

State of Utah

DEPARTMENT OF TRANSPORTATION

Division of Traffic & Safety

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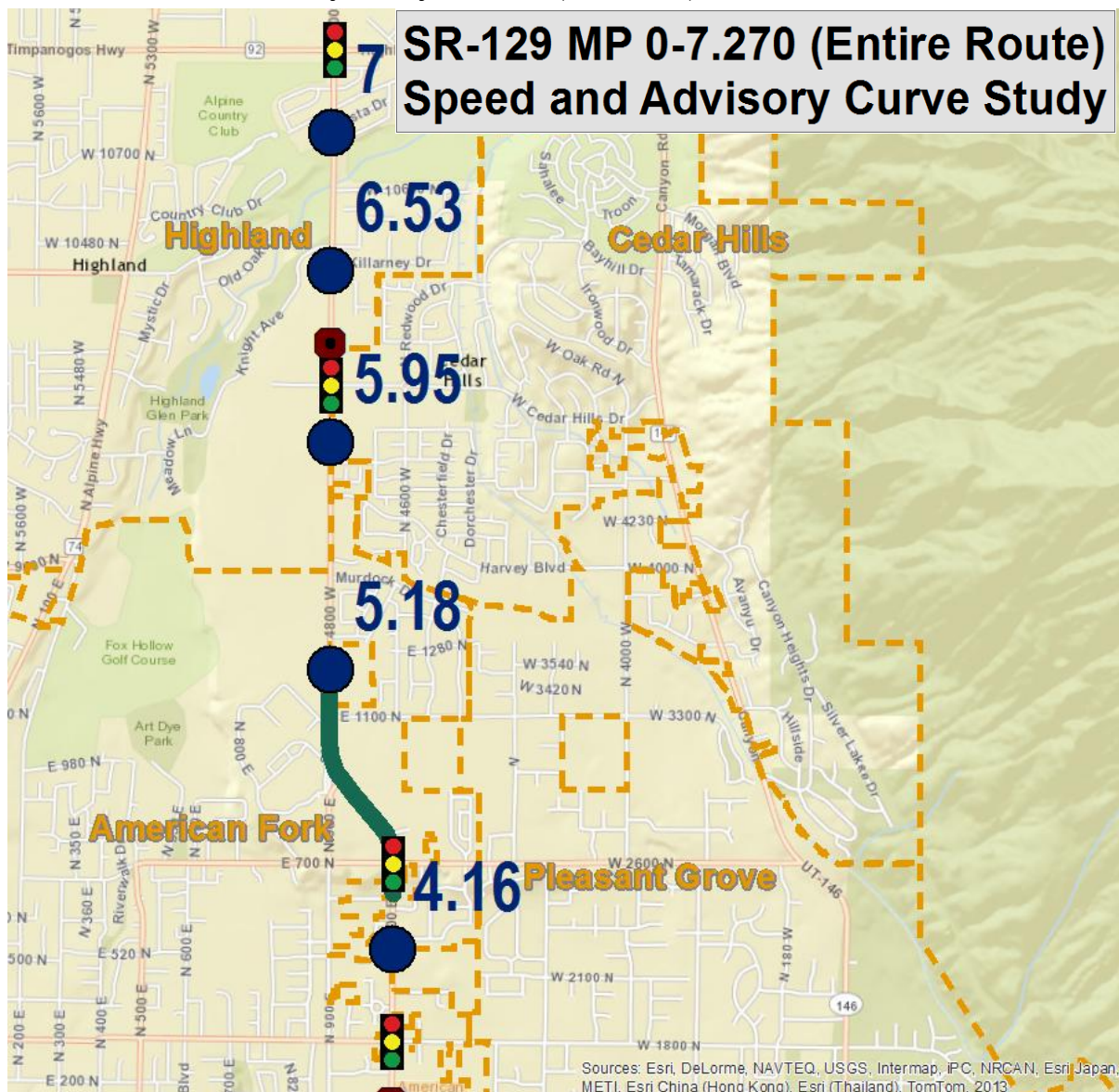
MEMORANDUM

January 26, 2015

TO: Brian Phillips, P.E.
Region Three Traffic Operations Engineer

FROM: Robert Hull, P.E.
Traffic and Safety Engineer

SUBJECT: SR-129 MP 0 to MP 7.270 (Entire Route) Speed and Advisory Curve Study
in Utah County, Study # 610-15 (3-1916-15)



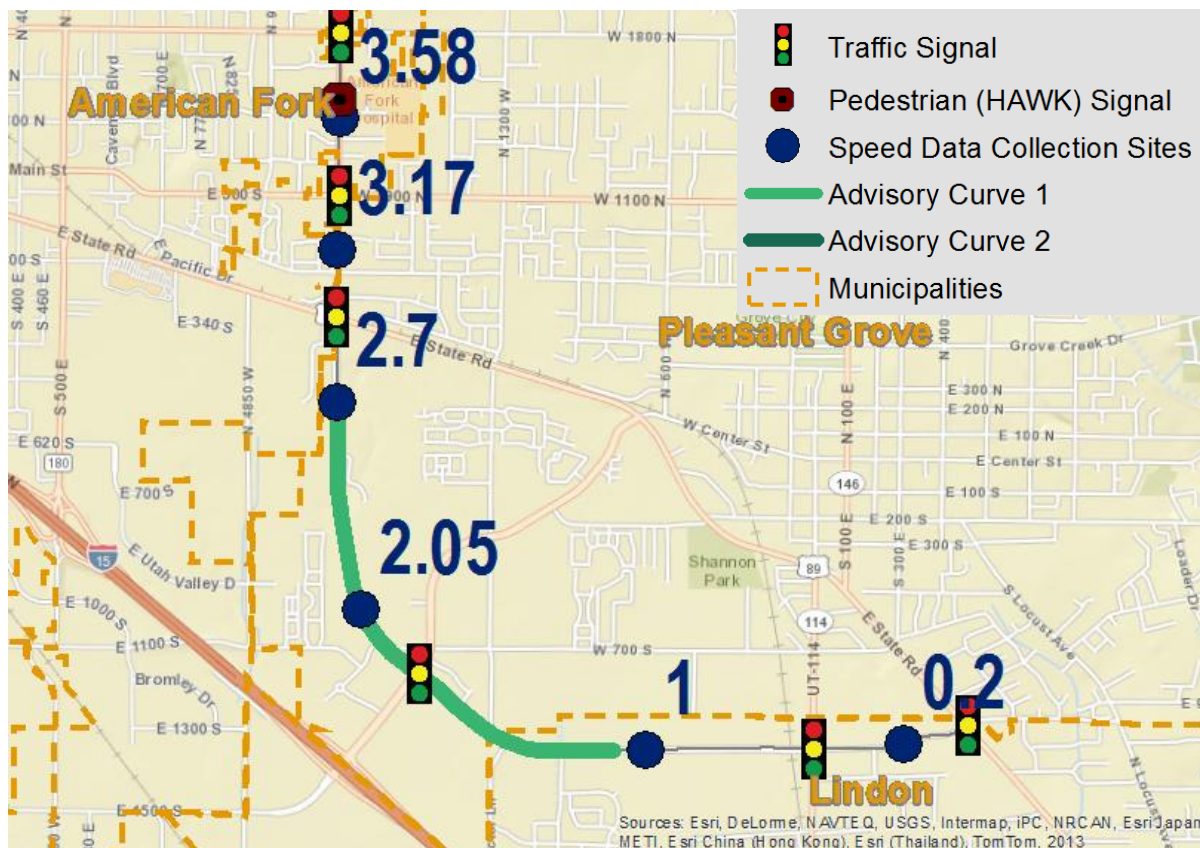


Figure 1: Study Area

Study Findings

The Division of Traffic and Safety has studied the subject route to determine 85th percentile speeds, and to determine appropriate advisory speed signs for all curves along SR-129. This roadway (from US-89 in Lindon to SR-92 in Highland) was transferred to UDOT jurisdiction in November 2014 and formerly was generally known as North County Boulevard.

Speed Study Findings

UDOT Region 3 requested this study to evaluate the entire route (MP 0 to MP 7.270) with regard to the posted speed limits per the UDOT policy for establishment of speed limits (Policy 06C-25). According to current 85th percentile speeds, roadside development, and roadway alignment, it would be appropriate to increase the posted speed limits by 5 MPH to 10 MPH along the route to better match existing 85th percentile speeds.

Roadway segments identified for a potential increase in speed limit are:

- MP 0 to MP 2.9 (US-89 in Lindon to US-89 in Am. Fork): increase from 40 to 50 MPH
- MP 2.9 to MP 5.1 (US-89 in Am. Fork to 1100 North): increase from 40 to 45 MPH
- MP 5.1 to MP 7.270 (1100 North to SR-92): increase from 40 to 50 MPH

Although 85th percentile speeds at MP 4.16 support increasing the posted speed limit to 45 MPH on the segment between US-89 in American Fork to 1100 North, maintaining the speed limit of 40 MPH could also be considered due to roadside friction. Multiple unsignalized intersections with roadways that lead to residential neighborhoods or to adjacent developments exist within this segment. Adjacent developments include; the American Fork Hospital, Dan Peterson School, American Heritage School, and the Mount Timpanogos Temple.

Advisory Curve Study Findings

This study evaluated all curves on SR-129 to determine if additional signs would be needed to compliment the potential increases to the speed limits. Two horizontal curve segments exist along the route; 1) between MP 1.10 to MP 2.70, which passes through the intersection with Pleasant Grove Boulevard, and 2) between MP 4.35 to MP 5.10, which is north of the 700 North intersection and is near American Heritage School and the Mount Timpanogos Temple.

Currently, no curve warning signs or advisory speeds exist for these two curves.

Based on the ball bank data, the terrain, and the roadway conditions, and applying the potential speed limit increases from this study, **it could be appropriate to add advisory speed plaques as detailed below:**

- Curve 1 (MP 1.10 to MP 2.70) with a proposed speed limit of 50 MPH:
 - 45 MPH advisory speed plaque is optional for NB traffic
 - 50 MPH advisory speed plaque is not required for SB traffic
 - Could consider NB or SB curve warning signs with no advisory speed posted
- Curve 2 (MP 4.35 to MP 5.10) with a proposed speed limit of 45 MPH
 - 40 MPH advisory speed plaque is optional for NB traffic
 - 40 MPH advisory speed plaque is optional for SB traffic
 - Could consider NB or SB curve warning signs with no advisory speed posted

The posting of the advisory speeds may change with the different alternatives for increasing the speed limits, as advisory speed plaques are optional if 5 MPH below and required if 10 MPH below the increased speed limit.

Roadway Characteristics

The data collection locations (milepoint), curves identified for evaluation, and traffic signals are shown in Figure 1. SR-129 is a newly created State route that begins at the junction with US-89 (State Street) in Lindon, continues WB crossing Pleasant Grove Boulevard, curves NB crossing US-89 (State Street) in American Fork, and then continues NB until ending at the junction with SR-92 (Timpanogos Highway).

SR-129 is a four lane roadway (with two lanes in each direction), except for one segment between Cedar Hills Drive to Knight Avenue/Ole Bish Lane (MP 6.143 to MP 6.610) where a third lane is provided for SB traffic. A raised median exists along most of the segment from State Street in Lindon to State Street in American Fork (MP 0 to MP 2.959). A center turn lane, to accommodate left turns, exists along the remainder of the route to its terminus at Timpanogos Highway. Left turn and right turn lanes are provided at most major intersections.

The existing posted speed limit is 40 MPH for the entire route. A horizontal curve exists along SR-129 near Pleasant Grove Boulevard, and a second curve exists just north of 700 North. No curve warning signs or advisory speed signs posted for these two curves.

Summary

This study evaluated 1) the 85th percentile speeds along the entire route of SR-129, and 2) ball bank data for all curves on SR-129 to determine if additional advisory speed signs would be needed with an increase in the posted speed limit.

1) Speed Study

Speed data was collected on Wednesday, January 21, 2015. Collection sites were identified between traffic signals and at incremental locations along the route. Per the ITE Traffic Engineering Handbook (6th Edition, 2009), a minimum of 100 spot speeds were collected for each direction at all locations. The weather was good on the day of data collection.

The results of the speed study are summarized as follows:

85th Percentile Speeds

- The 85th percentile speeds are summarized in Table 1 and are illustrated in the provided speed profile charts (attached below). Overall, the speed data shows that the speed limit is being exceeded on SR-129. Alternatives for changing the speed limits are illustrated in the attached speed profile charts.

Table 1: 85th Percentile Speeds

Data Site		Posted (Potential)	NB/WB Speed Data		SB/EB Speed Data		Both Directions Speed Data	
#	MP		85 th	Difference	85 th	Difference	85 th	Difference
1	0.20	40 (50)	43	+3 (higher)	43	+3 (higher)	43	+3 (higher)
2	1.00	40 (50)	55	+15 (higher)	51	+11 (higher)	52	+12 (higher)
3	2.05	40 (50)	52	+12 (higher)	50	+10 (higher)	51	+11 (higher)
4	2.70	40 (50)	47	+7 (higher)	49	+9 (higher)	49	+9 (higher)
5	3.17	40 (45)	41	+1 (higher)	43	+3 (higher)	42	+2 (higher)
6	3.58	40 (45)	43	+3 (higher)	45	+5 (higher)	44	+4 (higher)
7	4.16	40 (45)	51	+11 (higher)	47	+7 (higher)	50	+10 (higher)
8	5.18	40 (50)	55	+15 (higher)	51	+11 (higher)	53	+13 (higher)
9	5.95	40 (50)	48	+8 (higher)	51	+11 (higher)	50	+10 (higher)
10	6.53	40 (50)	49	+9 (higher)	48	+8 (higher)	49	+9 (higher)
11	7.00	40 (50)	59	+19 (higher)	53	+13 (higher)	52	+12 (higher)

- Speed Data for MP 0 to MP 2.9:
As shown in Table 1, except at one location (MP 0.20), the 85th percentile speeds for both directions combined are greater than or equal to 9 MPH over the posted speed limit. The combined 85th percentile speeds are 3 MPH over the posted speed limit at MP 0.20, which is near the signalized junction with US-89 in Lindon where drivers are expected to be accelerating from a stop or decelerating to make a turn or stop. SR-129 terminates at US-89 as a State route but the roadway narrows to two lanes and continues east to a residential area. **Based on the 85th percentile speeds, and roadway conditions it would be appropriate to raise the posted speed limit by 10 MPH to 50 MPH.**

- Speed Data for MP 2.9 to MP 5.1:

Combined 85th percentile speeds in this section are 10 MPH over the posted speed limit at one data collection location (MP 4.16) and are 2 MPH and 4 MPH over the speed limit at the other collection locations (MP 3.17 and MP 3.58). Data locations with 85th percentile speeds that were 2 MPH and 4 MPH over the posted limit are in the middle of a developed area and located between signalized intersections. Lower 85th percentile speeds could be expected near signalized intersections and locations near numerous driveways as vehicle will more often be accelerating or decelerating for turns or to comply with traffic control devices. **According to the 85th percentile speeds and considering the influence of the closely spaced signalized intersections and multiple driveways (resulting in slower speeds), it could be appropriate to increase the posted speed limit to 45 MPH.** However, concerns about roadside development could justify maintaining the existing 40 MPH speed limit.

- Speed Data for MP 5.1 to MP 7.270:

The combined 85th percentile speeds are consistently at least 9 MPH above the posted speed limit at data collection locations from MP 5.1 to MP 7.270 (route end). **According to the current 85th percentile speeds, it would be appropriate to increase the posted speed limit to 50 MPH.**

Crash History

- As per the UDOT policy for establishment of speed limits (Policy 06C-25), the reported crash experience for the most recent 3-year period is considered when determining appropriate speed limits. Crash data for SR-129 is summarized for 5 segments (based on the Traffic on Utah Highways AADT segments and UDOT Safety Index Layer). SR-129 is classified as a Minor Arterial from US-89 in Lindon to Pleasant Grove Boulevard, and as a Principal Arterial from Pleasant Grove Boulevard to SR-92. A summary of the crashes, including speed related crashes and total crashes are shown in Table 2.

Table 2: Crash History

Year	1) MP 0 to 0.423 (SR-114)				2) MP 0.423 to MP 1.731 (Pleasant Grove Blvd)				3) MP 1.732 to MP 3.008 (US-89 in Am. Fork)			
	Crashes		Crash Rates		Crashes		Crash Rates		Crashes		Crash Rates	
	Speed (Total)	Sev	Total	Sev	Speed (Total)	Sev	Total	Sev	Speed (Total)	Sev	Speed (Total)	Sev
2010	0 (4)	0	1.95	0.00	0 (10)	0	1.98	0.00	1 (11)	1	2.19	19.94
2011	0 (4)	0	1.96	0.00	2 (15)	1	1.56	10.39	0 (11)	1	2.20	20.00
2012	0 (7)	0	3.49	0.00	3 (15)	0	1.59	0.00	0 (14)	0	2.86	0.00
2013	1 (2)	0	1.00	0.00	3 (16)	0	1.71	0.00	0 (23)	0	3.72	0.00
3 Year Avg (2011-2013)	1 (13) 8% Speed	0	2.15	0.00	8 (46) 17% Speed	1	1.62	3.46	0 (48) 0% Speed	1	2.93	6.67
UDOT Avg Crash Rate	Minor Arterial (<20k ADT)		3.15	8.00	Minor Arterial (<20k ADT)		3.15	8.00	Principal Arterial (<20k ADT)		3.15	8.00

Year	4) MP 3.009 to MP 5.018 (1100 N)				5) MP 5.019 to MP 7.270 (SR-92, route end)				6) Entire Route from MP 0 to MP 7.270			
	Crashes		Crash Rates		Crashes		Crash Rates		Crashes		Crash Rates	
	Speed (Total)	Sev	Total	Sev	Speed (Total)	Sev	Total	Sev	Speed (Total)	Sev	Speed (Total)	Sev
2010	0 (19)	0	2.22	0.00	1 (21)	0	2.18	0.00	2 (65)	1	2.15	3.31
2011	0 (9)	0	1.05	0.00	1 (16)	0	1.67	0.00	3 (55)	2	1.60	5.81
2012	0 (7)	0	0.84	0.00	3 (20)	2	2.13	21.26	6 (63)	2	1.87	5.93
2013	1 (19)	0	2.28	0.00	3 (38)	0	4.06	0.00	8 (98)	0	2.78	0.00
3 Year Avg (2011-2013)	1 (35) 3% <i>Speed</i>	0	1.39	0.00	7 (74) 9% <i>Speed</i>	2	2.62	7.09	17 (216) 8% <i>Speed</i>	4	2.08	3.91
UDOT Avg Crash Rate	Principal Arterial (<20k ADT)		3.15	8.00	Principal Arterial (<20k ADT)		3.15	8.00	Minor/Principal Arterial (<20k ADT)		3.15	8.00

- Crash rates for the study segments were compared to the UDOT average crash rates and severe crash rates for similar roadway types. Table 2 includes the crash rates per year, and the 3-year average crash rate and severe crash rate over the most recent and verified 3-year period (2011–2013). The crash rate for total crashes is calculated as crashes per million vehicle miles and the severe crash rate is calculated as severe (level 4 & 5) crashes per 100 million vehicle miles traveled.
- The historical crash rates for all study segments are below the UDOT average and severe crashes rates for similarly classified roadways. UDOT crash data for 2014 and 2015 is incomplete and not yet validated. Data for 2009 was not summarized because some of the southern section of the route was completed in 2010, and historical AADT volumes are available beginning in 2010 for segments south of US-89 in American Fork. Also, this crash history may not reflect the current configuration of SR-129 since much of this roadway was recently (2012 to 2013) widened from 1 lane to 2 lanes in each direction.
- The crash history did not reveal a significant issue with raising the posted speed limits for the identified roadway segments.** In the past 3 year years of validated data, approximately 8% (17 of 216) of crashes on this route were speed related. The highest amount of speed related crashes was 17% (8 of 46 total) on the segment from MP 0.423 to MP 1.73. No severe crashes (incapacitating-level 4 or fatal-level 5) have been reported as speed related in the past 6+ years.

2) Advisory Curve Study

A ball bank study was conducted for all curves on SR-129 using a ball bank indicator linked with GPS equipment to provide a constant stream of ball bank readings, speeds, and locations. Ball bank data was collected on Wednesday, January 21, 2015. Each curve was driven at multiple speeds in approximated 5 MPH increments (including at the existing and potential speed limits), to determine the threshold speed for each curve. Thresholds were determined from Utah MUTCD criteria for ball bank indicator readings and corresponding travel speeds.

The results of the advisory curve study are summarized as follows:

Existing Advisory Speed & Curve Warning Signs

- Two horizontal curve segments exist along the route; 1) between MP 1.10 to MP 2.70, which passes through the intersection with Pleasant Grove Boulevard, and 2) between MP 4.35 to MP 5.10, which is north of the 700 North intersection and is near American Heritage School and the Mount Timpanogos Temple. Currently, no curve warning signs or advisory speeds exist on SR-129 for these two curves.

Evaluation of Advisory Speeds for all Curves on SR-66 (MP 0 to MP 14.346)

- Utah MUTCD criteria was applied for this study and indicates that appropriate speeds on curves are determined by a ball bank reading of up to 12 degrees for speeds over 35 MPH, a ball bank reading up to 14 degrees for speeds between 25 MPH and 30 MPH, and a ball bank reading up to 16 degrees for speeds less than 20 MPH (Section 2C.08, Paragraph 07). According to the Utah MUTCD (Section 2C.08, Paragraph 2), advisory speed signs are required if the advisory speed is 10 MPH below the posted speed limit, and are optional if the advisory speed is 5 MPH below the posted speed limit. When the difference between the speed limit and advisory curve speed is 15 mph or greater, Chevron Alignment (W1-8) signs are required.
- The ball bank data was queried for both curves to evaluate appropriate advisory speeds. For detailed results of the advisory curve study, including the highest ball bank readings for each 5 MPH increment speed, see attached figures and tables in appendix. The results indicate that the advised speed for the curve passing through Pleasant Grove Boulevard is 45 MPH for NB traffic and 50 MPH for SB traffic, and the advised speed for the curve just north of 700 North is 40 MPH for both NB and SB traffic. Due to the advisory speed of 40 MPH for the curve located north of 700 North, the potential speed break (40/50 or 45/50) was recommended at a location further north of the curve near 1100 North. This way the posted speed limit would help to regulate drivers speed on the curve.

Conclusions

Based on this evaluation, it would be appropriate to increase the posted speed limit by 5 MPH to 10 MPH to better match existing 85th percentile speeds.

Roadway segments identified for a potential increase in speed limit are detailed below:

- MP 0 to MP 2.9 (US-89 in Lindon to US-89 in Am. Fork): increase from 40 to 50 MPH
- MP 2.9 to MP 5.1 (US-89 in Am. Fork to 1100 North): increase from 40 to 45 MPH
- MP 5.1 to MP 7.270 (1100 North to SR-92): increase from 40 to 50 MPH

Although 85th percentile speeds at MP 4.16 support increasing the posted speed limit to 45 MPH on the segment between US-89 in American Fork to 1100 North, maintaining the speed limit of 40 MPH could also be considered due to roadside friction from numerous driveways and side streets through this section of SR-129.

Based on the results of the ball bank analysis, **before increasing the posted speed limits, the optional advisory speed plaques or curve warning signs could be installed as detailed below:**

- Curve 1 (MP 1.10 to MP 2.70) with a proposed speed limit of 50 MPH:
 - 45 MPH advisory speed plaque is optional for NB traffic
 - 50 MPH advisory speed plaque is not required for SB traffic
 - Could consider NB or SB curve warning signs with no advisory speed posted
- Curve 2 (MP 4.35 to MP 5.10) with a proposed speed limit of 45 MPH
 - 40 MPH advisory speed plaque is optional for NB traffic
 - 40 MPH advisory speed plaque is optional for SB traffic
 - Could consider NB or SB curve warning signs with no advisory speed posted

The posting of the advisory speeds may change with the different alternatives for increasing the speed limits, as advisory speed plaques are optional if 5 MPH below and required if 10 MPH below the increased speed limit. As described in the Utah MUTCD, the placement of advisory speed signs should be verified to ensure that the signs are located the recommended distance before the beginning of the turn or curve (Section 2C.10, Paragraph 03).

If you have any questions regarding this location or do not agree with our conclusions, please contact the Traffic Studies office at (801) 766-4343.

RH/avenue

cc: Griffin Harris, Teri Newell, Brent Wallwork, Jesse Sweeten, Carrie O'Neill

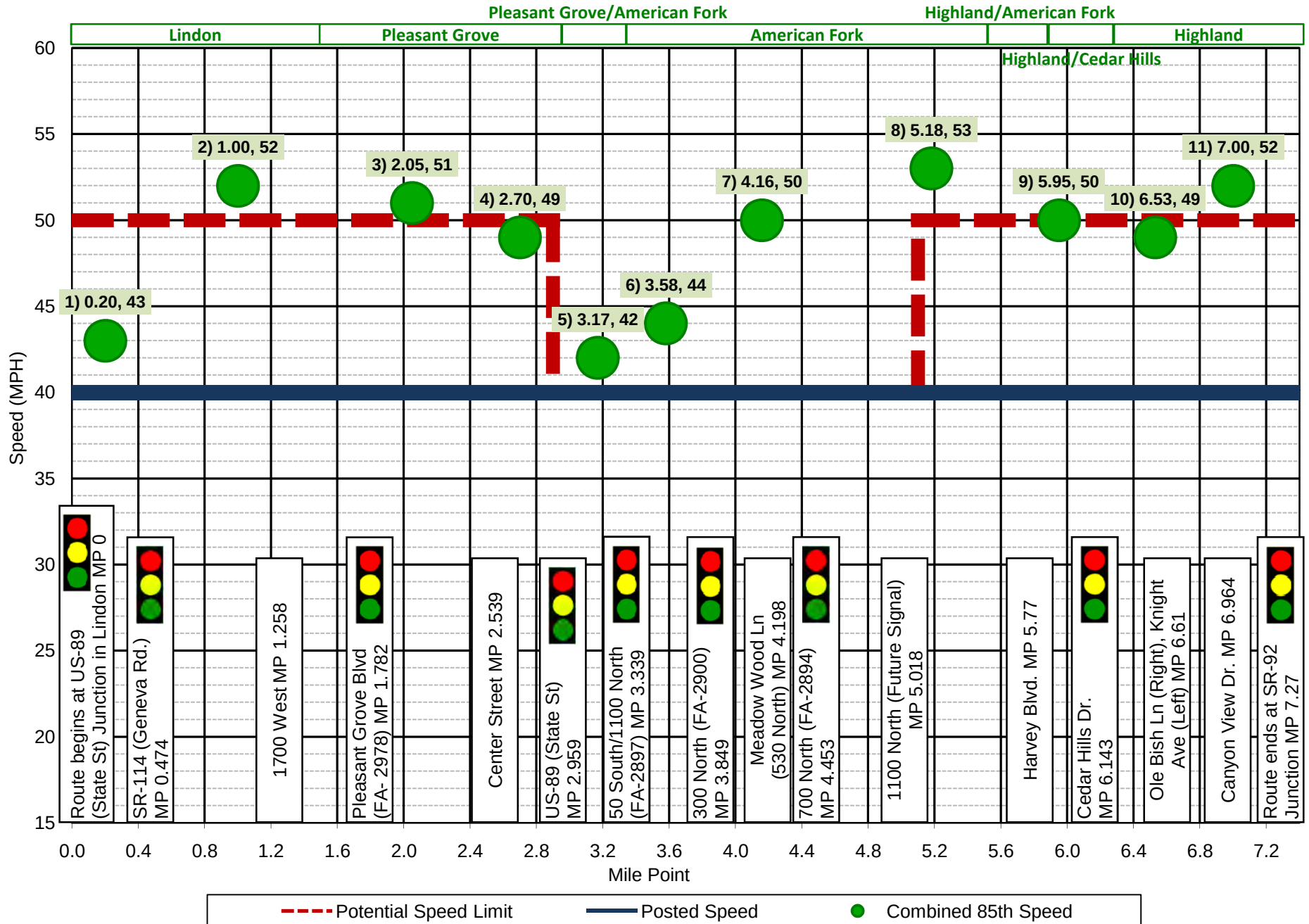
*Supporting electronic data available on request

Study 610-15 (3-1916-15)

Combined (EB/WB) SR-129 85th Percentile Speed (Option 1)

Data Collection
January 21, 2015

MP 0 to 7.270 (Entire Route) -- Lindon, Pleasant Grove, American Fork, Cedar Hills, Highland

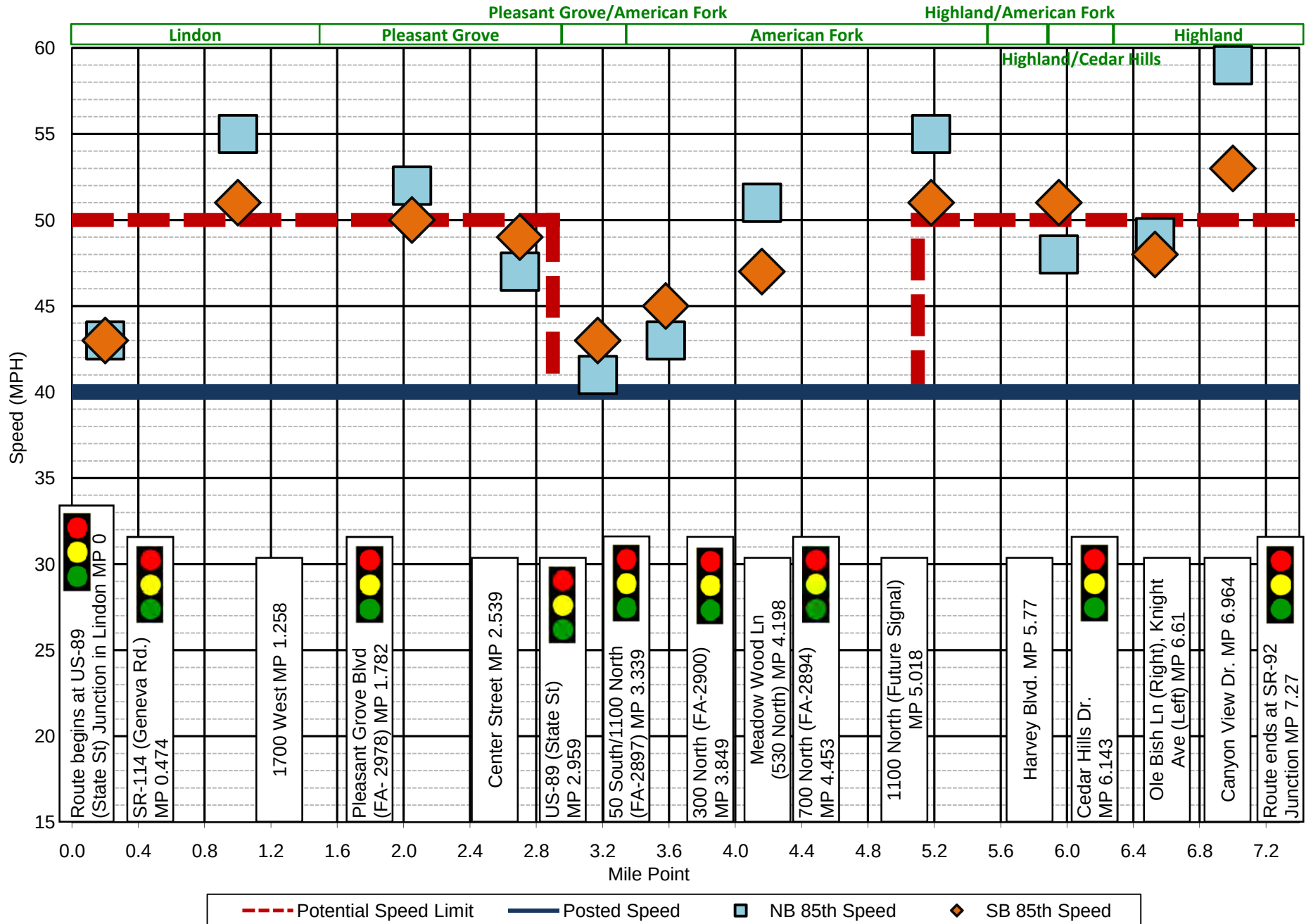


Study 610-15 (3-1916-15)

NB & SB SR-129 85th Percentile Speed (Option 1)

Data Collection
January 21, 2015

MP 0 to 7.270 (Entire Route) -- Lindon, Pleasant Grove, American Fork, Cedar Hills, Highland

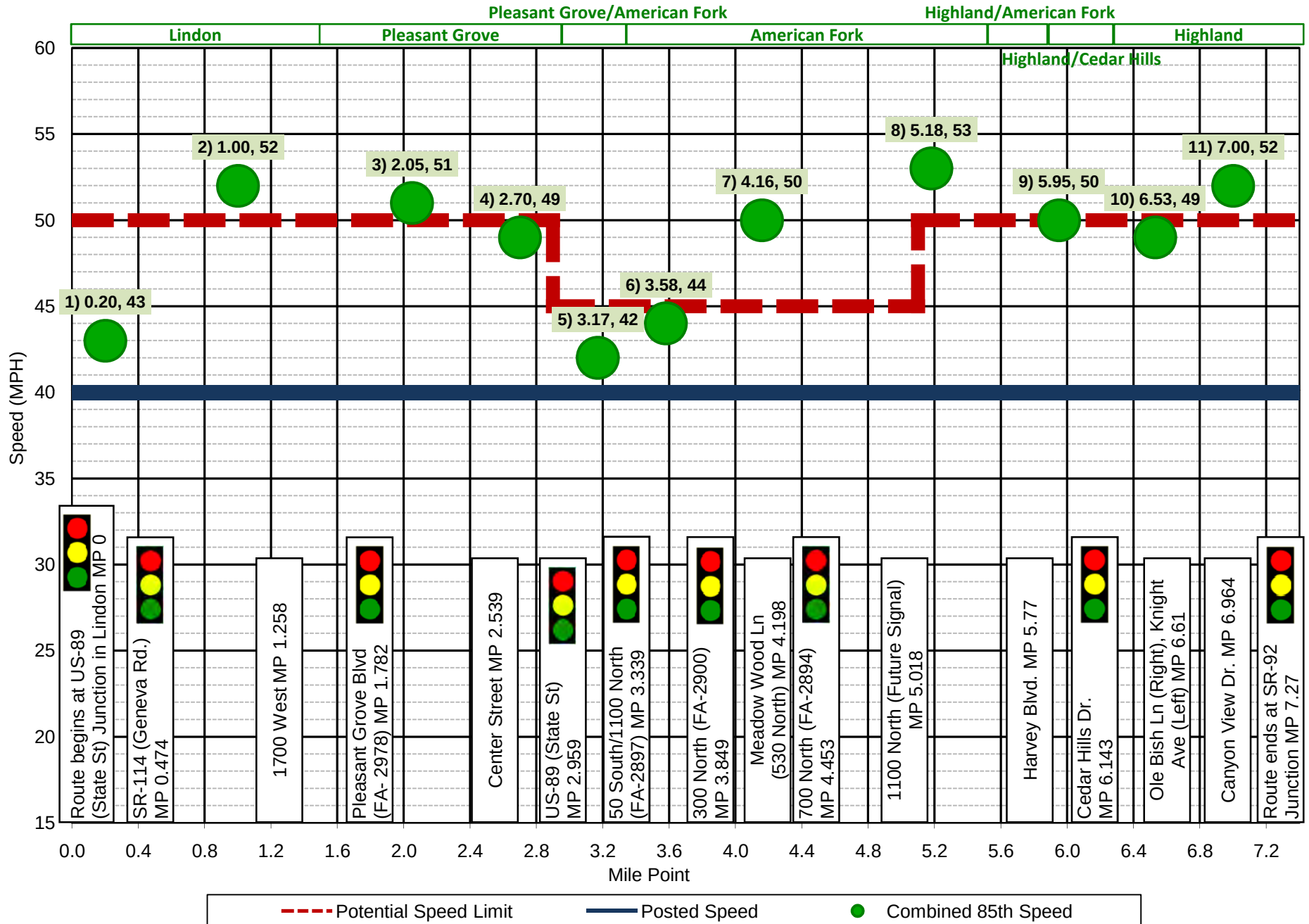


Study 610-15 (3-1916-15)

Combined (EB/WB) SR-129 85th Percentile Speed (Option 2)

Data Collection
January 21, 2015

MP 0 to 7.270 (Entire Route) -- Lindon, Pleasant Grove, American Fork, Cedar Hills, Highland

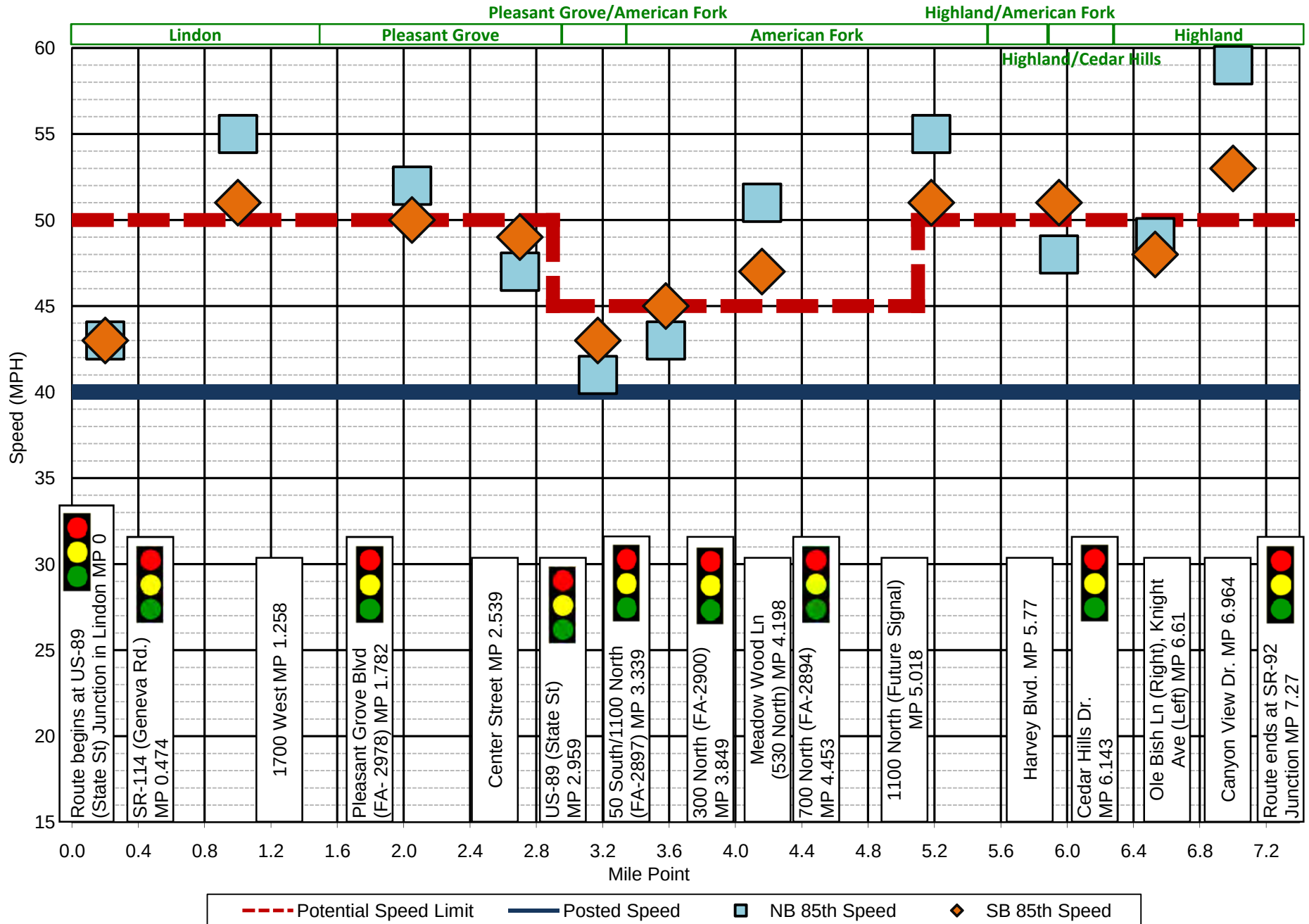


Study 610-15 (3-1916-15)

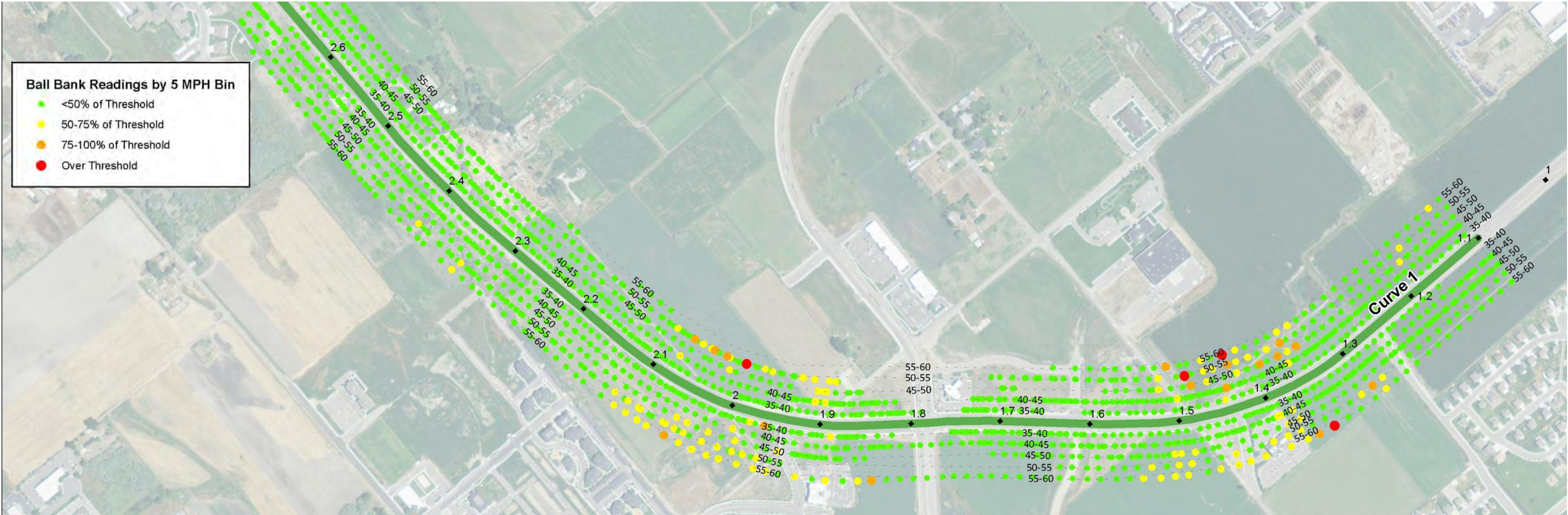
NB & SB SR-129 85th Percentile Speed (Option 2)

Data Collection
January 21, 2015

MP 0 to 7.270 (Entire Route) -- Lindon, Pleasant Grove, American Fork, Cedar Hills, Highland



SR-129 Advisory Curve 1 Study Results

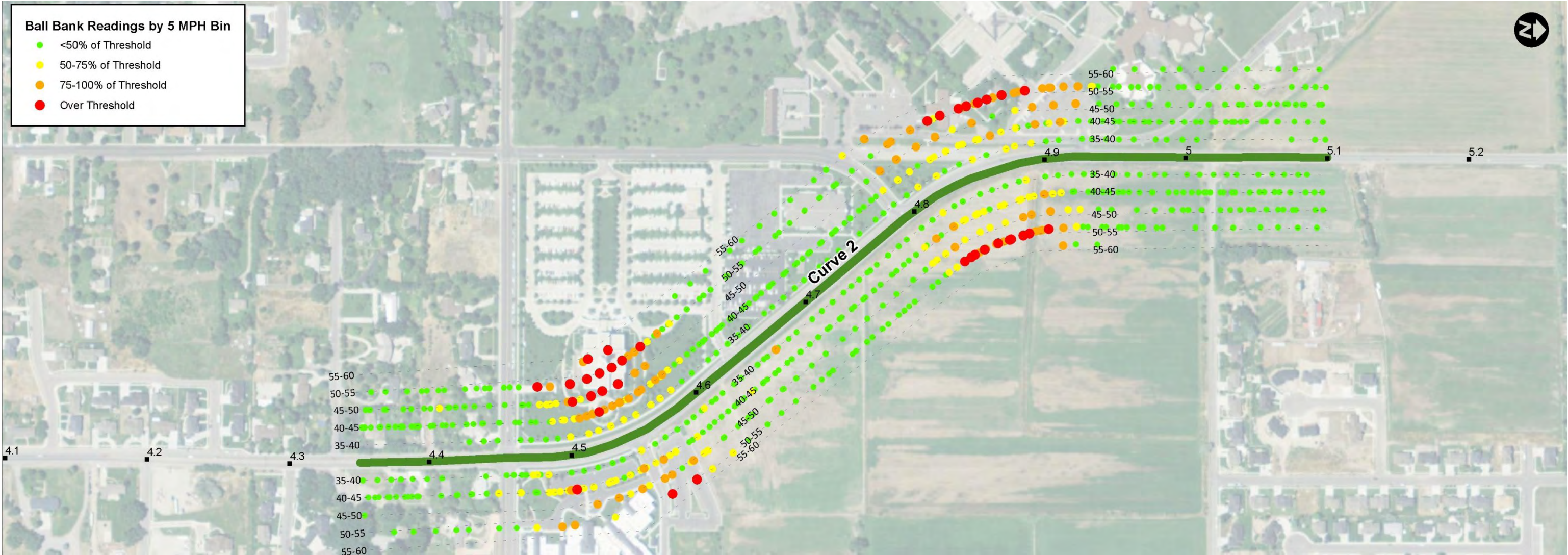


Curve			Travel Direction	Posted Speed Limit		Existing Curve Warning Signs and Advisory				Recommended Advisory Speeds			Raw Ball Bank Test Results										
ID	BMP	EMP		Existing Speed Limit	Potential Speed Limit	Curve Warning Sign(s)		Advisory Speed Plaque(s)		Chevrons (yes/no)	Advisory Speed		Chevrons ^b	30 to 35	35 to 40	40 to 45	45 to 50	50 to 55	55 to 60	60 to 65	Max Speed at Filtered BBI Reading		Max Speed
						MP	Type	MP	Type		Speed	Notes with potential speed limit									Notes with potential speed limit	BBI Filter	
1	1.10	2.70		NB / WB	40	50	none		none		none	45 ^a	Optional speed plaque	Optional chevrons		8.52 MP 1.443	10.24 MP 1.438	11.07 MP 1.341	13.79 MP 1.997	12.3 MP 1.43		4.65	56.4
	2.70	1.10	SB / EB	40	50	none		none		none	50	No speed plaque required	No chevrons required		-9.48 MP 1.96	-7.13 MP 1.395	-8.07 MP 2.037	-10.51 MP 1.297	-12.41 MP 1.349		4.65	55.7	57.2

^a Advisory speed plaque is optional because potential speed limit is 5 MPH over advised speed on curve. Plaque would be required if the speed limit was 10 MPH over the advised speed on curve.

^b Chevrons are optional if advised speed is 5 to 10 MPH below the posted speed limit. If advised speed is 15 MPH below the posted speed limit chevrons are required

SR-129 Advisory Curve 2 Study Results



Curve			Travel Direction	Posted Speed Limit		Existing Curve Warning Signs and Advisory			Recommended Advisory Speeds			Raw Ball Bank Test Results												
ID	BMP	EMP		Existing Speed Limit	Potential Speed Limit	Curve Warning Sign(s)		Advisory Speed Plaque(s)		Chevrons (yes/no)	Advisory Speed		Chevrons ^b		30 to 35	35 to 40	40 to 45	45 to 50	50 to 55	55 to 60	60 to 65	Max Speed at Filtered BBI Reading		Max Speed
						MP	Type	MP	Type		Speed	Notes with potential speed limit	Notes with potential speed limit	BBI Filter								Speed		
2	4.35	5.10	NB	40	45	none		none		none	40 ^a	Optional speed plaque	Optional chevrons		10.18 MP 4.661	-12.76 MP 4.5	-11.98 MP 4.523	15.93 MP 4.898	10.53 MP 4.907		5.40	55.7	56.1	
	5.10	4.35	SB	40	45	none		none		none	40 ^a	Optional speed plaque	Optional chevrons		-8.41 MP 4.876	12.08 MP 4.529	14.29 MP 4.511	16.16 MP 4.529	15.87 MP 4.539		5.40	55.8	59.2	

^a Advisory speed plaque is optional because potential speed limit is 5 MPH over advised speed on curve. Plaque would be required if the speed limit was 10 MPH over the advised speed on curve.

^b Chevrons are optional if advised speed is 5 to 10 MPH below the posted speed limit. If advised speed is 15 MPH below the posted speed limit chevrons are required

Utah Department of Transportation
Division of Traffic & Safety

Traffic Study Request Form

Please complete all information and email to: trafficstudysubmittal@utah.gov

- ☐ Region One
☐ Region Two
☒ Region Three
☐ Region Four
☐ Other:

Date of Request:

Initiator's Name:

Initiator's Email:

Requested Due Date:

(minimum request time is 30 calendar days)

Last Studied (if known)

Study #:

Date:

cc Completed Study To:

Study Type (Mark ALL That Apply)

☐ Traffic Signal Analysis (Warrants: 1,2,3,4,7,9)

☐ Warrant 5: School Zone (includes gap study)

☐ Warrant 6: Coordinated System

☐ Warrant 8: Roadway Network

☐ Tube Counts

☐ Intersection Turn Movements

☐ Left-turn Signal Study

☐ Protected Left (pt, pm+pt, FYA)

☐ Dual Lefts

☒ Speed Study (85th Percentile)

☒ Advisory Curve Speed

☐ No Passing/Stripping

☐ All Way Stop Warrant Study

☐ Pedestrian Study

☐ Pedestrian Crosswalk

☐ HAWK Signal Warrant

☐ Gap Study

☐ Reduced Speed School Zone

☐ School Crosswalk Zone

☐ Other:

Location

Route Number:

Cross Street/Boundaries:

City:

Beginning/Ending MP:

Study Details:
(please provide as much information as possible)

This road was transferred to UDOT jurisdiction in November 2014 and is SR-129 formerly known as North County Blvd. Please perform a speed study and advisory curve speed study for the entire route.

Assignment - (Filled out by Traffic and Safety)

Request #:

Assigned To:

Contact Name:

Contact Email:

Agreed Due Date:

Notes:

Please contact Traffic Study Support at 801-965-3880

This sheet is used to generate the Speed Profile Graph

Data Site	Mile Point	Posted Speed	85th Percentile Speed			Existing Speed Limit		Potential Speed Limit		Reference Features		
			NB	SB	NB & SB	MP	Posted Speed	MP	Posted Speed	#	MP	Feature
1	0.20	40	43	43	43	0.000	40	Option 1		1	0.000	Route begin at Junction with US-89 (State St) in Lndon
2	1.00	40	55	51	52	8.000	40	0.000	50	2	0.474	SR-114 (Geneva Rd.)
3	2.05	40	52	50	51			2.900	50	3	1.258	1700 West
4	2.70	40	47	49	49			2.900	40	4	1.782	Pleasant Grove Blvd (Route 2978)
5	3.17	40	41	43	42			5.100	40	5	2.539	Center Street
6	3.58	40	43	45	44			5.100	50	6	2.959	US-89 (State Street) & RR Crossing
7	4.16	40	51	47	50			8.000	50	7	3.103	800 North (Right), Bamburger Dr. (Left) 220 S. (Left)
8	5.18	40	55	51	53			Option 2		8	3.339	50 South Left 1100 North Right (Route 2897)
9	5.95	40	48	51	50			0.000	50	9	3.534	80 North
10	6.53	40	49	48	49			2.900	50	10	3.849	300 North (Route 2900)
11	7.00	40	59	53	52			2.900	45	11	4.198	Meadow Wood Ln (530 North)
								5.100	45	12	4.453	700 North (Route 2894)
								5.100	50	13	4.796	900 East
								8.000	50	14	5.018	1100 North (Future Signal)
										15	5.770	Harvey Blvd.
										16	6.143	Cedar Hills Dr.
										17	6.610	Ole Bish Ln (Right), Knight Ave (Left)
										18	6.964	Canyon View Dr.
										19	7.270	Route end at Junction with SR-92 (Timpanogos Hwy)

Curve 1 (MP 1.1 to MP 2.7)

Curve	1
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Filtered to BBI Exceeding 4.65 Degrees

Proposed Advisory Speed (MPH) for Curve 1		
NB	45	Min
SB	50	Min
Existing (Max Potential) Posted Speed (MPH) for Curve 1		
NB	40 (50)	Posted
SB	40 (50)	Posted
Utah MUTCD Speed vs BBI Reading Thresholds		
BBI Threshold	Speed Range	
	From MPH	To MPH
16	0	20
14	20	25
14	25	30
12	30	35
12	35	100
# MUTCD Value		
# Determine readings from comparison with MUTCD values		

Sum of Filtered Readings Exceeding Thresholds		
Dir	MPH ¹	# of Locations
NB	30	0
	35	0
	40	0
	45	1 to 2
	50	0 to 2
	55	0 to 1
	60	0
	65	0
	70	0
SB	30	0
	35	0
	40	0
	45	0
	50	1
	55	0
	60	0
	65	0
	70	0

¹ Nearest 5 MPH below "Speed Exceeding Threshold". Not necessarily equal to proposed advisory speed for curve

Max Travel Speed (MPH) for Curve 1 with BBI Exceeding 4.65 Degrees			Max Travel Speed (MPH) for Curve 1	
NB	56.4	Max	56.6	Max
SB	55.7	Max	57.2	Max

NB Highest Readings: at filtered BBI value (see above)				NB and SB data is sufficient: Drove within 5 MPH above proposed speed limit of 50 MPH
#	MP	Max Speed	Max Reading	
1	1.997	50.7	13.8	
2	1.488	51.4	12.8	
3	1.430	56.1	12.3	
4	2.029	53.6	11.2	
5	1.341	49.3	11.1	
SB Highest Readings: at filtered BBI value (see above)				
#	MP	Max Speed	Max Reading	
1	1.349	55.2	12.4	
2	1.297	50.9	10.5	
3	2.051	55.5	9.6	
4	1.846	55.5	9.4	
5	1.364	55.2	9.3	

Curve 1 (MP 1.1 to MP 2.7)

Curve 1

Filtered to BBI Exceeding 4.65 Degrees

Dir	MP	Speed Bin Desc	Speed	Speed Exceeding Threshold	Ballbank Reading	Nearest 5 MPH below "Speed Exceeding Threshold"	Adjusted Advisory Speed for Nearest 5 MPH Below Threshold
NB	1.120	55 to 60	55.2	--	6.7		
	1.175	50 to 55	51.7		6.2		
	1.185	45 to 50	45.2		7.4		
	1.292	55 to 60	56.4		4.7		
	1.299	45 to 50	49.5		4.7		
	1.307	55 to 60	56.2		5.0		
	1.309	40 to 45	44.8		5.6		
	1.319	50 to 55	51.3		5.9		
	1.323	45 to 50	49.3		5.2		
	1.332	50 to 55	51.3		4.9		
	1.338	55 to 60	55.9		7.5		
	1.341	45 to 50	49.3		11.1		
	1.353	55 to 60	55.9		8.5		
	1.354	45 to 50	49.4		6.4		
	1.357	50 to 55	51.4		10.5		
	1.358	40 to 45	40.8		4.9		
	1.359		44.6		6.6		
	1.368	45 to 50	49.4		10.3		
	1.369	55 to 60	56.1		5.8		
	1.376	50 to 55	51.6		8.9		
	1.390		51.7		5.2		
	1.391	45 to 50	49.6		9.2		
	1.400	55 to 60	56.3		5.1		
	1.404	50 to 55	51.7		6.1		
	1.415	55 to 60	56.3		7.6		
	1.415	40 to 45	41.3		5.1		
	1.418	50 to 55	51.5		6.2		
	1.421	45 to 50	45.1		7.9		
	1.423		49.6		5.2		
	1.428	50 to 55	51.5		9.4		
	1.430	55 to 60	56.1	56.1	12.3	55	50 or 55
	1.438	40 to 45	41.1	--	10.2		
	1.442		42.0		4.8		
	1.445		44.7		5.0		
	1.447	50 to 55	51.3		6.7		
	1.451	45 to 50	49.4		5.2		
	1.458	40 to 45	44.5		4.9		
	1.460	45 to 50	49.4		6.3		
	1.461	40 to 45	40.8		4.9		
	1.461	50 to 55	51.3		7.9		
	1.462	55 to 60	55.9		7.2		
	1.470	40 to 45	44.5		4.9		
	1.478	45 to 50	49.3		9.8		
	1.483	40 to 45	40.7		4.8		
	1.488	50 to 55	51.4	51.4	12.8	50	45 or 50
	1.496	40 to 45	44.5	--	5.5		
	1.497	50 to 55	51.4		5.5		
	1.499	40 to 45	41.5		6.1		
	1.505	45 to 50	49.5		5.7		
	1.508	55 to 60	56.0		10.0		
	1.510	40 to 45	41.7		5.4		
	1.518	50 to 55	51.6		6.7		
	1.519	45 to 50	49.7		6.1		
	1.529				4.8		
	1.532	50 to 55	51.6		5.9		
	1.539	55 to 60	56.3	--	5.2		
	1.554		56.4		4.8		
	1.880	50 to 55	50.4		5.6		
	1.882		50.2		6.3		
	1.882	45 to 50	48.4		5.6		
	1.890	40 to 45	44.7		5.6		
	1.894	50 to 55	52.3		6.9		
	1.896	45 to 50	49.8		7.8		
	1.896	40 to 45	41.0		6.6		
	1.898		40.6		6.0		
	1.899	45 to 50	49.6		6.4		
	1.901	40 to 45	44.1		4.9		

Curve 1 (MP 1.1 to MP 2.7)

Curve 1

Filtered to BBI Exceeding 4.65 Degrees

Dir	MP	Speed Bin Desc	Speed	Speed Exceeding Threshold	Ballbank Reading	Nearest 5 MPH below "Speed Exceeding Threshold"	Adjusted Advisory Speed for Nearest 5 MPH Below Threshold	
	1.905	45 to 50	49.8		6.6			
	1.906	40 to 45	40.9		6.1			
	1.908		40.7		6.2			
	1.912	50 to 55	53.5		8.1			
	1.921	40 to 45	44.4		5.0			
	1.924	50 to 55	51.2		5.7			
	1.925		51.7		7.5			
	1.925		53.5		6.7			
	1.931	40 to 45	40.8		5.3			
	1.952	50 to 55	51.9		5.1			
	1.965				7.2			
	1.969				4.7			
	1.976		51.9		6.8			
	1.983		50.9		5.5			
	1.986		53.1		5.5			
	1.997		50.7		50.7	13.8	50	45
	1.998	40 to 45	41.2		--	5.0		
	2.014	50 to 55	52.9			4.8		
	2.018	45 to 50	47.0	6.6				
	2.021	50 to 55	50.7	5.8				
	2.025		52.1	6.1				
	2.029		53.6	11.2				
	2.031	45 to 50	47.2	5.7				
	2.036	40 to 45	41.0	5.3				
	2.039	50 to 55	52.2	5.4				
	2.044		54.2	10.2				
		45 to 50	47.3	5.4				
	2.047	50 to 55	52.2	6.1				
	2.051		51.4	7.1				
	2.053	45 to 50	47.3	4.9				
	2.062	50 to 55	54.5	7.7				
	2.063		51.6	5.2				
	2.070		52.2	5.6				
	2.076		53.7	10.6				
	2.080	40 to 45	41.0	6.0				
	2.098	50 to 55	52.0	6.8				
	2.122		50.1	5.0				
	2.338	40 to 45	44.6	4.9				
	2.339	50 to 55	52.0	4.8				
	2.545		52.1	5.2				
	2.788	40 to 45	44.7	4.7				
	2.799	45 to 50	45.6	4.9				
	2.841	40 to 45	43.3	6.3				
	2.864	45 to 50	45.2	5.0				
	0.541	40 to 45	40.5	--		6.5		
	0.576	45 to 50	45.6			7.3		
	0.583		45.8		4.9			
	0.759				5.3			
	0.846		45.3		5.8			
	0.858		46.5		5.1			
	0.919	55 to 60	55.2		7.6			
	0.955	40 to 45	41.2		4.8			
	1.044	50 to 55	51.9		5.9			
	1.047	40 to 45	41.5		8.0			
	1.052	45 to 50	46.6		6.7			
	1.055	40 to 45	41.1		4.7			
	1.220	45 to 50	46.9		5.6			
	1.280	40 to 45	44.2		4.7			
	1.283	50 to 55	50.9		6.3			
	1.283	40 to 45	41.2		4.8			
	1.288		42.0		5.4			
	1.288	55 to 60	55.6		6.2			
	1.292	40 to 45	42.5		4.7			
	1.297	50 to 55	50.9		10.5			
	1.302	55 to 60	55.5		4.7			
		40 to 45	41.8		5.8			
	1.310	50 to 55	50.9		7.9			

Curve 1 (MP 1.1 to MP 2.7)

Curve 1

Filtered to BBI Exceeding 4.65 Degrees

Dir	MP	Speed Bin Desc	Speed	Speed Exceeding Threshold	Ballbank Reading	Nearest 5 MPH below "Speed Exceeding Threshold"	Adjusted Advisory Speed for Nearest 5 MPH Below Threshold	
SB	1.311	45 to 50	46.9		4.8			
	1.314	40 to 45	40.9		5.7			
	1.323	45 to 50	47.0		5.4			
	1.334	55 to 60	55.3		5.9			
	1.336	45 to 50	46.9		5.5			
	1.349	55 to 60	55.2	55.2	12.4	55	50	
	1.361	45 to 50	46.8		5.0			
	1.364	55 to 60	55.2		9.3			
	1.365	50 to 55	50.6		5.7			
	1.374	45 to 50	46.7		6.6			
	1.376	55 to 60	55.2		8.2			
	1.377	40 to 45	40.4		4.7			
	1.378		41.3		6.5			
	1.379	50 to 55	50.7		8.6			
	1.387	45 to 50	46.6		7.2			
	1.389	40 to 45	41.5		5.4			
	1.391		40.5		6.2			
	1.393	50 to 55	50.7		8.6			
	1.394	55 to 60	55.3		8.6			
	1.395	40 to 45	40.5		7.1			
	1.399	45 to 50	46.6		5.4			
	1.401	40 to 45	41.7		5.1			
	1.406		40.7		5.4			
	1.408	50 to 55	50.7		6.2			
	1.420	55 to 60	55.5		6.5			
	1.421	50 to 55	50.8		4.7			
	1.435	55 to 60	55.6		7.4			
	1.437	40 to 45	43.9		5.1			
	1.449	50 to 55	51.1		6.3			
	1.449	55 to 60	55.7		7.1			
	1.462	50 to 55	51.0		5.9			
	1.463	45 to 50	47.1		4.7			
	1.466	55 to 60	55.6		7.1			
	1.480	40 to 45	41.6		5.0			
	1.481	55 to 60	55.5		5.7			
	1.487	45 to 50	46.9		7.2			
		40 to 45	40.2		5.6			
	1.490	50 to 55	50.9		7.0			
	1.495	55 to 60	55.4		7.4			
	1.496	40 to 45	40.2		5.4			
	1.500	45 to 50	47.9		5.3			
	1.501		46.8		6.9			
	1.505	50 to 55	50.9		7.3			
	1.507	40 to 45	40.2		4.9			
	1.508	45 to 50	47.9		6.1			
	1.510	55 to 60	55.4		8.1			
	1.516	40 to 45	40.3		5.2			
	1.519	50 to 55	50.9		5.6			
	1.521	45 to 50	48.7		5.5			
	1.524	55 to 60	55.3		8.2			
	1.528	40 to 45	41.3		5.6			
	1.531	50 to 55	50.8		7.0			
	1.534	45 to 50	49.4		5.2			
	1.541	55 to 60	55.2		6.5			
	1.544	45 to 50	46.6		5.1			
	1.547		49.3		5.1			
	1.547	50 to 55	50.6		5.8			
	1.553	45 to 50	46.6		4.9			
	1.556	55 to 60	55.1		4.7			
	1.655	45 to 50	46.4		5.4			
	1.799	55 to 60	55.3		5.1			
	1.846		55.5		9.4			
	1.861				8.7			
	1.862	45 to 50	46.0		4.9			
	1.888	55 to 60	55.5		7.4			
	1.900	45 to 50	46.4		4.9			
	1.902		55.5		4.9			

Curve 1 (MP 1.1 to MP 2.7)

Curve 1

Filtered to BBI Exceeding 4.65 Degrees

Dir	MP	Speed Bin Desc	Speed	Speed Exceeding Threshold	Ballbank Reading	Nearest 5 MPH below "Speed Exceeding Threshold"	Adjusted Advisory Speed for Nearest 5 MPH Below Threshold
	1.918	55 to 60	55.4	--	7.4		
	1.934						
	1.939	45 to 50	45.9		6.5		
	1.948	50 to 55	51.4		5.3		
	1.948	55 to 60	55.4		8.9		
	1.961	50 to 55	51.4		6.6		
	1.962	55 to 60	55.4		7.4		
	1.965	50 to 55	51.4		5.9		
	1.973		51.5		6.7		
	1.974	45 to 50	45.9		5.9		
	1.976	55 to 60	55.3		8.1		
	1.986	50 to 55	51.5		7.2		
		45 to 50	46.0		6.7		
	1.992	40 to 45	41.4		6.1		
	1.998	55 to 60	55.4		6.8		
	2.002	45 to 50	46.0		4.9		
	2.003	50 to 55	51.4		5.4		
	2.004				7.0		
	2.009	55 to 60	55.4		7.2		
	2.010	40 to 45	41.3		5.2		
	2.013	45 to 50	46.0		6.8		
	2.016	50 to 55	51.3		7.1		
	2.016		51.8		6.9		
	2.021	55 to 60	55.4		9.0		
		40 to 45	41.3		5.2		
	2.029	50 to 55	52.5		6.0		
	2.033	40 to 45	41.3		4.7		
	2.036	50 to 55	51.3		7.9		
	2.036	55 to 60	55.4		7.3		
	2.037	45 to 50	46.0		8.1		
	2.043	50 to 55	53.2		5.9		
	2.045	40 to 45	41.3		4.8		
	2.046	50 to 55	51.3		6.7		
	2.048	45 to 50	46.0		7.7		
	2.051	55 to 60	55.5		9.6		
	2.056	50 to 55	53.8		6.3		
		40 to 45	41.4		5.9		
	2.059	50 to 55	51.2		6.6		
	2.064	45 to 50	46.0		4.7		
	2.072	55 to 60	55.5		8.0		
		50 to 55	51.3		5.2		
	2.074				54.3	5.6	
	2.075	45 to 50	45.9		5.5		
	2.076	40 to 45	41.3		5.5		
	2.082	55 to 60	55.5		7.5		
	2.085	50 to 55	51.3		6.2		
	2.087	45 to 50	45.9		5.3		
	2.088	50 to 55	54.1		8.1		
	2.090	40 to 45	41.4		4.8		
	2.097	55 to 60	55.5		7.0		
	2.099	45 to 50	45.9		5.0		
	2.101	40 to 45	41.4		4.7		
	2.102	50 to 55	53.2		8.5		
	2.106		51.2		6.0		
	2.110	55 to 60	55.4		6.4		
		45 to 50	46.0		5.5		
	2.116	50 to 55	52.7		7.5		
	2.335	40 to 45	40.5		5.3		
	2.337	50 to 55	52.4		6.2		
	2.340	55 to 60	55.4		6.2		
	2.360	40 to 45	41.6		4.7		
	2.367	50 to 55	51.2		5.0		
	2.398		51.3		6.3		
	2.399	45 to 50	46.0		5.0		
	2.596	50 to 55	52.6		5.4		

Curve 2 (MP 4.35 to MP 5.1)

Curve	2
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Filtered to BBI Exceeding 5.40 Degrees

Proposed Advisory Speed (MPH) for Curve 2		
NB	40	Min
SB	40	Min
Existing (Max Potential) Posted Speed (MPH) for Curve 2		
NB	40 (50)	Posted
SB	40 (50)	Posted
Utah MUTCD Speed vs BBI Reading Thresholds		
BBI	Speed Range	
Threshold	From MPH	To MPH
16	0	20
14	20	25
14	25	30
12	30	35
12	35	100
# MUTCD Value		
# Determine readings from comparison with MUTCD values		

Sum of Filtered Readings Exceeding Thresholds		
Dir	MPH ¹	# of Locations
NB	30	0
	35	0
	40	1
	45	2 to 7
	50	5 to 10
	55	0
	60	0
	65	0
	70	0
SB	30	0
	35	0
	40	1 to 3
	45	5 to 10
	50	11 to 14
	55	4
	60	0
	65	0
	70	0

¹ Nearest 5 MPH below "Speed Exceeding Threshold". Not necessarily equal to proposed advisory speed

Max Travel Speed (MPH) for Curve 2 with BBI Exceeding 5.40 Degrees			Max Travel Speed (MPH) for Curve 2	
NB	55.7	Max	56.1	Max
SB	55.8	Max	59.2	Max

NB Readings near 12 degrees: at filtered BBI value (see above)				NB and SB data is sufficient: Drove within 5 MPH above existing or proposed posted speed limit
#	MP	Max Speed	Max Reading	
1	4.809	52.3	12.1	
2	4.845	52.7	12.0	
3	4.873	51.4	12.0	
4	4.523	47.2	12.0	
5	4.834	52.3	11.9	
SB readings near 12 degrees: at filtered BBI value (see above)				
#	MP	Max Speed	Max Reading	
1	4.551	49.5	12.7	
2	4.835	54.6	12.6	
3	4.867	51.7	12.6	
4	4.569	54.5	12.5	
5	4.844	54.6	12.4	
6	4.505	54.2	12.3	
7	4.590	51.6	12.3	
8	4.858	55.0	12.2	
9	4.895	51.7	12.2	
10	0.000	43.8	12.1	
11	4.575	51.6	11.9	

Curve 2 (MP 4.35 to MP 5.1)

Curve 2

Filtered to BBI Exceeding 5.40 Degrees

Dir	MP	Speed Bin Desc	Speed	Speed Exceeding Threshold	Ballbank Reading	Nearest 5 MPH below "Speed Exceeding Threshold"	Adjusted Advisory Speed for Nearest 5 MPH Below Threshold
NB	4.447	40 to 45	41.5	--	8.3		
	4.463		42.1		6.2		
	4.464	30 to 35	34.7		9.8		
	4.473	35 to 40	37.6		7.2		
	4.475	50 to 55	52.3		8.9		
	4.475	35 to 40	38.7		7.3		
	4.475	40 to 45	42.5		5.5		
	4.484	35 to 40	36.2		9.0		
	4.484	40 to 45	40.4		8.9		
	4.486		42.7		6.0		
			42.8		6.3		
	4.487	50 to 55	51.6		10.6		
	4.489	40 to 45	41.5		8.3		
	4.494		42.4		7.7		
	4.495	50 to 55	41.9		6.8		
	4.496		51.6		10.5		
	4.496	40 to 45	43.1		11.9		
	4.497				9.9		
	4.500				44	12.8	40
	4.504	45 to 50	41.9	--	7.2		
	4.505		43.1		6.4		
	4.510		45 to 50		45.7	10.4	
		40 to 45	42.8		7.1		
			43.4		6.1		
	4.516	50 to 55	50.1		7.0		
	4.519	40 to 45	42.2		6.4		
	4.521		44.3		7.4		
	4.522		43.3		8.8		
	4.523	45 to 50	47.2		12.0		
	4.524	40 to 45	42.8		7.5		
	4.529	45 to 50	49.0		6.5		
		40 to 45	42.2		5.8		
	43.9		6.6				
	4.532		42.8		8.5		
	4.536	45 to 50	49.1		9.2		
	4.540	40 to 45	42.2		6.2		
	4.541	45 to 50	47.9		6.7		
	4.543	40 to 45	43.6		10.4		
	4.543		44.3		8.4		
	4.544		43.4		8.2		
	4.547	35 to 40	36.6		6.1		
	4.552	40 to 45	42.3		8.1		
	4.553	45 to 50	46.9		9.3		
	4.554	50 to 55	50.4	50.4	12.3	50	45 or 50
	4.556	45 to 50	45.6	--	10.1		
		40 to 45	43.3		8.1		
	44.3		9.1				
	4.559		42.3		8.1		
	4.564	43.3	7.7				
	4.566	50 to 55	51.1		51.1	12.9	50
	4.569	45 to 50	45.3	--	8.7		
	4.571		46.5		11.1		
	4.576	40 to 45	42.1		5.5		
	4.579	50 to 55	51.7		9.0		
	4.580	45 to 50	45.3		8.3		
			47.1		7.2		
	4.582	40 to 45	43.0		6.5		
	42.0		5.8				
	4.586	50 to 55	51.1		7.5		
	4.597	35 to 40	36.5		8.4		
	4.631	40 to 45	41.2		7.0		
	4.661	35 to 40	36.5		10.2		
	4.670	30 to 35	34.4		9.9		
	4.705	50 to 55	54.8		5.5		
	4.785	45 to 50	46.8		8.3		
	4.789	40 to 45	41.1		7.3		
	4.791	45 to 50	46.7		7.3		

Curve 2 (MP 4.35 to MP 5.1)

Curve 2

Filtered to BBI Exceeding 5.40 Degrees

Dir	MP	Speed Bin Desc	Speed	Speed Exceeding Threshold	Ballbank Reading	Nearest 5 MPH below "Speed Exceeding Threshold"	Adjusted Advisory Speed for Nearest 5 MPH Below Threshold
	4.793	40 to 45	42.3		5.9		
	4.795	50 to 55	51.8		8.9		
	4.800	45 to 50	48.7		8.2		
	4.801	40 to 45	42.3		9.1		
	4.802	50 to 55	50.7		7.0		
	4.809	50 to 55	52.3	52.3	12.1	50	
	4.809	45 to 50	46.4	--	10.0		
	4.814	50 to 55	50.6	50.6	12.2	50	45 or 50
	4.816	50 to 55	50.7	--	10.6		
	4.816	35 to 40	36.0		7.1		
	4.817	40 to 45	40.6		9.9		
	4.818	45 to 50	46.4		7.7		
	4.818	40 to 45	41.8		7.3		
	4.824	50 to 55	52.3	52.3	13.9	50	45 or 50
	4.827	50 to 55	50.7	--	11.7		
	4.827	35 to 40	35.9		5.7		
	4.828	40 to 45	40.5		7.3		
	4.829	40 to 45	41.8		8.3		
	4.831	50 to 55	51.8	51.8	12.3	50	
	4.834	50 to 55	52.3	--	11.9		
	4.834	35 to 40	35.9		5.5		
	4.836	45 to 50	46.0		7.1		
	4.839	40 to 45	40.6		7.7		
	4.840	40 to 45	41.7		7.2		
	4.845	50 to 55	52.7	52.7	12.0	50	
	4.846	50 to 55	51.0	--	11.8		
	4.846	40 to 45	40.6		6.3		
	4.848	45 to 50	45.9		6.7		
	4.849	35 to 40	36.1		6.0		
	4.854	50 to 55	52.2		11.4		
	4.859	50 to 55	53.5	53.5	13.9	50	
	4.860	50 to 55	51.2	51.2	14.0	50	45
	4.860	45 to 50	46.2	--	8.7		
	4.860	40 to 45	41.8		8.2		
	4.863	40 to 45	40.8		6.0		
	4.867	35 to 40	36.2		5.5		
	4.869	50 to 55	52.1	52.1	13.7	50	45 or 50
	4.873	50 to 55	51.4	--	12.0		
	4.873	45 to 50	46.3		9.0		
	4.873	50 to 55	54.2	54.2	13.2	50	
	4.876	40 to 45	40.9	--	7.4		
	4.876	40 to 45	41.9		7.9		
	4.881	45 to 50	46.3		9.6		
	4.884	50 to 55	52.1		11.7		
	4.884	40 to 45	41.0		7.4		
	4.884	35 to 40	36.3		6.0		
	4.887	50 to 55	51.7		10.1		
	4.887	40 to 45	41.9		6.1		
	4.889	50 to 55	55.0		11.0		
	4.896	40 to 45	41.0		9.1		
	4.897	50 to 55	51.7		11.0		
	4.897	40 to 45	42.0		8.3		
	4.898	50 to 55	51.8	51.8	15.9	50	45
	4.901	45 to 50	46.7	--	9.9		
	4.903	40 to 45	41.0		6.9		
	4.907	55 to 60	55.7		10.5		
	4.908	35 to 40	36.5		5.9		
	4.909	50 to 55	51.8		11.1		
	4.909	40 to 45	42.1		7.0		
	4.913	45 to 50	46.7		6.6		
	4.918	50 to 55	52.0		9.0		
	4.925	45 to 50	46.9		6.2		
	4.407	45 to 50	45.4		7.3		
	4.443	45 to 50	46.2		5.6		
	4.476	50 to 55	53.0	53	12.9	50	
	4.478	45 to 50	47.3		8.5		
	4.482	45 to 50	49.5		6.9		

Curve 2 (MP 4.35 to MP 5.1)

Curve

2

Filtered to BBI Exceeding 5.40 Degrees

Dir	MP	Speed Bin Desc	Speed	Speed Exceeding Threshold	Ballbank Reading	Nearest 5 MPH below "Speed Exceeding Threshold"	Adjusted Advisory Speed for Nearest 5 MPH Below Threshold
SB	4.488	40 to 45	42.4	--	5.9		
	4.490	45 to 50	45.4		8.7		
	4.490	40 to 45	41.4		7.9		
	4.491	50 to 55	53.5		9.2		
	4.493	45 to 50	45.2		8.1		
	4.496	40 to 45	41.4		7.8		
	4.498		42.0		6.9		
	4.501	35 to 40	37.3		6.2		
	4.502	45 to 50	49.5		10.5		
	4.505	40 to 45	44.3		8.9		
	4.505	50 to 55	54.2	54.2	12.3	50	
	4.506	45 to 50	45.5	--	7.3		
	4.507	40 to 45	41.2		7.8		
	4.508		42.1		9.8		
	4.511	45 to 50	49.5	49.5	14.3	45	40 or 45
	4.516	35 to 40	37.2	--	6.2		
	4.517	45 to 50	48.4		8.9		
	4.518	40 to 45	43.1		11.7		
	4.519		41.2		8.0		
	4.522		42.3		11.1		
	4.523	35 to 40	37.2		7.5		
	4.525	45 to 50	49.4	49.4	13.8	45	40 or 45
	4.527	55 to 60	55.3	--	10.2		
	4.529	50 to 55	51.2	51.2	16.2	50	45
		40 to 45	41.1	--	7.5		
			43.8	43.8	12.1	40	
	4.534	35 to 40	37.2	--	6.2		
	4.534	40 to 45	42.4		9.3		
	4.539	45 to 50	49.3	49.3	12.9	45	
	4.539	55 to 60	55.3	55.3	15.9	55	45
	4.541	40 to 45	44.5	--	9.3		
	4.542	50 to 55	51.5	51.5	14.0	50	45 or 50
	4.544	35 to 40	37.2	--	7.4		
	4.546	40 to 45	42.5		9.6		
	4.547		41.1		10.0		
	4.551	45 to 50	49.5	49.5	12.7	45	
	4.551	40 to 45	44.6	--	7.1		
	4.553	35 to 40	37.2		6.6		
	4.554	40 to 45	41.1		8.0		
	4.555	55 to 60	55.1	55.1	14.8	55	50
	4.558	40 to 45	42.5	--	9.4		
	4.560	50 to 55	51.5	51.5	13.0	50	45
	4.566	40 to 45	41.1	--	10.9		
	4.568		44.6		8.9		
	4.568	35 to 40	37.3		7.7		
	4.569	40 to 45	42.5		9.7		
	4.569	50 to 55	54.5	54.5	12.5	50	
	4.572	45 to 50	50.0	--	11.5		
	4.575	50 to 55	51.6		11.9		
	4.576	35 to 40	37.3		8.0		
	4.577	40 to 45	41.1		8.9		
	4.582	45 to 50	50.0		10.9		
		40 to 45	42.5		10.7		
	4.584	50 to 55	53.8		10.9		
	4.587	35 to 40	37.4		7.0		
	4.588	40 to 45	41.0		6.3		
	4.589		44.7		10.8		
	4.590	50 to 55	51.6	51.6	12.3	50	
	4.594	40 to 45	42.6	--	7.0		
	4.596	50 to 55	50.7		8.2		
	4.604		54.5		11.2		
	4.605	40 to 45	40.9		7.8		
	4.615	50 to 55	54.5		6.3		
	4.786	55 to 60	55.8		7.0		
	4.791	40 to 45	42.0		6.2		
	4.796	45 to 50	45.2		6.0		
	4.796		49.6		10.6		

Curve 2 (MP 4.35 to MP 5.1)

Curve 2

Filtered to BBI Exceeding 5.40 Degrees

Dir	MP	Speed Bin Desc	Speed	Speed Exceeding Threshold	Ballbank Reading	Nearest 5 MPH below "Speed Exceeding Threshold"	Adjusted Advisory Speed for Nearest 5 MPH Below Threshold
	4.800	55 to 60	55.3	--	9.2		
	4.803	40 to 45	40.9		8.2		
	4.811	45 to 50	49.7		11.3		
	4.812		45.3		6.9		
	4.812	50 to 55	51.7		9.3		
	4.812	35 to 40	37.4		6.2		
	4.813	40 to 45	41.0		6.8		
	4.815	50 to 55	54.7		11.4		
	4.819	40 to 45	42.1		5.7		
	4.823	45 to 50	49.6		10.6		
	4.824		45.6		8.5		
	4.825	50 to 55	51.7		11.2		
	4.826	35 to 40	37.3		6.8		
	4.827	40 to 45	42.1		7.7		
	4.831		41.0		8.1		
	4.833	35 to 40	37.3		5.7		
	4.835	50 to 55	54.6	54.6	12.6	50	
	4.835	45 to 50	49.9	--	10.9		
	4.836		45.7		9.8		
	4.838	40 to 45	41.0		7.6		
	4.838		42.1		7.7		
	4.839	50 to 55	51.6		7.2		
	4.844		54.6	54.6	12.4	50	
	4.846	45 to 50	46.1	--	8.5		
	4.847	40 to 45	41.1		8.1		
		42.1	8.0				
	4.851	35 to 40	37.3		6.3		
	4.852	50 to 55	51.6	51.6	13.8	50	45 or 50
	4.856		50.3	--	11.4		
	4.857	40 to 45	41.1		9.0		
	4.858	50 to 55	55.0	55	12.2	55	50
		45 to 50	46.3	--	10.6		
	4.859	40 to 45	42.2		8.2		
	4.861	35 to 40	37.3		5.6		
	4.864	50 to 55	50.3		10.8		
	4.867		51.7	51.7	12.6	50	
	4.868	40 to 45	41.0	--	9.7		
	4.873	50 to 55	55.0	55	14.6	55	50
	4.876	40 to 45	42.2	--	6.5		
		35 to 40	37.1		8.4		
	4.878	50 to 55	50.3		9.9		
	4.881		51.7	51.7	13.2	50	45 or 50
	4.881	35 to 40	37.1	--	6.5		
		4.883	40 to 45		42.2	8.2	
	4.885	45 to 50	46.6		8.3		
	4.887	50 to 55	54.8		11.8		
	4.890		50.4		11.7		
	4.892	35 to 40	37.0		7.9		
	4.895	50 to 55	51.7	51.7	12.2	50	
	4.896	45 to 50	46.6	--	9.5		
		40 to 45	42.1		10.5		
	4.902	50 to 55	50.4		10.3		
	4.905	40 to 45	42.0		8.3		
	4.907	50 to 55	54.6		11.1		
	4.909		51.7		11.1		
	4.909	45 to 50	46.6		10.0		
	4.913	40 to 45	41.2		10.1		
	4.916		41.8		6.9		
	4.918	50 to 55	54.6		11.5		
	4.921	45 to 50	46.6		10.0		
	4.923	50 to 55	51.6		10.7		
			51.8		6.3		
	4.923	40 to 45	41.2		5.6		
		50 to 55	54.6		7.7		
	4.932		50 to 55		54.6	7.7	
4.933	50 to 55	51.8	6.5				

Data Collection Details	Data Collection Site (Milepoint/Direction)								
	WB 0.2	EB 0.2	SB 3.17	SB 3.58	SB 5.95	NB 6.53	SB 6.53	NB 7	SB 7
	CLEAR SKY	CLEAR SKY	CLEAR SKY	CLEAR SKY	CLEAR SKY	CLEAR SKY	CLEAR SKY	CLEAR SKY	CLEAR SKY
	MIKE B	MIKE B	MIKE B	MIKE B	MIKE B	MIKE M	MIKE M	MIKE B	MIKE B
	01/21/15	01/21/15	01/21/15	01/21/15	01/21/15	01/21/15	01/21/15	01/21/15	01/21/15
	11:31:27 AM	11:03:37 AM	10:28:46 AM	9:54:41 AM	9:36:23 AM	3:33:39 PM	3:43:35 PM	9:01:11 AM	9:18:43 AM
	11:49:16 AM	11:29:03 AM	10:54:11 AM	10:12:42 AM	9:49:18 AM	3:42:11 PM	3:52:41 PM	9:16:37 AM	9:31:20 AM
Speed Shots	1) MP 0.2		5) MP 3.17	6) MP 3.58	9) MP 7.05	10) MP 6.53		11) MP 7.0	
	NB/WB	SB/EB	SB	SB	SB	NB	SB	NB	SB
1	35	37	36	45	48	45	45	47	55
2	38	37	39	45	47	51	47	50	44
3	39	37	41	40	49	45	43	44	51
4	41	41	41	50	50	47	43	43	50
5	37	45	40	37	47	52	47	44	45
6	36	37	37	39	41	51	48	48	45
7	38	36	41	41	53	43	49	49	47
8	45	41	43	41	54	49	48	40	52
9	38	40	42	37	43	41	52	43	53
10	38	36	37	40	50	44	53	45	52
11	38	38	48	43	46	41	40	47	52
12	39	39	42	41	51	52	41	45	49
13	34	35	42	39	48	41	43	46	46
14	37	48	41	36	43	43	45	49	46
15	39	38	39	39	44	42	46	43	48
16	41	37	41	40	45	46	44	46	50
17	44	38	39	41	43	42	44	48	47
18	46	41	41	38	43	43	41	42	47
19	40	38	41	41	49	45	39	45	51
20	39	38	35	42	47	42	42	51	54
21	42	39	41	40	44	58	44	48	53
22	50	33	43	44	50	41	44	42	50
23	47	43	45	45	40	46	46	44	52
24	36	38	39	45	51	38	46	45	46
25	32	41	37	36	46	45	50	49	47
26	33	39	38	40	53	45	54	48	42
27	38	33	43	39	54	44	54	50	45
28	39	40	41	41	53	41	41	43	49
29	41	41	37	46	50	44	45	49	48
30	36	40	37	38	46	41	49	47	54
31	38	38	40	42	43	45	42	42	47
32	40	42	41	37	45	41	43	47	38
33	41	37	41	42	42	48	41	49	46
34	40	42	38	42	41	49	44	46	48
35	34	37	38	45	40	47	43	41	43
36	43	44	38	44	50	42	44	46	47
37	38	45	38	45	51	47	47	43	54
38	41	47	46	47	51	44	50	46	53
39	43	45	41	42	54	41	51	49	52
40	35	41	43	46	53	44	44	44	47
41	41	38	41	39	53	42	46	46	44
42	42	36	37	35	41	46	42	46	47
43	39	39	38	37	43	47	44	46	50
44	41	30	38	35	44	38	45	43	51
45	44	41	39	36	42	42	45	42	52
46	37	47	41	40	44	44	47	46	49
47	33	45	37	42	48	47	44	49	50
48	41	37	48	39	49	48	46	53	51
49	38	31	38	42	47	42	44	47	43
50	41	48	39	35	46	51	45	48	56
51	34	43	37	42	46	49	42	46	55
52	45	44	41	42	50	49	41	49	48
53	46	41	41	40	49	51	43	49	45
54	47	38	43	41	50	42	38	48	51
55	33	34	43	35	47	45	36	50	54
56	31	39	38	36	43	37	39	49	48

Speed Shots	1) MP 0.2		5) MP 3.17	6) MP 3.58	9) MP 7.05	10) MP 6.53		11) MP 7.0	
	NB/WB	SB/EB	SB	SB	SB	NB	SB	NB	SB
57	35	35	38	40	45	45	44	44	53
58	34	38	36	41	52	45	44	44	53
59	37	35	38	42	52	45	49	46	53
60	45	35	37	43	45	50	51	49	52
61	41	36	43	36	45	52	45	48	50
62	43	35	46	39	46	47	41	45	49
63	37	37	41	41	44	52	44	45	47
64	30	41	42	36	47	46	45	44	55
65	35	37	44	44	44	40	43	47	55
66	34	38	37	45	50	41	46	50	49
67	35	35	42	46	47	44	48	41	46
68	44	35	40	47	43	49	43	47	43
69	39	39	37	44	45	49	44	48	45
70	43	38	41	44	48	48	44	47	49
71	44	33	39	47	48	49	43	47	49
72	37	36	43	48	39	45	44	38	48
73	45	35	41	47	42	42	46	44	49
74	50	36	43	39	49	48	43	45	49
75	47	43	43	38	44	45	43	46	45
76	41	37	43	42	47	46	41	43	47
77	42	34	39	42	42	46	42	45	48
78	43	38	39	37	43	46	44	46	48
79	36	43	41	45	47	47	44	47	49
80	41	41	45	38	48	45	47	43	47
81	34	43	37	39	48	45	46	44	43
82	35	37	41	40	49	50	44	41	51
83	39	39	38	43	49	42	46	50	50
84	40	44	44	35	47	49	47	47	43
85	35	31	38	37	54	43	52	49	54
86	40	36	38	38	40	52	52	41	42
87	32	35	39	43	50	48	45	48	44
88	41	34	44	38	52	53	42	50	47
89	37	38	38	38	51	42	43	49	47
90	38	39	39	43	48	42	45	46	46
91	39	35	39	42	48	44	39	48	45
92	41	40	38	43	47	45	39	53	40
93	32	45	45	46	49	51	40	54	44
94	42	39	37	41	52	52	42	53	54
95	34	40	44	47	48	46	41	48	63
96	37	35	39	48	51	45	46	47	55
97	32	40	40	43	51	50	47	48	49
98	36	39	43	43	49	43	46	46	51
99	36	39	41	44	50	48	47	50	51
100	34	37	39	46	46	43	48	51	50
101	38	39	38	44	46	43	48	51	57
102	39	36	39	44	51	37	48	46	56
103	39	--	39	43	52	--	--	45	49
104	--	--	--	--	--	--	--	--	--
Standard Deviation	4.213	3.700	2.695	3.510	3.724	3.871	3.473	3.028	4.074
Speeds Shots Required	68	53	28	47	53	58	46	35	64
85th Percentile Speed - Directional	43	43	43	45	51	50	48	49	53
Both Directions									
Standard Deviation	3.959		--	--	--	3.685		3.804	
Speeds Shots Required	60		--	--	--	52		56	
85th Percentile Speed - Both Directions	43		--	--	--	49		52	

L2 Data Collection

L2DataCollection.com

Idaho (208) 860-7554 Utah (801) 431-2993

Study: 1916

Type: Volume / Direction

Tech: Judd / Mosdell / Broadhead

Count: Vehicle Speeds

SR-129 MP 1.0 SPEED

Date Start: 21-Jan-15

Date End: 21-Jan-15

SR-129 MP 1.0

Utah Valley, Utah

Northbound

Start Time	1 35	36 38	39 41	42 44	45 47	48 50	51 53	54 56	57 59	60 62	63 65	66 68	69 9999	Total	85th Percent	95th Percent
01/21/15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	0	0	6	20	18	24	21	21	8	5	1	0	0	124	55	58
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
12 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	0	0	6	20	18	24	21	21	8	5	1	0	0	124		
Percent	0.0%	0.0%	4.8%	16.1%	14.5%	19.4%	16.9%	16.9%	6.5%	4.0%	0.8%	0.0%	0.0%			
AM Peak			10:00	10:00	10:00	10:00	10:00	10:00	10:00	10:00	10:00			10:00		
Vol.			6	20	18	24	21	21	8	5	1			124		
PM Peak																
Vol.																
Grand Total	0	0	6	20	18	24	21	21	8	5	1	0	0	124		
Percent	0.0%	0.0%	4.8%	16.1%	14.5%	19.4%	16.9%	16.9%	6.5%	4.0%	0.8%	0.0%	0.0%			

15th Percentile : 42 MPH
50th Percentile : 49 MPH
85th Percentile : 55 MPH
95th Percentile : 58 MPH

Stats
10 MPH Pace Speed : 47-56 MPH
Number in Pace : 72
Percent in Pace : 58.1%
Number of Vehicles > 40 MPH : 120
Percent of Vehicles > 40 MPH : 96.8%
Mean Speed(Average) : 50 MPH

L2 Data Collection

L2DataCollection.com

Idaho (208) 860-7554 Utah (801) 431-2993

Study: 1916

Type: Volume / Direction

Tech: Judd / Mosdell / Broadhead

Count: Vehicle Speeds

SR-129 MP 1.0 SPEED

Date Start: 21-Jan-15

Date End: 21-Jan-15

SR-129 MP 1.0

Utah Valley, Utah

Southbound

Start Time	1 35	36 38	39 41	42 44	45 47	48 50	51 53	54 56	57 59	60 62	63 65	66 68	69 9999	Total	85th Percent	95th Percent
01/21/15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	0	0	4	12	12	11	15	8	2	0	0	1	0	65	53	55
11:00	0	1	25	60	99	78	48	26	12	3	0	0	1	353	52	55
12 PM	3	4	32	76	103	107	55	19	7	4	0	0	0	410	51	54
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	3	5	61	148	214	196	118	53	21	7	0	1	1	828		
Percent	0.4%	0.6%	7.4%	17.9%	25.8%	23.7%	14.3%	6.4%	2.5%	0.8%	0.0%	0.1%	0.1%			
AM Peak Vol.		11:00 1	11:00 25	11:00 60	11:00 99	11:00 78	11:00 48	11:00 26	11:00 12	11:00 3		10:00 1	11:00 1	11:00 353		
PM Peak Vol.	12:00 3	12:00 4	12:00 32	12:00 76	12:00 103	12:00 107	12:00 55	12:00 19	12:00 7	12:00 4				12:00 410		
Grand Total	3	5	61	148	214	196	118	53	21	7	0	1	1	828		
Percent	0.4%	0.6%	7.4%	17.9%	25.8%	23.7%	14.3%	6.4%	2.5%	0.8%	0.0%	0.1%	0.1%			

15th Percentile : 42 MPH
50th Percentile : 46 MPH
85th Percentile : 51 MPH
95th Percentile : 55 MPH

Stats
10 MPH Pace Speed : 42-51 MPH
Number in Pace : 597
Percent in Pace : 72.2%
Number of Vehicles > 40 MPH : 779
Percent of Vehicles > 40 MPH : 94.2%
Mean Speed(Average) : 47 MPH

L2 Data Collection

L2DataCollection.com

Idaho (208) 860-7554 Utah (801) 431-2993

Study: 1916

Type: Volume / Direction

Tech: Judd / Mosdell / Broadhead

Count: Vehicle Speeds

SR-129 MP 1.0 SPEED

Date Start: 21-Jan-15

Date End: 21-Jan-15

SR-129 MP 1.0

Utah Valley, Utah

Southbound, Northbound

Start Time	1 35	36 38	39 41	42 44	45 47	48 50	51 53	54 56	57 59	60 62	63 65	66 68	69 9999	Total	85th Percent	95th Percent
01/21/15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	0	0	10	32	30	35	36	29	10	5	1	1	0	189	54	58
11:00	0	1	25	60	99	78	48	26	12	3	0	0	1	353	52	55
12 PM	3	4	32	76	103	107	55	19	7	4	0	0	0	410	51	54
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	3	5	67	168	232	220	139	74	29	12	1	1	1	952		
Percent	0.3%	0.5%	7.0%	17.6%	24.4%	23.1%	14.6%	7.8%	3.0%	1.3%	0.1%	0.1%	0.1%			
AM Peak Vol.		11:00 1	11:00 25	11:00 60	11:00 99	11:00 78	11:00 48	10:00 29	11:00 12	10:00 5	10:00 1	10:00 1	11:00 1	11:00 353		
PM Peak Vol.	12:00 3	12:00 4	12:00 32	12:00 76	12:00 103	12:00 107	12:00 55	12:00 19	12:00 7	12:00 4				12:00 410		
Grand Total	3	5	67	168	232	220	139	74	29	12	1	1	1	952		
Percent	0.3%	0.5%	7.0%	17.6%	24.4%	23.1%	14.6%	7.8%	3.0%	1.3%	0.1%	0.1%	0.1%			

15th Percentile : 42 MPH
 50th Percentile : 47 MPH
 85th Percentile : 52 MPH
 95th Percentile : 55 MPH

Stats
 10 MPH Pace Speed : 42-51 MPH
 Number in Pace : 666
 Percent in Pace : 70.0%
 Number of Vehicles > 40 MPH : 899
 Percent of Vehicles > 40 MPH : 94.6%
 Mean Speed(Average) : 48 MPH

L2 Data Collection

L2DataCollection.com

Idaho (208) 860-7554 Utah (801) 431-2993

Study: 1916

Type: Volume / Direction / Speed

Tech: Judd / Mosdell / Broadhead

Count: Vehicle Speeds

SR-129 MP 2.05 SPEED

Date Start: 21-Jan-15

Date End: 21-Jan-15

SR-129 MP 2.05

Utah Valley, Utah

Northbound

Start Time	1 35	36 38	39 41	42 44	45 47	48 50	51 53	54 56	57 59	60 62	63 65	66 68	69 9999	Total	85th Percent	95th Percent
01/21/15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	3	11	33	57	74	88	71	24	13	1	0	0	0	375	52	55
10:00	1	4	13	26	41	60	37	18	7	3	1	0	1	212	52	56
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
12 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	4	15	46	83	115	148	108	42	20	4	1	0	1	587		
Percent	0.7%	2.6%	7.8%	14.1%	19.6%	25.2%	18.4%	7.2%	3.4%	0.7%	0.2%	0.0%	0.2%			
AM Peak	09:00	09:00	09:00	09:00	09:00	09:00	09:00	09:00	09:00	10:00	10:00		10:00	09:00		
Vol.	3	11	33	57	74	88	71	24	13	3	1		1	375		
PM Peak																
Vol.																
Grand Total	4	15	46	83	115	148	108	42	20	4	1	0	1	587		
Percent	0.7%	2.6%	7.8%	14.1%	19.6%	25.2%	18.4%	7.2%	3.4%	0.7%	0.2%	0.0%	0.2%			

15th Percentile : 41 MPH
 50th Percentile : 47 MPH
 85th Percentile : 52 MPH
 95th Percentile : 55 MPH

Stats
 10 MPH Pace Speed : 44-53 MPH
 Number in Pace : 399
 Percent in Pace : 68.1%
 Number of Vehicles > 40 MPH : 537
 Percent of Vehicles > 40 MPH : 91.7%
 Mean Speed(Average) : 48 MPH

L2 Data Collection

L2DataCollection.com

Idaho (208) 860-7554 Utah (801) 431-2993

Study: 1916

Type: Volume / Direction / Speed

Tech: Judd / Mosdell / Broadhead

Count: Vehicle Speeds

SR-129 MP 2.05 SPEED

Date Start: 21-Jan-15

Date End: 21-Jan-15

SR-129 MP 2.05

Utah Valley, Utah

Southbound

Start Time	1 35	36 38	39 41	42 44	45 47	48 50	51 53	54 56	57 59	60 62	63 65	66 68	69 9999	Total	85th Percent	95th Percent
01/21/15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
11:00	1	5	27	64	95	68	46	10	5	1	0	0	1	323	50	52
12 PM	3	15	28	82	102	111	51	18	4	3	1	0	1	419	50	53
13:00	2	2	16	36	25	20	10	2	0	0	0	0	0	113	49	51
Total	6	22	71	182	222	199	107	30	9	4	1	0	2	855		
Percent	0.7%	2.6%	8.3%	21.3%	26.0%	23.3%	12.5%	3.5%	1.1%	0.5%	0.1%	0.0%	0.2%			
AM Peak	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00			11:00	11:00		
Vol.	1	5	27	64	95	68	46	10	5	1			1	323		
PM Peak	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00		12:00	12:00		
Vol.	3	15	28	82	102	111	51	18	4	3	1		1	419		
Grand Total	6	22	71	182	222	199	107	30	9	4	1	0	2	855		
Percent	0.7%	2.6%	8.3%	21.3%	26.0%	23.3%	12.5%	3.5%	1.1%	0.5%	0.1%	0.0%	0.2%			

15th Percentile : 41 MPH
50th Percentile : 45 MPH
85th Percentile : 50 MPH
95th Percentile : 53 MPH

Stats
10 MPH Pace Speed : 42-51 MPH
Number in Pace : 639
Percent in Pace : 74.9%
Number of Vehicles > 40 MPH : 780
Percent of Vehicles > 40 MPH : 91.4%
Mean Speed(Average) : 46 MPH

L2 Data Collection

L2DataCollection.com

Idaho (208) 860-7554 Utah (801) 431-2993

Study: 1916

Type: Volume / Direction / Speed

Tech: Judd / Mosdell / Broadhead

Count: Vehicle Speeds

SR-129 MP 2.05 SPEED

Date Start: 21-Jan-15

Date End: 21-Jan-15

SR-129 MP 2.05

Utah Valley, Utah

Southbound, Northbound

Start Time	1 35	36 38	39 41	42 44	45 47	48 50	51 53	54 56	57 59	60 62	63 65	66 68	69 9999	Total	85th Percent	95th Percent
01/21/15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	3	11	33	57	74	88	71	24	13	1	0	0	0	375	52	55
10:00	1	4	13	26	41	60	37	18	7	3	1	0	1	212	52	56
11:00	1	5	27	64	95	68	46	10	5	1	0	0	1	323	50	52
12 PM	3	15	28	82	102	111	51	18	4	3	1	0	1	419	50	53
13:00	2	2	16	36	25	20	10	2	0	0	0	0	0	113	49	51
Total	10	37	117	265	337	347	215	72	29	8	2	0	3	1442		
Percent	0.7%	2.6%	8.1%	18.4%	23.4%	24.1%	14.9%	5.0%	2.0%	0.6%	0.1%	0.0%	0.2%			
AM Peak	09:00	09:00	09:00	11:00	11:00	09:00	09:00	09:00	09:00	10:00	10:00		10:00	09:00		
Vol.	3	11	33	64	95	88	71	24	13	3	1		1	375		
PM Peak	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00		12:00	12:00		
Vol.	3	15	28	82	102	111	51	18	4	3	1		1	419		
Grand Total	10	37	117	265	337	347	215	72	29	8	2	0	3	1442		
Percent	0.7%	2.6%	8.1%	18.4%	23.4%	24.1%	14.9%	5.0%	2.0%	0.6%	0.1%	0.0%	0.2%			

15th Percentile : 41 MPH
50th Percentile : 46 MPH
85th Percentile : 51 MPH
95th Percentile : 54 MPH

Stats
10 MPH Pace Speed : 42-51 MPH
Number in Pace : 1021
Percent in Pace : 71.0%
Number of Vehicles > 40 MPH : 1317
Percent of Vehicles > 40 MPH : 91.5%
Mean Speed(Average) : 47 MPH

L2 Data Collection

L2DataCollection.com

Idaho (208) 860-7554 Utah (801) 431-2993

Study: 1916

Type: Volume / Direction / Speed

Tech: Judd / Mosdell / Broadhead

Count: Vehicle Speeds

SR-129 MP 2.7 SPEED

Date Start: 21-Jan-15

Date End: 21-Jan-15

SR-129 MP 2,7

Utah Valley, Utah

Northbound

Start Time	1	36	39	42	45	48	51	54	57	60	63	66	69	Total	85th Percent	95th Percent
	35	38	41	44	47	50	53	56	59	62	65	68	9999			
01/21/15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	11	16	68	134	81	42	17	4	2	0	0	0	0	375	47	50
10:00	9	26	61	60	67	36	16	7	3	1	0	0	0	286	48	52
11:00	14	30	44	105	87	33	10	2	2	2	0	0	0	329	46	49
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	34	72	173	299	235	111	43	13	7	3	0	0	0	990		
Percent	3.4%	7.3%	17.5%	30.2%	23.7%	11.2%	4.3%	1.3%	0.7%	0.3%	0.0%	0.0%	0.0%			
AM Peak	11:00	11:00	09:00	09:00	11:00	09:00	09:00	10:00	10:00	11:00				09:00		
Vol.	14	30	68	134	87	42	17	7	3	2				375		
PM Peak																
Vol.																
Grand Total	34	72	173	299	235	111	43	13	7	3	0	0	0	990		
Percent	3.4%	7.3%	17.5%	30.2%	23.7%	11.2%	4.3%	1.3%	0.7%	0.3%	0.0%	0.0%	0.0%			

15th Percentile : 38 MPH
50th Percentile : 43 MPH
85th Percentile : 47 MPH
95th Percentile : 51 MPH

Stats 10 MPH Pace Speed : 39-48 MPH
Number in Pace : 744
Percent in Pace : 75.2%
Number of Vehicles > 40 MPH : 769
Percent of Vehicles > 40 MPH : 77.6%
Mean Speed(Average) : 43 MPH

L2 Data Collection

L2DataCollection.com

Idaho (208) 860-7554 Utah (801) 431-2993

Study: 1916

Type: Volume / Direction / Speed

Tech: Judd / Mosdell / Broadhead

Count: Vehicle Speeds

SR-129 MP 2.7 SPEED

Date Start: 21-Jan-15

Date End: 21-Jan-15

SR-129 MP 2,7

Utah Valley, Utah

Southbound

Start Time	1 35	36 38	39 41	42 44	45 47	48 50	51 53	54 56	57 59	60 62	63 65	66 68	69 9999	Total	85th Percent	95th Percent
01/21/15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	2	9	46	98	153	105	53	16	1	1	0	0	0	484	49	52
10:00	4	7	43	74	133	82	38	8	2	0	0	0	0	391	49	52
11:00	6	11	39	101	127	85	24	5	1	0	0	0	0	399	48	51
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	12	27	128	273	413	272	115	29	4	1	0	0	0	1274		
Percent	0.9%	2.1%	10.0%	21.4%	32.4%	21.4%	9.0%	2.3%	0.3%	0.1%	0.0%	0.0%	0.0%			
AM Peak	11:00	11:00	09:00	11:00	09:00	09:00	09:00	09:00	10:00	09:00				09:00		
Vol.	6	11	46	101	153	105	53	16	2	1				484		
PM Peak																
Vol.																
Grand Total	12	27	128	273	413	272	115	29	4	1	0	0	0	1274		
Percent	0.9%	2.1%	10.0%	21.4%	32.4%	21.4%	9.0%	2.3%	0.3%	0.1%	0.0%	0.0%	0.0%			

15th Percentile : 41 MPH
 50th Percentile : 45 MPH
 85th Percentile : 49 MPH
 95th Percentile : 52 MPH

Stats 10 MPH Pace Speed : 41-50 MPH
 Number in Pace : 1001
 Percent in Pace : 78.6%
 Number of Vehicles > 40 MPH : 1150
 Percent of Vehicles > 40 MPH : 90.2%
 Mean Speed(Average) : 46 MPH

L2 Data Collection

L2DataCollection.com

Idaho (208) 860-7554 Utah (801) 431-2993

Study: 1916

Type: Volume / Direction / Speed

Tech: Judd / Mosdell / Broadhead

Count: Vehicle Speeds

SR-129 MP 2.7 SPEED

Date Start: 21-Jan-15

Date End: 21-Jan-15

SR-129 MP 2,7

Utah Valley, Utah

Southbound, Northbound

Start Time	1 35	36 38	39 41	42 44	45 47	48 50	51 53	54 56	57 59	60 62	63 65	66 68	69 9999	Total	85th Percent	95th Percent
01/21/15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	13	25	114	232	234	147	70	20	3	1	0	0	0	859	49	52
10:00	13	33	104	134	200	118	54	15	5	1	0	0	0	677	49	52
11:00	20	41	83	206	214	118	34	7	3	2	0	0	0	728	48	50
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	46	99	301	572	648	383	158	42	11	4	0	0	0	2264		
Percent	2.0%	4.4%	13.3%	25.3%	28.6%	16.9%	7.0%	1.9%	0.5%	0.2%	0.0%	0.0%	0.0%			
AM Peak	11:00	11:00	09:00	09:00	09:00	09:00	09:00	09:00	10:00	11:00				09:00		
Vol.	20	41	114	232	234	147	70	20	5	2				859		
PM Peak																
Vol.																
Grand Total	46	99	301	572	648	383	158	42	11	4	0	0	0	2264		
Percent	2.0%	4.4%	13.3%	25.3%	28.6%	16.9%	7.0%	1.9%	0.5%	0.2%	0.0%	0.0%	0.0%			

15th Percentile : 39 MPH
 50th Percentile : 44 MPH
 85th Percentile : 49 MPH
 95th Percentile : 51 MPH

Stats 10 MPH Pace Speed : 41-50 MPH
 Number in Pace : 1703
 Percent in Pace : 75.2%
 Number of Vehicles > 40 MPH : 1918
 Percent of Vehicles > 40 MPH : 84.7%
 Mean Speed(Average) : 45 MPH

L2 Data Collection

L2DataCollection.com

Idaho (208) 860-7554 Utah (801) 431-2993

Study: 1916

Type: Volume / Direction / Speed

Tech: Judd / Mosdell / Broadhead

Count: Vehicle Speeds

SR-129 MP 3.17 SPEED

Date Start: 21-Jan-15

Date End: 21-Jan-15

SR-129 MP 3.17

Utah Valley, Utah

Northbound

Start Time	1 25	26 28	29 31	32 34	35 37	38 40	41 43	44 46	47 49	50 52	53 55	56 58	59 9999	Total	85th Percent	95th Percent
01/21/15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	18	14	33	91	141	161	91	28	13	2	0	1	0	593	41	44
11:00	23	13	29	95	154	170	103	41	9	1	0	0	0	638	41	44
12 PM	19	8	10	19	48	89	52	16	3	1	0	0	0	265	41	44
Total	60	35	72	205	343	420	246	85	25	4	0	1	0	1496		
Percent	4.0%	2.3%	4.8%	13.7%	22.9%	28.1%	16.4%	5.7%	1.7%	0.3%	0.0%	0.1%	0.0%			
AM Peak	11:00	10:00	10:00	11:00	11:00	11:00	11:00	11:00	10:00	10:00		10:00		11:00		
Vol.	23	14	33	95	154	170	103	41	13	2		1		638		
PM Peak	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00				12:00		
Vol.	19	8	10	19	48	89	52	16	3	1				265		
Grand Total	60	35	72	205	343	420	246	85	25	4	0	1	0	1496		
Percent	4.0%	2.3%	4.8%	13.7%	22.9%	28.1%	16.4%	5.7%	1.7%	0.3%	0.0%	0.1%	0.0%			

15th Percentile : 31 MPH
50th Percentile : 37 MPH
85th Percentile : 41 MPH
95th Percentile : 44 MPH

Stats 10 MPH Pace Speed : 34-43 MPH
Number in Pace : 1077
Percent in Pace : 72.0%
Number of Vehicles > 40 MPH : 361
Percent of Vehicles > 40 MPH : 24.1%
Mean Speed(Average) : 37 MPH

L2 Data Collection

L2DataCollection.com

Idaho (208) 860-7554 Utah (801) 431-2993

Study: 1916

Type: Volume / Direction / Speed

Tech: Judd / Mosdell / Broadhead

Count: Vehicle Speeds

SR-129 MP 3.17 SPEED

Date Start: 21-Jan-15

Date End: 21-Jan-15

SR-129 MP 3.17

Utah Valley, Utah

Southbound

Start Time	1 25	26 28	29 31	32 34	35 37	38 40	41 43	44 46	47 49	50 52	53 55	56 58	59 9999	Total	85th Percent	95th Percent
01/21/15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	8	5	21	48	127	185	166	108	31	10	1	0	2	712	44	46
11:00	7	9	16	61	126	214	187	99	28	6	0	1	0	754	43	45
12 PM	4	5	9	17	56	82	86	46	12	3	1	0	0	321	43	45
Total	19	19	46	126	309	481	439	253	71	19	2	1	2	1787		
Percent	1.1%	1.1%	2.6%	7.1%	17.3%	26.9%	24.6%	14.2%	4.0%	1.1%	0.1%	0.1%	0.1%			
AM Peak	10:00	11:00	10:00	11:00	10:00	11:00	11:00	10:00	10:00	10:00	10:00	11:00	10:00	11:00		
Vol.	8	9	21	61	127	214	187	108	31	10	1	1	2	754		
PM Peak	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00			12:00		
Vol.	4	5	9	17	56	82	86	46	12	3	1			321		
Grand Total	19	19	46	126	309	481	439	253	71	19	2	1	2	1787		
Percent	1.1%	1.1%	2.6%	7.1%	17.3%	26.9%	24.6%	14.2%	4.0%	1.1%	0.1%	0.1%	0.1%			

15th Percentile : 34 MPH
50th Percentile : 39 MPH
85th Percentile : 43 MPH
95th Percentile : 46 MPH

Stats 10 MPH Pace Speed : 35-44 MPH
Number in Pace : 1313
Percent in Pace : 73.6%
Number of Vehicles > 40 MPH : 787
Percent of Vehicles > 40 MPH : 44.1%
Mean Speed(Average) : 40 MPH

L2 Data Collection

L2DataCollection.com

Idaho (208) 860-7554 Utah (801) 431-2993

Study: 1916

Type: Volume / Direction / Speed

Tech: Judd / Mosdell / Broadhead

Count: Vehicle Speeds

SR-129 MP 3.17 SPEED

Date Start: 21-Jan-15

Date End: 21-Jan-15

SR-129 MP 3.17

Utah Valley, Utah

Southbound, Northbound

Start Time	1 25	26 28	29 31	32 34	35 37	38 40	41 43	44 46	47 49	50 52	53 55	56 58	59 9999	Total	85th Percent	95th Percent
01/21/15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	26	19	54	139	268	346	257	136	44	12	1	1	2	1305	42	45
11:00	30	22	45	156	280	384	290	140	37	7	0	1	0	1392	42	45
12 PM	23	13	19	36	104	171	138	62	15	4	1	0	0	586	42	45
Total	79	54	118	331	652	901	685	338	96	23	2	2	2	3283		
Percent	2.4%	1.6%	3.6%	10.1%	19.9%	27.4%	20.9%	10.3%	2.9%	0.7%	0.1%	0.1%	0.1%			
AM Peak	11:00	11:00	10:00	11:00	11:00	11:00	11:00	11:00	10:00	10:00	10:00	10:00	10:00	11:00		
Vol.	30	22	54	156	280	384	290	140	44	12	1	1	2	1392		
PM Peak	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00			12:00		
Vol.	23	13	19	36	104	171	138	62	15	4	1			586		
Grand Total	79	54	118	331	652	901	685	338	96	23	2	2	2	3283		
Percent	2.4%	1.6%	3.6%	10.1%	19.9%	27.4%	20.9%	10.3%	2.9%	0.7%	0.1%	0.1%	0.1%			

15th Percentile : 33 MPH
 50th Percentile : 38 MPH
 85th Percentile : 42 MPH
 95th Percentile : 45 MPH

Stats 10 MPH Pace Speed : 35-44 MPH
 Number in Pace : 2351
 Percent in Pace : 71.7%
 Number of Vehicles > 40 MPH : 1148
 Percent of Vehicles > 40 MPH : 35.0%
 Mean Speed(Average) : 38 MPH

L2 Data Collection

L2DataCollection.com

Idaho (208) 860-7554 Utah (801) 431-2993

Study: 1916

Type: Volume / Direction / Speed

Tech: Judd / Mosdell / Broadhead

Count: Vehicle Speeds

SR-129 MP 3.58 SPEED

Date Start: 21-Jan-15

Date End: 21-Jan-15

SR-129 MP 3.58

Utah Valley, Utah

Northbound

Start Time	1 25	26 28	29 31	32 34	35 37	38 40	41 43	44 46	47 49	50 52	53 55	56 58	59 9999	Total	85th Percent	95th Percent
01/21/15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	22	6	39	48	83	150	144	73	20	6	0	0	0	591	43	45
10:00	24	11	19	41	72	130	105	60	14	2	3	1	0	482	43	45
11:00	32	15	32	47	102	145	106	72	20	4	1	0	0	576	43	45
12 PM	18	8	13	27	57	87	96	72	17	3	0	0	0	398	44	46
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	96	40	103	163	314	512	451	277	71	15	4	1	0	2047		
Percent	4.7%	2.0%	5.0%	8.0%	15.3%	25.0%	22.0%	13.5%	3.5%	0.7%	0.2%	0.0%	0.0%			
AM Peak	11:00	11:00	09:00	09:00	11:00	09:00	09:00	09:00	09:00	09:00	10:00	10:00		09:00		
Vol.	32	15	39	48	102	150	144	73	20	6	3	1		591		
PM Peak	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00				12:00		
Vol.	18	8	13	27	57	87	96	72	17	3				398		
Grand Total	96	40	103	163	314	512	451	277	71	15	4	1	0	2047		
Percent	4.7%	2.0%	5.0%	8.0%	15.3%	25.0%	22.0%	13.5%	3.5%	0.7%	0.2%	0.0%	0.0%			

15th Percentile : 32 MPH
50th Percentile : 38 MPH
85th Percentile : 43 MPH
95th Percentile : 45 MPH

Stats
10 MPH Pace Speed : 35-44 MPH
Number in Pace : 1369
Percent in Pace : 66.9%
Number of Vehicles > 40 MPH : 819
Percent of Vehicles > 40 MPH : 40.0%
Mean Speed(Average) : 38 MPH

L2 Data Collection

L2DataCollection.com

Idaho (208) 860-7554 Utah (801) 431-2993

Study: 1916

Type: Volume / Direction / Speed

Tech: Judd / Mosdell / Broadhead

Count: Vehicle Speeds

SR-129 MP 4.16 SPEED

Date Start: 21-Jan-15

Date End: 21-Jan-15

SR-129 MP 4.16

Utah Valley, Utah

Northbound

Start Time	1 25	26 28	29 31	32 34	35 37	38 40	41 43	44 46	47 49	50 52	53 55	56 58	59 9999	Total	85th Percent	95th Percent
01/21/15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	0	0	1	0	7	23	60	94	134	92	41	8	2	462	51	53
10:00	0	0	0	1	4	17	44	88	84	76	38	18	5	375	52	54
11:00	1	0	0	1	0	3	5	15	5	6	2	3	1	42	51	55
12 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	1	0	1	2	11	43	109	197	223	174	81	29	8	879		
Percent	0.1%	0.0%	0.1%	0.2%	1.3%	4.9%	12.4%	22.4%	25.4%	19.8%	9.2%	3.3%	0.9%			
AM Peak	11:00		09:00	10:00	09:00	09:00	09:00	09:00	09:00	09:00	09:00	10:00	10:00	09:00		
Vol.	1		1	1	7	23	60	94	134	92	41	18	5	462		
PM Peak																
Vol.																
Grand Total	1	0	1	2	11	43	109	197	223	174	81	29	8	879		
Percent	0.1%	0.0%	0.1%	0.2%	1.3%	4.9%	12.4%	22.4%	25.4%	19.8%	9.2%	3.3%	0.9%			

15th Percentile : 41 MPH
50th Percentile : 46 MPH
85th Percentile : 51 MPH
95th Percentile : 54 MPH

Stats
10 MPH Pace Speed : 43-52 MPH
Number in Pace : 630
Percent in Pace : 72.3%
Number of Vehicles > 40 MPH : 821
Percent of Vehicles > 40 MPH : 94.3%
Mean Speed(Average) : 47 MPH

L2 Data Collection

L2DataCollection.com

Idaho (208) 860-7554 Utah (801) 431-2993

Study: 1916

Type: Volume / Direction / Speed

Tech: Judd / Mosdell / Broadhead

Count: Vehicle Speeds

SR-129 MP 4.16 SPEED

Date Start: 21-Jan-15

Date End: 21-Jan-15

SR-129 MP 4.16

Utah Valley, Utah

Southbound

Start Time	1 25	26 28	29 31	32 34	35 37	38 40	41 43	44 46	47 49	50 52	53 55	56 58	59 9999	Total	85th Percent	95th Percent
01/21/15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
11:00	1	0	0	1	7	28	68	85	37	11	6	2	0	246	47	50
12 PM	2	1	3	3	17	72	141	163	69	17	15	3	1	507	47	50
13:00	1	0	2	3	14	49	89	86	50	20	9	3	2	328	47	51
Total	4	1	5	7	38	149	298	334	156	48	30	8	3	1081		
Percent	0.4%	0.1%	0.5%	0.6%	3.5%	13.8%	27.6%	30.9%	14.4%	4.4%	2.8%	0.7%	0.3%			
AM Peak	11:00			11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00		11:00		
Vol.	1			1	7	28	68	85	37	11	6	2		246		
PM Peak	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	13:00	12:00	12:00	13:00	12:00		
Vol.	2	1	3	3	17	72	141	163	69	20	15	3	2	507		
Grand Total	4	1	5	7	38	149	298	334	156	48	30	8	3	1081		
Percent	0.4%	0.1%	0.5%	0.6%	3.5%	13.8%	27.6%	30.9%	14.4%	4.4%	2.8%	0.7%	0.3%			

15th Percentile : 39 MPH
50th Percentile : 43 MPH
85th Percentile : 47 MPH
95th Percentile : 51 MPH

Stats
10 MPH Pace Speed : 40-49 MPH
Number in Pace : 838
Percent in Pace : 77.7%
Number of Vehicles > 40 MPH : 877
Percent of Vehicles > 40 MPH : 81.4%
Mean Speed(Average) : 44 MPH

L2 Data Collection

L2DataCollection.com

Idaho (208) 860-7554 Utah (801) 431-2993

Study: 1916

Type: Volume / Direction / Speed

Tech: Judd / Mosdell / Broadhead

Count: Vehicle Speeds

SR-129 MP 4.16 SPEED

Date Start: 21-Jan-15

Date End: 21-Jan-15

SR-129 MP 4.16

Utah Valley, Utah

Southbound, Northbound

Start Time	1 25	26 28	29 31	32 34	35 37	38 40	41 43	44 46	47 49	50 52	53 55	56 58	59 9999	Total	85th Percent	95th Percent
01/21/15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	0	0	1	0	7	23	60	94	134	92	41	8	2	462	51	53
10:00	0	0	0	1	4	17	44	88	84	76	38	18	5	375	52	54
11:00	2	0	0	2	7	31	73	100	42	17	8	5	1	288	48	51
12 PM	2	1	3	3	17	72	141	163	69	17	15	3	1	507	47	50
13:00	1	0	2	3	14	49	89	86	50	20	9	3	2	328	47	51
Total	5	1	6	9	49	192	407	531	379	222	111	37	11	1960		
Percent	0.3%	0.1%	0.3%	0.5%	2.5%	9.8%	20.8%	27.1%	19.3%	11.3%	5.7%	1.9%	0.6%			
AM Peak	11:00		09:00	11:00	09:00	11:00	11:00	11:00	09:00	09:00	09:00	10:00	10:00	09:00		
Vol.	2		1	2	7	31	73	100	134	92	41	18	5	462		
PM Peak	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	13:00	12:00	12:00	13:00	12:00		
Vol.	2	1	3	3	17	72	141	163	69	20	15	3	2	507		
Grand Total	5	1	6	9	49	192	407	531	379	222	111	37	11	1960		
Percent	0.3%	0.1%	0.3%	0.5%	2.5%	9.8%	20.8%	27.1%	19.3%	11.3%	5.7%	1.9%	0.6%			

15th Percentile : 40 MPH
50th Percentile : 44 MPH
85th Percentile : 50 MPH
95th Percentile : 53 MPH

Stats
10 MPH Pace Speed : 41-50 MPH
Number in Pace : 1391
Percent in Pace : 71.4%
Number of Vehicles > 40 MPH : 1698
Percent of Vehicles > 40 MPH : 87.1%
Mean Speed(Average) : 45 MPH

L2 Data Collection

L2DataCollection.com

Idaho (208) 860-7554 Utah (801) 431-2993

Study: 1916

Type: Volume / Direction / Speed

Tech: Judd / Mosdell / Broadhead

Count: Vehicle Speeds

SR-129 MP 5.18 SPEED

Date Start: 21-Jan-15

Date End: 21-Jan-15

SR-129 MP 5.18

Utah Valley, Utah

Northbound

Start Time	1 35	36 38	39 41	42 44	45 47	48 50	51 53	54 56	57 59	60 62	63 65	66 68	69 9999	Total	85th Percent	95th Percent
01/21/15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	2	0	9	20	49	71	110	65	29	16	0	2	1	374	55	58
10:00	2	1	8	13	70	71	102	64	36	14	7	1	5	394	55	59
11:00	0	0	6	13	36	50	48	28	18	6	0	0	0	205	55	58
12 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	4	1	23	46	155	192	260	157	83	36	7	3	6	973		
Percent	0.4%	0.1%	2.4%	4.7%	15.9%	19.7%	26.7%	16.1%	8.5%	3.7%	0.7%	0.3%	0.6%			
AM Peak	09:00	10:00	09:00	09:00	10:00	09:00	09:00	09:00	10:00	09:00	10:00	09:00	10:00	10:00		
Vol.	2	1	9	20	70	71	110	65	36	16	7	2	5	394		
PM Peak																
Vol.																
Grand Total	4	1	23	46	155	192	260	157	83	36	7	3	6	973		
Percent	0.4%	0.1%	2.4%	4.7%	15.9%	19.7%	26.7%	16.1%	8.5%	3.7%	0.7%	0.3%	0.6%			

15th Percentile : 45 MPH
50th Percentile : 50 MPH
85th Percentile : 55 MPH
95th Percentile : 58 MPH

Stats
10 MPH Pace Speed : 47-56 MPH
Number in Pace : 661
Percent in Pace : 68.4%
Number of Vehicles > 40 MPH : 953
Percent of Vehicles > 40 MPH : 98.5%
Mean Speed(Average) : 51 MPH

L2 Data Collection

L2DataCollection.com

Idaho (208) 860-7554 Utah (801) 431-2993

Study: 1916

Type: Volume / Direction / Speed

Tech: Judd / Mosdell / Broadhead

Count: Vehicle Speeds

SR-129 MP 5.18 SPEED

Date Start: 21-Jan-15

Date End: 21-Jan-15

SR-129 MP 5.18

Utah Valley, Utah

Southbound

Start Time	1	36	39	42	45	48	51	54	57	60	63	66	69	Total	85th Percent	95th Percent
	35	38	41	44	47	50	53	56	59	62	65	68	9999			
01/21/15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
11:00	1	1	11	41	79	50	27	9	4	0	1	0	0	224	50	53
12 PM	8	6	46	80	124	123	86	27	8	0	1	1	0	510	51	54
13:00	0	5	18	60	77	81	33	15	5	2	0	0	0	296	50	54
Total	9	12	75	181	280	254	146	51	17	2	2	1	0	1030		
Percent	0.9%	1.2%	7.3%	17.6%	27.2%	24.7%	14.2%	5.0%	1.7%	0.2%	0.2%	0.1%	0.0%			
AM Peak	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00		11:00			11:00		
Vol.	1	1	11	41	79	50	27	9	4		1			224		
PM Peak	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	13:00	12:00	12:00		12:00		
Vol.	8	6	46	80	124	123	86	27	8	2	1	1		510		
Grand Total	9	12	75	181	280	254	146	51	17	2	2	1	0	1030		
Percent	0.9%	1.2%	7.3%	17.6%	27.2%	24.7%	14.2%	5.0%	1.7%	0.2%	0.2%	0.1%	0.0%			

15th Percentile : 41 MPH
50th Percentile : 46 MPH
85th Percentile : 51 MPH
95th Percentile : 54 MPH

Stats
10 MPH Pace Speed : 42-51 MPH
Number in Pace : 764
Percent in Pace : 74.2%
Number of Vehicles > 40 MPH : 959
Percent of Vehicles > 40 MPH : 93.1%
Mean Speed(Average) : 47 MPH

L2 Data Collection

L2DataCollection.com

Idaho (208) 860-7554 Utah (801) 431-2993

Study: 1916

Type: Volume / Direction / Speed

Tech: Judd / Mosdell / Broadhead

Count: Vehicle Speeds

SR-129 MP 5.18 SPEED

Date Start: 21-Jan-15

Date End: 21-Jan-15

SR-129 MP 5.18

Utah Valley, Utah

Southbound, Northbound

Start Time	1 35	36 38	39 41	42 44	45 47	48 50	51 53	54 56	57 59	60 62	63 65	66 68	69 9999	Total	85th Percent	95th Percent
01/21/15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	2	0	9	20	49	71	110	65	29	16	0	2	1	374	55	58
10:00	2	1	8	13	70	71	102	64	36	14	7	1	5	394	55	59
11:00	1	1	17	54	115	100	75	37	22	6	1	0	0	429	53	57
12 PM	8	6	46	80	124	123	86	27	8	0	1	1	0	510	51	54
13:00	0	5	18	60	77	81	33	15	5	2	0	0	0	296	50	54
Total	13	13	98	227	435	446	406	208	100	38	9	4	6	2003		
Percent	0.6%	0.6%	4.9%	11.3%	21.7%	22.3%	20.3%	10.4%	5.0%	1.9%	0.4%	0.2%	0.3%			
AM Peak	09:00	10:00	11:00	11:00	11:00	11:00	09:00	09:00	10:00	09:00	10:00	09:00	10:00	11:00		
Vol.	2	1	17	54	115	100	110	65	36	16	7	2	5	429		
PM Peak	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	13:00	12:00	12:00		12:00		
Vol.	8	6	46	80	124	123	86	27	8	2	1	1		510		
Grand Total	13	13	98	227	435	446	406	208	100	38	9	4	6	2003		
Percent	0.6%	0.6%	4.9%	11.3%	21.7%	22.3%	20.3%	10.4%	5.0%	1.9%	0.4%	0.2%	0.3%			

15th Percentile : 43 MPH
 50th Percentile : 48 MPH
 85th Percentile : 53 MPH
 95th Percentile : 57 MPH

Stats
 10 MPH Pace Speed : 44-53 MPH
 Number in Pace : 1363
 Percent in Pace : 68.3%
 Number of Vehicles > 40 MPH : 1912
 Percent of Vehicles > 40 MPH : 95.7%
 Mean Speed(Average) : 49 MPH

L2 Data Collection

L2DataCollection.com

Idaho (208) 860-7554 Utah (801) 431-2993

Study: 1916

Type: Volume / Direction / Speed

Tech: Judd / Mosdell / Broadhead

Count: Vehicle Speeds

SR-129 MP 5.95 SPEED

Date Start: 21-Jan-15

Date End: 21-Jan-15

SR-129 MP 5.95

Utah Valley, Utah

Northbound

Start Time	1 25	26 28	29 31	32 34	35 37	38 40	41 43	44 46	47 49	50 52	53 55	56 58	59 9999	Total	85th Percent	95th Percent
01/21/15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	2	4	11	5	11	37	90	108	86	47	11	1	1	414	48	51
10:00	2	7	7	2	6	44	102	108	84	52	21	5	1	441	49	52
11:00	1	2	3	6	6	39	105	164	92	41	9	5	2	475	48	51
12 PM	2	5	3	2	14	49	111	134	79	28	18	5	1	451	48	52
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	7	18	24	15	37	169	408	514	341	168	59	16	5	1781		
Percent	0.4%	1.0%	1.3%	0.8%	2.1%	9.5%	22.9%	28.9%	19.1%	9.4%	3.3%	0.9%	0.3%			
AM Peak	09:00	10:00	09:00	11:00	09:00	10:00	11:00	11:00	11:00	10:00	10:00	10:00	11:00	11:00		
Vol.	2	7	11	6	11	44	105	164	92	52	21	5	2	475		
PM Peak	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00		
Vol.	2	5	3	2	14	49	111	134	79	28	18	5	1	451		
Grand Total	7	18	24	15	37	169	408	514	341	168	59	16	5	1781		
Percent	0.4%	1.0%	1.3%	0.8%	2.1%	9.5%	22.9%	28.9%	19.1%	9.4%	3.3%	0.9%	0.3%			

15th Percentile : 39 MPH
50th Percentile : 44 MPH
85th Percentile : 48 MPH
95th Percentile : 51 MPH

Stats
10 MPH Pace Speed : 40-49 MPH
Number in Pace : 1319
Percent in Pace : 74.3%
Number of Vehicles > 40 MPH : 1511
Percent of Vehicles > 40 MPH : 85.1%
Mean Speed(Average) : 44 MPH

L2 Data Collection

L2DataCollection.com

Idaho (208) 860-7554 Utah (801) 431-2993

Study: 1916

Type: Volume / Direction / Speed

Tech: Judd / Mosdell / Broadhead

Count: Vehicle Speeds

SR-129 MP 5.95 SPEED

Date Start: 21-Jan-15

Date End: 21-Jan-15

SR-129 MP 5.95

Utah Valley, Utah

Southbound

Start Time	1 25	26 28	29 31	32 34	35 37	38 40	41 43	44 46	47 49	50 52	53 55	56 58	59 9999	Total	85th Percent	95th Percent
01/21/15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	1	0	1	4	5	11	69	141	172	103	67	20	4	598	51	54
10:00	0	0	0	5	4	15	46	90	156	89	28	11	2	446	51	53
11:00	3	1	3	4	2	13	47	75	144	93	45	10	6	446	51	54
12 PM	3	0	1	4	5	22	57	116	132	69	31	10	4	454	50	53
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	7	1	5	17	16	61	219	422	604	354	171	51	16	1944		
Percent	0.4%	0.1%	0.3%	0.9%	0.8%	3.1%	11.3%	21.7%	31.1%	18.2%	8.8%	2.6%	0.8%			
AM Peak	11:00	11:00	11:00	10:00	09:00	10:00	09:00	09:00	09:00	09:00	09:00	09:00	11:00	09:00		
Vol.	3	1	3	5	5	15	69	141	172	103	67	20	6	598		
PM Peak	12:00		12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00		
Vol.	3		1	4	5	22	57	116	132	69	31	10	4	454		
Grand Total	7	1	5	17	16	61	219	422	604	354	171	51	16	1944		
Percent	0.4%	0.1%	0.3%	0.9%	0.8%	3.1%	11.3%	21.7%	31.1%	18.2%	8.8%	2.6%	0.8%			

15th Percentile : 42 MPH
50th Percentile : 47 MPH
85th Percentile : 51 MPH
95th Percentile : 54 MPH

Stats
10 MPH Pace Speed : 43-52 MPH
Number in Pace : 1453
Percent in Pace : 75.4%
Number of Vehicles > 40 MPH : 1837
Percent of Vehicles > 40 MPH : 95.3%
Mean Speed(Average) : 47 MPH

L2 Data Collection

L2DataCollection.com

Idaho (208) 860-7554 Utah (801) 431-2993

Study: 1916

Type: Volume / Direction / Speed

Tech: Judd / Mosdell / Broadhead

Count: Vehicle Speeds

SR-129 MP 5.95 SPEED

Date Start: 21-Jan-15

Date End: 21-Jan-15

SR-129 MP 5.95

Utah Valley, Utah

Southbound, Northbound

Start Time	1 25	26 28	29 31	32 34	35 37	38 40	41 43	44 46	47 49	50 52	53 55	56 58	59 9999	Total	85th Percent	95th Percent
01/21/15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	3	4	12	9	16	48	159	249	258	150	78	21	5	1012	50	53
10:00	2	7	7	7	10	59	148	198	240	141	49	16	3	887	50	53
11:00	4	3	6	10	8	52	152	239	236	134	54	15	8	921	50	53
12 PM	5	5	4	6	19	71	168	250	211	97	49	15	5	905	49	53
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	14	19	29	32	53	230	627	936	945	522	230	67	21	3725		
Percent	0.4%	0.5%	0.8%	0.9%	1.4%	6.2%	16.8%	25.1%	25.4%	14.0%	6.2%	1.8%	0.6%			
AM Peak	11:00	10:00	09:00	11:00	09:00	10:00	09:00	09:00	09:00	09:00	09:00	09:00	11:00	09:00		
Vol.	4	7	12	10	16	59	159	249	258	150	78	21	8	1012		
PM Peak	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00		
Vol.	5	5	4	6	19	71	168	250	211	97	49	15	5	905		
Grand Total	14	19	29	32	53	230	627	936	945	522	230	67	21	3725		
Percent	0.4%	0.5%	0.8%	0.9%	1.4%	6.2%	16.8%	25.1%	25.4%	14.0%	6.2%	1.8%	0.6%			

15th Percentile : 40 MPH
50th Percentile : 45 MPH
85th Percentile : 50 MPH
95th Percentile : 53 MPH

Stats
10 MPH Pace Speed : 41-50 MPH
Number in Pace : 2682
Percent in Pace : 72.4%
Number of Vehicles > 40 MPH : 3348
Percent of Vehicles > 40 MPH : 90.4%
Mean Speed(Average) : 46 MPH

2013 Traffic on Utah Highways

ROUTE NAME	BEG. ACCUM. MILEAGE	END ACCUM. MILEAGE	BEGIN MILEAGE LOCATION DESCRIPTION	2013 AADT	2012 AADT	2011 AADT
2896	001.794	002.371	Murdock Drive - 200 South Pleasant Grove	1,315	1,350	1,375
2897	000.000	000.424	SR 89 via Main Street	5,420	5,770	5,885
2897	000.424	001.299	500 East	5,620	5,765	5,880
2897	001.299	002.846	1100 East - SR 146 via Main Street	7,045	7,225	7,370
2906	000.000	000.718	Jct 200 South in Lindon	2,230	2,245	2,290
2906	000.718	001.201	Begin Unconstructed			
2906	001.201	001.579	1500 East via 1000 South Pleasant Grove constructed	915	920	940
2906	001.579	002.088	Unconstructed near 1150 East			
2906	002.088	002.562	Locust Avenue constructed	6,210	965	985
2906	002.562	003.045	SR 89	10,635	10,700	10,920
2906	003.045	004.358	SR 114	18,580	18,695	19,075
2906	004.358	006.090	Pleasant Grove Blvd via North Country Blvd	12,330	9,770	9,970
2906	006.090	006.468	SR 89 via 4650 West (2000 West Pleasant Grove)	12,425	12,500	12,755
2906	006.468	007.586	1100 North via 1100 East (2000 West Pleasant Grove)	10,900	10,965	11,190
2906	007.586	009.300	8800 North (700 North American Fork)	8,970	9,025	9,210
2906	009.300	010.422	Cedar Hills Drive via 4800 West	12,330	12,400	12,655
2906	010.422	012.203	SR 92 (11000 North) - 200 North Alpine	12,645	12,725	12,985
2915	000.000	002.886	SR 85 via 3600 W/1500 N - SR 89 Lehi	895	920	940
2918	000.000	000.156	SR 89 at 100 West American Fork	1,725	1,765	1,805
2918	000.156	000.424	100 North via 100 West American Fork	2,250	2,310	2,355
2918	000.424	000.984	300 North via 100 West American Fork	2,810	2,880	2,940
2918	000.984	001.587	700 North via 100 West American Fork	2,995	3,075	3,135
2918	001.587	002.063	1120 North via 150 West American Fork	3,770	3,865	3,945
2918	002.063	003.833	9600 North via 150 West Highland	3,455	3,545	3,620
2918	003.833	004.835	SR 92 via 6000 West	4,375	4,485	4,580
2918	004.835	006.300	6000 W via Westfield Rd - Main St	4,620	4,740	4,835
2920	000.000	005.051	SR 92 via Highland Blvd	3,715	3,810	3,885
2920	005.051	008.472	Suncrest Dr via Traverse Ridge Rd - Highland Dr	895	920	940
2922	000.000	000.137	SR 74 (proposed)			
2922	000.137	000.531	200 East - 500 East via 700 North American Fork	6,405	6,565	6,700
2923	000.000	000.579	East Frontage Road - 2100 North via 300 West	895	920	940
2924	000.000	002.098	Jct 1200 East via 9600 North	2,200	2,255	2,300
2924	002.098	003.013	SR 74 begin Proposed			
2924	003.013	004.330	4800 West - SR 146 via Harvey Blvd constructed	895	920	940
2926	000.000	001.551	7350 North - SR 73 via 8350 West	3,315	3,400	3,470
2932	000.000	004.533	Jct SR 89 - SR 74 via 1200 East and 10400 South	1,795	1,840	1,875
2936	000.000	000.497	Jct 1600 North - 200 South via 400 West	895	920	940
2940	000.000	000.809	Jct 10400 North - SR 92 via 1200 East in Highland	7,815	8,015	8,180
2942	000.000	000.571	SR 89 - 400 East via Center Street	3,285	3,370	3,435
2944	000.000	001.118	Jct 7750 North - SR 73 via 850 East in Lehi	895	920	940
2946	000.000	000.633	SR 265 University Parkway (BYU Diagonal)	17,365	16,915	17,260
2946	000.633	001.135	800 South via 800 East Orem	15,045	15,430	15,745
2946	001.135	001.640	400 South via 800 East	15,240	15,630	15,950
2946	001.640	002.165	Center Street via 800 East Orem	10,085	10,635	10,850
2946	002.165	002.675	400 North via 800 East	7,570	7,765	7,925
2946	002.675	003.183	SR 52 800 North via 800 East	10,205	10,465	10,680
2946	003.183	003.817	1200 North via 800 East	10,715	10,990	11,210
2946	003.817	004.118	Skyline Drive (620 East) via 1600 North	9,630	9,875	10,080

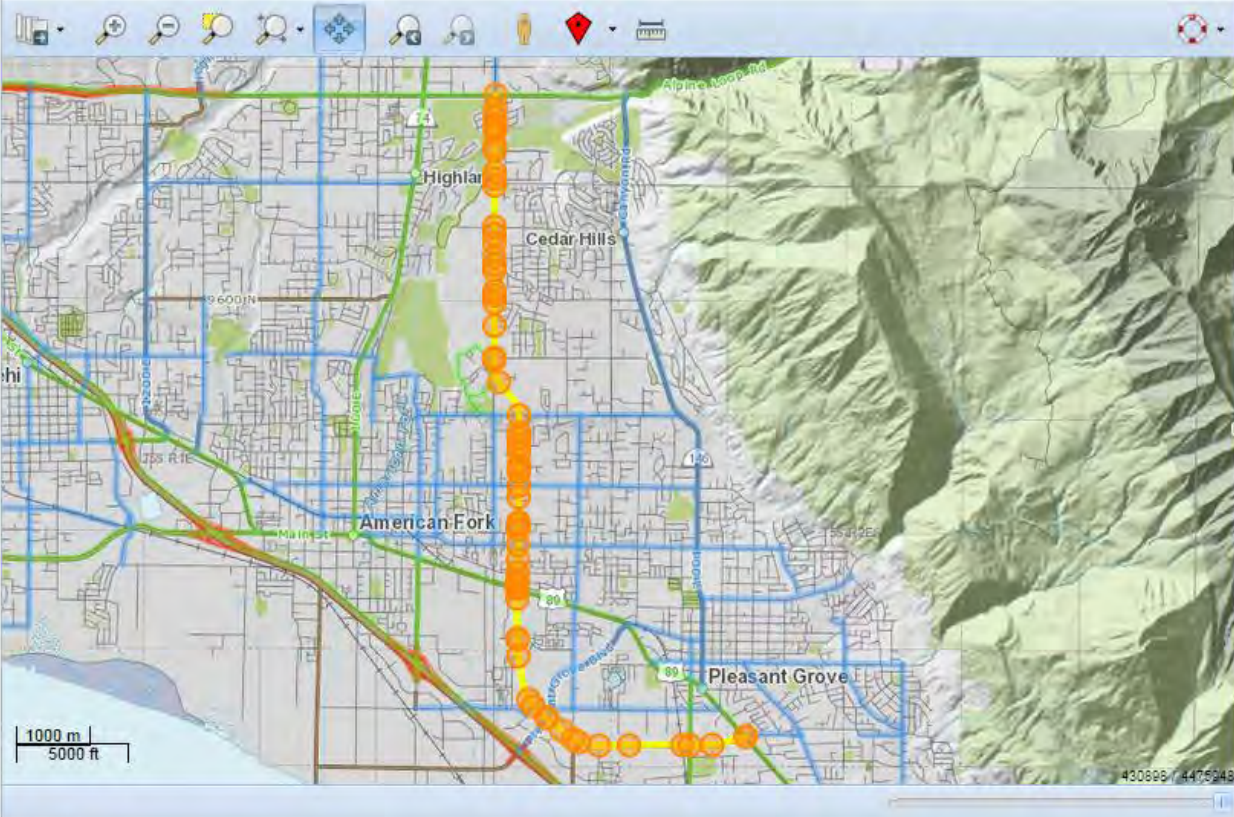
Highway Referencing for SR-129, starting at US-89 and ending at SR-92



Highway Reference Online

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Route Information

SR-129

Description From Route 89 in Lindon westerly on 700 North; northerly on North County Blvd to Route 92 in Highland

Roadway Type Mainline

Begin 0 miles, Jct. US-89 (State Street) at the West Side Curb westerly via 700 North in Lindon - Utah County

End 7.27 miles, Jct. SR-92 (Timpanogos Hwy) at the South Side Curb in Highland

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Feature ID	Mile	Category	Feature	Description	X	Y
	0.000	Route	Route Begins	Jct. US-89 (State Street) at the West Side Curb westerly via 700 North in Lindon - Utah County	437870	4467070
	0.000	Boundary	Functional Class Boundary	Minor Arterial	437870	4467070
110197	0.284	Street	Street Left	800 West	437405	4466955
110198	0.474	State Route	State Route Crossing	SR-114 (Geneva Rd.)	437097	4466952
110199	0.543	Railroad Crossing	RR Crossing - 1 track		436986	4466953
110200	1.000	Milepost	Milepost	1	436249	4466950
110201	1.258	Street	Street Left	1700 West	435833	4466945
110202	1.434	Street	Street Crossing	2000 West	435553	4466993
110203	1.489	Street	Street Right	Proctor Lane	435473	4467032
110204	1.613	Street	Street Crossing	Mountain View Lane (Approx. 1430 West)	435313	4467157
	1.782	Boundary	Functional Class Boundary	Other Principal Arterial	435105	4467334
110205	1.782	Federal Aid Route	Fed Aid Route Crossing	Pleasant Grove Blvd (Route 2978)	435105	4467334

Route Name **0129P**

From Route 89 in Lindon westerly on 700 North; northerly on North County Blvd to Route 92 in Highland

Accum. Mile	Feature Description	
0.000	Route Begins	Jct. US-89 (State Street) at the West Side Curb westerly via 700 North in Lindon - Utah County
0.000	Functional Class Boundary	Minor Arterial
0.284	Street Left	800 West
0.474	State Route Crossing	SR-114 (Geneva Rd.)
0.543	RR Crossing - 1 track	
1.000	Milepost	1
1.258	Street Left	1700 West
1.434	Street Crossing	2000 West
1.489	Street Right	Proctor Lane
1.613	Street Crossing	Mountain View Lane (Approx. 1430 West)
1.782	Functional Class Boundary	Other Principal Arterial
1.782	Fed Aid Route Crossing	Pleasant Grove Blvd (Route 2978)
1.934	Street Crossing	Grove Pkwy
2.000	Milepost	2
2.383	Street Right	150 South via North County Blvd. (2000 W.)
2.531	Street Right	Center Street
2.539	Street Left	Center Street
2.880	Street Left	390 South
2.959	State Route Crossing	US-89 (State Street)
2.971	RR Crossing - 1 track	
3.000	Milepost	3
3.029	Street Crossing	680 North (Right), Pacific Dr (Left)
3.103	Street Crossing	800 North (Right), Bamburgh Dr. (Left) 220 S. (Left)
3.208	Street Right	930 North
3.339	Fed Aid Route Crossing	50 South Left 1100 North Right (Route 2897)
3.467	Street Right	50 North
3.506	Street Left	70 North
3.534	Street Right	80 North
3.748	Street Left	220 North
3.849	Fed Aid Route Crossing	300 North (Route 2900)
3.965	Street Left	380 North
4.000	Milepost	4
4.016	Street Right	400 North
4.134	Street Left	480 North
4.198	Street Right	Meadow Wood Ln (530 North)
4.247	Street Left	560 North
4.300	Street Right	580 North Cir.
4.453	Fed Aid Route Crossing	700 North (Route 2894)
4.796	Street Left	900 East
5.000	Milepost	5
5.018	Street Right	1100 North
5.291	Street Right	1300 North
5.492	Street Right	Murdock Dr. (1480 North)

Route Name **0129P**

Accum. Mile	Feature Description	
5.552	Street Right	1520 North
5.592	Underpass	Local Road (Murdock Canal)
5.770	Street Right	Harvey Blvd.
5.816	Street Right	1750 North
5.881	Street Right	1800 North
6.000	Milepost	6
6.078	Street Right	10040 North via 4800 West
6.143	Street Crossing	Cedar Hills Dr.
6.496	Street Right	10370 North via North County Blvd.
6.559	Street Right	Killarney Dr.
6.610	Street Crossing	Ole Bish Ln (Right), Knight Ave (Left)
6.803	Street Right	Caddie Ln
6.832	River Crossing	E-2632
6.964	Street Right	Canyon View Dr.
7.000	Milepost	7
7.024	Street Right	Vista Dr.
7.082	Street Crossing	Country Club Dr.
7.151	Street Crossing	Panorama Dr.
7.270	Route Ends	Jct. SR-92 (Timpanogos Hwy) at the South Side Curb in Highland