# MEMORANDUM

Date: September 27, 2010

To: Patrick Moffat - The Boyer Company

From: Ryan Hales, PE, PTOE, AICP - Hales Engineering

**Subject: Park City Heights – Traffic Volume and Trip Generation Update**

UT06-002

This memo summarizes the differences between the original traffic impact study completed for the Park City Heights Traffic Impact Study completed in June 2007 and the proposed updates to the development as of September 2010. The proposed project is located near the intersection of SR-248 and the old haul road. See updated concept plan located in the Appendix.

In order to determine whether or not an update to the traffic impact study would be required this memo compares 2007 traffic volumes with current traffic volumes, and original trip generation with updated trip generation.

**Background Traffic Volumes**

2006 Traffic Volumes

Traffic counts were collected for the a.m. and p.m. peak period in August 2006.

The p.m. peak hour traffic volume on the southern leg of SR-248 / old haul road was 1,690 vehicles per hour (vph). The p.m. peak hour traffic volume to the north of the intersection was 1,714 vph. The total entering vehicles was 1,734 vph.

Based on historical traffic data from UDOT, the AADT between the US-40 interchange and Wyatt Earp Way was approximately 8,920 vehicles per day (vpd) during 2006.

See appendix for detailed count data.

2009 Traffic Volumes

Hales Engineering obtained the 2009 AADT data which was the most current data available for SR-248 from UDOT.

The AADT between the US-40 interchange and Wyatt Earp Way was approximately 9,230 vpd. The difference between the 2006 and the 2009 volumes is 310 vehicles or an increase of 103 vehicles per year or 1.15%/yr.

**Project Related Traffic Volumes**

2006 Trip Generation

The land use estimated for the original June 2007 TIS was as follows:

- Condominium: 96 units
- Single Family Detached 207 units

The original TIS used the ITE *Trip Generation*, 7th Edition (2003), as this was the most up-to-date edition at the time.

Total trip generation for the project was estimated to be as follows:

- Daily: 2,650 vpd
- a.m. Peak: 204 vph
- p.m. Peak: 264 vph
- Saturday Daily: 2,862 vpd
- Saturday Peak: 265 vph

The net overall p.m. peak hour trip generation was 264 vph.

See Appendix for detailed Trip Generation calculations.

Updated Trip Generation

The land use estimated for the original TIS was as follows:

- Condominium: 79 units
- Single Family Detached 160 units

Comparing the two land use plans, there is significantly less residential land uses than the previous plan, approximately 64 fewer housing units.

The ITE *Trip Generation*, 8th Edition (2008), as this was the most up-to-date edition at the time.

Total trip generation for the project was estimated to be as follows:

- Daily: 2,126 vpd
- a.m. Peak: 164 vph
- p.m. Peak: 210 vph
- Saturday Daily: 2,369 vpd
- Saturday Peak: 218 vph

The net overall p.m. peak hour trip generation has been updated / reduced to 210 vph. This represents a net decrease of approximately 54 vph.

See Appendix for detailed Trip Generation calculations.

**Conclusions/Recommendations**

Hales Engineering has concluded the following:

1. Background traffic volumes have remained relatively constant between 2006 and 2009 and have only grown by approximately 1.15%/yr. Overall traffic volumes grew by approximately 310 vph from 2006 to 2009 during the p.m. peak hour.
2. The updated land use contains significantly less residential units (64 less housing units), which equates to 54 less vehicles per hour than the 2006 trip generation.

Hales Engineering recommends the following:

1. The TIS does not need to be updated based on the combination of low background traffic growth and new lower number of housing units / project related trip generation.

If you have any questions about this memo, please feel free to contact us.

# APPENDIX

# 20 Year AADT HISTORY
# 2009 - 1990

| Route | Bmp | Emp | Description | 2009 | 2008 | 2007 | 2006 | 2005 | 2004 | 2003 | 2002 | 2001 | 2000 | 1999 | 1998 | 1997 | 1996 | 1995 | 1994 | 1993 | 1992 | 1991 | 1990 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0240 | 0.000 | 1.217 | I 15 Bear River - SR 38 Honeyville | 2,340 | 2,300 | 2,360 | 2,345 | 2,165 | 2,095 | 2,045 | 2,080 | 1,980 | 4,840 | 4,895 | 4,725 | 4,600 | 4,425 | 4,280 | 4,035 | 3,695 | 1,425 | 1,625 | 1,610 |
| 0241 | 0.000 | 0.415 | SR 114 - I 15 via 1600 North Orem | 16,265 | 16,365 | 17,210 | 16,970 | 16,250 | 16,300 | 16,200 | 16,200 | 15,175 | 15,020 | 15,585 | 14,405 | 14,235 | 13,905 | 13,765 | 13,100 | 12,565 | 12,860 | 12,320 | 11,805 |
| 0243 | 0.000 | 1.397 | SR 89 - Beaver Mountain Ski Area | 790 | 775 | 805 | 760 | 745 | 740 | 754 | 770 | 750 | 735 | 735 | 685 | 650 | 625 | 605 | 570 | 520 | 515 | 475 | 470 |
| 0244 | 0.000 | 0.189 | SR 6 Helper | 2,505 | 2,460 | 2,685 | 2,670 | 2,465 | 2,385 | 2,600 | 2,645 | 3,530 | 3,495 | 3,535 | 3,410 | 2,840 | 2,730 | 3,415 | 4,690 | 4,295 | 4,225 | 4,120 | 4,090 |
| 0244 | 0.189 | 0.910 | SR 157 via Poplar Street - SR 6 via Main Street | 1,765 | 1,735 | 1,780 | 1,770 | 1,635 | 2,080 | 1,990 | 2,025 | 1,930 | 2,150 | 2,175 | 2,100 | 1,910 | 1,835 | 3,000 | 3,975 | 3,640 | 3,580 | 3,440 | 3,415 |
| 0248 | 0.000 | 1.071 | SR 224 Park City | 20,545 | 21,315 | 22,320 | 21,055 | 19,375 | 18,690 | 16,365 | 16,235 | 14,434 | 15,690 | 14,102 | 12,820 | 9,990 | 9,610 | 9,090 | 8,615 | 7,990 | 7,265 | 6,950 | 6,760 |
| 0248 | 1.071 | 1.398 | Comstock Drive Park City | 17,875 | 18,545 | 19,420 | 18,320 | 16,860 | 17,670 | 16,360 | 16,235 | 14,434 | 15,690 | 14,102 | 12,820 | 9,990 | 9,610 | 9,090 | 8,615 | 7,990 | 7,265 | 6,950 | 6,760 |
| 0248 | 1.398 | 3.120 | Wyatt Earp Way | 14,655 | 15,210 | 15,920 | 15,025 | 13,830 | 13,340 | 12,350 | 12,255 | 10,900 | 11,878 | 10,701 | 9,729 | 8,460 | 8,140 | 4,500 | 4,445 | 4,125 | 3,400 | 3,250 | 3,160 |
| 0248 | 3.120 | 4.640 | SR 40 Interchange | 9,230 | 9,575 | 9,120 | 8,920 | 8,210 | 7,920 | 7,330 | 10,175 | 9,045 | 8,790 | 7,898 | 7,180 | 6,930 | 6,665 | 3,550 | 3,510 | 3,255 | 2,370 | 2,265 | 2,200 |
| 0248 | 4.640 | 9.326 | Browns Canyon Road Route 2586 | 6,855 | 5,825 | 6,100 | 5,755 | 5,635 | 5,435 | 4,625 | 4,585 | 4,075 | 3,960 | 3,558 | 3,235 | 3,120 | 3,000 | 2,295 | 2,265 | 2,100 | 1,545 | 1,475 | 1,435 |
| 0248 | 9.326 | 12.015 | Long View Drive | 5,495 | 5,700 | 5,970 | 5,630 | 5,180 | 4,995 | 4,625 | 4,585 | 4,075 | 3,960 | 3,558 | 3,235 | 3,120 | 3,000 | 2,295 | 2,265 | 2,100 | 1,545 | 1,475 | 1,435 |
| 0248 | 12.015 | 14.481 | Road Left to Garff Ranches - SR 32 Kamas | 5,120 | 5,310 | 5,560 | 5,245 | 4,825 | 4,135 | 3,825 | 4,585 | 4,075 | 3,960 | 3,558 | 3,235 | 3,120 | 3,000 | 2,295 | 2,265 | 2,100 | 1,545 | 1,475 | 1,435 |
| 0252 | 0.000 | 1.591 | SR 91 at 1000 West | 10,070 | 10,135 | 10,655 | 15,135 | 14,495 | 14,540 | | | | | | | | | | | | | | |
| 0252 | 1.591 | 2.606 | 600 South via 1000 West | 12,235 | 12,310 | 12,940 | 14,410 | 13,800 | 13,840 | | | | | | | | | | | | | | |
| 0252 | 2.606 | 4.138 | SR 30 (200 North) via 1000 West | 14,620 | 14,705 | 15,465 | 17,480 | 16,740 | 16,790 | | | | | | | | | | | | | | |
| 0252 | 4.138 | 5.516 | 1400 North via 1000 West | 6,905 | 6,945 | 7,305 | 17,480 | 1,670 | 16,790 | | | | | | | | | | | | | | |
| 0252 | 5.516 | 6.755 | 1000 West via 2500 North - SR 91 North Logan | 9,625 | 9,680 | 10,180 | 11,515 | 11,025 | 11,060 | | | | | | | | | | | | | | |
| 0256 | 0.000 | 1.817 | SR 89 Salina | 2,315 | 2,275 | 2,335 | 2,320 | 2,140 | 2,070 | 2,240 | 2,280 | 2,040 | 2,020 | 2,040 | 1,970 | 2,115 | 2,035 | 1,965 | 1,995 | 1,825 | 1,795 | 1,775 | 1,760 |
| 0256 | 1.817 | 2.259 | 500 South Redmond | 745 | 730 | 750 | 745 | 685 | 660 | 630 | 640 | 610 | 600 | 535 | 515 | 500 | 480 | 460 | 455 | 415 | 405 | 400 | 395 |
| 0256 | 2.259 | 2.374 | Main Street Redmond | 580 | 570 | 585 | 580 | 535 | 515 | 440 | 640 | 610 | 600 | 535 | 515 | 500 | 480 | 460 | 455 | 415 | 405 | 400 | 395 |
| 0256 | 2.374 | 5.595 | 100 North Redmond - SR 89 Axtell | 515 | 505 | 685 | 680 | 625 | 705 | 675 | 685 | 650 | 640 | 645 | 620 | 600 | 575 | 510 | 480 | 440 | 320 | 295 | 290 |
| 0257 | 0.000 | 0.506 | SR 21 Center Street Milford | 465 | 455 | 470 | 615 | 565 | 515 | 490 | 825 | 785 | 775 | 780 | 750 | 730 | 530 | 510 | 500 | 555 | 535 | 400 | 370 |
| 0257 | 0.506 | 4.415 | 600 North Milford | 620 | 610 | 625 | 620 | 570 | 550 | 525 | 725 | 690 | 680 | 685 | 660 | 640 | 405 | 390 | 390 | 420 | 405 | 405 | 355 |
| 0257 | 4.415 | 53.589 | Road to Hot Spring | 830 | 815 | 840 | 855 | 790 | 765 | 490 | 495 | 470 | 745 | 750 | 720 | 700 | 505 | 485 | 490 | 545 | 525 | 500 | 195 |
| 0257 | 53.589 | 66.215 | Clear Lake | 405 | 400 | 1,210 | 1,205 | 1,110 | 1,075 | 1,025 | 1,345 | 1,280 | 1,265 | 1,275 | 1,230 | 1,065 | 1,025 | 990 | 1,000 | 1,050 | 1,010 | 1,145 | 845 |
| 0257 | 66.215 | 69.246 | 4500 South Deseret - SR 6 East of Hinckley | 1,330 | 1,310 | 1,345 | 1,335 | 1,230 | 1,190 | 1,135 | 1,540 | 1,465 | 1,450 | 1,465 | 1,415 | 1,375 | 1,320 | 1,275 | 1,300 | 1,350 | 1,300 | 1,415 | 1,105 |
| 0258 | 0.000 | 0.469 | I 70 Elsinore | 1,330 | 1,305 | 1,825 | 1,815 | 1,675 | 990 | 935 | 950 | 905 | 735 | 741 | 715 | 695 | 665 | 560 | 505 | 460 | 520 | 1,035 | 1,025 |
| 0258 | 0.469 | 0.792 | Center Street Elsinore | 2,340 | 2,300 | 2,360 | 2,345 | 2,165 | 2,095 | 2,005 | 2,040 | 2,135 | 2,115 | 2,135 | 2,060 | 2,005 | 1,925 | 1,735 | 1,390 | 1,270 | 1,330 | 1,355 | 1,345 |
| 0258 | 0.792 | 2.022 | 300 East Elsinore - SR 118 Austin | 2,645 | 2,595 | 2,665 | 2,650 | 2,445 | 2,365 | 2,135 | 2,170 | 2,070 | 2,050 | 2,070 | 1,995 | 1,940 | 1,865 | 1,630 | 1,455 | 1,330 | 1,390 | 1,160 | 1,150 |
| 0259 | 0.000 | 0.345 | SR 24 - I 70 Sigurd | 2,940 | 2,885 | 2,965 | 2,945 | 2,720 | 2,635 | 2,521 | 2,560 | 2,440 | 2,415 | 2,440 | 2,355 | 2,290 | 2,200 | 2,125 | 2,000 | 1,830 | 1,800 | | |
| 0260 | 0.000 | 1.083 | SR 24 | 2,760 | 2,710 | 2,780 | 2,765 | 2,550 | 2,475 | 2,365 | 2,405 | 2,290 | 2,265 | 2,290 | 2,210 | 2,150 | 2,065 | 1,995 | 1,880 | | | | |
| 0260 | 1.083 | 1.388 | 300 South Aurora | 2,015 | 1,980 | 2,030 | 2,020 | 1,865 | 1,495 | 1,430 | 1,455 | 1,385 | 1,370 | 1,385 | 1,335 | 1,300 | 1,250 | 1,205 | 1,135 | | | | |
| 0260 | 1.388 | 1.763 | Center Street Aurora | 1,385 | 1,360 | 1,400 | 1,390 | 1,545 | 1,495 | 1,430 | 1,455 | 1,385 | 1,370 | 1,385 | 1,335 | 1,300 | 1,250 | 1,205 | 1,135 | | | | |
| 0260 | 1.763 | 4.179 | Salina Old Road - SR 50 | 1,660 | 1,630 | 1,675 | 1,665 | 1,535 | 1,485 | 795 | 805 | 1,455 | 1,440 | 1,455 | 1,405 | 1,365 | 1,310 | 1,265 | 1,190 | | | | |
| 0261 | 0.000 | 0.874 | SR 163 North of Mexican Hat | 130 | 125 | 130 | 150 | 145 | 145 | 105 | 105 | 100 | 160 | 160 | 150 | 83 | 80 | 75 | 100 | 90 | 85 | 100 | 125 |
| 0261 | 0.874 | 9.656 | SR 316 Goosenecks State Park | 115 | 110 | 115 | 110 | 105 | 105 | 105 | 105 | 100 | 160 | 160 | 150 | 83 | 80 | 75 | 70 | 60 | 55 | 50 | 110 |
| 0261 | 9.656 | 22.641 | Road to Muley Point | 90 | 90 | 95 | 90 | 90 | 90 | 90 | 105 | 100 | 160 | 160 | 150 | 83 | 80 | 75 | 70 | 60 | 55 | 50 | 110 |
| 0261 | 22.641 | 32.691 | Local Road - SR 95 | 100 | 100 | 105 | 120 | 115 | 115 | 110 | 105 | 100 | 160 | 160 | 150 | 83 | 80 | 75 | 70 | 60 | 55 | 50 | 110 |
| 0262 | 0.000 | 8.433 | SR 191 | 325 | 320 | 330 | 345 | 315 | 1,000 | 955 | 970 | 924 | 915 | 925 | 890 | 865 | 665 | 640 | 630 | 585 | 570 | 570 | 565 |
| 0262 | 8.433 | 22.605 | Road Left to Hovenweep - SR 162 Montezuma Creek | 285 | 280 | 290 | 290 | 265 | 1,000 | 955 | 970 | 924 | 915 | 925 | 890 | 865 | 665 | 640 | 630 | 585 | 570 | 570 | 565 |
| 0264 | 0.000 | 5.312 | SR 31 Fairview Canyon | 465 | 460 | 475 | 605 | 555 | 535 | 860 | 870 | 830 | 820 | 825 | 440 | 425 | 405 | 505 | 475 | 435 | 300 | 275 | 415 |
| 0264 | 5.312 | 12.719 | Road Right to Electric Lake | 320 | 315 | 325 | 325 | 555 | 535 | 860 | 870 | 830 | 820 | 825 | 440 | 425 | 405 | 505 | 475 | 435 | 300 | 275 | 415 |
| 0264 | 12.719 | 15.373 | Skyline Mine - SR 96 | 400 | 395 | 410 | 325 | 555 | 535 | 860 | 870 | 830 | 820 | 825 | 440 | 425 | 405 | 505 | 475 | 435 | 300 | 275 | 415 |
| 0265 | 0.000 | 0.440 | SR 114 Orem | 21,020 | 21,145 | 22,235 | 17,265 | 16,535 | 16,585 | 9,105 | 9,105 | 8,530 | 9,620 | 9,695 | 9,695 | 7,160 | 6,990 | 6,920 | 5,025 | 4,820 | 4,775 | 4,050 | 3,780 |
| 0265 | 0.440 | 0.725 | I 15 via 1200 South Orem | 45,565 | 45,245 | 47,035 | 46,385 | 39,180 | 39,235 | 36,735 | 37,400 | 35,040 | 34,810 | 35,085 | 40,200 | 39,725 | 38,800 | 37,850 | 36,965 | 35,220 | 35,090 | 34,035 | 24,780 |
| 0265 | 0.725 | 1.713 | Sand Hill Road | 45,090 | 45,245 | 47,035 | 46,385 | 39,180 | 39,235 | 36,735 | 37,400 | 35,040 | 34,810 | 35,085 | 40,200 | 39,725 | 38,800 | 37,850 | 36,965 | 35,220 | 35,090 | 35,670 | 34,430 |
| 0265 | 1.713 | 2.276 | Main Street Orem | 52,175 | 51,810 | 53,860 | 39,765 | 39,180 | 39,235 | 36,735 | 37,400 | 35,040 | 34,810 | 35,085 | 40,200 | 39,725 | 38,800 | 37,850 | 36,965 | 35,220 | 35,090 | 35,670 | 34,430 |
| 0265 | 2.276 | 2.727 | SR 89 Orem | 33,765 | 33,530 | 35,505 | 35,015 | 45,885 | 45,930 | 46,550 | 47,396 | 44,420 | 44,125 | 44,475 | 41,107 | 40,700 | 39,755 | 39,340 | 38,610 | 36,790 | 36,790 | 35,670 | 34,430 |
| 0265 | 2.727 | 3.647 | 800 East Orem via BYU Diagonal | 36,080 | 35,330 | 38,800 | 38,265 | 37,645 | 37,700 | 38,210 | 45,415 | 42,550 | 42,270 | 42,605 | 39,380 | 38,915 | 38,010 | 37,610 | 36,915 | 35,175 | 35,280 | 34,205 | 33,005 |
| 0265 | 3.647 | 4.118 | 550 West Orem | 37,445 | 37,185 | 38,655 | 38,210 | 37,645 | 37,700 | 38,210 | 45,415 | 42,550 | 42,270 | 42,605 | 39,380 | 38,915 | 38,010 | 37,610 | 36,915 | 35,175 | 35,280 | 34,205 | 33,005 |
| 0265 | 4.118 | 4.336 | 200 West (Freedom Blvd) - SR 189 University Avenue | 37,535 | 37,275 | 38,745 | 38,210 | 37,645 | 37,700 | 38,210 | 45,415 | 42,550 | 42,270 | 42,605 | 39,380 | 38,915 | 38,010 | 37,610 | 36,915 | 35,175 | 35,280 | 34,205 | 33,005 |
| 0266 | 0.000 | 0.777 | I 215 | 39,885 | 39,610 | 41,175 | 40,605 | 40,005 | 40,060 | 38,315 | 39,010 | 42,030 | 33,995 | 34,265 | 34,980 | 34,980 | 40,455 | 40,030 | 39,290 | 37,780 | 36,910 | 35,785 | 35,085 |
| 0266 | 0.777 | 1.703 | SR 68 Redwood Road via 4700 South | 25,015 | 24,960 | 25,945 | 24,300 | 23,850 | 25,235 | 23,490 | 23,955 | 24,712 | 18,490 | 28,475 | 29,917 | 30,396 | 35,550 | 35,175 | 34,525 | 32,895 | 32,135 | 31,155 | 30,790 |
| 0266 | 1.703 | 2.179 | Atherton Drive | 26,300 | 26,120 | 24,915 | 24,570 | 24,205 | 27,685 | 28,055 | 23,955 | 24,712 | 18,490 | 28,475 | 29,917 | 30,396 | 35,550 | 35,175 | 34,525 | 32,895 | 32,135 | 31,155 | 30,790 |
| 0266 | 2.179 | 2.844 | 815 West Murray | 28,875 | 28,675 | 29,805 | 29,395 | 23,060 | 23,090 | 23,400 | 23,826 | 24,563 | 18,341 | 28,217 | 28,217 | 28,793 | 33,875 | 33,520 | 32,900 | 31,350 | 30,625 | 27,020 | 26,705 |
| 0266 | 2.844 | 3.380 | I 15 via 4500 South | 39,665 | 39,390 | 40,945 | 40,380 | 33,840 | 33,505 | 33,955 | 34,570 | 35,640 | 21,719 | 33,415 | 31,159 | 31,795 | 33,750 | 33,420 | 32,800 | 31,925 | 30,930 | 30,565 | 29,905 |
| 0266 | 3.380 | 3.536 | Main Street Murray | 32,785 | 32,555 | 33,840 | 33,375 | 32,880 | 32,355 | 32,790 | 33,385 | 34,780 | 22,038 | 33,906 | 30,824 | 31,454 | 33,110 | 32,780 | 32,180 | 31,320 | 30,345 | 29,975 | 29,260 |
| 0266 | 3.536 | 4.131 | SR 89 State Street | 34,175 | 33,935 | 35,275 | 34,790 | 34,275 | 34,325 | 34,785 | 35,415 | 33,180 | 32,961 | 34,335 | 33,133 | 33,810 | 36,125 | 35,745 | 35,745 | 34,205 | 33,415 | 32,400 | 30,855 |
| 0266 | 4.131 | 4.422 | 500 East | 34,175 | 33,935 | 35,275 | 34,790 | 34,275 | 34,325 | 34,785 | 35,415 | 33,180 | 32,961 | 34,335 | 29,796 | 30,405 | 30,405 | 33,100 | 34,835 | 33,195 | 31,385 | 30,430 | 28,980 |
| 0266 | 4.422 | 4.732 | SR 71 700 East | 23,045 | 22,885 | 23,790 | 23,460 | 23,115 | 23,145 | 23,450 | 23,875 | 27,625 | 27,442 | 28,586 | 25,524 | 26,045 | 25,720 | 25,450 | 26,790 | 25,630 | 25,040 | 24,275 | 22,545 |

# 2009 Traffic on Utah Highways

| ROUTE NAME | BEG. ACCUM. MILEAGE | END ACCUM. MILEAGE | LOCATION DESCRIPTION | 2009 AADT | 2008 AADT | 2007 AADT |
|---|---|---|---|---|---|---|
| 0228 | 0.000 | 1.821 | I 15 South Leeds - I 15 North Leeds | 2,385 | 2,340 | 2,404 |
| | | | | | | |
| 0232 | 0.000 | 0.130 | SR 126 | 26,115 | 26,270 | 27,626 |
| 0232 | 0.130 | 0.272 | I 15 North Layton | 40,385 | 40,625 | 42,720 |
| 0232 | 0.272 | 1.268 | Gordon Avenue Layton | 18,700 | 18,815 | 19,783 |
| 0232 | 1.268 | 2.263 | Antelope Drive via Hillfield Road | 23,435 | 23,575 | 24,792 |
| 0232 | 2.263 | 2.401 | SR 193 - Hillfield Air Force Base South Gate | 22,835 | 22,975 | 24,159 |
| | | | | | | |
| 0235 | 0.000 | 0.505 | SR 89 turns Northwest | 24,865 | 25,015 | 26,303 |
| 0235 | 0.505 | 1.088 | 400 North via Washington Boulevard | 25,745 | 25,900 | 27,236 |
| 0235 | 1.088 | 1.233 | Larsen Lane | 26,215 | 28,110 | 29,558 |
| 0235 | 1.233 | 2.045 | 1100 North North Ogden | 24,065 | 24,210 | 27,672 |
| 0235 | 2.045 | 3.071 | 1700 North via Washington Boulevard North Ogden | 21,300 | 24,500 | 25,761 |
| 0235 | 3.071 | 3.202 | 2550 North via Washington Boulevard - SR 134 | 20,600 | 20,725 | 21,793 |
| | | | | | | |
| 0240 | 0.000 | 1.217 | I 15 Bear River - SR 38 Honeyville | 2,340 | 2,300 | 2,359 |
| | | | | | | |
| 0241 | 0.000 | 0.415 | SR 114 - I 15 via 1600 North Orem | 16,265 | 16,365 | 17,208 |
| | | | | | | |
| 0243 | 0.000 | 1.397 | SR 89 - Beaver Mountain Ski Area | 790 | 775 | 804 |
| | | | | | | |
| 0244 | 0.000 | 0.189 | SR 6 Helper | 2,505 | 2,460 | 2,686 |
| 0244 | 0.189 | 0.910 | SR 157 via Poplar Street - SR 6 via Main Street | 1,765 | 1,735 | 1,781 |
| | | | | | | |
| 0248 | 0.000 | 1.071 | SR 224 Park City | 20,545 | 21,315 | 22,318 |
| 0248 | 1.071 | 1.398 | Comstock Drive Park City | 17,875 | 18,545 | 19,419 |
| 0248 | 1.398 | 3.120 | Wyatt Earp Way | 14,655 | 15,210 | 15,920 |
| 0248 | 3.120 | 4.640 | SR 40 Interchange | 9,230 | 9,575 | 9,119 |
| 0248 | 4.640 | 9.326 | Browns Canyon Road Route 2586 | 6,855 | 5,825 | 6,100 |
| 0248 | 9.326 | 12.015 | Long View Drive | 5,495 | 5,700 | 5,968 |
| 0248 | 12.015 | 14.481 | Road Left to Garff Ranches - SR 32 Kamas | 5,120 | 5,310 | 5,560 |
| | | | | | | |
| 0252 | 0.000 | 1.591 | SR 91 at 1000 West | 10,070 | 10,135 | 10,655 |
| 0252 | 1.591 | 2.606 | 600 South via 1000 West | 12,235 | 12,310 | 12,942 |
| 0252 | 2.606 | 4.138 | SR 30 (200 North) via 1000 West | 14,620 | 14,705 | 15,465 |
| 0252 | 4.138 | 5.516 | 1400 North via 1000 West | 6,905 | 6,945 | 7,304 |
| 0252 | 5.516 | 6.755 | 1000 West via 2500 North - SR 91 North Logan | 9,625 | 9,680 | 10,181 |
| | | | | | | |
| 0256 | 0.000 | 1.817 | SR 89 Salina | 2,315 | 2,275 | 2,334 |
| 0256 | 1.817 | 2.259 | 500 South Redmond | 745 | 730 | 749 |
| 0256 | 2.259 | 2.374 | Main Street Redmond | 580 | 570 | 583 |
| 0256 | 2.374 | 5.595 | 100 North Redmond - SR 89 Axtell | 515 | 505 | 684 |
| | | | | | | |
| 0257 | 0.000 | 0.506 | SR 21 Center Street Milford | 465 | 455 | 469 |
| 0257 | 0.506 | 4.415 | 600 North Milford | 620 | 610 | 624 |
| 0257 | 4.415 | 53.589 | Road to Hot Spring | 830 | 815 | 839 |
| 0257 | 53.589 | 66.215 | Clear Lake | 405 | 400 | 1,212 |
| 0257 | 66.215 | 69.246 | 4500 South Deseret - SR 6 East of Hinckley | 1,330 | 1,310 | 1,343 |
| | | | | | | |
| 0258 | 0.000 | 0.469 | I 70 Elsinore | 1,330 | 1,305 | 1,826 |
| 0258 | 0.469 | 0.792 | Center Street Elsinore | 2,340 | 2,300 | 2,359 |
| 0258 | 0.792 | 2.022 | 300 East Elsinore - SR 118 Austin | 2,645 | 2,595 | 2,666 |
| | | | | | | |
| 0259 | 0.000 | 0.345 | SR 24 - I 70 Sigurd | 2,940 | 2,885 | 2,963 |
| | | | | | | |
| 0260 | 0.000 | 1.083 | SR 24 | 2,760 | 2,710 | 2,782 |
| 0260 | 1.083 | 1.388 | 300 South Aurora | 2,015 | 1,980 | 2,032 |
| 0260 | 1.388 | 1.763 | Center Street Aurora | 1,385 | 1,360 | 1,398 |
| 0260 | 1.763 | 4.179 | Salina Old Road - SR 50 | 1,660 | 1,630 | 1,675 |
| | | | | | | |

**Table 2**
**Park City Heights**
**Trip Generation**

| Land Use[1] | Number of Units | Unit Type | Daily Trip Generation | % Entering | % Exiting | Trips Entering | Trips Exiting | **Total Daily Trips** |
|---|---|---|---|---|---|---|---|---|
| Condominium (230) | 96 | Dwelling Unit | 620 | 50% | 50% | 310 | 310 | **620** |
| Single Family Detached (210) | 207 | Dwelling Unit | 2,031 | 50% | 50% | 1,015 | 1,015 | **2,030** |
| Project Total Daily Trips | | | | | | **1,325** | **1,325** | **2,650** |
| Land Use[1] | Number of Units | Unit Type | a.m. Peak Hour Trip Generation | % Entering | % Exiting | Trips Entering | Trips Exiting | **Total a.m. Trips** |
| Condominium (230) | 96 | Dwelling Unit | 50 | 17% | 83% | 8 | 41 | **49** |
| Single Family Detached (210) | 207 | Dwelling Unit | 154 | 25% | 75% | 39 | 116 | **155** |
| Project Total Daily Trips | | | | | | **47** | **157** | **204** |
| Land Use[1] | Number of Units | Unit Type | p.m. Peak Hour Trip Generation | % Entering | % Exiting | Trips Entering | Trips Exiting | **Total p.m. Trips** |
| Condominium (230) | 96 | Dwelling Unit | 58 | 67% | 33% | 39 | 19 | **58** |
| Single Family Detached (210) | 207 | Dwelling Unit | 206 | 63% | 37% | 130 | 76 | **206** |
| Project Total Daily Trips | | | | | | **169** | **95** | **264** |
| Land Use[1] | Number of Units | Unit Type | Sat. Daily Trip Generation | % Entering | % Exiting | Trips Entering | Trips Exiting | **Total Sat. Daily Trips** |
| Condominium (230) | 96 | Dwelling Unit | 775 | 50% | 50% | 388 | 388 | **776** |
| Single Family Detached (210) | 207 | Dwelling Unit | 2,085 | 50% | 50% | 1,043 | 1,043 | **2,086** |
| Project Total Daily Trips | | | | | | **1,431** | **1,431** | **2,862** |
| Land Use[1] | Number of Units | Unit Type | Sat. Peak Hour Trip Generation | % Entering | % Exiting | Trips Entering | Trips Exiting | **Total Sat. Peak Hour Trips** |
| Condominium (230) | 96 | Dwelling Unit | 70 | 54% | 46% | 38 | 32 | **70** |
| Single Family Detached (210) | 207 | Dwelling Unit | 195 | 54% | 46% | 105 | 90 | **195** |
| Project Total Daily Trips | | | | | | **143** | **122** | **265** |

1. Land Use Code from the *Institute of Transportation Engineers - 7th Edition Trip Generation Manual (ITE Manual)*

SOURCE: Hales Engineering, June 2007

**Table 1**
**Park City Heights**
**Trip Generation**

| **Daily** | Land Use[1] | Number of Units | Unit Type | Trip Generation | % Entering | % Exiting | Trips Entering | Trips Exiting | Mixed-Use Internal Capture | Transit Reduction | Pass-by Reduction | Net Trips Entering | Net Trips Exiting | **Total Daily Trips** |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | Single-Family Detached Housing (210) | 160 | Dwelling Units | 1,602 | 50% | 50% | 801 | 801 | 0% | 0% | 0% | 801 | 801 | **1,602** |
| 2 | Residential Condominium/Townhouse (230) | 79 | Dwelling Units | 524 | 50% | 50% | 262 | 262 | 0% | 0% | 0% | 262 | 262 | **524** |
| | Project Total Daily Trips | | | | | | **1,063** | **1,063** | | | | **1,063** | **1,063** | **2,126** |
| **a.m. Peak Hour** | Land Use[1] | Number of Units | Unit Type | Trip Generation | % Entering | % Exiting | Trips Entering | Trips Exiting | Mixed-Use Internal Capture | Transit Reduction | Pass-by Reduction | Net Trips Entering | Net Trips Exiting | **Total a.m. Trips** |
| 1 | Single-Family Detached Housing (210) | 160 | Dwelling Units | 121 | 25% | 75% | 30 | 91 | 0% | 0% | 0% | 30 | 91 | **121** |
| 2 | Residential Condominium/Townhouse (230) | 79 | Dwelling Units | 43 | 17% | 83% | 7 | 35 | 0% | 0% | 0% | 7 | 35 | **43** |
| | Project Total a.m. Peak Hour Trips | | | | | | **38** | **127** | | | | **38** | **127** | **164** |
| **p.m. Peak Hour** | Land Use[1] | Number of Units | Unit Type | Trip Generation | % Entering | % Exiting | Trips Entering | Trips Exiting | Mixed-Use Internal Capture | Transit Reduction | Pass-by Reduction | Net Trips Entering | Net Trips Exiting | **Total p.m. Trips** |
| 1 | Single-Family Detached Housing (210) | 160 | Dwelling Units | 160 | 63% | 37% | 101 | 59 | 0% | 0% | 0% | 101 | 59 | **160** |
| 2 | Residential Condominium/Townhouse (230) | 79 | Dwelling Units | 50 | 67% | 33% | 33 | 16 | 0% | 0% | 0% | 33 | 16 | **50** |
| | Project Total p.m. Peak Hour Trips | | | | | | **134** | **76** | | | | **134** | **76** | **210** |
| **Saturday Daily** | Land Use[1] | Number of Units | Unit Type | Trip Generation | % Entering | % Exiting | Trips Entering | Trips Exiting | Mixed-Use Internal Capture | Transit Reduction | Pass-by Reduction | Net Trips Entering | Net Trips Exiting | **Total Sat. Daily Trips** |
| 1 | Single-Family Detached Housing (210) | 160 | Dwelling Units | 1,655 | 50% | 50% | 827 | 827 | 0% | 0% | 0% | 827 | 827 | **1,655** |
| 2 | Residential Condominium/Townhouse (230) | 79 | Dwelling Units | 714 | 50% | 50% | 357 | 357 | 0% | 0% | 0% | 357 | 357 | **714** |
| | Project Total Saturday Trips | | | | | | **1,184** | **1,184** | | | | **1,184** | **1,184** | **2,369** |
| **Saturday Peak Hour** | Land Use[1] | Number of Units | Unit Type | Trip Generation | % Entering | % Exiting | Trips Entering | Trips Exiting | Mixed-Use Internal Capture | Transit Reduction | Pass-by Reduction | Net Trips Entering | Net Trips Exiting | **Total Sat Pk Hr Trips** |
| 1 | Single-Family Detached Housing (210) | 160 | Dwelling Units | 152 | 54% | 46% | 82 | 70 | 0% | 0% | 0% | 82 | 70 | **152** |
| 2 | Residential Condominium/Townhouse (230) | 79 | Dwelling Units | 66 | 54% | 46% | 35 | 30 | 0% | 0% | 0% | 35 | 30 | **66** |
| | Project Total Saturday Peak Hour Trips | | | | | | **117** | **100** | | | | **117** | **100** | **218** |

1. Land Use Code from the Institute of Transportation Engineers - 8th Edition Trip Generation Manual (ITE Manual)

SOURCE: Hales Engineering, September 2010