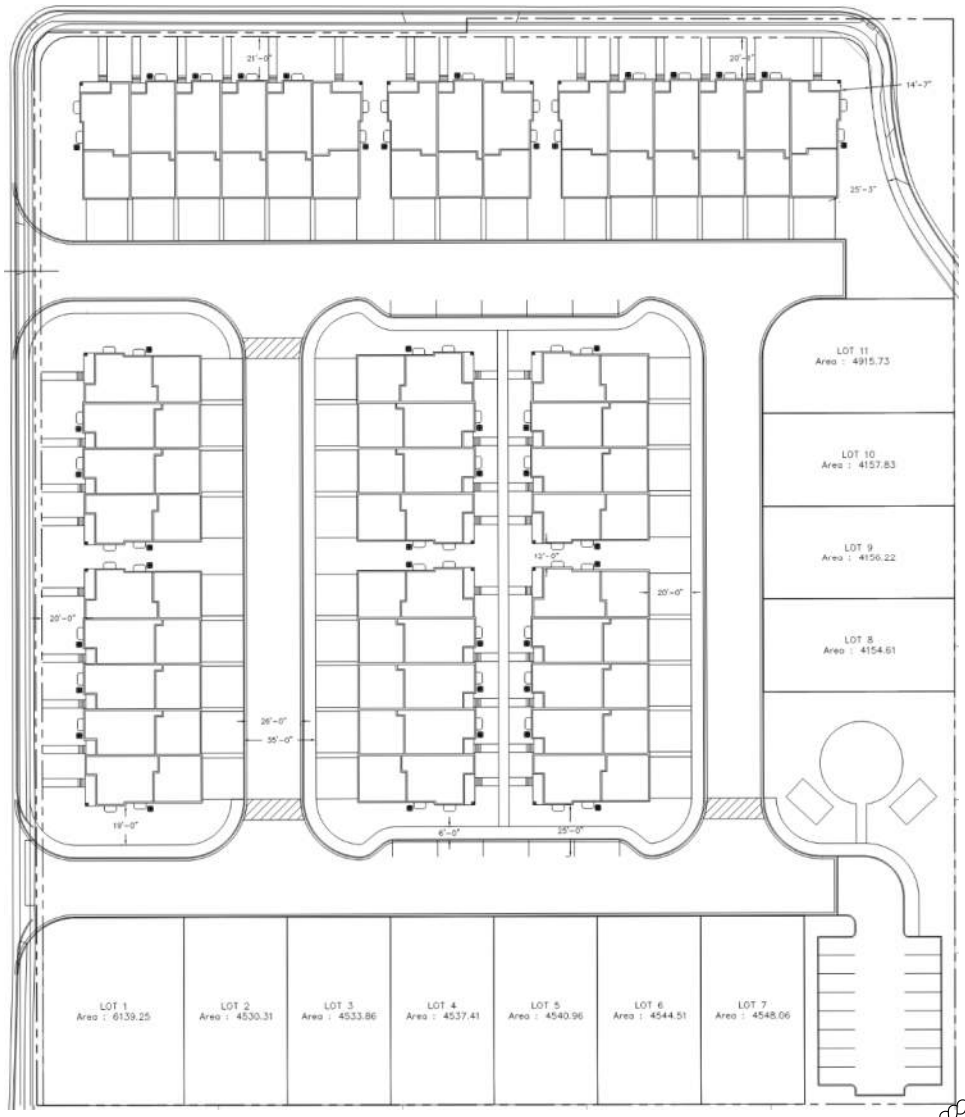
HALES ENGINEERING
innovative transportation solutions

Taylor Villas

Traffic Impact Study



Taylorsville, Utah

October 11, 2024

UT24-2865

LICENSED PROFESSIONAL ENGINEER
NO. 12890754
Jordi J. Berrett
10/11/2024
STATE OF UTAH

1220 North 500 West, Ste. 202 Lehi, UT 84043 p 801.766.4343
www.halesengineering.com

EXECUTIVE SUMMARY

This study addresses the traffic impacts associated with the proposed Taylor Villas development located in Taylorsville, Utah. The development is located southeast of 4070 West / 6200 South.

The purpose of this traffic impact study is to analyze traffic operations at key intersections for existing (2024) conditions with and without the proposed project and to recommend mitigation measures as needed. The morning and evening peak hour level of service (LOS) results are shown in Table ES-1. A site plan of the project is provided in Appendix A.

Table ES-1: Peak Hour Level of Service Results

	Intersection	Level of Service			
		Existing (2024)			
		Background		Plus Project	
		AM	PM	AM	PM
1	4000 West & 3975 West / 6200 South	B	B	B	B
2	4070 West (Fairwind Drive) / 6200 South	c	c	b	c
3	Cheltonham Way & South Access / 4070 West	a	a	a	a
4	North Access / 4070 West	-	-	a	a

1. Intersection LOS values represent the overall intersection average for roundabout, signalized, and all-way stop-controlled (AWSC) intersections (uppercase letter) and the worst movement for all other unsignalized intersections (lowercase letter)

Source: Hales Engineering, October 2024

SUMMARY OF KEY FINDINGS & RECOMMENDATIONS

Project Conditions		
• The development will consist of 11 single-family detached housing units and 42 townhomes. • The project is anticipated to generate approximately 404 weekday daily trips, including 28 trips in the morning peak hour, and 36 trips in the evening peak hour		
2024	**Background**	**Plus Project**
Findings	• Acceptable LOS	• Acceptable LOS • Northbound queueing at 4070 West / 6200 South is not anticipated to block the North Access. However, if queueing increases in future years, southbound left turns may need to be restricted at the North Access.

TABLE OF CONTENTS

LIST OF TABLES

LIST OF FIGURES

I. INTRODUCTION

A. Purpose

This study addresses the traffic impacts associated with the proposed Taylor Villas development located in Taylorsville, Utah. The proposed project is located southeast of the 4070 West / 6200 South intersection. Figure 1 shows a vicinity map of the proposed development.

The purpose of this traffic impact study is to analyze traffic operations at key intersections for existing (2024) conditions with and without the proposed project and to recommend mitigation measures as needed.

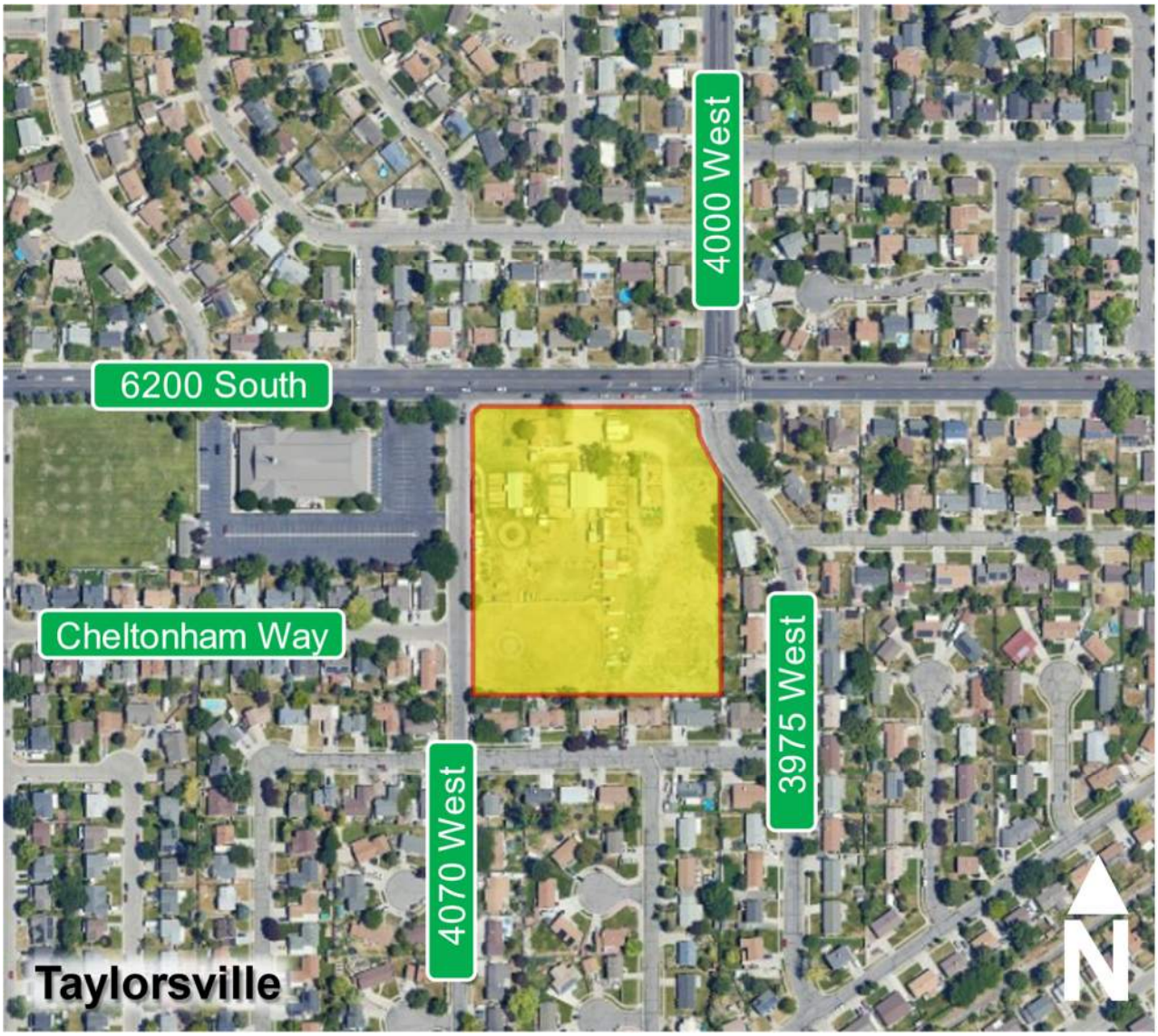


Figure 1: Vicinity map showing the project location in Taylorsville, Utah

B. Scope

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

- 4000 West & 3975 West / 6200 South
- 4070 West (Fairwind Drive) / 6200 South
- Cheltonham Way / 4070 West (Fairwind Drive)

C. Analysis Methodology

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

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

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

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

D. Level of Service Standards

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

Table 1: Level of Service Description

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

Source: Hales Engineering Descriptions, based on the *Highway Capacity Manual* (HCM), 7th Edition, 2022 Methodology (Transportation Research Board)

II. EXISTING (2024) BACKGROUND CONDITIONS

A. Purpose

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

B. Roadway System

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

4070 West – is a city-maintained roadway which is classified by UDOT as a local road. The roadway has one travel lane in each direction. The posted speed limit is 25 mph in the study area.

C. Traffic Volumes

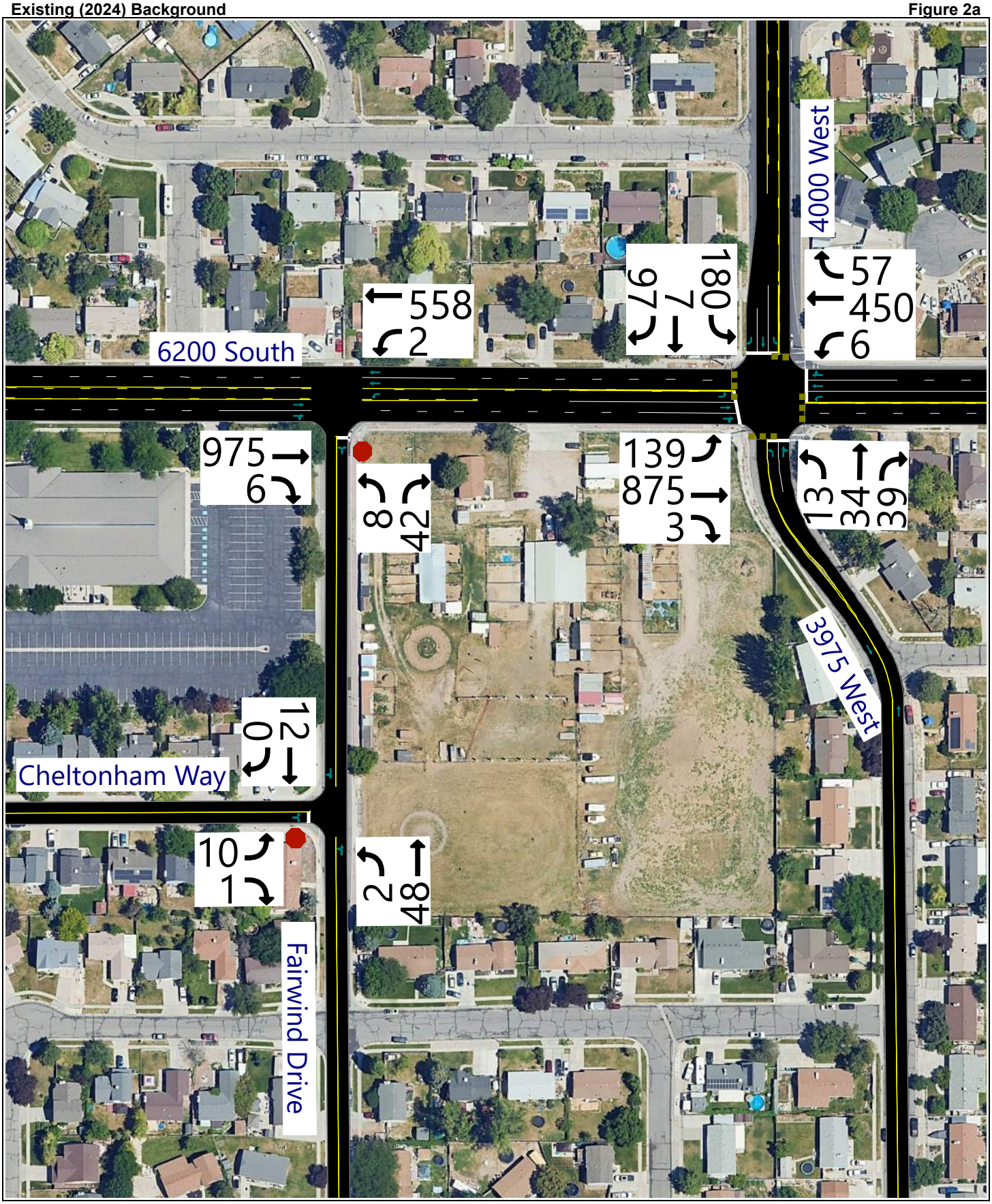
Weekday morning (7:00 to 9:00 a.m.) and evening (4:00 to 6:00 p.m.) peak period traffic counts were performed at the following intersections:

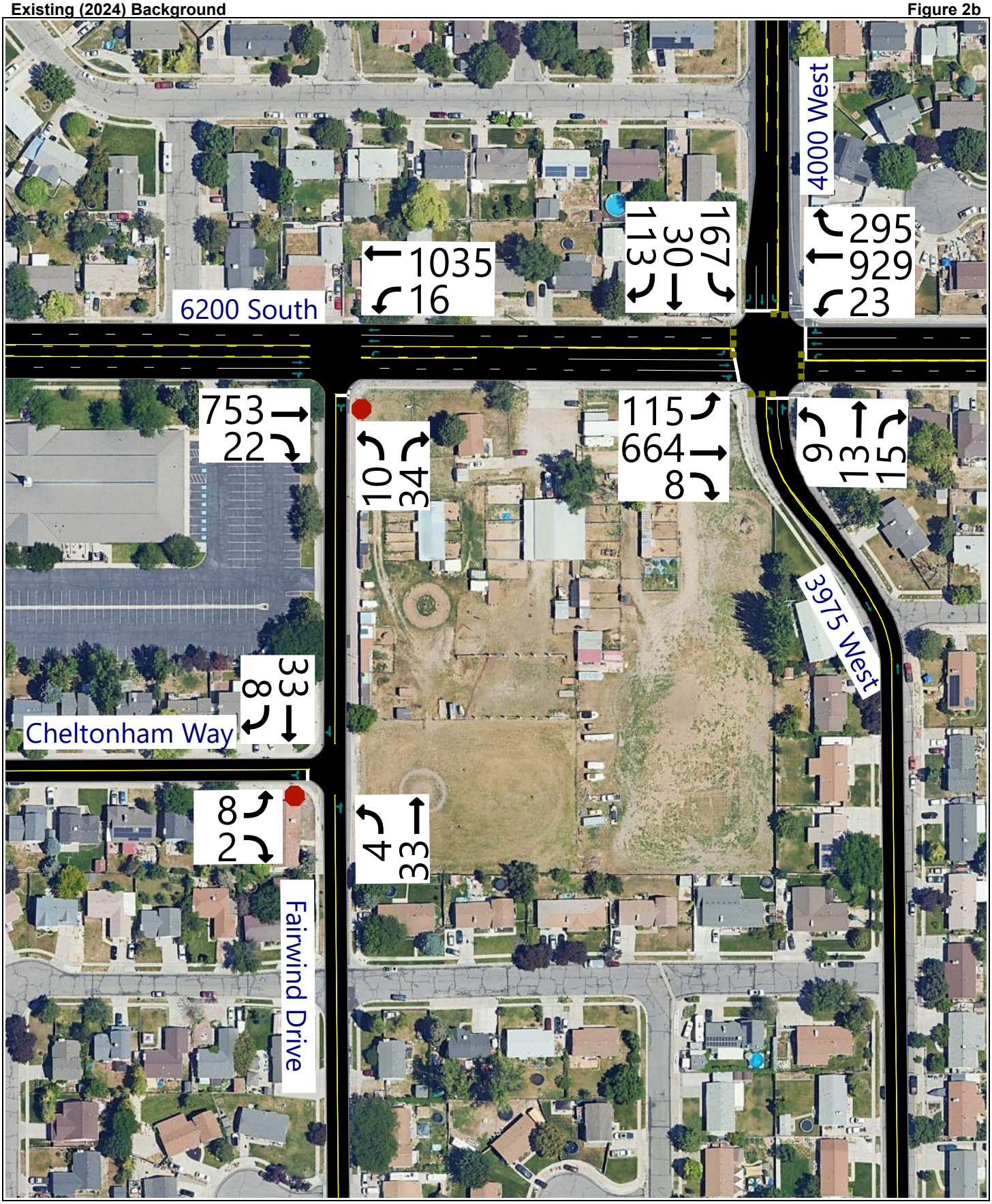
- 4000 West & 3975 West / 6200 South
- 4070 West (Fairwind Drive) / 6200 South
- Cheltonham Way / 4070 West (Fairwind Drive)

The counts were performed on Tuesday, September 24, 2024. The morning peak hour was determined to be between 7:15 and 8:15 a.m., and the evening peak hour was determined to be between 4:30 and 5:30 p.m. The evening peak hour volumes were approximately 5.6% higher than the morning peak hour volumes. Both the morning and evening peak hour volumes were used in the analysis. Detailed count data are included in Appendix B.

Hales Engineering considered seasonal adjustments to the observed traffic volumes. Monthly traffic volume data were obtained from a nearby UDOT automatic traffic recorder (ATR) on SR-68 (ATR #408). In recent years, traffic volumes in September have been equal to approximately 103% of average traffic volumes. As a conservative measure, the counted volumes were left unadjusted.

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


6200 South
4000 West
Cheltonham Way
Fairwind Drive
3975 West
558
2
180
7
97
57
450
6
975
6
8
42
139
875
3
13
34
39
12
0
10
1
2
48


6200 South
4000 West
Cheltonham Way
Fairwind Drive
3975 West
1035
16
167
30
113
295
929
23
753
22
10
34
115
664
8
9
13
15
33
8
8
2
4
33

D. Level of Service Analysis

Hales Engineering determined that all study intersections are currently operating at acceptable levels of service during the morning and evening peak hours, as shown in Table 2. These results serve as a baseline condition for the impact analysis of the proposed development during existing (2024) conditions.

E. Queuing Analysis

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

F. Mitigation Measures

No mitigation measures are recommended.

Table 2: Existing (2024) Background Peak Hour LOS

Intersection		LOS (Sec. Delay / Veh.) / Movement[1]	
Description	Control	Morning Peak	Evening Peak
4000 West & 3975 West / 6200 South	Signal	B (17.7)	B (13.8)
4070 West (Fairwind Drive) / 6200 South	NB Stop	c (15.9) / NBL	c (23.0) / NBL
Cheltonham Way / 4070 West (Fairwind Drive)	EB Stop	a (5.5)	a (4.9)

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

Source: Hales Engineering, October 2024

III. PROJECT CONDITIONS

A. Purpose

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

B. Project Description

The proposed Taylor Villas development is located southeast of the 4070 West / 6200 South intersection. The development will consist of 11 single-family detached housing units and 42 townhomes. A concept plan for the proposed development is provided in Appendix A. The proposed land use for the development has been identified in Table 3.

Table 3: Project Land Uses

Land Use	Intensity
Single-family detached housing	11 Units
Townhomes	42 Units

C. Trip Generation

Trip generation for the development was calculated using trip generation rates published in the Institute of Transportation Engineers (ITE), *Trip Generation*, 11th Edition, 2021. Trip generation for the proposed project is included in Table 4. The total trip generation for the development is as follows:

- Daily Trips: 404
- Morning Peak Hour Trips: 28
- Evening Peak Hour Trips: 36

Table 4: Trip Generation

Trip Generation Taylorsville - Taylor Villas TIS								
Land Use[1]	# of Units	Unit Type	Trip Generation			New Trips		
			Total	% In	% Out	In	Out	Total
Weekday Daily								
Single-Family Detached Housing (210)	11	DU	134	50%	50%	67	67	134
Single-Family Attached Housing (215)	42	DU	270	50%	50%	135	135	270
TOTAL			**404**			**202**	**202**	**404**
AM Peak Hour								
Single-Family Detached Housing (210)	11	DU	10	26%	74%	3	7	10
Single-Family Attached Housing (215)	42	DU	18	31%	69%	6	12	18
TOTAL			**28**			**9**	**19**	**28**
PM Peak Hour								
Single-Family Detached Housing (210)	11	DU	14	63%	37%	9	5	14
Single-Family Attached Housing (215)	42	DU	22	57%	43%	13	9	22
TOTAL			**36**			**22**	**14**	**36**
1. Land Use Code from the Institute of Transportation Engineers (ITE) *Trip Generation*, 11th Edition, 2021. SOURCE: Hales Engineering, October 2024								

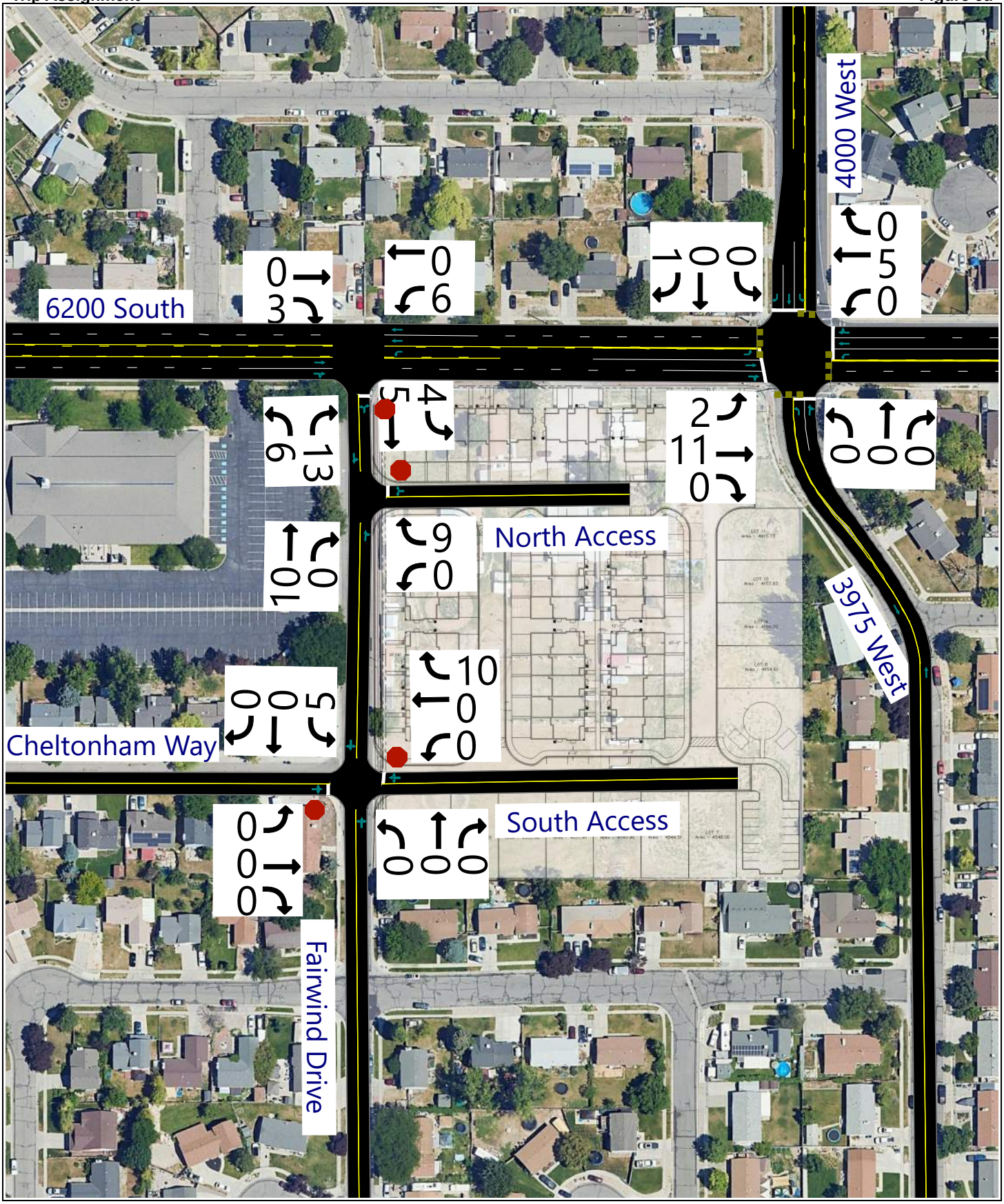
D. Trip Distribution and Assignment

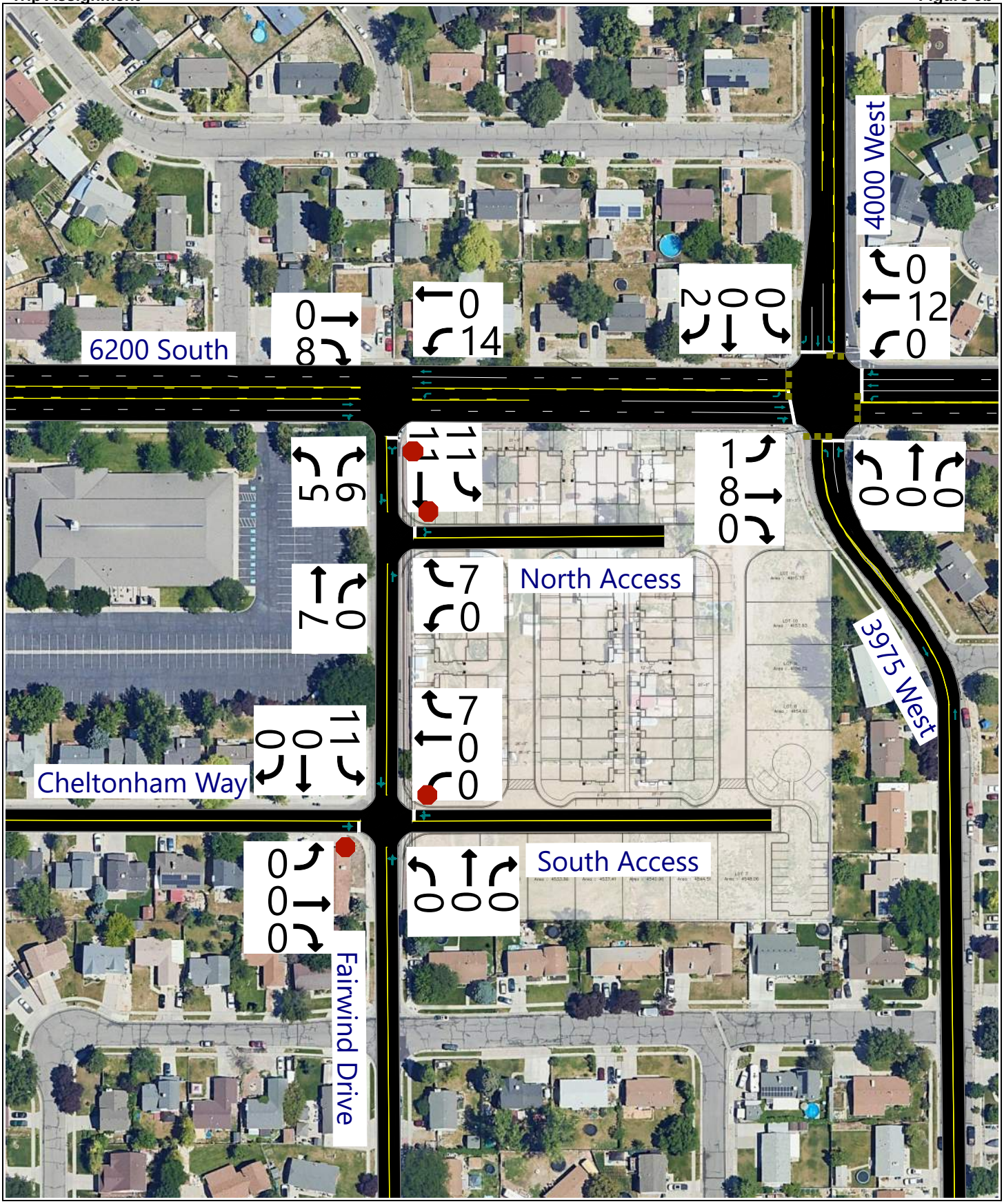
Trip distribution percentages for new trips were based on the type of trip and the proximity of project access points to major streets, high population densities, and regional trip attractions. Existing travel patterns observed during data collection were also used to establish these distribution percentages, especially near the site. The assumed distribution of new trips during the morning and evening peak hour is shown in Table 5.

Table 5: New Trip Distribution

Direction	% To/From Project
North	10%
East	55%
West	35%

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


6200 South
4000 West
3975 West
Cheltonham Way
Fairwind Drive
North Access
South Access
0 3
0 6
0 0 1
0 5 0
4 5
2 11 0
0 0 0
13 6
0 10 1
9 0
10 0 0
0 0 5
0 0 0
0 0 0


6200 South
4000 West
Cheltonham Way
North Access
South Access
3975 West
Fairwind Drive

E. Access

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

4070 West:

- The north access will be located approximately 115 feet south of the 4070 West / 6200 South intersection. It will access the project on the east side of 4070 West. It is anticipated that the access will be stop-controlled.
- The south access will connect to the Cheltonham Way / 4070 West intersection. It will access the project on the east side of 4070 West. It is anticipated that the access will be stop-controlled.

F. Auxiliary Lanes

Auxiliary lanes are deceleration (ingress) or acceleration (egress) turn lanes that provide for safe turning movements that have less impact on through traffic. These lanes are sometimes needed at accesses or roadway intersections if right- or left-turn volumes are high enough.

Deceleration (ingress) lanes are generally needed when there are at least 50 right-turn vehicles or 25 left-turn vehicles in an hour. These guidelines were used for the City roadways in the study area. Based on these guidelines and the anticipated project traffic, no auxiliary lanes are recommended.

IV. EXISTING (2024) PLUS PROJECT CONDITIONS

A. Purpose

The purpose of the existing (2024) plus project analysis is to study the intersections and roadways during the peak travel periods of the day for existing background traffic and geometric conditions plus the net trips generated by the proposed development. This scenario provides valuable insight into the potential impacts of the proposed project on background traffic conditions.

B. Traffic Volumes

Hales Engineering added the project trips discussed in Chapter III to the existing (2024) background traffic volumes to predict turning movement volumes for existing (2024) plus project conditions. Existing (2024) plus project morning and evening peak hour turning movement volumes are shown in Figure 4.

C. Level of Service Analysis

Hales Engineering determined that all intersections are anticipated to operate at acceptable levels of service during the morning and evening peak hours with project traffic added, as shown in Table 6.

Table 6: Existing (2024) Plus Project Peak Hour LOS

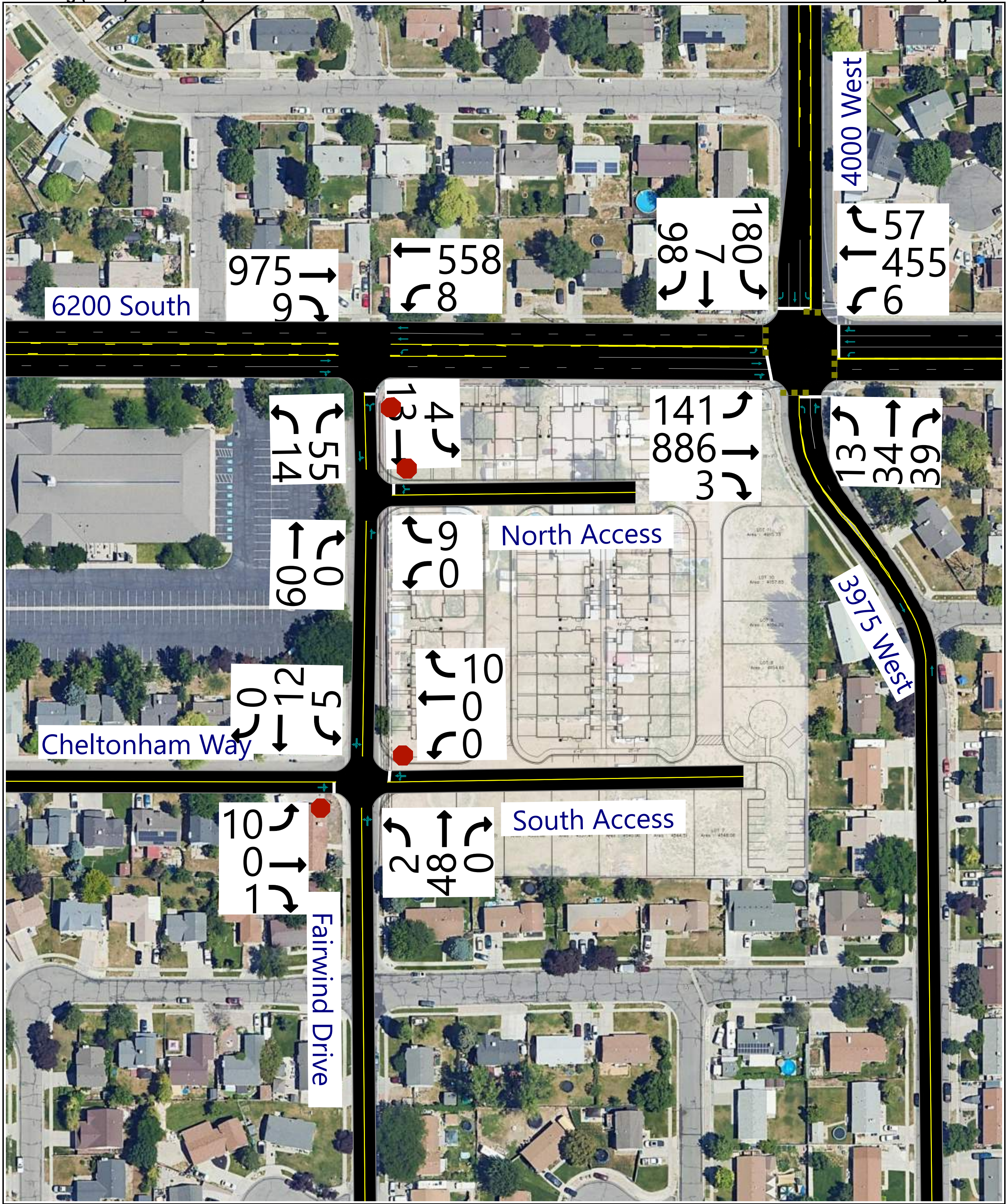
Intersection		LOS (Sec. Delay / Veh.) / Movement[1]	
Description	Control	Morning Peak	Evening Peak
3975 West & 4000 West / 6200 South	Signal	B (16.8)	B (13.4)
Fairwind Drive / 6200 South	NB Stop	b (14.9)	c (22.2)
Cheltonham Way & South Access / Fairwind Drive	EB/WB Stop	a (4.8)	a (4.6)
North Access / Fairwind Drive	WB Stop	a (4.0)	a (4.3)

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

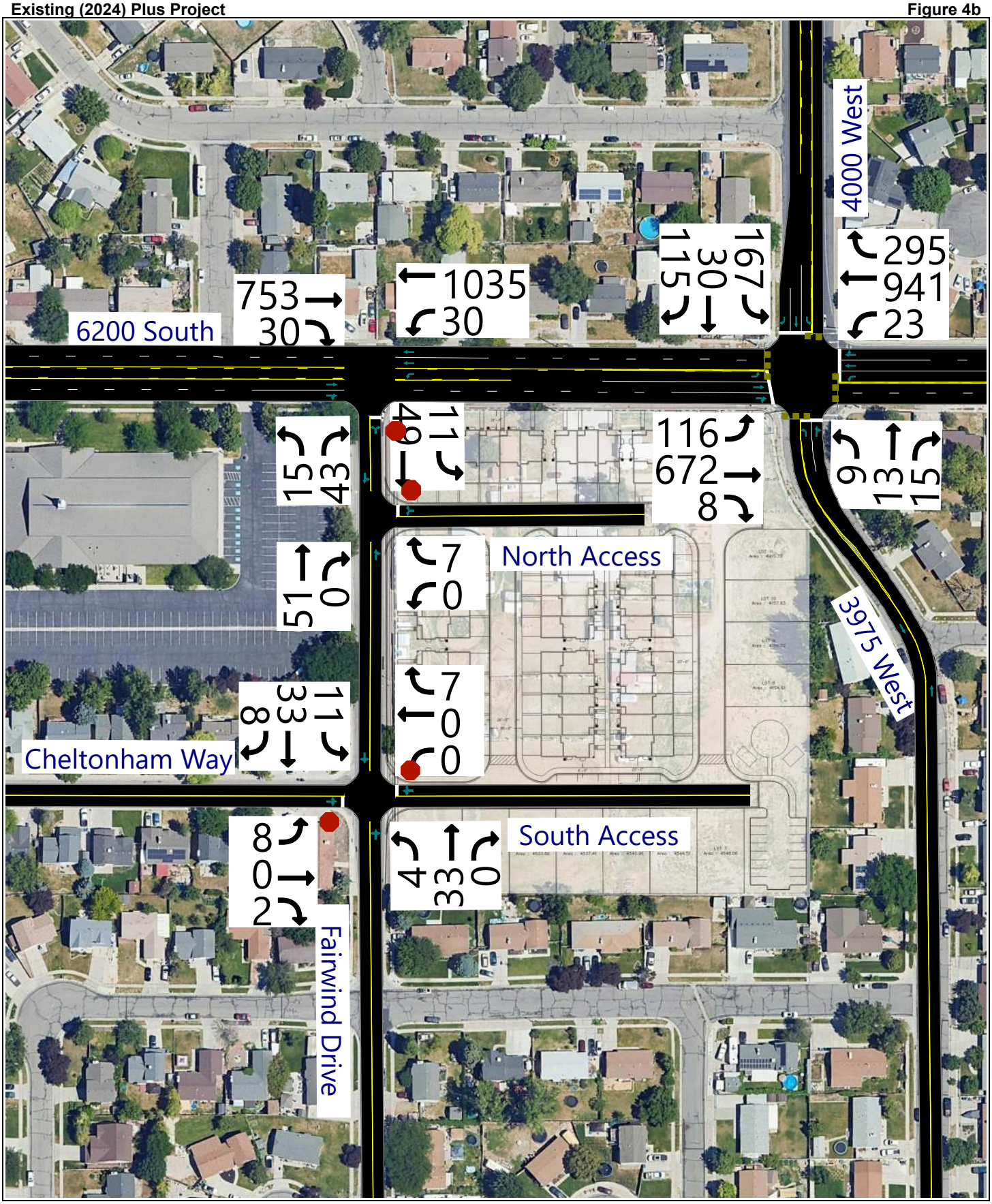
Source: Hales Engineering, October 2024

D. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. No significant queueing is anticipated during the morning and evening peak hours. It is, however, anticipated that northbound Fairwind Drive / 6200 South will generate a 75-foot queue. Greater queueing would potentially block the North Access / Fairwind Drive intersection if volumes increase on 6200 South in future years.



Hales Engineering
1220 North 500 West Ste 202, Lehi, UT, 84043
801.766.4343
10/11/2024

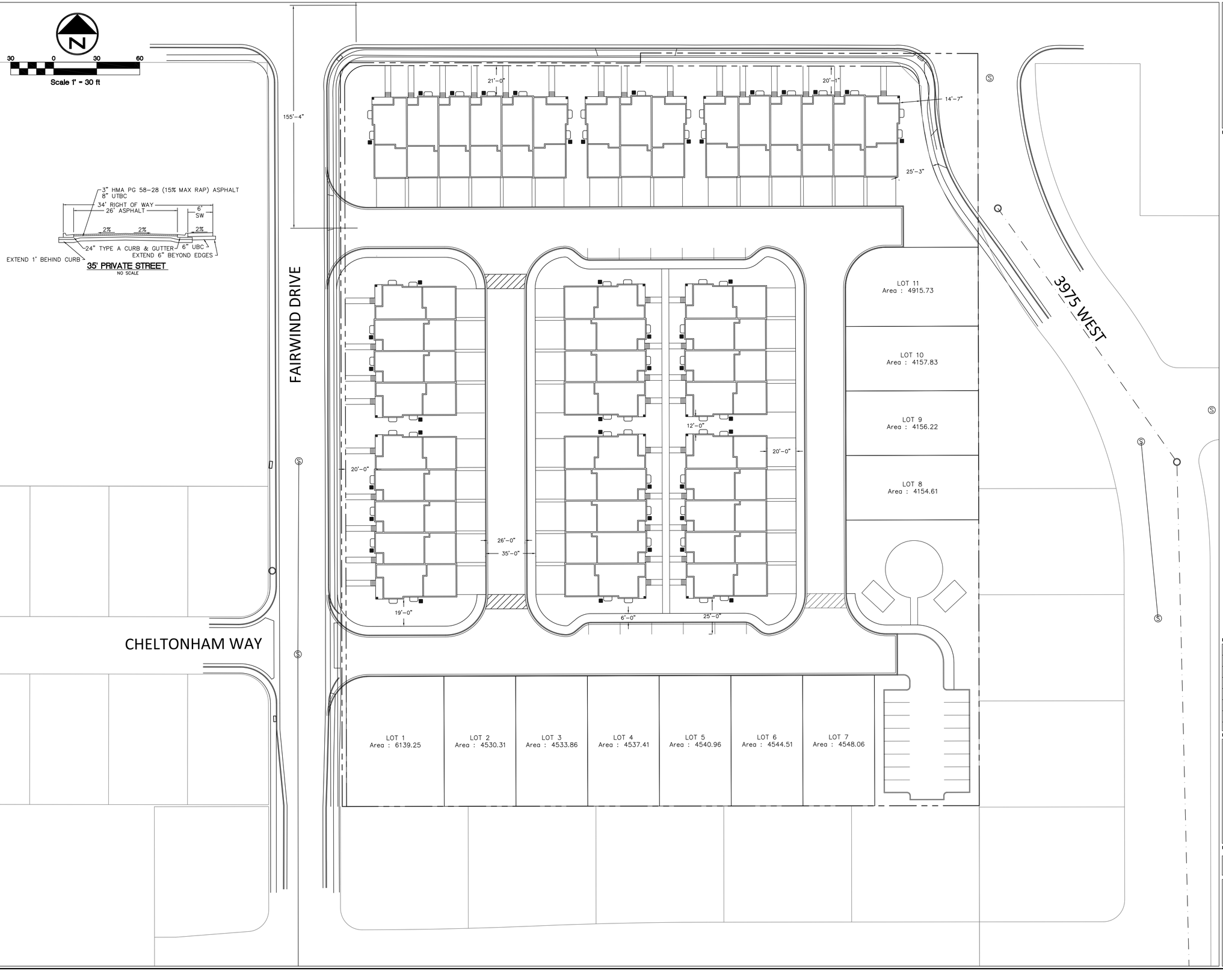

6200 South
753
30
1035
30
167
30
115
4000 West
295
941
23
46
11
116
672
8
15
43
9
13
15
North Access
7
0
51
0
3975 West
7
0
0
Cheltonham Way
11
33
8
8
0
2
Fairwind Drive
South Access
4
33
0

E. Mitigation Measures

No mitigation measures are recommended.

APPENDIX A

Site Plan



WILDING
ENGINEERING
14721 South Heritage Crest Way
Bluffdale, Utah 84065
801.553.8112
www.wildingengineering.com

DRAWING NOTES:

1. TOTAL NUMBER OF UNITS: 53
   -42 REAR LOADING UNITS
   -11 SINGLE FAMILY LOTS
2. VISITOR PARKING: 26 STALLS
3. TOWNHOUSE RESIDENT PARKING: 4 PER UNIT – 168 TOTAL
4. TYPICAL DRIVEWAY DIMS: 20' WIDE X 20' DEEP
5. 5' PARKSTRIP AND 6' SIDEWALK TO BE INSTALLED ALONG FAIRWIND DRIVE AND 6200 SOUTH

G:\DATA\24253 Guymon Taylorsville\dwg\Concept Plans\Taylorsville Townhome Concept New Layout.dwg
PLOT DATE: Oct 03, 2024

NO.	REVISION	DATE

PROJECT INFORMATION

TAYLOR VILLAS

CONCEPT PLAN

TAYLORSVILLE, UTAH

DRAWN	CHECKED	PROJECT #
KCW	GDW	24253

DATE 10/03/2024

SCALE 1" = 30'

SHEET C101

ENGINEER'S STAMP

APPENDIX B

Turning Movement Counts

Traffic Count Solutions LLC
801.505.9052

Intersection Turning Movement Summary

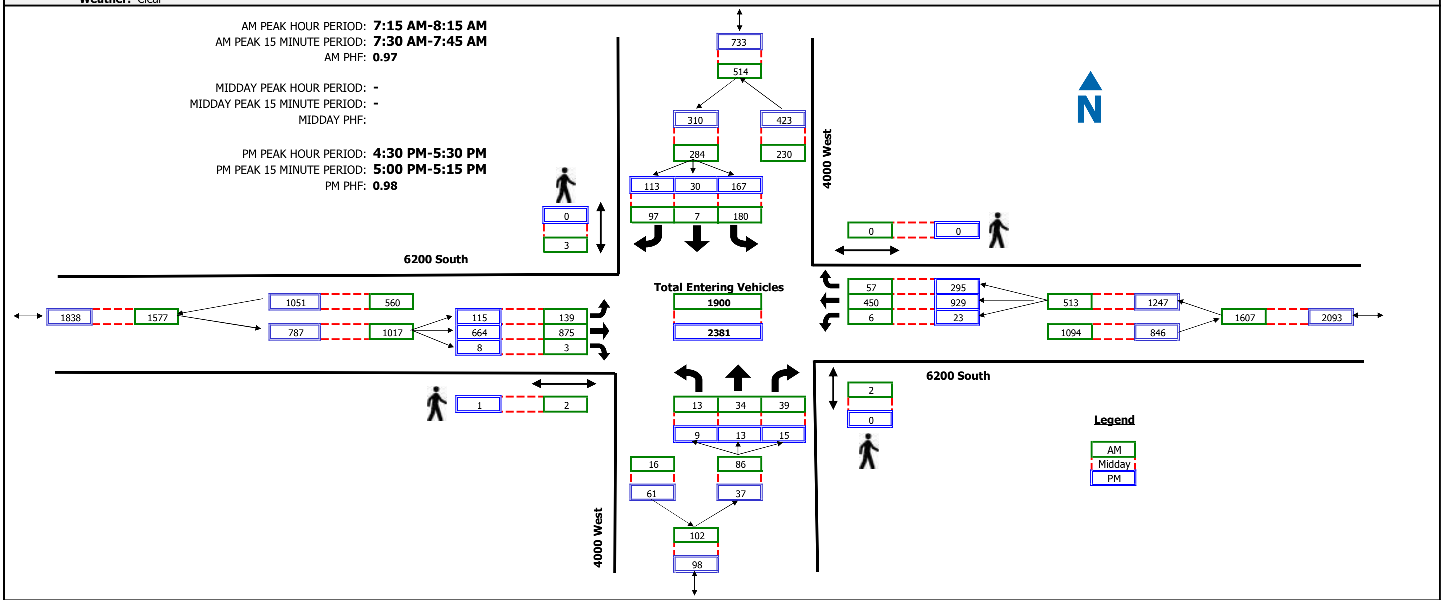
Intersection: 4000 West / 6200 South
North/South Road: 4000 West
East/West Road: 6200 South
Jurisdiction: Taylorsville
Project Title: Taylorsville Taylor Villas TIS
Project No: UT24-2865
Weather: Clear

Date: 9-24-24, Tue
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 100.0%
Adjustment Station #: 0
Growth Rate: 0.0%
Number of Years: 0

AM PEAK HOUR PERIOD: **7:15 AM-8:15 AM**
AM PEAK 15 MINUTE PERIOD: **7:30 AM-7:45 AM**
AM PHF: **0.97**

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

PM PEAK HOUR PERIOD: **4:30 PM-5:30 PM**
PM PEAK 15 MINUTE PERIOD: **5:00 PM-5:15 PM**
PM PHF: **0.98**



COUNT SUMMARY	4000 West Northbound				4000 West Southbound				6200 South Eastbound				6200 South Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
AM PERIOD COUNTS																	
Period	**A**	**B**	**C**	**D**	**E**	**F**	**G**	**H**	**I**	**J**	**K**	**L**	**M**	**N**	**O**	**P**	**TOTAL**
7:00 - 7:15	3	3	7	0	35	2	22	0	31	234	2	0	1	104	9	0	453
7:15 - 7:30	5	9	8	0	43	2	26	0	28	229	2	0	1	87	13	0	453
7:30 - 7:45	3	4	15	0	62	2	26	2	44	222	0	1	2	95	17	0	492
7:45 - 8:00	3	11	11	0	41	2	17	0	36	202	0	0	1	143	18	0	485
8:00 - 8:15	2	10	5	2	34	1	28	1	31	222	1	1	2	125	9	0	470
8:15 - 8:30	3	8	7	0	30	4	22	0	30	178	3	1	6	104	27	0	422
8:30 - 8:45	1	7	9	2	28	2	20	0	28	176	0	0	4	109	23	0	407
8:45 - 9:00	2	3	6	0	35	6	12	0	19	161	0	0	3	104	22	0	373
MIDDAY PERIOD COUNTS																	
Period	**A**	**B**	**C**	**D**	**E**	**F**	**G**	**H**	**I**	**J**	**K**	**L**	**M**	**N**	**O**	**P**	**TOTAL**
9:00 - 9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 - 9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 - 9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00 - 13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00 - 14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM PERIOD COUNTS																	
Period	**A**	**B**	**C**	**D**	**E**	**F**	**G**	**H**	**I**	**J**	**K**	**L**	**M**	**N**	**O**	**P**	**TOTAL**
16:00 - 16:15	3	2	2	0	40	6	32	0	37	160	2	1	9	179	46	0	518
16:15 - 16:30	1	0	0	0	38	10	43	1	27	164	1	0	7	202	69	0	562
16:30 - 16:45	2	5	2	0	42	10	33	0	34	173	1	0	4	233	60	0	599
16:45 - 17:00	2	2	5	0	52	7	25	0	25	162	2	1	7	218	69	0	576
17:00 - 17:15	5	3	2	0	40	8	30	0	29	175	1	0	8	223	83	0	607
17:15 - 17:30	0	3	6	0	33	5	25	0	27	154	4	0	4	255	83	0	599
17:30 - 17:45	0	0	3	0	31	3	21	0	35	161	1	0	5	199	47	0	506
17:45 - 18:00	3	1	1	0	33	3	36	0	26	162	3	1	6	213	67	0	554

Intersection Turning Movement Summary

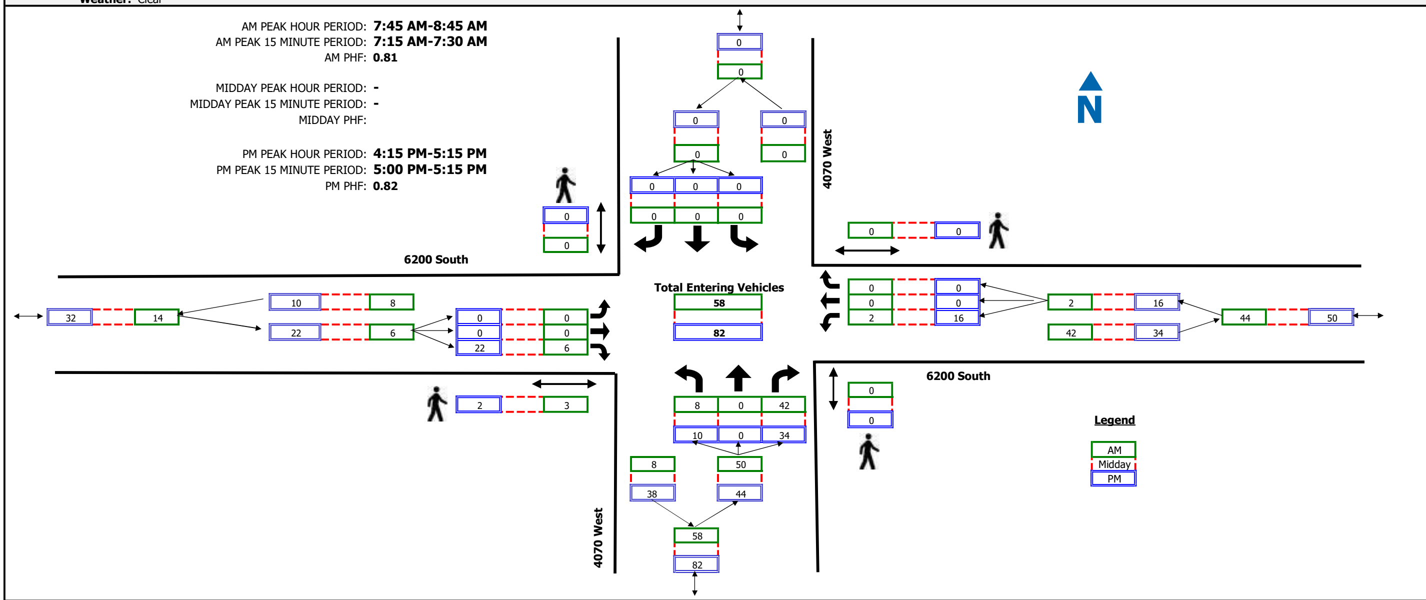
Intersection: 4070 West / 6200 South
North/South Road: 4070 West
East/West Road: 6200 South
Jurisdiction: Salt Lake County
Project Title: Taylorsville Taylor Villas TIS
Project No: UT24-2865
Weather: Clear

Date: 9-24-24, Tue
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 100.0%
Adjustment Station #: 0
Growth Rate: 0.0%
Number of Years: 0

AM PEAK HOUR PERIOD: **7:45 AM-8:45 AM**
AM PEAK 15 MINUTE PERIOD: **7:15 AM-7:30 AM**
AM PHF: **0.81**

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

PM PEAK HOUR PERIOD: **4:15 PM-5:15 PM**
PM PEAK 15 MINUTE PERIOD: **5:00 PM-5:15 PM**
PM PHF: **0.82**



COUNT SUMMARY	4070 West Northbound				4070 West Southbound				6200 South Eastbound				6200 South Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
AM PERIOD COUNTS																	
Period	**A**	**B**	**C**	**D**	**E**	**F**	**G**	**H**	**I**	**J**	**K**	**L**	**M**	**N**	**O**	**P**	**TOTAL**
7:00 - 7:15	2	0	13	0	0	0	0	0	0	0	0	0	2	0	0	2	17
7:15 - 7:30	3	0	14	0	0	0	0	0	0	0	0	0	1	0	0	0	18
7:30 - 7:45	1	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	7
7:45 - 8:00	3	0	10	0	0	0	0	0	0	0	1	0	0	0	0	0	14
8:00 - 8:15	3	0	7	0	0	0	0	0	0	0	2	0	1	0	0	0	13
8:15 - 8:30	1	0	16	0	0	0	0	0	0	0	0	1	1	0	0	0	18
8:30 - 8:45	1	0	9	0	0	0	0	0	0	0	3	2	0	0	0	0	13
8:45 - 9:00	1	0	5	0	0	0	0	0	0	0	3	0	5	0	0	0	14
MIDDAY PERIOD COUNTS																	
Period	**A**	**B**	**C**	**D**	**E**	**F**	**G**	**H**	**I**	**J**	**K**	**L**	**M**	**N**	**O**	**P**	**TOTAL**
9:00 - 9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 - 9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 - 9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00 - 13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00 - 14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM PERIOD COUNTS																	
Period	**A**	**B**	**C**	**D**	**E**	**F**	**G**	**H**	**I**	**J**	**K**	**L**	**M**	**N**	**O**	**P**	**TOTAL**
16:00 - 16:15	1	0	1	0	0	0	0	0	0	0	2	0	4	0	0	1	8
16:15 - 16:30	3	0	10	0	0	0	0	0	0	0	7	1	2	0	0	0	22
16:30 - 16:45	2	0	5	0	0	0	0	0	0	0	5	0	4	0	0	0	16
16:45 - 17:00	3	0	8	0	0	0	0	0	0	0	4	1	4	0	0	0	19
17:00 - 17:15	2	0	11	0	0	0	0	0	0	0	6	0	6	0	0	0	25
17:15 - 17:30	4	0	2	0	0	0	0	0	0	0	7	0	4	0	0	0	17
17:30 - 17:45	4	0	5	0	0	0	0	0	0	0	6	0	2	0	0	0	17
17:45 - 18:00	2	0	6	0	0	0	0	0	0	0	3	1	6	0	0	0	17

Traffic Count Solutions LLC
801.505.9052

Intersection Turning Movement Summary

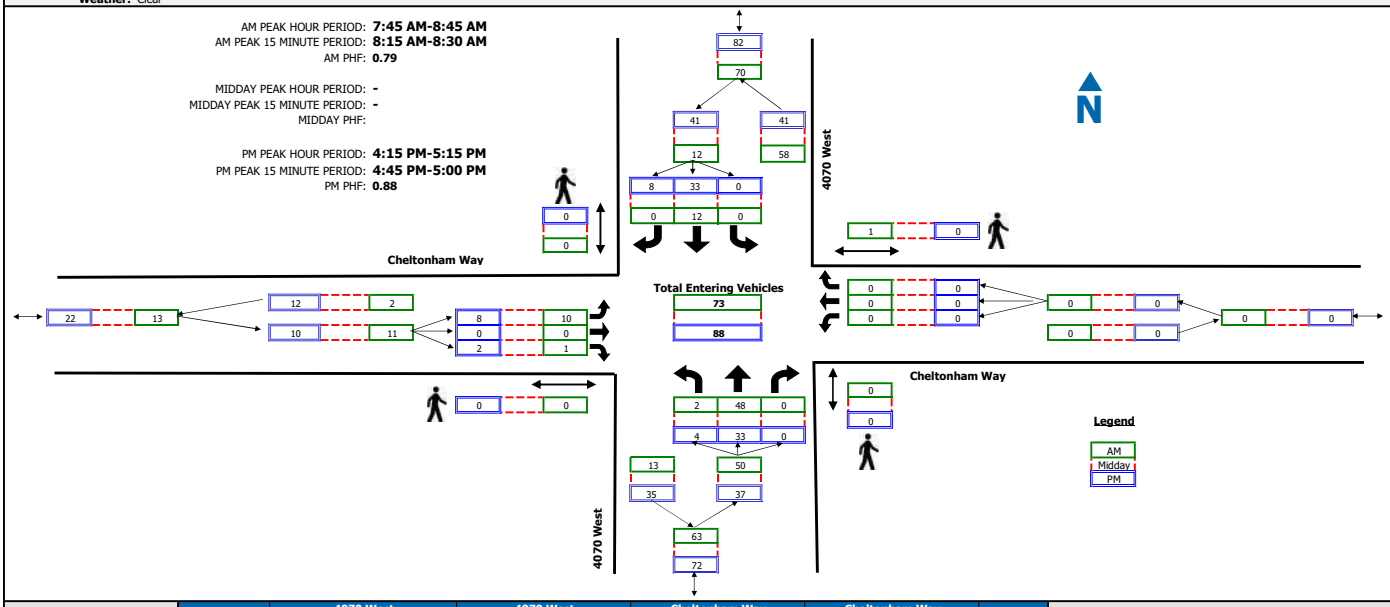
Intersection: 4070 West / Cheltonham Way
North/South Road: 4070 West
East/West Road: Cheltonham Way
Jurisdiction: Taylorsville
Project Title: Taylorsville Taylor Villa
Project No: UT24-2865
Weather: Clear

Date: 9-24-24, Tue
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 100.0%
Adjustment Station #: 0
Growth Rate: 0.0%
Number of Years: 0

AM PEAK HOUR PERIOD: **7:45 AM-8:45 AM**
AM PEAK 15 MINUTE PERIOD: **8:15 AM-8:30 AM**
AM PHF: **0.79**

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

PM PEAK HOUR PERIOD: **4:15 PM-5:15 PM**
PM PEAK 15 MINUTE PERIOD: **4:45 PM-5:00 PM**
PM PHF: **0.88**



COUNT SUMMARY	4070 West Northbound				4070 West Southbound				Cheltonham Way Eastbound				Cheltonham Way Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	

AM PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00 - 7:15	0	9	0	0	0	2	1	0	4	0	0	0	0	0	0	0	16
7:15 - 7:30	0	11	0	0	0	1	0	0	4	0	0	0	0	0	0	0	16
7:30 - 7:45	1	5	0	0	0	1	0	0	2	0	1	0	0	0	0	0	10
7:45 - 8:00	0	8	0	0	0	1	0	0	5	0	0	0	0	0	0	1	14
8:00 - 8:15	0	12	0	0	0	3	0	0	0	0	0	0	0	0	0	0	15
8:15 - 8:30	2	15	0	0	0	2	0	0	3	0	1	0	0	0	0	0	23
8:30 - 8:45	0	13	0	0	0	6	0	0	2	0	0	0	0	0	0	0	21
8:45 - 9:00	0	6	0	0	0	5	0	0	1	0	1	0	0	0	0	0	13

MIDDAY PERIOD COUNTS

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

PM PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
16:00 - 16:15	1	8	0	0	0	3	0	0	0	0	0	0	0	0	0	0	12
16:15 - 16:30	0	7	0	0	0	10	0	0	3	0	1	0	0	0	0	0	21
16:30 - 16:45	3	6	0	0	0	5	4	0	2	0	0	0	0	0	0	0	20
16:45 - 17:00	1	9	0	0	0	9	3	0	2	0	1	0	0	0	0	0	25
17:00 - 17:15	0	11	0	0	0	9	1	0	1	0	0	0	0	0	0	0	22
17:15 - 17:30	0	6	0	0	0	8	2	0	1	0	0	0	0	0	0	0	17
17:30 - 17:45	2	6	0	0	0	6	0	0	2	0	1	0	0	0	0	0	17
17:45 - 18:00	1	0	0	0	0	6	6	0	5	0	0	0	0	0	0	0	18

APPENDIX C

LOS Results

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Taylorsville - Taylor Villa TIS
Analysis Period: *Existing (2024) Background*
Time Period: *Morning Peak Hour* **Project #:** *UT24-2865*

Intersection: 3975 West/4000 West & 6200 South
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	13	12	92	107.1	*F*
	T	34	34	99	72.4	*E*
	R	39	38	97	32.6	*C*
	Subtotal	86	84	98	59.4	*E*
SB	L	180	184	102	95.0	*F*
	T	7	7	100	62.7	*E*
	R	97	102	105	17.5	*B*
	Subtotal	284	293	103	67.2	*E*
EB	L	139	135	97	11.9	*B*
	T	927	940	101	5.4	*A*
	R	3	3	100	3.4	*A*
	Subtotal	1,069	1,078	101	6.2	*A*
WB	L	6	7	117	15.4	*B*
	T	450	447	99	6.1	*A*
	R	57	57	100	2.9	*A*
	Subtotal	513	511	100	5.9	*A*
Total		1,952	1,966	101	17.7	*B*

Intersection: Fairwind Drive & 6200 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	***L***	***8***	***6***	***77***	***15.9***	***C***
	T	8	8	97	0.3	*A*
	R	42	41	97	7.2	*A*
	Subtotal	58	55	95	7.1	*A*
EB	T	975	986	101	1.1	*A*
	R	6	8	128	0.5	*A*
	Subtotal	981	994	101	1.1	*A*
WB	L	2	1	50	9.9	*A*
	T	586	591	101	1.2	*A*
	Subtotal	588	592	101	1.2	*A*
Total		1,628	1,641	101	1.3	*A*

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: **Taylorsville - Taylor Villa TIS**
Analysis Period: ***Existing (2024) Background***
Time Period: ***Morning Peak Hour*** **Project #:** ***UT24-2865***

Intersection: **Fairwind Drive & Cheltonham Way**
Type: **Unsignalized**

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	2	2	89	2.5	*A*
	T	48	47	97	0.1	*A*
	Subtotal	50	49	98	0.2	*A*
SB	T	12	14	117	0.2	*A*
	Subtotal	12	14	117	0.2	*A*
EB	***L***	***10***	***8***	***80***	***5.5***	***A***
	R	1	1	100	5.1	*A*
	Subtotal	11	9	82	5.5	*A*
Total		74	72	98	0.8	*A*

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Taylorsville - Taylor Villa TIS
Analysis Period: *Existing (2024) Background*
Time Period: *Evening Peak Hour* **Project #:** *UT24-2865*

Intersection: 3975 West/4000 West & 6200 South
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	9	9	100	170.1	*F*
	T	13	12	92	67.1	*E*
	R	15	16	107	17.6	*B*
	Subtotal	37	37	100	70.7	*E*
SB	L	167	164	98	63.8	*E*
	T	30	30	99	56.6	*E*
	R	113	111	98	11.1	*B*
	Subtotal	310	305	98	43.9	*D*
EB	L	115	116	101	23.5	*C*
	T	703	709	101	5.0	*A*
	R	8	7	88	4.0	*A*
	Subtotal	826	832	101	7.6	*A*
WB	L	23	25	109	14.1	*B*
	T	929	940	101	8.9	*A*
	R	295	303	103	8.3	*A*
	Subtotal	1,247	1,268	102	8.9	*A*
Total		2,420	2,442	101	13.8	*B*

Intersection: Fairwind Drive & 6200 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	***L***	***10***	***9***	***92***	***23.0***	***C***
	R	34	34	99	6.4	*A*
	Subtotal	44	43	98	9.9	*A*
EB	T	753	760	101	0.9	*A*
	R	22	22	101	0.4	*A*
	Subtotal	775	782	101	0.9	*A*
WB	L	16	17	105	7.8	*A*
	T	1,087	1,094	101	1.8	*A*
	Subtotal	1,103	1,111	101	1.9	*A*
Total		1,922	1,936	101	1.7	*A*

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: **Taylorsville - Taylor Villa TIS**
Analysis Period: ***Existing (2024) Background***
Time Period: ***Evening Peak Hour*** **Project #:** ***UT24-2865***

Intersection: **Fairwind Drive & Cheltonham Way**
Type: **Unsignalized**

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	4	6	141	1.9	*A*
	T	33	32	98	0.1	*A*
	Subtotal	37	38	103	0.4	*A*
SB	T	33	33	101	0.5	*A*
	R	8	8	97	0.6	*A*
	Subtotal	41	41	100	0.5	*A*
EB	L	8	7	85	4.3	*A*
	R	***2***	***2***	***100***	***4.9***	***A***
	Subtotal	10	9	90	4.4	*A*
Total		88	88	100	0.9	*A*

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Taylorsville - Taylor Villa TIS
Analysis Period: *Existing (2024) Plus Project*
Time Period: *Morning Peak Hour* **Project #:** *UT24-2865*

Intersection: 3975 West/4000 West & 6200 South
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	13	12	92	118.3	*F*
	T	34	33	96	74.2	*E*
	R	39	40	102	31.8	*C*
	Subtotal	86	85	99	60.5	*E*
SB	L	180	180	100	89.1	*F*
	T	7	6	86	61.9	*E*
	R	98	97	99	14.3	*B*
	Subtotal	285	283	99	62.9	*E*
EB	L	141	139	98	11.9	*B*
	T	939	953	102	5.0	*A*
	R	3	4	133	1.0	*A*
	Subtotal	1,083	1,096	101	5.9	*A*
WB	L	6	4	67	17.8	*B*
	T	455	455	100	5.7	*A*
	R	57	56	99	2.8	*A*
	Subtotal	518	515	99	5.5	*A*
Total		1,972	1,979	100	16.4	*B*

Intersection: Fairwind Drive & 6200 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	***L***	***14***	***14***	***100***	***18.3***	***C***
	T	3	3	100	0.2	*A*
	R	55	60	109	8.0	*A*
	Subtotal	72	77	107	9.6	*A*
EB	T	975	985	101	1.1	*A*
	R	9	9	103	0.7	*A*
	Subtotal	984	994	101	1.1	*A*
WB	L	8	8	103	8.2	*A*
	T	587	583	99	1.1	*A*
	Subtotal	595	591	99	1.2	*A*
Total		1,651	1,662	101	1.6	*A*

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Taylorsville - Taylor Villa TIS
Analysis Period: *Existing (2024) Plus Project*
Time Period: *Morning Peak Hour* **Project #:** *UT24-2865*

Intersection: Fairwind Drive & Cheltonham Way/South Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	2	2	89	2.0	*A*
	T	48	51	106	0.1	*A*
	Subtotal	50	53	106	0.2	*A*
SB	L	5	6	120	1.8	*A*
	T	12	12	100	0.1	*A*
	Subtotal	17	18	106	0.7	*A*
EB	***L***	***10***	***9***	***90***	***5.2***	***A***
	R	1	1	100	4.2	*A*
	Subtotal	11	10	91	5.1	*A*
WB	R	10	10	100	4.1	*A*
	Subtotal	10	10	100	4.1	*A*
Total		88	91	103	1.2	*A*

Intersection: Fairwind Drive & North Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	68	70	103	0.5	*A*
	Subtotal	68	70	103	0.5	*A*
SB	L	4	4	100	1.8	*A*
	T	14	14	100	0.6	*A*
	Subtotal	18	18	100	0.9	*A*
WB	***R***	***9***	***9***	***100***	***4.3***	***A***
	Subtotal	9	9	100	4.3	*A*
Total		95	97	102	0.9	*A*

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Taylorsville - Taylor Villa TIS
Analysis Period: *Existing (2024) Plus Project*
Time Period: *Evening Peak Hour* **Project #:** *UT24-2865*

Intersection: 3975 West/4000 West & 6200 South
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	9	9	100	152.5	*F*
	T	13	14	108	65.1	*E*
	R	15	15	100	17.9	*B*
	Subtotal	37	38	103	67.2	*E*
SB	L	167	164	98	65.8	*E*
	T	30	29	96	52.1	*D*
	R	115	112	98	10.1	*B*
	Subtotal	312	305	98	44.0	*D*
EB	L	116	118	102	24.1	*C*
	T	711	713	100	4.7	*A*
	R	8	8	100	3.2	*A*
	Subtotal	835	839	100	7.4	*A*
WB	L	23	23	100	13.1	*B*
	T	941	929	99	8.6	*A*
	R	295	312	106	6.9	*A*
	Subtotal	1,259	1,264	100	8.3	*A*
Total		2,443	2,446	100	13.4	*B*

Intersection: Fairwind Drive & 6200 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	***L***	***15***	***15***	***100***	***22.2***	***C***
	T	3	4	133	0.8	*A*
	R	43	42	98	6.5	*A*
	Subtotal	61	61	100	10.0	*A*
EB	T	753	759	101	1.0	*A*
	R	30	34	112	0.6	*A*
	Subtotal	783	793	101	1.0	*A*
WB	L	30	30	99	7.7	*A*
	T	1,088	1,070	98	1.9	*A*
	Subtotal	1,118	1,100	98	2.1	*A*
Total		1,962	1,954	100	1.8	*A*

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Taylorsville - Taylor Villa TIS
Analysis Period: *Existing (2024) Plus Project*
Time Period: *Evening Peak Hour* **Project #:** *UT24-2865*

Intersection: Fairwind Drive & Cheltonham Way/South Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	4	4	94	1.9	*A*
	T	33	34	104	0.0	*A*
	Subtotal	37	38	103	0.2	*A*
SB	L	11	12	109	2.2	*A*
	T	33	37	113	0.1	*A*
	R	8	7	85	0.0	*A*
	Subtotal	52	56	108	0.5	*A*
EB	***L***	***8***	***8***	***97***	***4.6***	***A***
	R	2	3	150	4.3	*A*
	Subtotal	10	11	110	4.5	*A*
WB	R	7	6	86	3.9	*A*
	Subtotal	7	6	86	3.9	*A*
Total		106	111	104	1.0	*A*

Intersection: Fairwind Drive & North Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	52	51	99	0.5	*A*
	Subtotal	52	51	98	0.5	*A*
SB	L	11	9	82	2.0	*A*
	T	53	58	109	0.6	*A*
	Subtotal	64	67	105	0.8	*A*
WB	***R***	***7***	***7***	***100***	***4.3***	***A***
	Subtotal	7	7	100	4.3	*A*
Total		123	125	102	0.9	*A*

APPENDIX D

95th Percentile Queue Length Reports

SimTraffic Queueing Report

Project: Taylorsville - Taylor Villa TIS

Analysis: Existing (2024) Background

Time Period: Morning Peak Hour

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

HALES ENGINEERING
innovative transportation solutions

Project #: UT24-2865

Intersection	NB			SB			EB				WB		
	L	LR	TR	L	R	T	L	LR	T	TR	L	T	TR
01: 3975 West/4000 West & 6200 South	50		125	200	100	400	75		175	175		125	100
02: Fairwind Drive & 6200 South		75											
03: Fairwind Drive & Cheltonham Way								50					

SimTraffic Queueing Report

Project: Taylorsville - Taylor Villa TIS

Analysis: Existing (2024) Background

Time Period: Evening Peak Hour

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

HALES ENGINEERING
innovative transportation solutions

Project #: UT24-2865

Intersection	NB				SB			EB				WB		
	L	LR	LT	TR	L	R	T	L	LR	T	TR	L	T	TR
01: 3975 West/4000 West & 6200 South	50			75	200	125	225	100		125	125	75	275	275
02: Fairwind Drive & 6200 South		75										50	50	
03: Fairwind Drive & Cheltonham Way									50					

SimTraffic Queueing Report

Project: Taylorsville - Taylor Villa TIS

Analysis: Existing (2024) Plus Project

Time Period: Morning Peak Hour

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

HALES ENGINEERING
innovative transportation solutions

Project #: UT24-2865

Intersection	NB			SB				EB				WB				
	L	LR	TR	L	LT	R	T	L	LTR	T	TR	L	LR	LTR	T	TR
01: 3975 West/4000 West & 6200 South	75		125	200		100	350	75		150	150				125	100
02: Fairwind Drive & 6200 South		75														
03: Fairwind Drive & Cheltonham Way/South Access									50					50		
04: Fairwind Drive & North Access													50			

SimTraffic Queueing Report

Project: Taylorsville - Taylor Villa TIS

Analysis: Existing (2024) Plus Project

Time Period: Evening Peak Hour

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

HALES ENGINEERING
innovative transportation solutions

Project #: UT24-2865

Intersection	NB				SB					EB				WB				
	L	LR	LTR	TR	L	LT	LTR	R	T	L	LR	T	TR	L	LR	LTR	T	TR
01: 3975 West/4000 West & 6200 South	50			75	200			100	250	100		125	125	50			250	250
02: Fairwind Drive & 6200 South		75												50			50	
03: Fairwind Drive & Cheltonham Way/South Access											50					50		
04: Fairwind Drive & North Access															50			