



G R E A T E R S A L T L A K E
**Municipal Services
District**

Planning and Development Services

2001 S. State Street N3-600 • Salt Lake City, UT 84190-4050

Phone: (385) 468-6700 • Fax: (385) 468-6674

msd.utah.gov

Files # CUP2024-001185

Conditional Use Summary

Public Body: Magna Planning Commission

Meeting Date: October 3, 2024

Parcel ID: 14-21-200-041-0000, 14-21-200-029-0000, 14-21-200-028-0000, 14-21-201-004-0000

Current Zone: M-2

Property Address: 2167 S Jenkins Park Lane, 2198 S 7400 W, 2185 S 7400 W

Request: Hot Mix Asphalt Plant and Recycling

Applicant Name: Quin Bingham

MSD Planner: Justin Smith

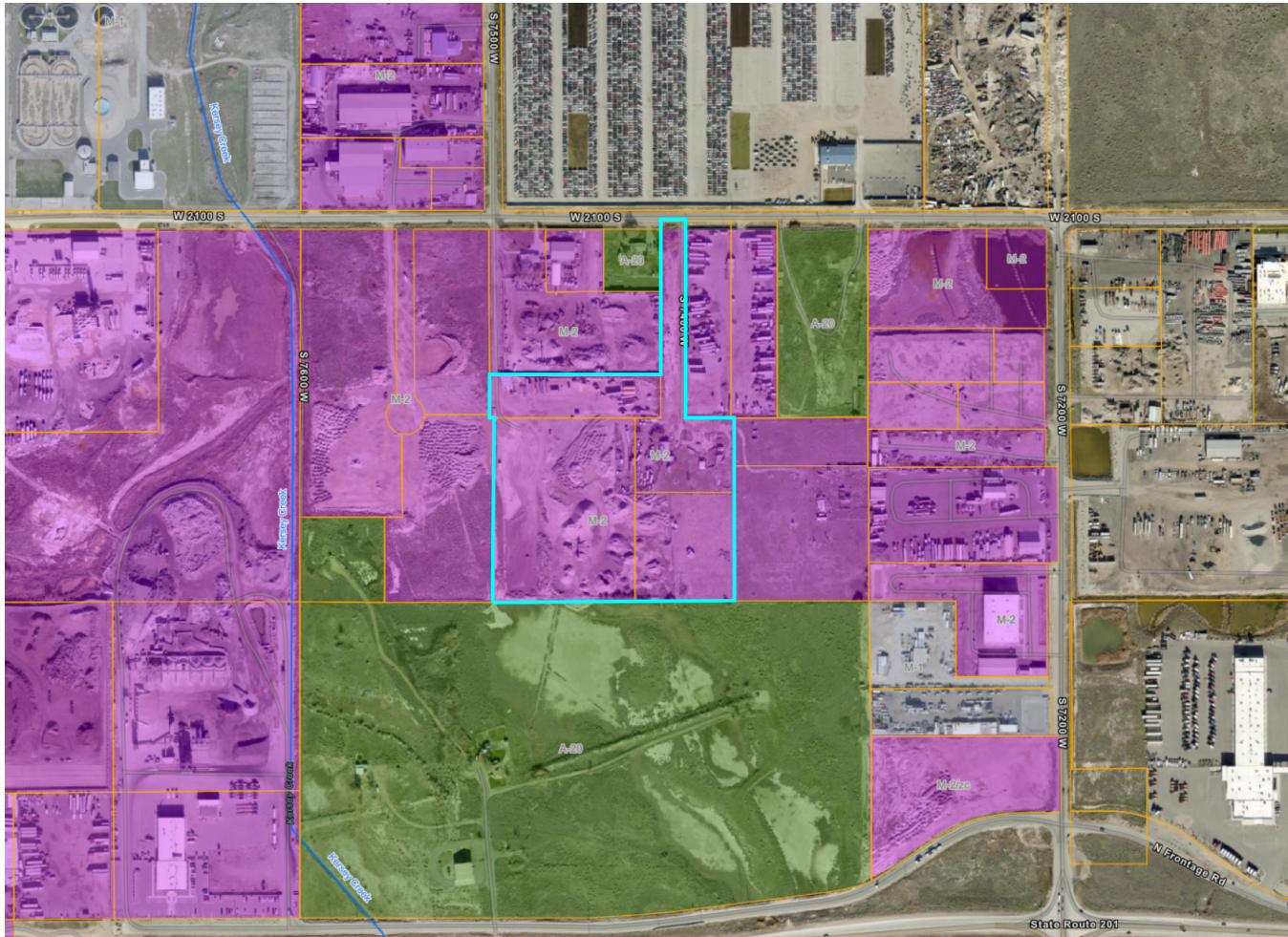
MSD Planning Staff Recommendation: Approval

PROJECT SUMMARY

The applicant, Quin Bingham, is Applying for a conditional use permit for a hot mix asphalt plant that will create asphalt from recycled materials. These parcels were previously rezoned in both 2023 and 2024 to the M-2 zone. Two of the parcels have the same address.

SITE & ZONE DESCRIPTION

The property is located along the southside of 2100 S, just west of the WHCP7581 subdivision and directly south of Copart. The four lots are currently zoned M-2. The property has access on the west side from an easement.



ISSUES OF CONCERN/PROPOSED MITIGATION

The Greater Salt Lake Municipal Services District and reviewing agencies have reviewed the application and have not identified any potential issues with the application and have given a conceptual “ok” to the application.

PLANNING STAFF ANALYSIS

The applicant is requesting a heavy manufacturing use that will be manufacturing asphalt from asphalt and concrete that is recycled on-site. In the M-2 zone, heavy manufacturing is listed as a conditional use and recycling facilities are listed as a permitted use. Heavy manufacturing is defined as the manufacture or compounding process of raw materials. It would include activities or processes that necessitate the large volumes of highly flammable, toxic matter or explosive materials needed for the manufacturing process.

Development Standards

The Manufacturing zone lists a few development standards that must be met. The first is view protection which requires the proportion and massing of buildings to minimize the obstruction of views. The applicant has not proposed anything that exaggerates the height of the buildings, nor is the applicant proposing having any habitable space above the maximum height set by the M-2 zone. The plans do not currently show any buildings

other than a job trailer that would function as a control room. The job trailers are twelve feet in height and would be required to be built upon a permanent foundation.

The development area is 15.38 acres in size and meets the M-2 minimum lot size requirement of 25,000 square feet. The minimum lot width of 100 feet is also met and meets the flag lot requirements of Title 18. The M-2 zone does have a minimum height requirement of fifteen feet for primary buildings and a maximum height requirement of 80 feet. Title 19.46.110 allows for exceptions to the maximum height requirements for structures with certain public or semipublic uses so long as it does not include additional floor space, but that would not apply to this use. The proposed development meets all setbacks requirements.

Accessory Outside Storage

The provided site plan does show outside storage. Those storage areas would have to be either upon a paved surface with fencing that meets the screening requirements of 19.42.040 or to construct accessory storage buildings to store the material. Any equipment storage, including vehicles, are required to be stored on a paved surface. The accessory outside storage use allows up to 15% of the parcel to be used for outdoor storage that is accessory to the main use. The four parcels that make up this project add up to 15.38 acres in size or roughly 699,900 square feet. 15% of that area would be about 100,000 square feet. The two equipment storage areas, the truck staging area, and the stockpile area make up roughly 61,000 square feet. This amount of accessory storage meets the requirements of 19.42.040 with 8.7% of the property being used. Fences have not been listed on the site plan, but privacy fences of at least 6 feet in height would be required for any accessory outdoor storage area.

There is an aggregate storage area towards the north of the property. No elevations have been provided for this, but aggregate storage that is located outdoors, both covered or uncovered, are typical of asphalt and concrete plants. An accessory use is defined under 19.04.070 as a use that is clearly incidental and subordinate to the existing primary use. The outdoor storage of unprocessed and processed asphalt would be directly related to the primary use. Heavy manufacturing is defined in 19.04.070 as the manufacture or compounding of raw materials and that these activities may include outdoor operations. The two outdoor asphalt piles, one for each processed and unprocessed asphalt, would be an essential part of the primary use and would not be considered accessory outside storage.

Off-Street Parking and Access

Heavy Manufacturing uses are required to have one parking spot per employee on the highest scheduled shift. There will be eight employees on shift and the current plans show 25 spots being provided. The proposed development would have a 28' wide asphalt drive that would loop around the property and provide two points of access and egress. This asphalt drive would also guide the trucks through the loading and unloading areas and the truck staging area.

Right-of-Way Improvements

One of the comments left by Engineering stated that the applicant should acquire a delay agreement. A letter of recommendation for a delay agreement was provided by the Engineer on October 1st that recommends that a delay agreement be granted for curb, gutter, and sidewalk improvements.

Landscaping

The applicant has not provided any landscape plans, but the submitted site plan does include a landscaped area that does meet the requirements of 19.50. The landscaping chapter also has additional requirements for outdoor storage. Any outdoor storage areas must be completely screened by an opaque masonry wall or a solid wood fence of at least 6 feet in height. Stored materials are not allowed to be taller than the required fence or wall. Any mechanical equipment or materials would have to be screened. The parking area for employees does have more than 20 spots and as thus the parking lot landscaping would be required to meet the requirements of 19.50.070(C) and 19.50.070(D).

Based on the above analysis, MSD staff has found that the proposal is consistent with the surrounding land uses as well as the general plan. Full compliance with required ordinances and policies will be verified through the subsequent technical review process before the issuance of the Land Use permit, and license inspection process.

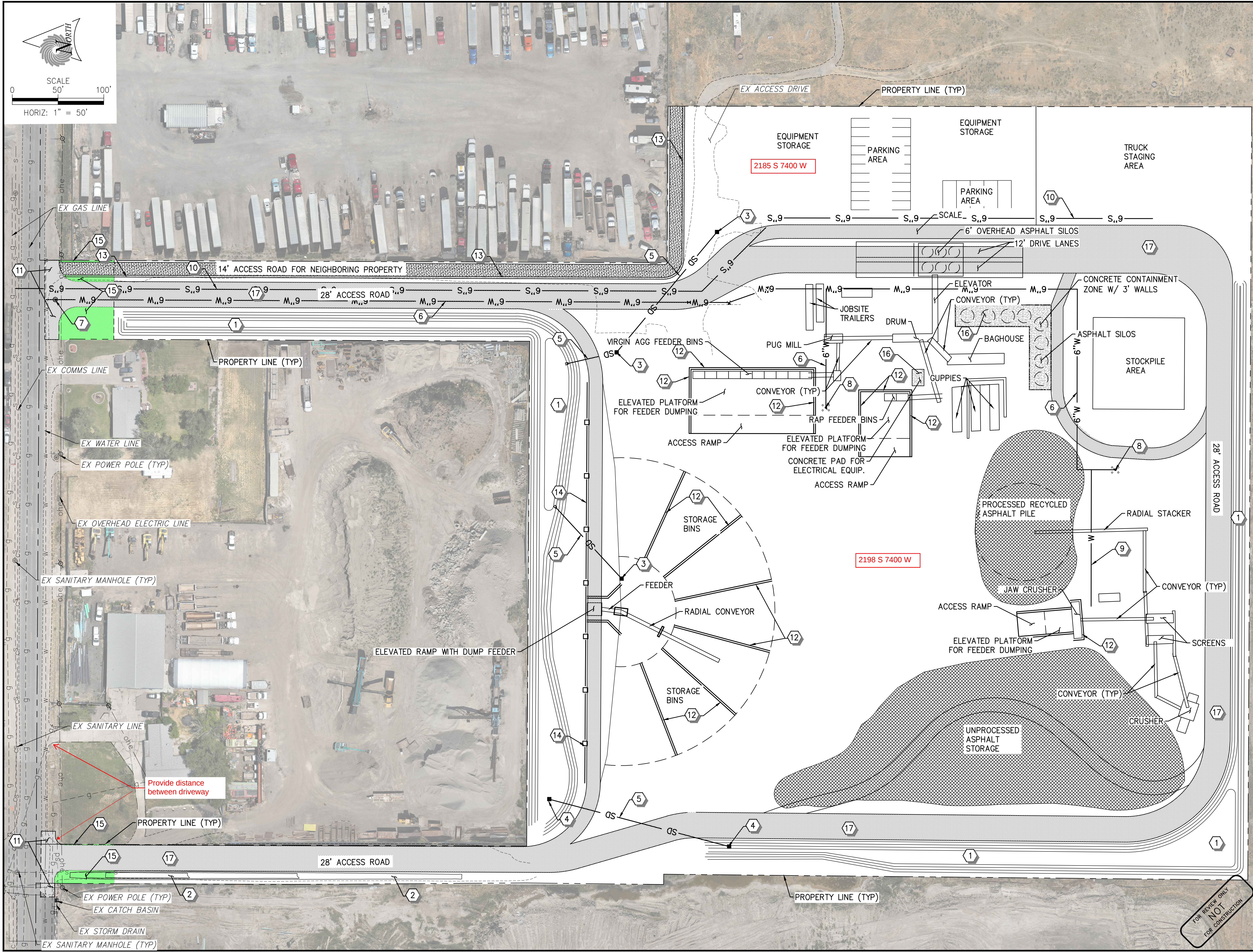
PLANNING STAFF RECOMMENDATION

Based on the findings stated above, the MSD Planning Staff recommends that the Magna Planning Commission recommend approval of the conditional use subject to staff recommended conditions:

- 1. Applicant to be required to comply with the landscaping requirements of 19.50.**
- 2. Applicant be required to comply with the requirements of 19.34.**
- 3. Applicant be required to comply with the requirements of 19.42.**
- 4. Applicant be required to acquire a delay agreement for right-of-way improvements.**
- 5. Applicant to be required to comply with the requirements of all reviewing agencies.**

ATTACHMENTS:

- A. Stamped Site Plan
- B. Kennecott Section 21 Drinking Water Source Protection Verification Letter
- C. Traffic Impact Study
- D. Granite Construction Summary Letter
- E. Engineer's Recommendation Letter



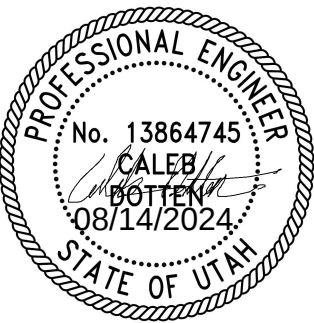
SITE NOTES

- 1 STORMWATER POND
- 2 RETENTION BIOSWALE
- 3 CATCH BASIN
- 4 POND OVERFLOW/OUTLET STRUCTURE
- 5 18" HDPE STORM LINE
- 6 6" WATER LINE
- 7 6" WATER METER
- 8 6" FIRE HYDRANT W BOLLARDS
- 9 2" WATER LATERAL
- 10 6" SANITARY SEWER LINE
- 11 12' APPROACH IMPROVEMENT
- 12 2' WIDE CONCRETE BLOCK RETAINING WALL
- 13 CONCRETE K-RAIL BARRIER
- 14 GUARDRAIL
- 15 LANDSCAPE AREA
- 16 CONCRETE PAD
- 17 ASPHALT DRIVE

Municipal Services District	
Conceptual Site Plan Review	
Planning	Concept O.K. - Technical Review Required jenmhr: SITE PLAN, Stamped 09/11/2024
Grading	Concept O.K. - Technical Review Required Adahir: SITE PLAN, Stamped 09/21/2024
Geology	Concept O.K. - Technical Review Required Adahir: SITE PLAN, Stamped 09/06/2024
Hydrology	Concept O.K. - Technical Review Required Adahir: SITE PLAN, Stamped 09/06/2024
Boundary	
Traffic	Concept O.K. - Technical Review Required Adahir: SITE PLAN, Stamped 09/06/2024
UFA	Concept OK - Technical Review Required alexcogit: 08/23/2024
Health	
Building	
Addressing	

Addressing **Revisions Required - See Comments Sheet**
MASchleicher: SITE PLAN, Stamped 08/21/2024

REV. NO.	COMMENT	DATE



SUNRISE ENGINEERING
6875 SOUTH 900 EAST
SALT LAKE CITY, UTAH 84047
TEL 801.523.0100 • FAX 801.523.0990
www.sunrise-eng.com

GRANITE CONSTRUCTION
GODFREY ASPHALT PLANT
SITE PLAN

SEI NO.	DESIGNED	DRAWN	CHECKED	SHEET NO.
10546				of

P:\Granite Construction\10546 Godfrey Asphalt Plant\06 Dwg Sheets\Godfrey-Site PLAN.dwg Aug 14, 2024 10:08am caleb.dotten

Rio Tinto Kennecott
4700 Daybreak Parkway
South Jordan, Utah 84009
T (801) 304-1256
M (385) 246-7937
E-mail trevor.paulson@riotinto.com

Trevor Paulson
Senior Advisor Water

July 12, 2024

Salt Lake County Health Department
Water Quality Bureau
788 East Woodoak Lane
Murry, UT 84107

Subject: **Kennecott Section 21 Drinking Water Source Protection Verification Approval with Conditions for Granite Construction Parcels 14-21-200-026, 14-21-200-028, 14-21-200-029, and 14-21-200-040, Magna, UT for Land Uses within Zone 3 of its DWSP Area**

To Whom It May Concern,

Quin Bingham of Granite Construction recently notified Kennecott regarding its future development at parcels 14-21-200-026, 14-21-200-028, 14-21-200-029, and 14-21-200-040, in Magna, UT. This location is within Zone 3 of Kennecott's Section 21 Wellfield Drinking Water Source Protection Area.

Granite Construction has proposed land uses classified as "restricted" by the Salt Lake County Drinking Water Source Protection Ordinance. The restricted land use is an asphalt and or concrete recycling facility which will have fuel, asphalt cement, and motor oil storage on site. As required by the Ordinance, Granite Construction has provided Kennecott the best management practices and land management strategy through a cover letter stating Granite's commitment to prevent the contamination of the groundwater. Attached are site arrangement drawings along with the commitment letter from Granite Construction. The management practices and land management strategy are intended to prevent any pollution or contamination of Kennecott's drinking water supply. Kennecott agrees that the management practices described by Granite Construction should be fully implemented. Kennecott also requests that Granite Construction strictly adheres to all other regulations that may potentially impact Kennecott's drinking water supply and implements any additional recommendation from the Salt Lake County Health Department.

Kennecott **accepts and approves** of Granite Constructions proposed development, provided they strictly adhere to the management practices and land management strategy provided and any other regulation that may potentially impact Kennecott's drinking water supply and that they implement all additional recommendation from the Salt Lake County Health Department.

Sincerely,

Trevor Paulson

Trevor Paulson
Senior Advisor Water
Kennecott Utah Copper LLC



July 10, 2024

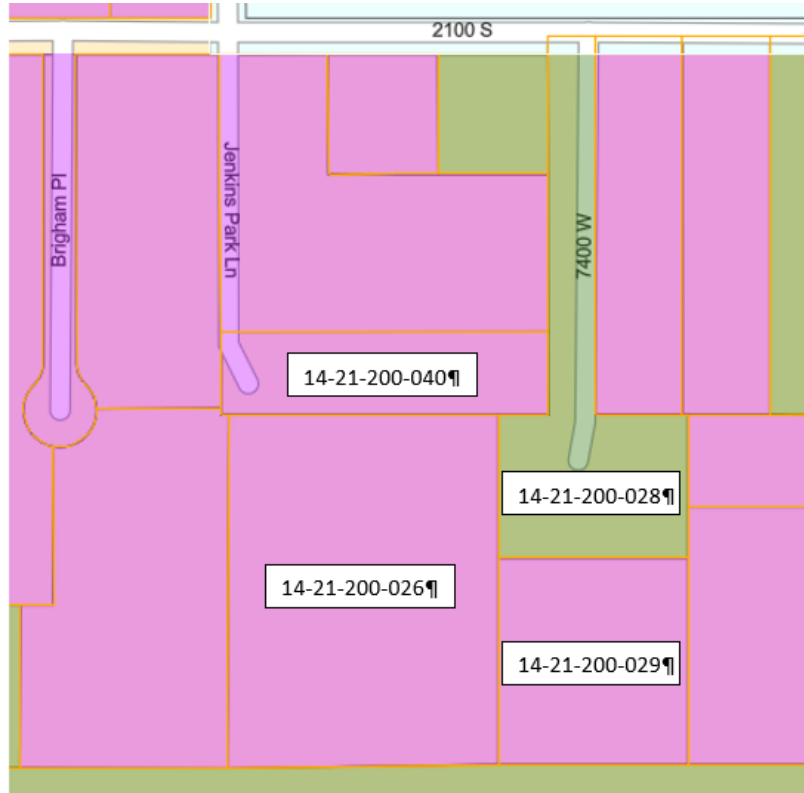
Trevor Paulson
Advisor – Water
Rio Tinto Kennecott
4700 Daybreak Parkway
South Jordan, Utah 84009

Re: Asphalt/Concrete Recycle Facility approval within DWSP Zone 3 Protection Area

Dear Mr. Paulson,

Granite Construction Company (Granite) is under contract to purchase parcels 14-21-200-026, 14-21-200-028, 14-21-200-029, and 14-21-200-040 in Magna, Utah (**Exhibit 1**). Granite is currently procuring a conditional use permit (CUP) to construct an asphalt manufacture plant and asphalt/concrete recycle facility on these parcels. During the CUP procurement process, Brad Johnson of the Greater Salt Lake Municipal Services District indicated that these parcels are within the DWSP Zone 3 Protection Area for a well owned by Kennecott Section 21.

Exhibit 1 – Parcels of Interest



As part of the proposed land use, the following petroleum-based products and their respective

secondary containment type will be stored on-site:

- Diesel fuel
 - Above ground storage tank with steel secondary containment/enclosure
- Asphalt Cement
 - Above ground storage silos within concrete secondary containment
- Motor oil
 - Steel/Poly drums on secondary containment pallets

Secondary containments for each of these storage tanks are approximately double the volume of the containment vessel they house. Spill Prevention, Control and Countermeasure (SPCC) Plan will be developed for this site which will outline spill prevention measures as well as required secondary containment volume requirements. Under SPCC guidance, monthly inspections of all above ground storage tanks are required and will be completed by on-site staff. A maintenance items identified in the month inspection will be addressed immediately. Spill kits will be located throughout the property for quick access, as needed.

Additionally, a site-specific drainage plan is currently being developed which will direct site grading to retain stormwater to an on-site retention basin. This retention basin will most likely be located on the north side of the property and will be designed to retain a 10-year 24-hour storm. A Multi-Sector General Permit for Stormwater Discharges Associated with Industrial Activity will be obtained and maintained for the life of the facility. Said permit outlines stormwater management requirements. **Attachment A** presents the current site layout with above ground storage tank locations and proposed stormwater retention basin location.

Lastly, Granite will obtain all necessary UDEQ permits, comply with all Magna Township/MSD conditional use permit and building permit requirements, and fulfill any other prerequisites to construct and operate said facility.

Assuming the above control measures satisfy Kennecott's requirement within their Zone 3 protection areas, Granite requests Kennecott draft a letter to the Salt Lake County Health Department on behalf of Granite indicating such. If additional requirements are necessary, that have not been met in the letter please reach out.

Regards,



Quin Bingham
Environmental Manager

Granite Construction
1000 North Warm Springs Rd
Salt Lake City, UT 84116
P: (801) 526-6050
C: (435) 770-4319
E: quin.bingham@gcinc.com

Attachments:

Attachment A: Site Plan

Attachment A
Site Plan



Revisions

0 30 60

Godfrey
Conceptual Plant Layout



June 19, 2024

Design: BJC

Drawn: BJC

Scale: 1" = 70'

Drawing Number:

F - 1

1 OF 1



GRANITE ASPHALT PLANT TIS MAGNA, UT

JULY 2, 2024

PROJECT # UT-9753-24

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Introduction and Summary

PURPOSE OF REPORT AND STUDY OBJECTIVES

This Traffic Impact Study (TIS) aims to identify the traffic impacts for the proposed development, located in Magna, Utah. The study objectives are to define the study intersections, estimate trip generation and distribution for the site before and after development, analyze AM and PM peak traffic conditions with and without the project traffic in existing and 5-years (2029) and recommend improvements to mitigate traffic impacts if necessary.

EXECUTIVE SUMMARY

Site Location and Study Area – The Granite Asphalt Plant development site is located just south of 2100 South and west of 7500 West (see **Figure 1**). Major nearby streets surrounding the project area include 7200 West, and 8000 West.

Development Description – The development will be an asphalt production plant.

CONCLUSIONS AND RECOMMENDATIONS

1. Existing conditions - All study intersections operate at an acceptable LOS. The intersection with the highest delay is 7200 West & 2100 South with a LOS B and a 10.2 veh/sec delay during the PM peak hour. There are currently no recommended mitigations.
2. The proposed development is estimated to generate approximately 130 new external daily trips with 34 during the AM peak and 20 during the PM peak.
3. Existing plus project scenario - All intersections function at an acceptable LOS. The intersection with the highest delay is 7200 West & 2100 South with a LOS B and a 10.2 veh/sec delay during the PM peak hour. There are currently no recommended mitigations.
4. For the 2029 background scenario - All study intersections function at acceptable LOS. The intersection with the highest delay is 7200 West & 2100 South with a LOS B and an 11.5 veh/sec delay during the PM peak hour. There are currently no recommended mitigations.
5. For the 2029 background plus project scenario - All study intersections function at acceptable LOS. The intersection with the highest delay is 7200 West & 2100 South with a LOS B and an 11.6 veh/sec delay during the PM peak hour.

Proposed Development

SITE LOCATION

The site for the Granite Asphalt Plant development is located on the south side of the 2100 South and between 7200 West and 8000 West in Magna, Utah (see **Figure 1**).

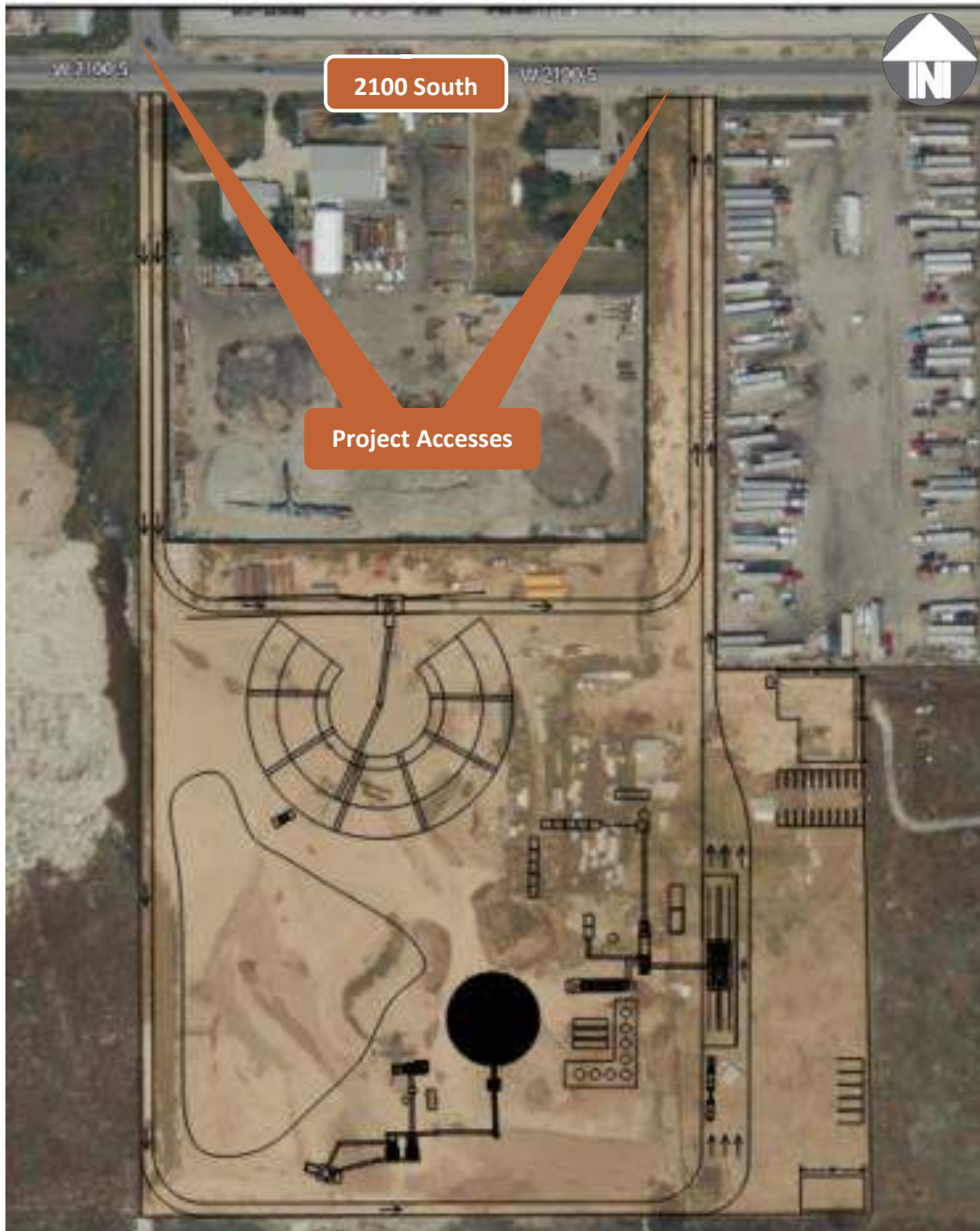
Figure 1: Project Location



SITE PLAN AND PREFERRED ACCESS

The site will have two accesses on the north side of the development along 2100 South. The site plan is shown in **Figure 2**.

Figure 2: Site Plan



Study Area Conditions

STUDY AREA

The major streets potentially impacted by the development are 2100 South, 7200 West, and 8000 West. The speed limits listed in the description are the currently posted speed limits.

Roadway Descriptions:

- 2100 South: An east/west running road with a speed limit of 35 mph. This road is a two-lane roadway that has a dedicated lane in each direction.
- 8000 West: A north/south running road with a speed limit of 35 mph. This road is a two-lane roadway that has a dedicated lane in each direction.
- 7200 West: A north/south running road with a speed limit of 35 mph. This road is a two-lane roadway that has a dedicated lane in each direction.

Intersection Descriptions:

- 2100 South & 8000 West: Two-way stop-controlled T-intersection with the westbound traffic being stop-controlled. The westbound approach lane geometry is a shared left-right turn lane. The northbound lane geometry is a shared through-right turn lane. The southbound lane geometry is a shared left turn-through lane.
- 2100 South & 7200 West: Two-way stop-controlled T-intersection with the westbound traffic being stop-controlled. The westbound approach lane geometry is a shared left turn-through lane. The northbound lane geometry is a shared left-right turn lane. The eastbound lane geometry is a shared through-right turn lane.

Analysis of Existing Conditions

STUDY INTERSECTION LEVEL OF SERVICE

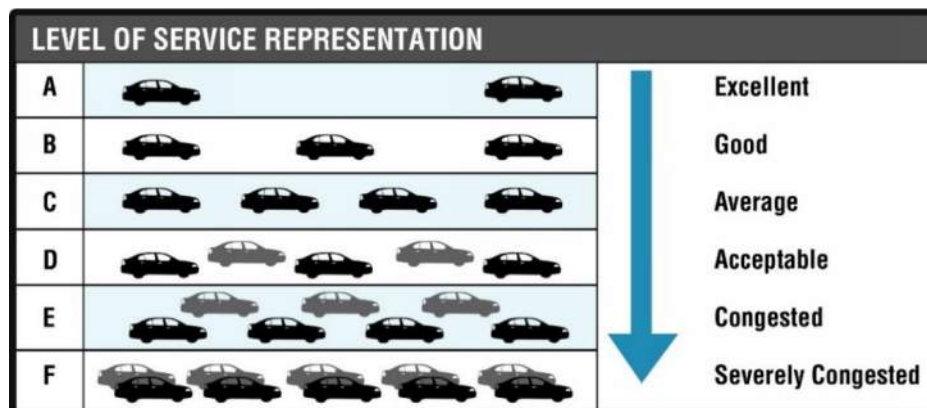
Level of Service (LOS) is a term used by the *Highway Capacity Manual* (HCM) to describe the traffic operations of an intersection based on congestion and delay. It ranges from LOS A (almost no congestion or delay) to LOS F (traffic demand is above capacity, and the intersection experiences long queues and delays). LOS C is generally considered acceptable for rural intersections, while LOS D is acceptable for urbanized intersections. LOS E is the threshold when the intersection reaches capacity. For two-way stop-controlled intersections, average intersection-wide delay and LOS are not defined by the HCM. **Table 1** summarizes LOS delay criteria for stop-controlled movements at unsignalized and signalized intersections. A visual representation of this is shown in **Figure 3**.

Table 1: Level of Service Criteria

Level of Service	Average Control Delay	
	Signalized	Unsignalized
A	≤ 10	≤ 10
B	> 10 - 20	> 10 - 15
C	> 20 - 35	> 15 - 25
D	> 35 - 55	> 25 - 35
E	> 55 - 80	> 35 - 50
F	> 80	> 50

Source: Highway Capacity Manual (HCM) 2010

Figure 3: LOS Example



EXISTING INTERSECTION OPERATIONS

Horrocks collected the study intersection AM and PM traffic counts in June 2024. **Figure 4** and **Figure 5** shows the balanced traffic turning movements for the project. All study intersections and project accesses perform at an acceptable LOS, the intersection with the highest delay is 7200 West & 2100 South with a LOS B and a 10.2 veh/sec delay during the PM peak hour, as shown in **Table 2**.

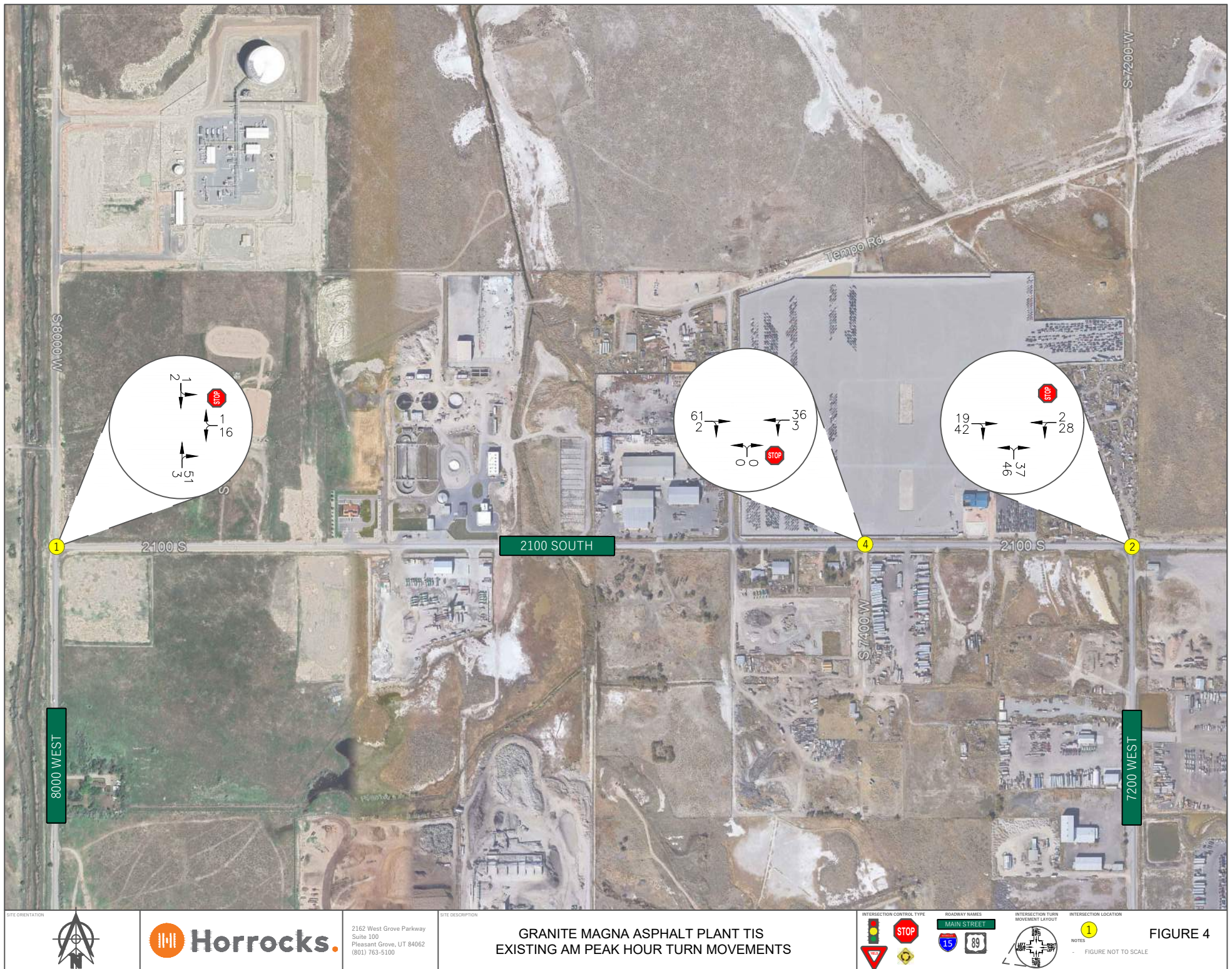
Table 2: Existing Peak Hour Traffic Analysis

Intersection Number	Intersection	AM Peak Hour		PM Peak Hour	
		Average Control Delay (sec/veh)	Level of Service	Average Control Delay (sec/veh)	Level of Service
Existing Peak Hour Conditions					
1	7200 West & 2100 South	9.7	A	10.2	B
2	8000 West & 2100 South	8.8	A	8.9	A
3	2100 South & Project East access (7400 West)	7.4	A	9.1	A

Source: HCM Methodologies using PTV Vistro Software
Control delay for unsignalized intersections is shown for the worst approach only per the HCM.

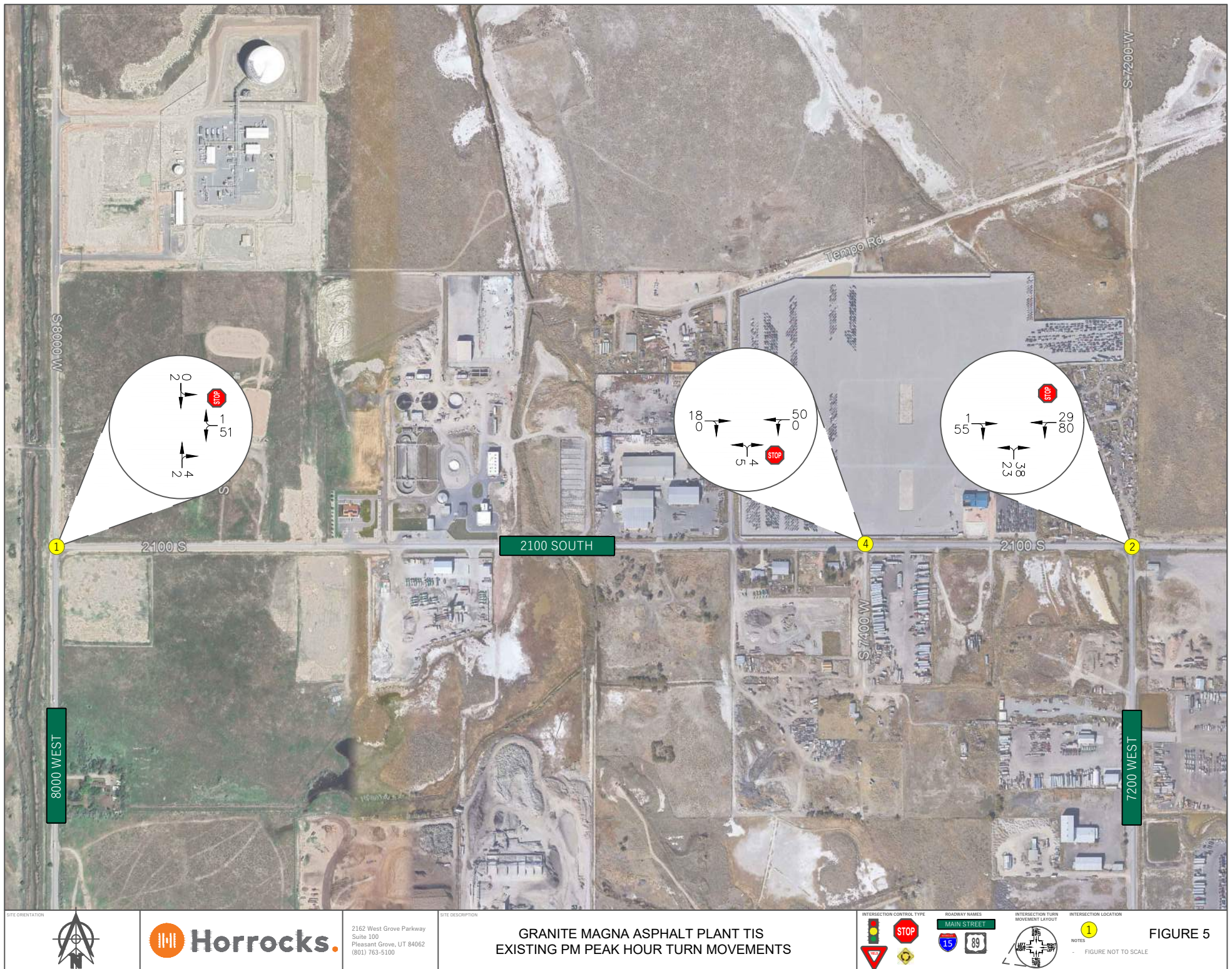
MITIGATIONS

There are currently no recommended mitigations.



GRANITE MAGNA ASPHALT PLANT TIS
EXISTING AM PEAK HOUR TURN MOVEMENTS

FIGURE 4



Project Traffic Volumes

Project traffic volumes were estimated and distributed using the industry-standard trip generation literature, existing traffic counts, and engineering judgment to distribute project traffic to the existing road network.

TRIP GENERATION

Horrocks used trip generation provided by Granite Construction from another asphalt production site. Based on this data, the development within the study area is estimated to generate approximately 130 new external trips, with 34 trips and 20 trips occurring during the AM peak and PM peak hours, respectively. **Table 3** contains a summary of the calculated trip generation for the project.

Table 3: ITE Trip Generation

Trip Generation										
Variable	Quantity	Daily			AM Peak Hour			PM Peak Hour		
		Total	In	Out	Total	In	Out	Total	In	Out
Truck Traffic		1	50%	50%	0.34	50%	50%	0	50%	50%
Asphalt Loadout	70	70	35	35	24	12	12	0	0	0
Truck Traffic		1	50%	50%	0.25	50%	50%	0.25	50%	50%
Aggregate Haul-In	40	40	20	20	10	5	5	10	5	5
Car Traffic		1	50%	50%	0	50%	50%	0.5	5%	95%
Employee Vehicles	20	20	10	10	0	0	0	10	0	10
Total New Trips		130	65	65	34	17	17	20	5	15

TRIP DISTRIBUTION

The estimated new trips from the proposed development were distributed onto the roadway network based on the proposed site access locations, existing turning movements, traffic patterns, and proximity to major roadways, as shown in **Figure 6**

Figure 6: Trip Distribution



Analysis of Existing Plus Project Conditions

The existing plus project scenario was created by adding project traffic to the existing background traffic, as shown in **Figure 7** and **Figure 8**. **Figure 9** and **Figure 10** shows the traffic generated by the project site. Horrocks analyzed the study intersections and all functions at an acceptable LOS, the intersection with the highest delay is 7200 West & 2100 South with a LOS B and a 10.2 veh/sec delay during the PM peak hour, as shown in **Table 4**. The difference column is in comparison to the Existing Scenario.

Table 4: Existing Plus Project Conditions

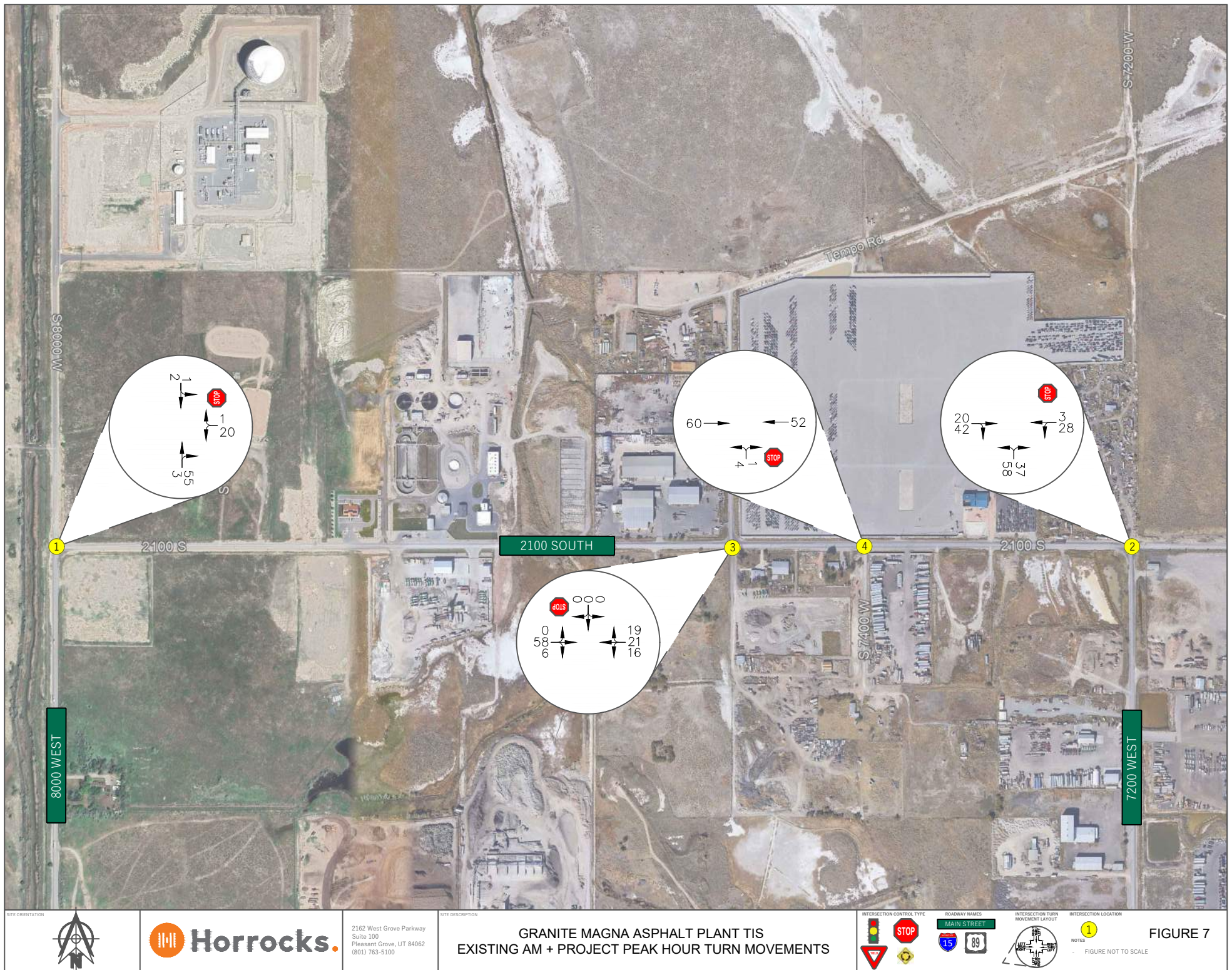
Intersection Number	Intersection Number	AM Peak Hour			PM Peak Hour		
		Average Control Delay (sec/veh)	Level of Service	Difference	Average Control Delay (sec/veh)	Level of Service	Difference
Existing Plus Project Conditions							
1	7200 West & 2100 South	9.8	B	+0.1	10.2	B	-
2	8000 West & 2100 South	8.8	A	-	8.9	A	-
3	2100 South & Project West access (7600 West)	4.8	A	-	4.3	A	-
4	2100 South & Project East access (7400 West)	9.2	A	+1.8	9.2	A	+0.1

Source: HCM Methodologies using PTV Vistro Software

Control delay for unsignalized intersections is shown for the worst approach only per the HCM.

MITIGATIONS

There are currently no recommended mitigations.



SITE ORIENTATION



2162 West Grove Parkway
Suite 100
Pleasant Grove, UT 84062
(801) 763-5100

SITE DESCRIPTION

GRANITE MAGNA ASPHALT PLANT TIS
EXISTING AM + PROJECT PEAK HOUR TURN MOVEMENTS

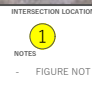
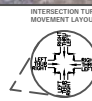
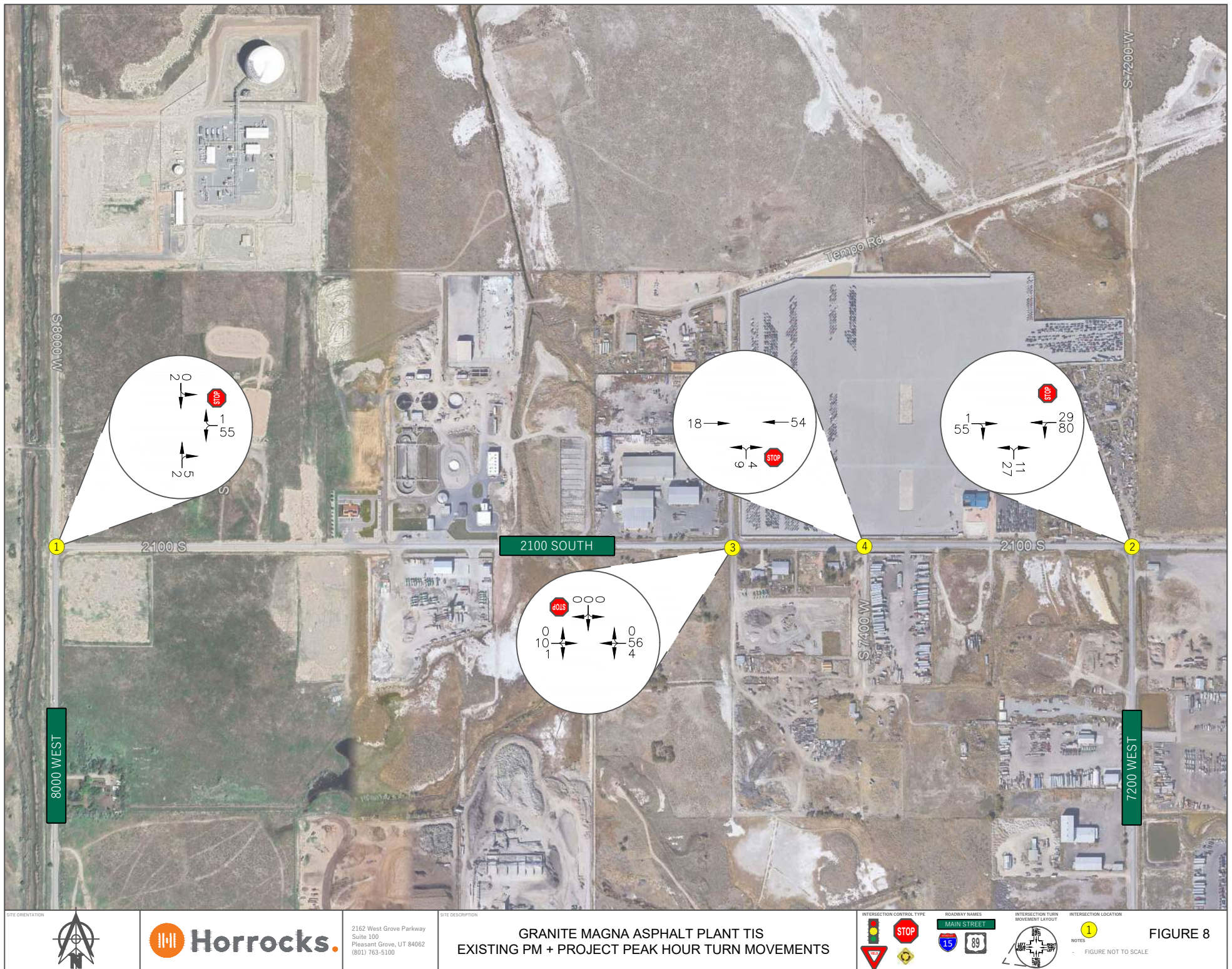


FIGURE 7



SITE ORIENTATION



2162 West Grove Parkway
Suite 100
Pleasant Grove, UT 84062
(801) 763-5100

SITE DESCRIPTION

GRANITE MAGNA ASPHALT PLANT TIS
EXISTING PM + PROJECT PEAK HOUR TURN MOVEMENTS

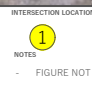
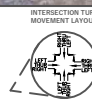


FIGURE 8

Analysis of 2029 Background Conditions

GROWTH RATES

For the 2029 condition, Horrocks obtained projected traffic data from Wasatch Front Regional Council (WFRC) at locations surrounding the project. Using the WFRC projected traffic, this analysis will use an annual background growth factor of 9.4%. Traffic data used to determine the growth is in the APPENDIX.

2029 BACKGROUND CONDITIONS

Horrocks grew the existing traffic volume by 9.4% annually to create a 2029 background traffic scenario, as shown in Figure 11 and Figure 12. Horrocks analyzed the study intersections and all function at an acceptable LOS, the intersection with the highest delay is 7200 West & 2100 South with a LOS B and an 11.5 veh/sec delay during the PM peak hour, as shown in Table 5. The difference column is in comparison to the Existing Scenario.

Table 5: 2029 Background Hour Traffic Analysis

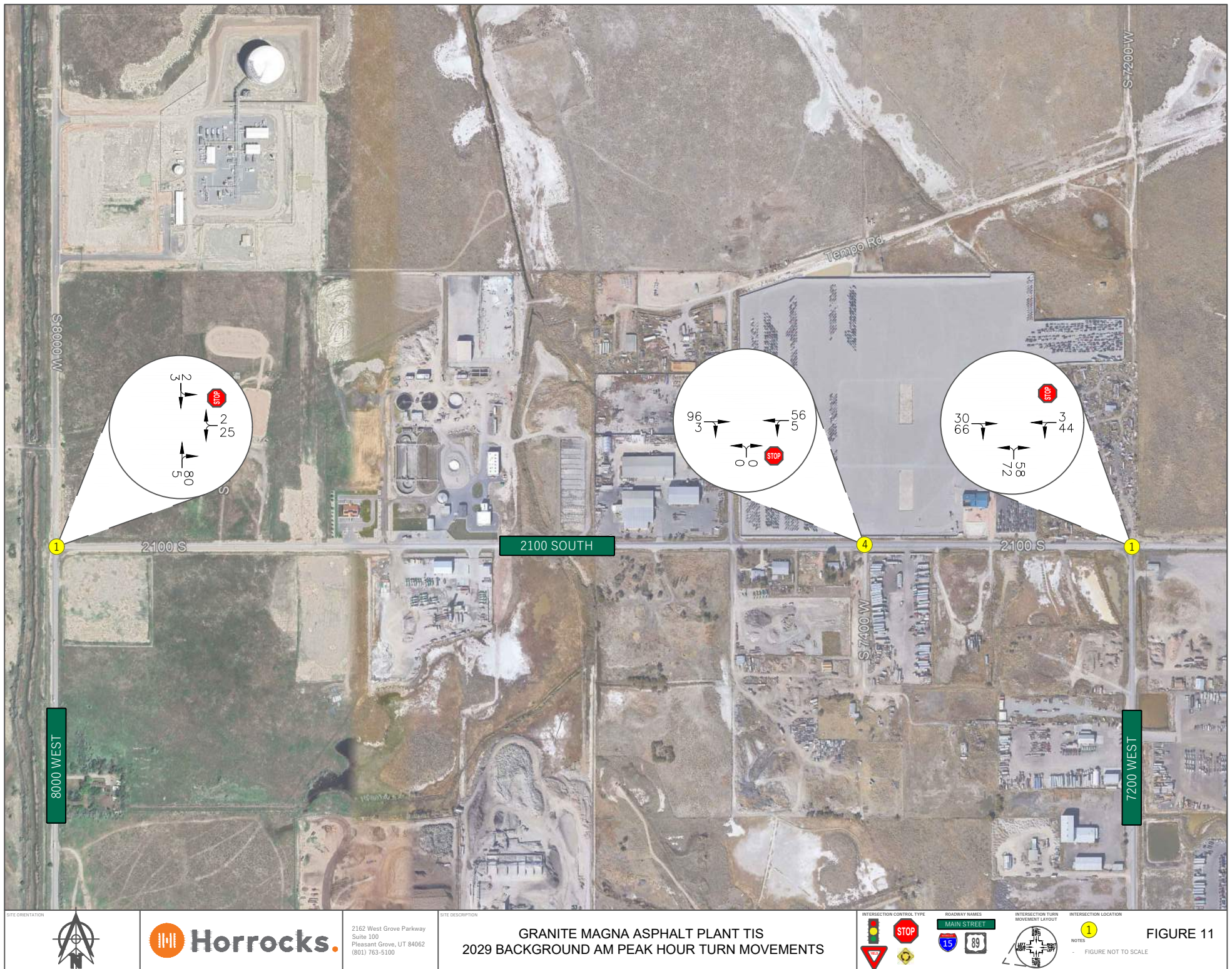
Intersection Number	Intersection Number	AM Peak Hour			PM Peak Hour		
		Average Control Delay (sec/veh)	Level of Service	Difference	Average Control Delay (sec/veh)	Level of Service	Difference
2029 Background Conditions							
1	7200 West & 2100 South	10.5	B	+0.8	11.5	B	+1.3
2	8000 West & 2100 South	9.0	A	+0.2	9.1	A	+0.2
3	2100 South & Project East access (7400 West)	7.4	A	-	9.5	A	-

Source: HCM Methodologies using PTV Vistro Software

Control delay for unsignalized intersections is shown for the worst approach only per the HCM.

MITIGATIONS

There are currently no recommended mitigations.



SITE ORIENTATION



2162 West Grove Parkway
Suite 100
Pleasant Grove, UT 84062
(801) 763-5100

SITE DESCRIPTION

GRANITE MAGNA ASPHALT PLANT TIS
2029 BACKGROUND AM PEAK HOUR TURN MOVEMENTS

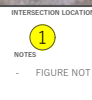
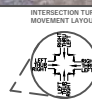
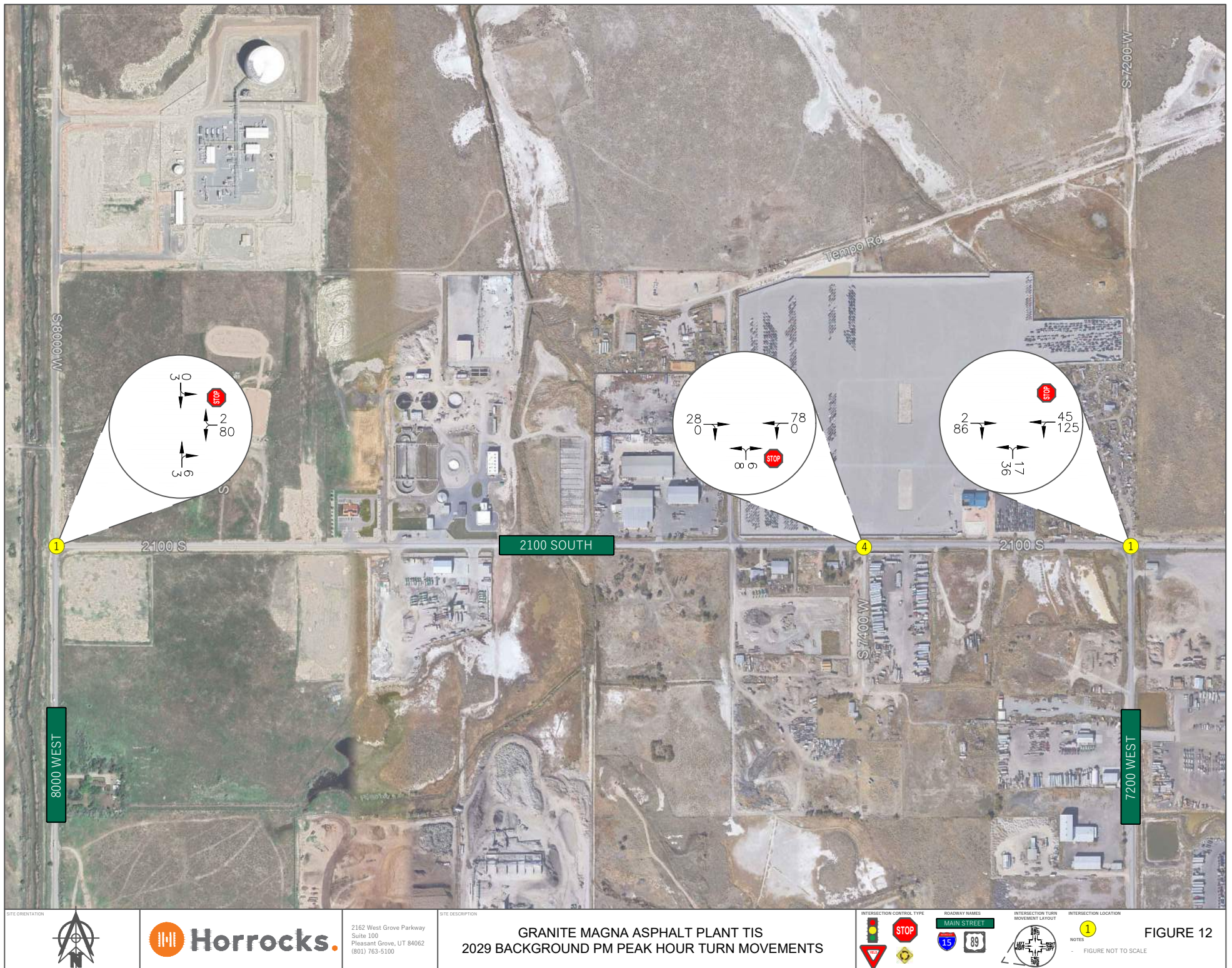


FIGURE 11



2162 West Grove Parkway
Suite 100
Pleasant Grove, UT 84062
(801) 763-5100

SITE DESCRIPTION

**GRANITE MAGNA ASPHALT PLANT TIS
2029 BACKGROUND PM PEAK HOUR TURN MOVEMENTS**



FIGURE 12

Analysis of 2029 Background plus Project Conditions

2029 BACKGROUND PLUS PROJECT INTERSECTION OPERATIONS

The 2029 Background plus project scenario was created by adding project traffic to the 2029 background traffic using the same distribution as the existing conditions, as shown in **Figure 13** and **Figure 14**. Horrocks analyzed the study intersections and all functions at an acceptable LOS, the intersection with the highest delay is 7200 West & 2100 South with a LOS B and an 11.6 veh/sec delay during the PM peak hour, as shown in **Table 6**. The difference column is in comparison to the Existing plus Project Scenario.

Table 6: 2029 Background plus Project Peak Hour Traffic Analysis

Intersection Number	Intersection Number	AM Peak Hour			PM Peak Hour		
		Average Control Delay (sec/veh)	Level of Service	Difference	Average Control Delay (sec/veh)	Level of Service	Difference
2029 Background Plus Project Conditions							
1	7200 West & 2100 South	10.7	B	+0.9	11.6	B	+1.4
2	8000 West & 2100 South	9.1	A	+0.3	9.1	A	+0.2
3	2100 South & Project West access (7600 West)	5.3	A	+0.5	4.4	A	+0.1
4	2100 South & Project East access (7400 West)	9.6	A	+0.4	9.6	A	+0.4

Source: HCM Methodologies using PTV Vistro Software

Control delay for unsignalized intersections is shown for the worst approach only per the HCM.

MITIGATIONS

There are currently no recommended mitigations.

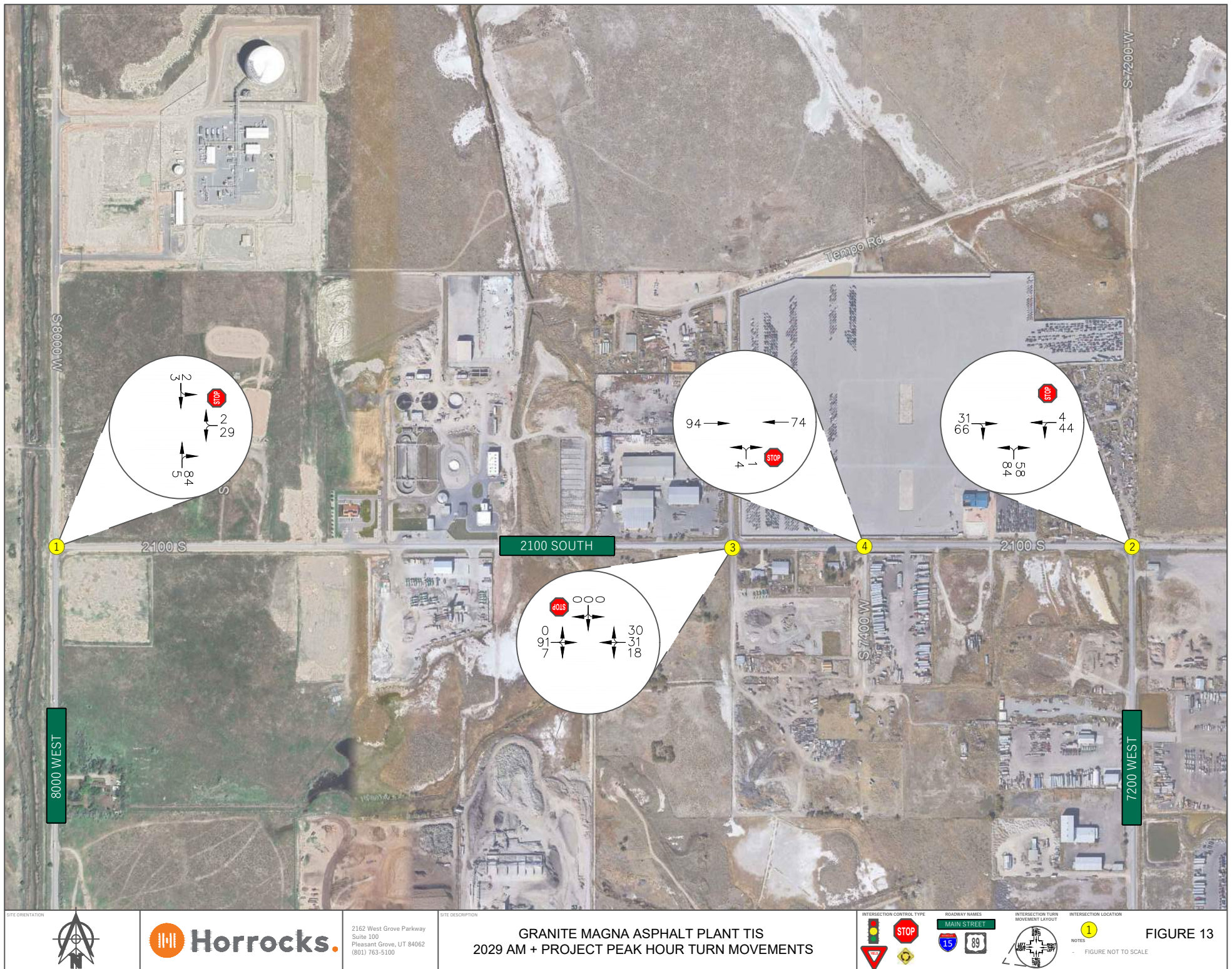
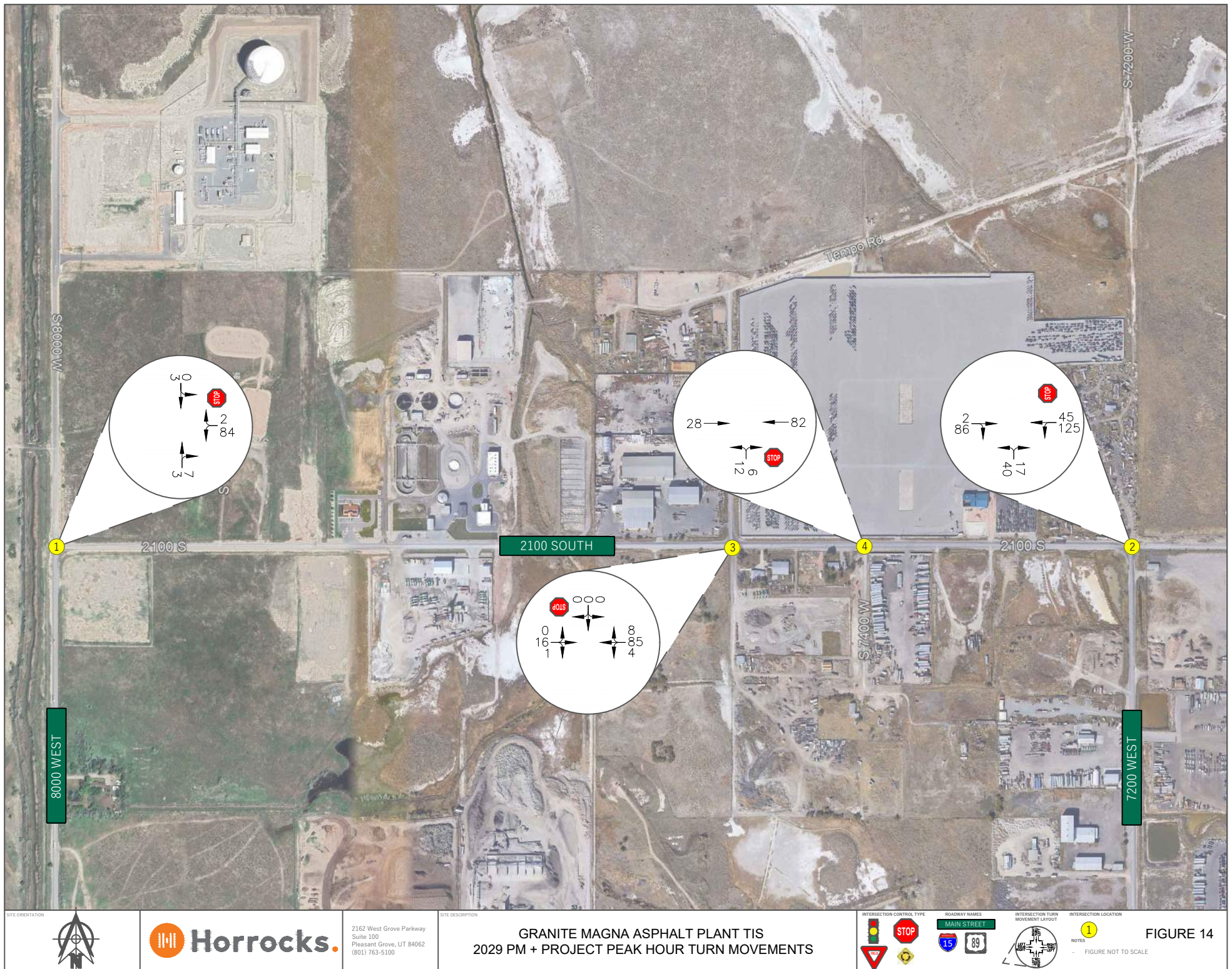


FIGURE 13



Conclusions and Recommendations

1. Existing conditions - All study intersections operate at an acceptable LOS. The intersection with the highest delay is 7200 West & 2100 South with a LOS B and a 10.2 veh/sec delay during the PM peak hour. There are currently no recommended mitigations.
2. The proposed development is estimated to generate approximately 130 new external daily trips with 34 during the AM peak and 20 during the PM peak.
3. Existing plus project scenario - All intersections function at an acceptable LOS. The intersection with the highest delay is 7200 West & 2100 South with a LOS B and a 10.2 veh/sec delay during the PM peak hour. There are currently no recommended mitigations.
4. For the 2029 background scenario - All study intersections function at acceptable LOS. The intersection with the highest delay is 7200 West & 2100 South with a LOS B and an 11.5 veh/sec delay during the PM peak hour. There are currently no recommended mitigations.
5. For the 2029 background plus project scenario - All study intersections function at acceptable LOS. The intersection with the highest delay is 7200 West & 2100 South with a LOS B and an 11.6 veh/sec delay during the PM peak hour. There are currently no recommended mitigations.

APPENDIX

TRAFFIC COUNTS

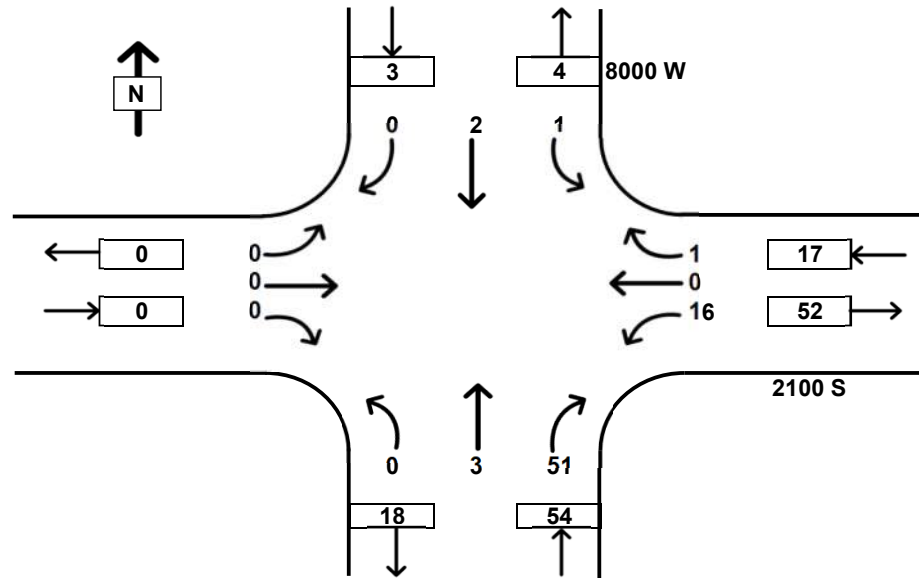
TRAFFIC COUNT SUMMARY

City: **Magna**
 N-S Street: **8000 W**
 Date: **Wednesday, June 19, 2024**
 Begin Time: **07:00 AM**
 Interval Length: **15 min**

E-W Street: **2100 S**



Time Interval		SB				WB				NB				EB				Total All Moves	Hourly Totals
		Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds		
07:00 AM	07:15 AM	0	0	0	0	4	0	1	0	0	1	13	0	0	0	0	0	19	
07:15 AM	07:30 AM	1	1	0	0	3	0	0	0	0	0	13	0	0	0	0	0	18	
07:30 AM	07:45 AM	0	0	0	0	4	0	0	0	0	1	13	0	0	0	0	0	18	
07:45 AM	08:00 AM	0	1	0	0	5	0	0	0	0	1	12	0	0	0	0	0	19	74
08:00 AM	08:15 AM	1	0	0	0	3	0	0	0	0	2	5	0	0	0	0	0	11	66
08:15 AM	08:30 AM	0	0	0	0	6	0	0	0	0	0	8	0	0	0	0	0	14	62
08:30 AM	08:45 AM	0	0	0	0	5	0	0	0	0	0	3	0	0	0	0	0	8	52
08:45 AM	09:00 AM	0	0	0	0	8	0	0	0	0	1	8	0	0	0	0	0	17	50



ADJUSTED PEAK HOUR TRAFFIC VOLUMES											
Southbound			Westbound			Northbound			Eastbound		
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
1	2	0	16	0	1	0	3	51	0	0	0
3			17			54			0		
Trucks: 67%			Trucks: 76%			Trucks: 9%			Trucks: 0%		
Peak Hour: 7:00:00 AM			Peak Hour: 8:00 AM			Peak Vol: 74			Intersection PHF: 0.97		

OPTIONAL	
Adjustment Factor	
Monthly:	1.00
Daily:	1.00
Interval:	1.00
Count:	1.00
Total:	1

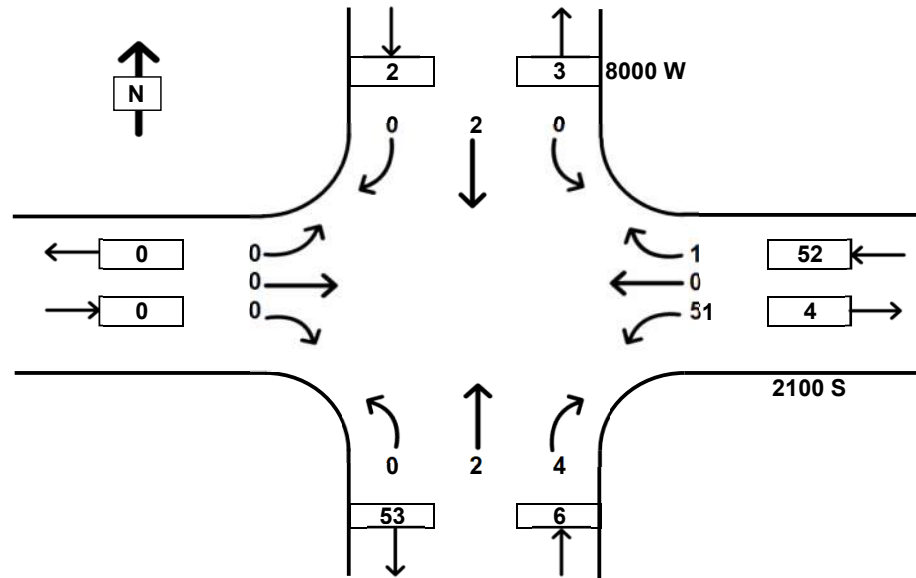
TRAFFIC COUNT SUMMARY

City: **Magna**
 N-S Street: **8000 W**
 Date: **Wednesday, June 19, 2024**
 Begin Time: **04:00 PM**
 Interval Length: **15 min**

E-W Street: **2100 S**



Time Interval		SB				WB				NB				EB				Total All Moves	Hourly Totals
		Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds		
04:00 PM	04:15 PM	0	1	0	0	10	0	0	0	0	0	3	0	0	0	0	0	14	
04:15 PM	04:30 PM	1	0	0	0	4	0	1	0	0	0	4	0	0	0	0	0	10	
04:30 PM	04:45 PM	0	0	0	0	8	0	0	0	0	0	6	0	0	0	0	0	14	
04:45 PM	05:00 PM	0	1	0	0	7	0	0	0	0	0	2	0	0	0	0	0	10	48
05:00 PM	05:15 PM	0	0	0	0	13	0	0	0	0	0	1	0	0	0	0	0	14	48
05:15 PM	05:30 PM	0	0	0	0	17	0	0	0	0	0	1	0	0	0	0	0	18	56
05:30 PM	05:45 PM	0	0	0	0	14	0	0	0	0	2	1	0	0	0	0	0	17	59
05:45 PM	06:00 PM	0	2	0	0	7	0	1	0	0	0	1	0	0	0	0	0	11	60



ADJUSTED PEAK HOUR TRAFFIC VOLUMES											
Southbound			Westbound			Northbound			Eastbound		
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
0	2	0	51	0	1	0	2	4	0	0	0
2			52			6			0		
Trucks: 0%			Trucks: 2%			Trucks: 17%			Trucks: 0%		
Peak Hour: 5:00:00 PM			6:00 PM			Peak Vol: 60			PHF: 0.83		

OPTIONAL	
Adjustment Factor	
Monthly:	1.00
Daily:	1.00
Interval:	1.00
Count:	1.00
Total:	1

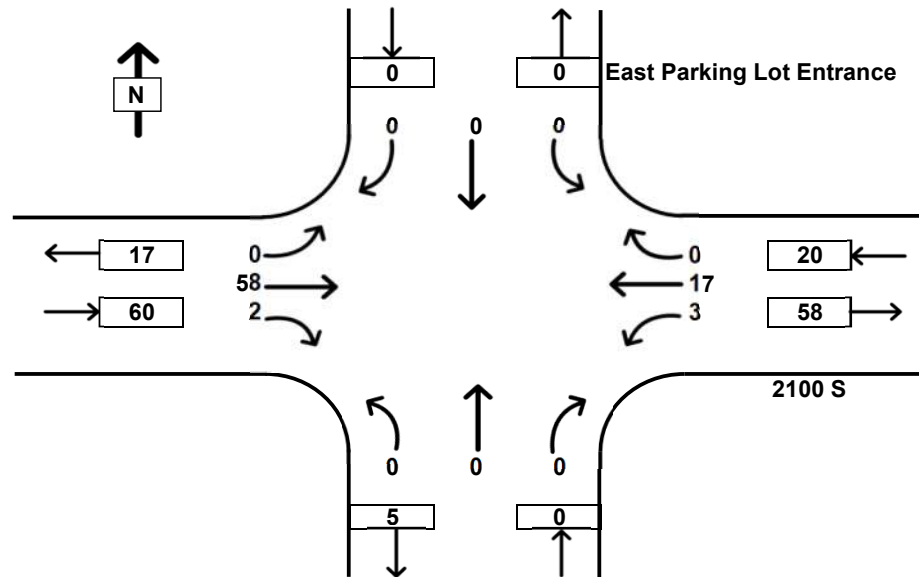
TRAFFIC COUNT SUMMARY

City: **Magna**
 N-S Street: **East Parking Lot Entrance**
 Date: **Wednesday, June 19, 2024**
 Begin Time: **07:00 AM**
 Interval Length: **15 min**

E-W Street: **2100 S**



Time Interval		SB				WB				NB				EB				Total All Moves	Hourly Totals
		Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds		
07:00 AM	07:15 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	14	0	0	16	
07:15 AM	07:30 AM	0	0	0	0	2	5	0	0	0	0	0	0	0	15	1	0	23	
07:30 AM	07:45 AM	0	0	0	0	1	4	0	0	0	0	0	0	0	14	1	0	20	
07:45 AM	08:00 AM	0	0	0	0	0	6	0	0	0	0	0	0	0	15	0	0	21	80
08:00 AM	08:15 AM	0	0	0	0	0	4	0	0	0	0	1	0	0	9	0	0	14	78
08:15 AM	08:30 AM	0	0	0	0	0	4	0	0	0	0	0	0	0	6	1	0	11	66
08:30 AM	08:45 AM	0	0	0	0	0	4	0	0	0	0	0	0	0	3	0	0	7	53
08:45 AM	09:00 AM	0	0	0	0	0	3	0	0	0	0	0	0	0	6	0	0	9	41



ADJUSTED PEAK HOUR TRAFFIC VOLUMES												
Southbound			Westbound			Northbound			Eastbound			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
0	0	0	3	17	0	0	0	0	0	58	2	
0			20			0			60			
Trucks: 0%			Trucks: 45%			Trucks: 0%			Trucks: 22%			
Peak Hour: 7:00:00 AM			8:00 AM			Peak Vol: 80			Intersection PHF: 0.87			

OPTIONAL	
Adjustment Factor	
Monthly:	1.00
Daily:	1.00
Interval:	1.00
Count:	1.00
Total:	1

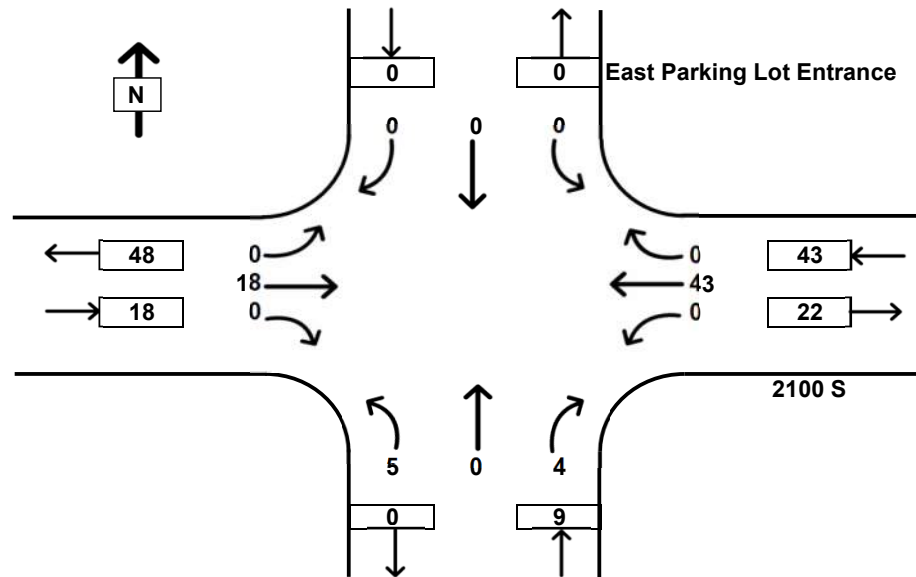
TRAFFIC COUNT SUMMARY

City: **Magna**
 N-S Street: **East Parking Lot Entrance**
 Date: **Wednesday, June 19, 2024**
 Begin Time: **04:00 PM**
 Interval Length: **15 min**

E-W Street: **2100 S**



Time Interval		SB				WB				NB				EB				Total All Moves	Hourly Totals
		Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds		
04:00 PM	04:15 PM	0	0	0	0	0	6	0	0	3	0	1	0	0	1	0	0	11	
04:15 PM	04:30 PM	0	0	0	0	0	4	0	0	1	0	0	0	0	6	0	0	11	
04:30 PM	04:45 PM	0	0	0	0	0	9	0	0	1	0	0	0	0	7	0	0	17	
04:45 PM	05:00 PM	0	0	0	0	0	5	0	0	2	0	4	0	0	3	0	0	14	53
05:00 PM	05:15 PM	0	0	0	0	0	13	0	0	0	0	0	0	0	3	0	0	16	58
05:15 PM	05:30 PM	0	0	0	0	0	16	0	0	2	0	0	0	0	5	0	0	23	70
05:30 PM	05:45 PM	0	0	0	0	0	7	0	0	1	0	3	0	0	4	0	0	15	68
05:45 PM	06:00 PM	0	0	0	0	0	8	0	0	0	0	1	0	0	2	0	0	11	65



ADJUSTED PEAK HOUR TRAFFIC VOLUMES												
Southbound			Westbound			Northbound			Eastbound			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
0	0	0	0	43	0	5	0	4	0	18	0	
0			43			9			18			
Trucks: 0%			Trucks: 14%			Trucks: 0%			Trucks: 17%			
Peak Hour: 4:30:00 PM			5:30 PM			Peak Vol: 70			PHF: 0.76			

OPTIONAL	
Adjustment Factor	
Monthly:	1.00
Daily:	1.00
Interval:	1.00
Count:	1.00
Total:	1

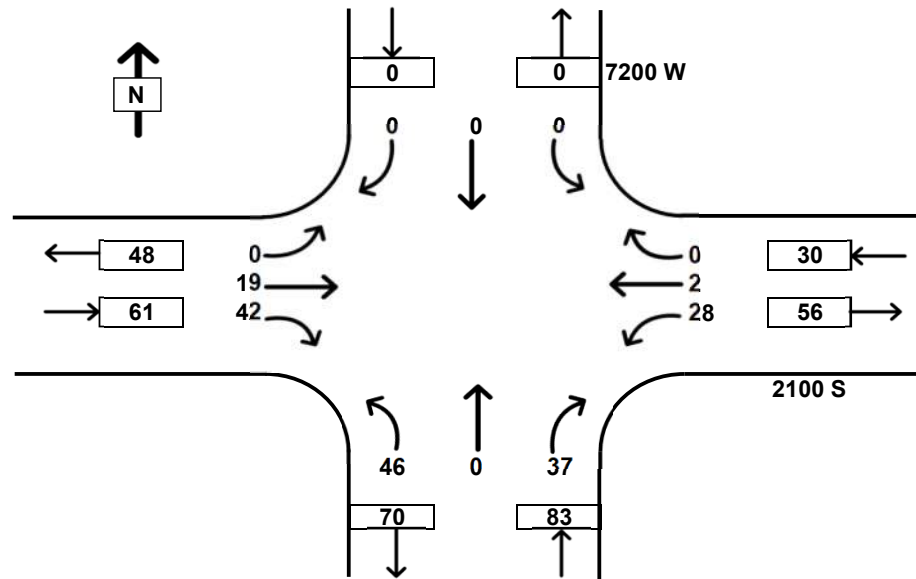
TRAFFIC COUNT SUMMARY

City: **Magna**
 N-S Street: **7200 W**
 Date: **Wednesday, June 19, 2024**
 Begin Time: **07:00 AM**
 Interval Length: **15 min**

E-W Street: **2100 S**



Time Interval		SB				WB				NB				EB				Total All Moves	Hourly Totals
		Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds		
07:00 AM	07:15 AM	0	0	0	0	10	0	0	0	6	0	12	0	0	6	9	0	43	
07:15 AM	07:30 AM	0	0	0	0	8	0	0	0	13	0	6	0	0	7	12	0	46	
07:30 AM	07:45 AM	0	0	0	0	8	2	0	0	13	0	6	0	0	3	14	0	46	
07:45 AM	08:00 AM	0	0	0	0	2	0	0	0	14	0	13	0	0	3	7	0	39	174
08:00 AM	08:15 AM	0	0	0	0	7	0	0	0	15	0	5	0	0	4	10	0	41	172
08:15 AM	08:30 AM	0	0	0	0	2	0	0	0	7	0	13	0	0	1	7	0	30	156
08:30 AM	08:45 AM	0	0	0	0	4	0	0	0	9	0	11	0	0	0	6	0	30	140
08:45 AM	09:00 AM	0	0	0	0	4	2	0	0	10	0	9	0	0	2	7	0	34	135



ADJUSTED PEAK HOUR TRAFFIC VOLUMES												
Southbound			Westbound			Northbound			Eastbound			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
0	0	0	28	2	0	46	0	37	0	19	42	
0			30			83			61			
Trucks: 0%			Trucks: 43%			Trucks: 11%			Trucks: 28%			
Peak Hour: 7:00:00 AM			8:00 AM			Peak Vol: 174			Intersection PHF: 0.95			

OPTIONAL	
Adjustment Factor	
Monthly:	1.00
Daily:	1.00
Interval:	1.00
Count:	1.00
Total:	1

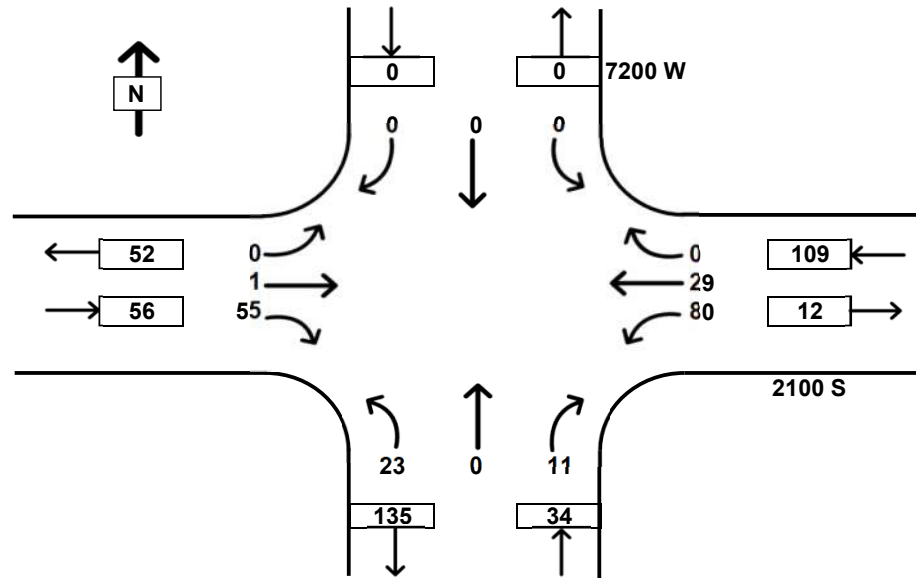
TRAFFIC COUNT SUMMARY

City: **Magna**
 N-S Street: **7200 W**
 Date: **Wednesday, June 19, 2024**
 Begin Time: **04:00 PM**
 Interval Length: **15 min**

E-W Street: **2100 S**



Time Interval		SB				WB				NB				EB				Total All Moves	Hourly Totals
		Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds		
04:00 PM	04:15 PM	0	0	0	0	13	1	0	0	8	0	0	0	0	1	20	0	43	
04:15 PM	04:30 PM	0	0	0	0	9	2	0	0	5	0	4	0	0	2	17	0	39	
04:30 PM	04:45 PM	0	0	0	0	12	0	0	0	8	0	5	0	0	0	13	0	38	
04:45 PM	05:00 PM	0	0	0	0	16	4	0	0	3	0	3	0	0	0	13	0	39	159
05:00 PM	05:15 PM	0	0	0	0	19	8	0	0	3	0	5	0	0	0	18	0	53	169
05:15 PM	05:30 PM	0	0	0	0	23	13	0	0	5	0	1	0	0	0	8	0	50	180
05:30 PM	05:45 PM	0	0	0	0	22	4	0	0	12	0	2	0	0	1	16	0	57	199
05:45 PM	06:00 PM	0	0	0	0	11	3	0	0	6	0	2	0	0	0	7	0	29	189



ADJUSTED PEAK HOUR TRAFFIC VOLUMES											
Southbound			Westbound			Northbound			Eastbound		
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
0	0	0	80	29	0	23	0	11	0	1	55
0			109			34			56		
Trucks: 0%			Trucks: 3%			Trucks: 38%			Trucks: 7%		
Peak Hour: 4:45:00 PM			5:45 PM			Peak Vol: 199			PHF: 0.87		

OPTIONAL	
Adjustment Factor	
Monthly:	1.00
Daily:	1.00
Interval:	1.00
Count:	1.00
Total:	1

SITE LAYOUT



TRIP GENERATION

Granite Asphalt Plant Trip Generation										
Variable	Quantity	Daily			AM Peak Hour			PM Peak Hour		
		Total	In	Out	Total	In	Out	Total	In	Out
Truck Traffic		1	50%	50%	0.34	50%	50%		50%	50%
Asphalt Loadout/Haul-off	70	70	35	35	24	12	12			
Truck Traffic		1	50%	50%	0.25	50%	50%	0.25	50%	50%
Aggregate Haul-In	40	40	20	20	10	5	5	10	5	5
Employee Vehicles		1	50%	50%		95%	5%	1	5%	95%
Dwelling Units	20	20	10	10				10	0	10
Total New Trips		130	65	65	34	17	17	20	5	15

EXISTING BACKGROUND TRAFFIC

Vistro File: C:\...\Granite TIS Vistro.vistro

Scenario 1 EX AM

Report File: C:\...\1 - EX AM.pdf

7/1/2024

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	2100 South & 8000 West	Two-way stop	HCM 7th Edition	WB Left	0.021	8.8	A
2	7200 West & 2100 South	Two-way stop	HCM 7th Edition	WB Thru	0.010	9.7	A
4	East Project Access	Two-way stop	HCM 7th Edition	WB Left	0.005	7.4	A

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report

Intersection 1: 2100 South & 8000 West

Control Type: Two-way stop
 Analysis Method: HCM 7th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 8.8
 Level Of Service: A
 Volume to Capacity (v/c): 0.021

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name						
Base Volume Input [veh/h]	3	51	1	2	16	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	3	51	1	2	16	1
Peak Hour Factor	0.7500	0.9800	0.2500	0.5000	0.8000	0.2500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	13	1	1	5	1
Total Analysis Volume [veh/h]	4	52	4	4	20	4
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.02	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.33	0.00	8.82	8.54
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.01	0.01	0.08	0.08
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.17	0.17	1.88	1.88
d_A, Approach Delay [s/veh]	0.00		3.66		8.77	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	2.73					
Intersection LOS	A					

Intersection Level Of Service Report

Intersection 2: 7200 West & 2100 South

Control Type:	Two-way stop	Delay (sec / veh):	9.7
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.010

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name						
Base Volume Input [veh/h]	46	37	19	42	28	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	46	37	19	42	28	2
Peak Hour Factor	0.8200	0.7100	0.6800	0.7500	0.7000	0.2500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	14	13	7	14	10	2
Total Analysis Volume [veh/h]	56	52	28	56	40	8
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.02	0.00	0.05	0.01
d_M, Delay for Movement [s/veh]	0.00	0.00	7.42	0.00	9.64	9.73
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.18	0.18	0.19	0.19
95th-Percentile Queue Length [ft/ln]	0.00	0.00	4.40	4.40	4.65	4.65
d_A, Approach Delay [s/veh]	0.00		2.47		9.65	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	2.80					
Intersection LOS	A					

Intersection Level Of Service Report

Intersection 4: East Project Access

Control Type: Two-way stop
 Analysis Method: HCM 7th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 7.4
 Level Of Service: A
 Volume to Capacity (v/c): 0.005

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name						
Base Volume Input [veh/h]	0	0	61	2	3	36
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	61	2	3	36
Peak Hour Factor	1.0000	1.0000	0.9700	0.5000	0.3800	0.7100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	16	1	2	13
Total Analysis Volume [veh/h]	0	0	63	4	8	51
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	9.20	8.60	0.00	0.00	7.35	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.01	0.01
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.33	0.33
d_A, Approach Delay [s/veh]	8.90		0.00		1.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.47					
Intersection LOS	A					

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Scenario 1 EX AM

Report File: C:\...\1 - EX AM.pdf

7/1/2024

Turning Movement Volume: Summary

ID	Intersection Name	Northbound		Southbound		Westbound		Total Volume
		Thru	Right	Left	Thru	Left	Right	
1	2100 South & 8000 West	3	51	1	2	16	1	74

ID	Intersection Name	Northbound		Eastbound		Westbound		Total Volume
		Left	Right	Thru	Right	Left	Thru	
2	7200 West & 2100 South	46	37	19	42	28	2	174

ID	Intersection Name	Northbound		Eastbound		Westbound		Total Volume
		Left	Right	Thru	Right	Left	Thru	
4	East Project Access	0	0	61	2	3	36	102

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Scenario 1 EX AM

Report File: C:\...\1 - EX AM.pdf

7/1/2024

Turning Movement Volume: Detail

ID	Intersection Name	Volume Type	Northbound		Southbound		Westbound		Total Volume
			Thru	Right	Left	Thru	Left	Right	
1	2100 South & 8000 West	Final Base	3	51	1	2	16	1	74
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		Future Total	3	51	1	2	16	1	74

ID	Intersection Name	Volume Type	Northbound		Eastbound		Westbound		Total Volume
			Left	Right	Thru	Right	Left	Thru	
2	7200 West & 2100 South	Final Base	46	37	19	42	28	2	174
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		Future Total	46	37	19	42	28	2	174

ID	Intersection Name	Volume Type	Northbound		Eastbound		Westbound		Total Volume
			Left	Right	Thru	Right	Left	Thru	
4	East Project Access	Final Base	0	0	61	2	3	36	102
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		Future Total	0	0	61	2	3	36	102

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Scenario 1 EX AM

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Trip Generation summary**Added Trips**

Zone ID: Name	Land Use variables	Code	Ind. Var.	Rate	Quantity	% In	% Out	% Int. Capture	Trips In Adj.	Trips Out Adj.	Total Trips Adj.	% of Total Trips
1: Zone				1.000	0.000	50.00	50.00	0.00	0	0	0	0.00
Added Trips Total									0	0	0	0.00

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Scenario 1 EX AM

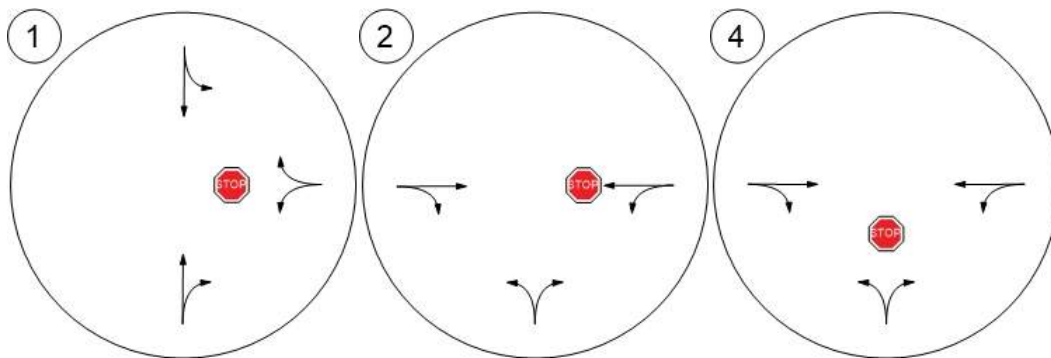
Report File: C:\...\1 - EX AM.pdf

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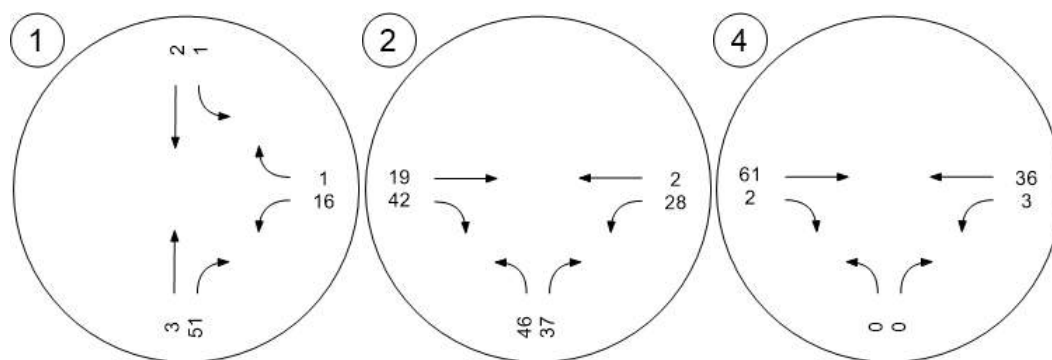
Trip Distribution summary

Zone / Gate	Zone 1: Zone			
	To Zone:		From Zone:	
	Share %	Trips	Share %	Trips
2: Gate	70.00	0	70.00	0
3: Gate	25.00	0	25.00	0
4: Gate	2.00	0	2.00	0
5: Gate	3.00	0	3.00	0
Total	100.00	0	100.00	0

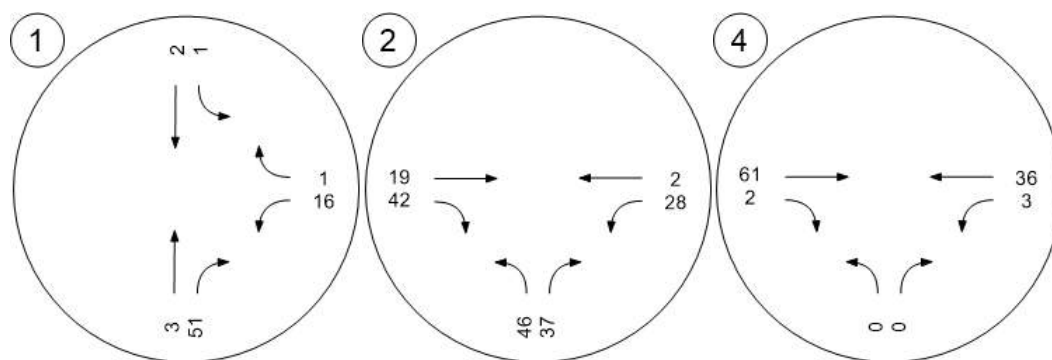
Lane Configuration and Traffic Control



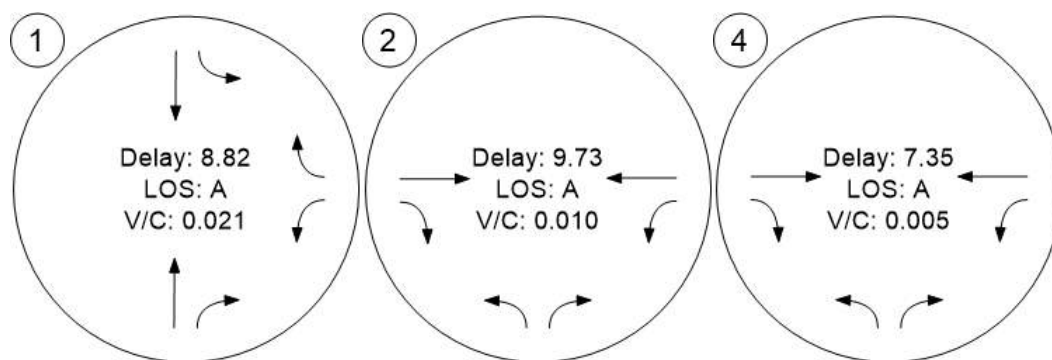
Traffic Volume - Base Volume



Traffic Volume - Future Total Volume



Traffic Conditions



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Scenario 2 EX PM

Report File: C:\...\2 - EX PM.pdf

7/1/2024

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	2100 South & 8000 West	Two-way stop	HCM 7th Edition	WB Left	0.068	8.9	A
2	7200 West & 2100 South	Two-way stop	HCM 7th Edition	WB Thru	0.062	10.2	B
4	East Project Access	Two-way stop	HCM 7th Edition	NB Left	0.009	9.1	A

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report

Intersection 1: 2100 South & 8000 West

Control Type: Two-way stop
 Analysis Method: HCM 7th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 8.9
 Level Of Service: A
 Volume to Capacity (v/c): 0.068

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name						
Base Volume Input [veh/h]	2	4	0	2	51	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	2	4	0	2	51	1
Peak Hour Factor	0.2500	1.0000	1.0000	0.2500	0.7500	0.2500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	1	0	2	17	1
Total Analysis Volume [veh/h]	8	4	0	8	68	4
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.07	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.24	0.00	8.88	8.64
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.23	0.23
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	5.79	5.79
d_A, Approach Delay [s/veh]	0.00		0.00		8.86	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	6.94					
Intersection LOS	A					

Intersection Level Of Service Report

Intersection 2: 7200 West & 2100 South

Control Type:	Two-way stop	Delay (sec / veh):	10.2
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.062

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name						
Base Volume Input [veh/h]	23	11	1	55	80	29
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	23	11	1	55	80	29
Peak Hour Factor	0.4800	0.5500	0.2500	0.7600	0.8700	0.5600
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	12	5	1	18	23	13
Total Analysis Volume [veh/h]	48	20	4	72	92	52
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.11	0.06
d_M, Delay for Movement [s/veh]	0.00	0.00	7.33	0.00	10.05	10.18
Movement LOS	A	A	A	A	B	B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.15	0.15	0.61	0.61
95th-Percentile Queue Length [ft/ln]	0.00	0.00	3.87	3.87	15.20	15.20
d_A, Approach Delay [s/veh]	0.00		0.39		10.10	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	5.15					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 4: East Project Access

Control Type: Two-way stop
 Analysis Method: HCM 7th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 9.1
 Level Of Service: A
 Volume to Capacity (v/c): 0.009

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name						
Base Volume Input [veh/h]	5	4	18	0	0	50
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	5	4	18	0	0	50
Peak Hour Factor	0.6300	0.2500	0.6400	1.0000	1.0000	0.6700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	4	7	0	0	19
Total Analysis Volume [veh/h]	8	16	28	0	0	75
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.02	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.11	8.53	0.00	0.00	7.27	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.07	0.07	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	1.86	1.86	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.72		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	1.65					
Intersection LOS	A					

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Scenario 2 EX PM

Report File: C:\...\2 - EX PM.pdf

7/1/2024

Turning Movement Volume: Summary

ID	Intersection Name	Northbound		Southbound		Westbound		Total Volume
		Thru	Right	Left	Thru	Left	Right	
1	2100 South & 8000 West	2	4	0	2	51	1	60

ID	Intersection Name	Northbound		Eastbound		Westbound		Total Volume
		Left	Right	Thru	Right	Left	Thru	
2	7200 West & 2100 South	23	11	1	55	80	29	199

ID	Intersection Name	Northbound		Eastbound		Westbound		Total Volume
		Left	Right	Thru	Right	Left	Thru	
4	East Project Access	5	4	18	0	0	50	77

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Scenario 2 EX PM

Report File: C:\...\2 - EX PM.pdf

7/1/2024

Turning Movement Volume: Detail

ID	Intersection Name	Volume Type	Northbound		Southbound		Westbound		Total Volume
			Thru	Right	Left	Thru	Left	Right	
1	2100 South & 8000 West	Final Base	2	4	0	2	51	1	60
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		Future Total	2	4	0	2	51	1	60

ID	Intersection Name	Volume Type	Northbound		Eastbound		Westbound		Total Volume
			Left	Right	Thru	Right	Left	Thru	
2	7200 West & 2100 South	Final Base	23	11	1	55	80	29	199
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		Future Total	23	11	1	55	80	29	199

ID	Intersection Name	Volume Type	Northbound		Eastbound		Westbound		Total Volume
			Left	Right	Thru	Right	Left	Thru	
4	East Project Access	Final Base	5	4	18	0	0	50	77
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		Future Total	5	4	18	0	0	50	77

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Scenario 2 EX PM

Report File: C:\...\2 - EX PM.pdf

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Trip Generation summary**Added Trips**

Zone ID: Name	Land Use variables	Code	Ind. Var.	Rate	Quantity	% In	% Out	% Int. Capture	Trips In Adj.	Trips Out Adj.	Total Trips Adj.	% of Total Trips
1: Zone				1.000	0.000	50.00	50.00	0.00	0	0	0	0.00
Added Trips Total									0	0	0	0.00

Vistro File: C:\...\Granite TIS Vistro.vistro

Scenario 2 EX PM

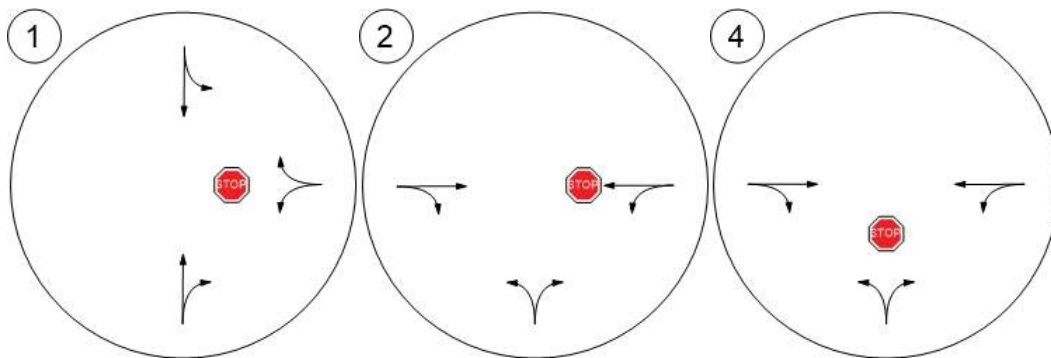
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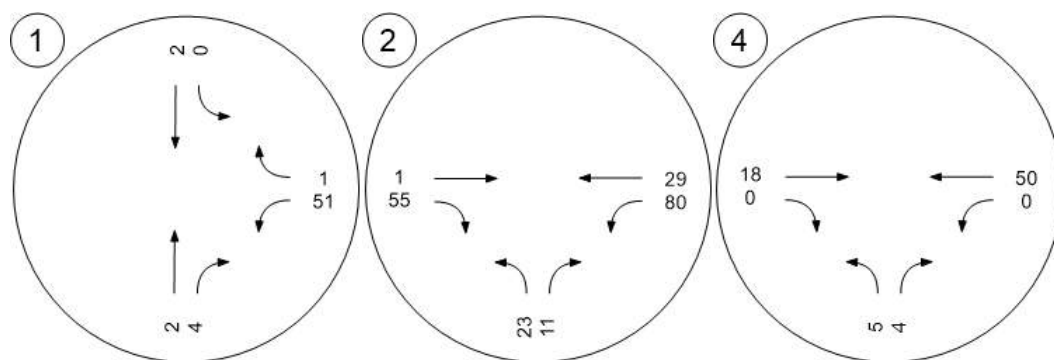
Trip Distribution summary

Zone / Gate	Zone 1: Zone			
	To Zone:		From Zone:	
	Share %	Trips	Share %	Trips
2: Gate	70.00	0	70.00	0
3: Gate	25.00	0	25.00	0
4: Gate	2.00	0	2.00	0
5: Gate	3.00	0	3.00	0
Total	100.00	0	100.00	0

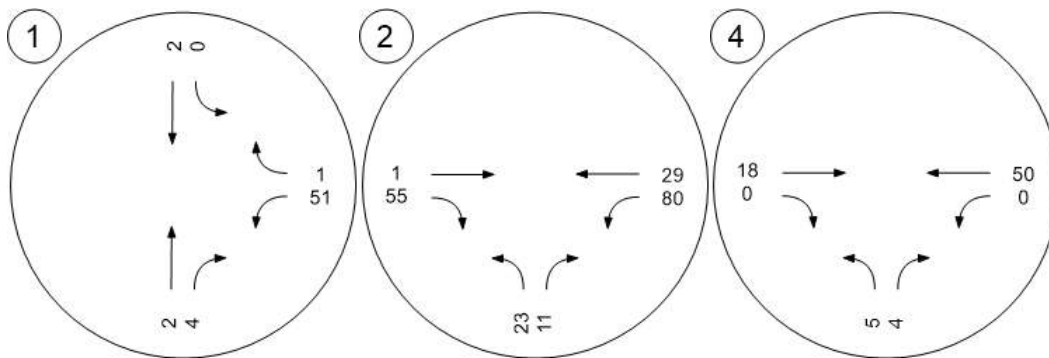
Lane Configuration and Traffic Control



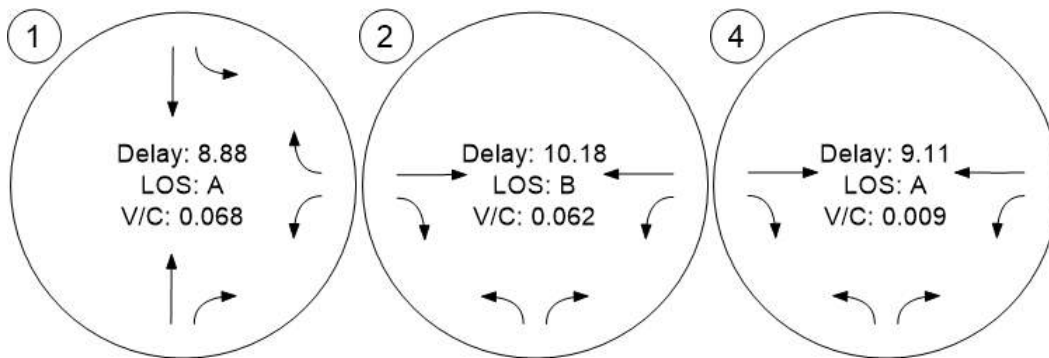
Traffic Volume - Base Volume



Traffic Volume - Future Total Volume



Traffic Conditions



EXISTING PLUS PROJECT

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Scenario 3 EX AM + Pro

Report File: C:\...\3 - EX AM + Pro.pdf

7/1/2024

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	2100 South & 8000 West	Two-way stop	HCM 7th Edition	WB Left	0.026	8.8	A
2	7200 West & 2100 South	Two-way stop	HCM 7th Edition	WB Thru	0.015	9.8	A
3	7500 West & 2100 South	Two-way yield	HCM 7th Edition	EB Thru	0.067	4.8	A
4	East Project Access	Two-way stop	HCM 7th Edition	NB Left	0.005	9.2	A

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report

Intersection 1: 2100 South & 8000 West

Control Type: Two-way stop
 Analysis Method: HCM 7th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 8.8
 Level Of Service: A
 Volume to Capacity (v/c): 0.026

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name						
Base Volume Input [veh/h]	3	51	1	2	16	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	4	0	0	4	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	3	55	1	2	20	1
Peak Hour Factor	0.7500	0.9800	0.2500	0.5000	0.8000	0.2500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	14	1	1	6	1
Total Analysis Volume [veh/h]	4	56	4	4	25	4
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.03	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.34	0.00	8.85	8.57
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.01	0.01	0.09	0.09
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.17	0.17	2.30	2.30
d_A, Approach Delay [s/veh]	0.00		3.67		8.81	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	2.94					
Intersection LOS	A					

Intersection Level Of Service Report

Intersection 2: 7200 West & 2100 South

Control Type: Two-way stop
 Analysis Method: HCM 7th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 9.8
 Level Of Service: A
 Volume to Capacity (v/c): 0.015

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name						
Base Volume Input [veh/h]	46	37	19	42	28	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	12	0	1	0	0	1
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	58	37	20	42	28	3
Peak Hour Factor	0.8200	0.7100	0.6800	0.7500	0.7000	0.2500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	18	13	7	14	10	3
Total Analysis Volume [veh/h]	71	52	29	56	40	12
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.02	0.00	0.05	0.02
d_M, Delay for Movement [s/veh]	0.00	0.00	7.45	0.00	9.77	9.85
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.18	0.18	0.21	0.21
95th-Percentile Queue Length [ft/ln]	0.00	0.00	4.51	4.51	5.18	5.18
d_A, Approach Delay [s/veh]	0.00		2.54		9.79	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	2.79					
Intersection LOS	A					

Intersection Level Of Service Report

Intersection 3: 7500 West & 2100 South

Control Type: Two-way yield
 Analysis Method: HCM 7th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 4.8
 Level Of Service: A
 Volume to Capacity (v/c): 0.067

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration				⬆			⬆			⬆		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	0	0	0	0	0	0	0	58	2	3	17	19
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	4	13	4	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0	0	58	6	16	21	19
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0	0	15	2	4	5	5
Total Analysis Volume [veh/h]	0	0	0	0	0	0	0	58	6	16	21	19
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Free	Stop	Free
Flared Lane			No	
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.07	0.01	0.01	0.01	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	0.00	4.50	4.84	4.15	2.38	2.38	0.00
Movement LOS				A	A	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00	0.23	0.23	0.23	0.03	0.03	0.03
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00	5.87	5.87	5.87	0.74	0.74	0.74
d_A, Approach Delay [s/veh]	0.00			0.00			4.77			1.57		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	3.28											
Intersection LOS	A											

Intersection Level Of Service Report

Intersection 4: East Project Access

Control Type: Two-way stop
 Analysis Method: HCM 7th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 9.2
 Level Of Service: A
 Volume to Capacity (v/c): 0.005

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name						
Base Volume Input [veh/h]	0	0	60	0	0	39
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	4	1	0	0	0	13
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	4	1	60	0	0	52
Peak Hour Factor	1.0000	1.0000	0.9700	0.5000	0.3800	0.7100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	0	15	0	0	18
Total Analysis Volume [veh/h]	4	1	62	0	0	73
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.22	8.61	0.00	0.00	7.34	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.02	0.02	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.43	0.43	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	9.10		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.32					
Intersection LOS	A					

Vistro File: C:\...\Granite TIS Vistro.vistro

Scenario 3 EX AM + Pro

Report File: C:\...\3 - EX AM + Pro.pdf

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Turning Movement Volume: Summary

ID	Intersection Name	Northbound		Southbound		Westbound		Total Volume
		Thru	Right	Left	Thru	Left	Right	
1	2100 South & 8000 West	3	55	1	2	20	1	82

ID	Intersection Name	Northbound		Eastbound		Westbound		Total Volume
		Left	Right	Thru	Right	Left	Thru	
2	7200 West & 2100 South	58	37	20	42	28	3	188

ID	Intersection Name	Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
3	7500 West & 2100 South	0	0	0	0	58	6	16	21	19	120

ID	Intersection Name	Northbound		Eastbound		Westbound		Total Volume
		Left	Right	Thru	Right	Left	Thru	
4	East Project Access	4	1	60	0	0	52	117

Vistro File: C:\...\Granite TIS Vistro.vistro

Scenario 3 EX AM + Pro

Report File: C:\...\3 - EX AM + Pro.pdf

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Turning Movement Volume: Detail

ID	Intersection Name	Volume Type	Northbound		Southbound		Westbound		Total Volume
			Thru	Right	Left	Thru	Left	Right	
1	2100 South & 8000 West	Final Base	3	51	1	2	16	1	74
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	4	0	0	4	0	8
		Other	0	0	0	0	0	0	0
		Future Total	3	55	1	2	20	1	82

ID	Intersection Name	Volume Type	Northbound		Eastbound		Westbound		Total Volume
			Left	Right	Thru	Right	Left	Thru	
2	7200 West & 2100 South	Final Base	46	37	19	42	28	2	174
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	12	0	1	0	0	1	14
		Other	0	0	0	0	0	0	0
		Future Total	58	37	20	42	28	3	188

ID	Intersection Name	Volume Type	Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
3	7500 West & 2100 South	Final Base	0	0	0	0	58	2	3	17	19	99
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	4	13	4	0	21
		Other	0	0	0	0	0	0	0	0	0	0
		Future Total	0	0	0	0	58	6	16	21	19	120

ID	Intersection Name	Volume Type	Northbound		Eastbound		Westbound		Total Volume
			Left	Right	Thru	Right	Left	Thru	
4	East Project Access	Final Base	0	0	60	0	0	39	99
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	4	1	0	0	0	13	18
		Other	0	0	0	0	0	0	0
		Future Total	4	1	60	0	0	52	117

Vistro File: C:\...\Granite TIS Vistro.vistro

Scenario 3 EX AM + Pro

Report File: C:\...\3 - EX AM + Pro.pdf

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Trip Generation summary**Added Trips**

Zone ID: Name	Land Use variables	Code	Ind. Var.	Rate	Quantity	% In	% Out	% Int. Capture	Trips In Adj.	Trips Out Adj.	Total Trips Adj.	% of Total Trips
1: Zone					0.000	50.00	50.00	0.00	17	17	34	100.00
Added Trips Total									17	17	34	100.00

Vistro File: C:\...\Granite TIS Vistro.vistro

Scenario 3 EX AM + Pro

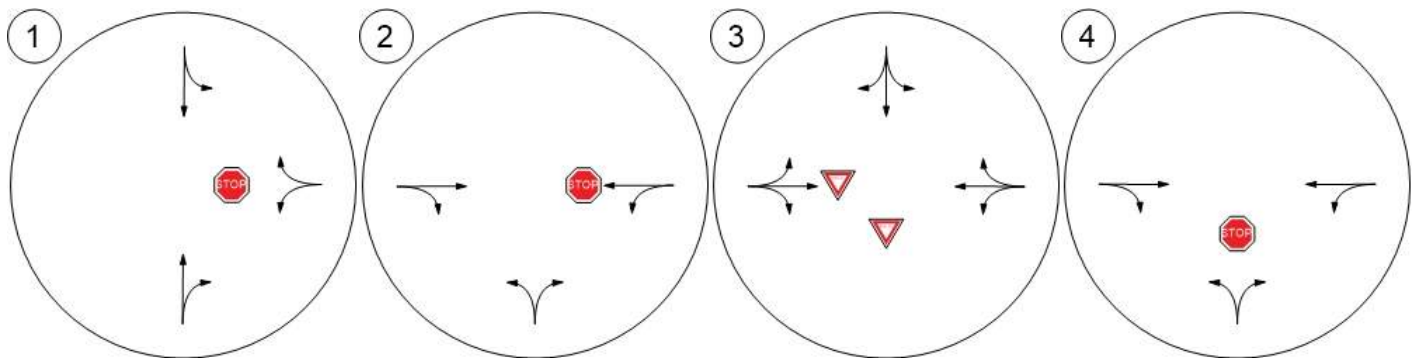
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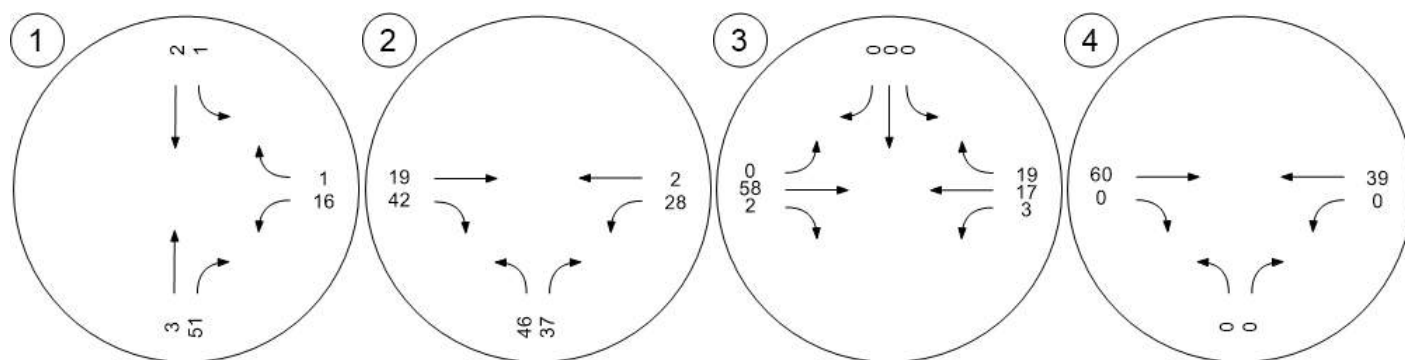
Trip Distribution summary

Zone / Gate	Zone 1: Zone			
	To Zone:		From Zone:	
	Share %	Trips	Share %	Trips
2: Gate	70.00	12	70.00	12
3: Gate	25.00	4	25.00	4
4: Gate	2.00	0	2.00	0
5: Gate	3.00	1	3.00	1
Total	100.00	17	100.00	17

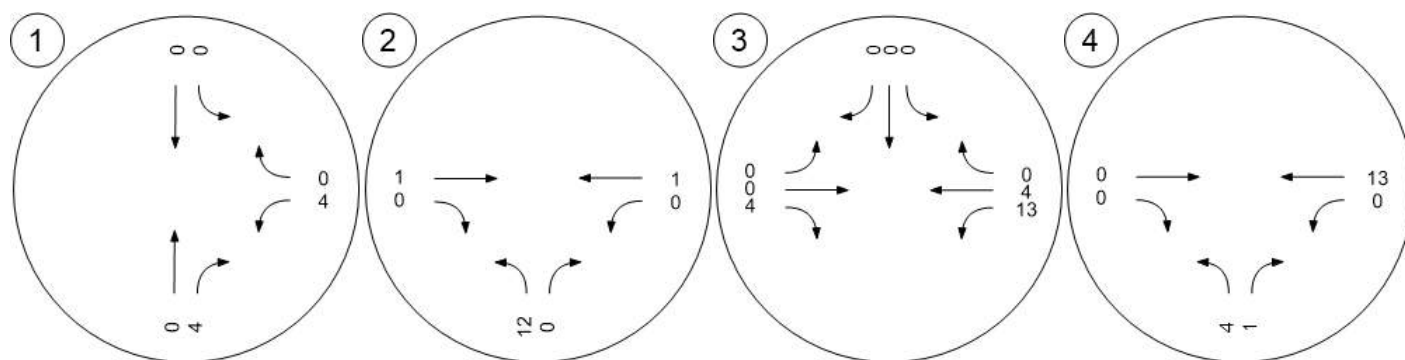
Lane Configuration and Traffic Control



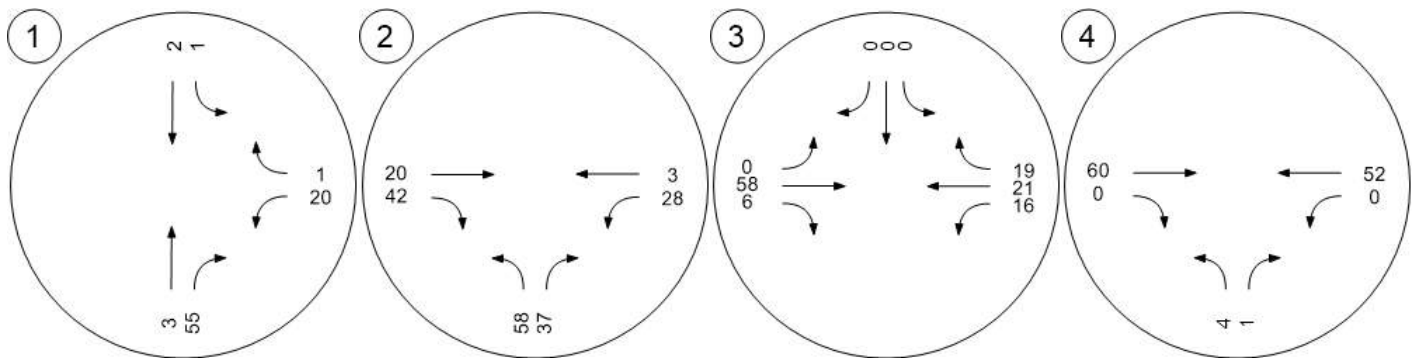
Traffic Volume - Base Volume



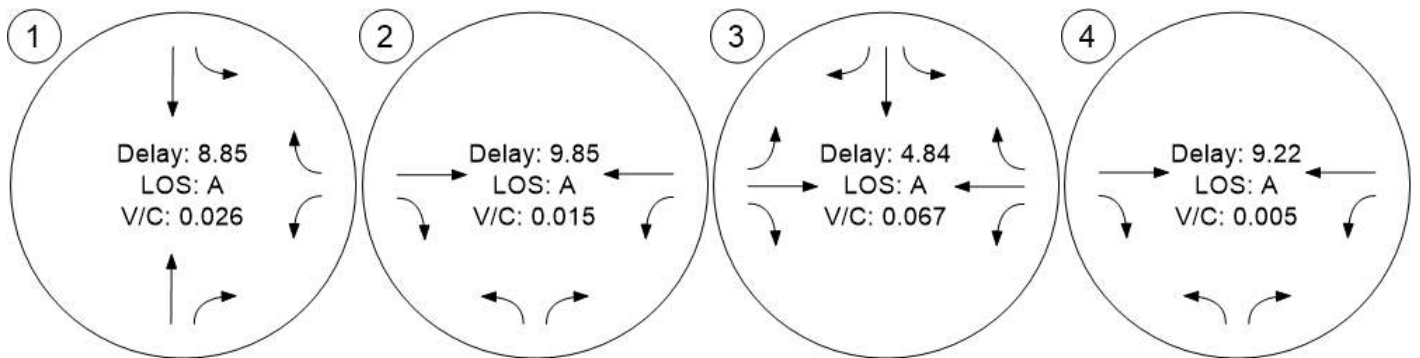
Traffic Volume - Net New Site Trips



Traffic Volume - Future Total Volume



Traffic Conditions



Vistro File: C:\...\Granite TIS Vistro.vistro

Scenario 4 EX PM + Pro

Report File: C:\...\4 - EX PM + Pro.pdf

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Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	2100 South & 8000 West	Two-way stop	HCM 7th Edition	WB Left	0.073	8.9	A
2	7200 West & 2100 South	Two-way stop	HCM 7th Edition	WB Thru	0.063	10.2	B
3	7500 West & 2100 South	Two-way yield	HCM 7th Edition	EB Thru	0.012	4.3	A
4	East Project Access	Two-way stop	HCM 7th Edition	NB Left	0.016	9.2	A

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report

Intersection 1: 2100 South & 8000 West

Control Type: Two-way stop
 Analysis Method: HCM 7th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 8.9
 Level Of Service: A
 Volume to Capacity (v/c): 0.073

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name						
Base Volume Input [veh/h]	2	4	0	2	51	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	1	0	0	4	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	2	5	0	2	55	1
Peak Hour Factor	0.2500	1.0000	1.0000	0.2500	0.7500	0.2500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	1	0	2	18	1
Total Analysis Volume [veh/h]	8	5	0	8	73	4
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.07	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.24	0.00	8.90	8.66
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.25	0.25
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	6.23	6.23
d_A, Approach Delay [s/veh]	0.00		0.00		8.89	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	6.98					
Intersection LOS	A					

Intersection Level Of Service Report

Intersection 2: 7200 West & 2100 South

Control Type:	Two-way stop	Delay (sec / veh):	10.2
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.063

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name						
Base Volume Input [veh/h]	23	11	1	55	80	29
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	4	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	27	11	1	55	80	29
Peak Hour Factor	0.4800	0.5500	0.2500	0.7600	0.8700	0.5600
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	14	5	1	18	23	13
Total Analysis Volume [veh/h]	56	20	4	72	92	52
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.11	0.06
d_M, Delay for Movement [s/veh]	0.00	0.00	7.35	0.00	10.12	10.25
Movement LOS	A	A	A	A	B	B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.16	0.16	0.62	0.62
95th-Percentile Queue Length [ft/ln]	0.00	0.00	3.90	3.90	15.39	15.39
d_A, Approach Delay [s/veh]	0.00		0.39		10.16	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	5.04					
Intersection LOS	B					

Intersection Level Of Service Report

Intersection 3: 7500 West & 2100 South

Control Type: Two-way yield
 Analysis Method: HCM 7th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 4.3
 Level Of Service: A
 Volume to Capacity (v/c): 0.012

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration				⬆			⬆			⬆		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	0	0	0	0	0	0	0	10	0	0	52	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	1	4	4	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0	0	10	1	4	56	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0	0	3	0	1	14	0
Total Analysis Volume [veh/h]	0	0	0	0	0	0	0	10	1	4	56	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Free	Stop	Free
Flared Lane			No	
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00	0.03	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	0.00	3.96	4.30	3.58	2.45	2.45	0.00
Movement LOS				A	A	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00	0.04	0.04	0.04	0.01	0.01	0.01
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00	0.96	0.96	0.96	0.17	0.17	0.17
d_A, Approach Delay [s/veh]	0.00			0.00			4.23			2.45		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	2.73											
Intersection LOS	A											

Intersection Level Of Service Report

Intersection 4: East Project Access

Control Type: Two-way stop
 Analysis Method: HCM 7th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 9.2
 Level Of Service: A
 Volume to Capacity (v/c): 0.016

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name						
Base Volume Input [veh/h]	5	4	18	0	0	50
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	4	0	0	0	0	4
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	9	4	18	0	0	54
Peak Hour Factor	0.6300	0.2500	0.6400	1.0000	1.0000	0.6700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	4	7	0	0	20
Total Analysis Volume [veh/h]	14	16	28	0	0	81
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.02	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.17	8.56	0.00	0.00	7.27	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.10	0.10	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	2.40	2.40	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.84		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	1.91					
Intersection LOS	A					

Vistro File: C:\...\Granite TIS Vistro.vistro

Scenario 4 EX PM + Pro

Report File: C:\...\4 - EX PM + Pro.pdf

7/1/2024

Turning Movement Volume: Summary

ID	Intersection Name	Northbound		Southbound		Westbound		Total Volume
		Thru	Right	Left	Thru	Left	Right	
1	2100 South & 8000 West	2	5	0	2	55	1	65

ID	Intersection Name	Northbound		Eastbound		Westbound		Total Volume
		Left	Right	Thru	Right	Left	Thru	
2	7200 West & 2100 South	27	11	1	55	80	29	203

ID	Intersection Name	Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
3	7500 West & 2100 South	0	0	0	0	10	1	4	56	0	71

ID	Intersection Name	Northbound		Eastbound		Westbound		Total Volume
		Left	Right	Thru	Right	Left	Thru	
4	East Project Access	9	4	18	0	0	54	85

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Scenario 4 EX PM + Pro

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7/1/2024

Turning Movement Volume: Detail

ID	Intersection Name	Volume Type	Northbound		Southbound		Westbound		Total Volume
			Thru	Right	Left	Thru	Left	Right	
1	2100 South & 8000 West	Final Base	2	4	0	2	51	1	60
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	1	0	0	4	0	5
		Other	0	0	0	0	0	0	0
		Future Total	2	5	0	2	55	1	65

ID	Intersection Name	Volume Type	Northbound		Eastbound		Westbound		Total Volume
			Left	Right	Thru	Right	Left	Thru	
2	7200 West & 2100 South	Final Base	23	11	1	55	80	29	199
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	4	0	0	0	0	0	4
		Other	0	0	0	0	0	0	0
		Future Total	27	11	1	55	80	29	203

ID	Intersection Name	Volume Type	Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
3	7500 West & 2100 South	Final Base	0	0	0	0	10	0	0	52	0	62
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	1	4	4	0	9
		Other	0	0	0	0	0	0	0	0	0	0
		Future Total	0	0	0	0	10	1	4	56	0	71

ID	Intersection Name	Volume Type	Northbound		Eastbound		Westbound		Total Volume
			Left	Right	Thru	Right	Left	Thru	
4	East Project Access	Final Base	5	4	18	0	0	50	77
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	4	0	0	0	0	4	8
		Other	0	0	0	0	0	0	0
		Future Total	9	4	18	0	0	54	85

Vistro File: C:\...\Granite TIS Vistro.vistro

Scenario 4 EX PM + Pro

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Trip Generation summary**Added Trips**

Zone ID: Name	Land Use variables	Code	Ind. Var.	Rate	Quantity	% In	% Out	% Int. Capture	Trips In Adj.	Trips Out Adj.	Total Trips Adj.	% of Total Trips
1: Zone					0.000	50.00	50.00	0.00	5	15	20	100.00
Added Trips Total									5	15	20	100.00

Vistro File: C:\...\Granite TIS Vistro.vistro

Scenario 4 EX PM + Pro

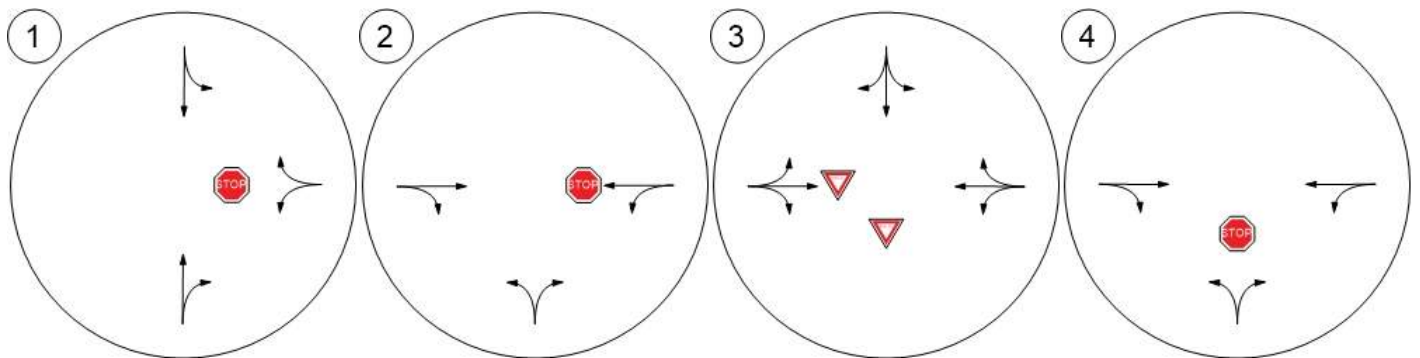
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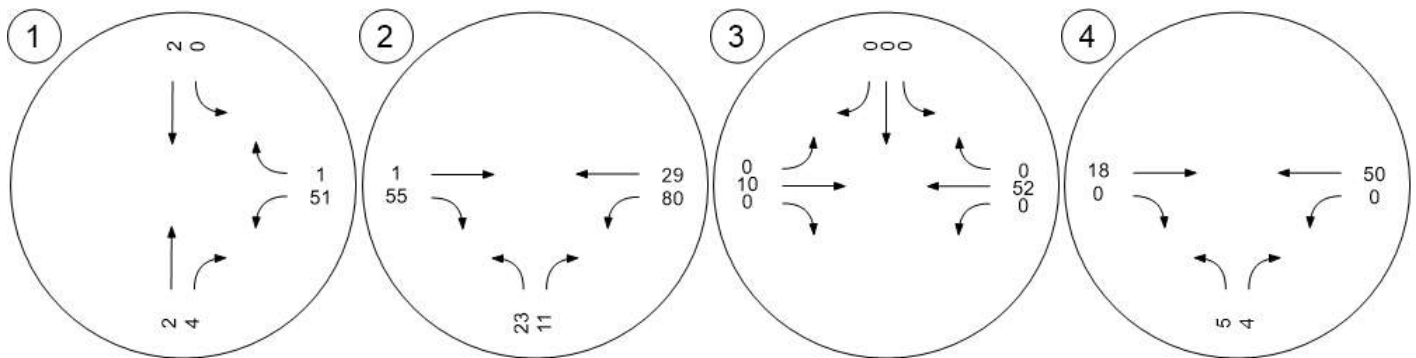
Trip Distribution summary

Zone / Gate	Zone 1: Zone			
	To Zone:		From Zone:	
	Share %	Trips	Share %	Trips
2: Gate	70.00	4	70.00	11
3: Gate	25.00	1	25.00	4
4: Gate	2.00	0	2.00	0
5: Gate	3.00	0	3.00	0
Total	100.00	5	100.00	15

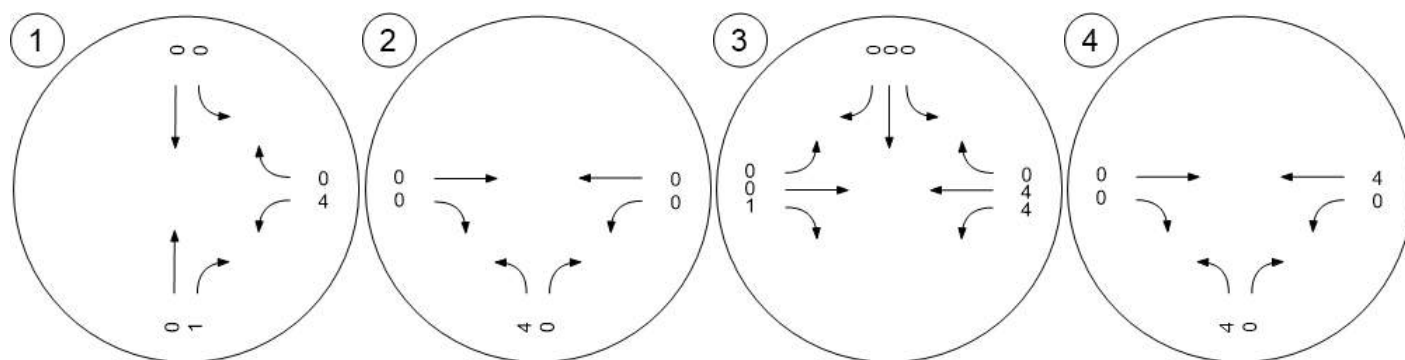
Lane Configuration and Traffic Control



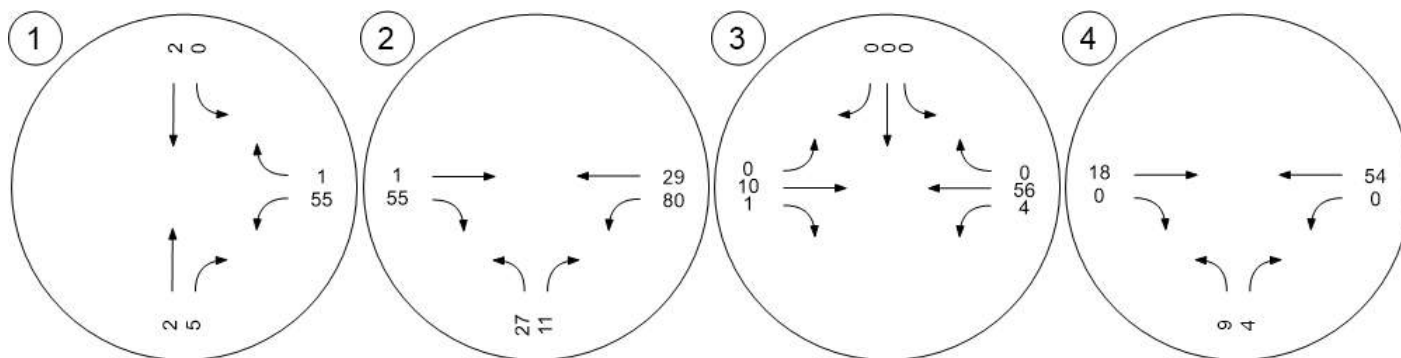
Traffic Volume - Base Volume



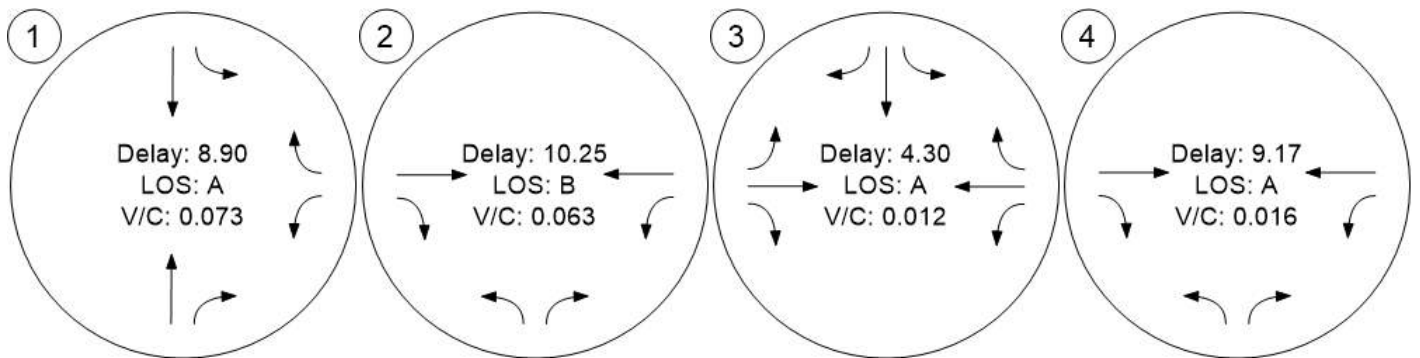
Traffic Volume - Net New Site Trips



Traffic Volume - Future Total Volume



Traffic Conditions



2029 BACKGROUND TRAFFIC

Vistro File: C:\...\Granite TIS Vistro.vistro

Scenario 5 2029 AM

Report File: C:\...\5 - 2029 AM.pdf

7/1/2024

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	2100 South & 8000 West	Two-way stop	HCM 7th Edition	WB Left	0.033	9.0	A
2	7200 West & 2100 South	Two-way stop	HCM 7th Edition	WB Left	0.087	10.5	B
4	East Project Access	Two-way stop	HCM 7th Edition	WB Left	0.009	7.4	A

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report

Intersection 1: 2100 South & 8000 West

Control Type: Two-way stop
 Analysis Method: HCM 7th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 9.0
 Level Of Service: A
 Volume to Capacity (v/c): 0.033

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name						
Base Volume Input [veh/h]	3	51	1	2	16	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.5673	1.5673	1.5673	1.5673	1.5673	1.5673
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	5	80	2	3	25	2
Peak Hour Factor	0.7500	0.9800	0.2500	0.5000	0.8000	0.2500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	20	2	2	8	2
Total Analysis Volume [veh/h]	7	82	8	6	31	8
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.01	0.00	0.03	0.01
d_M, Delay for Movement [s/veh]	0.00	0.00	7.40	0.00	9.04	8.69
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.01	0.01	0.13	0.13
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.33	0.33	3.22	3.22
d_A, Approach Delay [s/veh]	0.00		4.23		8.97	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	2.88					
Intersection LOS	A					

Intersection Level Of Service Report

Intersection 2: 7200 West & 2100 South

Control Type: Two-way stop
 Analysis Method: HCM 7th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 10.5
 Level Of Service: B
 Volume to Capacity (v/c): 0.087

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name						
Base Volume Input [veh/h]	46	37	19	42	28	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.5673	1.5673	1.5673	1.5673	1.5673	1.5673
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	72	58	30	66	44	3
Peak Hour Factor	0.8200	0.7100	0.6800	0.7500	0.7000	0.2500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	22	20	11	22	16	3
Total Analysis Volume [veh/h]	88	82	44	88	63	12
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.03	0.00	0.09	0.02
d_M, Delay for Movement [s/veh]	0.00	0.00	7.55	0.00	10.51	10.29
Movement LOS	A	A	A	A	B	B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.30	0.30	0.34	0.34
95th-Percentile Queue Length [ft/ln]	0.00	0.00	7.46	7.46	8.52	8.52
d_A, Approach Delay [s/veh]	0.00		2.52		10.47	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	2.96					
Intersection LOS	B					

Intersection Level Of Service Report

Intersection 4: East Project Access

Control Type: Two-way stop
 Analysis Method: HCM 7th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 7.4
 Level Of Service: A
 Volume to Capacity (v/c): 0.009

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name						
Base Volume Input [veh/h]	0	0	61	2	3	36
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.5673	1.5673	1.5673	1.5673	1.5673	1.5673
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	96	3	5	56
Peak Hour Factor	1.0000	1.0000	0.9700	0.5000	0.3800	0.7100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	25	2	3	20
Total Analysis Volume [veh/h]	0	0	99	6	13	79
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	9.65	8.78	0.00	0.00	7.44	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.02	0.02
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.55	0.55
d_A, Approach Delay [s/veh]	9.21		0.00		1.05	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.49					
Intersection LOS	A					

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Scenario 5 2029 AM

Report File: C:\...\5 - 2029 AM.pdf

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Turning Movement Volume: Summary

ID	Intersection Name	Northbound		Southbound		Westbound		Total Volume
		Thru	Right	Left	Thru	Left	Right	
1	2100 South & 8000 West	5	80	2	3	25	2	117

ID	Intersection Name	Northbound		Eastbound		Westbound		Total Volume
		Left	Right	Thru	Right	Left	Thru	
2	7200 West & 2100 South	72	58	30	66	44	3	273

ID	Intersection Name	Northbound		Eastbound		Westbound		Total Volume
		Left	Right	Thru	Right	Left	Thru	
4	East Project Access	0	0	96	3	5	56	160

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Scenario 5 2029 AM

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Turning Movement Volume: Detail

ID	Intersection Name	Volume Type	Northbound		Southbound		Westbound		Total Volume
			Thru	Right	Left	Thru	Left	Right	
1	2100 South & 8000 West	Final Base	3	51	1	2	16	1	74
		Growth Factor	1.57	1.57	1.57	1.57	1.57	1.57	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		Future Total	5	80	2	3	25	2	117

ID	Intersection Name	Volume Type	Northbound		Eastbound		Westbound		Total Volume
			Left	Right	Thru	Right	Left	Thru	
2	7200 West & 2100 South	Final Base	46	37	19	42	28	2	174
		Growth Factor	1.57	1.57	1.57	1.57	1.57	1.57	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		Future Total	72	58	30	66	44	3	273

ID	Intersection Name	Volume Type	Northbound		Eastbound		Westbound		Total Volume
			Left	Right	Thru	Right	Left	Thru	
4	East Project Access	Final Base	0	0	61	2	3	36	102
		Growth Factor	1.57	1.57	1.57	1.57	1.57	1.57	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		Future Total	0	0	96	3	5	56	160

Vistro File: C:\...\Granite TIS Vistro.vistro

Scenario 5 2029 AM

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Trip Generation summary**Added Trips**

Zone ID: Name	Land Use variables	Code	Ind. Var.	Rate	Quantity	% In	% Out	% Int. Capture	Trips In Adj.	Trips Out Adj.	Total Trips Adj.	% of Total Trips
1: Zone					0.000	50.00	50.00	0.00	0	0	0	0.00
Added Trips Total									0	0	0	0.00

Vistro File: C:\...\Granite TIS Vistro.vistro

Scenario 5 2029 AM

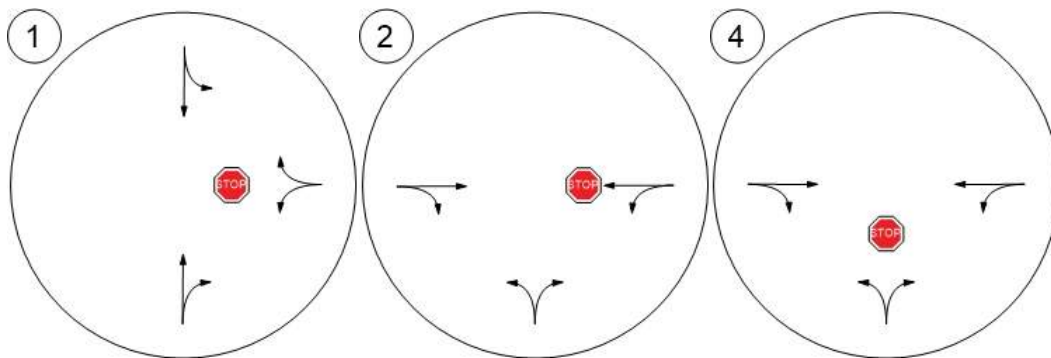
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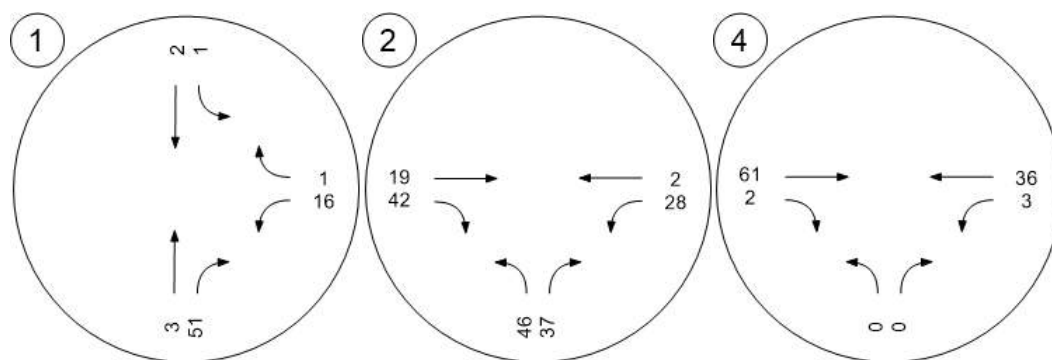
Trip Distribution summary

Zone / Gate	Zone 1: Zone			
	To Zone:		From Zone:	
	Share %	Trips	Share %	Trips
2: Gate	70.00	0	70.00	0
3: Gate	25.00	0	25.00	0
4: Gate	2.00	0	2.00	0
5: Gate	3.00	0	3.00	0
Total	100.00	0	100.00	0

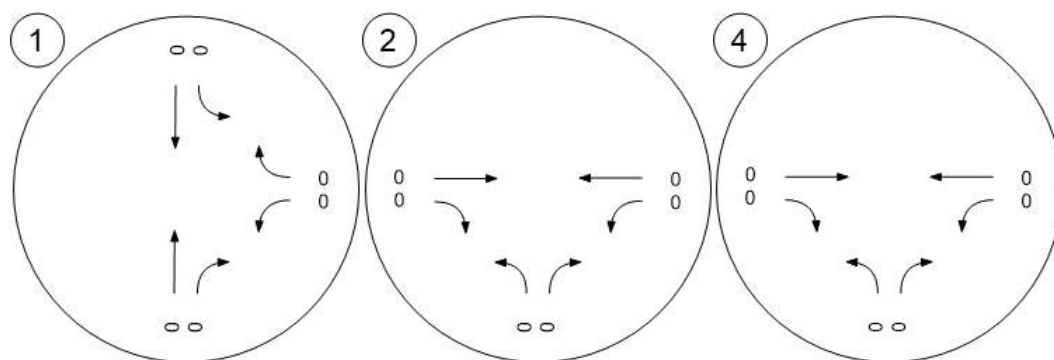
Lane Configuration and Traffic Control



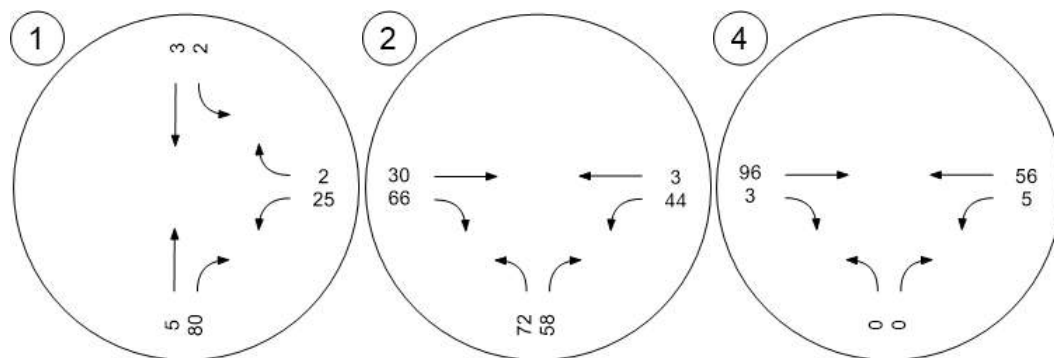
Traffic Volume - Base Volume



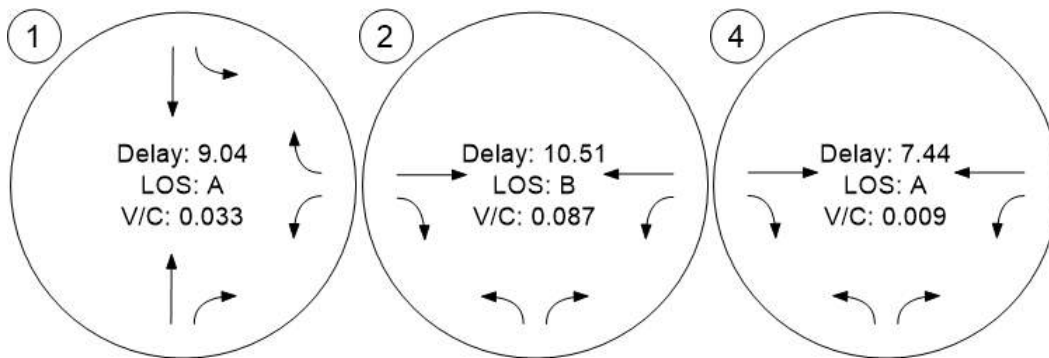
Traffic Volume - Net New Site Trips



Traffic Volume - Future Total Volume



Traffic Conditions



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Scenario 6 2029 PM

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Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	2100 South & 8000 West	Two-way stop	HCM 7th Edition	WB Left	0.108	9.1	A
2	7200 West & 2100 South	Two-way stop	HCM 7th Edition	WB Left	0.186	11.5	B
4	East Project Access	Two-way stop	HCM 7th Edition	NB Left	0.016	9.5	A

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report

Intersection 1: 2100 South & 8000 West

Control Type: Two-way stop
 Analysis Method: HCM 7th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 9.1
 Level Of Service: A
 Volume to Capacity (v/c): 0.108

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name						
Base Volume Input [veh/h]	2	4	0	2	51	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.5673	1.5673	1.5673	1.5673	1.5673	1.5673
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	3	6	0	3	80	2
Peak Hour Factor	0.2500	1.0000	1.0000	0.2500	0.7500	0.2500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	2	0	3	27	2
Total Analysis Volume [veh/h]	12	6	0	12	107	8
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.11	0.01
d_M, Delay for Movement [s/veh]	0.00	0.00	7.25	0.00	9.12	8.86
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.39	0.39
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	9.79	9.79
d_A, Approach Delay [s/veh]	0.00		0.00		9.10	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	7.22					
Intersection LOS	A					

Intersection Level Of Service Report

Intersection 2: 7200 West & 2100 South

Control Type: Two-way stop
 Analysis Method: HCM 7th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 11.5
 Level Of Service: B
 Volume to Capacity (v/c): 0.186

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name						
Base Volume Input [veh/h]	23	11	1	55	80	29
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.5673	1.5673	1.5673	1.5673	1.5673	1.5673
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	36	17	2	86	125	45
Peak Hour Factor	0.4800	0.5500	0.2500	0.7600	0.8700	0.5600
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	19	8	2	28	36	20
Total Analysis Volume [veh/h]	75	31	8	113	144	80
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.01	0.00	0.19	0.10
d_M, Delay for Movement [s/veh]	0.00	0.00	7.41	0.00	11.46	11.33
Movement LOS	A	A	A	A	B	B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.26	0.26	1.18	1.18
95th-Percentile Queue Length [ft/ln]	0.00	0.00	6.55	6.55	29.48	29.48
d_A, Approach Delay [s/veh]	0.00		0.49		11.41	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	5.80					
Intersection LOS	B					

Intersection Level Of Service Report

Intersection 4: East Project Access

Control Type: Two-way stop
 Analysis Method: HCM 7th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 9.5
 Level Of Service: A
 Volume to Capacity (v/c): 0.016

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name						
Base Volume Input [veh/h]	5	4	18	0	0	50
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.5673	1.5673	1.5673	1.5673	1.5673	1.5673
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	8	6	28	0	0	78
Peak Hour Factor	0.6300	0.2500	0.6400	1.0000	1.0000	0.6700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	6	11	0	0	29
Total Analysis Volume [veh/h]	13	24	44	0	0	116
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.02	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.49	8.66	0.00	0.00	7.30	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.12	0.12	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	3.04	3.04	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	8.95		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	1.68					
Intersection LOS	A					

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Scenario 6 2029 PM

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Turning Movement Volume: Summary

ID	Intersection Name	Northbound		Southbound		Westbound		Total Volume
		Thru	Right	Left	Thru	Left	Right	
1	2100 South & 8000 West	3	6	0	3	80	2	94

ID	Intersection Name	Northbound		Eastbound		Westbound		Total Volume
		Left	Right	Thru	Right	Left	Thru	
2	7200 West & 2100 South	36	17	2	86	125	45	311

ID	Intersection Name	Northbound		Eastbound		Westbound		Total Volume
		Left	Right	Thru	Right	Left	Thru	
4	East Project Access	8	6	28	0	0	78	120

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Turning Movement Volume: Detail

ID	Intersection Name	Volume Type	Northbound		Southbound		Westbound		Total Volume
			Thru	Right	Left	Thru	Left	Right	
1	2100 South & 8000 West	Final Base	2	4	0	2	51	1	60
		Growth Factor	1.57	1.57	1.57	1.57	1.57	1.57	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		Future Total	3	6	0	3	80	2	94

ID	Intersection Name	Volume Type	Northbound		Eastbound		Westbound		Total Volume
			Left	Right	Thru	Right	Left	Thru	
2	7200 West & 2100 South	Final Base	23	11	1	55	80	29	199
		Growth Factor	1.57	1.57	1.57	1.57	1.57	1.57	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		Future Total	36	17	2	86	125	45	311

ID	Intersection Name	Volume Type	Northbound		Eastbound		Westbound		Total Volume
			Left	Right	Thru	Right	Left	Thru	
4	East Project Access	Final Base	5	4	18	0	0	50	77
		Growth Factor	1.57	1.57	1.57	1.57	1.57	1.57	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		Future Total	8	6	28	0	0	78	120

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Scenario 6 2029 PM

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Trip Generation summary**Added Trips**

Zone ID: Name	Land Use variables	Code	Ind. Var.	Rate	Quantity	% In	% Out	% Int. Capture	Trips In Adj.	Trips Out Adj.	Total Trips Adj.	% of Total Trips
1: Zone					0.000	50.00	50.00	0.00	0	0	0	0.00
Added Trips Total									0	0	0	0.00

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Scenario 6 2029 PM

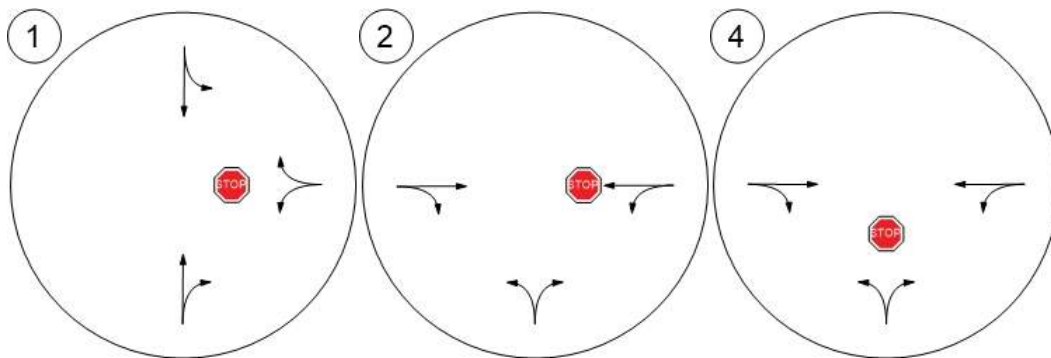
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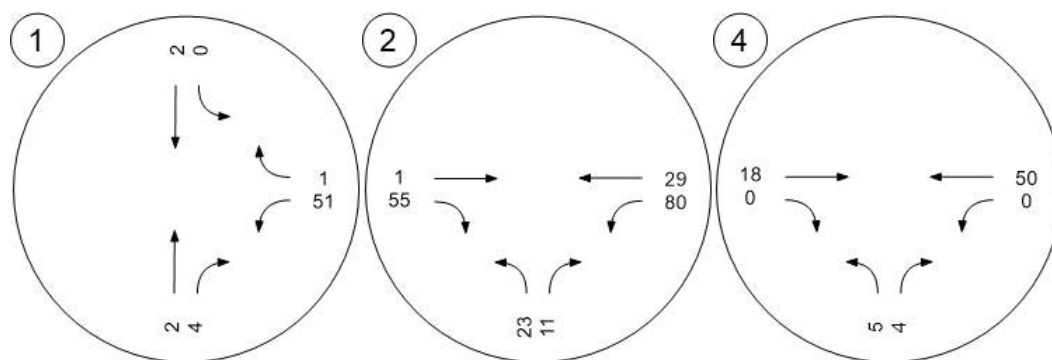
Trip Distribution summary

Zone / Gate	Zone 1: Zone			
	To Zone:		From Zone:	
	Share %	Trips	Share %	Trips
2: Gate	70.00	0	70.00	0
3: Gate	25.00	0	25.00	0
4: Gate	2.00	0	2.00	0
5: Gate	3.00	0	3.00	0
Total	100.00	0	100.00	0

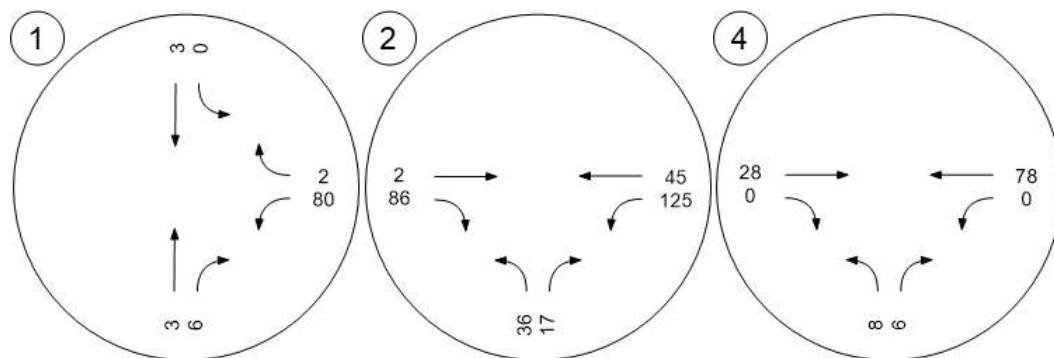
Lane Configuration and Traffic Control



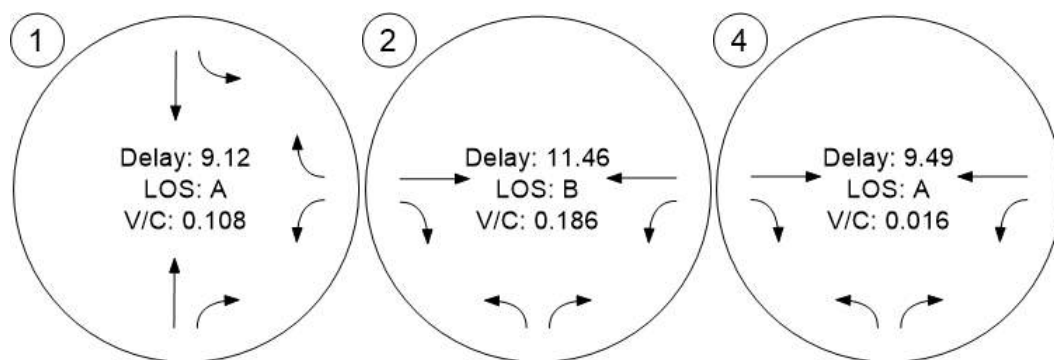
Traffic Volume - Base Volume



Traffic Volume - Future Total Volume



Traffic Conditions



2029 BACKGROUND PLUS PROJECT

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Scenario 7 2029 AM + Pro

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Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	2100 South & 8000 West	Two-way stop	HCM 7th Edition	WB Left	0.039	9.1	A
2	7200 West & 2100 South	Two-way stop	HCM 7th Edition	WB Left	0.088	10.7	B
3	7500 West & 2100 South	Two-way yield	HCM 7th Edition	EB Thru	0.106	5.3	A
4	East Project Access	Two-way stop	HCM 7th Edition	NB Left	0.005	9.6	A

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report

Intersection 1: 2100 South & 8000 West

Control Type: Two-way stop
 Analysis Method: HCM 7th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 9.1
 Level Of Service: A
 Volume to Capacity (v/c): 0.039

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name						
Base Volume Input [veh/h]	3	51	1	2	16	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.5673	1.5673	1.5673	1.5673	1.5673	1.5673
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	4	0	0	4	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	5	84	2	3	29	2
Peak Hour Factor	0.7500	0.9800	0.2500	0.5000	0.8000	0.2500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	21	2	2	9	2
Total Analysis Volume [veh/h]	7	86	8	6	36	8
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.01	0.00	0.04	0.01
d_M, Delay for Movement [s/veh]	0.00	0.00	7.41	0.00	9.07	8.72
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.01	0.01	0.15	0.15
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.33	0.33	3.67	3.67
d_A, Approach Delay [s/veh]	0.00		4.23		9.01	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	3.02					
Intersection LOS	A					

Intersection Level Of Service Report

Intersection 2: 7200 West & 2100 South

Control Type: Two-way stop
 Analysis Method: HCM 7th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 10.7
 Level Of Service: B
 Volume to Capacity (v/c): 0.088

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name						
Base Volume Input [veh/h]	46	37	19	42	28	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.5673	1.5673	1.5673	1.5673	1.5673	1.5673
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	12	0	1	0	0	1
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	84	58	31	66	44	4
Peak Hour Factor	0.8200	0.7100	0.6800	0.7500	0.7000	0.2500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	26	20	11	22	16	4
Total Analysis Volume [veh/h]	102	82	46	88	63	16
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.03	0.00	0.09	0.02
d_M, Delay for Movement [s/veh]	0.00	0.00	7.58	0.00	10.67	10.43
Movement LOS	A	A	A	A	B	B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.31	0.31	0.37	0.37
95th-Percentile Queue Length [ft/ln]	0.00	0.00	7.68	7.68	9.22	9.22
d_A, Approach Delay [s/veh]	0.00		2.60		10.62	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	2.99					
Intersection LOS	B					

Intersection Level Of Service Report

Intersection 3: 7500 West & 2100 South

Control Type: Two-way yield
 Analysis Method: HCM 7th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 5.3
 Level Of Service: A
 Volume to Capacity (v/c): 0.106

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration				⬆			⬆			⬆		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	0	0	0	0	0	0	0	58	2	3	17	19
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.5673	1.5673	1.5673	1.5673	1.5673	1.5673	1.5673	1.5673	1.5673
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	4	13	4	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0	0	91	7	18	31	30
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0	0	23	2	5	8	8
Total Analysis Volume [veh/h]	0	0	0	0	0	0	0	91	7	18	31	30
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Free	Stop	Free
Flared Lane			No	
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.11	0.01	0.01	0.02	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	0.00	5.04	5.28	4.59	2.44	2.44	0.00
Movement LOS				A	A	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00	0.38	0.38	0.38	0.03	0.03	0.03
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00	9.49	9.49	9.49	0.83	0.83	0.83
d_A, Approach Delay [s/veh]	0.00			0.00			5.23			1.51		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	3.57											
Intersection LOS	A											

Intersection Level Of Service Report

Intersection 4: East Project Access

Control Type: Two-way stop
 Analysis Method: HCM 7th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 9.6
 Level Of Service: A
 Volume to Capacity (v/c): 0.005

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name						
Base Volume Input [veh/h]	0	0	60	0	0	39
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.5673	1.5673	1.5673	1.5673	1.5673	1.5673
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	4	1	0	0	0	13
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	4	1	94	0	0	74
Peak Hour Factor	1.0000	1.0000	0.9700	0.5000	0.3800	0.7100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	0	24	0	0	26
Total Analysis Volume [veh/h]	4	1	97	0	0	104
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.60	8.78	0.00	0.00	7.41	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.02	0.02	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.46	0.46	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	9.43		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.23					
Intersection LOS	A					

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Turning Movement Volume: Summary

ID	Intersection Name	Northbound		Southbound		Westbound		Total Volume
		Thru	Right	Left	Thru	Left	Right	
1	2100 South & 8000 West	5	84	2	3	29	2	125

ID	Intersection Name	Northbound		Eastbound		Westbound		Total Volume
		Left	Right	Thru	Right	Left	Thru	
2	7200 West & 2100 South	84	58	31	66	44	4	287

ID	Intersection Name	Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
3	7500 West & 2100 South	0	0	0	0	91	7	18	31	30	177

ID	Intersection Name	Northbound		Eastbound		Westbound		Total Volume
		Left	Right	Thru	Right	Left	Thru	
4	East Project Access	4	1	94	0	0	74	173

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Scenario 7 2029 AM + Pro

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Turning Movement Volume: Detail

ID	Intersection Name	Volume Type	Northbound		Southbound		Westbound		Total Volume
			Thru	Right	Left	Thru	Left	Right	
1	2100 South & 8000 West	Final Base	3	51	1	2	16	1	74
		Growth Factor	1.57	1.57	1.57	1.57	1.57	1.57	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	4	0	0	4	0	8
		Other	0	0	0	0	0	0	0
		Future Total	5	84	2	3	29	2	125

ID	Intersection Name	Volume Type	Northbound		Eastbound		Westbound		Total Volume
			Left	Right	Thru	Right	Left	Thru	
2	7200 West & 2100 South	Final Base	46	37	19	42	28	2	174
		Growth Factor	1.57	1.57	1.57	1.57	1.57	1.57	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	12	0	1	0	0	1	14
		Other	0	0	0	0	0	0	0
		Future Total	84	58	31	66	44	4	287

ID	Intersection Name	Volume Type	Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
3	7500 West & 2100 South	Final Base	0	0	0	0	58	2	3	17	19	99
		Growth Factor	1.57	1.57	1.57	1.57	1.57	1.57	1.57	1.57	1.57	-
		In Process	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	4	13	4	0	21
		Other	0	0	0	0	0	0	0	0	0	0
		Future Total	0	0	0	0	91	7	18	31	30	177

ID	Intersection Name	Volume Type	Northbound		Eastbound		Westbound		Total Volume
			Left	Right	Thru	Right	Left	Thru	
4	East Project Access	Final Base	0	0	60	0	0	39	99
		Growth Factor	1.57	1.57	1.57	1.57	1.57	1.57	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	4	1	0	0	0	13	18
		Other	0	0	0	0	0	0	0
		Future Total	4	1	94	0	0	74	173

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Trip Generation summary**Added Trips**

Zone ID: Name	Land Use variables	Code	Ind. Var.	Rate	Quantity	% In	% Out	% Int. Capture	Trips In Adj.	Trips Out Adj.	Total Trips Adj.	% of Total Trips
1: Zone					0.000	50.00	50.00	0.00	17	17	34	100.00
Added Trips Total									17	17	34	100.00

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Scenario 7 2029 AM + Pro

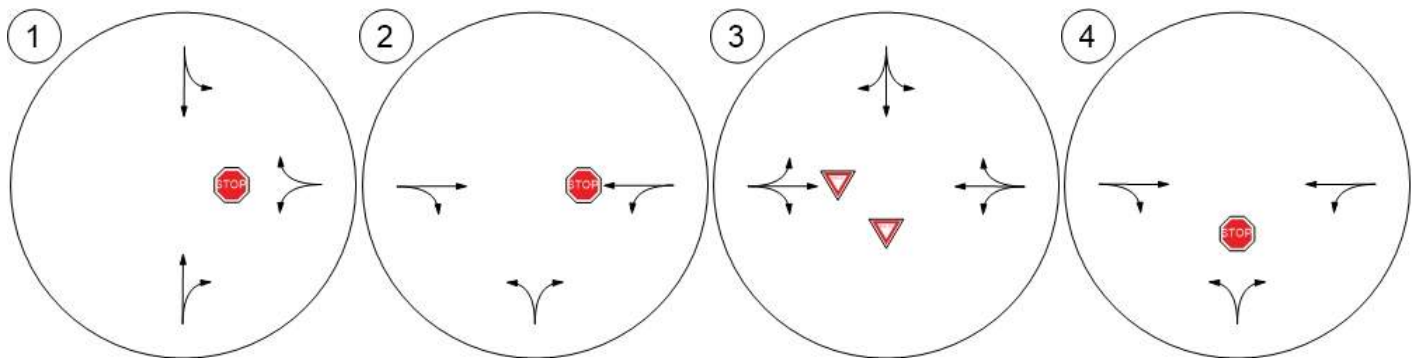
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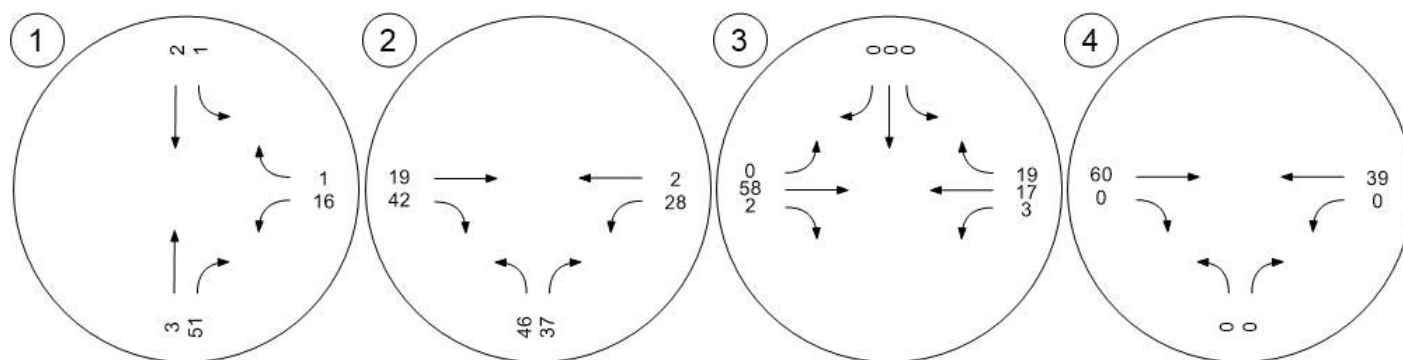
Trip Distribution summary

Zone / Gate	Zone 1: Zone			
	To Zone:		From Zone:	
	Share %	Trips	Share %	Trips
2: Gate	70.00	12	70.00	12
3: Gate	25.00	4	25.00	4
4: Gate	2.00	0	2.00	0
5: Gate	3.00	1	3.00	1
Total	100.00	17	100.00	17

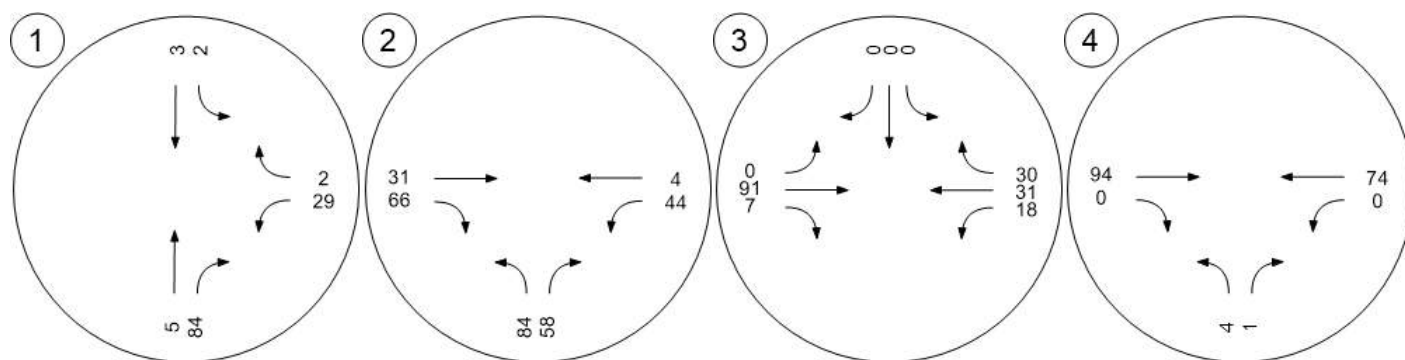
Lane Configuration and Traffic Control



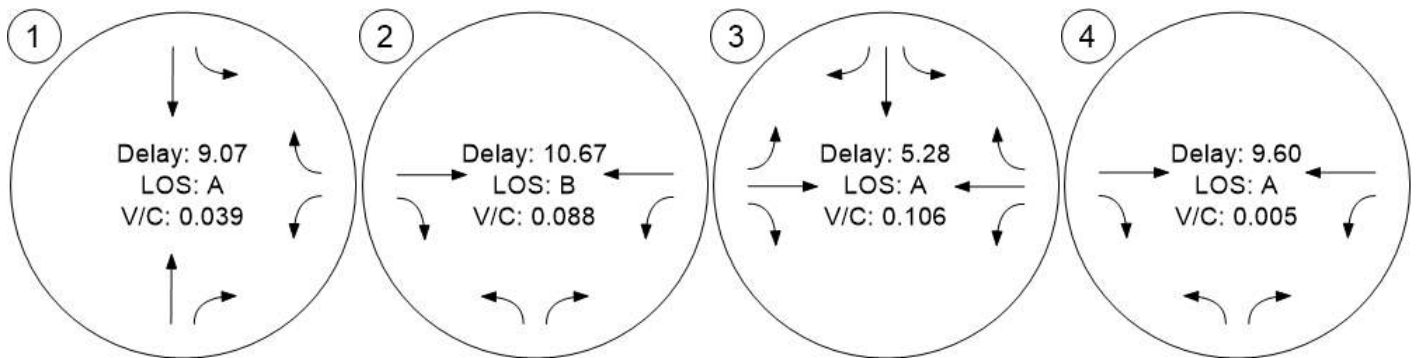
Traffic Volume - Base Volume



Traffic Volume - Future Total Volume



Traffic Conditions



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Scenario 8 2029 PM + Pro

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Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	2100 South & 8000 West	Two-way stop	HCM 7th Edition	WB Left	0.113	9.1	A
2	7200 West & 2100 South	Two-way stop	HCM 7th Edition	WB Left	0.187	11.6	B
3	7500 West & 2100 South	Two-way yield	HCM 7th Edition	EB Thru	0.019	4.4	A
4	East Project Access	Two-way stop	HCM 7th Edition	NB Left	0.023	9.6	A

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report

Intersection 1: 2100 South & 8000 West

Control Type: Two-way stop
 Analysis Method: HCM 7th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 9.1
 Level Of Service: A
 Volume to Capacity (v/c): 0.113

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name						
Base Volume Input [veh/h]	2	4	0	2	51	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.5673	1.5673	1.5673	1.5673	1.5673	1.5673
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	1	0	0	4	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	3	7	0	3	84	2
Peak Hour Factor	0.2500	1.0000	1.0000	0.2500	0.7500	0.2500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	2	0	3	28	2
Total Analysis Volume [veh/h]	12	7	0	12	112	8
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.11	0.01
d_M, Delay for Movement [s/veh]	0.00	0.00	7.25	0.00	9.14	8.88
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.41	0.41
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	10.28	10.28
d_A, Approach Delay [s/veh]	0.00		0.00		9.13	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	7.25					
Intersection LOS	A					

Intersection Level Of Service Report

Intersection 2: 7200 West & 2100 South

Control Type: Two-way stop
 Analysis Method: HCM 7th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 11.6
 Level Of Service: B
 Volume to Capacity (v/c): 0.187

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name						
Base Volume Input [veh/h]	23	11	1	55	80	29
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.5673	1.5673	1.5673	1.5673	1.5673	1.5673
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	4	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	40	17	2	86	125	45
Peak Hour Factor	0.4800	0.5500	0.2500	0.7600	0.8700	0.5600
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	21	8	2	28	36	20
Total Analysis Volume [veh/h]	83	31	8	113	144	80
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.01	0.00	0.19	0.10
d_M, Delay for Movement [s/veh]	0.00	0.00	7.42	0.00	11.56	11.42
Movement LOS	A	A	A	A	B	B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.26	0.26	1.20	1.20
95th-Percentile Queue Length [ft/ln]	0.00	0.00	6.60	6.60	29.90	29.90
d_A, Approach Delay [s/veh]	0.00		0.49		11.51	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	5.75					
Intersection LOS	B					

Intersection Level Of Service Report

Intersection 3: 7500 West & 2100 South

Control Type: Two-way yield
 Analysis Method: HCM 7th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 4.4
 Level Of Service: A
 Volume to Capacity (v/c): 0.019

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration				⬆			⬆			⬆		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	0	0	0	0	0	0	0	10	0	0	52	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.5673	1.5673	1.5673	1.5673	1.5673	1.5673	1.5673	1.5673	1.5673
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	1	4	4	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0	0	16	1	4	85	8
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0	0	4	0	1	21	2
Total Analysis Volume [veh/h]	0	0	0	0	0	0	0	16	1	4	85	8
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Free	Stop	Free
Flared Lane			No	
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.02	0.00	0.00	0.05	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	0.00	4.25	4.44	3.71	2.58	2.58	0.00
Movement LOS				A	A	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00	0.06	0.06	0.06	0.01	0.01	0.01
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00	1.52	1.52	1.52	0.17	0.17	0.17
d_A, Approach Delay [s/veh]	0.00			0.00			4.40			2.36		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	2.67											
Intersection LOS	A											

Intersection Level Of Service Report
Intersection 4: East Project Access

Control Type: Two-way stop
 Analysis Method: HCM 7th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 9.6
 Level Of Service: A
 Volume to Capacity (v/c): 0.023

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name						
Base Volume Input [veh/h]	5	4	18	0	0	50
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.5673	1.5673	1.5673	1.5673	1.5673	1.5673
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	4	0	0	0	0	4
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	12	6	28	0	0	82
Peak Hour Factor	0.6300	0.2500	0.6400	1.0000	1.0000	0.6700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	6	11	0	0	31
Total Analysis Volume [veh/h]	19	24	44	0	0	122
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.02	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.56	8.70	0.00	0.00	7.30	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.15	0.15	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	3.65	3.65	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	9.08		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	1.87					
Intersection LOS	A					

Vistro File: C:\...\Granite TIS Vistro.vistro

Scenario 8 2029 PM + Pro

Report File: C:\...\8 - 2029 PM + Pro.pdf

7/1/2024

Turning Movement Volume: Summary

ID	Intersection Name	Northbound		Southbound		Westbound		Total Volume
		Thru	Right	Left	Thru	Left	Right	
1	2100 South & 8000 West	3	7	0	3	84	2	99

ID	Intersection Name	Northbound		Eastbound		Westbound		Total Volume
		Left	Right	Thru	Right	Left	Thru	
2	7200 West & 2100 South	40	17	2	86	125	45	315

ID	Intersection Name	Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
3	7500 West & 2100 South	0	0	0	0	16	1	4	85	8	114

ID	Intersection Name	Northbound		Eastbound		Westbound		Total Volume
		Left	Right	Thru	Right	Left	Thru	
4	East Project Access	12	6	28	0	0	82	128

Vistro File: C:\...\Granite TIS Vistro.vistro

Scenario 8 2029 PM + Pro

Report File: C:\...\8 - 2029 PM + Pro.pdf

7/1/2024

Turning Movement Volume: Detail

ID	Intersection Name	Volume Type	Northbound		Southbound		Westbound		Total Volume
			Thru	Right	Left	Thru	Left	Right	
1	2100 South & 8000 West	Final Base	2	4	0	2	51	1	60
		Growth Factor	1.57	1.57	1.57	1.57	1.57	1.57	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	1	0	0	4	0	5
		Other	0	0	0	0	0	0	0
		Future Total	3	7	0	3	84	2	99

ID	Intersection Name	Volume Type	Northbound		Eastbound		Westbound		Total Volume
			Left	Right	Thru	Right	Left	Thru	
2	7200 West & 2100 South	Final Base	23	11	1	55	80	29	199
		Growth Factor	1.57	1.57	1.57	1.57	1.57	1.57	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	4	0	0	0	0	0	4
		Other	0	0	0	0	0	0	0
		Future Total	40	17	2	86	125	45	315

ID	Intersection Name	Volume Type	Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
3	7500 West & 2100 South	Final Base	0	0	0	0	10	0	0	52	5	67
		Growth Factor	1.57	1.57	1.57	1.57	1.57	1.57	1.57	1.57	1.57	-
		In Process	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	1	4	4	0	9
		Other	0	0	0	0	0	0	0	0	0	0
		Future Total	0	0	0	0	16	1	4	85	8	114

ID	Intersection Name	Volume Type	Northbound		Eastbound		Westbound		Total Volume
			Left	Right	Thru	Right	Left	Thru	
4	East Project Access	Final Base	5	4	18	0	0	50	77
		Growth Factor	1.57	1.57	1.57	1.57	1.57	1.57	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	4	0	0	0	0	4	8
		Other	0	0	0	0	0	0	0
		Future Total	12	6	28	0	0	82	128

Vistro File: C:\...\Granite TIS Vistro.vistro

Scenario 8 2029 PM + Pro

Report File: C:\...\8 - 2029 PM + Pro.pdf

7/1/2024

Trip Generation summary**Added Trips**

Zone ID: Name	Land Use variables	Code	Ind. Var.	Rate	Quantity	% In	% Out	% Int. Capture	Trips In Adj.	Trips Out Adj.	Total Trips Adj.	% of Total Trips
1: Zone					0.000	50.00	50.00	0.00	5	15	20	100.00
Added Trips Total									5	15	20	100.00

Vistro File: C:\...\Granite TIS Vistro.vistro

Scenario 8 2029 PM + Pro

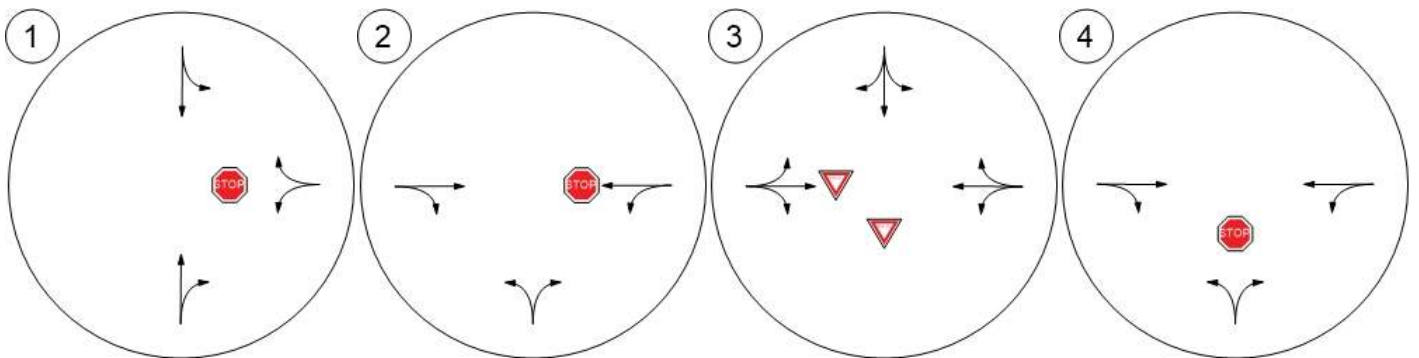
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7/1/2024

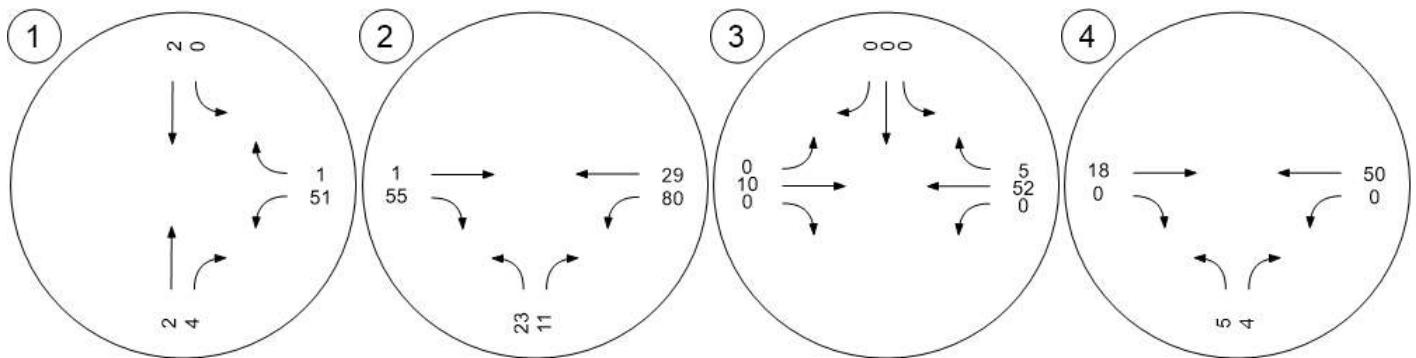
Trip Distribution summary

Zone / Gate	Zone 1: Zone			
	To Zone:		From Zone:	
	Share %	Trips	Share %	Trips
2: Gate	70.00	4	70.00	11
3: Gate	25.00	1	25.00	4
4: Gate	2.00	0	2.00	0
5: Gate	3.00	0	3.00	0
Total	100.00	5	100.00	15

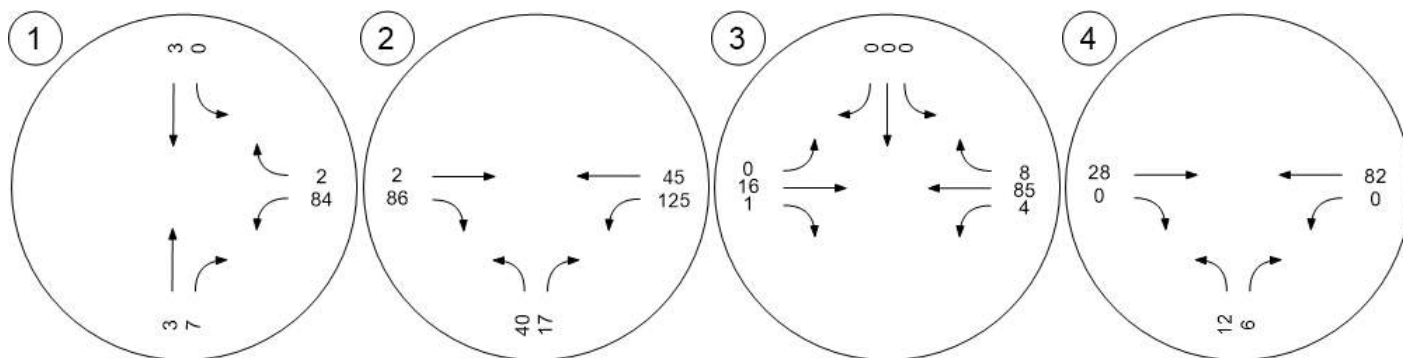
Lane Configuration and Traffic Control



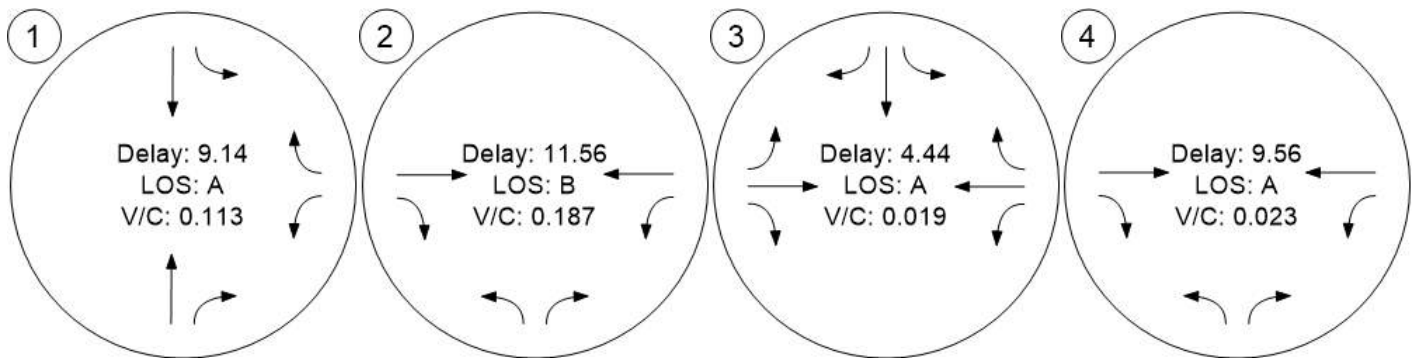
Traffic Volume - Base Volume



Traffic Volume - Future Total Volume



Traffic Conditions





May 28, 2024

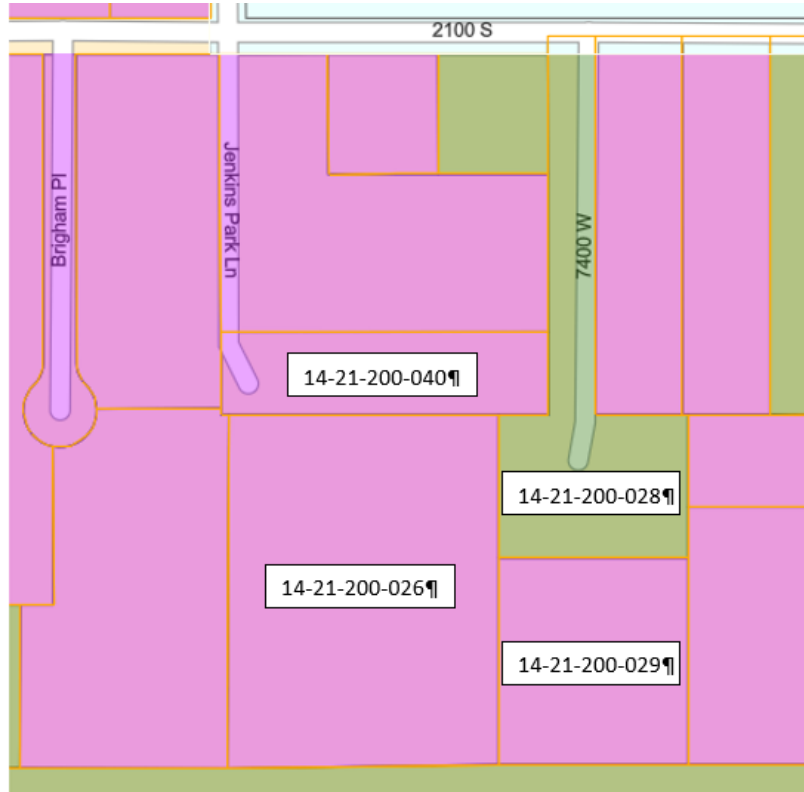
Municipal Services District

Re: Conditional Use Application 14-21-201-004, 14-21-200-041, 14-21-200-029, and 14-21-200-028

Dear Planning Committee,

Granite Construction Company (Granite) is under contract to purchase parcels 14-21-200-026, 14-21-200-028, 14-21-200-029, and 14-21-200-040 (**Exhibit 1**) (closing date is 8/8/24). Currently, the zoning for parcels -026, -029, and -040 is M-2, while parcel -028 is zoned A-20. Granite has requested the rezoning of parcel -028 from A-20 to M-2 to align with the zoning of the other three parcels under contract and the neighboring parcels. The address of these parcels is approximately 2198 S 7400 W, Magna, Utah.

Exhibit 1 – Parcels of Interest



Granite is seeking to obtain a conditional use permit (CUP) to construct and operate an asphalt production plant at this location. Rezoning parcel -028 from A-20 to M-2 has been requested. **Attachment A** includes the tentative site plan. Note that a civil site plan is currently being developed and will be provided once available. **Attachment B** is the notarized owner authorization permitting

Granite to request the rezoning of the subject parcel, contingent on the finalization of the purchase. **Attachment C** contains the Sewer and Water Letters placeholder. These letters/utilities will be obtained as part of the building permit process. **Attachment D** contains the legal descriptions of all four parcels.

Granite will obtain all necessary UDEQ permits, comply with all Magna Township/MSD conditional use permit and building permit requirements, and fulfill any other prerequisites to construct and operate said facility.

Regards,



Quin Bingham
Environmental Manager

Granite Construction
1000 North Warm Springs Rd
Salt Lake City, UT 84116
P: (801) 526-6050
C: (435) 770-4319
E: quin.bingham@gcinc.com

Attachments:

Attachment A: Site Plan

Attachment B: Owner Authorization

Attachment C: Sewer and Water Letters

Attachment D: Legal Description



Attachment A

Proposed Facility Site Map



Revisions

0 30 60

Granite Construction Company
Conceptual Plant Layout - Opt 3

April 22, 2024
Design: BJC
Drawn: BJC
Scale: 1" = 70'
Drawing Number:
F - 1
1 OF 1



Attachment B

Owner Rezone Authorization Letter

May 28, 2024

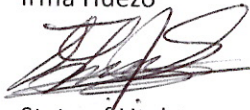
To Whom It May Concern,

This affidavit dated 06-04, 2024, serves as authorization for Granite Construction Company to apply for the rezoning of parcel #14-21-200-028, located at 2185 S 7400 W, Magna, Utah. I, Irma G HUEZO, am the current owner of this parcel. Granite Construction Company (Granite) is currently under contract to purchase this parcel.

This authorization is contingent upon Granite successfully closing on the property purchase. If Granite fails to close on the property purchase, this authorization will be nullified.

Sincerely,

Irma Huezo

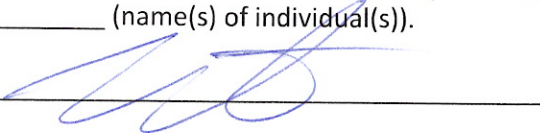


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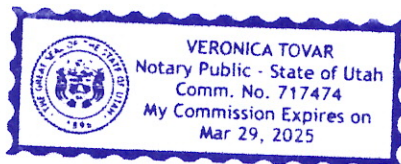
County of Salt Lake

The record was acknowledged before me on June 4, 2024 (date) by Irma G Huezo (name(s) of individual(s)).

Signature of notarial officer



Stamp:





Attachment C
Water and Sewer Letters



Sewer and water letters will be provided once obtained during the building permit process.



Attachment D

Legal Description

Parcel 14212000280000 Legal description

BEG 1126.69 FT W & 685.74 FT S FR NE COR OF SEC 21, T 1S, R 2W, SLM; S 260.26 FT M OR L; W 345 FT M OR L; N 260.26 FT M OR L; E 89.82 FT; N 685.74 FT; E 86.63 FT; S 685.74 FT; E 168.55 FT TO BEG. 3.43 AC. 8831-7853 10110-8960 10361-5085 10361-5085 10361-5086

Link: https://slco.org/assessor/new/valuationInfoExpanded.cfm?parcel_id=14212000280000

Parcel 14212010040000 Legal description

LOT 4, JACKASS FLATS SUBDIVISION. 10758-7707

Link: https://slco.org/assessor/new/valuationInfoExpanded.cfm?parcel_id=14212010040000

Parcel 14212000410000 Legal description

BEG S 0°20'08" W 33 FT & S 89°38'39" E 658.25 FT & S 0°16'28" W 652.75 FT & S 89°38'58" E 11.30 FT FR N 1/4 COR OF SEC 21, T1S, R2W, SLM; E 480.51 FT M OR L; S 634.26 FT; W480.51 FT M OR L; N 634.26 FT TO BEG.

Link: https://slco.org/assessor/new/valuationInfoExpanded.cfm?parcel_id=14212000410000

Parcel 14212000290000 Legal description

BEG 1126.69 FT W & S 946 FT M OR L FR NE COR OF SEC 21, T 1S, R 2W, SLM; S 374 FT M OR L; W 345 FT; N 374 FT M OR L; E345 FT M OR L TO BEG. 2.96 AC. 08831-7853 10680-4930

Link: https://slco.org/assessor/new/valuationInfoExpanded.cfm?parcel_id=14212000290000&nbhd=6465&PA=



October 1st, 2024

Jenny Wilson
Mayor

Catherine Kanter
Deputy Mayor of Regional
Operations

Scott R. Baird, P.E.
Director, Public Works
and Municipal Services

Kade D. Moncur, P.E., CFM
Director, Public Works
Engineering Division

**PUBLIC WORKS
ENGINEERING DIVISION**

Government Center
2001 South State Street
Suite N3-120
Salt Lake City, Utah 84190

T 385-468-6600
F 385-468-6603

To Whom It May Concern,

This recommendation letter is in consideration of the following proposed development:

Application: 001185 – CUP Granite Asphalt Plant
Location: 2198 S 7400 W

It is the recommendation of Salt Lake County Public Works Engineering that a delay agreement be granted for the installation of curb, gutter and sidewalk. The applicant is granted to wait to install the improvements on their roadway frontage at the time when additional private property development occurs.

Regards,

Ahmed Dahir, PE
Salt Lake County
Public Works Engineering