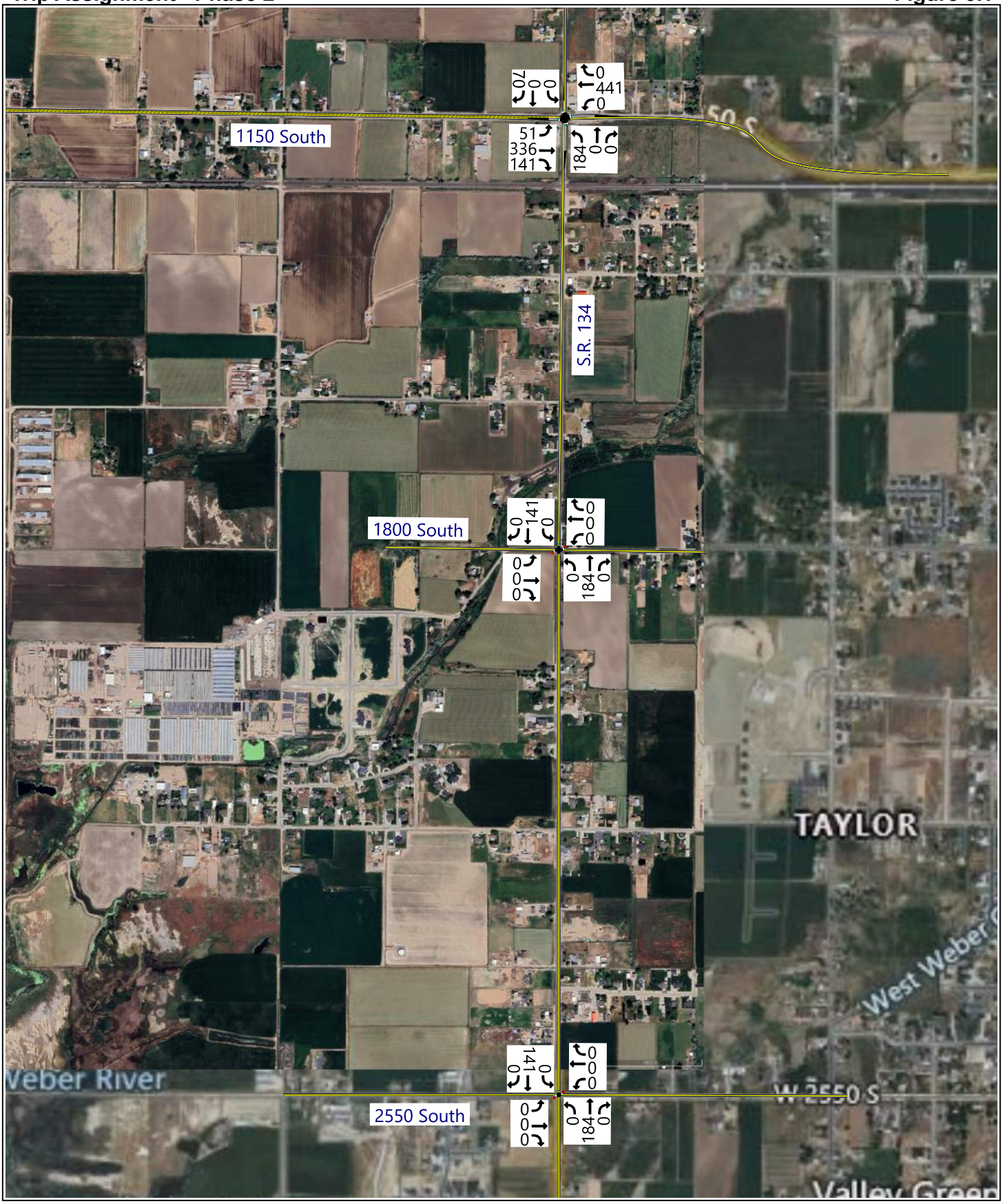
Trip Assignment - Phase 2

Evening Peak Hour
Figure 3H



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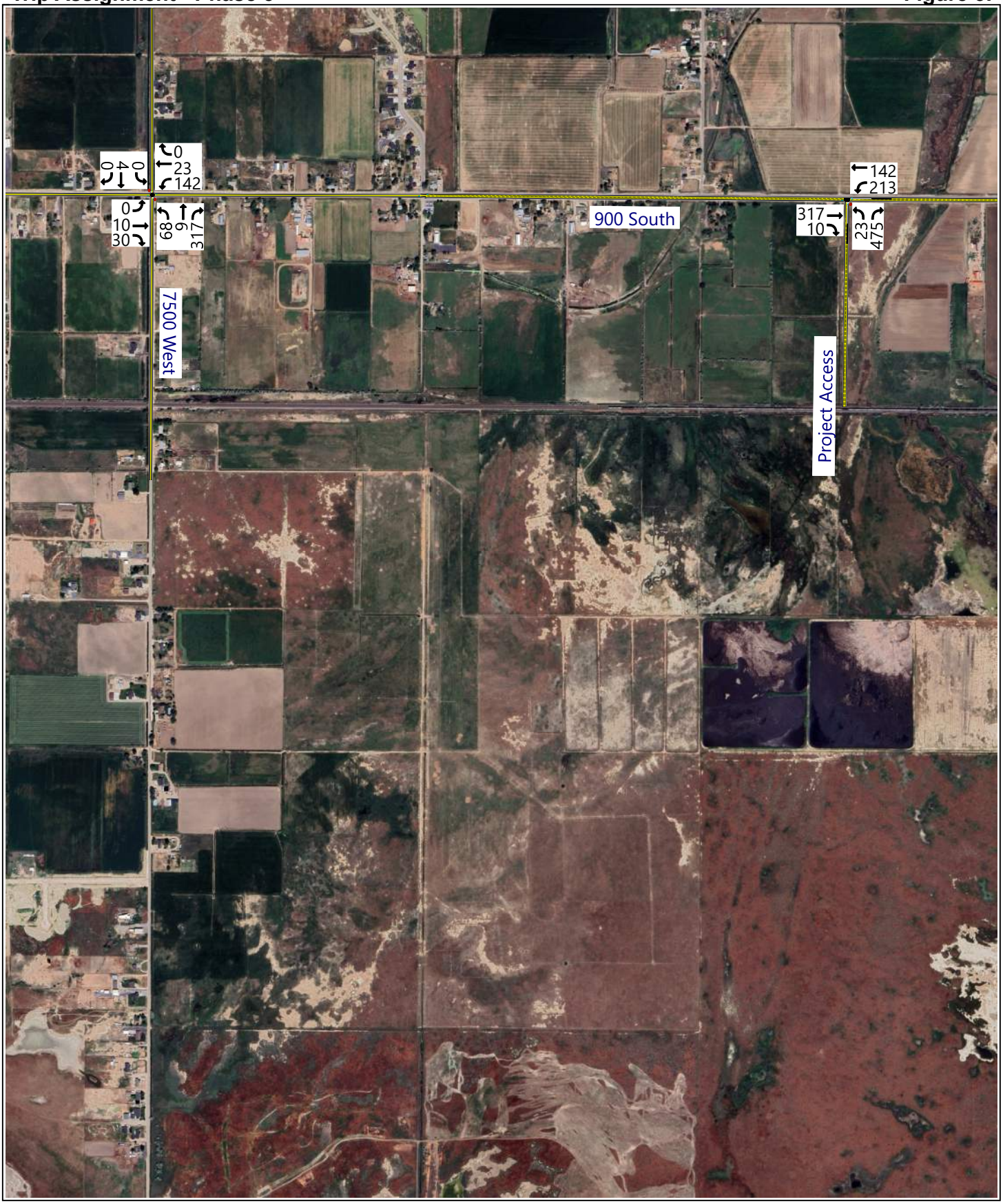
Trip Assignment - Phase 3

Morning Peak Hour
Figure 3I



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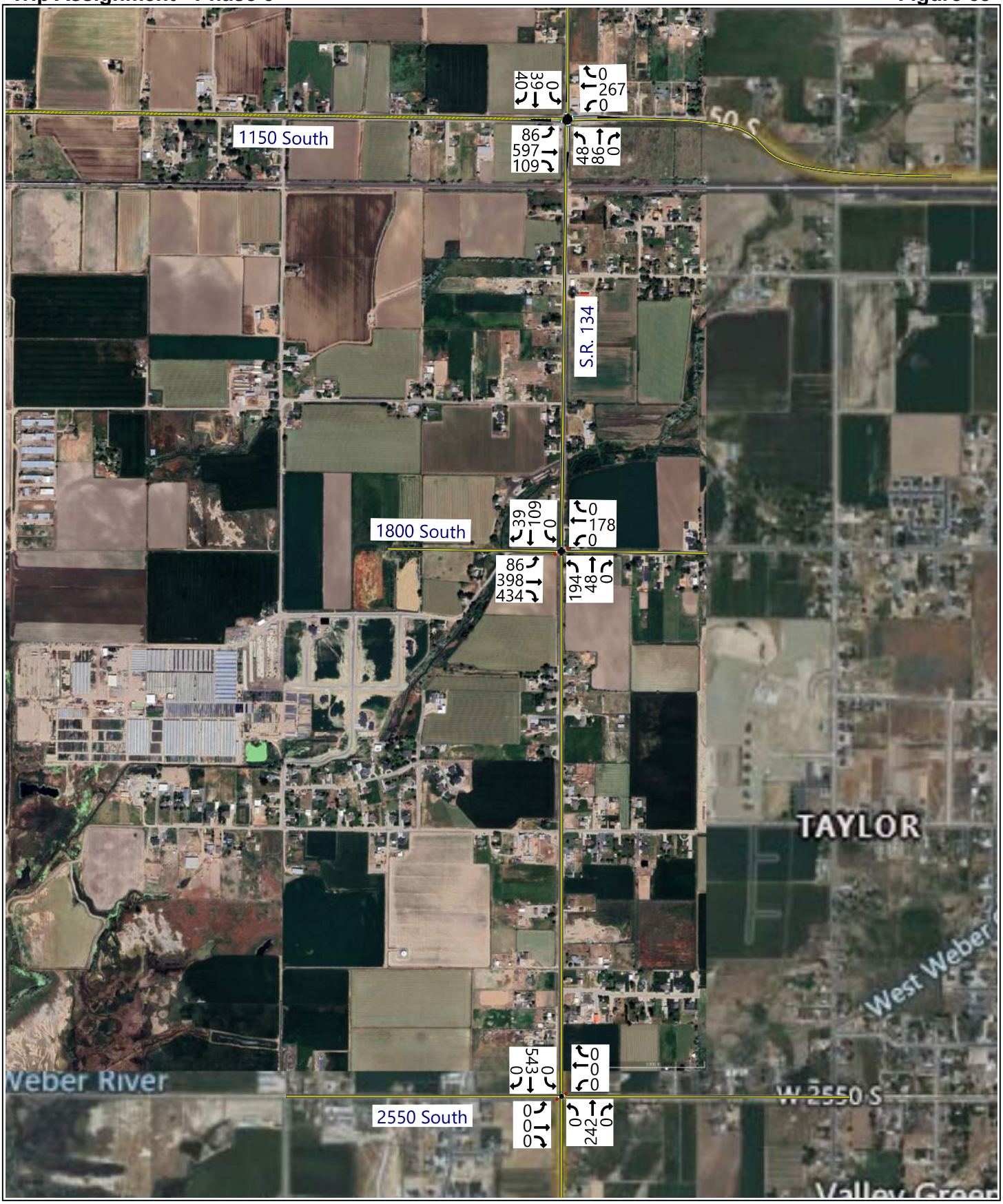
Trip Assignment - Phase 3

Morning Peak Hour
Figure 3J



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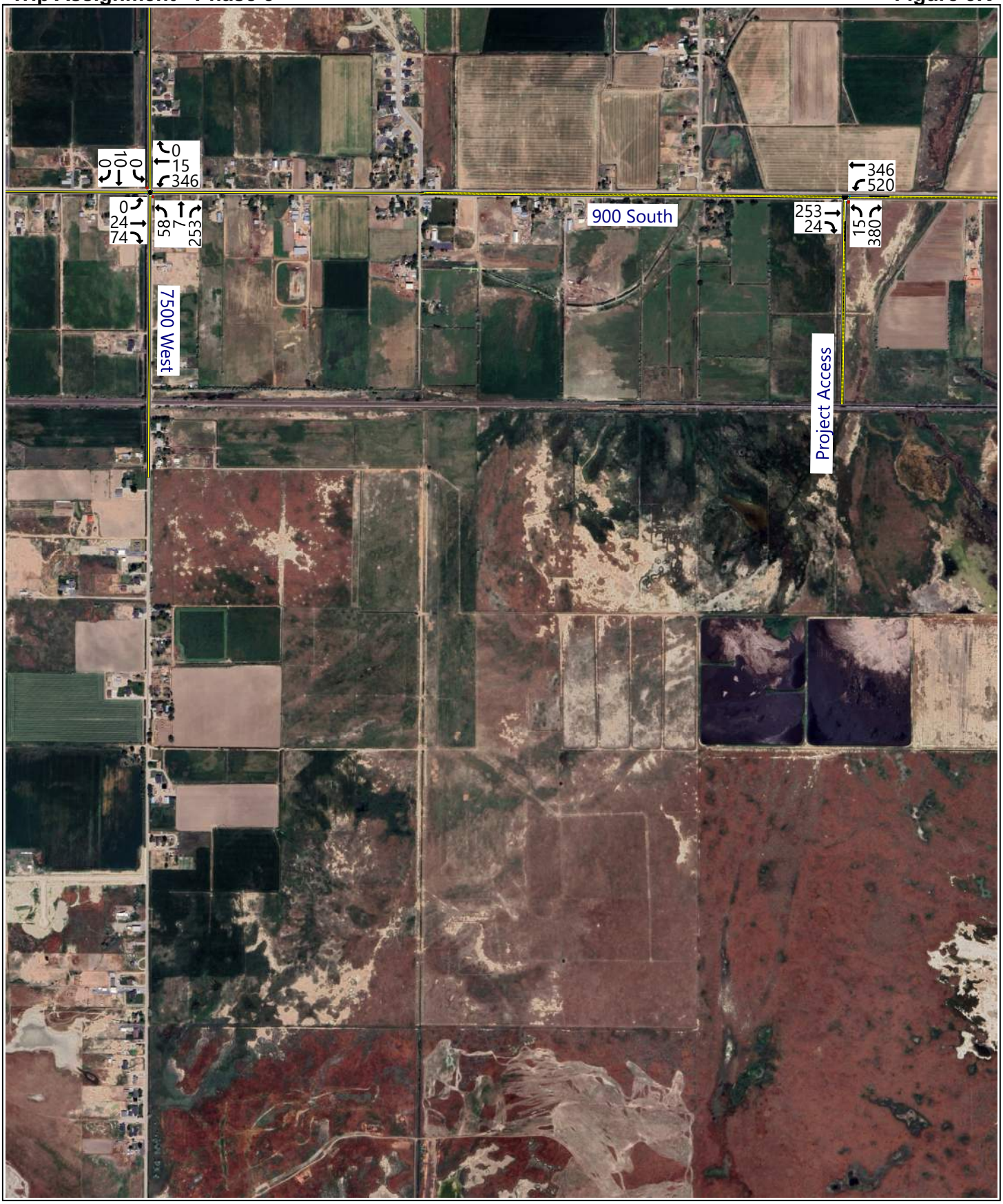
Trip Assignment - Phase 3

Evening Peak Hour
Figure 3K



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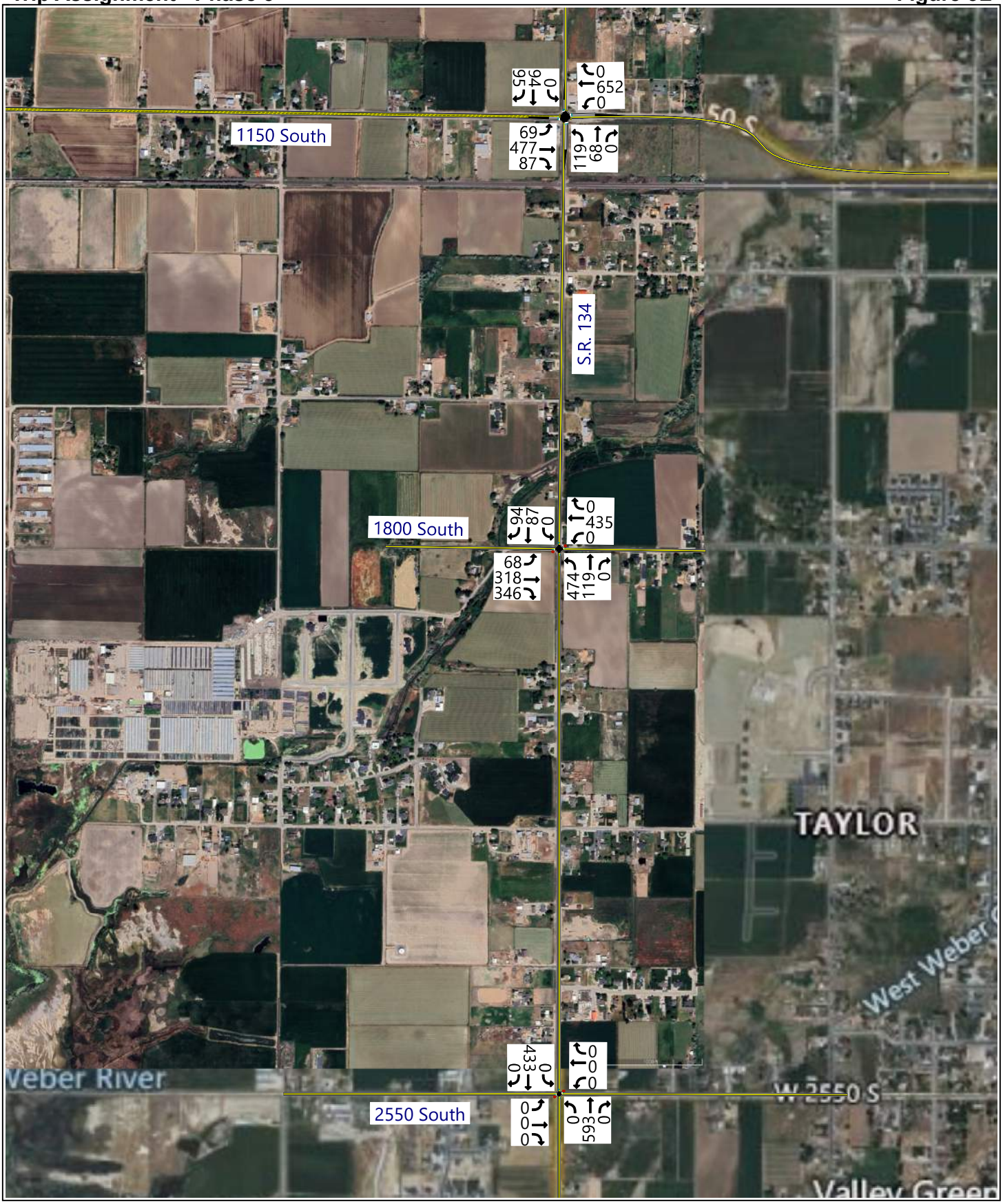
Trip Assignment - Phase 3

Evening Peak Hour
Figure 3L



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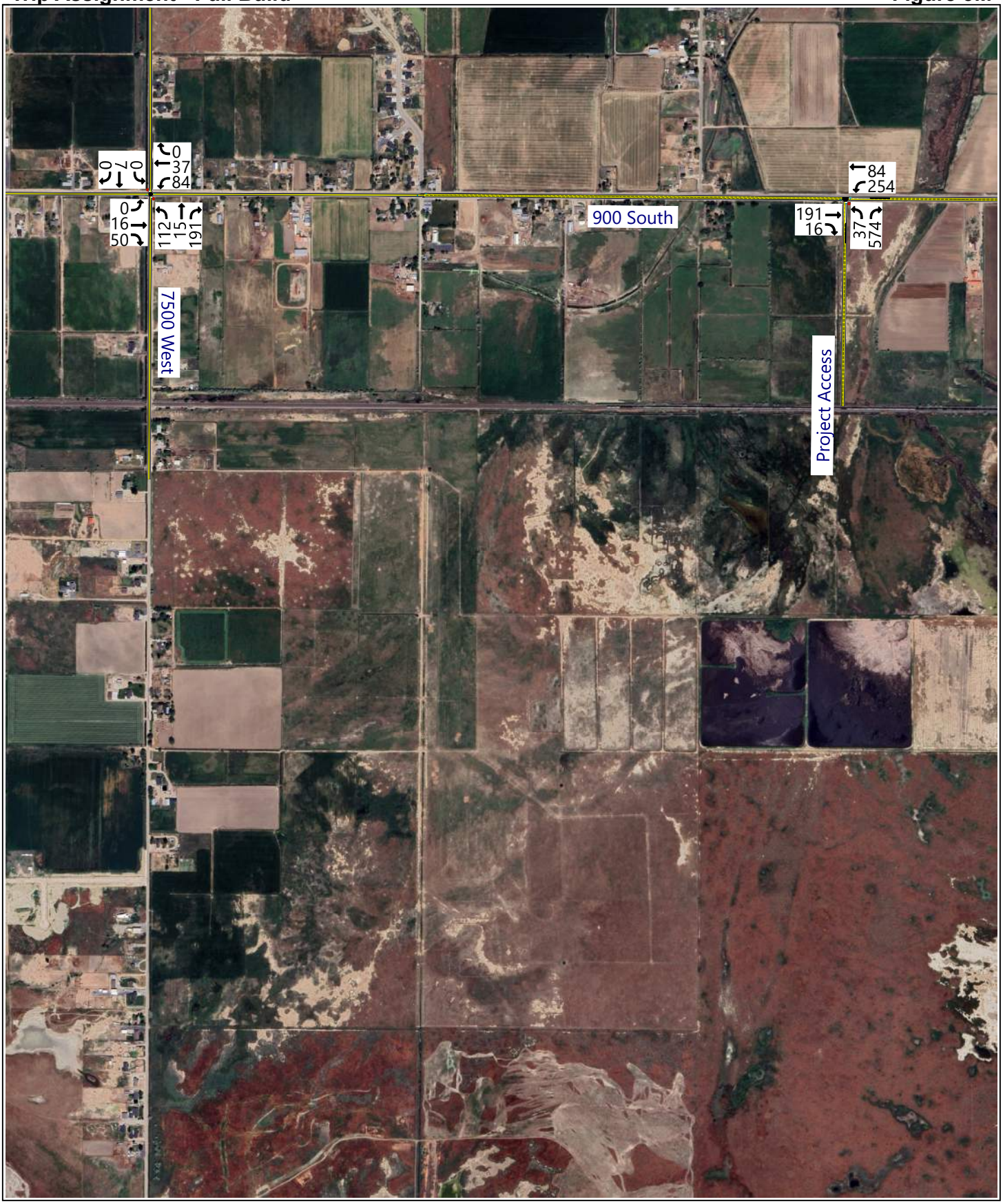
Trip Assignment - Full Build

Morning Peak Hour
Figure 3M



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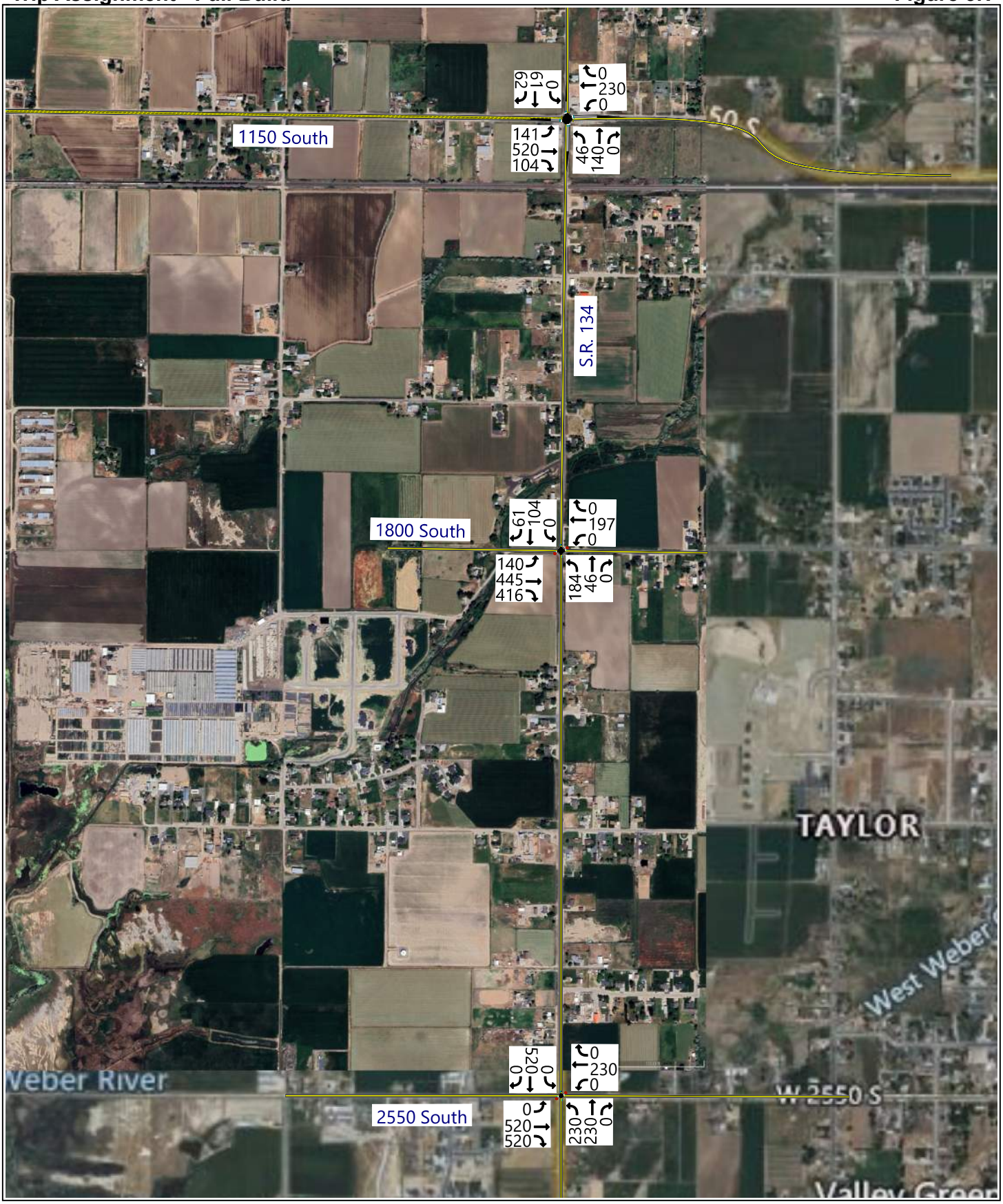
Trip Assignment - Full Build

Morning Peak Hour
Figure 3N



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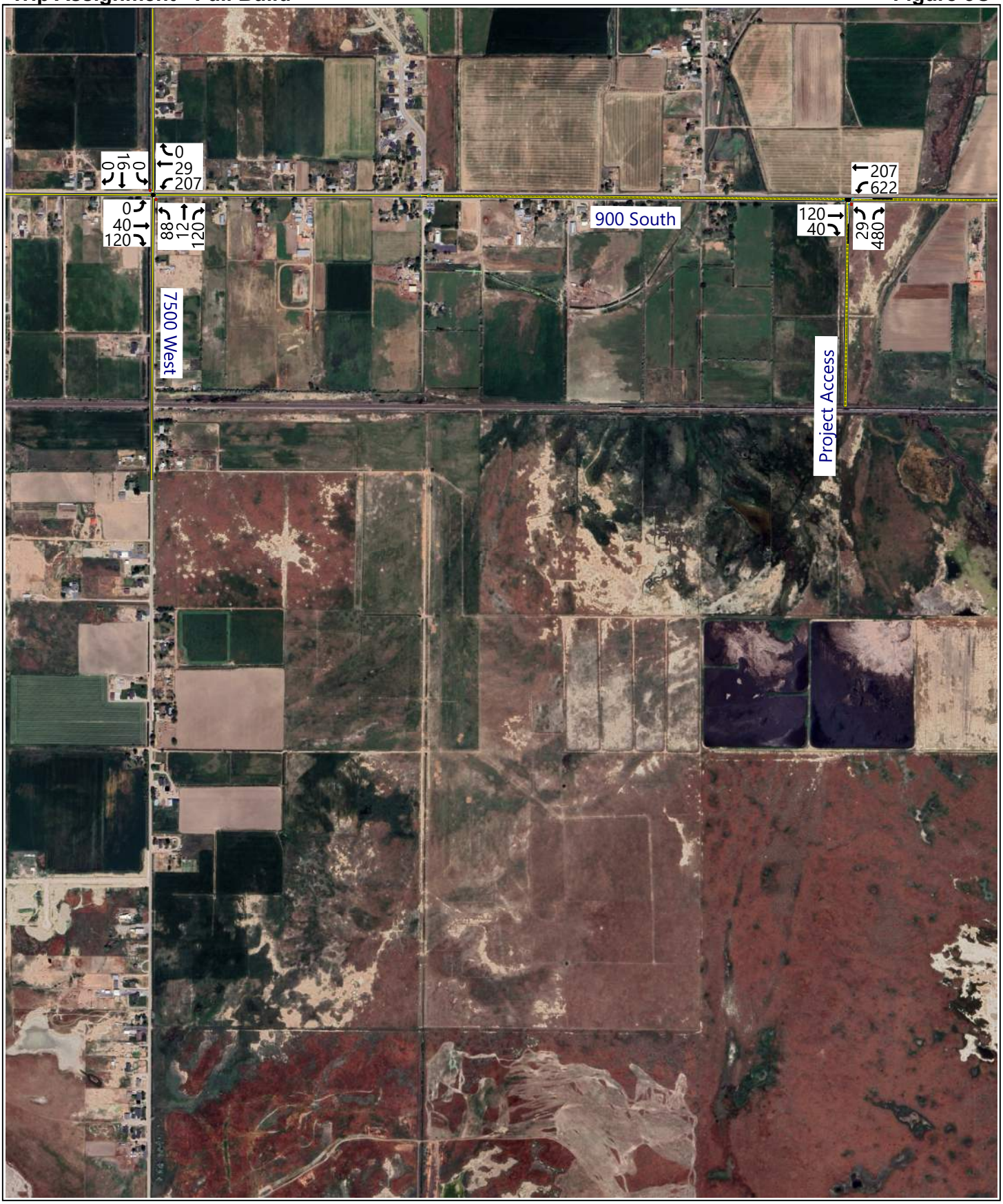
Trip Assignment - Full Build

Evening Peak Hour
Figure 3O



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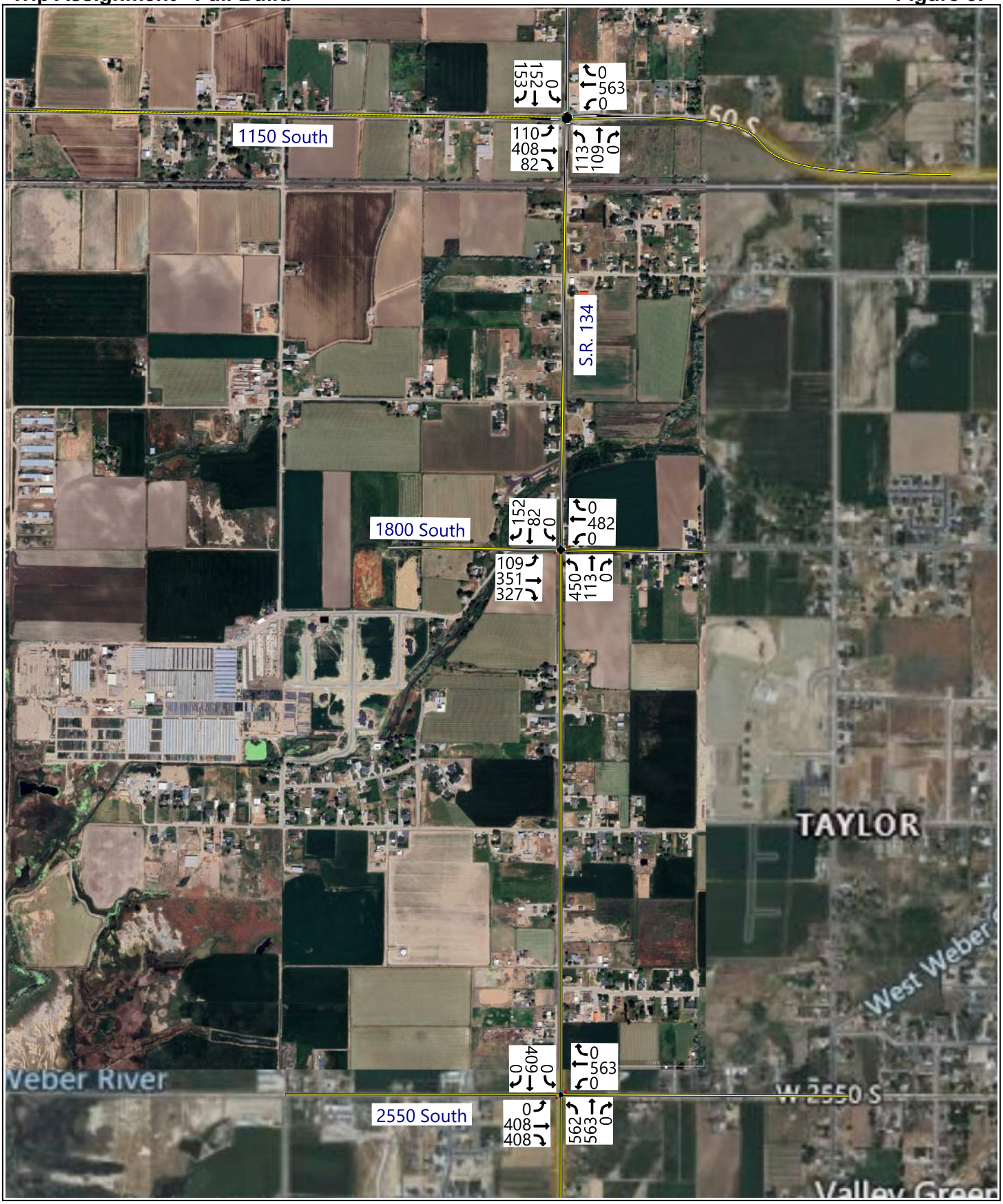
Trip Assignment - Full Build

Evening Peak Hour
Figure 3P



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E. Access

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

900 South:

- There are two proposed roadway connections to 900 South from the project. One utilizes the existing connection at 7500 West and the second proposes a new railroad overpass further east. The new railroad overpass was assumed to be completed with the 2nd phase of the development in the 2030 analysis.

1600/1800 South:

- When traffic volumes become too high for 900 South to reasonably handle, a new Weber River bridge connection is proposed that will connect the project to 1800 South. The new bridge was assumed to be completed with the 3rd phase of the development in the 2040 analysis.

2550 South:

- When traffic volumes again become too high for 900 South and 1800 South to reasonably handle, another new Weber River bridge connection is proposed that will connect the project to 2550 South. The new bridge was assumed to be completed with the last phase of the development in the 2050 analysis.

There are also future plans to extend the West Davis/Weber Corridor north through this area and that alignment is still being decided by UDOT. Until that plan is decided, the corridor was assumed to not be completed by 2050 and that the bulk of the projected traffic volumes for the corridor would still be utilizing S.R. 134.

IV. OPENING (2025) PLUS PROJECT CONDITIONS

A. Purpose

The purpose of the opening (2025) plus project analysis is to study the intersections and roadways during the peak travel periods of the day for existing background traffic and geometric conditions plus the net trips generated by phase 1 of the proposed development. This scenario provides valuable insight into the potential impacts of the proposed project on background traffic conditions.

B. Traffic Volumes

Hales Engineering added the phase 1 project trips discussed in Chapter III to the opening (2025) background traffic volumes to predict turning movement volumes for opening (2025) plus project conditions. All project traffic was assumed to use 7500 West to access the project. Opening (2025) plus project morning and evening peak hour turning movement volumes are shown in Figure 4.

C. Level of Service Analysis

Hales Engineering determined that all intersections are anticipated to operate at acceptable levels of service during the morning and evening peak hours with project traffic added, as shown in Table 7.

Table 7: Opening (2025) Plus Project Peak Hour LOS

Intersection		LOS (Sec. Delay / Veh.) / Movement[1]	
Description	Control	Morning Peak	Evening Peak
7500 West / 900 South	NB/SB Stop	b (12.4) / NBT	d (33.9) / NBT
S.R. 134 / 1150 South	Signal	B (16.3)	C (21.2)
1800 South / S.R. 134	EB/WB Stop	b (10.9) / WBT	b (14.2) / EBT
2550 South / S.R. 134	EB/WB Stop	b (10.1) / EBT	b (13.1) / WBT

1. Movement indicated for unsignalized intersections where delay and LOS represents worst movement. SBL = Southbound left movement, etc.
2. Uppercase LOS used for signalized, roundabout, and AWSC intersections. Lowercase LOS used for all other unsignalized intersections.

Source: Hales Engineering, June 2024

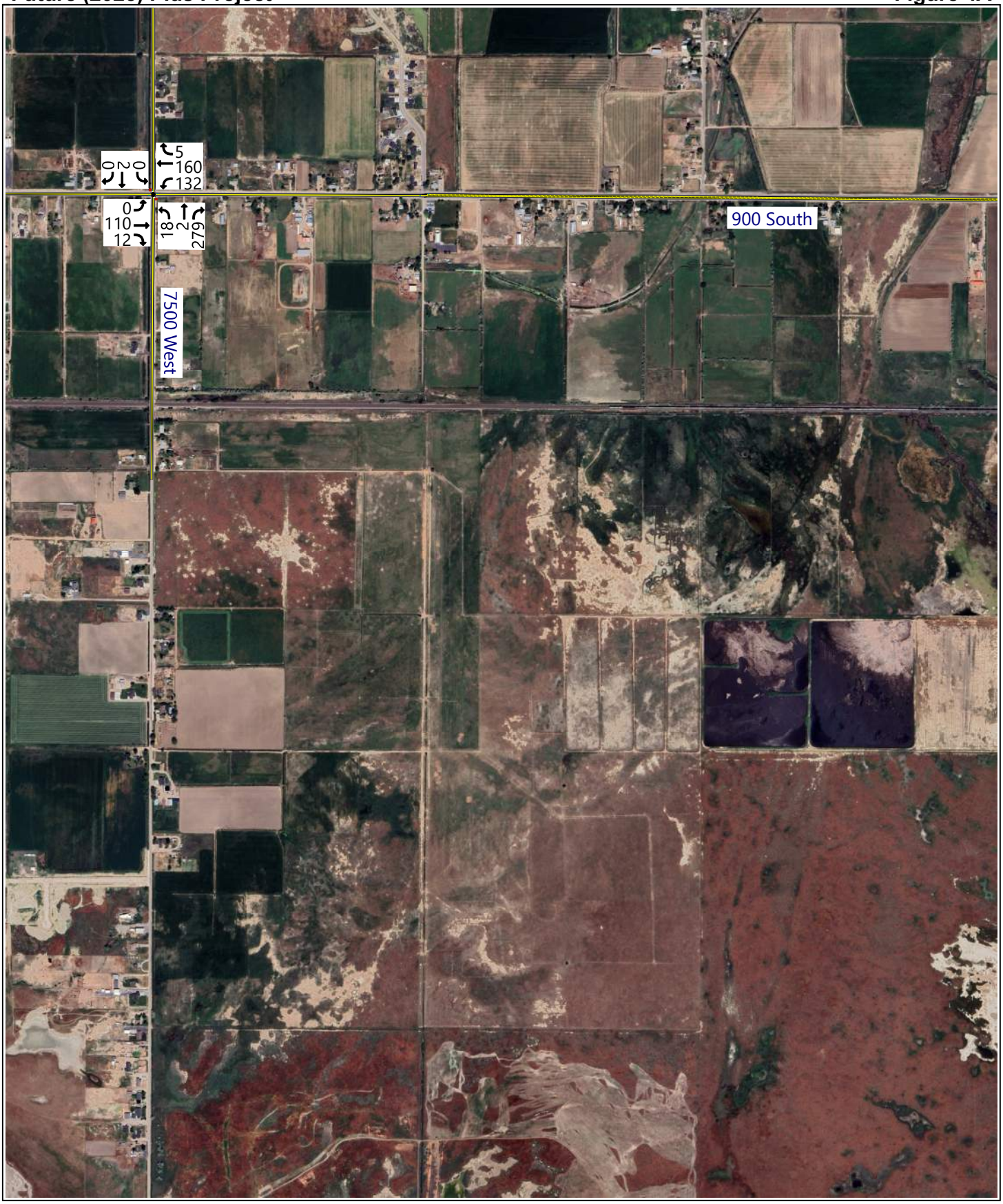
D. Queuing Analysis

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

- 7500 West / 900 South:
  - Northbound: 200 feet
  - Westbound: 200 feet

Weber County Westbridge Meadows
Future (2025) Plus Project

Morning Peak Hour
Figure 4A



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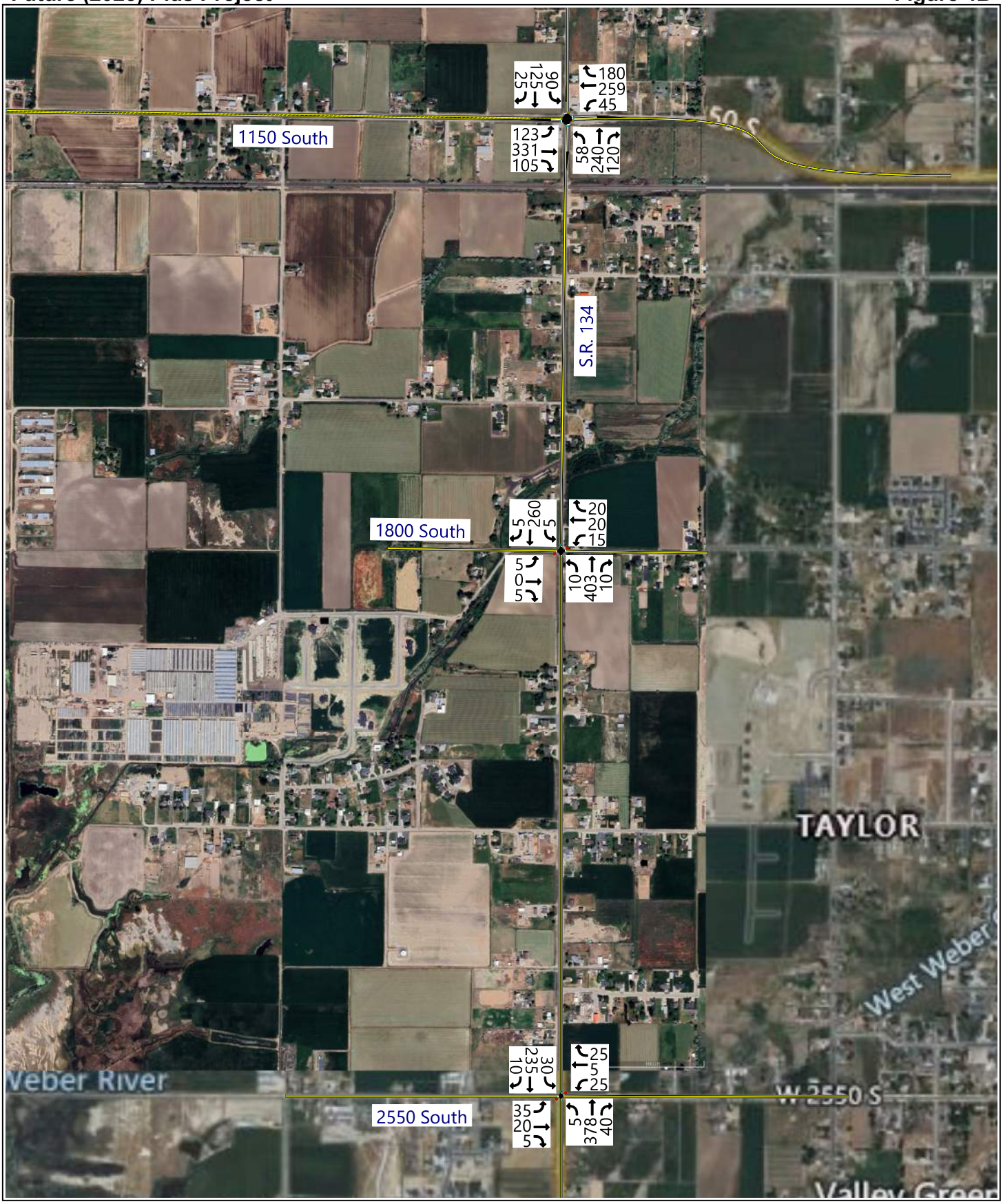
Future (2025) Plus Project

Morning Peak Hour
Figure 4B



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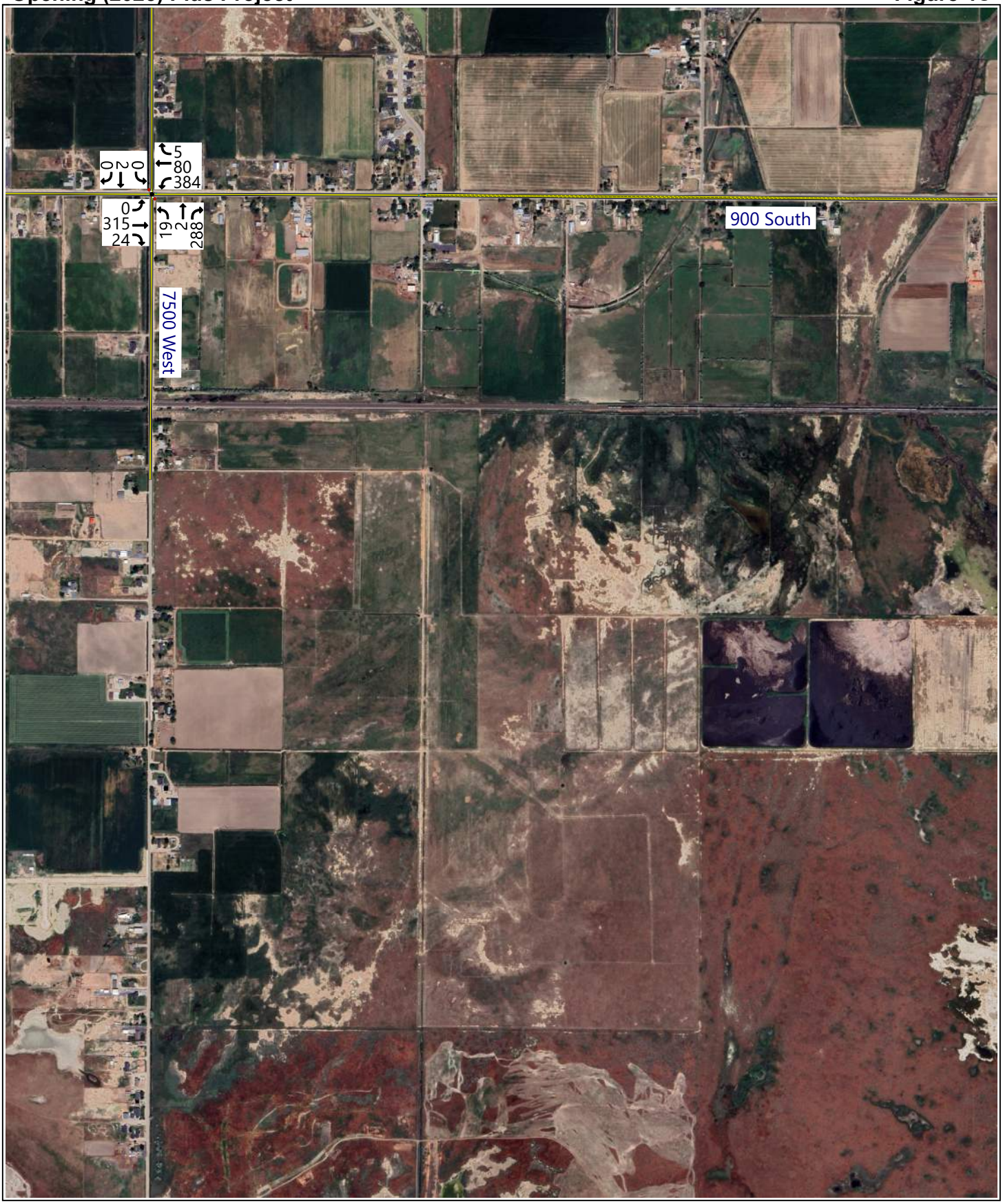
Opening (2025) Plus Project

Evening Peak Hour
Figure 4C



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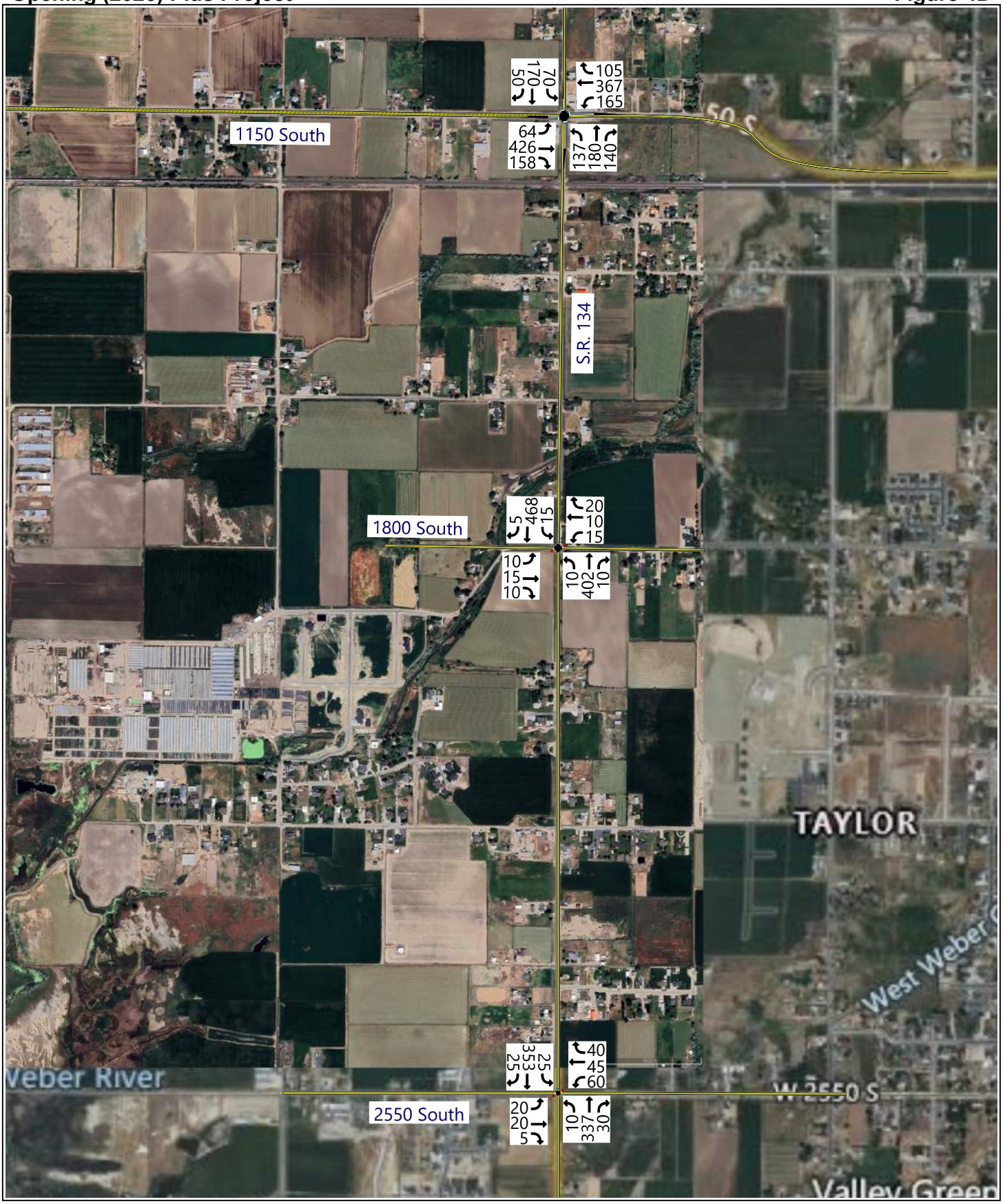
Opening (2025) Plus Project

Evening Peak Hour
Figure 4D



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E. Mitigation Measures

No mitigation measures are recommended.

V. FUTURE (2030) BACKGROUND CONDITIONS

A. Purpose

The purpose of the future (2030) background analysis is to study the intersections and roadways during the peak travel periods of the day for future background traffic and geometric conditions. Through this analysis, future background traffic operational deficiencies can be identified, and potential mitigation measures recommended.

B. Roadway Network

According to the Wasatch Front Regional Council (WFRC) Regional Transportation Plan, there are no projects planned before 2030 in the study area. Therefore, no changes were made to the roadway network for the future (2030) analysis.

C. Traffic Volumes

Hales Engineering obtained future (2030) forecasted volumes from the WFRC / Mountainland Association of Governments (MAG) travel demand model. Peak period turning movement counts were estimated using National Cooperative Highway Research Program (NCHRP) 255 methodologies which utilize existing peak period turn volumes and future average weekday daily traffic (AWDT) volumes to project the future turn volumes at the major intersections. Future (2030) morning and evening peak hour turning movement volumes are shown in Figure 5.

D. Level of Service Analysis

Hales Engineering determined that all study intersections are anticipated to operate at acceptable levels of service during the morning and evening peak hours in future (2030) background conditions, as shown in Table 8. These results serve as a baseline condition for the impact analysis of the proposed development for future (2030) conditions.

E. Queuing Analysis

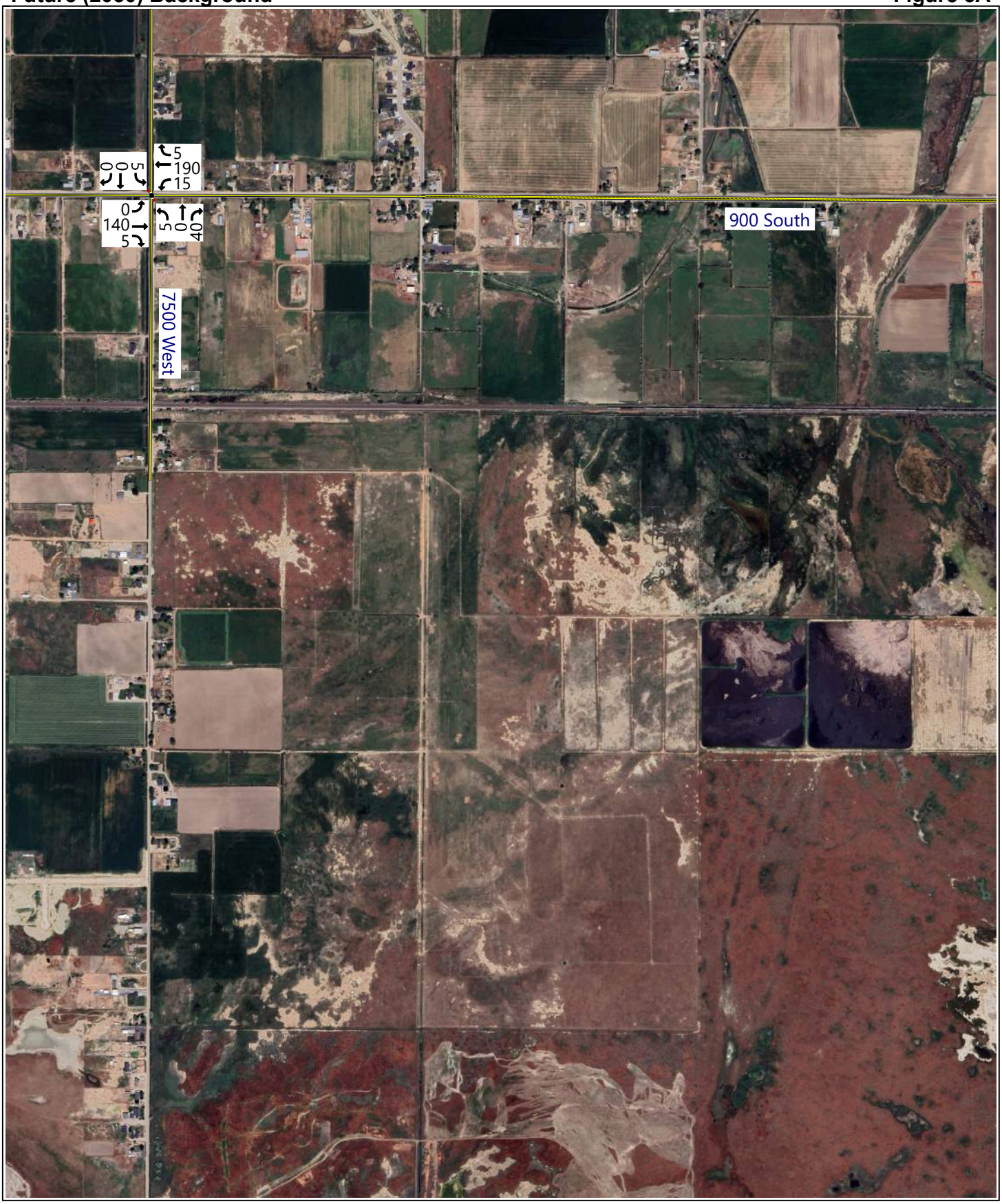
Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. No significant queueing is anticipated during the morning and evening peak hours.

F. Mitigation Measures

No mitigation measures are recommended.

Weber County Westbridge Meadows
Future (2030) Background

Morning Peak Hour
Figure 5A



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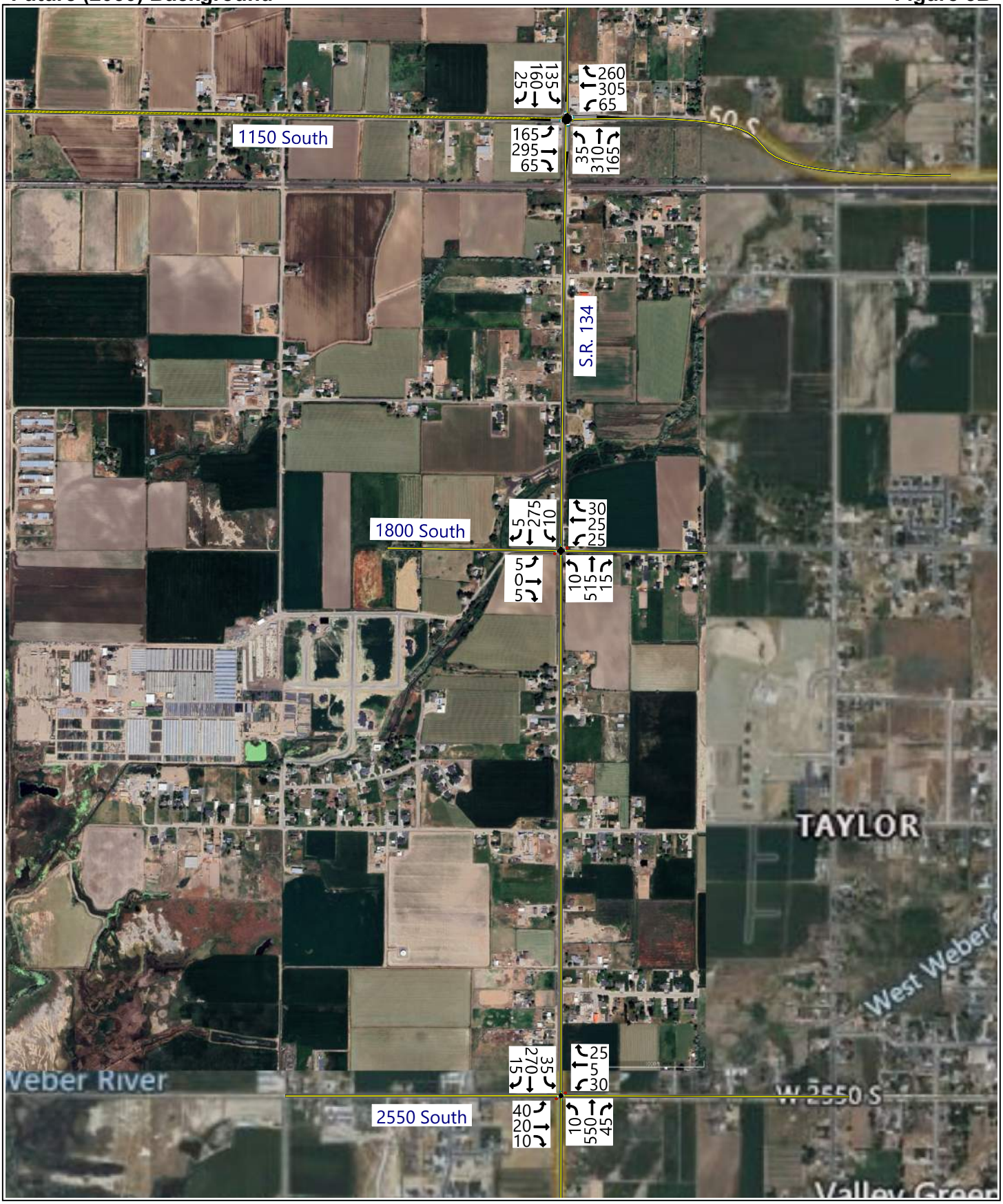
Future (2030) Background

Morning Peak Hour
Figure 5B



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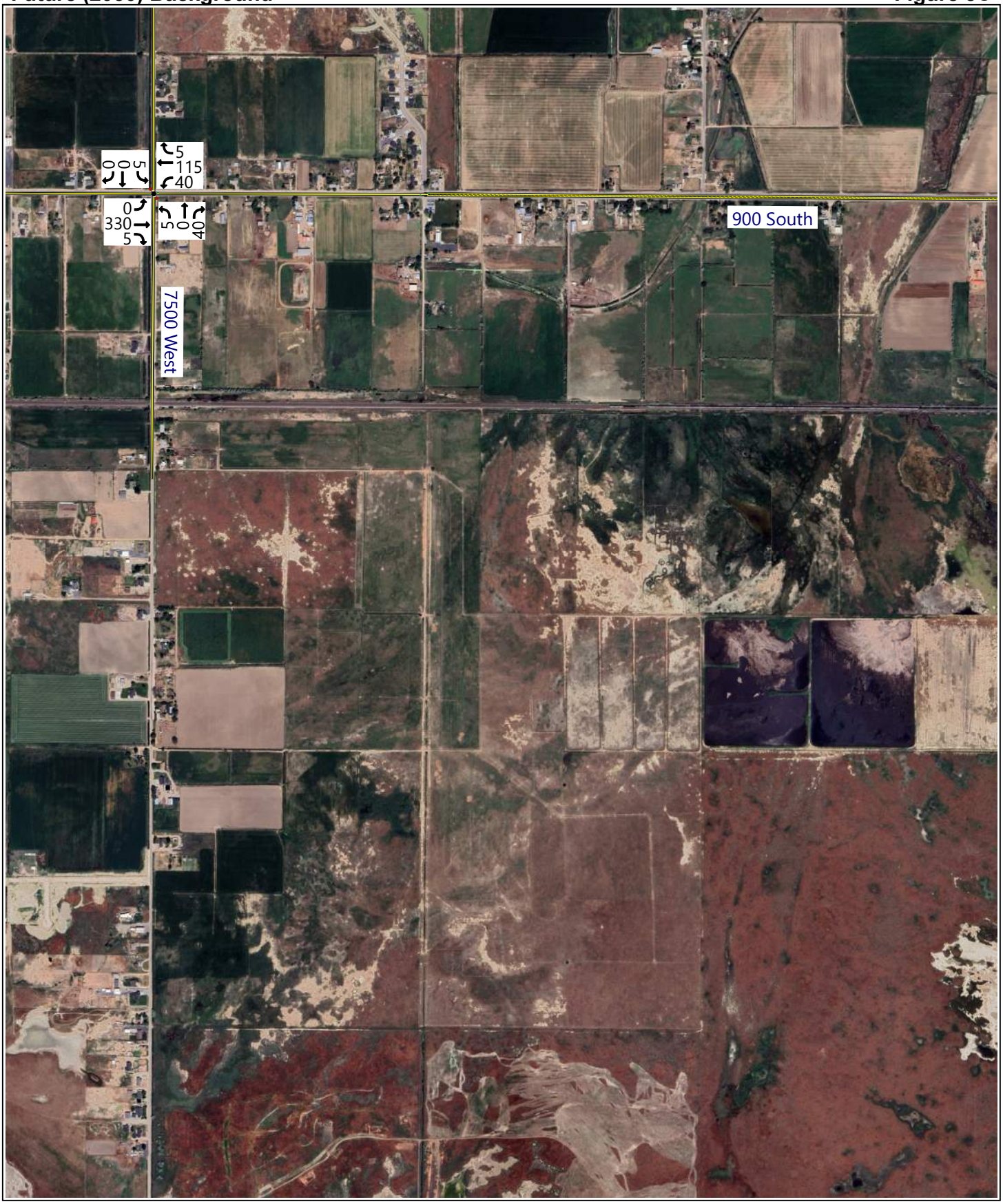
Weber County Westbridge Meadows
Future (2030) Background

Evening Peak Hour
Figure 5C



Weber County Westbridge Meadows
Future (2030) Background

Evening Peak Hour
Figure 5D

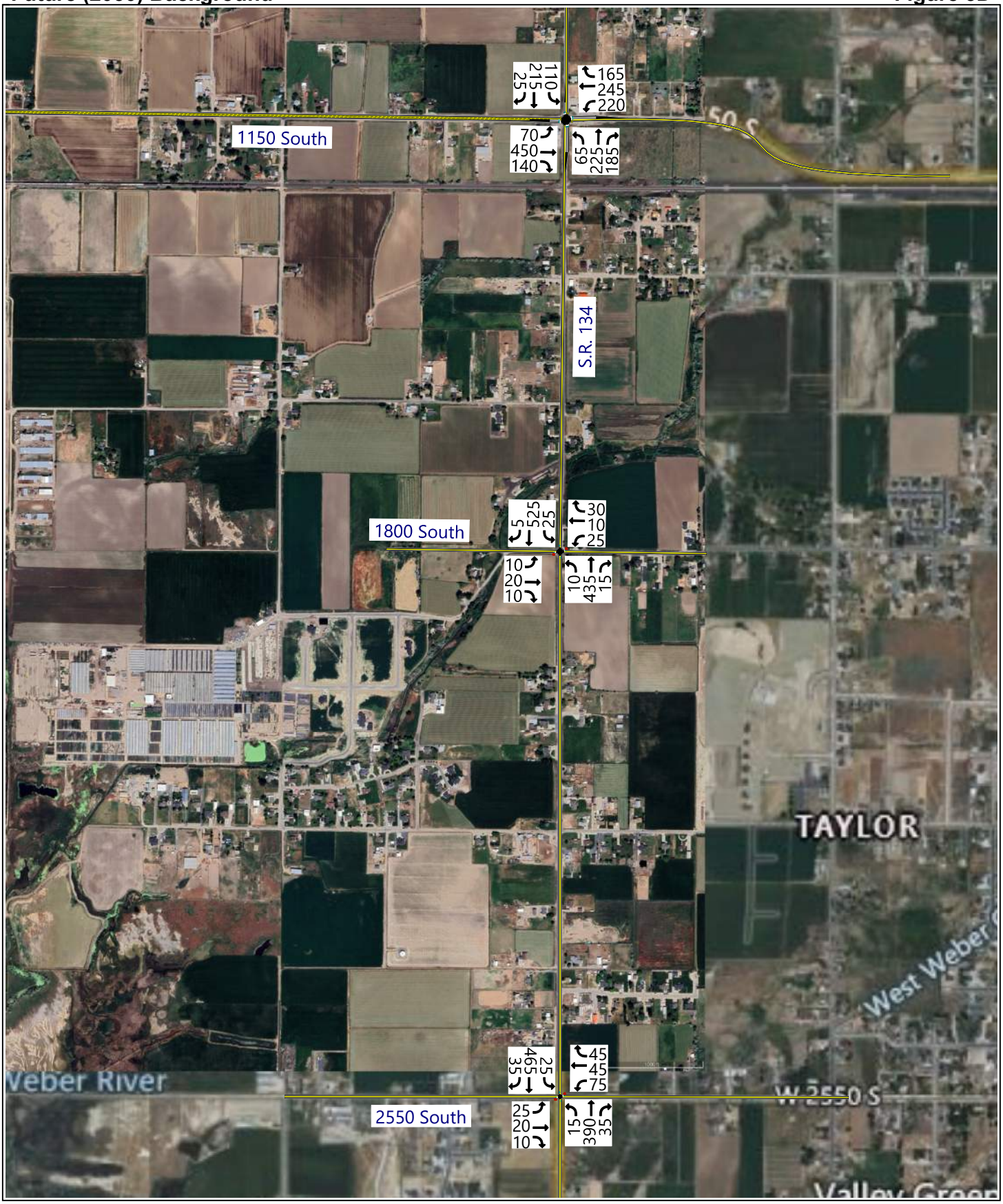


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Table 8: Future (2030) Background Peak Hour LOS

Intersection		LOS (Sec. Delay / Veh.) / Movement[1]	
Description	Control	Morning Peak	Evening Peak
7500 West / 900 South	NB/SB Stop	a (4.9) / SBL	a (6.1) / SBL
S.R. 134 / 1150 South	Signal	C (20.1)	C (22.1)
1800 South / S.R. 134	EB/WB Stop	b (12.7) / WBT	c (15.1) / EBT
2550 South / S.R. 134	EB/WB Stop	c (15.8) / WBT	c (19.1) / WBT

1. Movement indicated for unsignalized intersections where delay and LOS represents worst movement. SBL = Southbound left movement, etc.
2. Uppercase LOS used for signalized, roundabout, and AWSC intersections. Lowercase LOS used for all other unsignalized intersections.

Source: Hales Engineering, June 2024

VI. FUTURE (2030) PLUS PROJECT CONDITIONS

A. Purpose

The purpose of the future (2030) plus project analysis is to study the intersections and roadways during the peak travel periods of the day for future background traffic and geometric conditions plus the net trips generated by the proposed development. This scenario provides valuable insight into the potential impacts of the proposed project on future background traffic conditions.

B. Traffic Volumes

Hales Engineering added the project trips discussed in Chapter III to the future (2030) background traffic volumes to predict turning movement volumes for future (2030) plus project conditions. With the continued growth in the project, a new connection is assumed to connect the east side of the project to 900 South with a new overpass over the railroad. While the new connection is assumed to be constructed with a five-lane roadway, the analysis assumed a three-lane cross-section initially. Future (2030) plus project morning and evening peak hour turning movement volumes are shown in Figure 6.

C. Level of Service Analysis

Hales Engineering determined that several intersections are anticipated to operate at poor levels of service during the evening peak hours in future (2030) plus project conditions, as shown in Table 9.

Table 9: Future (2030) Plus Project Peak Hour LOS

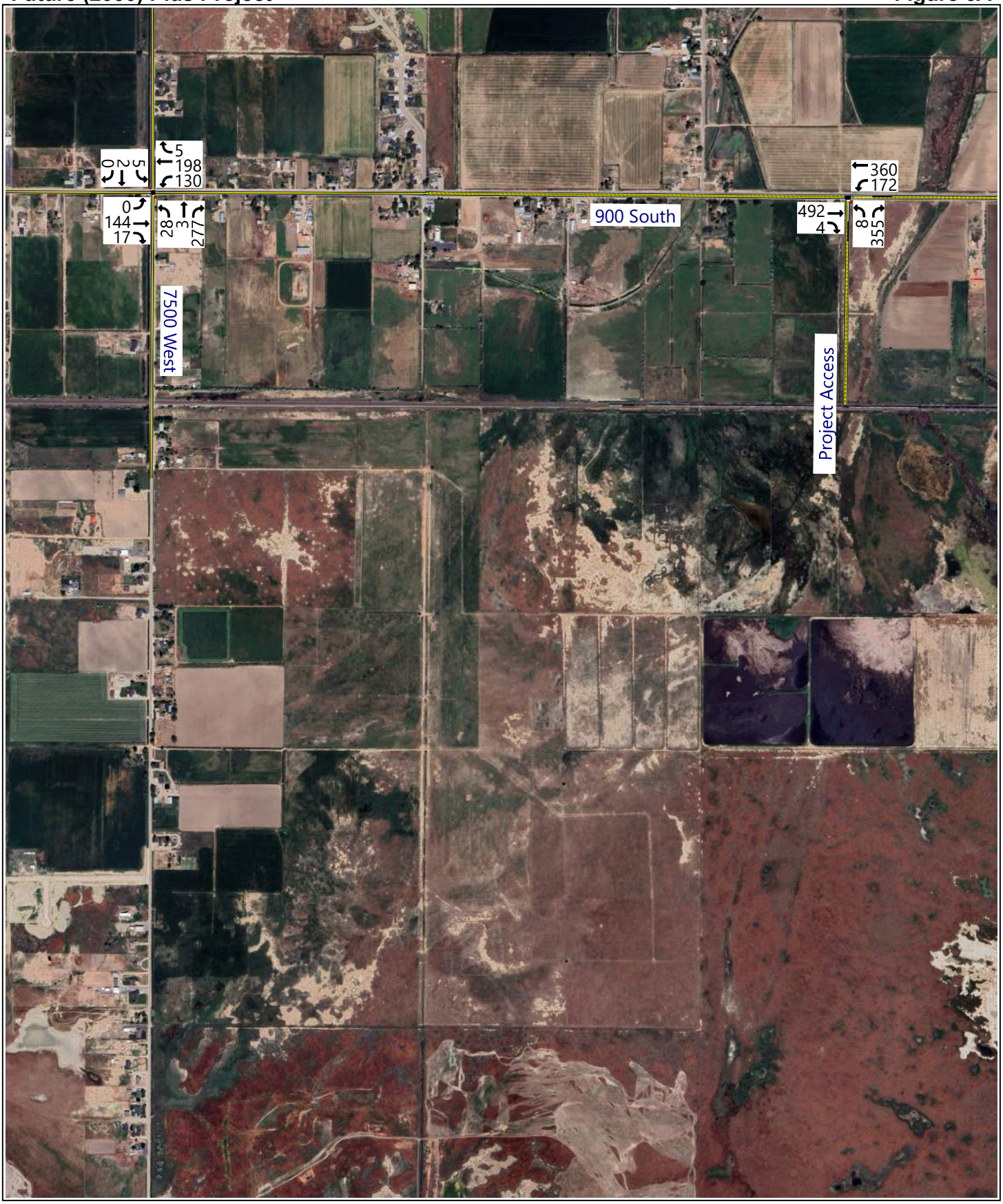
Intersection		LOS (Sec. Delay / Veh.) / Movement[1]	
Description	Control	Morning Peak	Evening Peak
7500 West / 900 South	NB/SB Stop	c (15.7) / NBT	c (22.1) / NBT
S.R. 134 / 1150 South	Signal	D (46.0)	F (>80)
1800 South / S.R. 134	EB/WB Stop	c (16.7) / WBT	f (>50) / WBT
2550 South / S.R. 134	EB/WB Stop	c (18.4) / EBT	d (30.5) / WBT
Project Access / 900 South	NB Stop	b (14.4) / NBR	f (>50) / NBL

1. Movement indicated for unsignalized intersections where delay and LOS represents worst movement. SBL = Southbound left movement, etc.
2. Uppercase LOS used for signalized, roundabout, and AWSC intersections. Lowercase LOS used for all other unsignalized intersections.

Source: Hales Engineering, June 2024

Weber County Westbridge Meadows
Future (2030) Plus Project

Morning Peak Hour
Figure 6A



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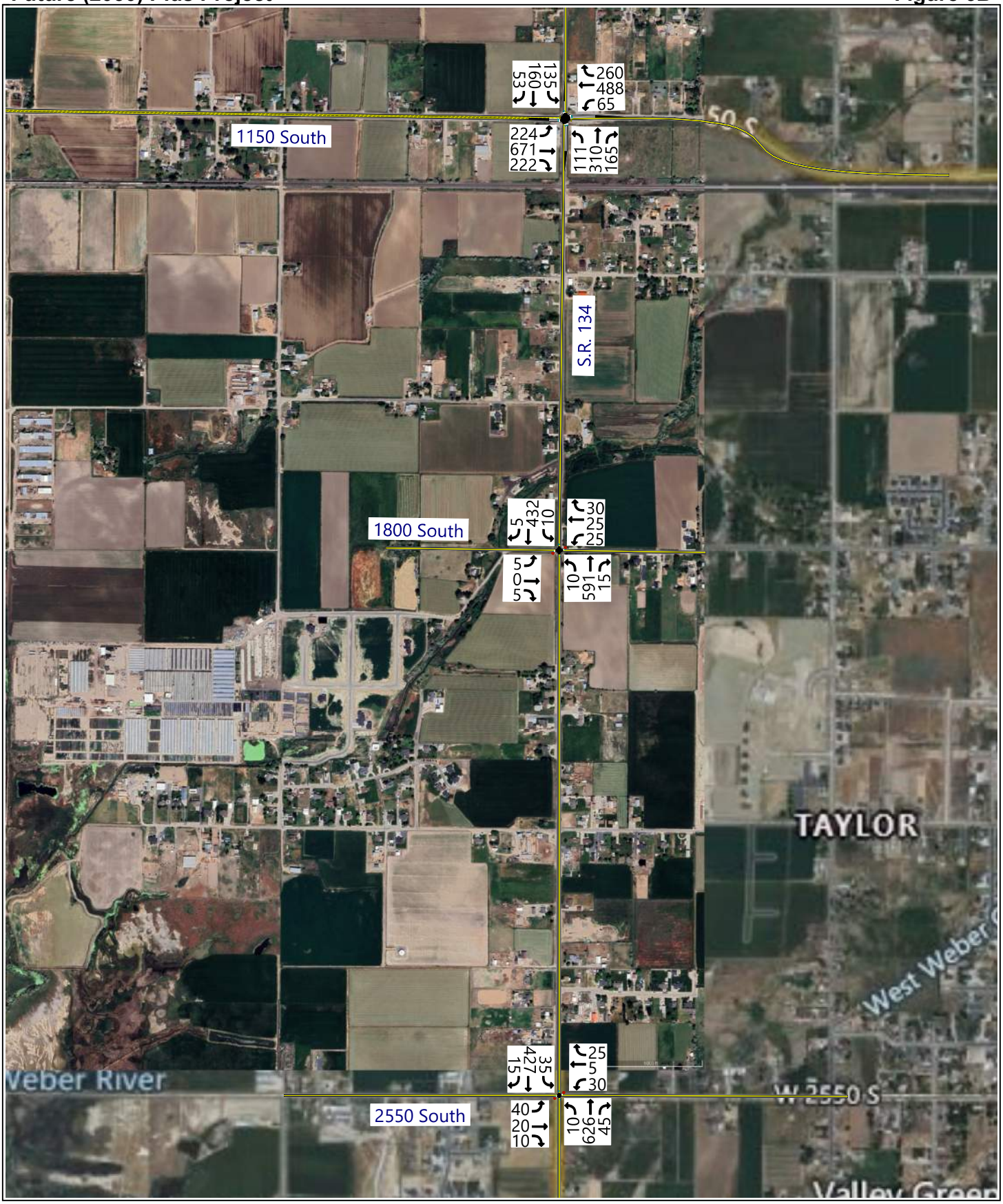
Future (2030) Plus Project

Morning Peak Hour
Figure 6B



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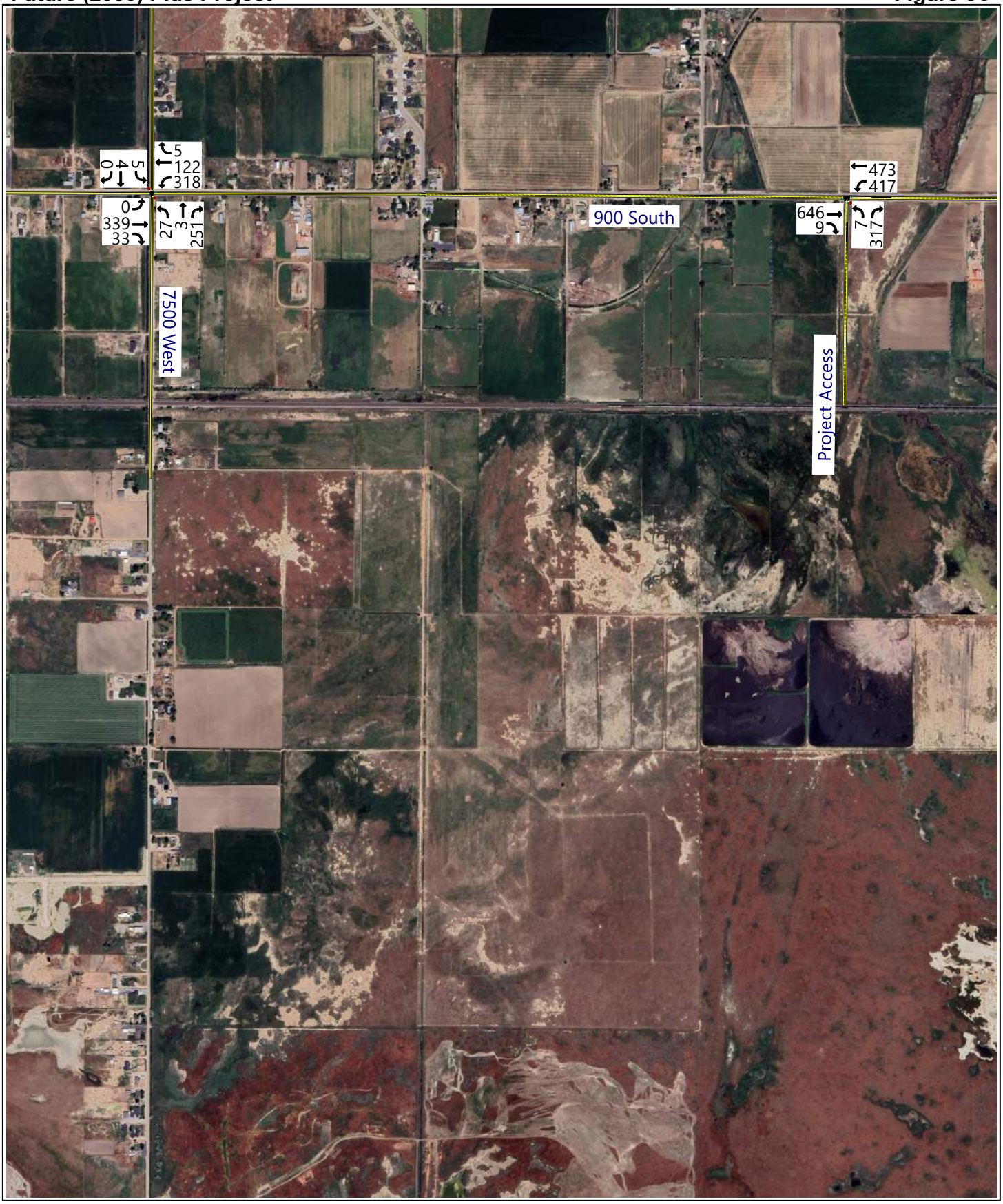
Future (2030) Plus Project

Evening Peak Hour
Figure 6C



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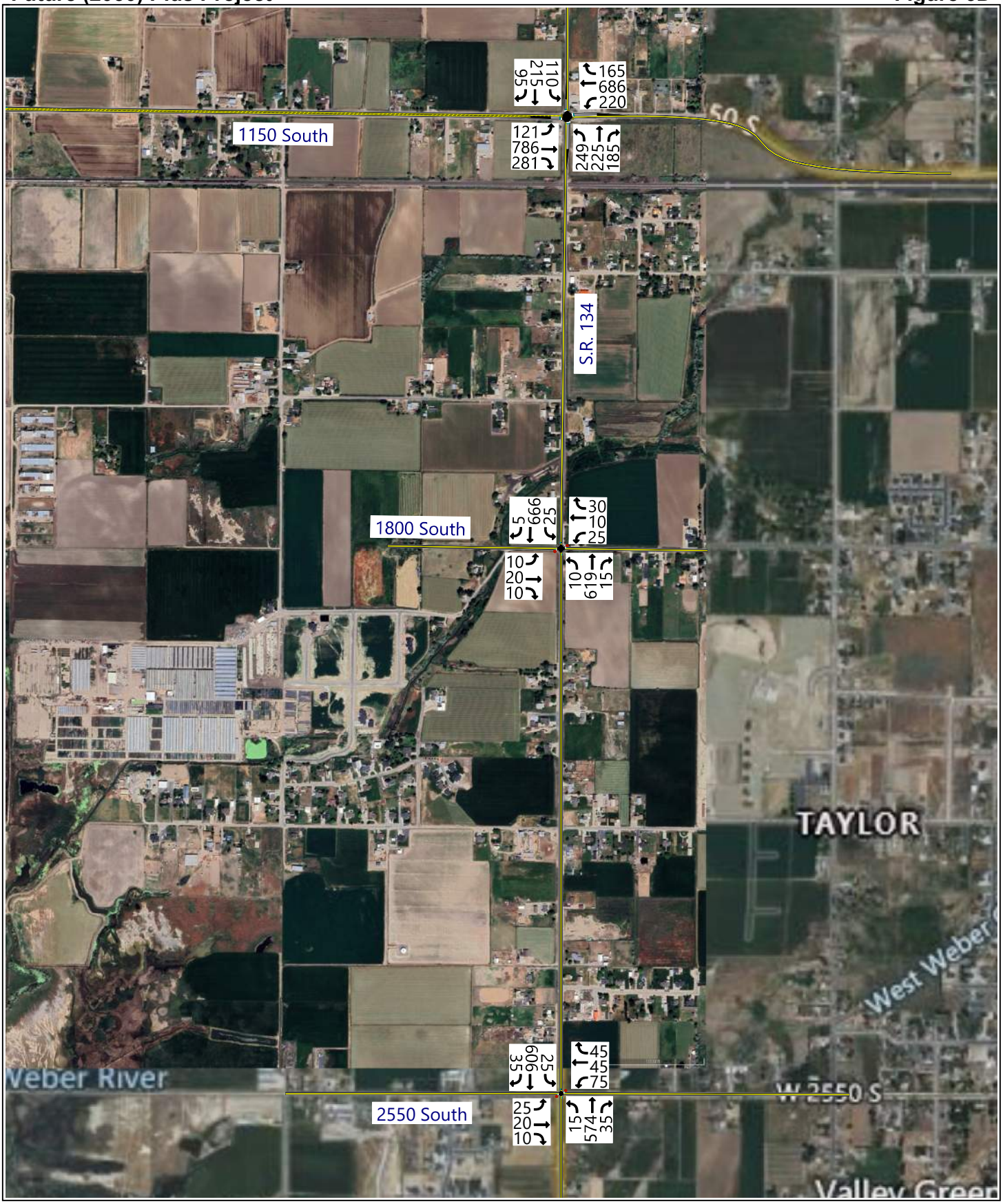
Future (2030) Plus Project

Evening Peak Hour
Figure 6D



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D. Queuing Analysis

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

- S.R. 134 / 1150 South:
  - Eastbound: >1,000 feet (AM & PM)
  - Westbound: >1,000 feet (PM)
  - Northbound: >1,000 feet (PM)
- Project Access / 900 South:
  - Northbound: 175 feet (AM & PM)
  - Westbound: 200 feet (PM)
- 1800 South / S.R. 134:
  - Westbound: 175 feet (PM)
- 2550 South / S.R. 134:
  - Westbound: 175 feet (PM)

E. Mitigation Measures

With significant anticipated increases in traffic volumes along 1150 South and S.R. 134 due to project traffic, the following mitigations are recommended sooner than planned with background growth alone:

- 1150 South:
  - Widen to five lanes starting to the west of the S.R. 134 intersection and moving east to where it is currently five lanes wide.
- S.R. 134 / 1150 South:
  - Implement permissive / protected phasing on all approaches
- 2550 South / S.R. 134:
  - Install signal with left-turn pockets on all approaches
    - The intersection is anticipated to meet peak hour signal warrants and a traffic signal should be installed when warrants are found to be met
- Project Access / 900 South:
  - Add acceleration lane for the right-turn movement from the northbound approach

A mitigated scenario was analyzed with these recommended changes and the LOS results are shown in Table 10. No significant queuing is anticipated with these changes. The Project Access / 900 South intersection is still anticipated to operate at a poor level of service during the evening peak hour but no further mitigation are recommended.

Table 10: Future (2030) Plus Project Peak Hour LOS (Mitigated)

Intersection		LOS (Sec. Delay / Veh.) / Movement[1]	
Description	Control	Morning Peak	Evening Peak
7500 West / 900 South	NB/SB Stop	b (12.4) / NBT	c (22.4) / NBT
S.R. 134 / 1150 South	Signal	C (24.5)	C (33.6)
1800 South / S.R. 134	EB/WB Stop	c (15.5) / WBT	d (26.7) / EBT
2550 South / S.R. 134	Signal	B (10.6)	B (13.5)
Project Access / 900 South	NB Stop	b (12.6) / NBL	f (>50) / NBL

1. Movement indicated for unsignalized intersections where delay and LOS represents worst movement. SBL = Southbound left movement, etc.
2. Uppercase LOS used for signalized, roundabout, and AWSC intersections. Lowercase LOS used for all other unsignalized intersections.

Source: Hales Engineering, June 2024

VII. FUTURE (2040) BACKGROUND CONDITIONS

A. Purpose

The purpose of the future (2040) background analysis is to study the intersections and roadways during the peak travel periods of the day for future background traffic and geometric conditions. Through this analysis, future background traffic operational deficiencies can be identified, and potential mitigation measures recommended.

B. Roadway Network

According to the WFRC Regional Transportation Plan, there is a plan to widen 1150 South to five lanes before 2040 in the study area. However, the analysis did not assume this change in the background unless it was found to be needed in a mitigated scenario. Therefore, no changes were made to the roadway network for the future (2040) analysis.

C. Traffic Volumes

Hales Engineering obtained future (2040) forecasted volumes from the WFRC / MAG travel demand model. Peak period turning movement counts were estimated using NCHRP 255 methodologies which utilize existing peak period turn volumes and future AWDT volumes to project the future turn volumes at the major intersections. Future (2040) background morning and evening peak hour turning movement volumes are shown in Figure 7.

D. Level of Service Analysis

Hales Engineering determined that the study intersections along S.R. 134 are anticipated to operate at poor levels of service during the morning and evening peak hours in future (2040) background conditions, as shown in Table 11.

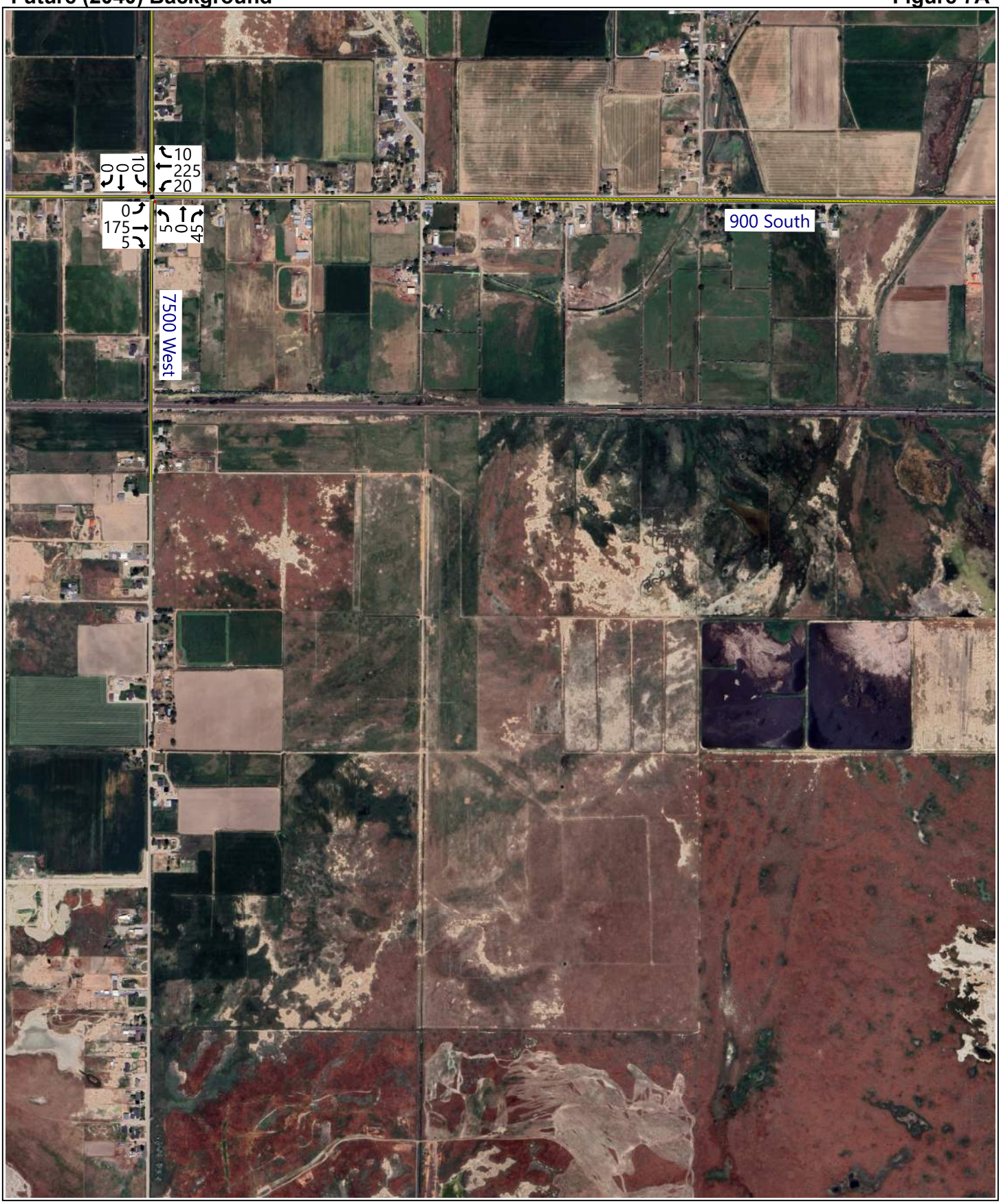
E. Queuing Analysis

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

- S.R. 134 / 1150 South:
  - Eastbound: >1,000 feet (AM & PM)
  - Westbound: >1,000 feet (PM)
  - Southbound: >1,000 feet (AM & PM)
- 1800 South / S.R. 134:
  - Southbound: 175 feet (PM)
  - Northbound: 150 feet (PM)
- 2550 South / S.R. 134:
  - Westbound: 350 feet (PM)
  - Southbound: 150 feet (AM & PM)

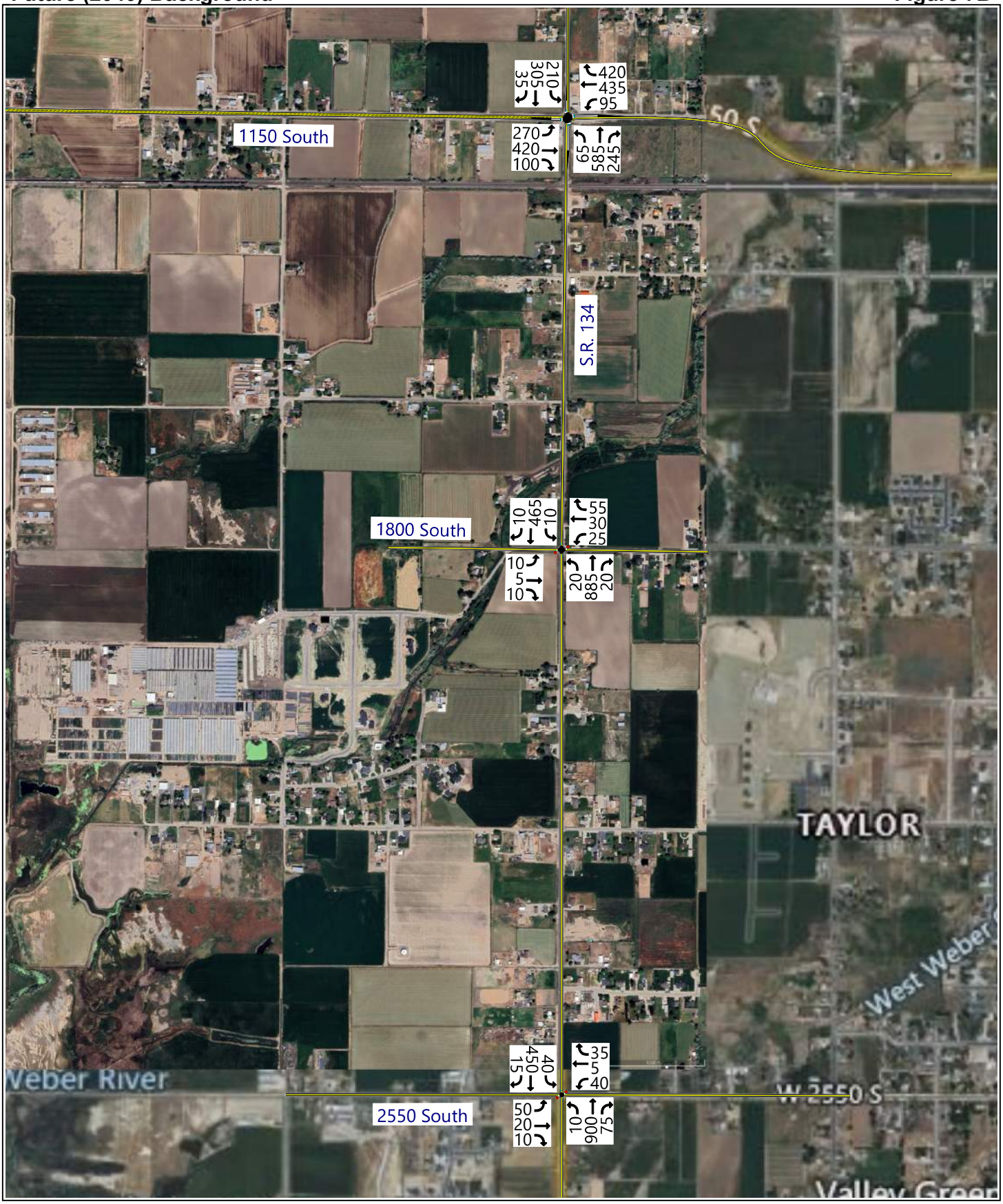
Weber County Westbridge Meadows
Future (2040) Background

Morning Peak Hour
Figure 7A



Weber County Westbridge Meadows
Future (2040) Background

Morning Peak Hour
Figure 7B



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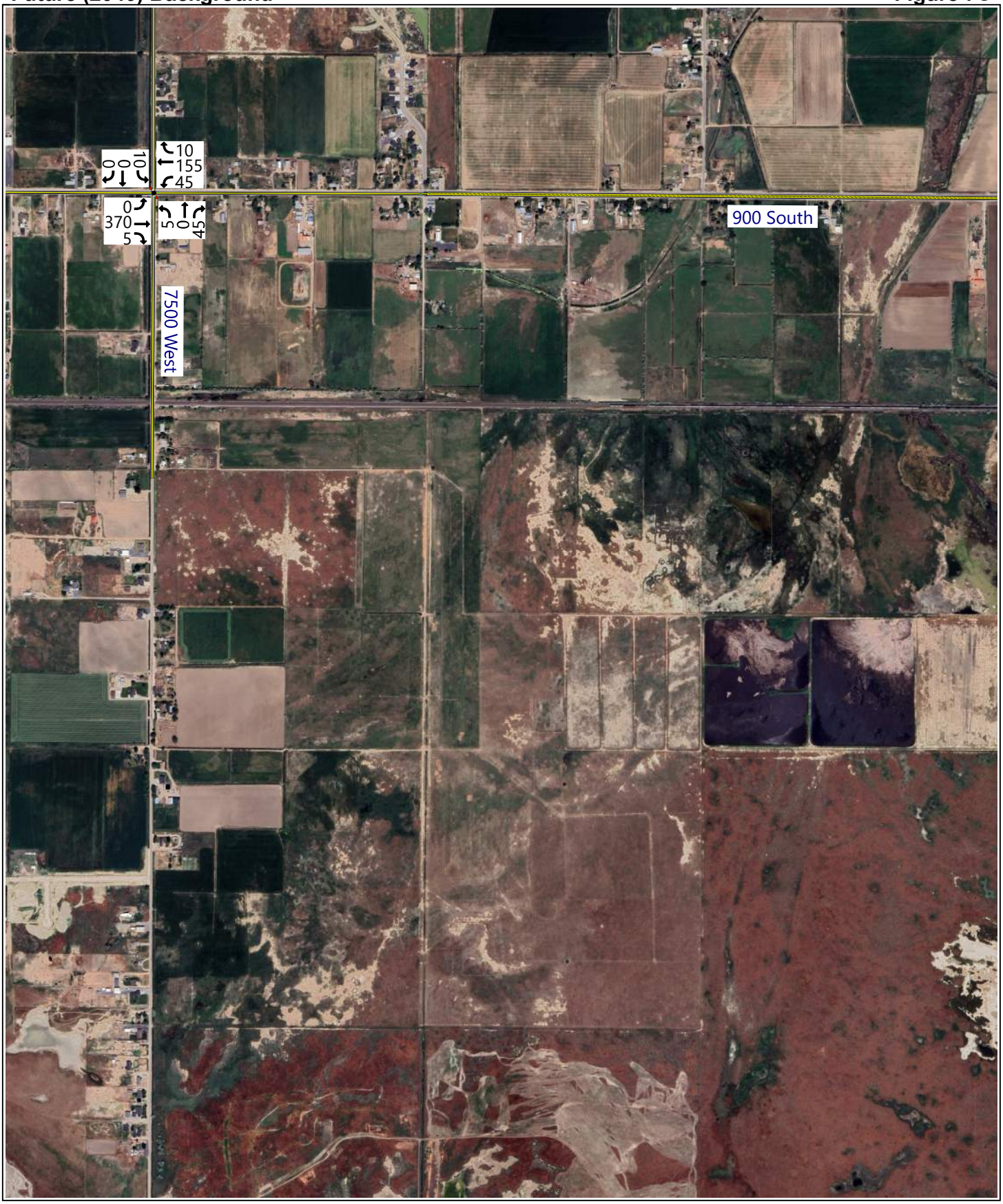
Weber County Westbridge Meadows
Future (2040) Background

Evening Peak Hour
Figure 7C



Weber County Westbridge Meadows
Future (2040) Background

Evening Peak Hour
Figure 7D

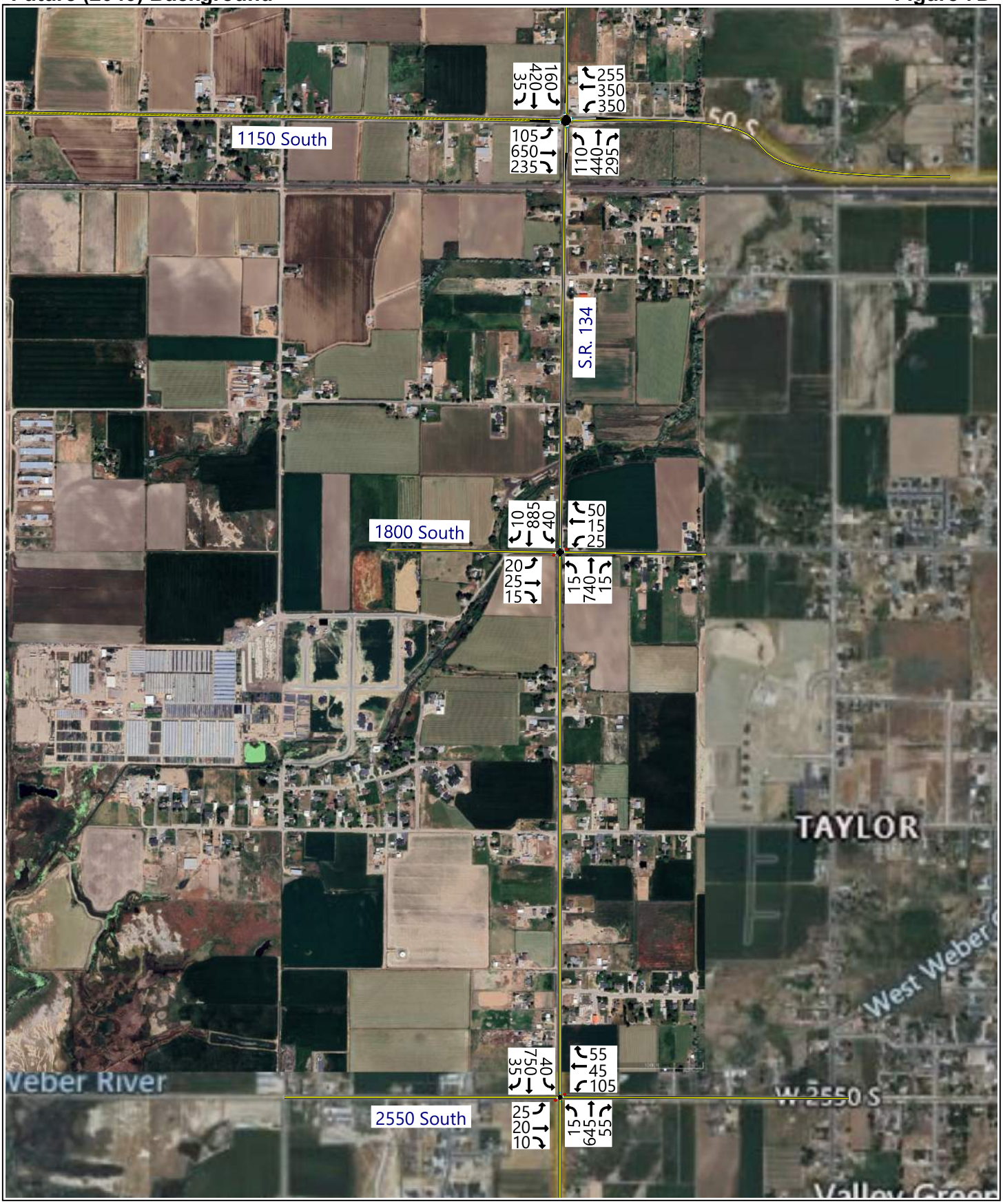


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Table 11: Future (2040) Background Peak Hour LOS

Intersection		LOS (Sec. Delay / Veh.) / Movement[1]	
Description	Control	Morning Peak	Evening Peak
7500 West / 900 South	NB/SB Stop	a (6.2) / SBL	a (7.2) / SBL
S.R. 134 / 1150 South	Signal	F (>80)	F (>80)
1800 South / S.R. 134	EB/WB Stop	d (31.0) / WBL	f (>50) / EBL
2550 South / S.R. 134	EB/WB Stop	e (43.0) / EBT	f (>50) / WBL

1. Movement indicated for unsignalized intersections where delay and LOS represents worst movement. SBL = Southbound left movement, etc.
2. Uppercase LOS used for signalized, roundabout, and AWSC intersections. Lowercase LOS used for all other unsignalized intersections.

Source: Hales Engineering, June 2024

F. Mitigation Measures

Due to significant anticipated increases in traffic volumes along 1150 South and S.R. 134, the following mitigations are recommended:

- 1150 South:
  - Widen to five lanes starting to the west of the S.R. 134 intersection and moving east to where it is currently five lanes wide.
- S.R. 134 / 1150 South:
  - Implement permissive / protected phasing on all approaches
- 1800 South / S.R. 134:
  - Install single-lane roundabout
- 2550 South / S.R. 134:
  - Install signal with left-turn pockets on all approaches
    - The intersection is anticipated to meet peak hour signal warrants and a traffic signal should be installed when warrants are found to be met

A mitigated scenario was analyzed with these recommended changes and the LOS results are shown in Table 12. No significant queuing is anticipated with these changes. These results serve as a baseline condition for the impact analysis of the proposed development for future (2040) conditions.

Table 12: Future (2040) Background Peak Hour LOS (Mitigated)

Intersection		LOS (Sec. Delay / Veh.) / Movement[1]	
Description	Control	Morning Peak	Evening Peak
7500 West / 900 South	NB/SB Stop	a (6.9) / SBL	a (6.9) / SBL
S.R. 134 / 1150 South	Signal	D (46.0)	D (45.9)
1800 South / S.R. 134	Roundabout	C (18.3)	C (19.9)
2550 South / S.R. 134	Signal	B (13.4)	B (14.3)

1. Movement indicated for unsignalized intersections where delay and LOS represents worst movement. SBL = Southbound left movement, etc.
2. Uppercase LOS used for signalized, roundabout, and AWSC intersections. Lowercase LOS used for all other unsignalized intersections.

Source: Hales Engineering, June 2024

VIII. FUTURE (2040) PLUS PROJECT CONDITIONS

A. Purpose

The purpose of the future (2040) plus project analysis is to study the intersections and roadways during the peak travel periods of the day for future background traffic and geometric conditions plus the net trips generated by the proposed development. This scenario provides valuable insight into the potential impacts of the proposed project on future background traffic conditions.

B. Traffic Volumes

Hales Engineering added the project trips discussed in Chapter III to the future (2040) background traffic volumes to predict turning movement volumes for future (2040) plus project conditions. With the continued growth in the project, a new connection is assumed to 1800 South via a new bridge over the Weber River. While the new connection is assumed to be constructed with a five-lane roadway, the analysis assumed a three-lane cross-section initially. Future (2040) plus project morning and evening peak hour turning movement volumes are shown in Figure 8.

C. Level of Service Analysis

Hales Engineering determined that all intersections are anticipated to operate at poor levels of service during the morning and/or evening peak hours in future (2040) plus project conditions, as shown in Table 13.

Table 13: Future (2040) Plus Project Peak Hour LOS

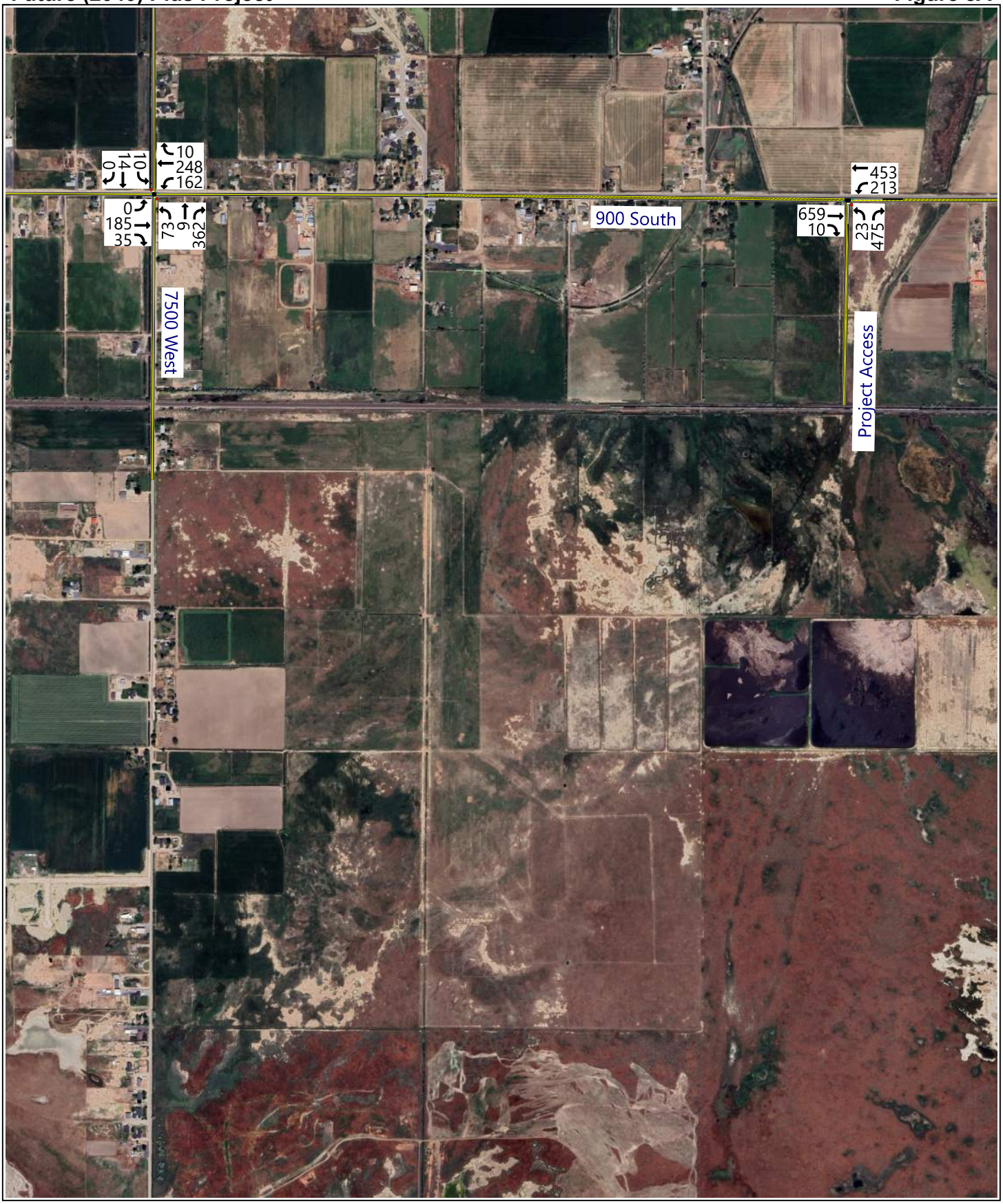
Intersection		LOS (Sec. Delay / Veh.) / Movement[1]	
Description	Control	Morning Peak	Evening Peak
7500 West / 900 South	NB/SB Stop	c (21.7) / NBT	f (>50) / NBL
S.R. 134 / 1150 South	Signal	E (69.5)	F (>80)
1800 South / S.R. 134	Roundabout	F (>50)	F (>50)
2550 South / S.R. 134	Signal	E (75.2)	F (>80)
Project Access / 900 South	NB Stop	f (>50) / NBR	f (>50) / NBL

1. Movement indicated for unsignalized intersections where delay and LOS represents worst movement. SBL = Southbound left movement, etc.
2. Uppercase LOS used for signalized, roundabout, and AWSC intersections. Lowercase LOS used for all other unsignalized intersections.

Source: Hales Engineering, June 2024

Weber County Westbridge Meadows
Future (2040) Plus Project

Morning Peak Hour
Figure 8A



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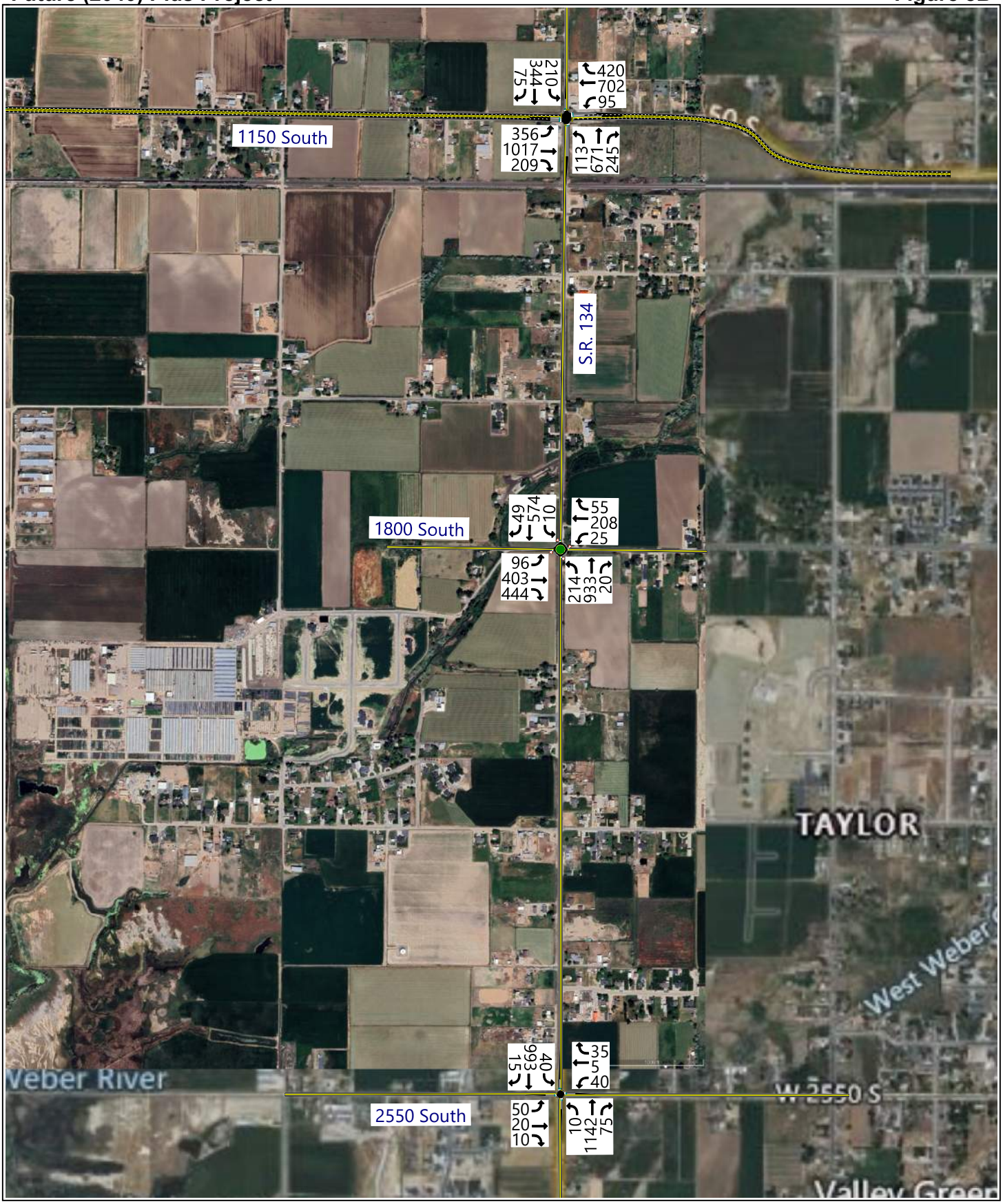
Weber County Westbridge Meadows
Future (2040) Plus Project

Morning Peak Hour
Figure 8B



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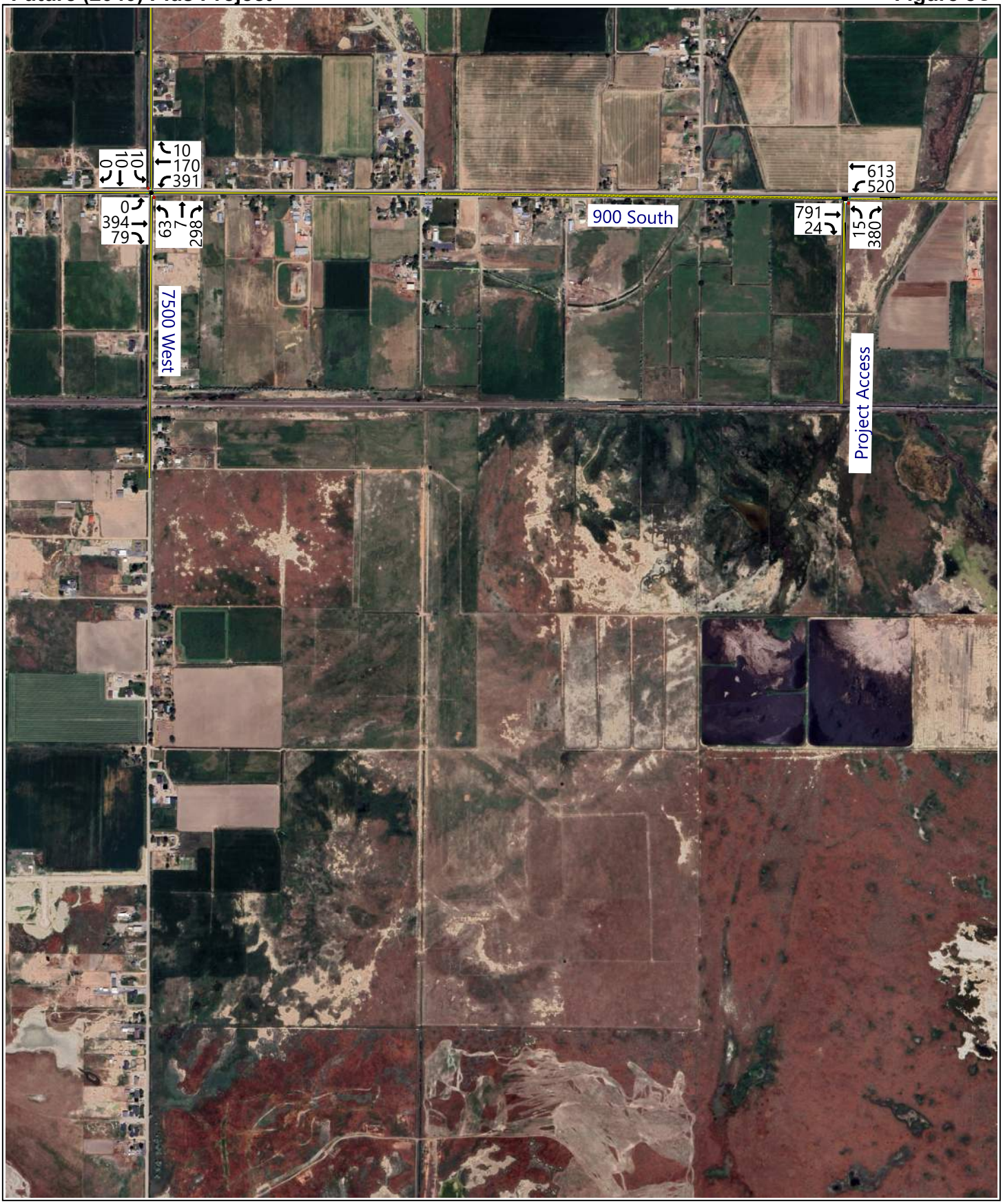
Weber County Westbridge Meadows
Future (2040) Plus Project

Evening Peak Hour
Figure 8C



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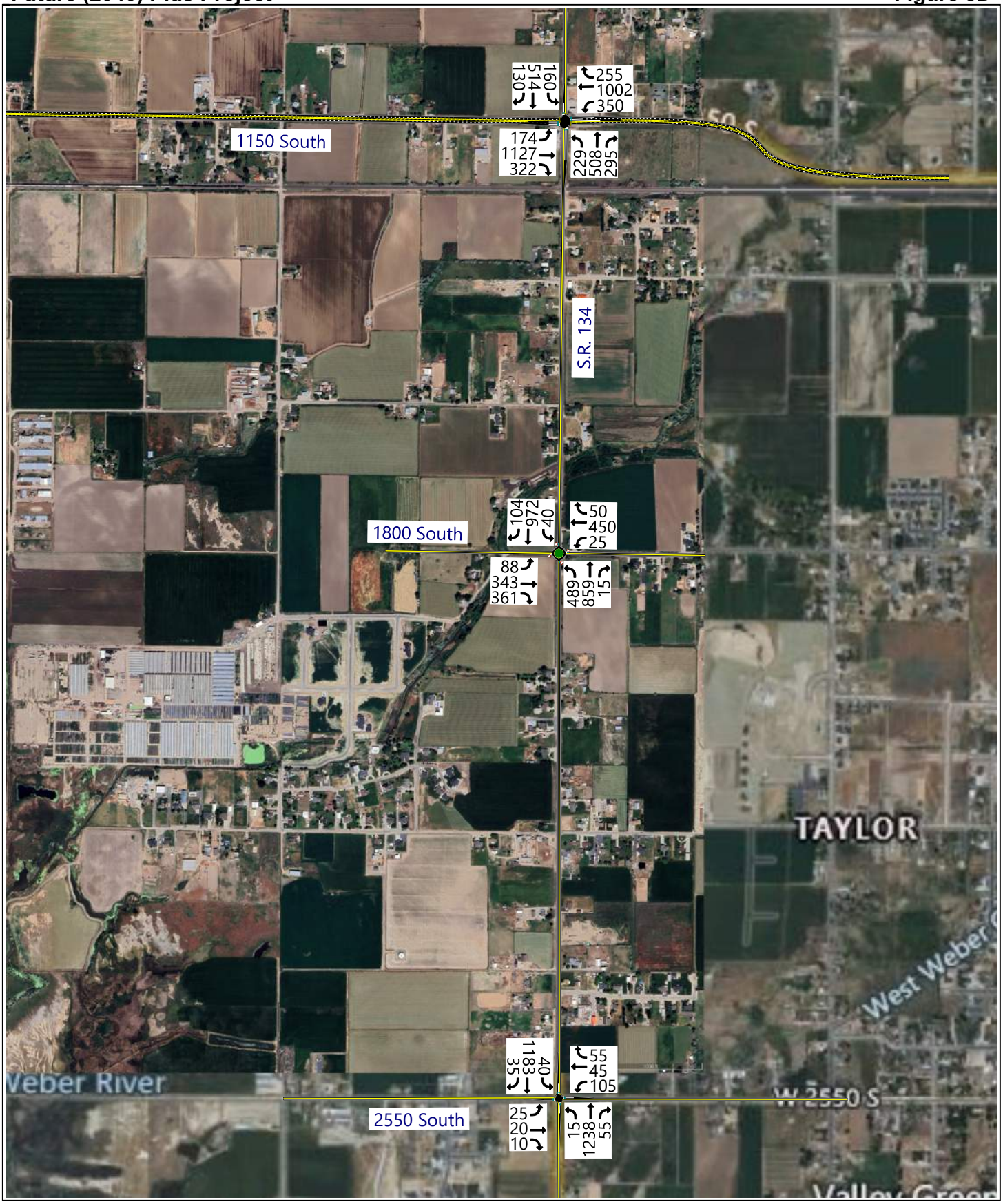
Weber County Westbridge Meadows
Future (2040) Plus Project

Evening Peak Hour
Figure 8D



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D. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. Significant 95th percentile queue lengths of 1,000+ feet are expected at all intersections during the morning and evening peak hour due to insufficient travel lanes for project traffic.

E. Mitigation Measures

There is anticipated to be a large number of vehicles produced by the project utilizing 900 South, 1800 South, and S.R. 134 leading to significant congestion. The following mitigations are recommended to bring the study roadway network back to acceptable levels of service:

- 7500 West / 900 South:
  - Install signal with permissive / protected phasing on the westbound approach
- Project Access / 900 South:
  - Install signal with permissive / protected phasing on the westbound approach
  - Add channelized right-turn on northbound approach with an acceleration lane
- S.R. 134:
  - Widen to five lanes through all study intersections
- S.R. 134 / 1150 South:
  - Add dual left-turn pockets on the westbound approach
- 1800 South:
  - Widen to five lanes through the study area
- 1800 South / S.R. 134:
  - Install signal
    - The intersection is not anticipated to function at acceptable levels of service, even as a dual-lane roundabout
  - Add right-turn pocket to eastbound and southbound approaches

A mitigated scenario was analyzed with these recommended changes and the LOS results are shown in Table 14. No significant queuing is anticipated with these changes.

Table 14: Future (2040) Plus Project Peak Hour LOS (Mitigated)

Intersection		LOS (Sec. Delay / Veh.) / Movement[1]	
Description	Control	Morning Peak	Evening Peak
7500 West / 900 South	Signal	B (13.3)	C (21.7)
S.R. 134 / 1150 South	Signal	D (44.3)	D (46.4)
1800 South / S.R. 134	Signal	B (19.0)	D (40.0)
2550 South / S.R. 134	Signal	A (9.9)	B (14.0)
Project Access / 900 South	Signal	A (9.5)	B (19.5)

1. Movement indicated for unsignalized intersections where delay and LOS represents worst movement. SBL = Southbound left movement, etc.
2. Uppercase LOS used for signalized, roundabout, and AWSC intersections. Lowercase LOS used for all other unsignalized intersections.

Source: Hales Engineering, June 2024

IX. FUTURE (2050) BACKGROUND CONDITIONS

A. Purpose

The purpose of the future (2050) background analysis is to study the intersections and roadways during the peak travel periods of the day for future background traffic and geometric conditions. Through this analysis, future background traffic operational deficiencies can be identified, and potential mitigation measures recommended.

B. Roadway Network

According to the WFRC Regional Transportation Plan, there are no further projects planned before 2050 in the study area. Therefore, no changes were made to the roadway network for the future (2050) analysis. There are plans to construct the West Weber Corridor by 2050 but the alignment is uncertain. Therefore, it was assumed that the highway would be constructed on the east side of the Weber River (aligning with S.R. 134 for the analysis) but would be left as an arterial.

C. Traffic Volumes

Hales Engineering obtained future (2050) forecasted volumes from the WFRC / MAG travel demand model. Peak period turning movement counts were estimated using NCHRP 255 methodologies which utilize existing peak period turn volumes and future AWDT volumes to project the future turn volumes at the major intersections. Future (2050) background morning and evening peak hour turning movement volumes are shown in Figure 9.

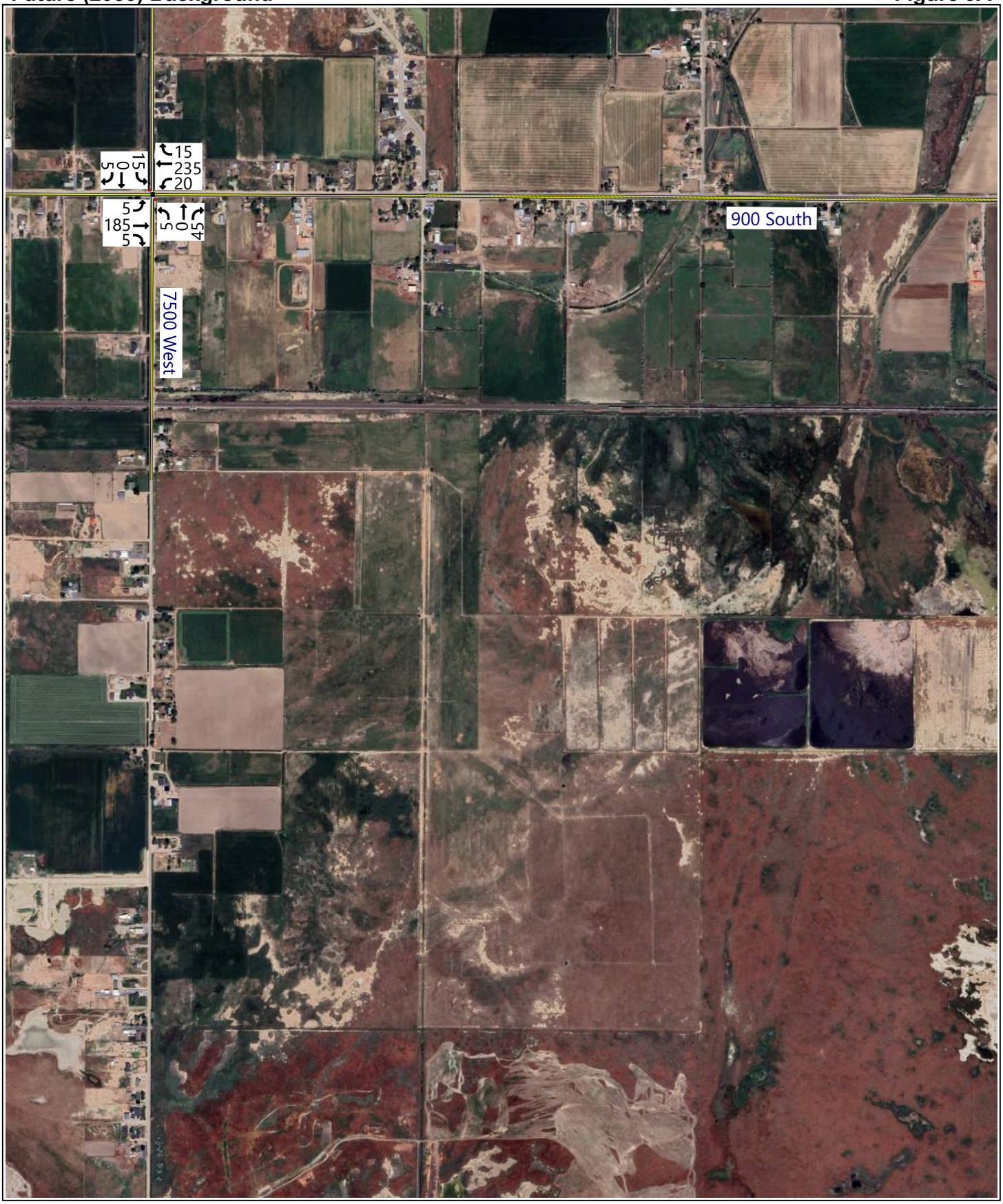
D. Level of Service Analysis

Hales Engineering determined that the study intersections along S.R. 134 are anticipated to operate at poor levels of service during the morning and evening peak hours in future (2050) background conditions, as shown in Table 15.

E. Queuing Analysis

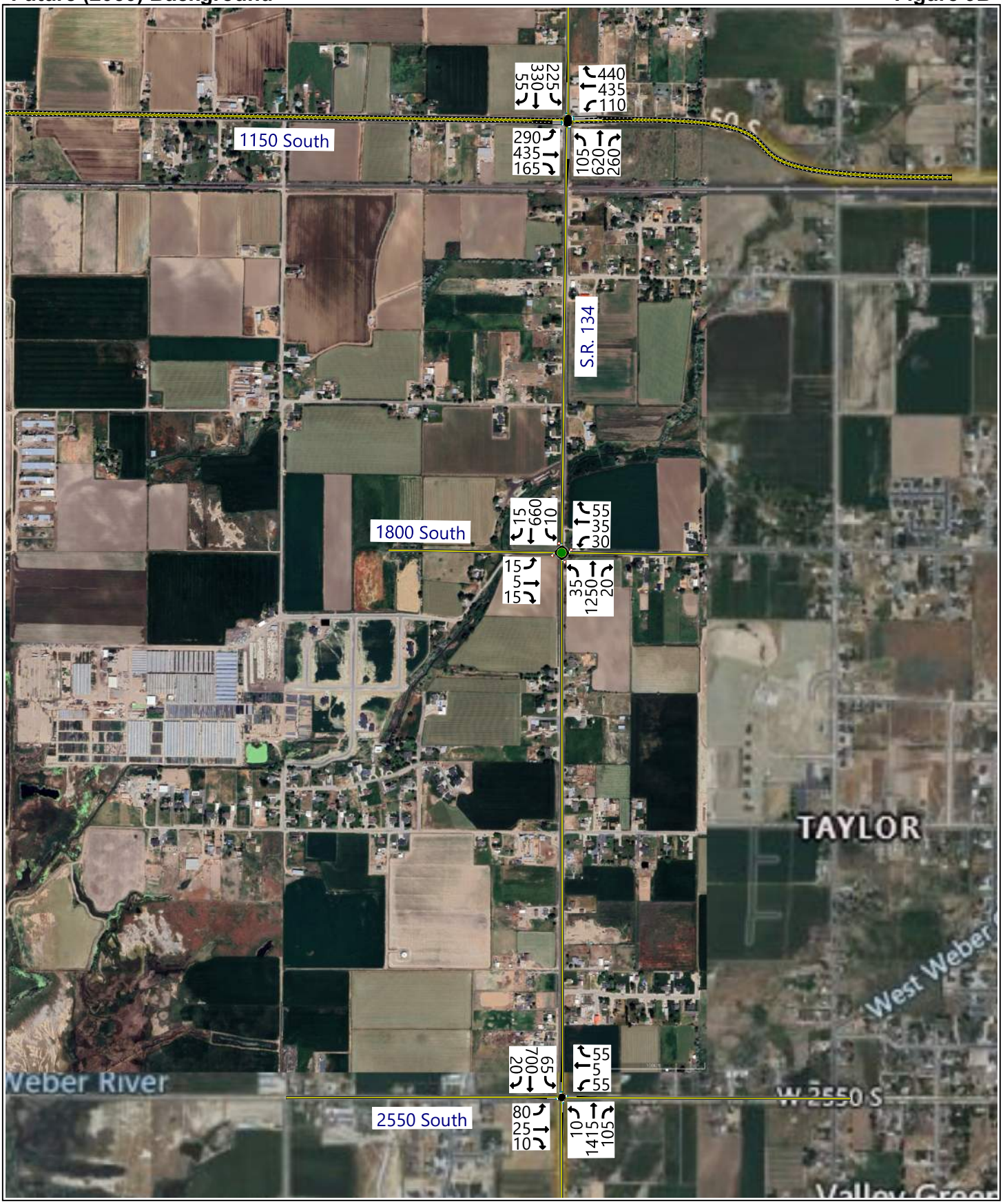
Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. Significant 95th percentile queue lengths during the morning and evening peak hour are summarized as follows:

- S.R. 134 / 1150 South:
  - Westbound: >1,000 feet (PM)
  - Eastbound: 950 feet (AM)
  - Southbound: >1,000 feet (PM)
  - Northbound: 975 feet (PM)
- 1800 South / S.R. 134:
  - Southbound: >1,000 feet (AM & PM)
  - Northbound: >1,000 feet (AM & PM)
- 2550 South / S.R. 134:
  - Southbound: >1,000 feet (AM)
  - Northbound: >1,000 feet (AM & PM)


15
0
5
15
235
20
5
185
5
5
0
45
900 South
7500 West

Weber County Westbridge Meadows
Future (2050) Background

Morning Peak Hour
Figure 9B



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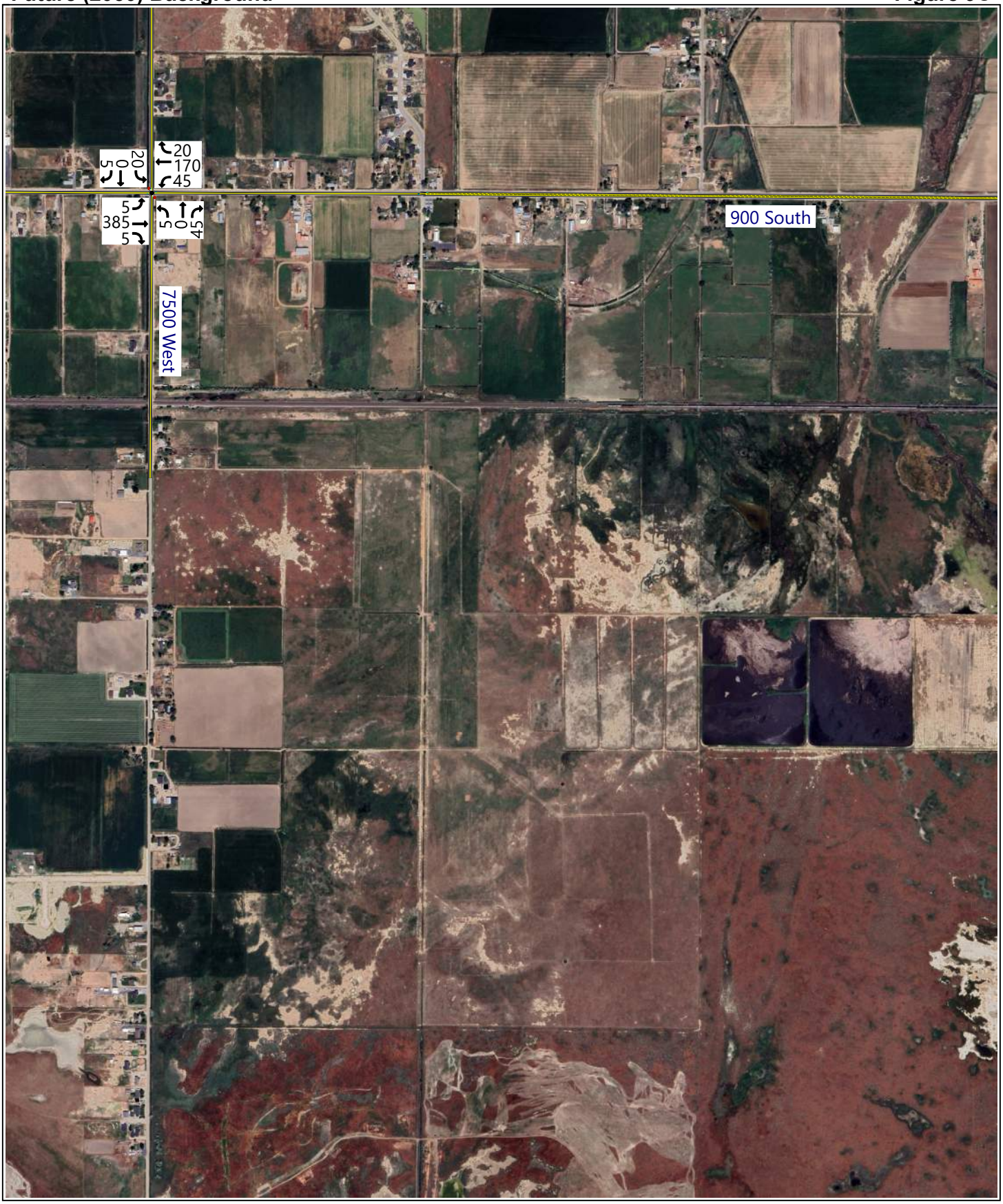
Weber County Westbridge Meadows
Future (2050) Background

Evening Peak Hour
Figure 9C



Weber County Westbridge Meadows
Future (2050) Background

Evening Peak Hour
Figure 9D

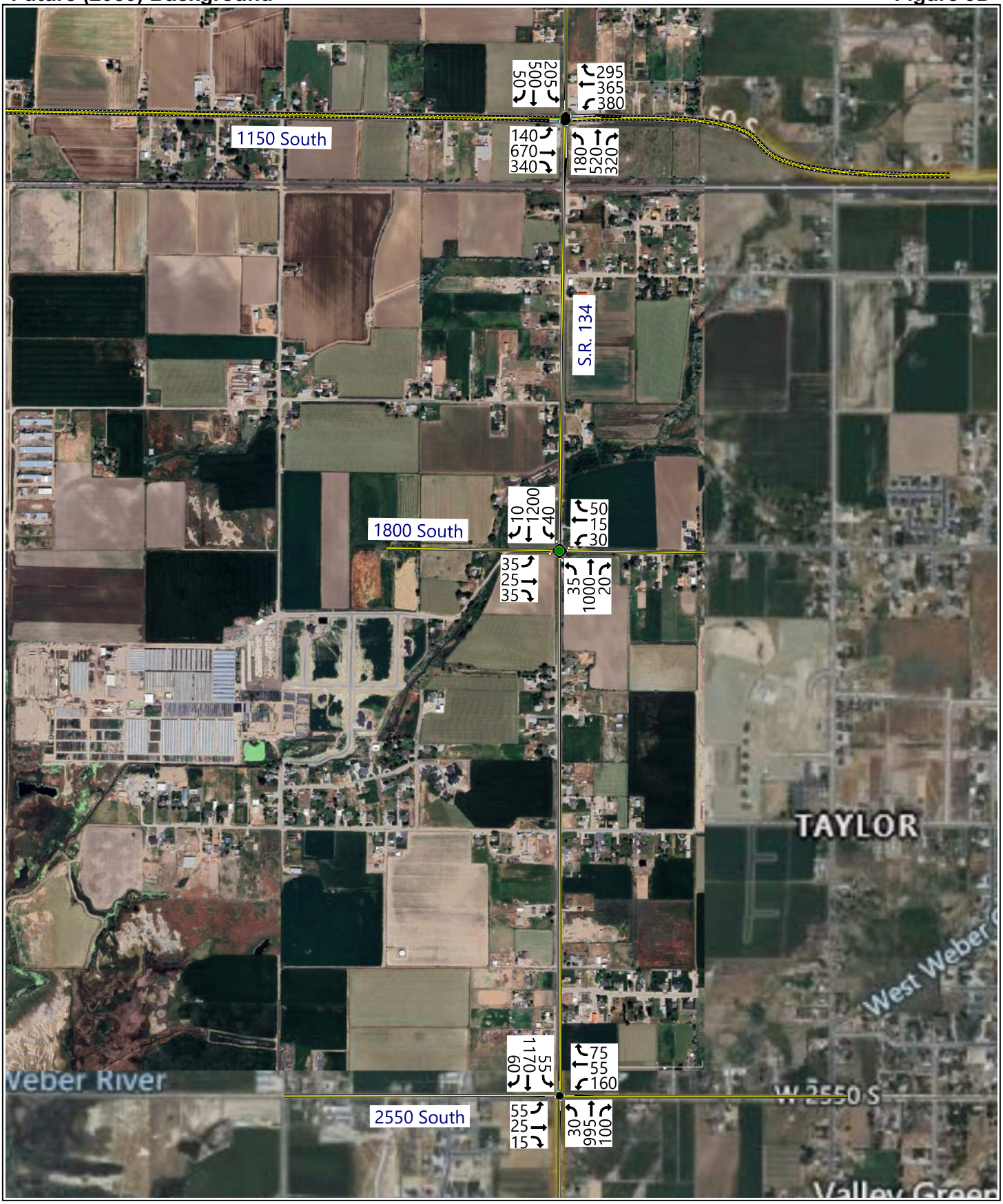


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Table 15: Future (2050) Background Peak Hour LOS

Intersection		LOS (Sec. Delay / Veh.) / Movement[1]	
Description	Control	Morning Peak	Evening Peak
7500 West / 900 South	NB/SB Stop	a (6.3) / SBL	a (8.5) / SBL
S.R. 134 / 1150 South	Signal	D (49.0)	F (>80)
1800 South / S.R. 134	Roundabout	F (>50)	F (>50)
2550 South / S.R. 134	Signal	F (>80)	D (39.2)

1. Movement indicated for unsignalized intersections where delay and LOS represents worst movement. SBL = Southbound left movement, etc.
2. Uppercase LOS used for signalized, roundabout, and AWSC intersections. Lowercase LOS used for all other unsignalized intersections.

Source: Hales Engineering, June 2024

F. Mitigation Measures

Due to further significant anticipated increases in traffic volumes along 1150 South and S.R. 134, the following mitigations are recommended:

- S.R. 134:
  - Widen to five lanes through all study intersections
- 2550 South / S.R. 134:
  - Add right-turn pocket on northbound approach

A mitigated scenario was analyzed with these recommended changes and the LOS results are shown in Table 16. No significant queuing is anticipated with these changes. The 1800 South / S.R. 134 intersection is anticipated to not meet peak hour signal warrants and no further mitigations are recommended. These results serve as a baseline condition for the impact analysis of the proposed development for future (2050) conditions.

Table 16: Future (2050) Background Peak Hour LOS (Mitigated)

Intersection		LOS (Sec. Delay / Veh.) / Movement[1]	
Description	Control	Morning Peak	Evening Peak
7500 West / 900 South	NB/SB Stop	a (7.0) / NBL	a (6.9) / NBL
S.R. 134 / 1150 South	Signal	C (24.1)	D (35.2)
1800 South / S.R. 134	Roundabout	B (12.4)	B (13.6)
2550 South / S.R. 134	Signal	A (9.9)	B (14.0)

1. Movement indicated for unsignalized intersections where delay and LOS represents worst movement. SBL = Southbound left movement, etc.
2. Uppercase LOS used for signalized, roundabout, and AWSC intersections. Lowercase LOS used for all other unsignalized intersections.

Source: Hales Engineering, June 2024

X. FUTURE (2050) PLUS PROJECT CONDITIONS

A. Purpose

The purpose of the future (2050) plus project analysis is to study the intersections and roadways during the peak travel periods of the day for future background traffic and geometric conditions plus the net trips generated by the proposed development. This scenario provides valuable insight into the potential impacts of the proposed project on future background traffic conditions.

B. Traffic Volumes

Hales Engineering added the project trips discussed in Chapter III to the future (2050) background traffic volumes to predict turning movement volumes for future (2050) plus project conditions. With the continued growth in the project, a new connection is assumed to 2550 South via a new bridge over the Weber River. While the new connection is assumed to be constructed with a five-lane roadway, the analysis assumed a three-lane cross-section initially. Future (2050) plus project morning and evening peak hour turning movement volumes are shown in Figure 10.

C. Level of Service Analysis

Hales Engineering determined that all intersections are anticipated to operate at acceptable levels of service during the morning and evening peak hours in future (2050) plus project conditions, as shown in Table 17.

Table 17: Future (2050) Plus Project Peak Hour LOS

Intersection		LOS (Sec. Delay / Veh.) / Movement[1]	
Description	Control	Morning Peak	Evening Peak
7500 West / 900 South	Signal	B (11.4)	B (19.4)
S.R. 134 / 1150 South	Signal	D (50.2)	D (36.8)
1800 South / S.R. 134	Signal	C (23.7)	D (35.2)
2550 South / S.R. 134	Signal	F (>80)	F (>80)
Project Access / 900 South	Signal	A (7.5)	B (15.1)

1. Movement indicated for unsignalized intersections where delay and LOS represents worst movement. SBL = Southbound left movement, etc.
2. Uppercase LOS used for signalized, roundabout, and AWSC intersections. Lowercase LOS used for all other unsignalized intersections.

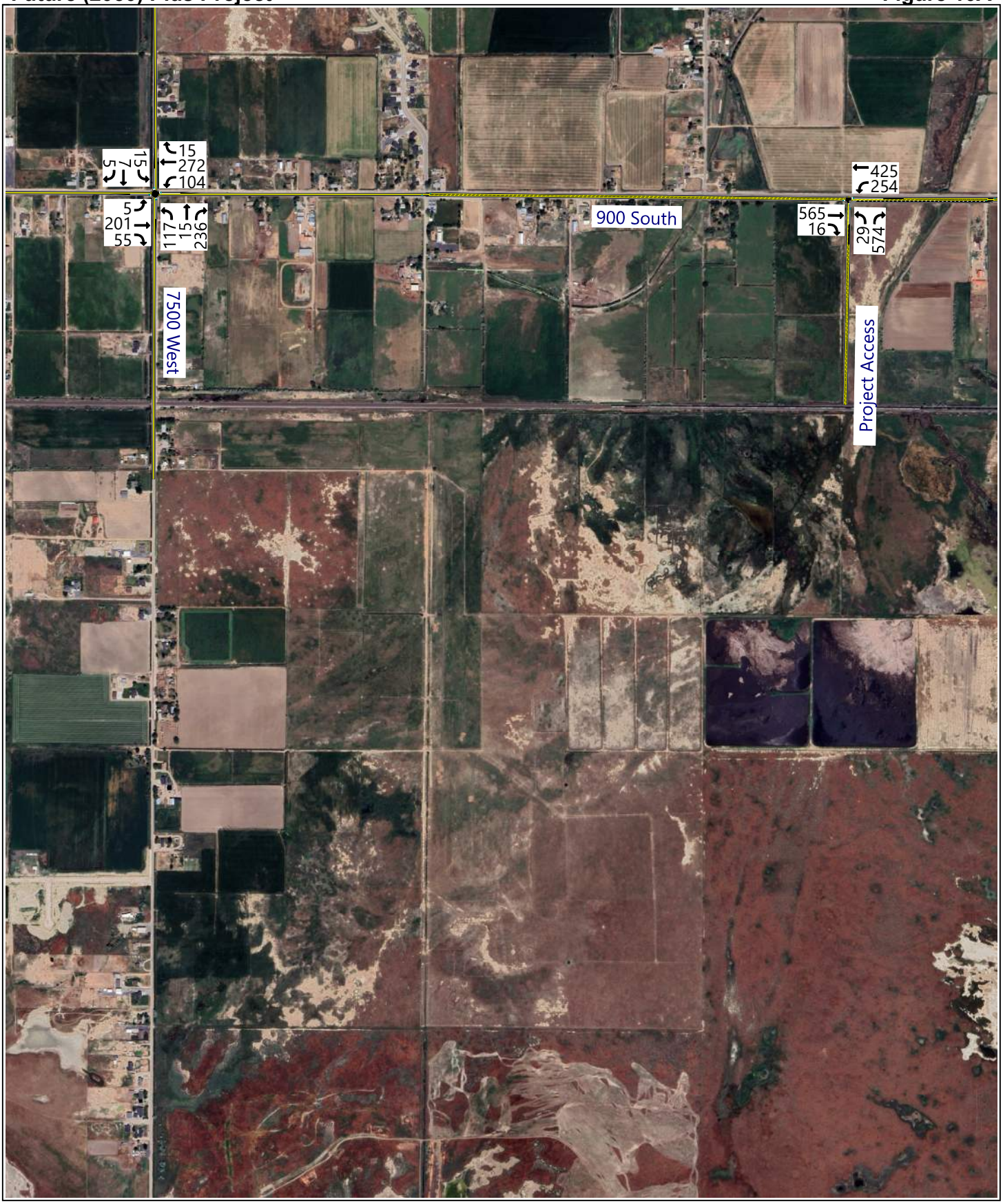
Source: Hales Engineering, June 2024

D. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. Significant 95th percentile queue lengths of over 1,000 feet are anticipated on all approaches of the 2550 South / S.R. 134 intersection during the morning and evening peak hour.

Weber County Westbridge Meadows
Future (2050) Plus Project

Morning Peak Hour
Figure 10A



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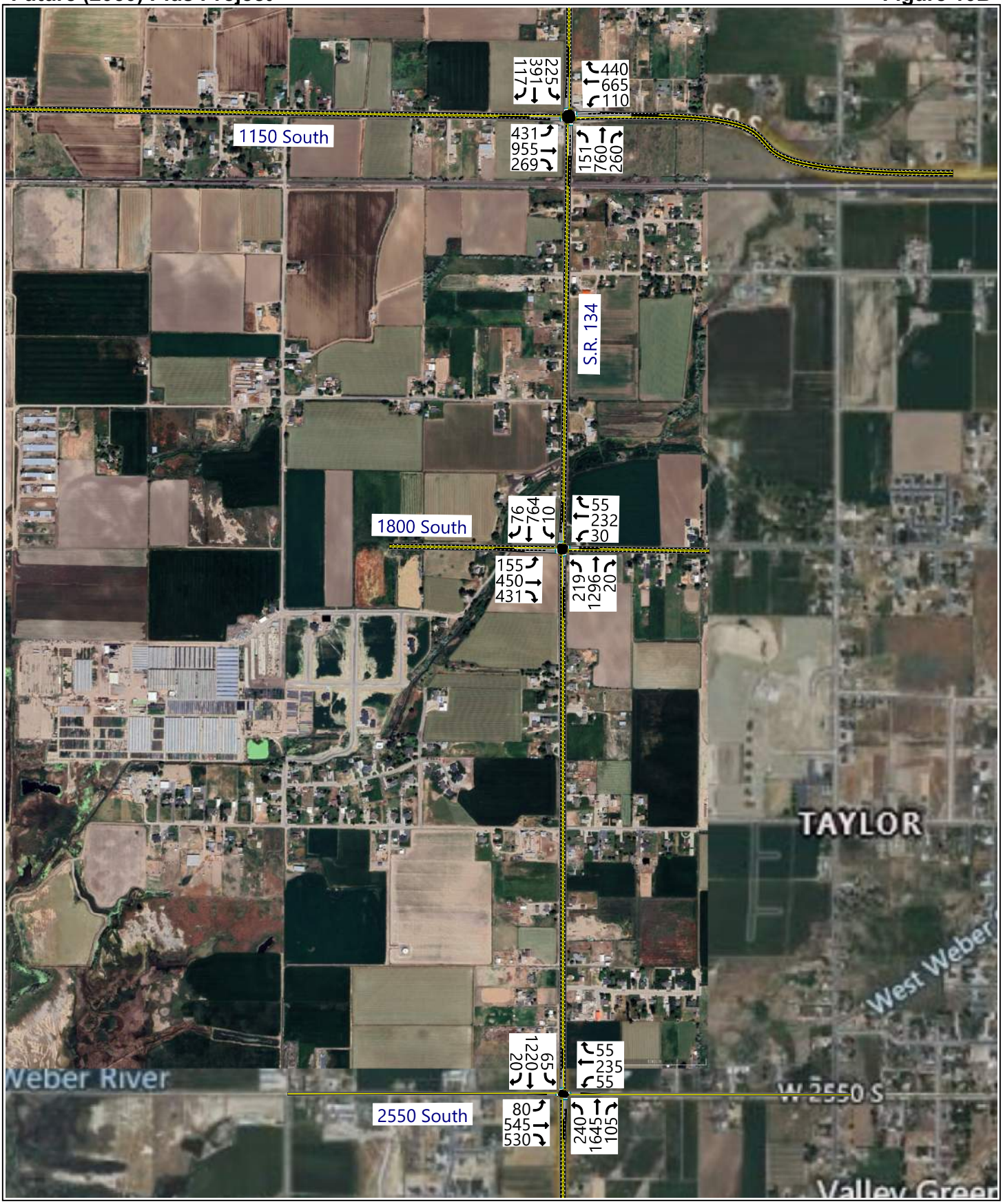
Weber County Westbridge Meadows
Future (2050) Plus Project

Morning Peak Hour
Figure 10B



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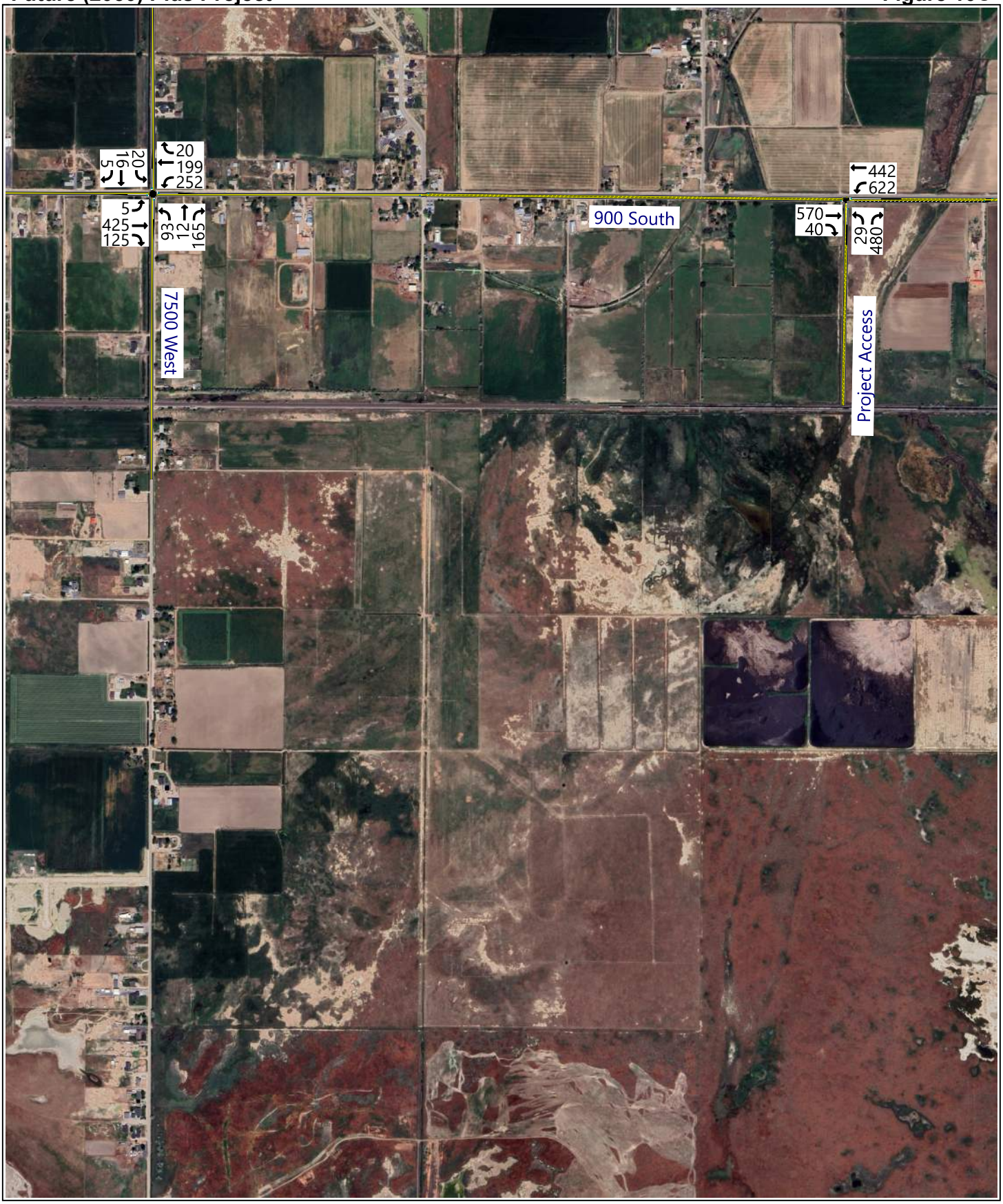
Weber County Westbridge Meadows
Future (2050) Plus Project

Evening Peak Hour
Figure 10C



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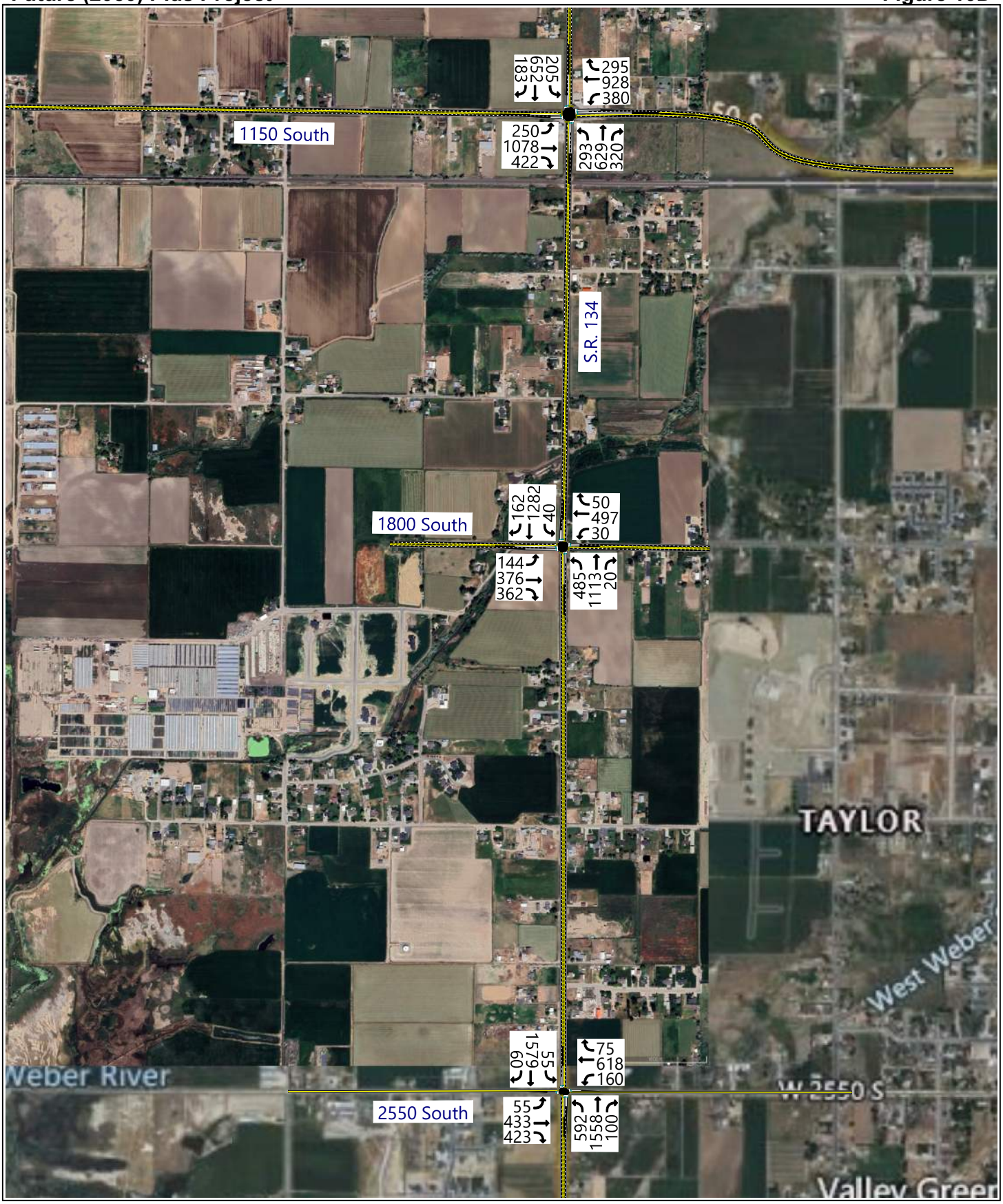

1150 South
S.R. 134
1800 South
2550 South
TAYLOR
West Weber
Weber River
Valley Greer
183 652 205
295 928 380
250 1078 422
293 629 320
162 1282 40
50 497 30
144 376 362
485 1113 20
609 1579 55
75 618 160
55 433 423
592 1558 100

E. Mitigation Measures

With the new connection from the project to 2550 South, traffic volumes are anticipated to slightly shift away from 900 South and 1800 South. However, a significantly large number of traffic volumes are still projected by the development. Therefore, the following mitigations are recommended:

- Project Access / 900 South:
  - Add dual left-turn pockets on the westbound approach
  - Widen Project Access to five lanes
- S.R. 134:
  - Widen to seven lanes to the south of 1800 South
- S.R. 134 / 1150 South:
  - Add dual left-turn pockets on the northbound and westbound approaches
- 2550 South:
  - Widen to five lanes through the study area
- 1800 South / S.R. 134:
  - Add dual left-turn pockets on the northbound approach
- 2550 South / S.R. 134:
  - Add dual left-turn pockets on the northbound approach
  - Add right-turn pocket on the eastbound approach

A mitigated scenario was analyzed with these recommended changes and the LOS results are shown in Table 18. No significant queuing is anticipated with these changes.

Table 18: Future (2050) Plus Project Peak Hour LOS (Mitigated)

Intersection		LOS (Sec. Delay / Veh.) / Movement[1]	
Description	Control	Morning Peak	Evening Peak
7500 West / 900 South	Signal	B (11.7)	B (19.8)
S.R. 134 / 1150 South	Signal	D (38.9)	D (52.5)
1800 South / S.R. 134	Signal	C (24.2)	D (48.1)
2550 South / S.R. 134	Signal	C (24.6)	D (43.4)
Project Access / 900 South	Signal	A (7.5)	B (13.0)

1. Movement indicated for unsignalized intersections where delay and LOS represents worst movement. SBL = Southbound left movement, etc.
2. Uppercase LOS used for signalized, roundabout, and AWSC intersections. Lowercase LOS used for all other unsignalized intersections.

Source: Hales Engineering, June 2024

F. Recommended Storage Lengths

Hales Engineering determined recommended storage lengths based on the 95th percentile queue lengths given in the future (2050) plus project scenario. These storage lengths do not include the taper length. Recommended storage lengths for the study intersections are shown in Table 19. Intersections shown in Table 19 include new intersections and existing intersections that have recommended storage length changes.

Table 19: Recommended Storage Lengths

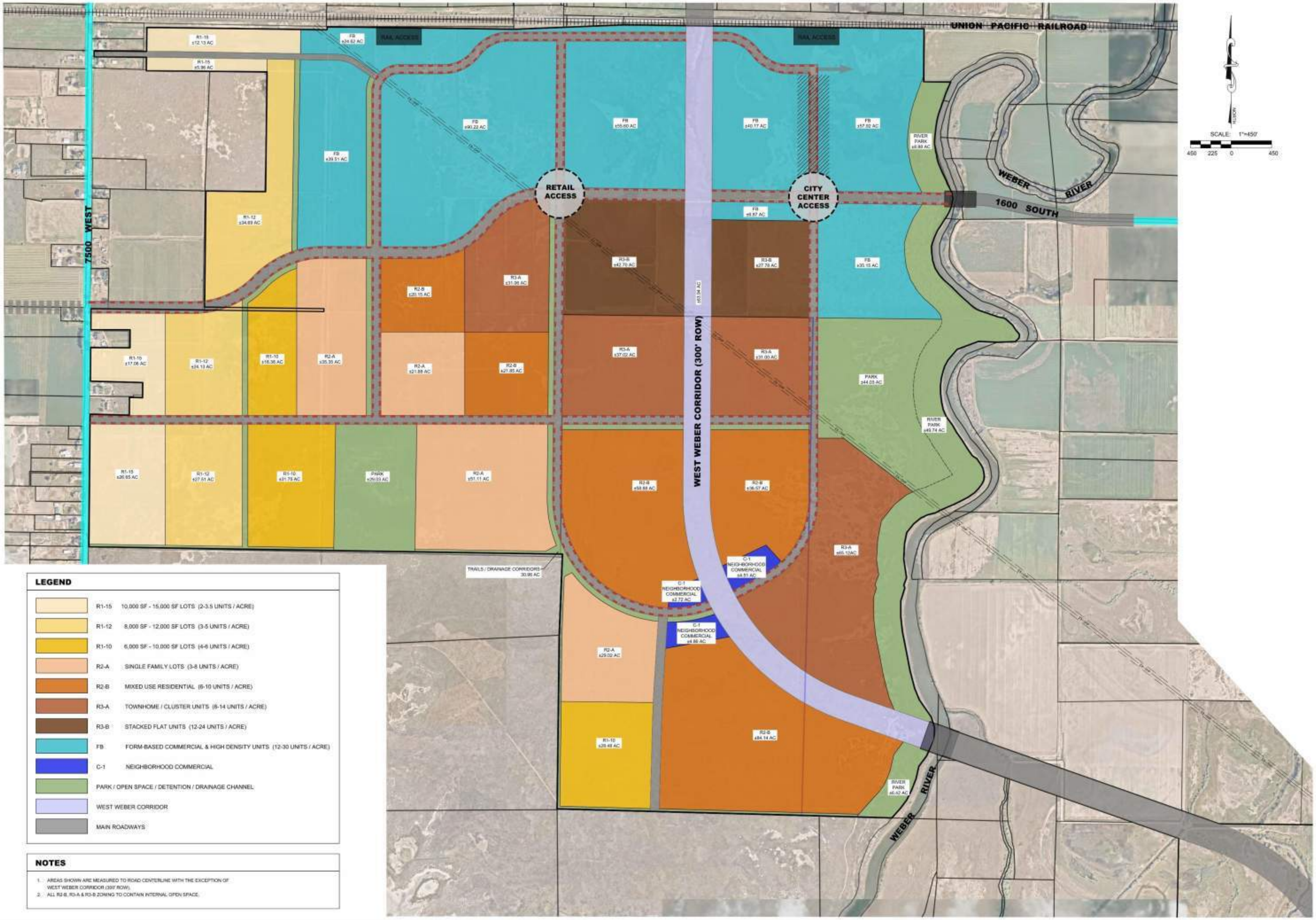
	Intersection	Recommended Storage Lengths (feet)															
		Northbound				Southbound				Eastbound				Westbound			
		LT		RT		LT		RT		LT		RT		LT		RT	
		E	P	E	P	E	P	E	P	E	P	E	P	E	P	E	P
1	7500 West / 900 South	-	125	-	-	-	100	-	-	-	100	-	-	-	175	-	-
2	S.R. 143 / 1150 South	-	175	225	-	-	350	-	325	100	225	100	250	250	425	250	300
3	1800 South / S.R. 134	-	350	-	-	-	175	-	350	-	675	-	175	-	100	-	-
4	2550 South / S.R. 134	-	475	-	100	-	150	-	-	-	175	-	325	-	275	-	-
5	Project Access / 900 South	-	100	-	-	-	-	-	-	-	-	-	-	-	200	-	-

1. Storage lengths are based on 2050 plus project (mitigated) 95th percentile queue lengths and do not include required deceleration / taper distances
2. E = Existing storage length (approximate), if applicable; P = proposed storage length for new turn lanes or changes to existing turn lanes, if applicable

Source: Hales Engineering, June 2024

APPENDIX A

Site Plan



LEGEND

R1-15	10,000 SF - 15,000 SF LOTS (2-3.5 UNITS / ACRE)
R1-12	8,000 SF - 12,000 SF LOTS (3-5 UNITS / ACRE)
R1-10	6,000 SF - 10,000 SF LOTS (4-6 UNITS / ACRE)
R2-A	SINGLE FAMILY LOTS (3-8 UNITS / ACRE)
R2-B	MIXED USE RESIDENTIAL (6-10 UNITS / ACRE)
R3-A	TOWNHOME / CLUSTER UNITS (8-14 UNITS / ACRE)
R3-B	STACKED FLAT UNITS (12-24 UNITS / ACRE)
FB	FORM-BASED COMMERCIAL & HIGH DENSITY UNITS (12-30 UNITS / ACRE)
C-1	NEIGHBORHOOD COMMERCIAL
	PARK / OPEN SPACE / DETENTION / DRAINAGE CHANNEL
	WEST WEBER CORRIDOR
	MAIN ROADWAYS

NOTES

1. AREAS SHOWN ARE MEASURED TO ROAD CENTERLINE WITH THE EXCEPTION OF WEST WEBER CORRIDOR (300' ROW).
2. ALL R2-B, R3-A & R3-B ZONING TO CONTAIN INTERNAL OPEN SPACE.

LEI
- A Utah Corporation -
ENGINEERS
SURVEYORS
PLANNERS
3302 N. Main Street
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WESTBRIDGE

WEBER COUNTY, UTAH

EXHIBIT 3 - PRODUCT TYPE MAP

REVISIONS
1 -
2 -

LEI PROJECT #: 2022-0003
DRAWN BY: TJP
DESIGNED BY: NKW
SCALE: 1"=450'
DATE: 4/23/2024

SHEET
EXHIBIT 3

APPENDIX B

Turning Movement Counts

TrafficCounts

2364 North 1450 East
Lehi, UT 84043
801.636.0891

Intersection Turning Movement Summary

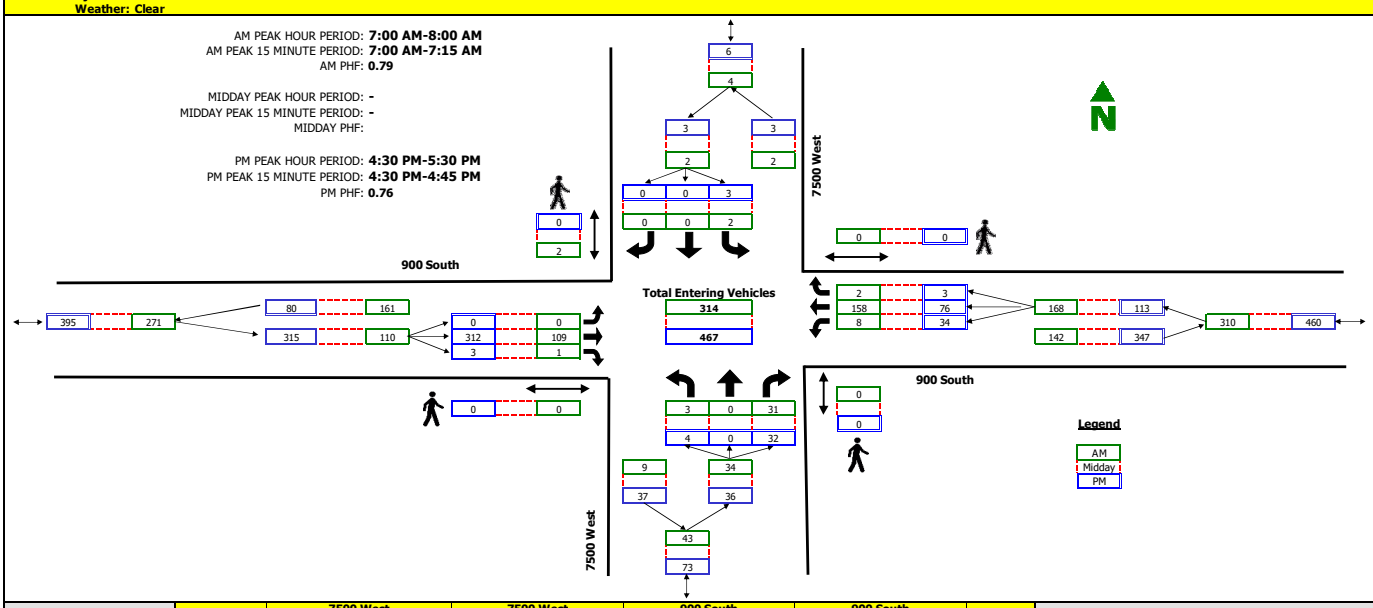
Intersection: 7500 West / 900 South
North/South: 7500 West
East/West: 900 South
Jurisdiction: Weber County
Project Title: Weber County Salt Creek TS
Project No: UT23-2599
Weather: Clear

Date: 9-7-23, Thu
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 100.0%
Adjustment Station #: 0
Growth Rate: 3.0%
Number of Years: 2

AM PEAK HOUR PERIOD: **7:00 AM-8:00 AM**
AM PEAK 15 MINUTE PERIOD: **7:00 AM-7:15 AM**
AM PHF: **0.79**

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

PM PEAK HOUR PERIOD: **4:30 PM-5:30 PM**
PM PEAK 15 MINUTE PERIOD: **4:30 PM-4:45 PM**
PM PHF: **0.76**



RAW COUNT SUMMARIES	7500 West Northbound				7500 West Southbound				900 South Eastbound				900 South Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	

AM PEAK PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00 - 7:15	1	0	11	0	0	0	0	0	0	41	1	0	3	42	0	0	99
7:15 - 7:30	1	0	3	0	0	0	0	0	0	23	0	0	3	39	0	0	69
7:30 - 7:45	1	0	8	0	1	0	0	0	0	20	0	0	0	39	1	0	70
7:45 - 8:00	0	0	7	0	1	0	0	2	0	19	0	0	2	29	1	0	59
8:00 - 8:15	0	0	10	0	0	1	1	0	0	9	1	0	2	20	1	0	45
8:15 - 8:30	0	0	5	0	0	0	0	2	0	10	0	0	3	22	1	0	41
8:30 - 8:45	0	0	3	0	1	0	0	0	0	23	0	0	2	34	0	0	63
8:45 - 9:00	0	0	2	0	0	0	0	0	0	12	0	0	1	36	0	0	51

MIDDAY PERIOD COUNTS

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

PM PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
16:00 - 16:15	1	0	3	0	0	0	0	0	0	58	3	0	1	17	0	0	83
16:15 - 16:30	1	0	2	0	0	0	0	0	0	43	0	0	11	22	0	0	79
16:30 - 16:45	2	0	8	0	0	0	0	0	0	114	1	0	11	18	0	0	154
16:45 - 17:00	1	0	8	0	1	0	0	0	0	63	1	0	6	15	0	0	95
17:00 - 17:15	0	0	7	0	1	0	0	0	0	68	1	0	9	16	2	0	104
17:15 - 17:30	1	0	7	0	1	0	0	0	0	49	0	0	6	23	1	0	88
17:30 - 17:45	0	0	5	0	0	1	0	0	0	38	1	0	9	15	1	0	70
17:45 - 18:00	1	0	6	0	0	0	0	0	0	28	1	0	8	16	0	0	60

TrafficCounts

2364 North 1450 East
Lehi, UT 84043
801.636.0891

Intersection Turning Movement Summary

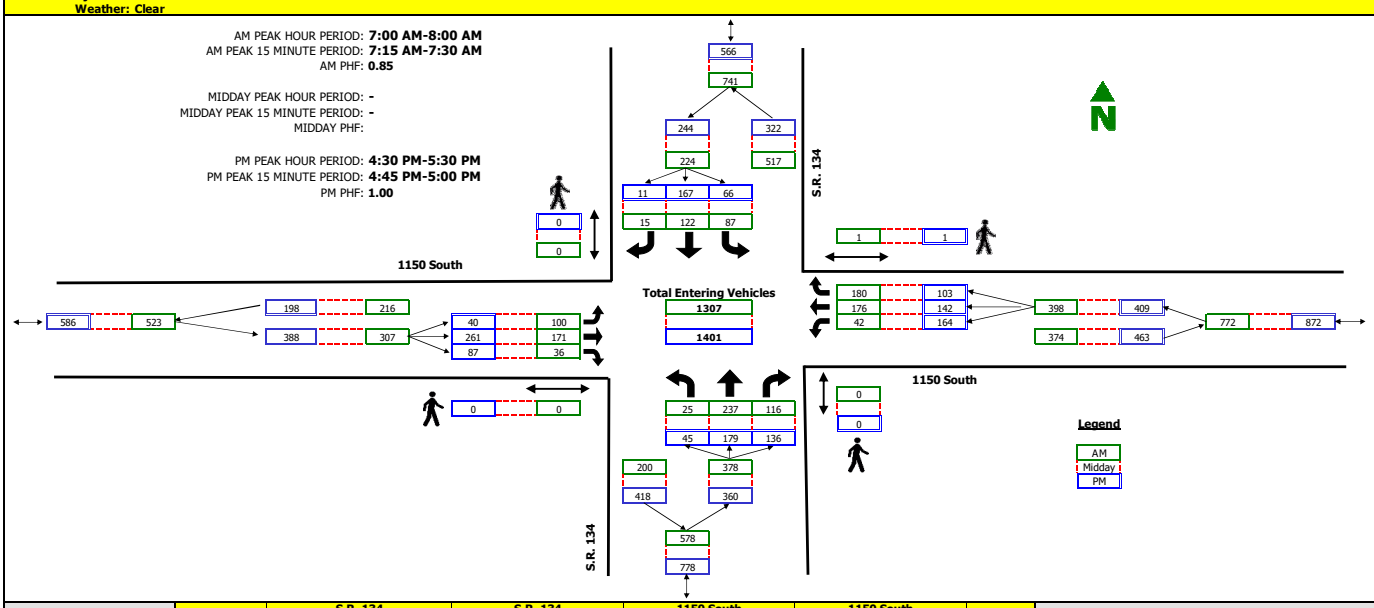
Intersection: S.R. 134 / 1150 South
North/South: S.R. 134
East/West: 1150 South
Jurisdiction: Weber County
Project Title: Weber County Salt Creek TS
Project No: UT23-2599
Weather: Clear

Date: 9-7-23, Thu
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 100.0%
Adjustment Station #: 0
Growth Rate: 3.0%
Number of Years: 2

AM PEAK HOUR PERIOD: **7:00 AM-8:00 AM**
AM PEAK 15 MINUTE PERIOD: **7:15 AM-7:30 AM**
AM PHF: **0.85**

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

PM PEAK HOUR PERIOD: **4:30 PM-5:30 PM**
PM PEAK 15 MINUTE PERIOD: **4:45 PM-5:00 PM**
PM PHF: **1.00**



RAW COUNT SUMMARIES	S.R. 134 Northbound				S.R. 134 Southbound				1150 South Eastbound				1150 South Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	

AM PEAK PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00 - 7:15	9	63	33	0	7	17	6	0	9	26	7	0	3	49	30	1	259
7:15 - 7:30	2	83	12	0	13	25	3	0	47	62	12	0	12	43	71	0	385
7:30 - 7:45	8	63	26	0	37	40	2	0	35	43	8	0	7	36	60	0	365
7:45 - 8:00	5	14	38	0	25	33	3	0	3	30	7	0	18	38	9	0	223
8:00 - 8:15	2	17	28	0	9	25	0	0	6	32	11	0	19	24	9	0	182
8:15 - 8:30	7	22	25	0	11	30	6	0	8	31	11	0	19	34	11	0	215
8:30 - 8:45	10	20	35	0	14	22	5	0	6	30	6	0	12	31	7	0	198
8:45 - 9:00	7	37	16	0	12	19	0	0	4	27	7	0	8	36	17	0	190

MIDDAY PERIOD COUNTS

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

PM PEAK PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
16:00 - 16:15	9	41	19	0	11	32	2	0	11	33	18	0	53	32	22	0	283
16:15 - 16:30	11	43	31	0	16	23	4	0	5	52	20	0	36	37	27	0	305
16:30 - 16:45	13	28	24	0	24	40	2	0	4	51	18	0	30	41	27	0	302
16:45 - 17:00	6	53	31	0	6	35	2	0	23	84	21	0	45	24	21	0	351
17:00 - 17:15	13	53	32	0	15	41	3	0	5	60	22	0	41	26	19	0	330
17:15 - 17:30	10	35	41	0	17	41	3	0	6	51	21	0	39	43	30	1	337
17:30 - 17:45	11	55	24	0	14	32	6	0	8	56	6	0	36	34	20	0	302
17:45 - 18:00	8	61	34	0	11	29	2	0	12	41	7	0	31	26	32	0	294

TrafficCounts

2364 North 1450 East
Lehi, UT 84043
801.636.0891

Intersection Turning Movement Summary

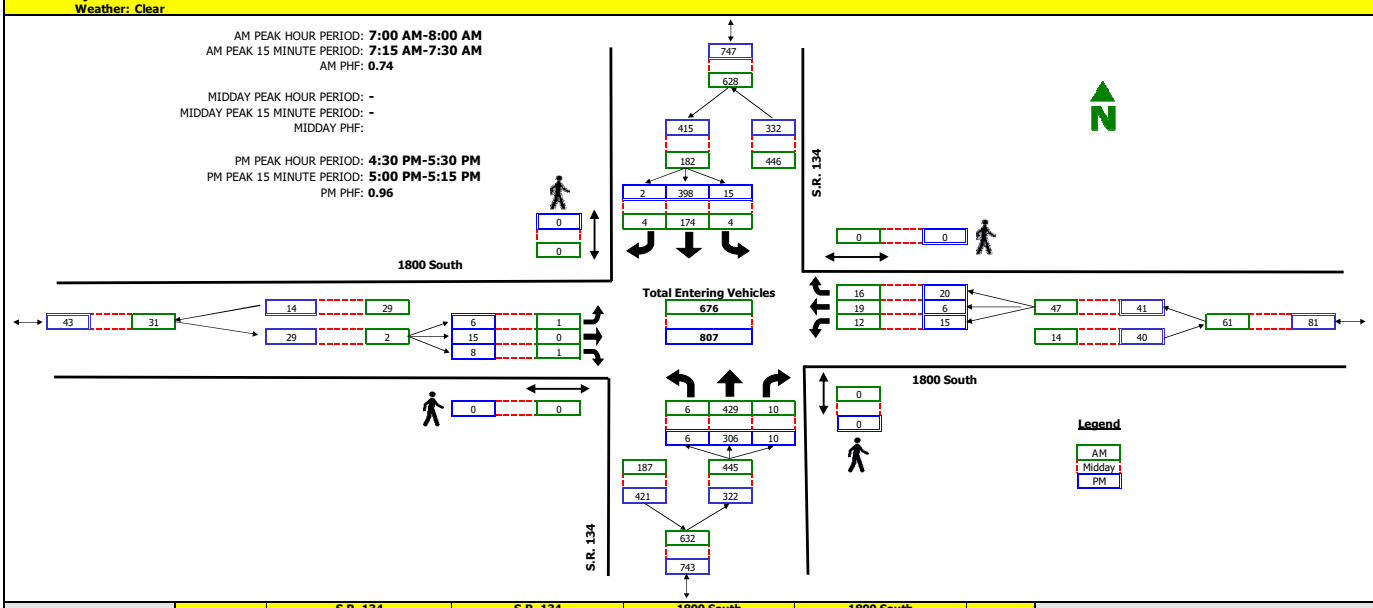
Intersection: S.R. 134 / 1800 South
North/South: S.R. 134
East/West: 1800 South
Jurisdiction: Weber County
Project Title: Weber County Salt Creek TS
Project No: UT23-2599
Weather: Clear

Date: 9-7-23, Thu
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 100.0%
Adjustment Station #: 0
Growth Rate: 3.0%
Number of Years: 2

AM PEAK HOUR PERIOD: **7:00 AM-8:00 AM**
AM PEAK 15 MINUTE PERIOD: **7:15 AM-7:30 AM**
AM PHF: **0.74**

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

PM PEAK HOUR PERIOD: **4:30 PM-5:30 PM**
PM PEAK 15 MINUTE PERIOD: **5:00 PM-5:15 PM**
PM PHF: **0.96**



RAW COUNT SUMMARIES	S.R. 134 Northbound				S.R. 134 Southbound				1800 South Eastbound				1800 South Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	

AM PEAK PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00 - 7:15	2	117	4	0	0	24	1	0	0	0	1	0	3	2	6	0	160
7:15 - 7:30	0	170	1	0	2	42	1	0	1	0	0	0	1	3	6	0	227
7:30 - 7:45	4	63	2	0	1	51	0	0	0	0	0	0	4	4	2	0	131
7:45 - 8:00	0	54	2	0	1	47	2	0	0	0	0	0	3	9	1	0	119
8:00 - 8:15	2	42	0	0	3	51	0	0	1	2	0	0	3	3	0	0	107
8:15 - 8:30	5	54	5	0	1	58	0	0	0	1	1	0	5	2	4	0	136
8:30 - 8:45	4	52	6	0	4	35	1	0	0	2	0	0	0	0	0	0	104
8:45 - 9:00	1	67	4	0	2	30	0	0	1	2	1	0	1	0	1	0	110

MIDDAY PERIOD COUNTS

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

PM PEAK PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
16:00 - 16:15	2	60	1	0	3	94	1	0	2	0	0	0	1	0	3	0	167
16:15 - 16:30	0	75	1	0	5	72	1	0	3	2	2	0	4	0	5	0	170
16:30 - 16:45	1	61	0	0	6	76	2	0	1	2	1	0	3	3	6	0	162
16:45 - 17:00	1	74	4	0	5	96	0	0	2	4	2	0	4	0	4	0	196
17:00 - 17:15	3	86	3	0	1	98	0	0	1	3	5	0	4	2	4	0	210
17:15 - 17:30	1	67	2	0	2	105	0	0	2	5	0	0	3	1	5	0	193
17:30 - 17:45	2	98	3	0	3	71	1	0	0	5	3	0	4	1	1	0	192
17:45 - 18:00	3	80	2	0	3	62	1	0	2	6	5	0	6	0	2	0	172

TrafficCounts

2364 North 1450 East
Lehi, UT 84043
801.636.0891

Intersection Turning Movement Summary

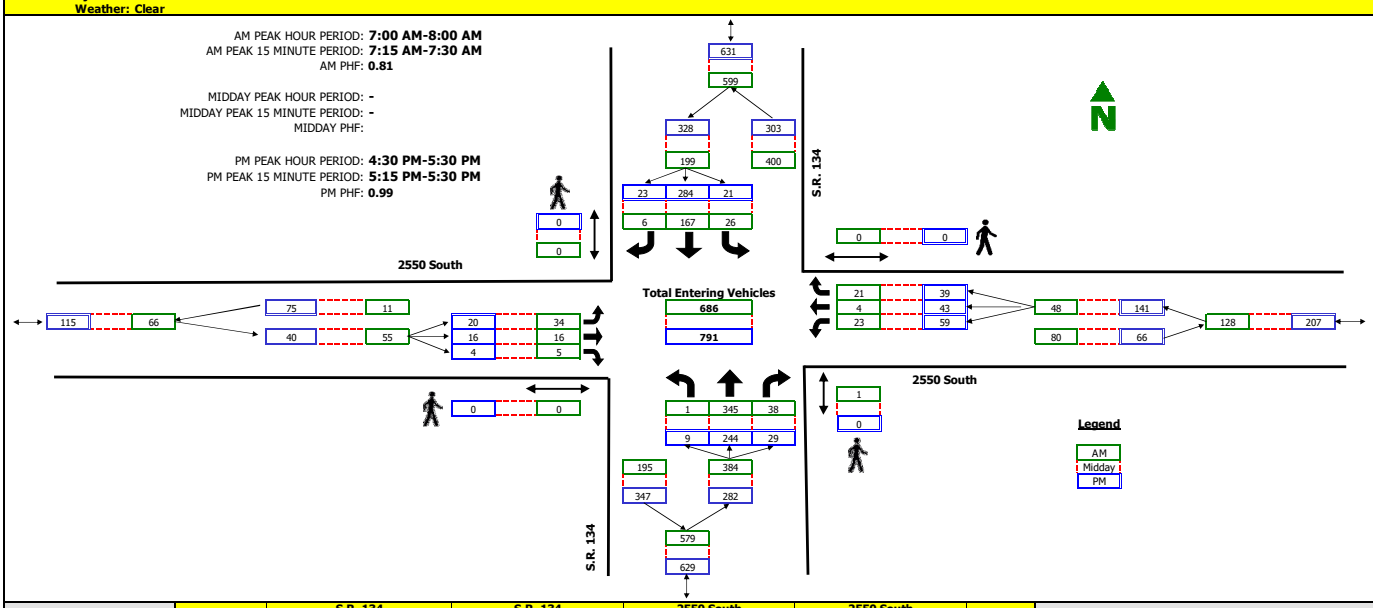
Intersection: S.R. 134 / 2550 South
North/South: S.R. 134
East/West: 2550 South
Jurisdiction: Weber County
Project Title: Salt Creek
Project No: UT-2599
Weather: Clear

Date: 2-8-24, Thu
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 100.0%
Adjustment Station #: 0
Growth Rate: 3.0%
Number of Years: 1

AM PEAK HOUR PERIOD: **7:00 AM-8:00 AM**
AM PEAK 15 MINUTE PERIOD: **7:15 AM-7:30 AM**
AM PHF: **0.81**

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

PM PEAK HOUR PERIOD: **4:30 PM-5:30 PM**
PM PEAK 15 MINUTE PERIOD: **5:15 PM-5:30 PM**
PM PHF: **0.99**



RAW COUNT SUMMARIES	S.R. 134 Northbound				S.R. 134 Southbound				2550 South Eastbound				2550 South Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	

AM PEAK PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00 - 7:15	0	86	3	1	5	16	1	0	13	4	2	0	3	0	6	0	139
7:15 - 7:30	0	119	9	0	5	54	3	0	8	4	0	0	4	1	4	0	211
7:30 - 7:45	1	75	10	0	9	33	0	0	5	5	0	0	8	0	1	0	147
7:45 - 8:00	0	55	15	0	6	59	2	0	7	3	3	0	7	3	9	0	169
8:00 - 8:15	1	29	11	0	4	38	2	0	8	5	1	0	18	3	2	0	122
8:15 - 8:30	0	42	11	0	10	44	1	0	7	6	0	0	12	3	2	0	138
8:30 - 8:45	1	45	11	0	3	28	0	0	4	6	0	0	3	2	3	0	106
8:45 - 9:00	0	54	4	0	6	22	0	0	13	7	0	0	3	2	5	0	116

MIDDAY PERIOD COUNTS

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

PM PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
16:00 - 16:15	1	54	11	0	4	53	6	0	7	5	1	0	7	6	8	0	163
16:15 - 16:30	2	49	7	0	5	72	4	0	4	2	1	0	11	9	7	0	173
16:30 - 16:45	0	61	9	0	5	58	4	0	9	5	0	0	14	15	9	0	189
16:45 - 17:00	2	53	6	0	6	82	5	0	4	4	0	0	7	9	8	0	186
17:00 - 17:15	6	62	6	0	4	59	4	0	2	2	3	0	20	11	14	0	193
17:15 - 17:30	1	61	7	0	5	77	9	0	4	5	1	0	16	7	7	0	200
17:30 - 17:45	1	60	4	0	12	53	4	0	2	1	2	0	9	1	4	0	153
17:45 - 18:00	2	57	8	0	7	68	6	0	4	2	1	0	8	4	7	0	174

APPENDIX C

LOS Results

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Weber County Westbridge Meadows TS
Analysis Period: *Opening (2025) Background*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2599*

Intersection: 7500 West & 900 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	***L***	***5***	***4***	***80***	***4.5***	***A***
	R	35	35	101	2.3	*A*
	Subtotal	40	39	98	2.5	*A*
SB	L	5	4	80	4.0	*A*
	Subtotal	5	4	80	4.0	*A*
EB	T	110	114	103	0.8	*A*
	R	5	5	100	0.3	*A*
	Subtotal	115	119	103	0.8	*A*
WB	L	10	9	88	3.5	*A*
	T	204	201	98	2.7	*A*
	R	5	4	80	2.6	*A*
	Subtotal	219	214	98	2.7	*A*
Total		380	376	99	2.1	*A*

Intersection: S.R. 134 & 1150 South
Type: All-way Stop Controlled

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	25	24	97	27.3	*D*
	T	251	253	101	28.3	*D*
	R	120	119	99	12.9	*B*
	Subtotal	396	396	100	23.6	*C*
SB	L	90	91	101	15.1	*C*
	T	125	124	99	15.8	*C*
	R	15	15	98	11.7	*B*
	Subtotal	230	230	100	15.3	*C*
EB	L	100	99	99	16.0	*C*
	T	175	186	106	21.1	*C*
	R	40	41	102	9.3	*A*
	Subtotal	315	326	103	18.1	*C*
WB	L	45	41	91	9.9	*A*
	T	180	176	98	18.6	*C*
	R	180	177	98	10.8	*B*
	Subtotal	405	394	97	14.2	*B*
Total		1,344	1,346	100	18.1	*C*

SimTraffic LOS Report

Project: Weber County Westbridge Meadows TS
Analysis Period: *Opening (2025) Background*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2599*

Intersection: S.R. 134 & 1800 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	10	9	88	7.1	*A*
	T	384	384	100	5.6	*A*
	R	10	12	117	5.2	*A*
	Subtotal	404	405	100	5.6	*A*
SB	L	5	4	80	8.4	*A*
	T	200	196	98	4.4	*A*
	R	5	6	120	3.2	*A*
	Subtotal	210	206	98	4.4	*A*
EB	L	5	4	80	8.4	*A*
	R	5	5	100	4.2	*A*
	Subtotal	10	9	90	6.1	*A*
WB	L	15	14	92	7.5	*A*
	T	***20***	***19***	***94***	***10.0***	***A***
	R	20	22	109	4.3	*A*
	Subtotal	55	55	100	7.1	*A*
Total		680	675	99	5.4	*A*

Intersection: S.R. 134 & 2550 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	5	5	100	2.2	*A*
	T	345	350	101	1.5	*A*
	R	40	45	112	0.7	*A*
	Subtotal	390	400	103	1.4	*A*
SB	L	30	28	94	7.2	*A*
	T	176	174	99	5.1	*A*
	R	10	10	98	5.7	*A*
	Subtotal	216	212	98	5.4	*A*
EB	L	35	32	92	7.9	*A*
	T	20	20	99	9.8	*A*
	R	5	5	100	3.6	*A*
	Subtotal	60	57	95	8.2	*A*
WB	L	25	22	89	8.3	*A*
	T	***5***	***4***	***80***	***10.2***	***B***
	R	25	22	89	4.0	*A*
	Subtotal	55	48	87	6.5	*A*
Total		720	717	100	3.5	*A*

SimTraffic LOS Report

Project: Weber County Westbridge Meadows TS
Analysis Period: *Opening (2025) Background*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2599*

Intersection: 7500 West & 900 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	***L***	***5***	***4***	***80***	***6.1***	***A***
	R	35	33	95	2.9	*A*
	Subtotal	40	37	93	3.2	*A*
SB	L	5	5	100	5.0	*A*
	Subtotal	5	5	100	5.0	*A*
EB	T	315	314	100	1.7	*A*
	R	5	6	120	1.3	*A*
	Subtotal	320	320	100	1.7	*A*
WB	L	35	31	89	3.6	*A*
	T	166	164	99	2.4	*A*
	R	5	4	80	2.4	*A*
	Subtotal	206	199	97	2.6	*A*
Total		570	561	98	2.1	*A*

Intersection: S.R. 134 & 1150 South
Type: All-way Stop Controlled

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	45	41	91	25.2	*D*
	T	180	180	100	26.5	*D*
	R	140	135	96	13.1	*B*
	Subtotal	365	356	98	21.3	*C*
SB	L	70	69	98	21.8	*C*
	T	170	162	95	23.0	*C*
	R	15	16	105	15.1	*C*
	Subtotal	255	247	97	22.2	*C*
EB	L	40	42	105	23.4	*C*
	T	265	253	96	57.0	*F*
	R	90	96	107	17.8	*C*
	Subtotal	395	391	99	43.8	*E*
WB	L	165	170	103	19.9	*C*
	T	145	143	99	17.6	*C*
	R	105	104	99	8.6	*A*
	Subtotal	415	417	100	16.3	*C*
Total		1,430	1,411	99	26.2	*D*

SimTraffic LOS Report

Project: Weber County Westbridge Meadows TS
Analysis Period: *Opening (2025) Background*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2599*

Intersection: S.R. 134 & 1800 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	10	10	98	8.2	*A*
	T	310	301	97	4.2	*A*
	R	10	11	107	4.1	*A*
	Subtotal	330	322	98	4.3	*A*
SB	L	15	13	85	7.5	*A*
	T	405	411	101	5.1	*A*
	R	5	5	100	4.1	*A*
	Subtotal	425	429	101	5.2	*A*
EB	L	10	10	98	9.3	*A*
	T	***15***	***17***	***111***	***10.7***	***B***
	R	10	12	117	5.5	*A*
	Subtotal	35	39	111	8.7	*A*
WB	L	15	12	79	8.6	*A*
	T	10	11	107	10.3	*B*
	R	20	21	104	3.6	*A*
	Subtotal	45	44	98	6.6	*A*
Total		837	834	100	5.1	*A*

Intersection: S.R. 134 & 2550 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	10	9	88	2.3	*A*
	T	245	244	99	1.2	*A*
	R	30	33	111	0.6	*A*
	Subtotal	285	286	100	1.2	*A*
SB	L	25	22	89	7.8	*A*
	T	376	381	101	6.4	*A*
	R	25	25	101	6.4	*A*
	Subtotal	426	428	100	6.5	*A*
EB	L	20	18	89	7.0	*A*
	T	20	22	109	9.5	*A*
	R	5	6	120	4.3	*A*
	Subtotal	45	46	102	7.8	*A*
WB	L	60	62	103	8.5	*A*
	T	***45***	***43***	***96***	***12.2***	***B***
	R	40	37	92	5.6	*A*
	Subtotal	145	142	98	8.9	*A*
Total		901	902	100	5.3	*A*

SimTraffic LOS Report

Project: Weber County Westbridge Meadows TS
Analysis Period: *Opening (2025) Background (Mitigated)*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2599*

Intersection: 7500 West & 900 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	***L***	***5***	***6***	***120***	***4.6***	***A***
	R	35	34	98	2.2	*A*
	Subtotal	40	40	100	2.6	*A*
SB	L	5	5	100	4.4	*A*
	Subtotal	5	5	100	4.4	*A*
EB	T	110	109	99	0.7	*A*
	R	5	5	100	0.3	*A*
	Subtotal	115	114	99	0.7	*A*
WB	L	10	11	107	3.7	*A*
	T	204	208	102	3.1	*A*
	R	5	5	100	2.7	*A*
	Subtotal	219	224	102	3.1	*A*
Total		380	383	101	2.3	*A*

Intersection: S.R. 134 & 1150 South
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	25	24	97	17.7	*B*
	T	251	249	99	16.1	*B*
	R	120	124	104	9.6	*A*
	Subtotal	396	397	100	14.2	*B*
SB	L	90	89	99	18.9	*B*
	T	125	128	103	10.5	*B*
	R	15	18	118	6.0	*A*
	Subtotal	230	235	102	13.3	*B*
EB	L	100	101	101	22.0	*C*
	T	175	172	98	13.4	*B*
	R	40	40	100	6.3	*A*
	Subtotal	315	313	99	15.3	*B*
WB	L	45	41	91	16.5	*B*
	T	180	179	100	12.5	*B*
	R	180	175	97	6.2	*A*
	Subtotal	405	395	98	10.1	*B*
Total		1,344	1,340	100	13.1	*B*

SimTraffic LOS Report

Project: Weber County Westbridge Meadows TS
Analysis Period: *Opening (2025) Background (Mitigated)*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2599*

Intersection: S.R. 134 & 1800 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	10	10	98	7.3	*A*
	T	384	384	100	5.2	*A*
	R	10	11	107	5.2	*A*
	Subtotal	404	405	100	5.3	*A*
SB	L	5	4	80	8.1	*A*
	T	200	202	101	4.2	*A*
	R	5	5	100	3.2	*A*
	Subtotal	210	211	100	4.3	*A*
EB	L	5	5	100	7.7	*A*
	R	5	6	120	4.0	*A*
	Subtotal	10	11	110	5.7	*A*
WB	L	15	16	105	7.2	*A*
	T	***20***	***20***	***99***	***10.7***	***B***
	R	20	21	104	4.2	*A*
	Subtotal	55	57	104	7.3	*A*
Total		680	684	101	5.1	*A*

Intersection: S.R. 134 & 2550 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	5	4	80	2.2	*A*
	T	345	345	100	1.4	*A*
	R	40	43	108	0.7	*A*
	Subtotal	390	392	101	1.3	*A*
SB	L	30	28	94	6.9	*A*
	T	176	181	103	5.8	*A*
	R	10	11	107	4.3	*A*
	Subtotal	216	220	102	5.9	*A*
EB	L	35	34	98	8.0	*A*
	T	***20***	***21***	***104***	***10.9***	***B***
	R	5	7	140	4.9	*A*
	Subtotal	60	62	103	8.6	*A*
WB	L	25	24	97	6.9	*A*
	T	5	6	120	10.7	*B*
	R	25	26	105	3.6	*A*
	Subtotal	55	56	102	5.8	*A*
Total		720	730	101	3.7	*A*

SimTraffic LOS Report

Project: Weber County Westbridge Meadows TS
Analysis Period: *Opening (2025) Background (Mitigated)*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2599*

Intersection: 7500 West & 900 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	***L***	***5***	***5***	***100***	***6.2***	***A***
	R	35	36	104	3.1	*A*
	Subtotal	40	41	103	3.5	*A*
SB	L	5	4	80	6.0	*A*
	Subtotal	5	4	80	6.0	*A*
EB	T	315	309	98	1.6	*A*
	R	5	5	100	0.4	*A*
	Subtotal	320	314	98	1.6	*A*
WB	L	35	33	95	3.5	*A*
	T	166	159	96	2.5	*A*
	R	5	4	80	2.5	*A*
	Subtotal	206	196	95	2.7	*A*
Total		570	555	97	2.1	*A*

Intersection: S.R. 134 & 1150 South
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	45	40	89	20.9	*C*
	T	180	180	100	16.7	*B*
	R	140	144	103	10.1	*B*
	Subtotal	365	364	100	14.6	*B*
SB	L	70	77	110	18.8	*B*
	T	170	173	102	12.7	*B*
	R	15	17	111	7.2	*A*
	Subtotal	255	267	105	14.1	*B*
EB	L	40	40	100	22.4	*C*
	T	265	265	100	21.7	*C*
	R	90	89	99	12.3	*B*
	Subtotal	395	394	100	19.6	*B*
WB	L	165	158	96	19.8	*B*
	T	145	142	98	11.3	*B*
	R	105	105	100	5.3	*A*
	Subtotal	415	405	98	13.1	*B*
Total		1,430	1,430	100	15.5	*B*

SimTraffic LOS Report

Project: Weber County Westbridge Meadows TS
Analysis Period: *Opening (2025) Background (Mitigated)*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2599*

Intersection: S.R. 134 & 1800 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	10	9	88	6.7	*A*
	T	310	312	101	4.4	*A*
	R	10	10	98	3.6	*A*
	Subtotal	330	331	100	4.4	*A*
SB	L	15	15	98	8.4	*A*
	T	405	402	99	5.4	*A*
	R	5	5	100	4.3	*A*
	Subtotal	425	422	99	5.5	*A*
EB	L	10	8	78	8.3	*A*
	T	***15***	***18***	***118***	***11.9***	***B***
	R	10	12	117	5.8	*A*
	Subtotal	35	38	109	9.2	*A*
WB	L	15	15	98	8.9	*A*
	T	10	10	98	10.9	*B*
	R	20	19	94	3.9	*A*
	Subtotal	45	44	98	7.2	*A*
Total		837	835	100	5.3	*A*

Intersection: S.R. 134 & 2550 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	10	10	98	2.9	*A*
	T	245	246	100	1.2	*A*
	R	30	32	108	0.6	*A*
	Subtotal	285	288	101	1.2	*A*
SB	L	25	27	109	8.5	*A*
	T	376	371	99	6.6	*A*
	R	25	23	93	6.0	*A*
	Subtotal	426	421	99	6.7	*A*
EB	L	20	23	114	8.3	*A*
	T	20	20	99	9.9	*A*
	R	5	5	100	4.7	*A*
	Subtotal	45	48	107	8.6	*A*
WB	L	60	56	93	9.8	*A*
	T	***45***	***48***	***107***	***11.5***	***B***
	R	40	37	92	5.5	*A*
	Subtotal	145	141	97	9.3	*A*
Total		901	898	100	5.4	*A*

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SimTraffic LOS Report

Project: Weber County Westbridge Meadows TS
Analysis Period: *Opening (2025) Plus Project*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2599*

Intersection: 7500 West & 900 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	18	18	99	10.3	*B*
	T	***2***	***3***	***150***	***12.5***	***B***
	R	279	281	101	6.2	*A*
	Subtotal	299	302	101	6.5	*A*
SB	T	2	2	100	8.2	*A*
	Subtotal	2	2	100	8.2	*A*
EB	T	110	109	99	1.9	*A*
	R	12	14	114	0.4	*A*
	Subtotal	122	123	101	1.7	*A*
WB	L	132	130	99	5.3	*A*
	T	205	204	100	5.8	*A*
	R	5	5	100	4.6	*A*
	Subtotal	342	339	99	5.6	*A*
Total		766	766	100	5.4	*A*

Intersection: S.R. 134 & 1150 South
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	58	56	96	22.7	*C*
	T	250	256	102	19.1	*B*
	R	120	121	101	12.2	*B*
	Subtotal	428	433	101	17.6	*B*
SB	L	90	87	97	23.8	*C*
	T	125	122	98	13.6	*B*
	R	25	24	97	7.5	*A*
	Subtotal	240	233	97	16.8	*B*
EB	L	123	121	99	27.5	*C*
	T	331	332	100	18.5	*B*
	R	105	112	106	10.6	*B*
	Subtotal	559	565	101	18.9	*B*
WB	L	45	44	98	20.4	*C*
	T	259	257	99	13.6	*B*
	R	180	179	100	6.8	*A*
	Subtotal	484	480	99	11.7	*B*
Total		1,710	1,711	100	16.3	*B*

HALES ENGINEERING
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SimTraffic LOS Report

Project: Weber County Westbridge Meadows TS
Analysis Period: *Opening (2025) Plus Project*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2599*

Intersection: S.R. 134 & 1800 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	10	9	88	9.5	*A*
	T	417	422	101	5.8	*A*
	R	10	12	117	5.1	*A*
	Subtotal	437	443	101	5.9	*A*
SB	L	5	4	80	7.0	*A*
	T	265	269	102	4.4	*A*
	R	5	6	120	3.9	*A*
	Subtotal	275	279	101	4.4	*A*
EB	L	5	5	100	8.7	*A*
	R	5	5	100	3.9	*A*
	Subtotal	10	10	100	6.3	*A*
WB	L	15	16	105	8.2	*A*
	T	***20***	***21***	***104***	***10.9***	***B***
	R	20	22	109	4.4	*A*
	Subtotal	55	59	107	7.7	*A*
Total		778	791	102	5.5	*A*

Intersection: S.R. 134 & 2550 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	5	4	80	2.7	*A*
	T	378	382	101	1.5	*A*
	R	40	38	95	0.8	*A*
	Subtotal	423	424	100	1.4	*A*
SB	L	30	27	91	8.8	*A*
	T	240	244	102	6.9	*A*
	R	10	12	117	4.8	*A*
	Subtotal	280	283	101	7.0	*A*
EB	L	35	37	106	9.1	*A*
	T	***20***	***19***	***94***	***10.1***	***B***
	R	5	6	120	4.5	*A*
	Subtotal	60	62	103	9.0	*A*
WB	L	25	24	97	8.4	*A*
	T	5	4	80	8.9	*A*
	R	25	24	97	3.9	*A*
	Subtotal	55	52	95	6.4	*A*
Total		818	821	100	4.3	*A*

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SimTraffic LOS Report

Project: Weber County Westbridge Meadows TS
Analysis Period: *Opening (2025) Plus Project*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2599*

Intersection: 7500 West & 900 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	19	20	104	24.9	C
	T	***2***	***1***	***50***	***33.9***	***D***
	R	288	291	101	12.4	B
	Subtotal	309	312	101	13.3	B
SB	T	2	3	150	12.2	B
	Subtotal	2	3	150	12.2	B
EB	T	315	313	99	3.6	A
	R	24	23	97	1.5	A
	Subtotal	339	336	99	3.5	A
WB	L	384	377	98	11.6	B
	T	164	168	102	7.7	A
	R	5	4	80	9.0	A
	Subtotal	553	549	99	10.4	B
Total		1,204	1,200	100	9.2	A

Intersection: S.R. 134 & 1150 South
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	137	134	98	33.6	C
	T	180	174	97	20.8	C
	R	140	134	96	12.6	B
	Subtotal	457	442	97	22.2	C
SB	L	70	66	94	26.2	C
	T	170	178	105	18.7	B
	R	50	50	100	13.1	B
	Subtotal	290	294	101	19.4	B
EB	L	64	65	101	31.2	C
	T	426	423	99	27.6	C
	R	158	158	100	15.3	B
	Subtotal	648	646	100	25.0	C
WB	L	165	174	106	27.8	C
	T	367	366	100	16.0	B
	R	105	108	103	6.9	A
	Subtotal	637	648	102	17.7	B
Total		2,032	2,030	100	21.2	C

HALES ENGINEERING
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SimTraffic LOS Report

Project: Weber County Westbridge Meadows TS
Analysis Period: *Opening (2025) Plus Project*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2599*

Intersection: S.R. 134 & 1800 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	10	9	88	8.2	*A*
	T	402	388	97	5.1	*A*
	R	10	10	98	4.0	*A*
	Subtotal	422	407	96	5.1	*A*
SB	L	15	14	92	8.6	*A*
	T	472	489	103	5.8	*A*
	R	5	4	80	4.8	*A*
	Subtotal	492	507	103	5.9	*A*
EB	L	10	9	88	12.6	*B*
	T	***15***	***14***	***92***	***14.2***	***B***
	R	10	10	98	5.5	*A*
	Subtotal	35	33	94	11.1	*B*
WB	L	15	13	85	12.2	*B*
	T	10	11	107	12.3	*B*
	R	20	20	99	5.0	*A*
	Subtotal	45	44	98	9.0	*A*
Total		996	991	99	5.9	*A*

Intersection: S.R. 134 & 2550 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	10	10	98	2.9	*A*
	T	337	323	96	1.3	*A*
	R	30	32	108	0.6	*A*
	Subtotal	377	365	97	1.3	*A*
SB	L	25	24	97	10.0	*A*
	T	444	460	104	7.6	*A*
	R	25	24	97	7.4	*A*
	Subtotal	494	508	103	7.7	*A*
EB	L	20	22	109	9.8	*A*
	T	20	19	94	11.7	*B*
	R	5	6	120	4.4	*A*
	Subtotal	45	47	104	9.9	*A*
WB	L	60	59	98	11.2	*B*
	T	***45***	***42***	***93***	***13.1***	***B***
	R	40	40	100	6.2	*A*
	Subtotal	145	141	97	10.3	*B*
Total		1,062	1,061	100	6.0	*A*

HALES ENGINEERING
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SimTraffic LOS Report

Project: Weber County Westbridge Meadows TS
Analysis Period: *Future (2030) Background*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2599*

Intersection: 7500 West & 900 South
Type: Unsignlized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	5	5	100	4.6	*A*
	R	40	41	102	2.5	*A*
	Subtotal	45	46	102	2.7	*A*
SB	***L***	***5***	***6***	***120***	***4.9***	***A***
	Subtotal	5	6	120	4.9	*A*
EB	T	140	137	98	0.8	*A*
	R	5	5	100	0.7	*A*
	Subtotal	145	142	98	0.8	*A*
WB	L	15	15	98	4.0	*A*
	T	344	348	101	3.1	*A*
	R	5	5	100	2.9	*A*
	Subtotal	364	368	101	3.1	*A*
Total		560	562	100	2.5	*A*

Intersection: S.R. 134 & 1150 South
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	35	37	106	26.9	*C*
	T	350	358	102	21.9	*C*
	R	165	168	102	13.0	*B*
	Subtotal	550	563	102	19.6	*B*
SB	L	135	135	100	38.6	*D*
	T	160	156	97	17.1	*B*
	R	25	27	109	11.7	*B*
	Subtotal	320	318	99	25.8	*C*
EB	L	165	164	100	37.6	*D*
	T	295	293	99	18.3	*B*
	R	65	68	104	7.3	*A*
	Subtotal	525	525	100	22.9	*C*
WB	L	65	61	93	25.5	*C*
	T	305	302	99	17.6	*B*
	R	260	259	100	9.9	*A*
	Subtotal	630	622	99	15.2	*B*
Total		2,025	2,028	100	20.1	*C*

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SimTraffic LOS Report

Project: Weber County Westbridge Meadows TS
Analysis Period: *Future (2030) Background*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2599*

Intersection: S.R. 134 & 1800 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	10	9	88	10.8	*B*
	T	589	606	103	6.7	*A*
	R	15	14	92	6.5	*A*
	Subtotal	614	629	102	6.8	*A*
SB	L	10	9	88	9.2	*A*
	T	276	271	98	4.8	*A*
	R	5	5	100	4.9	*A*
	Subtotal	291	285	98	4.9	*A*
EB	L	5	3	60	7.6	*A*
	R	5	5	100	4.6	*A*
	Subtotal	10	8	80	5.7	*A*
WB	L	25	25	101	10.8	*B*
	T	***25***	***24***	***97***	***12.7***	***B***
	R	30	31	104	5.8	*A*
	Subtotal	80	80	100	9.4	*A*
Total		995	1,002	101	6.5	*A*

Intersection: S.R. 134 & 2550 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	10	10	98	3.2	*A*
	T	550	565	103	2.1	*A*
	R	45	45	100	1.2	*A*
	Subtotal	605	620	102	2.1	*A*
SB	L	35	32	92	10.1	*B*
	T	270	269	100	7.0	*A*
	R	15	17	111	6.4	*A*
	Subtotal	320	318	99	7.3	*A*
EB	L	40	39	98	12.2	*B*
	T	20	20	99	13.6	*B*
	R	10	13	127	5.8	*A*
	Subtotal	70	72	103	11.4	*B*
WB	L	30	29	97	11.5	*B*
	T	***5***	***6***	***120***	***15.8***	***C***
	R	25	22	89	7.1	*A*
	Subtotal	60	57	95	10.3	*B*
Total		1,055	1,067	101	4.7	*A*

HALES ENGINEERING
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SimTraffic LOS Report

Project: Weber County Westbridge Meadows TS
Analysis Period: *Future (2030) Background*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2599*

Intersection: 7500 West & 900 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	5	6	120	6.0	*A*
	R	40	42	105	3.3	*A*
	Subtotal	45	48	107	3.6	*A*
SB	***L***	***5***	***5***	***100***	***6.1***	***A***
	Subtotal	5	5	100	6.1	*A*
EB	T	330	332	101	1.7	*A*
	R	5	6	120	1.2	*A*
	Subtotal	335	338	101	1.7	*A*
WB	L	40	39	98	4.3	*A*
	T	290	292	101	2.8	*A*
	R	5	4	80	2.7	*A*
	Subtotal	335	335	100	3.0	*A*
Total		720	726	101	2.4	*A*

Intersection: S.R. 134 & 1150 South
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	65	66	101	34.4	*C*
	T	225	223	99	25.5	*C*
	R	185	185	100	15.5	*B*
	Subtotal	475	474	100	22.8	*C*
SB	L	110	114	103	36.6	*D*
	T	215	216	101	20.3	*C*
	R	25	26	105	15.4	*B*
	Subtotal	350	356	102	25.2	*C*
EB	L	70	70	100	26.8	*C*
	T	450	450	100	26.8	*C*
	R	140	144	103	13.3	*B*
	Subtotal	660	664	101	23.9	*C*
WB	L	220	218	99	29.6	*C*
	T	245	245	100	14.6	*B*
	R	165	163	99	7.2	*A*
	Subtotal	630	626	99	17.9	*B*
Total		2,115	2,120	100	22.1	*C*

HALES ENGINEERING
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SimTraffic LOS Report

Project: Weber County Westbridge Meadows TS
Analysis Period: *Future (2030) Background*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2599*

Intersection: S.R. 134 & 1800 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	10	8	78	8.9	*A*
	T	436	433	99	6.3	*A*
	R	15	15	98	5.2	*A*
	Subtotal	461	456	99	6.3	*A*
SB	L	25	25	101	10.1	*B*
	T	545	550	101	6.8	*A*
	R	5	5	100	7.0	*A*
	Subtotal	575	580	101	6.9	*A*
EB	L	10	11	107	14.9	*B*
	T	***20***	***20***	***99***	***15.1***	***C***
	R	10	11	107	8.4	*A*
	Subtotal	40	42	105	13.3	*B*
WB	L	25	28	113	13.2	*B*
	T	10	12	117	15.1	*C*
	R	30	30	101	5.7	*A*
	Subtotal	65	70	108	10.3	*B*
Total		1,141	1,148	101	7.1	*A*

Intersection: S.R. 134 & 2550 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	15	16	105	4.1	*A*
	T	390	383	98	1.7	*A*
	R	35	33	95	1.0	*A*
	Subtotal	440	432	98	1.7	*A*
SB	L	25	25	101	11.0	*B*
	T	501	507	101	9.3	*A*
	R	35	36	104	7.7	*A*
	Subtotal	561	568	101	9.3	*A*
EB	L	25	22	89	13.7	*B*
	T	20	21	104	15.3	*C*
	R	10	10	98	9.0	*A*
	Subtotal	55	53	96	13.4	*B*
WB	L	75	74	99	15.7	*C*
	T	***45***	***44***	***98***	***19.1***	***C***
	R	45	47	104	10.3	*B*
	Subtotal	165	165	100	15.1	*B*
Total		1,220	1,218	100	7.6	*A*

HALES ENGINEERING
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SimTraffic LOS Report

Project: Weber County Westbridge Meadows TS
Analysis Period: *Future (2030) Plus Project*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2599*

Intersection: 7500 West & 900 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	28	28	101	10.4	*B*
	T	***3***	***4***	***133***	***15.7***	***C***
	R	277	283	102	6.8	*A*
	Subtotal	308	315	102	7.2	*A*
SB	L	5	4	80	7.8	*A*
	T	2	3	150	7.2	*A*
	Subtotal	7	7	100	7.5	*A*
EB	T	144	146	101	2.3	*A*
	R	17	19	110	0.6	*A*
	Subtotal	161	165	102	2.1	*A*
WB	L	130	128	99	5.2	*A*
	T	233	234	100	5.6	*A*
	R	5	6	120	4.2	*A*
	Subtotal	368	368	100	5.4	*A*
Total		844	855	101	5.5	*A*

Intersection: S.R. 134 & 1150 South
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	111	112	101	43.0	*D*
	T	350	358	102	29.3	*C*
	R	165	162	98	20.4	*C*
	Subtotal	626	632	101	29.4	*C*
SB	L	135	127	94	113.4	*F*
	T	160	162	101	33.2	*C*
	R	53	55	104	27.7	*C*
	Subtotal	348	344	99	61.9	*E*
EB	L	224	208	93	129.5	*F*
	T	671	662	99	59.8	*E*
	R	222	212	96	44.9	*D*
	Subtotal	1,117	1,082	97	70.3	*E*
WB	L	65	65	100	39.3	*D*
	T	488	485	99	19.1	*B*
	R	260	256	99	10.8	*B*
	Subtotal	813	806	99	18.1	*B*
Total		2,904	2,864	99	46.0	*D*

HALES ENGINEERING
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SimTraffic LOS Report

Project: Weber County Westbridge Meadows TS
Analysis Period: *Future (2030) Plus Project*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2599*

Intersection: S.R. 134 & 1800 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	10	7	68	9.7	*A*
	T	666	669	101	7.4	*A*
	R	15	13	85	7.6	*A*
	Subtotal	691	689	100	7.4	*A*
SB	L	10	9	88	8.3	*A*
	T	432	427	99	5.6	*A*
	R	5	4	80	6.5	*A*
	Subtotal	447	440	98	5.7	*A*
EB	L	5	6	120	13.0	*B*
	R	5	6	120	5.4	*A*
	Subtotal	10	12	120	9.2	*A*
WB	L	25	28	113	14.8	*B*
	T	***25***	***23***	***93***	***16.7***	***C***
	R	30	30	101	7.2	*A*
	Subtotal	80	81	101	12.5	*B*
Total		1,228	1,222	100	7.2	*A*

Intersection: S.R. 134 & 2550 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	10	9	88	4.9	*A*
	T	626	622	99	2.4	*A*
	R	45	48	107	1.3	*A*
	Subtotal	681	679	100	2.4	*A*
SB	L	35	35	101	12.6	*B*
	T	427	420	98	9.6	*A*
	R	15	17	111	6.3	*A*
	Subtotal	477	472	99	9.7	*A*
EB	L	40	38	95	17.7	*C*
	T	***20***	***19***	***94***	***18.4***	***C***
	R	10	10	98	8.4	*A*
	Subtotal	70	67	96	16.5	*C*
WB	L	30	31	104	17.3	*C*
	T	5	5	100	17.0	*C*
	R	25	27	109	8.6	*A*
	Subtotal	60	63	105	13.5	*B*
Total		1,288	1,281	99	6.4	*A*

HALES ENGINEERING
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SimTraffic LOS Report

Project: **Weber County Westbridge Meadows TS**
Analysis Period: ***Future (2030) Plus Project***
Time Period: ***Morning Peak Hour*** **Project #:** ***UT23-2599***

Intersection: **Project Access & 900 South**
Type: **Unsignalized**

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	8	7	85	13.2	*B*
	R	***355***	***341***	***96***	***14.4***	***B***
	Subtotal	363	348	96	14.4	*B*
EB	T	492	499	101	5.6	*A*
	R	4	3	75	3.6	*A*
	Subtotal	496	502	101	5.6	*A*
WB	L	172	171	100	9.0	*A*
	T	481	482	100	3.7	*A*
	Subtotal	653	653	100	5.1	*A*
Total		1,512	1,503	99	7.4	*A*

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SimTraffic LOS Report

Project: Weber County Westbridge Meadows TS
Analysis Period: *Future (2030) Plus Project*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2599*

Intersection: 7500 West & 900 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	27	24	90	20.6	*C*
	T	***3***	***3***	***100***	***22.1***	***C***
	R	251	251	100	10.6	*B*
	Subtotal	281	278	99	11.6	*B*
SB	L	5	3	60	13.8	*B*
	T	4	4	100	14.8	*B*
	Subtotal	9	7	78	14.4	*B*
EB	T	339	344	101	3.6	*A*
	R	33	33	101	1.8	*A*
	Subtotal	372	377	101	3.4	*A*
WB	L	318	287	90	8.9	*A*
	T	157	148	94	7.9	*A*
	R	5	5	100	5.9	*A*
	Subtotal	480	440	92	8.5	*A*
Total		1,142	1,102	96	7.6	*A*

Intersection: S.R. 134 & 1150 South
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	249	192	77	564.9	*F*
	T	225	177	79	394.2	*F*
	R	185	150	81	361.8	*F*
	Subtotal	659	519	79	448.0	*F*
SB	L	110	108	98	48.8	*D*
	T	215	214	100	38.9	*D*
	R	95	90	95	32.2	*C*
	Subtotal	420	412	98	40.0	*D*
EB	L	121	116	96	210.7	*F*
	T	786	729	93	160.7	*F*
	R	281	271	96	132.5	*F*
	Subtotal	1,188	1,116	94	159.0	*F*
WB	L	220	201	91	176.8	*F*
	T	686	662	97	50.3	*D*
	R	165	163	99	35.7	*D*
	Subtotal	1,071	1,026	96	72.8	*E*
Total		3,337	3,073	92	174.4	*F*

HALES ENGINEERING
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SimTraffic LOS Report

Project: Weber County Westbridge Meadows TS
Analysis Period: *Future (2030) Plus Project*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2599*

Intersection: S.R. 134 & 1800 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	10	10	98	61.4	*F*
	T	620	593	96	46.7	*E*
	R	15	15	98	60.6	*F*
	Subtotal	645	618	96	47.3	*E*
SB	L	25	24	97	12.2	*B*
	T	686	657	96	7.9	*A*
	R	5	5	100	7.8	*A*
	Subtotal	716	686	96	8.0	*A*
EB	L	10	11	107	33.8	*D*
	T	20	20	99	26.5	*D*
	R	10	10	98	14.5	*B*
	Subtotal	40	41	103	25.5	*D*
WB	L	25	23	93	58.9	*F*
	T	***10***	***10***	***98***	***64.8***	***F***
	R	30	31	104	53.6	*F*
	Subtotal	65	64	98	57.3	*F*
Total		1,466	1,409	96	28.5	*D*

Intersection: S.R. 134 & 2550 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	15	14	92	5.2	*A*
	T	574	580	101	2.3	*A*
	R	35	36	104	1.6	*A*
	Subtotal	624	630	101	2.3	*A*
SB	L	25	23	93	14.4	*B*
	T	642	615	96	11.0	*B*
	R	35	32	92	10.3	*B*
	Subtotal	702	670	95	11.1	*B*
EB	L	25	24	97	18.5	*C*
	T	20	20	99	20.9	*C*
	R	10	12	117	8.3	*A*
	Subtotal	55	56	102	17.2	*C*
WB	L	75	72	96	29.0	*D*
	T	***45***	***51***	***113***	***30.5***	***D***
	R	45	47	104	23.5	*C*
	Subtotal	165	170	103	27.9	*D*
Total		1,546	1,526	99	9.6	*A*

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SimTraffic LOS Report

Project: Weber County Westbridge Meadows TS
Analysis Period: *Future (2030) Plus Project*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2599*

Intersection: Project Access & 900 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	***L***	***7***	***6***	***86***	***79.1***	***F***
	R	317	320	101	22.9	*C*
	Subtotal	324	326	101	23.9	*C*
EB	T	646	648	100	7.1	*A*
	R	9	10	108	3.4	*A*
	Subtotal	655	658	100	7.0	*A*
WB	L	417	383	92	17.6	*C*
	T	613	562	92	5.1	*A*
	Subtotal	1,030	945	92	10.2	*B*
Total		2,009	1,929	96	11.4	*B*

HALES ENGINEERING
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SimTraffic LOS Report

Project: Weber County Westbridge Meadows TS
Analysis Period: *Future (2030) Plus Project (Mitigated)*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2599*

Intersection: 7500 West & 900 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	28	26	94	11.2	*B*
	T	***3***	***3***	***100***	***12.4***	***B***
	R	277	274	99	6.6	*A*
	Subtotal	308	303	98	7.1	*A*
SB	L	5	5	100	7.0	*A*
	T	2	2	100	8.6	*A*
	Subtotal	7	7	100	7.5	*A*
EB	T	144	146	101	2.3	*A*
	R	17	16	93	0.7	*A*
	Subtotal	161	162	101	2.1	*A*
WB	L	130	128	99	4.8	*A*
	T	233	231	99	5.3	*A*
	R	5	5	100	4.3	*A*
	Subtotal	368	364	99	5.1	*A*
Total		844	836	99	5.3	*A*

Intersection: S.R. 134 & 1150 South
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	111	109	98	27.6	*C*
	T	350	350	100	32.8	*C*
	R	165	161	98	16.2	*B*
	Subtotal	626	620	99	27.6	*C*
SB	L	135	134	99	27.2	*C*
	T	160	165	103	28.3	*C*
	R	53	54	102	17.9	*B*
	Subtotal	348	353	101	26.3	*C*
EB	L	224	223	100	30.3	*C*
	T	671	689	103	20.8	*C*
	R	222	223	101	10.9	*B*
	Subtotal	1,117	1,135	102	20.7	*C*
WB	L	65	68	104	33.7	*C*
	T	488	486	100	32.1	*C*
	R	260	251	97	14.9	*B*
	Subtotal	813	805	99	26.9	*C*
Total		2,904	2,913	100	24.5	*C*

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SimTraffic LOS Report

Project: Weber County Westbridge Meadows TS
Analysis Period: *Future (2030) Plus Project (Mitigated)*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2599*

Intersection: S.R. 134 & 1800 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	10	8	78	11.9	*B*
	T	666	664	100	9.0	*A*
	R	15	15	98	9.0	*A*
	Subtotal	691	687	99	9.0	*A*
SB	L	10	8	78	8.8	*A*
	T	432	439	102	5.5	*A*
	R	5	7	140	4.4	*A*
	Subtotal	447	454	102	5.5	*A*
EB	L	5	4	80	13.0	*B*
	R	5	5	100	5.6	*A*
	Subtotal	10	9	90	8.9	*A*
WB	L	25	26	105	15.1	*C*
	T	***25***	***26***	***105***	***15.5***	***C***
	R	30	31	104	8.1	*A*
	Subtotal	80	83	104	12.6	*B*
Total		1,228	1,233	100	8.0	*A*

Intersection: S.R. 134 & 2550 South
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	10	10	98	11.4	*B*
	T	626	622	99	7.7	*A*
	R	45	45	100	4.6	*A*
	Subtotal	681	677	99	7.5	*A*
SB	L	35	33	95	24.5	*C*
	T	427	435	102	13.3	*B*
	R	15	16	105	10.2	*B*
	Subtotal	477	484	101	14.0	*B*
EB	L	40	36	90	17.3	*B*
	T	20	20	99	16.6	*B*
	R	10	11	107	5.6	*A*
	Subtotal	70	67	96	15.2	*B*
WB	L	30	32	108	16.3	*B*
	T	5	5	100	13.5	*B*
	R	25	27	109	8.2	*A*
	Subtotal	60	64	107	12.7	*B*
Total		1,288	1,292	100	10.6	*B*

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SimTraffic LOS Report

Project: **Weber County Westbridge Meadows TS**
Analysis Period: ***Future (2030) Plus Project (Mitigated)***
Time Period: ***Morning Peak Hour*** **Project #:** ***UT23-2599***

Intersection: **Project Access & 900 South**
Type: **Unsignalized**

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	***L***	***8***	***9***	***109***	***12.6***	***B***
	R	355	365	103	5.6	*A*
	Subtotal	363	374	103	5.8	*A*
EB	T	492	487	99	3.9	*A*
	R	4	5	125	2.3	*A*
	Subtotal	496	492	99	3.9	*A*
WB	L	172	169	98	5.1	*A*
	T	481	482	100	1.7	*A*
	Subtotal	653	651	100	2.6	*A*
Total		1,512	1,517	100	3.8	*A*

SimTraffic LOS Report

Project: Weber County Westbridge Meadows TS
Analysis Period: *Future (2030) Plus Project (Mitigated)*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2599*

Intersection: 7500 West & 900 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	27	26	97	21.3	C
	T	***3***	***3***	***100***	***22.4***	***C***
	R	251	245	98	12.1	B
	Subtotal	281	274	98	13.1	B
SB	L	5	5	100	19.7	C
	T	4	5	125	15.7	C
	Subtotal	9	10	111	17.7	C
EB	T	339	334	98	3.6	A
	R	33	35	107	1.5	A
	Subtotal	372	369	99	3.4	A
WB	L	318	327	103	9.2	A
	T	157	153	97	8.8	A
	R	5	6	120	5.0	A
	Subtotal	480	486	101	9.0	A
Total		1,142	1,139	100	8.3	A

Intersection: S.R. 134 & 1150 South
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	249	246	99	45.4	D
	T	225	224	100	38.4	D
	R	185	186	101	19.4	B
	Subtotal	659	656	100	35.6	D
SB	L	110	114	103	29.3	C
	T	215	210	98	52.4	D
	R	95	98	103	42.2	D
	Subtotal	420	422	100	43.8	D
EB	L	121	118	98	34.7	C
	T	786	800	102	37.1	D
	R	281	277	99	16.9	B
	Subtotal	1,188	1,195	101	32.2	C
WB	L	220	220	100	45.8	D
	T	686	688	100	29.8	C
	R	165	169	103	9.6	A
	Subtotal	1,071	1,077	101	29.9	C
Total		3,337	3,350	100	33.6	C

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SimTraffic LOS Report

Project: Weber County Westbridge Meadows TS
Analysis Period: *Future (2030) Plus Project (Mitigated)*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2599*

Intersection: S.R. 134 & 1800 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	10	7	68	13.7	*B*
	T	620	620	100	10.1	*B*
	R	15	16	105	9.5	*A*
	Subtotal	645	643	100	10.1	*B*
SB	L	25	22	89	11.8	*B*
	T	686	682	99	7.9	*A*
	R	5	5	100	6.8	*A*
	Subtotal	716	709	99	8.0	*A*
EB	L	10	9	88	24.0	*C*
	T	***20***	***22***	***109***	***26.7***	***D***
	R	10	12	117	14.7	*B*
	Subtotal	40	43	108	22.8	*C*
WB	L	25	25	101	25.7	*D*
	T	10	11	107	25.2	*D*
	R	30	33	111	14.4	*B*
	Subtotal	65	69	106	20.2	*C*
Total		1,466	1,464	100	10.0	*A*

Intersection: S.R. 134 & 2550 South
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	15	13	85	16.0	*B*
	T	574	574	100	8.4	*A*
	R	35	37	106	5.5	*A*
	Subtotal	624	624	100	8.4	*A*
SB	L	25	23	93	25.1	*C*
	T	642	643	100	16.7	*B*
	R	35	36	104	14.4	*B*
	Subtotal	702	702	100	16.9	*B*
EB	L	25	24	97	22.0	*C*
	T	20	20	99	15.4	*B*
	R	10	12	117	7.5	*A*
	Subtotal	55	56	102	16.5	*B*
WB	L	75	73	98	20.7	*C*
	T	45	44	98	18.5	*B*
	R	45	45	100	9.9	*A*
	Subtotal	165	162	98	17.1	*B*
Total		1,546	1,544	100	13.5	*B*

HALES ENGINEERING
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SimTraffic LOS Report

Project: **Weber County Westbridge Meadows TS**
Analysis Period: ***Future (2030) Plus Project (Mitigated)***
Time Period: ***Evening Peak Hour*** **Project #:** ***UT23-2599***

Intersection: **Project Access & 900 South**
Type: **Unsignalized**

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	***L***	***7***	***6***	***86***	***55.0***	***F***
	R	317	313	99	4.8	*A*
	Subtotal	324	319	98	5.7	*A*
EB	T	646	635	98	5.6	*A*
	R	9	8	86	5.1	*A*
	Subtotal	655	643	98	5.6	*A*
WB	L	417	410	98	12.3	*B*
	T	613	621	101	3.0	*A*
	Subtotal	1,030	1,031	100	6.7	*A*
Total		2,009	1,993	99	6.2	*A*

HALES ENGINEERING
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SimTraffic LOS Report

Project: Weber County Westbridge Meadows TS
Analysis Period: *Future (2040) Background*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2599*

Intersection: 7500 West & 900 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	5	4	80	5.6	*A*
	R	45	42	93	2.7	*A*
	Subtotal	50	46	92	3.0	*A*
SB	***L***	***10***	***10***	***98***	***6.2***	***A***
	Subtotal	10	10	100	6.2	*A*
EB	T	175	172	98	1.1	*A*
	R	5	6	120	0.3	*A*
	Subtotal	180	178	99	1.1	*A*
WB	L	20	17	84	4.2	*A*
	T	505	502	99	3.1	*A*
	R	10	9	88	3.0	*A*
	Subtotal	535	528	99	3.1	*A*
Total		775	762	98	2.6	*A*

Intersection: S.R. 134 & 1150 South
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	65	65	100	33.9	*C*
	T	640	628	98	29.8	*C*
	R	245	244	99	16.3	*B*
	Subtotal	950	937	99	26.6	*C*
SB	L	210	140	67	741.7	*F*
	T	305	189	62	569.2	*F*
	R	35	24	69	564.7	*F*
	Subtotal	550	353	64	637.3	*F*
EB	L	270	123	46	938.1	*F*
	T	420	193	46	728.8	*F*
	R	100	47	47	702.9	*F*
	Subtotal	790	363	46	796.4	*F*
WB	L	95	98	103	33.9	*C*
	T	435	441	101	29.6	*C*
	R	420	421	100	22.5	*C*
	Subtotal	950	960	101	26.9	*C*
Total		3,240	2,613	81	253.4	*F*

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SimTraffic LOS Report

Project: Weber County Westbridge Meadows TS
Analysis Period: *Future (2040) Background*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2599*

Intersection: S.R. 134 & 1800 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	20	22	109	13.7	*B*
	T	944	934	99	10.2	*B*
	R	20	18	89	10.0	*A*
	Subtotal	984	974	99	10.3	*B*
SB	L	10	6	59	12.1	*B*
	T	480	320	67	6.8	*A*
	R	10	8	78	6.3	*A*
	Subtotal	500	334	67	6.9	*A*
EB	L	10	10	98	21.9	*C*
	T	5	4	80	21.5	*C*
	R	10	11	107	7.0	*A*
	Subtotal	25	25	100	15.3	*C*
WB	***L***	***25***	***25***	***101***	***31.0***	***D***
	T	30	30	101	27.2	*D*
	R	55	57	103	20.0	*C*
	Subtotal	110	112	102	24.4	*C*
Total		1,620	1,445	89	10.7	*B*

Intersection: S.R. 134 & 2550 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	10	10	98	6.6	*A*
	T	900	886	98	4.1	*A*
	R	75	78	104	2.5	*A*
	Subtotal	985	974	99	4.0	*A*
SB	L	40	28	70	18.3	*C*
	T	450	312	69	10.7	*B*
	R	15	11	72	8.0	*A*
	Subtotal	505	351	70	11.2	*B*
EB	L	50	52	104	37.4	*E*
	T	***20***	***18***	***89***	***43.0***	***E***
	R	10	11	107	24.9	*C*
	Subtotal	80	81	101	36.9	*E*
WB	L	40	38	95	36.3	*E*
	T	5	5	100	41.7	*E*
	R	35	39	112	28.8	*D*
	Subtotal	80	82	103	33.1	*D*
Total		1,650	1,488	90	9.2	*A*

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Weber County Westbridge Meadows TS
Analysis Period: *Future (2040) Background*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2599*

Intersection: 7500 West & 900 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	5	4	80	6.1	*A*
	R	45	46	102	3.5	*A*
	Subtotal	50	50	100	3.7	*A*
SB	***L***	***10***	***11***	***107***	***7.2***	***A***
	Subtotal	10	11	110	7.2	*A*
EB	T	370	367	99	1.9	*A*
	R	5	5	100	1.9	*A*
	Subtotal	375	372	99	1.9	*A*
WB	L	45	38	84	4.9	*A*
	T	440	403	92	3.0	*A*
	R	10	9	88	2.7	*A*
	Subtotal	495	450	91	3.2	*A*
Total		930	883	95	2.7	*A*

Intersection: S.R. 134 & 1150 South
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	110	112	102	116.3	*F*
	T	440	438	99	56.1	*E*
	R	295	302	102	35.3	*D*
	Subtotal	845	852	101	56.6	*E*
SB	L	160	84	52	844.6	*F*
	T	420	236	56	581.3	*F*
	R	35	19	55	617.2	*F*
	Subtotal	615	339	55	648.6	*F*
EB	L	105	103	98	172.7	*F*
	T	650	606	93	173.0	*F*
	R	235	236	100	141.3	*F*
	Subtotal	990	945	95	165.1	*F*
WB	L	350	310	89	309.9	*F*
	T	350	314	90	164.4	*F*
	R	255	235	92	159.5	*F*
	Subtotal	955	859	90	215.6	*F*
Total		3,406	2,995	88	216.6	*F*

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Weber County Westbridge Meadows TS
Analysis Period: *Future (2040) Background*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2599*

Intersection: S.R. 134 & 1800 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	15	15	98	15.9	*C*
	T	740	748	101	9.6	*A*
	R	15	15	98	9.6	*A*
	Subtotal	770	778	101	9.7	*A*
SB	L	40	28	70	16.0	*C*
	T	955	750	79	10.1	*B*
	R	10	8	78	8.9	*A*
	Subtotal	1,005	786	78	10.3	*B*
EB	***L***	***20***	***17***	***84***	***55.0***	***F***
	T	25	22	89	51.9	*F*
	R	15	18	118	31.4	*D*
	Subtotal	60	57	95	46.4	*E*
WB	L	25	24	97	49.0	*E*
	T	15	16	105	46.5	*E*
	R	50	54	108	26.5	*D*
	Subtotal	90	94	104	35.6	*E*
Total		1,926	1,715	89	12.7	*B*

Intersection: S.R. 134 & 2550 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	15	14	92	7.9	*A*
	T	645	647	100	3.2	*A*
	R	55	56	101	1.7	*A*
	Subtotal	715	717	100	3.2	*A*
SB	L	40	31	78	16.3	*C*
	T	920	736	80	10.7	*B*
	R	35	29	83	10.2	*B*
	Subtotal	995	796	80	10.9	*B*
EB	L	25	26	105	28.8	*D*
	T	20	20	99	27.7	*D*
	R	10	10	98	18.9	*C*
	Subtotal	55	56	102	26.6	*D*
WB	***L***	***105***	***101***	***96***	***85.1***	***F***
	T	45	44	98	80.2	*F*
	R	55	56	101	70.0	*F*
	Subtotal	205	201	98	79.8	*F*
Total		1,971	1,770	90	16.3	*C*

HALES ENGINEERING
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SimTraffic LOS Report

Project: Weber County Westbridge Meadows TS
Analysis Period: *Future (2040) Background (Mitigated)*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2599*

Intersection: 7500 West & 900 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	5	4	80	5.4	*A*
	R	45	48	107	2.8	*A*
	Subtotal	50	52	104	3.0	*A*
SB	***L***	***10***	***10***	***98***	***6.9***	***A***
	Subtotal	10	10	100	6.9	*A*
EB	T	175	166	95	1.0	*A*
	R	5	5	100	0.4	*A*
	Subtotal	180	171	95	1.0	*A*
WB	L	20	21	104	4.1	*A*
	T	505	499	99	2.9	*A*
	R	10	10	98	2.0	*A*
	Subtotal	535	530	99	2.9	*A*
Total		775	763	98	2.5	*A*

Intersection: S.R. 134 & 1150 South
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	65	66	101	36.9	*D*
	T	640	632	99	56.0	*E*
	R	245	245	100	24.9	*C*
	Subtotal	950	943	99	46.6	*D*
SB	L	210	205	98	59.6	*E*
	T	305	303	99	19.7	*B*
	R	35	34	98	14.0	*B*
	Subtotal	550	542	99	34.4	*C*
EB	L	270	276	102	72.5	*E*
	T	420	419	100	34.8	*C*
	R	100	99	99	9.2	*A*
	Subtotal	790	794	101	44.7	*D*
WB	L	95	95	100	38.6	*D*
	T	435	430	99	48.1	*D*
	R	420	420	100	60.7	*E*
	Subtotal	950	945	99	52.7	*D*
Total		3,240	3,224	99	46.0	*D*

HALES ENGINEERING
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SimTraffic LOS Report

Project: Weber County Westbridge Meadows TS
Analysis Period: *Future (2040) Background (Mitigated)*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2599*

Intersection: S.R. 134 & 1800 South
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	20	21	104	21.6	C
	T	944	942	100	22.7	C
	R	20	21	104	22.2	C
	Subtotal	984	984	100	22.7	C
SB	L	10	10	98	9.9	A
	T	480	476	99	12.6	B
	R	10	11	107	11.8	B
	Subtotal	500	497	99	12.5	B
EB	L	10	9	88	3.3	A
	T	5	5	100	3.4	A
	R	10	12	117	3.6	A
	Subtotal	25	26	104	3.5	A
WB	L	25	24	97	7.7	A
	T	30	28	94	9.3	A
	R	55	52	94	7.0	A
	Subtotal	110	104	95	7.8	A
Total		1,620	1,611	99	18.3	C

Intersection: S.R. 134 & 2550 South
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	10	10	98	13.5	B
	T	900	900	100	11.8	B
	R	75	78	104	8.4	A
	Subtotal	985	988	100	11.5	B
SB	L	40	41	102	45.0	D
	T	450	446	99	11.5	B
	R	15	17	111	8.7	A
	Subtotal	505	504	100	14.1	B
EB	L	50	48	96	28.9	C
	T	20	18	89	22.4	C
	R	10	12	117	7.7	A
	Subtotal	80	78	98	24.1	C
WB	L	40	40	100	25.3	C
	T	5	5	100	30.3	C
	R	35	35	101	17.5	B
	Subtotal	80	80	100	22.2	C
Total		1,650	1,650	100	13.4	B

HALES ENGINEERING
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SimTraffic LOS Report

Project: Weber County Westbridge Meadows TS
Analysis Period: *Future (2040) Background (Mitigated)*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2599*

Intersection: 7500 West & 900 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	5	4	80	6.3	*A*
	R	45	44	98	3.4	*A*
	Subtotal	50	48	96	3.6	*A*
SB	***L***	***10***	***11***	***107***	***6.9***	***A***
	Subtotal	10	11	110	6.9	*A*
EB	T	370	378	102	1.9	*A*
	R	5	6	120	1.9	*A*
	Subtotal	375	384	102	1.9	*A*
WB	L	45	43	96	4.9	*A*
	T	440	441	100	2.9	*A*
	R	10	11	107	3.4	*A*
	Subtotal	495	495	100	3.1	*A*
Total		930	938	101	2.7	*A*

Intersection: S.R. 134 & 1150 South
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	110	105	95	51.6	*D*
	T	440	446	101	52.2	*D*
	R	295	293	99	19.1	*B*
	Subtotal	845	844	100	40.6	*D*
SB	L	160	157	98	86.4	*F*
	T	420	414	99	42.6	*D*
	R	35	34	98	35.1	*D*
	Subtotal	615	605	98	53.5	*D*
EB	L	105	109	104	48.5	*D*
	T	650	647	100	74.6	*E*
	R	235	245	104	34.0	*C*
	Subtotal	990	1,001	101	61.8	*E*
WB	L	350	341	97	45.3	*D*
	T	350	354	101	23.3	*C*
	R	255	259	101	14.7	*B*
	Subtotal	955	954	100	28.8	*C*
Total		3,406	3,404	100	45.9	*D*

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Weber County Westbridge Meadows TS
Analysis Period: *Future (2040) Background (Mitigated)*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2599*

Intersection: S.R. 134 & 1800 South
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	15	14	92	17.3	C
	T	740	737	100	20.3	C
	R	15	19	125	17.4	C
	Subtotal	770	770	100	20.2	C
SB	L	40	35	88	19.9	C
	T	955	956	100	21.9	C
	R	10	8	78	22.6	C
	Subtotal	1,005	999	99	21.8	C
EB	L	20	18	89	5.5	A
	T	25	25	101	7.5	A
	R	15	17	111	6.8	A
	Subtotal	60	60	100	6.7	A
WB	L	25	25	101	6.0	A
	T	15	16	105	7.4	A
	R	50	52	104	5.4	A
	Subtotal	90	93	103	5.9	A
Total		1,926	1,922	100	19.9	C

Intersection: S.R. 134 & 2550 South
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	15	15	98	22.1	C
	T	645	641	99	9.4	A
	R	55	57	103	6.1	A
	Subtotal	715	713	100	9.4	A
SB	L	40	37	92	28.6	C
	T	850	853	100	15.2	B
	R	35	31	89	13.4	B
	Subtotal	925	921	100	15.7	B
EB	L	25	24	97	26.4	C
	T	20	19	94	23.4	C
	R	10	11	107	10.4	B
	Subtotal	55	54	98	22.1	C
WB	L	105	105	100	27.1	C
	T	45	48	107	23.9	C
	R	55	60	109	14.2	B
	Subtotal	205	213	104	22.7	C
Total		1,901	1,901	100	14.3	B

HALES ENGINEERING
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SimTraffic LOS Report

Project: Weber County Westbridge Meadows TS
Analysis Period: *Future (2040) Plus Project*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2599*

Intersection: 7500 West & 900 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	73	73	100	20.9	C
	T	***9***	***8***	***86***	***21.7***	***C***
	R	362	363	100	15.0	B
	Subtotal	444	444	100	16.1	C
SB	L	10	9	88	11.0	B
	T	14	16	112	8.8	A
	Subtotal	24	25	104	9.6	A
EB	T	185	186	101	3.2	A
	R	35	38	109	1.0	A
	Subtotal	220	224	102	2.8	A
WB	L	162	152	94	6.5	A
	T	304	296	98	6.8	A
	R	10	11	107	3.9	A
	Subtotal	476	459	96	6.6	A
Total		1,164	1,152	99	9.6	A

Intersection: S.R. 134 & 1150 South
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	113	79	70	45.0	D
	T	726	485	67	47.1	D
	R	245	156	64	23.1	C
	Subtotal	1,084	720	66	41.7	D
SB	L	210	204	97	218.2	F
	T	344	331	96	114.4	F
	R	75	68	91	117.3	F
	Subtotal	629	603	96	149.8	F
EB	L	356	331	93	123.6	F
	T	1,017	994	98	46.1	D
	R	209	202	97	21.5	C
	Subtotal	1,582	1,527	97	59.6	E
WB	L	95	94	99	72.1	E
	T	702	715	102	62.7	E
	R	420	427	102	40.4	D
	Subtotal	1,217	1,236	102	55.7	E
Total		4,512	4,086	91	69.5	E

HALES ENGINEERING
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SimTraffic LOS Report

Project: Weber County Westbridge Meadows TS
Analysis Period: *Future (2040) Plus Project*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2599*

Intersection: S.R. 134 & 1800 South
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	214	142	66	644.6	*F*
	T	993	640	64	618.6	*F*
	R	20	12	59	649.4	*F*
	Subtotal	1,227	794	65	623.7	*F*
SB	L	10	8	78	35.1	*E*
	T	590	571	97	37.8	*E*
	R	49	47	96	37.4	*E*
	Subtotal	649	626	96	37.7	*E*
EB	L	96	59	61	308.8	*F*
	T	403	269	67	309.5	*F*
	R	444	282	63	308.6	*F*
	Subtotal	943	610	65	309.0	*F*
WB	L	25	26	105	10.9	*B*
	T	208	215	103	13.4	*B*
	R	55	57	103	11.6	*B*
	Subtotal	288	298	103	12.8	*B*
Total		3,107	2,328	75	327.5	*F*

Intersection: S.R. 134 & 2550 South
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	10	6	59	102.0	*F*
	T	1,142	800	70	140.7	*F*
	R	75	54	72	131.9	*F*
	Subtotal	1,227	860	70	139.9	*F*
SB	L	40	31	78	33.3	*C*
	T	993	821	83	14.4	*B*
	R	15	12	79	12.7	*B*
	Subtotal	1,048	864	82	15.1	*B*
EB	L	50	50	100	51.7	*D*
	T	20	19	94	44.8	*D*
	R	10	11	107	14.6	*B*
	Subtotal	80	80	100	45.0	*D*
WB	L	40	39	98	49.4	*D*
	T	5	6	120	43.8	*D*
	R	35	35	101	33.2	*C*
	Subtotal	80	80	100	41.9	*D*
Total		2,436	1,884	77	75.2	*E*

HALES ENGINEERING
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SimTraffic LOS Report

Project: **Weber County Westbridge Meadows TS**
Analysis Period: ***Future (2040) Plus Project***
Time Period: ***Morning Peak Hour*** **Project #:** ***UT23-2599***

Intersection: **Project Access & 900 South**
Type: **Unsignalized**

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	23	21	90	170.4	*F*
	R	***475***	***434***	***91***	***225.6***	***F***
	Subtotal	498	455	91	223.1	*F*
EB	T	659	658	100	7.0	*A*
	R	10	12	117	4.3	*A*
	Subtotal	669	670	100	7.0	*A*
WB	L	213	208	98	13.9	*B*
	T	677	650	96	3.5	*A*
	Subtotal	890	858	96	6.0	*A*
Total		2,058	1,983	96	60.7	*F*

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Weber County Westbridge Meadows TS
Analysis Period: *Future (2040) Plus Project*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2599*

Intersection: 7500 West & 900 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	***L***	***63***	***62***	***98***	***108.2***	***F***
	T	7	7	100	102.3	*F*
	R	298	297	100	97.8	*F*
	Subtotal	368	366	99	99.6	*F*
SB	L	10	10	98	23.8	*C*
	T	10	13	127	25.1	*D*
	Subtotal	20	23	115	24.5	*C*
EB	T	394	396	100	5.0	*A*
	R	79	79	100	2.1	*A*
	Subtotal	473	475	100	4.5	*A*
WB	L	391	298	76	12.7	*B*
	T	227	171	75	10.6	*B*
	R	10	6	59	6.8	*A*
	Subtotal	628	475	76	11.9	*B*
Total		1,490	1,339	90	33.6	*D*

Intersection: S.R. 134 & 1150 South
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	229	126	55	47.1	*D*
	T	508	289	57	39.6	*D*
	R	295	171	58	19.5	*B*
	Subtotal	1,032	586	57	35.3	*D*
SB	L	160	68	42	668.5	*F*
	T	514	208	40	746.0	*F*
	R	130	56	43	730.7	*F*
	Subtotal	804	332	41	727.5	*F*
EB	L	174	184	106	130.3	*F*
	T	1,127	1,068	95	115.3	*F*
	R	322	310	96	133.5	*F*
	Subtotal	1,623	1,562	96	120.7	*F*
WB	L	350	119	34	1298.7	*F*
	T	1,002	760	76	140.7	*F*
	R	255	190	74	107.8	*F*
	Subtotal	1,607	1,069	67	263.8	*F*
Total		5,066	3,549	70	260.3	*F*

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Weber County Westbridge Meadows TS
Analysis Period: *Future (2040) Plus Project*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2599*

Intersection: S.R. 134 & 1800 South
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	489	243	50	757.3	*F*
	T	859	437	51	753.8	*F*
	R	15	9	59	773.3	*F*
	Subtotal	1,363	689	51	755.3	*F*
SB	L	40	20	50	784.9	*F*
	T	1,042	499	48	728.6	*F*
	R	104	50	48	756.3	*F*
	Subtotal	1,186	569	48	733.0	*F*
EB	L	88	74	84	277.1	*F*
	T	343	275	80	273.8	*F*
	R	361	296	82	273.3	*F*
	Subtotal	792	645	81	273.9	*F*
WB	L	25	23	93	248.0	*F*
	T	450	397	88	249.7	*F*
	R	50	43	86	244.9	*F*
	Subtotal	525	463	88	249.2	*F*
Total		3,866	2,366	61	539.0	*F*

Intersection: S.R. 134 & 2550 South
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	15	8	52	166.9	*F*
	T	1,238	650	52	221.8	*F*
	R	55	29	52	220.1	*F*
	Subtotal	1,308	687	53	221.1	*F*
SB	L	40	25	62	29.0	*C*
	T	1,282	741	58	12.6	*B*
	R	35	20	58	11.1	*B*
	Subtotal	1,357	786	58	13.1	*B*
EB	L	25	25	101	70.0	*E*
	T	20	21	104	44.3	*D*
	R	10	12	117	14.5	*B*
	Subtotal	55	58	105	49.2	*D*
WB	L	105	99	94	59.5	*E*
	T	45	48	107	54.5	*D*
	R	55	58	105	46.5	*D*
	Subtotal	205	205	100	54.7	*D*
Total		2,927	1,736	59	103.6	*F*

HALES ENGINEERING
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SimTraffic LOS Report

Project: **Weber County Westbridge Meadows TS**
Analysis Period: ***Future (2040) Plus Project***
Time Period: ***Evening Peak Hour*** **Project #:** ***UT23-2599***

Intersection: **Project Access & 900 South**
Type: **Unsignalized**

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	***L***	***15***	***15***	***98***	***538.8***	***F***
	R	380	356	94	159.6	*F*
	Subtotal	395	371	94	174.9	*F*
EB	T	791	794	100	8.4	*A*
	R	24	27	114	5.7	*A*
	Subtotal	815	821	101	8.3	*A*
WB	L	520	375	72	48.7	*E*
	T	841	610	73	7.3	*A*
	Subtotal	1,361	985	72	23.1	*C*
Total		2,571	2,177	85	45.0	*E*

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SimTraffic LOS Report

Project: Weber County Westbridge Meadows TS
Analysis Period: *Future (2040) Plus Project (Mitigated)*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2599*

Intersection: 7500 West & 900 South
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	73	76	104	15.5	*B*
	T	9	10	108	17.2	*B*
	R	362	361	100	9.2	*A*
	Subtotal	444	447	101	10.5	*B*
SB	L	10	9	88	18.8	*B*
	T	14	16	112	11.9	*B*
	Subtotal	24	25	104	14.4	*B*
EB	T	185	192	104	21.4	*C*
	R	35	36	104	10.5	*B*
	Subtotal	220	228	104	19.7	*B*
WB	L	162	154	95	15.5	*B*
	T	304	307	101	11.7	*B*
	R	10	10	98	8.6	*A*
	Subtotal	476	471	99	12.9	*B*
Total		1,164	1,171	101	13.3	*B*

Intersection: S.R. 134 & 1150 South
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	113	113	100	40.9	*D*
	T	726	720	99	52.8	*D*
	R	245	258	105	29.0	*C*
	Subtotal	1,084	1,091	101	45.9	*D*
SB	L	210	207	98	85.7	*F*
	T	344	345	100	31.8	*C*
	R	75	79	106	9.9	*A*
	Subtotal	629	631	100	46.7	*D*
EB	L	356	352	99	88.9	*F*
	T	1,017	1,024	101	41.4	*D*
	R	209	216	103	15.5	*B*
	Subtotal	1,582	1,592	101	48.4	*D*
WB	L	95	94	99	61.1	*E*
	T	702	699	100	40.3	*D*
	R	420	414	99	21.1	*C*
	Subtotal	1,217	1,207	99	35.3	*D*
Total		4,512	4,521	100	44.3	*D*

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SimTraffic LOS Report

Project: Weber County Westbridge Meadows TS
Analysis Period: *Future (2040) Plus Project (Mitigated)*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2599*

Intersection: S.R. 134 & 1800 South
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	214	210	98	24.9	*C*
	T	993	1,003	101	16.6	*B*
	R	20	20	99	16.3	*B*
	Subtotal	1,227	1,233	100	18.0	*B*
SB	L	10	12	117	28.3	*C*
	T	590	592	100	24.9	*C*
	R	49	51	104	10.1	*B*
	Subtotal	649	655	101	23.8	*C*
EB	L	96	98	102	31.4	*C*
	T	403	399	99	21.6	*C*
	R	444	445	100	9.1	*A*
	Subtotal	943	942	100	16.7	*B*
WB	L	25	23	93	29.6	*C*
	T	208	209	100	21.0	*C*
	R	55	56	101	11.8	*B*
	Subtotal	288	288	100	19.9	*B*
Total		3,107	3,118	100	19.0	*B*

Intersection: S.R. 134 & 2550 South
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	10	10	98	17.0	*B*
	T	1,142	1,146	100	6.4	*A*
	R	75	77	103	4.0	*A*
	Subtotal	1,227	1,233	100	6.3	*A*
SB	L	40	42	105	26.6	*C*
	T	993	992	100	12.1	*B*
	R	15	16	105	12.2	*B*
	Subtotal	1,048	1,050	100	12.7	*B*
EB	L	50	47	94	23.4	*C*
	T	20	22	109	19.4	*B*
	R	10	11	107	11.0	*B*
	Subtotal	80	80	100	20.6	*C*
WB	L	40	38	95	22.5	*C*
	T	5	4	80	25.9	*C*
	R	35	37	106	8.5	*A*
	Subtotal	80	79	99	16.1	*B*
Total		2,436	2,442	100	9.9	*A*

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SimTraffic LOS Report

Project: Weber County Westbridge Meadows TS
Analysis Period: *Future (2040) Plus Project (Mitigated)*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2599*

Intersection: Project Access & 900 South
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	23	24	103	31.9	*C*
	R	475	485	102	3.3	*A*
	Subtotal	498	509	102	4.6	*A*
EB	T	659	665	101	18.3	*B*
	R	10	12	117	13.8	*B*
	Subtotal	669	677	101	18.2	*B*
WB	L	213	213	100	14.3	*B*
	T	677	674	100	2.8	*A*
	Subtotal	890	887	100	5.6	*A*
Total		2,058	2,073	101	9.5	*A*

HALES ENGINEERING
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SimTraffic LOS Report

Project: Weber County Westbridge Meadows TS
Analysis Period: *Future (2040) Plus Project (Mitigated)*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2599*

Intersection: 7500 West & 900 South
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	63	64	101	30.5	*C*
	T	7	7	100	29.6	*C*
	R	298	289	97	14.1	*B*
	Subtotal	368	360	98	17.3	*B*
SB	L	10	9	88	38.6	*D*
	T	10	11	107	21.8	*C*
	Subtotal	20	20	100	29.4	*C*
EB	T	394	386	98	28.6	*C*
	R	79	78	99	19.9	*B*
	Subtotal	473	464	98	27.1	*C*
WB	L	391	387	99	26.8	*C*
	T	227	225	99	8.6	*A*
	R	10	11	107	6.3	*A*
	Subtotal	628	623	99	19.9	*B*
Total		1,490	1,467	98	21.7	*C*

Intersection: S.R. 134 & 1150 South
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	229	226	99	66.5	*E*
	T	508	514	101	47.3	*D*
	R	295	295	100	28.8	*C*
	Subtotal	1,032	1,035	100	46.2	*D*
SB	L	160	167	104	64.8	*E*
	T	514	514	100	54.8	*D*
	R	130	133	103	19.1	*B*
	Subtotal	804	814	101	51.0	*D*
EB	L	174	167	96	67.2	*E*
	T	1,127	1,118	99	39.2	*D*
	R	322	322	100	22.1	*C*
	Subtotal	1,623	1,607	99	38.7	*D*
WB	L	350	347	99	136.7	*F*
	T	1,002	1,007	100	30.6	*C*
	R	255	253	99	12.5	*B*
	Subtotal	1,607	1,607	100	50.7	*D*
Total		5,066	5,063	100	46.4	*D*

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SimTraffic LOS Report

Project: Weber County Westbridge Meadows TS
Analysis Period: *Future (2040) Plus Project (Mitigated)*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2599*

Intersection: S.R. 134 & 1800 South
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	489	478	98	42.6	*D*
	T	859	866	101	15.8	*B*
	R	15	15	98	14.1	*B*
	Subtotal	1,363	1,359	100	25.2	*C*
SB	L	40	36	90	47.3	*D*
	T	1,042	1,052	101	55.3	*E*
	R	104	98	94	23.0	*C*
	Subtotal	1,186	1,186	100	52.4	*D*
EB	L	88	79	90	214.7	*F*
	T	343	335	98	38.0	*D*
	R	361	376	104	12.8	*B*
	Subtotal	792	790	100	43.7	*D*
WB	L	25	27	109	51.0	*D*
	T	450	449	100	42.5	*D*
	R	50	52	104	30.5	*C*
	Subtotal	525	528	101	41.8	*D*
Total		3,866	3,863	100	40.0	*D*

Intersection: S.R. 134 & 2550 South
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	15	16	105	22.9	*C*
	T	1,238	1,234	100	7.8	*A*
	R	55	56	101	4.8	*A*
	Subtotal	1,308	1,306	100	7.9	*A*
SB	L	40	41	102	35.5	*D*
	T	1,282	1,300	101	16.8	*B*
	R	35	35	101	17.9	*B*
	Subtotal	1,357	1,376	101	17.4	*B*
EB	L	25	25	101	29.9	*C*
	T	20	20	99	27.0	*C*
	R	10	11	107	12.2	*B*
	Subtotal	55	56	102	25.4	*C*
WB	L	105	108	103	31.3	*C*
	T	45	46	102	26.8	*C*
	R	55	55	100	14.5	*B*
	Subtotal	205	209	102	25.9	*C*
Total		2,927	2,947	101	14.0	*B*

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SimTraffic LOS Report

Project: Weber County Westbridge Meadows TS
Analysis Period: *Future (2040) Plus Project (Mitigated)*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2599*

Intersection: Project Access & 900 South
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	15	13	85	56.1	*E*
	R	380	377	99	2.7	*A*
	Subtotal	395	390	99	4.5	*A*
EB	T	791	773	98	33.8	*C*
	R	24	21	88	30.9	*C*
	Subtotal	815	794	97	33.7	*C*
WB	L	520	520	100	32.6	*C*
	T	841	841	100	4.8	*A*
	Subtotal	1,361	1,361	100	15.4	*B*
Total		2,571	2,545	99	19.5	*B*

SimTraffic LOS Report

Project: Weber County Westbridge Meadows TS
Analysis Period: *Future (2050) Background*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2599*

Intersection: 7500 West & 900 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	5	4	80	5.2	*A*
	R	45	43	96	2.8	*A*
	Subtotal	50	47	94	3.0	*A*
SB	***L***	***15***	***15***	***98***	***6.3***	***A***
	R	5	6	120	4.1	*A*
	Subtotal	20	21	105	5.7	*A*
EB	L	5	6	120	2.6	*A*
	T	185	185	100	1.3	*A*
	R	5	5	100	0.9	*A*
	Subtotal	195	196	101	1.3	*A*
WB	L	20	19	94	4.0	*A*
	T	560	546	97	2.9	*A*
	R	15	14	92	3.2	*A*
	Subtotal	595	579	97	2.9	*A*
Total		861	843	98	2.6	*A*

Intersection: S.R. 134 & 1150 South
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	105	85	81	30.6	*C*
	T	955	770	81	31.0	*C*
	R	260	212	82	17.2	*B*
	Subtotal	1,320	1,067	81	28.2	*C*
SB	L	225	223	99	102.6	*F*
	T	330	326	99	26.3	*C*
	R	55	57	103	21.0	*C*
	Subtotal	610	606	99	53.9	*D*
EB	L	290	269	93	178.1	*F*
	T	435	444	102	37.5	*D*
	R	165	162	98	15.6	*B*
	Subtotal	890	875	98	76.7	*E*
WB	L	110	109	99	41.4	*D*
	T	435	435	100	40.4	*D*
	R	440	446	101	42.5	*D*
	Subtotal	985	990	101	41.5	*D*
Total		3,806	3,538	93	49.0	*D*

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SimTraffic LOS Report

Project: Weber County Westbridge Meadows TS
Analysis Period: *Future (2050) Background*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2599*

Intersection: S.R. 134 & 1800 South
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	35	27	78	195.3	*F*
	T	1,495	1,190	80	181.0	*F*
	R	20	17	84	202.2	*F*
	Subtotal	1,550	1,234	80	181.6	*F*
SB	L	10	8	78	135.9	*F*
	T	660	567	86	150.0	*F*
	R	15	15	98	140.4	*F*
	Subtotal	685	590	86	149.6	*F*
EB	L	15	14	92	148.3	*F*
	T	5	4	80	143.7	*F*
	R	15	16	105	121.2	*F*
	Subtotal	35	34	97	135.0	*F*
WB	L	30	30	101	46.7	*E*
	T	35	36	104	52.4	*F*
	R	55	61	110	49.9	*E*
	Subtotal	120	127	106	49.9	*E*
Total		2,391	1,985	83	163.6	*F*

Intersection: S.R. 134 & 2550 South
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	10	8	78	75.8	*E*
	T	1,415	1,215	86	82.9	*F*
	R	105	89	85	80.5	*F*
	Subtotal	1,530	1,312	86	82.7	*F*
SB	L	65	39	60	1317.6	*F*
	T	700	477	68	578.7	*F*
	R	20	13	64	561.0	*F*
	Subtotal	785	529	67	632.7	*F*
EB	L	80	75	94	114.8	*F*
	T	25	26	105	64.5	*E*
	R	10	11	107	29.2	*C*
	Subtotal	115	112	97	94.7	*F*
WB	L	55	56	101	66.8	*E*
	T	5	4	80	82.4	*F*
	R	55	58	105	61.8	*E*
	Subtotal	115	118	103	64.9	*E*
Total		2,546	2,071	81	251.2	*F*

HALES ENGINEERING
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SimTraffic LOS Report

Project: Weber County Westbridge Meadows TS
Analysis Period: *Future (2050) Background*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2599*

Intersection: 7500 West & 900 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	5	6	120	6.1	*A*
	R	45	43	96	3.5	*A*
	Subtotal	50	49	98	3.8	*A*
SB	***L***	***20***	***20***	***99***	***8.5***	***A***
	R	5	7	140	3.8	*A*
	Subtotal	25	27	108	7.3	*A*
EB	L	5	6	120	1.9	*A*
	T	385	394	102	2.2	*A*
	R	5	5	100	2.1	*A*
	Subtotal	395	405	103	2.2	*A*
WB	L	45	43	96	4.5	*A*
	T	529	510	96	2.9	*A*
	R	20	18	89	3.1	*A*
	Subtotal	594	571	96	3.0	*A*
Total		1,065	1,052	99	2.9	*A*

Intersection: S.R. 134 & 1150 South
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	180	165	92	135.5	*F*
	T	586	561	96	59.6	*E*
	R	320	299	94	28.0	*C*
	Subtotal	1,086	1,025	94	62.6	*E*
SB	L	205	180	88	261.3	*F*
	T	500	456	91	207.1	*F*
	R	50	45	90	198.3	*F*
	Subtotal	755	681	90	220.8	*F*
EB	L	140	135	96	53.6	*D*
	T	670	678	101	64.0	*E*
	R	340	335	98	41.0	*D*
	Subtotal	1,150	1,148	100	56.1	*E*
WB	L	380	318	84	306.2	*F*
	T	365	360	99	35.1	*D*
	R	295	289	98	19.9	*B*
	Subtotal	1,040	967	93	119.7	*F*
Total		4,030	3,821	95	108.2	*F*

HALES ENGINEERING
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SimTraffic LOS Report

Project: Weber County Westbridge Meadows TS
Analysis Period: *Future (2050) Background*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2599*

Intersection: S.R. 134 & 1800 South
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	35	32	92	136.6	*F*
	T	1,070	1,009	94	137.1	*F*
	R	20	19	94	126.8	*F*
	Subtotal	1,125	1,060	94	136.9	*F*
SB	L	40	34	85	250.4	*F*
	T	1,200	981	82	253.6	*F*
	R	10	9	88	253.7	*F*
	Subtotal	1,250	1,024	82	253.5	*F*
EB	L	35	35	101	8.4	*A*
	T	25	28	113	9.6	*A*
	R	35	36	104	9.5	*A*
	Subtotal	95	99	104	9.1	*A*
WB	L	30	29	97	7.2	*A*
	T	15	16	105	9.8	*A*
	R	50	55	110	7.5	*A*
	Subtotal	95	100	105	7.8	*A*
Total		2,564	2,283	89	180.1	*F*

Intersection: S.R. 134 & 2550 South
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	30	30	101	81.3	*F*
	T	995	990	99	42.0	*D*
	R	100	106	106	37.8	*D*
	Subtotal	1,125	1,126	100	42.7	*D*
SB	L	55	43	78	214.1	*F*
	T	1,170	972	83	27.4	*C*
	R	60	50	83	23.5	*C*
	Subtotal	1,285	1,065	83	34.8	*C*
EB	L	55	54	98	46.7	*D*
	T	25	28	113	31.6	*C*
	R	15	14	92	21.0	*C*
	Subtotal	95	96	101	38.5	*D*
WB	L	160	154	96	48.9	*D*
	T	55	55	100	37.2	*D*
	R	75	78	104	30.2	*C*
	Subtotal	290	287	99	41.6	*D*
Total		2,796	2,574	92	39.2	*D*

SimTraffic LOS Report

Project: Weber County Westbridge Meadows TS
Analysis Period: *Future (2050) Background (Mitigated)*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2599*

Intersection: 7500 West & 900 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	***L***	***5***	***6***	***120***	***7.0***	***A***
	R	45	48	107	2.9	*A*
	Subtotal	50	54	108	3.4	*A*
SB	L	15	14	92	6.3	*A*
	R	5	6	120	4.1	*A*
	Subtotal	20	20	100	5.6	*A*
EB	L	5	4	80	1.6	*A*
	T	185	188	102	1.2	*A*
	R	5	5	100	0.7	*A*
	Subtotal	195	197	101	1.2	*A*
WB	L	20	21	104	3.9	*A*
	T	560	569	102	2.9	*A*
	R	15	14	92	2.8	*A*
	Subtotal	595	604	102	2.9	*A*
Total		861	875	102	2.6	*A*

Intersection: S.R. 134 & 1150 South
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	105	104	99	26.3	*C*
	T	955	955	100	21.9	*C*
	R	260	262	101	12.7	*B*
	Subtotal	1,320	1,321	100	20.4	*C*
SB	L	225	227	101	32.8	*C*
	T	330	332	101	19.3	*B*
	R	55	58	105	11.1	*B*
	Subtotal	610	617	101	23.5	*C*
EB	L	290	292	101	38.3	*D*
	T	435	444	102	23.5	*C*
	R	165	162	98	8.0	*A*
	Subtotal	890	898	101	25.5	*C*
WB	L	110	116	105	29.7	*C*
	T	435	440	101	35.5	*D*
	R	440	435	99	19.9	*B*
	Subtotal	985	991	101	28.0	*C*
Total		3,806	3,827	101	24.1	*C*

HALES ENGINEERING
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SimTraffic LOS Report

Project: Weber County Westbridge Meadows TS
Analysis Period: *Future (2050) Background (Mitigated)*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2599*

Intersection: S.R. 134 & 1800 South
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	35	33	95	13.5	*B*
	T	1,495	1,494	100	13.9	*B*
	R	20	22	109	15.0	*B*
	Subtotal	1,550	1,549	100	13.9	*B*
SB	L	10	9	88	7.0	*A*
	T	660	666	101	9.3	*A*
	R	15	16	105	7.1	*A*
	Subtotal	685	691	101	9.2	*A*
EB	L	15	15	98	5.6	*A*
	T	5	5	100	4.8	*A*
	R	15	19	125	3.1	*A*
	Subtotal	35	39	111	4.3	*A*
WB	L	30	26	87	16.6	*C*
	T	35	34	98	20.4	*C*
	R	55	59	107	10.7	*B*
	Subtotal	120	119	99	14.8	*B*
Total		2,391	2,398	100	12.4	*B*

Intersection: S.R. 134 & 2550 South
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	10	9	88	11.3	*B*
	T	1,415	1,412	100	7.1	*A*
	R	105	103	98	2.5	*A*
	Subtotal	1,530	1,524	100	6.8	*A*
SB	L	65	64	98	50.8	*D*
	T	700	709	101	7.8	*A*
	R	20	22	109	5.1	*A*
	Subtotal	785	795	101	11.2	*B*
EB	L	80	79	99	32.0	*C*
	T	25	24	97	27.7	*C*
	R	10	11	107	9.1	*A*
	Subtotal	115	114	99	28.9	*C*
WB	L	55	53	96	32.6	*C*
	T	5	5	100	34.5	*C*
	R	55	58	105	11.2	*B*
	Subtotal	115	116	101	22.0	*C*
Total		2,546	2,549	100	9.9	*A*

HALES ENGINEERING
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SimTraffic LOS Report

Project: Weber County Westbridge Meadows TS
Analysis Period: *Future (2050) Background (Mitigated)*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2599*

Intersection: 7500 West & 900 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	***L***	***5***	***5***	***100***	***6.9***	***A***
	R	45	43	96	3.4	*A*
	Subtotal	50	48	96	3.8	*A*
SB	L	20	19	94	6.8	*A*
	R	5	6	120	4.1	*A*
	Subtotal	25	25	100	6.2	*A*
EB	L	5	5	100	1.7	*A*
	T	385	391	101	2.1	*A*
	R	5	5	100	1.8	*A*
	Subtotal	395	401	102	2.1	*A*
WB	L	45	43	96	5.0	*A*
	T	529	538	102	2.9	*A*
	R	20	19	94	2.8	*A*
	Subtotal	594	600	101	3.0	*A*
Total		1,065	1,074	101	2.8	*A*

Intersection: S.R. 134 & 1150 South
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	180	186	103	57.5	*E*
	T	586	592	101	41.6	*D*
	R	320	321	100	18.4	*B*
	Subtotal	1,086	1,099	101	37.5	*D*
SB	L	205	203	99	49.3	*D*
	T	500	502	100	42.4	*D*
	R	50	48	96	32.6	*C*
	Subtotal	755	753	100	43.6	*D*
EB	L	140	137	98	29.9	*C*
	T	670	660	98	41.9	*D*
	R	340	350	103	18.9	*B*
	Subtotal	1,150	1,147	100	33.4	*C*
WB	L	380	381	100	50.6	*D*
	T	365	362	99	20.3	*C*
	R	295	304	103	10.1	*B*
	Subtotal	1,040	1,047	101	28.4	*C*
Total		4,030	4,046	100	35.2	*D*

HALES ENGINEERING
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SimTraffic LOS Report

Project: Weber County Westbridge Meadows TS
Analysis Period: *Future (2050) Background (Mitigated)*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2599*

Intersection: S.R. 134 & 1800 South
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	35	34	98	12.2	*B*
	T	1,070	1,094	102	14.0	*B*
	R	20	20	99	13.9	*B*
	Subtotal	1,125	1,148	102	13.9	*B*
SB	L	40	41	102	10.9	*B*
	T	1,200	1,210	101	13.6	*B*
	R	10	11	107	12.7	*B*
	Subtotal	1,250	1,262	101	13.5	*B*
EB	L	35	36	104	17.0	*C*
	T	25	26	105	16.7	*C*
	R	35	35	101	11.1	*B*
	Subtotal	95	97	102	14.8	*B*
WB	L	30	28	94	11.8	*B*
	T	15	15	98	13.2	*B*
	R	50	49	98	6.7	*A*
	Subtotal	95	92	97	9.3	*A*
Total		2,564	2,599	101	13.6	*B*

Intersection: S.R. 134 & 2550 South
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	30	28	94	32.4	*C*
	T	995	1,017	102	8.8	*A*
	R	100	106	106	3.2	*A*
	Subtotal	1,125	1,151	102	8.9	*A*
SB	L	55	52	94	37.3	*D*
	T	1,170	1,178	101	14.7	*B*
	R	60	64	106	14.1	*B*
	Subtotal	1,285	1,294	101	15.6	*B*
EB	L	55	49	89	25.7	*C*
	T	25	28	113	21.8	*C*
	R	15	16	105	10.5	*B*
	Subtotal	95	93	98	21.9	*C*
WB	L	160	162	101	29.7	*C*
	T	55	55	100	24.5	*C*
	R	75	80	107	13.0	*B*
	Subtotal	290	297	102	24.2	*C*
Total		2,796	2,835	101	14.0	*B*

SimTraffic LOS Report

Project: Weber County Westbridge Meadows TS
Analysis Period: *Future (2050) Plus Project*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2599*

Intersection: 7500 West & 900 South
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	117	112	96	15.4	*B*
	T	15	15	98	17.6	*B*
	R	236	236	100	7.6	*A*
	Subtotal	368	363	99	10.4	*B*
SB	L	15	14	92	16.4	*B*
	T	7	8	114	9.8	*A*
	R	5	6	120	4.1	*A*
	Subtotal	27	28	104	11.9	*B*
EB	L	5	4	80	13.7	*B*
	T	201	203	101	16.8	*B*
	R	55	60	109	8.2	*A*
	Subtotal	261	267	102	14.8	*B*
WB	L	104	103	99	12.4	*B*
	T	334	334	100	9.6	*A*
	R	15	13	85	6.4	*A*
	Subtotal	453	450	99	10.1	*B*
Total		1,111	1,108	100	11.4	*B*

Intersection: S.R. 134 & 1150 South
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	151	122	81	51.1	*D*
	T	1,095	850	78	41.6	*D*
	R	260	201	77	27.7	*C*
	Subtotal	1,506	1,173	78	40.2	*D*
SB	L	225	210	93	158.9	*F*
	T	391	399	102	37.5	*D*
	R	117	120	102	11.1	*B*
	Subtotal	733	729	99	68.1	*E*
EB	L	431	425	99	108.5	*F*
	T	955	965	101	39.3	*D*
	R	269	269	100	17.1	*B*
	Subtotal	1,655	1,659	100	53.4	*D*
WB	L	110	110	100	65.9	*E*
	T	665	679	102	50.5	*D*
	R	440	442	100	25.4	*C*
	Subtotal	1,215	1,231	101	42.9	*D*
Total		5,110	4,792	94	50.2	*D*

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SimTraffic LOS Report

Project: Weber County Westbridge Meadows TS
Analysis Period: *Future (2050) Plus Project*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2599*

Intersection: S.R. 134 & 1800 South
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	219	162	74	34.8	*C*
	T	1,541	1,131	73	22.8	*C*
	R	20	17	84	25.7	*C*
	Subtotal	1,780	1,310	74	24.3	*C*
SB	L	10	10	98	32.5	*C*
	T	764	777	102	27.0	*C*
	R	76	74	98	10.6	*B*
	Subtotal	850	861	101	25.7	*C*
EB	L	155	153	99	38.4	*D*
	T	450	442	98	24.4	*C*
	R	431	435	101	12.5	*B*
	Subtotal	1,036	1,030	99	21.5	*C*
WB	L	30	30	101	36.3	*D*
	T	232	227	98	23.7	*C*
	R	55	55	100	14.6	*B*
	Subtotal	317	312	98	23.3	*C*
Total		3,984	3,513	88	23.7	*C*

Intersection: S.R. 134 & 2550 South
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	240	162	68	492.0	*F*
	T	1,645	1,189	72	124.0	*F*
	R	105	79	75	81.5	*F*
	Subtotal	1,990	1,430	72	163.3	*F*
SB	L	65	64	98	192.9	*F*
	T	1,220	1,235	101	34.2	*C*
	R	20	21	104	34.6	*C*
	Subtotal	1,305	1,320	101	41.9	*D*
EB	L	80	43	54	433.0	*F*
	T	545	306	56	438.2	*F*
	R	530	307	58	433.8	*F*
	Subtotal	1,155	656	57	435.8	*F*
WB	L	55	54	98	66.7	*E*
	T	235	236	100	40.3	*D*
	R	55	56	101	35.6	*D*
	Subtotal	345	346	100	43.7	*D*
Total		4,796	3,752	78	164.8	*F*

HALES ENGINEERING
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SimTraffic LOS Report

Project: Weber County Westbridge Meadows TS
Analysis Period: *Future (2050) Plus Project*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2599*

Intersection: Project Access & 900 South
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	29	29	101	20.6	*C*
	R	574	584	102	3.8	*A*
	Subtotal	603	613	102	4.6	*A*
EB	T	565	562	99	13.2	*B*
	R	16	17	105	11.2	*B*
	Subtotal	581	579	100	13.1	*B*
WB	L	254	248	98	13.6	*B*
	T	679	676	100	2.9	*A*
	Subtotal	933	924	99	5.8	*A*
Total		2,118	2,116	100	7.5	*A*

SimTraffic LOS Report

Project: Weber County Westbridge Meadows TS
Analysis Period: *Future (2050) Plus Project*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2599*

Intersection: 7500 West & 900 South
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	93	92	99	27.0	*C*
	T	12	14	114	28.7	*C*
	R	165	163	99	11.7	*B*
	Subtotal	270	269	100	17.8	*B*
SB	L	20	21	104	28.3	*C*
	T	16	17	105	22.6	*C*
	R	5	4	80	6.3	*A*
	Subtotal	41	42	102	23.9	*C*
EB	L	5	4	80	19.2	*B*
	T	425	428	101	24.7	*C*
	R	125	127	102	17.3	*B*
	Subtotal	555	559	101	23.0	*C*
WB	L	252	225	89	20.7	*C*
	T	200	178	89	9.0	*A*
	R	20	19	94	5.2	*A*
	Subtotal	472	422	89	15.1	*B*
Total		1,338	1,292	97	19.4	*B*

Intersection: S.R. 134 & 1150 South
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	293	78	27	49.7	*D*
	T	694	182	26	40.0	*D*
	R	320	85	27	18.5	*B*
	Subtotal	1,307	345	26	36.9	*D*
SB	L	205	200	97	39.4	*D*
	T	652	646	99	41.4	*D*
	R	183	189	103	16.7	*B*
	Subtotal	1,040	1,035	100	36.5	*D*
EB	L	250	261	104	58.8	*E*
	T	1,078	1,074	100	38.4	*D*
	R	422	428	101	26.3	*C*
	Subtotal	1,750	1,763	101	38.5	*D*
WB	L	380	381	100	64.1	*E*
	T	928	917	99	30.5	*C*
	R	295	299	101	11.3	*B*
	Subtotal	1,603	1,597	100	34.9	*C*
Total		5,700	4,740	83	36.8	*D*

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SimTraffic LOS Report

Project: Weber County Westbridge Meadows TS
Analysis Period: *Future (2050) Plus Project*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2599*

Intersection: S.R. 134 & 1800 South
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	485	64	13	43.1	*D*
	T	1,182	152	13	15.6	*B*
	R	20	2	10	22.8	*C*
	Subtotal	1,687	218	13	23.7	*C*
SB	L	40	41	102	28.2	*C*
	T	1,282	1,283	100	33.8	*C*
	R	162	164	101	17.8	*B*
	Subtotal	1,484	1,488	100	31.9	*C*
EB	L	144	147	102	184.7	*F*
	T	376	377	100	25.5	*C*
	R	362	373	103	17.0	*B*
	Subtotal	882	897	102	48.1	*D*
WB	L	30	29	97	36.5	*D*
	T	497	515	104	27.8	*C*
	R	50	47	94	16.1	*B*
	Subtotal	577	591	102	27.3	*C*
Total		4,631	3,194	69	35.2	*D*

Intersection: S.R. 134 & 2550 South
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	592	32	5	2161.3	*F*
	T	1,558	97	6	577.7	*F*
	R	100	6	6	522.3	*F*
	Subtotal	2,250	135	6	950.6	*F*
SB	L	55	50	90	134.1	*F*
	T	1,579	1,508	96	148.4	*F*
	R	60	60	100	150.9	*F*
	Subtotal	1,694	1,618	96	148.1	*F*
EB	L	55	47	85	401.8	*F*
	T	433	372	86	309.6	*F*
	R	423	349	83	306.3	*F*
	Subtotal	911	768	84	313.7	*F*
WB	L	160	148	92	230.6	*F*
	T	618	594	96	135.1	*F*
	R	75	73	98	126.8	*F*
	Subtotal	853	815	96	151.7	*F*
Total		5,708	3,336	58	247.9	*F*

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SimTraffic LOS Report

Project: Weber County Westbridge Meadows TS
Analysis Period: *Future (2050) Plus Project*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2599*

Intersection: Project Access & 900 South
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	29	30	104	39.8	*D*
	R	480	479	100	3.4	*A*
	Subtotal	509	509	100	5.5	*A*
EB	T	570	574	101	29.4	*C*
	R	40	39	98	24.6	*C*
	Subtotal	610	613	100	29.1	*C*
WB	L	622	534	86	22.3	*C*
	T	782	670	86	3.7	*A*
	Subtotal	1,404	1,204	86	11.9	*B*
Total		2,523	2,326	92	15.1	*B*

HALES ENGINEERING
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SimTraffic LOS Report

Project: Weber County Westbridge Meadows TS
Analysis Period: *Future (2050) Plus Project (Mitigated)*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2599*

Intersection: 7500 West & 900 South
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	117	113	96	14.8	*B*
	T	15	16	105	17.0	*B*
	R	236	239	101	7.2	*A*
	Subtotal	368	368	100	10.0	*A*
SB	L	15	16	105	18.2	*B*
	T	7	10	143	13.1	*B*
	R	5	5	100	5.3	*A*
	Subtotal	27	31	115	14.5	*B*
EB	L	5	6	120	13.0	*B*
	T	201	190	94	17.7	*B*
	R	55	56	101	8.8	*A*
	Subtotal	261	252	97	15.6	*B*
WB	L	104	104	100	12.6	*B*
	T	334	345	103	10.2	*B*
	R	15	14	92	7.2	*A*
	Subtotal	453	463	102	10.6	*B*
Total		1,111	1,114	100	11.7	*B*

Intersection: S.R. 134 & 1150 South
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	151	146	97	52.2	*D*
	T	1,095	1,103	101	40.0	*D*
	R	260	263	101	24.9	*C*
	Subtotal	1,506	1,512	100	38.6	*D*
SB	L	225	227	101	45.7	*D*
	T	391	389	99	34.4	*C*
	R	117	120	102	12.2	*B*
	Subtotal	733	736	100	34.3	*C*
EB	L	431	408	95	57.0	*E*
	T	955	956	100	40.8	*D*
	R	269	263	98	12.8	*B*
	Subtotal	1,655	1,627	98	40.3	*D*
WB	L	110	103	93	59.7	*E*
	T	665	666	100	44.1	*D*
	R	440	431	98	29.1	*C*
	Subtotal	1,215	1,200	99	40.1	*D*
Total		5,110	5,075	99	38.9	*D*

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SimTraffic LOS Report

Project: Weber County Westbridge Meadows TS
Analysis Period: *Future (2050) Plus Project (Mitigated)*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2599*

Intersection: S.R. 134 & 1800 South
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	219	214	98	44.0	*D*
	T	1,541	1,552	101	20.0	*B*
	R	20	19	94	23.6	*C*
	Subtotal	1,780	1,785	100	22.9	*C*
SB	L	10	9	88	55.8	*E*
	T	764	754	99	31.0	*C*
	R	76	73	96	11.5	*B*
	Subtotal	850	836	98	29.6	*C*
EB	L	155	164	106	42.0	*D*
	T	450	447	99	27.1	*C*
	R	431	435	101	7.9	*A*
	Subtotal	1,036	1,046	101	21.5	*C*
WB	L	30	30	101	41.6	*D*
	T	232	222	96	26.3	*C*
	R	55	55	100	17.2	*B*
	Subtotal	317	307	97	26.2	*C*
Total		3,984	3,974	100	24.2	*C*

Intersection: S.R. 134 & 2550 South
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	240	239	100	38.4	*D*
	T	1,645	1,647	100	11.2	*B*
	R	105	106	101	5.3	*A*
	Subtotal	1,990	1,992	100	14.1	*B*
SB	L	65	67	103	82.9	*F*
	T	1,220	1,209	99	27.7	*C*
	R	20	20	99	24.6	*C*
	Subtotal	1,305	1,296	99	30.5	*C*
EB	L	80	78	98	53.2	*D*
	T	545	543	100	42.0	*D*
	R	530	538	101	21.2	*C*
	Subtotal	1,155	1,159	100	33.1	*C*
WB	L	55	55	100	52.3	*D*
	T	235	234	100	31.9	*C*
	R	55	58	105	18.5	*B*
	Subtotal	345	347	101	32.9	*C*
Total		4,796	4,794	100	24.6	*C*

HALES ENGINEERING
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SimTraffic LOS Report

Project: Weber County Westbridge Meadows TS
Analysis Period: *Future (2050) Plus Project (Mitigated)*
Time Period: *Morning Peak Hour* **Project #:** *UT23-2599*

Intersection: Project Access & 900 South
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	29	28	97	22.7	*C*
	R	574	574	100	2.8	*A*
	Subtotal	603	602	100	3.7	*A*
EB	T	565	554	98	15.1	*B*
	R	16	15	92	10.1	*B*
	Subtotal	581	569	98	15.0	*B*
WB	L	254	243	96	15.3	*B*
	T	679	691	102	1.9	*A*
	Subtotal	933	934	100	5.4	*A*
Total		2,118	2,105	99	7.5	*A*

SimTraffic LOS Report

Project: Weber County Westbridge Meadows TS
Analysis Period: *Future (2050) Plus Project (Mitigated)*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2599*

Intersection: 7500 West & 900 South
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	93	92	99	28.5	C
	T	12	12	98	24.4	C
	R	165	164	100	11.7	B
	Subtotal	270	268	99	18.0	B
SB	L	20	20	99	29.1	C
	T	16	18	111	23.8	C
	R	5	5	100	6.0	A
	Subtotal	41	43	105	24.2	C
EB	L	5	5	100	17.2	B
	T	425	427	100	25.2	C
	R	125	133	107	16.9	B
	Subtotal	555	565	102	23.2	C
WB	L	252	244	97	22.0	C
	T	200	191	96	9.6	A
	R	20	22	109	5.8	A
	Subtotal	472	457	97	16.0	B
Total		1,338	1,333	100	19.8	B

Intersection: S.R. 134 & 1150 South
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	293	274	93	49.3	D
	T	694	688	99	51.6	D
	R	320	310	97	32.1	C
	Subtotal	1,307	1,272	97	46.4	D
SB	L	205	209	102	53.1	D
	T	652	652	100	78.0	E
	R	183	179	98	33.5	C
	Subtotal	1,040	1,040	100	65.3	E
EB	L	250	262	105	70.8	E
	T	1,078	1,076	100	49.5	D
	R	422	426	101	22.9	C
	Subtotal	1,750	1,764	101	46.2	D
WB	L	380	364	96	130.8	F
	T	928	902	97	36.6	D
	R	295	289	98	18.9	B
	Subtotal	1,603	1,555	97	55.4	E
Total		5,700	5,631	99	52.5	D

HALES ENGINEERING
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SimTraffic LOS Report

Project: Weber County Westbridge Meadows TS
Analysis Period: *Future (2050) Plus Project (Mitigated)*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2599*

Intersection: S.R. 134 & 1800 South
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	485	498	103	81.3	*F*
	T	1,182	1,167	99	24.1	*C*
	R	20	20	99	24.1	*C*
	Subtotal	1,687	1,685	100	41.0	*D*
SB	L	40	36	90	42.3	*D*
	T	1,282	1,274	99	40.4	*D*
	R	162	159	98	22.5	*C*
	Subtotal	1,484	1,469	99	38.5	*D*
EB	L	144	122	85	381.5	*F*
	T	376	383	102	39.0	*D*
	R	362	360	100	10.6	*B*
	Subtotal	882	865	98	75.5	*E*
WB	L	30	29	97	47.9	*D*
	T	497	498	100	36.8	*D*
	R	50	51	102	26.3	*C*
	Subtotal	577	578	100	36.4	*D*
Total		4,631	4,597	99	48.1	*D*

Intersection: S.R. 134 & 2550 South
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	592	597	101	75.7	*E*
	T	1,558	1,557	100	15.7	*B*
	R	100	102	102	5.9	*A*
	Subtotal	2,250	2,256	100	31.1	*C*
SB	L	55	58	105	81.1	*F*
	T	1,579	1,568	99	49.0	*D*
	R	60	62	103	53.1	*D*
	Subtotal	1,694	1,688	100	50.3	*D*
EB	L	55	52	94	143.4	*F*
	T	433	419	97	60.2	*E*
	R	423	420	99	25.6	*C*
	Subtotal	911	891	98	48.7	*D*
WB	L	160	163	102	78.2	*E*
	T	618	614	99	49.8	*D*
	R	75	79	106	43.9	*D*
	Subtotal	853	856	100	54.7	*D*
Total		5,708	5,691	100	43.4	*D*

HALES ENGINEERING
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SimTraffic LOS Report

Project: Weber County Westbridge Meadows TS
Analysis Period: *Future (2050) Plus Project (Mitigated)*
Time Period: *Evening Peak Hour* **Project #:** *UT23-2599*

Intersection: Project Access & 900 South
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	29	30	104	34.0	*C*
	R	480	485	101	2.4	*A*
	Subtotal	509	515	101	4.2	*A*
EB	T	570	572	100	26.1	*C*
	R	40	40	100	20.6	*C*
	Subtotal	610	612	100	25.7	*C*
WB	L	622	610	98	21.3	*C*
	T	782	754	96	1.7	*A*
	Subtotal	1,404	1,364	97	10.5	*B*
Total		2,523	2,491	99	13.0	*B*

APPENDIX D

95th Percentile Queue Length Reports

SimTraffic Queueing Report

Project: Weber County Westbridge Meadows TS

Analysis: Opening (2025) Background

Time Period: Morning Peak Hour

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

HALES ENGINEERING
innovative transportation solutions

Project #: UT23-2599

Intersection	NB			SB	EB				WB			
	LT	LTR	R	LTR	L	LTR	R	T	L	LTR	R	T
01: 7500 West & 900 South		50										
02: S.R. 134 & 1150 South	200		75	125	75		75	125	50		100	100
03: S.R. 134 & 1800 South						50				75		
04: S.R. 134 & 2550 South				50		75				50		

SimTraffic Queueing Report

Project: Weber County Westbridge Meadows TS

Analysis: Opening (2025) Background

Time Period: Evening Peak Hour

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

HALES ENGINEERING
innovative transportation solutions

Project #: UT23-2599

Intersection	NB			SB	EB				WB			
	LT	LTR	R	LTR	L	LTR	R	T	L	LTR	R	T
01: 7500 West & 900 South		50								50		
02: S.R. 134 & 1150 South	150		75	150	175		175	325	125		75	100
03: S.R. 134 & 1800 South				25		75				75		
04: S.R. 134 & 2550 South				50		75				100		

SimTraffic Queueing Report

Project: Weber County Westbridge Meadows TS

Analysis: Opening (2025) Background (Mitigated)

Time Period: Morning Peak Hour

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

HALES ENGINEERING
innovative transportation solutions

Project #: UT23-2599

Intersection	NB				SB			EB				WB			
	L	LTR	R	T	L	LTR	TR	L	LTR	R	T	L	LTR	R	T
01: 7500 West & 900 South		50													
02: S.R. 134 & 1150 South	50		75	125	100		100	100		50	125	50		75	100
03: S.R. 134 & 1800 South									50				75		
04: S.R. 134 & 2550 South						50			75				50		

SimTraffic Queueing Report

Project: Weber County Westbridge Meadows TS

Analysis: Opening (2025) Background (Mitigated)

Time Period: Evening Peak Hour

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

HALES ENGINEERING
innovative transportation solutions

Project #: UT23-2599

Intersection	NB				SB			EB				WB			
	L	LTR	R	T	L	LTR	TR	L	LTR	R	T	L	LTR	R	T
01: 7500 West & 900 South		50											50		
02: S.R. 134 & 1150 South	75		75	125	75		125	75		75	175	125		75	75
03: S.R. 134 & 1800 South						50			75				75		
04: S.R. 134 & 2550 South						50			75				100		

SimTraffic Queueing Report

Project: Weber County Westbridge Meadows TS

Analysis: Opening (2025) Plus Project

Time Period: Morning Peak Hour

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

HALES ENGINEERING
innovative transportation solutions

Project #: UT23-2599

Intersection	NB				SB			EB				WB			
	L	LTR	R	T	L	LTR	TR	L	LTR	R	T	L	LTR	R	T
01: 7500 West & 900 South		125											75		
02: S.R. 134 & 1150 South	75		75	150	100		100	125		75	175	75		75	125
03: S.R. 134 & 1800 South									50				75		
04: S.R. 134 & 2550 South						50			75				75		

SimTraffic Queueing Report

Project: Weber County Westbridge Meadows TS

Analysis: Opening (2025) Plus Project

Time Period: Evening Peak Hour

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

HALES ENGINEERING
innovative transportation solutions

Project #: UT23-2599

Intersection	NB				SB			EB				WB			
	L	LTR	R	T	L	LTR	TR	L	LTR	R	T	L	LTR	R	T
01: 7500 West & 900 South		200											200		
02: S.R. 134 & 1150 South	150		100	125	100		150	100		100	275	150		75	150
03: S.R. 134 & 1800 South		50				50			75				75		
04: S.R. 134 & 2550 South						50			75				100		

SimTraffic Queueing Report

Project: Weber County Westbridge Meadows TS

Analysis: Future (2030) Background

Time Period: Morning Peak Hour

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

HALES ENGINEERING
innovative transportation solutions

Project #: UT23-2599

Intersection	NB				SB			EB				WB			
	L	LTR	R	T	L	LTR	TR	L	LTR	R	T	L	LTR	R	T
01: 7500 West & 900 South		50				25									
02: S.R. 134 & 1150 South	75		100	225	175		125	175		75	200	75		100	150
03: S.R. 134 & 1800 South						50			50				75		
04: S.R. 134 & 2550 South						75			75				75		

SimTraffic Queueing Report

Project: Weber County Westbridge Meadows TS

Analysis: Future (2030) Background

Time Period: Evening Peak Hour

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

HALES ENGINEERING
innovative transportation solutions

Project #: UT23-2599

Intersection	NB				SB			EB				WB			
	L	LTR	R	T	L	LTR	TR	L	LTR	R	T	L	LTR	R	T
01: 7500 West & 900 South		50				25							50		
02: S.R. 134 & 1150 South	100		125	175	150		175	125		100	275	175		75	125
03: S.R. 134 & 1800 South		50				75			75				75		
04: S.R. 134 & 2550 South		50				75			75				125		

SimTraffic Queueing Report

Project: Weber County Westbridge Meadows TS

Analysis: Future (2030) Plus Project

Time Period: Morning Peak Hour

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

HALES ENGINEERING
innovative transportation solutions

Project #: UT23-2599

Intersection	NB				SB			EB					WB			
	L	LTR	R	T	L	LTR	TR	L	LTR	R	T	TR	L	LTR	R	T
01: 7500 West & 900 South		125				50								75		
02: S.R. 134 & 1150 South	150		150	250	450		225	350		400	1,625		100		125	225
03: S.R. 134 & 1800 South		50				50			50					75		
04: S.R. 134 & 2550 South		50				100			75					75		
05: Project Access & 900 South	50		175										100			

SimTraffic Queueing Report

Project: Weber County Westbridge Meadows TS

Analysis: Future (2030) Plus Project

Time Period: Evening Peak Hour

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

HALES ENGINEERING
innovative transportation solutions

Project #: UT23-2599

Intersection	NB				SB			EB					WB			
	L	LTR	R	T	L	LTR	TR	L	LTR	R	T	TR	L	LTR	R	T
01: 7500 West & 900 South		150				50								150		
02: S.R. 134 & 1150 South	4,300		250	600	275		275	375		550	3,050		1,500		200	525
03: S.R. 134 & 1800 South		1,150				125			100					175		
04: S.R. 134 & 2550 South		75				100			75					175		
05: Project Access & 900 South	50		225										200			50

SimTraffic Queueing Report

Project: Weber County Westbridge Meadows TS

Analysis: Future (2030) Plus Project (Mitigated)

Time Period: Morning Peak Hour

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

HALES ENGINEERING
innovative transportation solutions

Project #: UT23-2599

Intersection	NB					SB			EB					WB				
	L	LTR	R	T	TR	L	LTR	TR	L	LTR	R	T	TR	L	LTR	R	T	TR
01: 7500 West & 900 South		125					50								75			
02: S.R. 134 & 1150 South	125		125	250		150		175	200		100	200		100		150	175	
03: S.R. 134 & 1800 South		50					50			50					75			
04: S.R. 134 & 2550 South	50				200	75		175	75				75	75				50
05: Project Access & 900 South	25		100											75				

SimTraffic Queueing Report

Project: Weber County Westbridge Meadows TS

Analysis: Future (2030) Plus Project (Mitigated)

Time Period: Evening Peak Hour

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

HALES ENGINEERING
innovative transportation solutions

Project #: UT23-2599

Intersection	NB					SB			EB					WB				
	L	LTR	R	T	TR	L	LTR	TR	L	LTR	R	T	TR	L	LTR	R	T	TR
01: 7500 West & 900 South		175					50								150			
02: S.R. 134 & 1150 South	275		125	225		200		350	125		150	325		225		75	250	
03: S.R. 134 & 1800 South		75					100			75					100			
04: S.R. 134 & 2550 South	50				200	50		225	75				75	100				100
05: Project Access & 900 South			75											175				

SimTraffic Queueing Report

Project: Weber County Westbridge Meadows TS

Analysis: Future (2040) Background

Time Period: Morning Peak Hour

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

HALES ENGINEERING
innovative transportation solutions

Project #: UT23-2599

Intersection	NB				SB			EB				WB			
	L	LTR	R	T	L	LTR	TR	L	LTR	R	T	L	LTR	R	T
01: 7500 West & 900 South		50				50									
02: S.R. 134 & 1150 South	200		225	375	3,150		400	325		575	3,550	125		250	275
03: S.R. 134 & 1800 South		75				50			75				125		
04: S.R. 134 & 2550 South		75				175			125				125		

SimTraffic Queueing Report

Project: Weber County Westbridge Meadows TS

Analysis: Future (2040) Background

Time Period: Evening Peak Hour

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

HALES ENGINEERING
innovative transportation solutions

Project #: UT23-2599

Intersection	NB				SB			EB				WB			
	L	LTR	R	T	L	LTR	TR	L	LTR	R	T	L	LTR	R	T
01: 7500 West & 900 South		50				50							50		
02: S.R. 134 & 1150 South	800		350	425	3,150		425	375		550	2,825	3,650		150	700
03: S.R. 134 & 1800 South		150				175			125				125		
04: S.R. 134 & 2550 South		100				150			100				350		

SimTraffic Queueing Report

Project: Weber County Westbridge Meadows TS

Analysis: Future (2040) Background (Mitigated)

Time Period: Morning Peak Hour

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

HALES ENGINEERING
innovative transportation solutions

Project #: UT23-2599

Intersection	NB					SB			EB					WB				
	L	LTR	R	T	TR	L	LTR	TR	L	LTR	R	T	TR	L	LT	LTR	R	T
01: 7500 West & 900 South		50					50											
02: S.R. 134 & 1150 South	725		450	625		275		225	300		75	425		125			475	425
03: S.R. 134 & 1800 South		300					100			50						75		
04: S.R. 134 & 2550 South	100				275	75		175	100				75		75		75	

SimTraffic Queueing Report

Project: Weber County Westbridge Meadows TS

Analysis: Future (2040) Background (Mitigated)

Time Period: Evening Peak Hour

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

HALES ENGINEERING
innovative transportation solutions

Project #: UT23-2599

Intersection	NB					SB			EB					WB				
	L	LTR	R	T	TR	L	LTR	TR	L	LTR	R	T	TR	L	LTR	R	T	TR
01: 7500 West & 900 South		50					50								75			
02: S.R. 134 & 1150 South	375		300	475		500		350	300		325	525		325		150	200	
03: S.R. 134 & 1800 South		250					400			75					75			
04: S.R. 134 & 2550 South	50				225	75		250	75				75	125				100

SimTraffic Queueing Report

Project: Weber County Westbridge Meadows TS

Analysis: Future (2040) Plus Project

Time Period: Morning Peak Hour

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

HALES ENGINEERING
innovative transportation solutions

Project #: UT23-2599

Intersection	NB					SB			EB					WB				
	L	LTR	R	T	TR	L	LTR	TR	L	LTR	R	T	TR	L	LTR	R	T	TR
01: 7500 West & 900 South		250					75								100			
02: S.R. 134 & 1150 South	200		200	425		1,750		375	375		300	825		200		400	425	
03: S.R. 134 & 1800 South		6,025					500			1,675					150			
04: S.R. 134 & 2550 South	1,925				525	75		225	100				75	100				75
05: Project Access & 900 South	475		1,775											125				

SimTraffic Queueing Report

Project: Weber County Westbridge Meadows TS

Analysis: Future (2040) Plus Project

Time Period: Evening Peak Hour

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

HALES ENGINEERING
innovative transportation solutions

Project #: UT23-2599

Intersection	NB					SB			EB					WB				
	L	LTR	R	T	TR	L	LTR	TR	L	LTR	R	T	TR	L	LTR	R	T	TR
01: 7500 West & 900 South		825					75								200			
02: S.R. 134 & 1150 South	175		125	275		2,950		325	400		525	1,550		525		250	4,675	
03: S.R. 134 & 1800 South		5,500					4,550			1,900					1,625			
04: S.R. 134 & 2550 South	1,775				450	75		200	75				75	225				175
05: Project Access & 900 South	375		1,125										25	425			375	

SimTraffic Queueing Report

Project: Weber County Westbridge Meadows TS

Analysis: Future (2040) Plus Project (Mitigated)

Time Period: Morning Peak Hour

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

HALES ENGINEERING
innovative transportation solutions

Project #: UT23-2599

Intersection	NB				SB				EB				WB			
	L	R	T	TR	L	R	T	TR	L	R	T	TR	L	R	T	TR
01: 7500 West & 900 South	75			150	50			50				150	125			150
02: S.R. 134 & 1150 South	150	200	350		350	50	200		550	225	475		100	225	300	
03: S.R. 134 & 1800 South	150		200	200	50	50	225		125	175	150		50		125	100
04: S.R. 134 & 2550 South	50		150	150	75		150	150	75			75	75			75
05: Project Access & 900 South	75											275	150		75	

SimTraffic Queueing Report

Project: Weber County Westbridge Meadows TS

Analysis: Future (2040) Plus Project (Mitigated)

Time Period: Evening Peak Hour

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

HALES ENGINEERING
innovative transportation solutions

Project #: UT23-2599

Intersection	NB				SB				EB				WB			
	L	R	T	TR	L	R	T	TR	L	R	T	TR	L	R	T	TR
01: 7500 West & 900 South	100			175	50			50	50			300	275			125
02: S.R. 134 & 1150 South	300	250	275		225	125	275		250	275	400		425	150	350	
03: S.R. 134 & 1800 South	400		200	200	200	325	550		350	225	250		75		250	250
04: S.R. 134 & 2550 South	50		200	175	75		225	225	75			75	150			100
05: Project Access & 900 South	50											575	425		225	

SimTraffic Queueing Report

Project: Weber County Westbridge Meadows TS

Analysis: Future (2050) Background

Time Period: Morning Peak Hour

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

HALES ENGINEERING
innovative transportation solutions

Project #: UT23-2599

Intersection	NB					SB			EB					WB				
	L	LTR	R	T	TR	L	LTR	TR	L	LTR	R	T	TR	L	LT	LTR	R	T
01: 7500 West & 900 South		50					50											
02: S.R. 134 & 1150 South	175		275	475		550		350	375		125	950		150			400	275
03: S.R. 134 & 1800 South		4,825					2,675			175						250		
04: S.R. 134 & 2550 South	1,575				425	6,350		550	225				100		150		125	

SimTraffic Queueing Report

Project: Weber County Westbridge Meadows TS

Analysis: Future (2050) Background

Time Period: Evening Peak Hour

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

HALES ENGINEERING
innovative transportation solutions

Project #: UT23-2599

Intersection	NB					SB			EB					WB				
	L	LTR	R	T	TR	L	LTR	TR	L	LTR	R	T	TR	L	LTR	R	T	TR
01: 7500 West & 900 South		50					75								50			
02: S.R. 134 & 1150 South	975		400	575		2,500		325	300		350	450		550		200	1,850	
03: S.R. 134 & 1800 South		3,000					4,425			100					75			
04: S.R. 134 & 2550 South	1,200				500	475		425	100				75	225				175

SimTraffic Queueing Report

Project: Weber County Westbridge Meadows TS

Analysis: Future (2050) Background (Mitigated)

Time Period: Morning Peak Hour

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

HALES ENGINEERING
innovative transportation solutions

Project #: UT23-2599

Intersection	NB						SB					EB					WB				
	L	LT	LTR	R	T	TR	L	LT	LTR	T	TR	L	LTR	R	T	TR	L	LT	LTR	R	T
01: 7500 West & 900 South			50						50												
02: S.R. 134 & 1150 South	125			125	250		175			125	150	250		100	200		125			225	200
03: S.R. 134 & 1800 South		100				50		75					50						100		
04: S.R. 134 & 2550 South				50	200		100			100	125	125				75		100		75	

SimTraffic Queueing Report

Project: Weber County Westbridge Meadows TS

Analysis: Future (2050) Background (Mitigated)

Time Period: Evening Peak Hour

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

HALES ENGINEERING
innovative transportation solutions

Project #: UT23-2599

Intersection	NB						SB					EB					WB				
	L	LT	LTR	R	T	TR	L	LT	LTR	T	TR	L	LTR	R	T	TR	L	LTR	R	T	TR
01: 7500 West & 900 South			50						50									50			
02: S.R. 134 & 1150 South	225			175	275		225			250	275	175		200	475		375		125	200	
03: S.R. 134 & 1800 South		100				50		100			50		100					75			
04: S.R. 134 & 2550 South	75			75	200		100			225	225	100				75	150				100

SimTraffic Queueing Report

Project: Weber County Westbridge Meadows TS

Analysis: Future (2050) Plus Project

Time Period: Morning Peak Hour

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

HALES ENGINEERING
innovative transportation solutions

Project #: UT23-2599

Intersection	NB				SB				EB				WB			
	L	R	T	TR	L	R	T	TR	L	R	T	TR	L	R	T	TR
01: 7500 West & 900 South	100			125	50			50				150	100			150
02: S.R. 134 & 1150 South	175	175	375		550	100	575		650	175	1,025		100	275	325	
03: S.R. 134 & 1800 South	175		325	325	50	75	275		200	225	175		75		150	125
04: S.R. 134 & 2550 South	475	350	1,725		275		475	475	2,675			325	275			300
05: Project Access & 900 South	75											200	150		100	

SimTraffic Queueing Report

Project: Weber County Westbridge Meadows TS

Analysis: Future (2050) Plus Project

Time Period: Evening Peak Hour

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

HALES ENGINEERING
innovative transportation solutions

Project #: UT23-2599

Intersection	NB				SB				EB				WB			
	L	R	T	TR	L	R	T	TR	L	R	T	TR	L	R	T	TR
01: 7500 West & 900 South	125			125	50			50	50			300	175			100
02: S.R. 134 & 1150 South	150	100	125		200	175	275		325	300	400		250	100	300	
03: S.R. 134 & 1800 South	150		100	100	125	275	450		475	225	450		75		225	225
04: S.R. 134 & 2550 South	425	100	1,925		350		2,150	2,175	3,225			325	2,275			350
05: Project Access & 900 South	75											425	325		100	

SimTraffic Queueing Report

Project: Weber County Westbridge Meadows TS

Analysis: Future (2050) Plus Project (Mitigated)

Time Period: Morning Peak Hour

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

HALES ENGINEERING
innovative transportation solutions

Project #: UT23-2599

Intersection	NB				SB				EB				WB			
	L	R	T	TR	L	R	T	TR	L	R	T	TR	L	R	T	TR
01: 7500 West & 900 South	100			125	50			50				150	100			150
02: S.R. 134 & 1150 South	125	200	400		250	100	175		225	100	375		100	300	300	
03: S.R. 134 & 1800 South	150		325	350	50	75	300		200	175	200		75		150	125
04: S.R. 134 & 2550 South	175	50	250		150		300	300	150	325	275		100		125	150
05: Project Access & 900 South	75	50										225	125		75	

SimTraffic Queueing Report

Project: Weber County Westbridge Meadows TS

Analysis: Future (2050) Plus Project (Mitigated)

Time Period: Evening Peak Hour

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

HALES ENGINEERING
innovative transportation solutions

Project #: UT23-2599

Intersection	NB				SB				EB				WB			
	L	R	T	TR	L	R	T	TR	L	R	T	TR	L	R	T	TR
01: 7500 West & 900 South	125			125	75			50	75			325	175			100
02: S.R. 134 & 1150 South	175	275	350		350	325	550		175	250	450		425	200	350	
03: S.R. 134 & 1800 South	350		375	375	175	350	525		675	175	950		75		250	250
04: S.R. 134 & 2550 South	475	75	450		150		500	500	175	325	300		275		350	375
05: Project Access & 900 South	75											350	200		75	