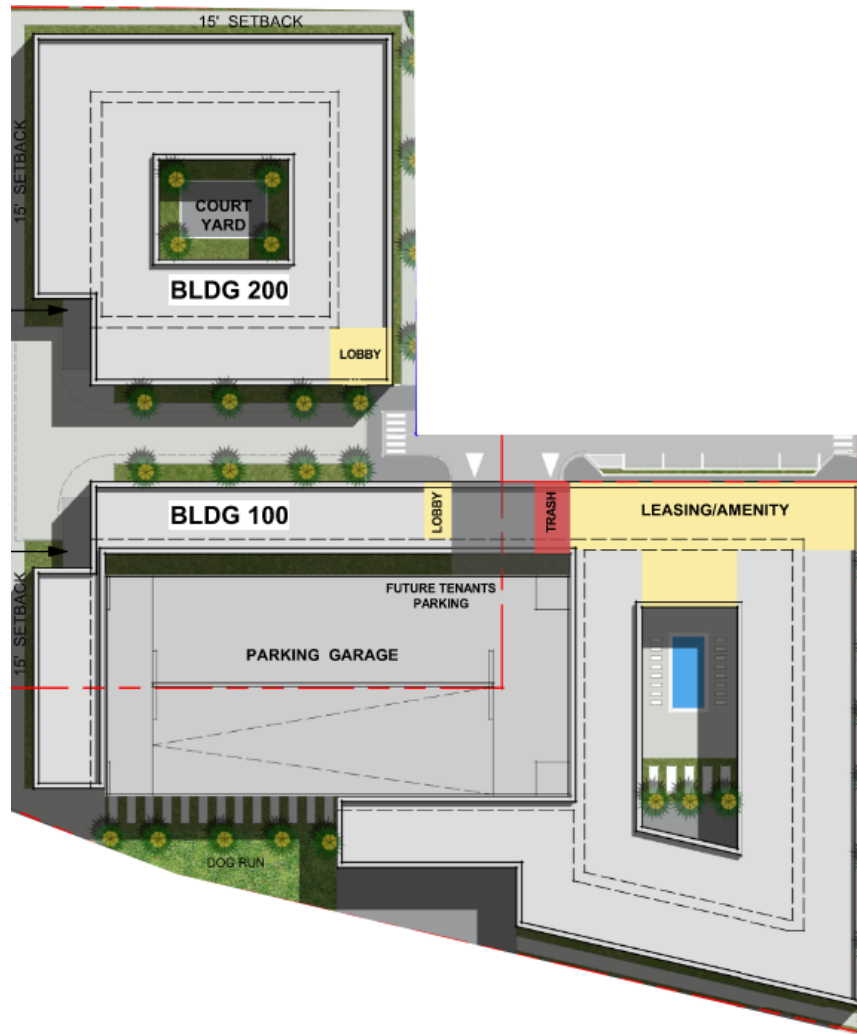


24-Hour Fitness Site

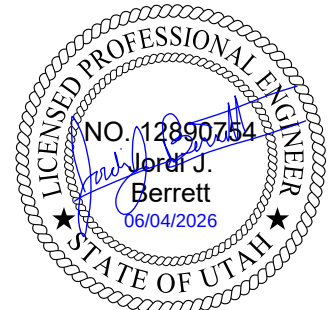
Traffic Study Update



Taylorsville, Utah

June 4, 2026

UT25-3053



EXECUTIVE SUMMARY

This study addresses the traffic impacts associated with the proposed development located in Taylorsville, Utah. The development is located on the southwest corner of the 24-Hour Fitness Site near the southern end of 1900 West and north of Interstate-215.

The purpose of this traffic study is to analyze traffic operations at key intersections for existing (2026) conditions without the proposed project, identify and reroute cut-through traffic away from the parking lots, and then analyze the same intersections with the proposed project traffic added. 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 (2026)					
		Background		Rerouted		Plus Project	
		AM	PM	AM	PM	AM	PM
1	1900 West / 5400 South	A	C	A	C	A	C
2	5600 South / Redwood Road	C	C	C	C	C	C
3	5680 South / Redwood Road	b	d	b	d	b	d
4	Raising Cane's Access / Redwood Road	a	a	a	a	a	b
5	I-215 WB Off-ramp / Redwood Road	B	D	B	D	B	D
6	N-S Spine Road / South Shopping Road	a	a	a	a	a	a
7	South Shopping Road / 1900 West	A	A	A	A	A	A
8	1900 West / 5600 South	A	A	A	A	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)							
2. BG = Background (without project traffic), PP = Plus Project (with project traffic)							
Source: Hales Engineering, June 2026							

SUMMARY OF KEY FINDINGS & RECOMMENDATIONS

Project Conditions

- The development will consist of 414 multi-family apartment units
- The project is anticipated to generate approximately 1,848 weekday daily trips, including 168 trips in the morning peak hour, and 154 trips in the evening peak hour

2026	Background
Assumptions	• Roadway network built to existing conditions
Findings	• Acceptable LOS • Field observations indicated that significant queuing external to the study was created by the signals at 5400 South / Redwood Road and I-215 EB Off-ramp / Redwood Road, which backed up and caused congestion in upstream study signals ◦ Without these signals in the study, the remaining intersections were analyzed in isolation to determine their individual operational efficiency
2026	Rerouted
Assumptions	• Restrict eastbound traffic between 1900 West and the South Shopping Road and convert to one-way only • Vehicles from Summerwood Apartments, existing buildings to the west, and any cut-through traffic rerouted to 5600 South to access Redwood Road
Findings	• Acceptable LOS
2026	Plus Project
Assumptions	• Project traffic assigned to the rerouted roadway network
Findings	• Acceptable LOS

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I. INTRODUCTION

A. Purpose

This study addresses the traffic impacts associated with the proposed development located in Taylorsville, Utah. The development is located on the southwest corner of the 24-Hour Fitness Site near the southern end of 1900 West and north of Interstate-215. Figure 1 shows a vicinity map of the proposed development.

The purpose of this traffic study is to analyze traffic operations at key intersections for existing (2026) conditions without the proposed project, identify and reroute cut-through traffic away from the parking lots, and then analyze the same intersections with the proposed project traffic added.



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:

- 1900 West / 5400 South (SR-173)
- 5600 South / Redwood Road (SR-68)
- 5680 South / Redwood Road (SR-68)
- Raising Cane's Access / Redwood Road (SR-68)
- I-215 WB Off-ramp & South Shopping Road / Redwood Road (SR-68)
- N-S Spine Road / South Shopping Road
- South Shopping Road / 1900 West
- 1900 West / 5600 South

C. Analysis Methodology

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

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

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

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

D. Level of Service Standards

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

Table 1: Level of Service Description

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

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

II. EXISTING (2026) 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 provide access to the project site are described below:

Redwood Road (SR-68) – is a state-maintained roadway (classified by UDOT access management standards as a “Regional Priority – Urban Importance” facility, or access category 5 roadway). The roadway has three travel lanes in each direction. As identified and controlled by UDOT, this roadway has minimum signalized intersection spacing of one-half mile (2,640 feet), minimum unsignalized street spacing of 660 feet, and minimum driveway spacing of 350 feet. The posted speed limit is 40 mph in the study area.

5400 South (SR-173) – is a state-maintained roadway (classified by UDOT access management standards as a “System Priority – Urban Importance” facility, or access category 3 roadway) in the study area. The roadway has three travel lanes in each direction. As identified and controlled by UDOT, this roadway has minimum signalized intersection spacing of one-quarter mile (2,640 feet) and no unsignalized access is permitted. The posted speed limit is 45 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:

- 1900 West / 5400 South (SR-173)
- 5600 South / Redwood Road (SR-68)
- 5680 South / Redwood Road (SR-68)
- Burger King Access / Redwood Road (SR-68)
- I-215 WB Off-ramp & South Shopping Road / Redwood Road (SR-68)
- N-S Spine Road / South Shopping Road
- South Shopping Road / 1900 West
- 1900 West / 5600 South

The counts were performed on Thursday, May 21, 2026. The morning peak hour was determined to be between 8:00 and 9:00 a.m., and the evening peak hour was determined to be between 4:45 and 5:45 p.m. The evening peak hour volumes were approximately 40% 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 made seasonal adjustments to the observed traffic volumes. Monthly traffic volume data were obtained from a nearby UDOT automatic traffic recorder (ATR) on SR-173 (ATR #335). In recent years, traffic volumes in May have been equal to approximately 104.6% of average traffic volumes. Therefore, the observed traffic volumes were left unadjusted to remain conservative in the analysis.

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

D. Level of Service Analysis

Hales Engineering determined that all study intersections are currently operating at acceptable levels of service during the morning and evening peak hours, as shown in Table 2. These results serve as a baseline condition for the impact analysis of the proposed development during existing (2026) conditions.

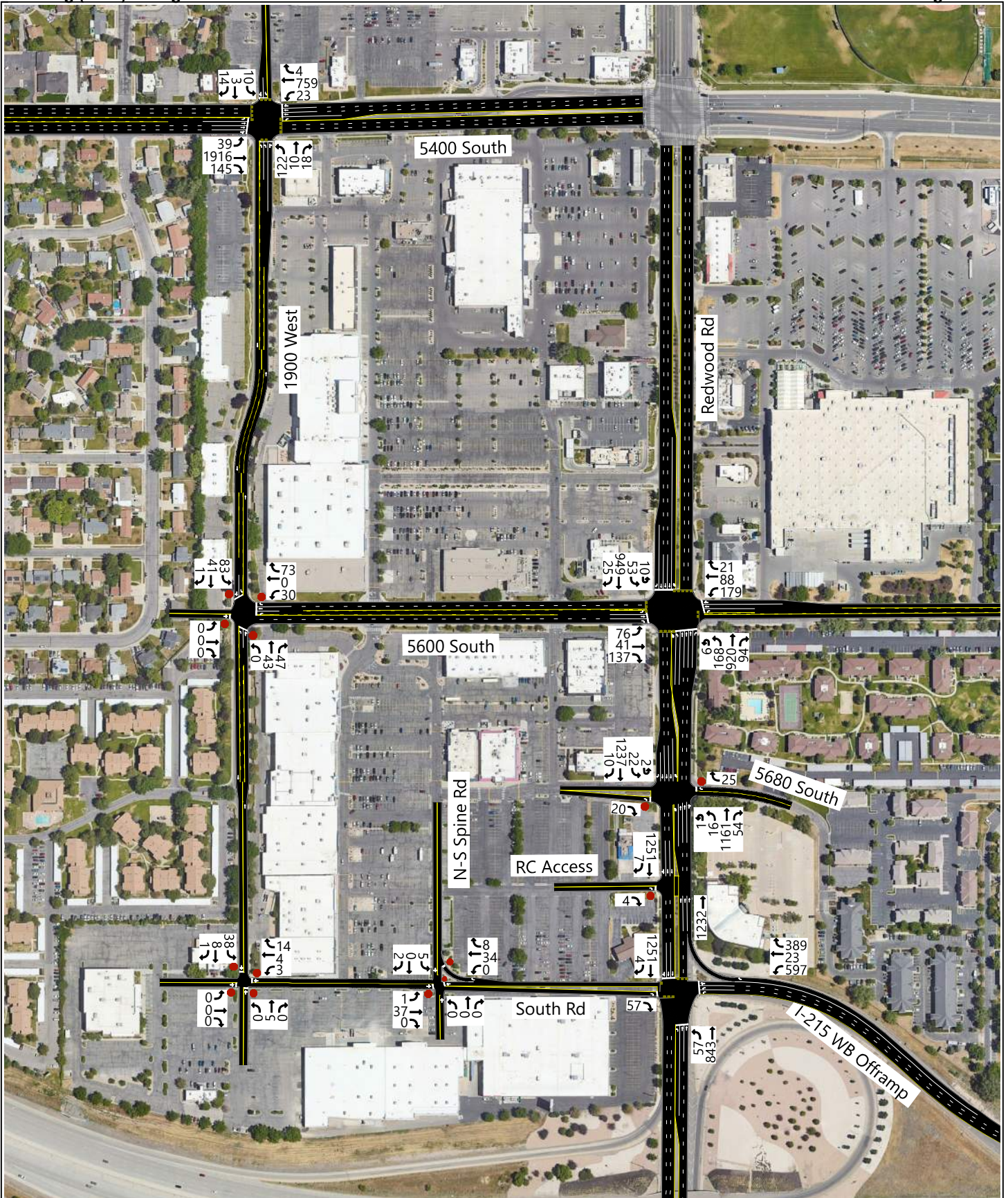
Table 2: Existing (2026) Background Peak Hour LOS

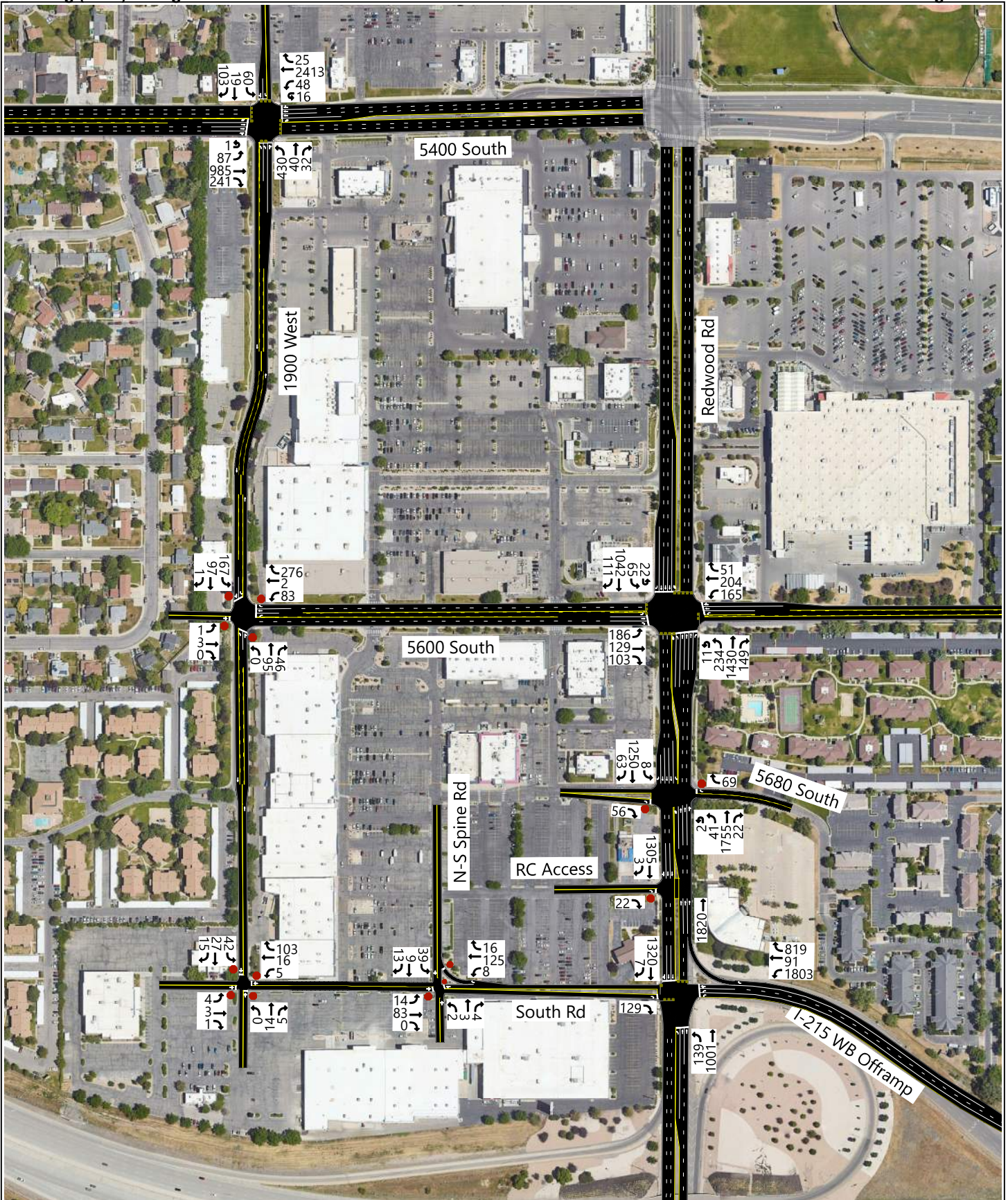
Intersection		LOS (Sec. Delay / Veh.) / Movement ¹	
Description	Control	Morning Peak	Evening Peak
1900 West / 5400 South	Signal	A (7.6)	C (25.5)
5600 South / Redwood Road	Signal	C (23.4)	C (26.9)
5680 South / Redwood Road	EB/WB Stop	b (13.1) / SBL	d (32.3) / SBL
Raising Cane's Access / Redwood Road	EB Stop	a (5.7) / EBR	a (9.2) / EBR
I-215 WB Off-ramp / Redwood Road	Signal	B (16.5)	D (36.2)
N-S Spine Road / South Shopping Road	EB/WB Stop	a (5.3) / EBT	a (6.8) / WBL
South Shopping Road / 1900 West	AWSC	A (3.0)	A (3.4)
1900 West / 5600 South	AWSC	A (3.2)	A (6.0)

1. Movement indicated for unsignalized intersections where delay and LOS represents worst movement. SBL = Southbound left movement, etc.

2. Uppercase LOS used for signalized, roundabout, and AWSC intersections. Lowercase LOS used for all other unsignalized intersections.

Source: Hales Engineering, June 2026





E. Queuing Analysis

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

Field observations were made of significant queuing at the 5400 South / Redwood Road and the I-215 EB Off-ramp / Redwood Road intersections that were queuing back into the upstream study intersections. Since these signals were not analyzed, the study intersections were analyzed in isolation to identify appropriate mitigation measures, if needed.

F. Mitigation Measures

No mitigation measures are recommended.

III. REROUTED (2026) BACKGROUND CONDITIONS

A. Purpose

The purpose of the rerouted background analysis is to study the intersections and roadways during the peak travel periods of the day with a proposed rerouting of cut-through traffic away from the Target entrance. 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 Changes

It was observed that vehicles are using the south road through the shopping center to cut through the commercial area when traffic is congested on Redwood Road and 5400 South. Additionally, vehicles from the Summerwood apartment complex are using the same road to get to/from I-215 and Redwood Road. This cut-through traffic may create an unsafe environment for pedestrians trying to enter/exit the Target shopping center.

To reduce this safety concern, eastbound cut-through traffic from 1900 West is planned to be restricted between 1900 West and the South Shopping Road along the western edge of the Home Goods/Sierra parking lot between Guitar Center and the southern end of the property. One-way westbound traffic would be maintained. Existing eastbound traffic would be rerouted to 5600 South to access Redwood Road.

A diagram of this rerouted traffic is shown in Figure 3.

C. Rerouted Traffic Volumes

Existing traffic volumes from the Summerwood Apartments and any other cut-through traffic were rerouted from the South Shopping Road and instead over to 5600 South to reach Redwood Road.

Figure 4 shows the existing morning and evening peak hour volumes as well as intersection geometry at the study intersections in these rerouted conditions.

D. Level of Service Analysis

Hales Engineering determined that all study intersections are anticipated to continue operating at acceptable levels of service during the morning and evening peak hours, as shown in Table 3. These results serve as a baseline condition for the impact analysis of the proposed development during existing (2026) conditions with the proposed traffic rerouting.



Place sign that states "local and truck access only"

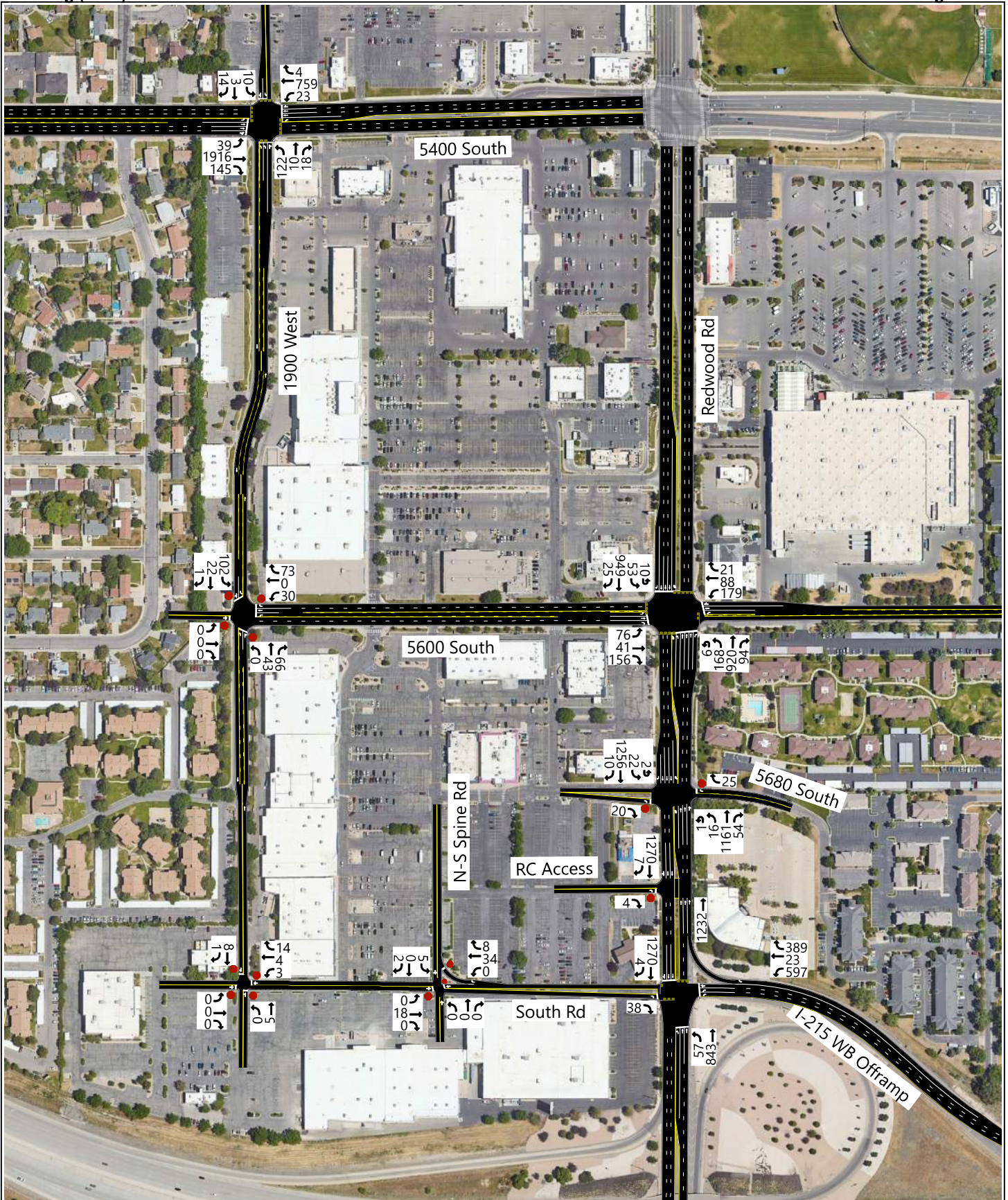
Trucks still have access from west, place gate if needed by tenant

All traffic diverted north to traffic signals - Signs stating to exit via 1900 West

Westbound only

Trucks still have access

Blocked off to prevent cut-through in front of Target



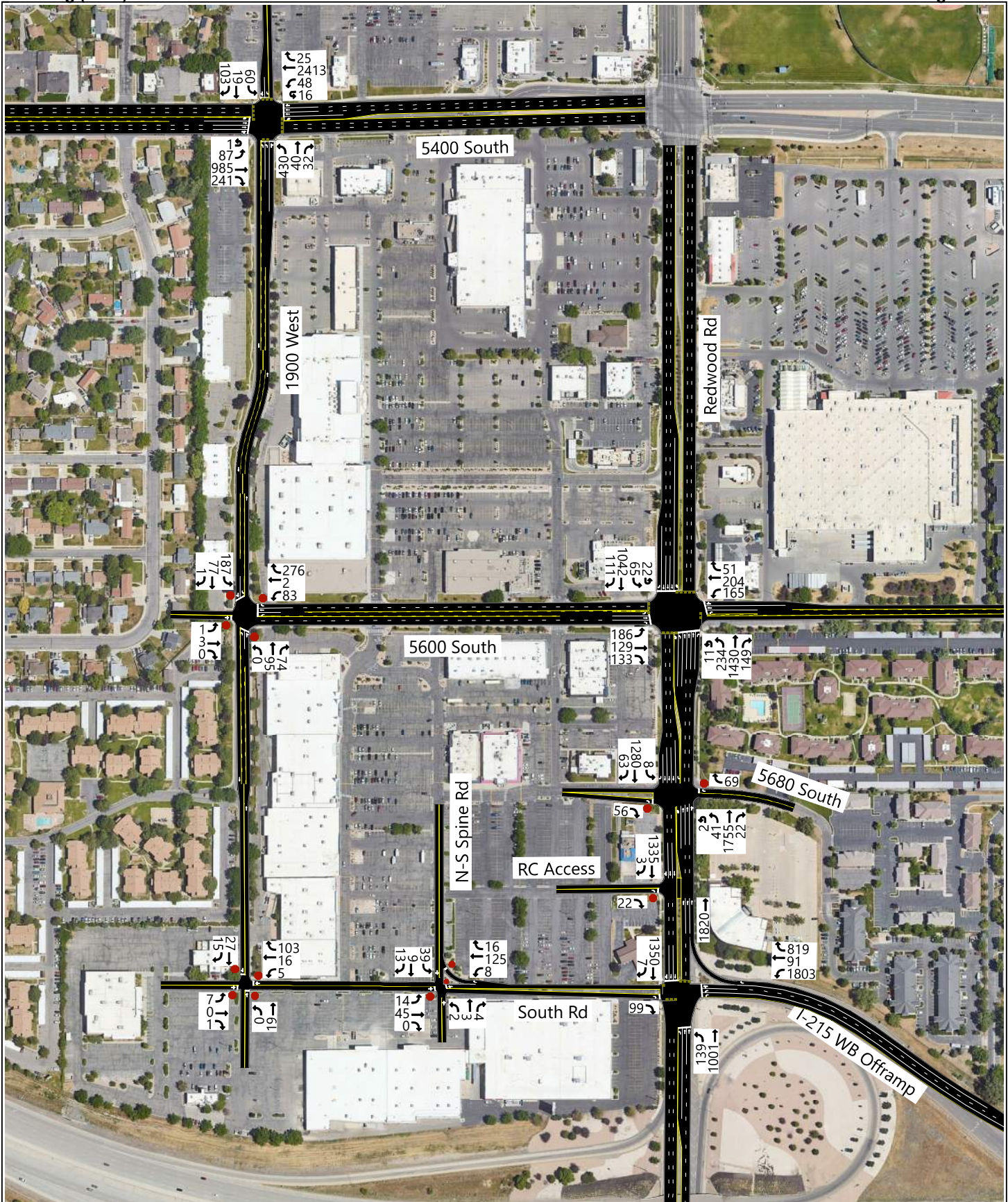


Table 3: Rerouted (2026) Background Peak Hour LOS

Intersection		LOS (Sec. Delay / Veh.) / Movement ¹	
Description	Control	Morning Peak	Evening Peak
1900 West / 5400 South	Signal	A (8.1)	C (26.0)
5600 South / Redwood Road	Signal	C (23.8)	C (27.1)
5680 South / Redwood Road	EB/WB Stop	b (12.4) / SBL	d (34.2) / SBL
Burger King Access / Redwood Road	EB Stop	a (8.8) / EBR	a (9.3) / EBR
I-215 WB Off-ramp / Redwood Road	Signal	B (16.7)	D (36.4)
N-S Spine Road / South Shopping Road	EB/WB Stop	a (4.6) / EBT	a (6.6) / WBL
South Shopping Road / 1900 West	AWSC	A (2.0)	A (3.0)
1900 West / 5600 South	AWSC	A (3.3)	A (6.1)
1. Movement indicated for unsignalized intersections where delay and LOS represents worst movement. SBL = Southbound left movement, etc. 2. Uppercase LOS used for signalized, roundabout, and AWSC intersections. Lowercase LOS used for all other unsignalized intersections.			
Source: Hales Engineering, June 2026			

E. Queuing Analysis

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

F. Mitigation Measures

No mitigation measures are recommended.

IV. 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 development is located on the southwest corner of the 24-Hour Fitness Site near the southern end of 1900 West and north of Interstate-215. The development will consist of an apartment complex containing 414 units. A concept plan for the proposed development is provided in Appendix A.

C. Trip Generation

Trip generation for the development was calculated using trip generation rates published in the Institute of Transportation Engineers (ITE), *Trip Generation*, 12th Edition, 2025. Trip generation for the proposed project is included in Table 4.

The total trip generation for the development is as follows:

- Daily Trips: 1,848
- Morning Peak Hour Trips: 168
- Evening Peak Hour Trips: 154

Table 4: Trip Generation

Trip Generation Taylorsville - 24-Hour Fitness Site									
	Land Use ¹	# of Units	Unit Type	Trip Generation			New Trips		
				Total	% In	% Out	In	Out	Total
Weekday Daily									
	Multifamily Housing (Mid-Rise) (221)	414	DU	1,848	50%	50%	924	924	1,848
AM Peak Hour									
	Multifamily Housing (Mid-Rise) (221)	414	DU	168	23%	77%	39	129	168
PM Peak Hour									
	Multifamily Housing (Mid-Rise) (221)	414	DU	154	64%	36%	99	55	154
1. Land Use Code from the Institute of Transportation Engineers (ITE) <i>Trip Generation</i> , 12th Edition, 2025. SOURCE: Hales Engineering, June 2026									

D. Trip Distribution and Assignment

Project traffic is assigned to the roadway network based on the type of trip and the proximity of project access points to major streets, high population densities, and regional trip attractions. Existing travel patterns observed during data collection also provide helpful guidance to establishing these distribution percentages, especially near the site. The resulting distribution of project generated trips during the morning and evening peak hour is shown in Table 5.

Table 5: Trip Distribution

Direction	% To/From Project
North (Redwood)	30%
South (I-215 & Redwood)	30%
East (5400 & 5600 South)	30%
West (5400 South)	10%

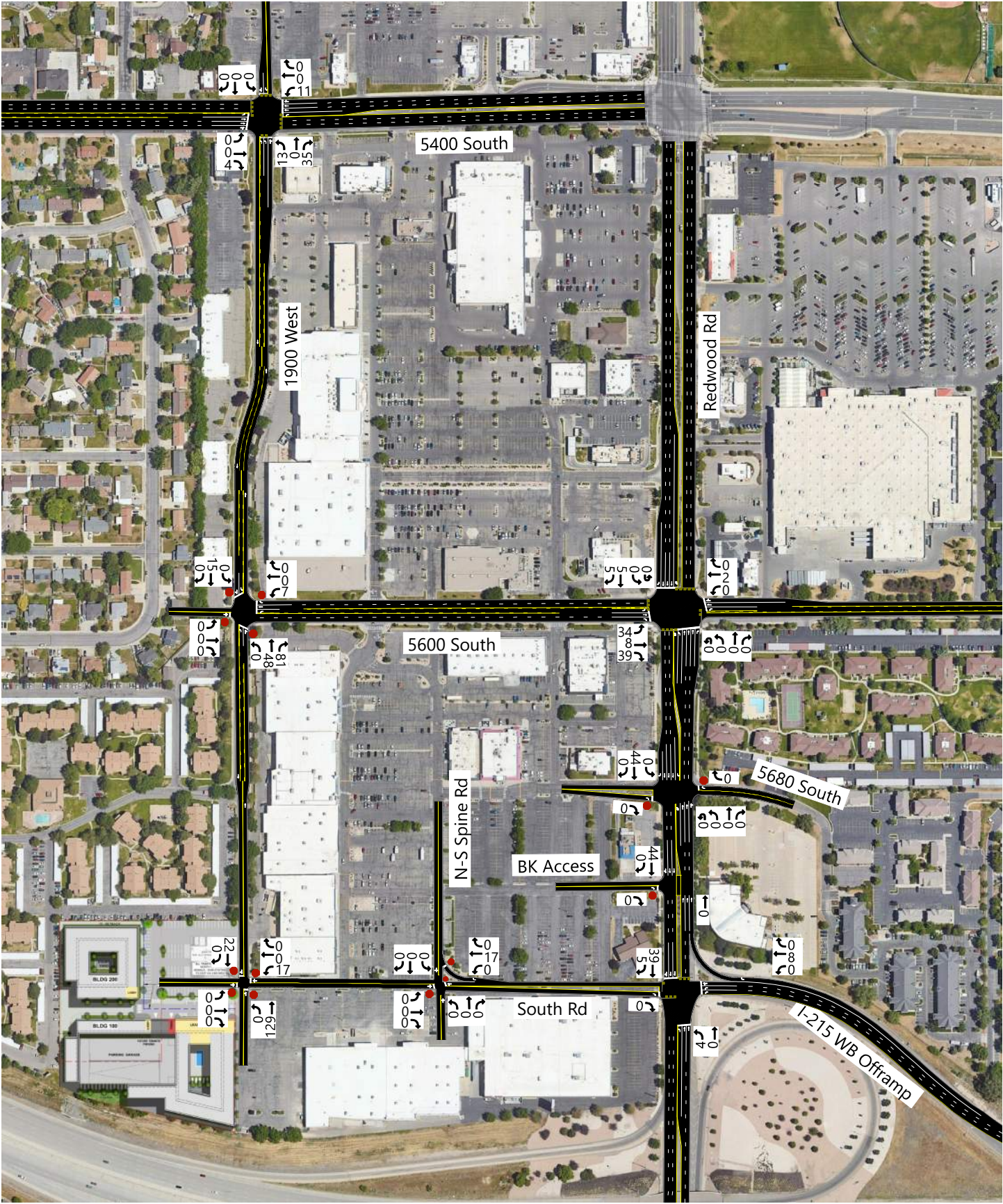
These trip distribution assumptions were used to assign the morning and evening peak hour trip generation at the study intersections to create trip assignment for the proposed development. Trip assignment for the development is shown in Figure 5.

E. Alternative Trip Generation Scenario

To compare the impacts of the proposed residential development against the existing commercial space on the site, an additional trip generation was estimated for the commercial. The existing building footprints for the commercial were used in the analysis, which equated to approximately 30,000 total square feet. The anticipated trip generation if the existing building is retained for commercial land use is provided in Table 6.

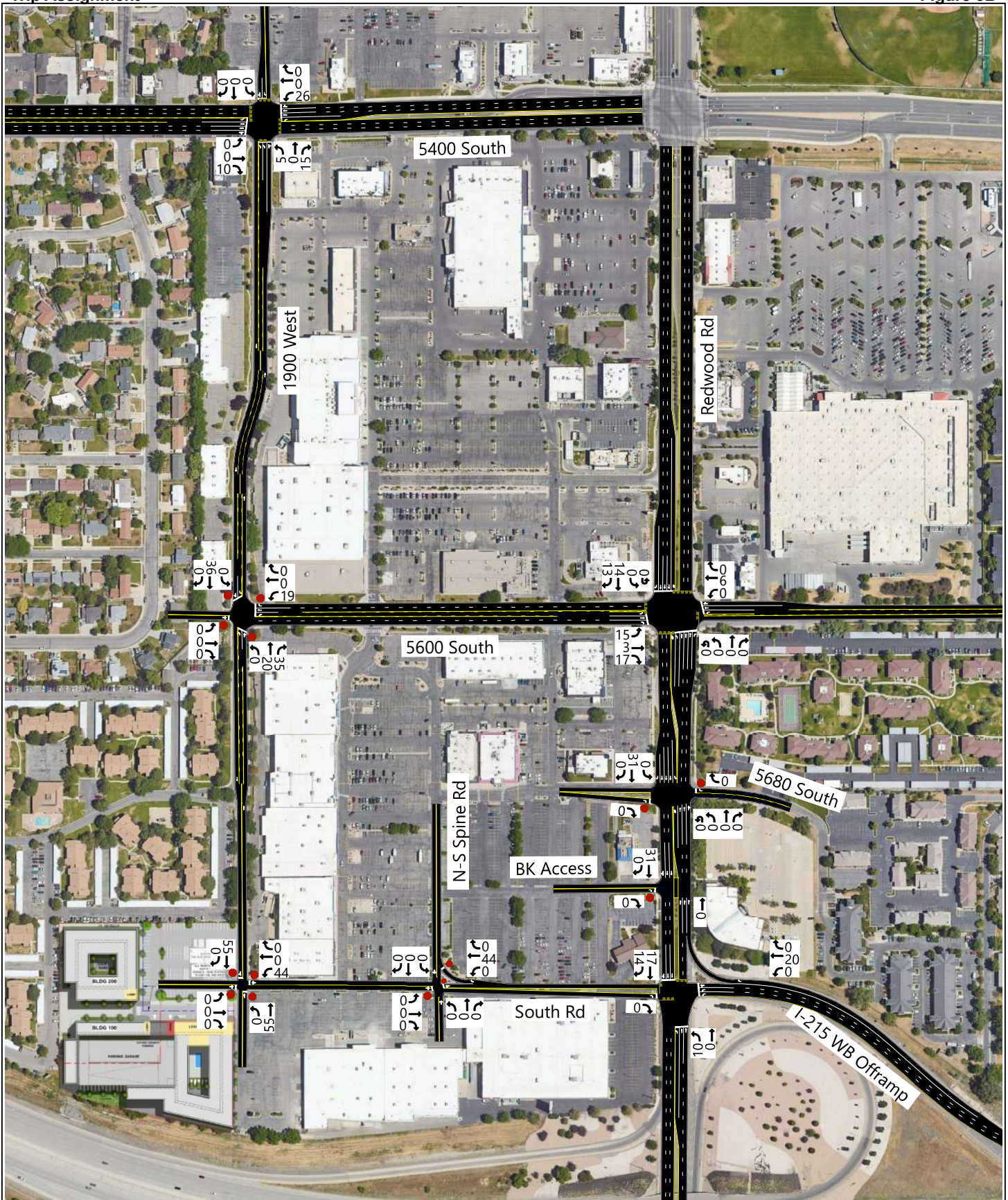
Table 6: Trip Generation – Commercial Scenario

Trip Generation Taylorsville - 24-Hour Fitness Site									
	Land Use ¹	# of Units	Unit Type	Trip Generation			New Trips		
				Total	% In	% Out	In	Out	Total
Weekday Daily									
	Strip Retail Plaza, <40k (822)	30	KSF	1,634	50%	50%	817	817	1,634
AM Peak Hour									
	Strip Retail Plaza, <40k (822)	30	KSF	118	55%	45%	65	53	118
PM Peak Hour									
	Strip Retail Plaza, <40k (822)	30	KSF	162	50%	50%	81	81	162
1. Land Use Code from the Institute of Transportation Engineers (ITE) <i>Trip Generation</i> , 12th Edition, 2025. SOURCE: Hales Engineering, June 2026									



Taylorsville 24-Hour Fitness Site Trip Assignment

Evening Peak Hour Figure 5B



V. REROUTED (2026) PLUS PROJECT CONDITIONS

A. Purpose

The purpose of the rerouted (2026) 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 rerouted (2026) background traffic volumes to predict turning movement volumes for rerouted (2026) plus project conditions. Rerouted (2026) plus project morning and evening peak hour turning movement volumes are shown in Figure 6.

C. Level of Service Analysis

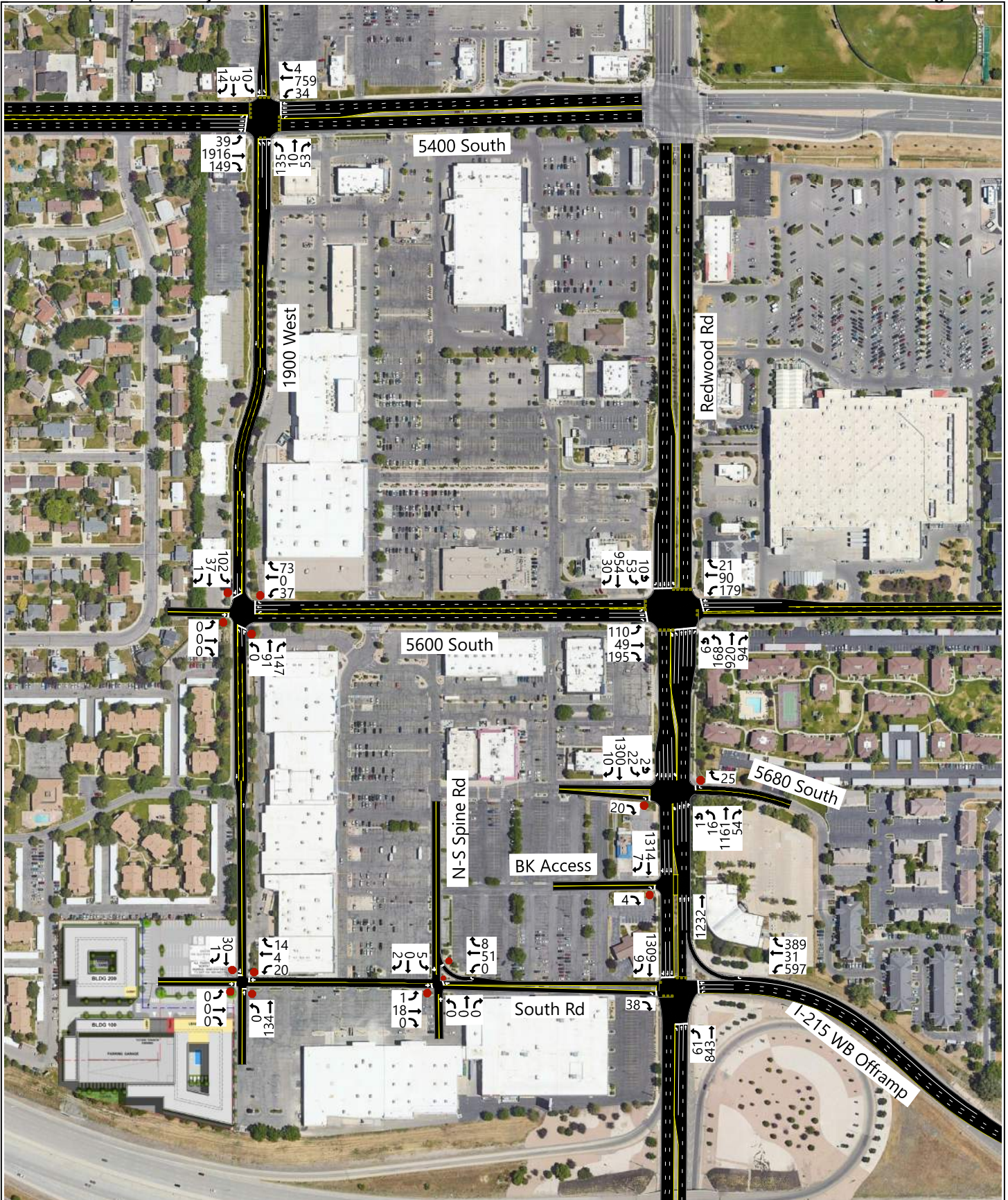
Hales Engineering determined that all intersections are anticipated to operate at acceptable levels of service during the morning and evening peak hours with project traffic added, as shown in Table 7.

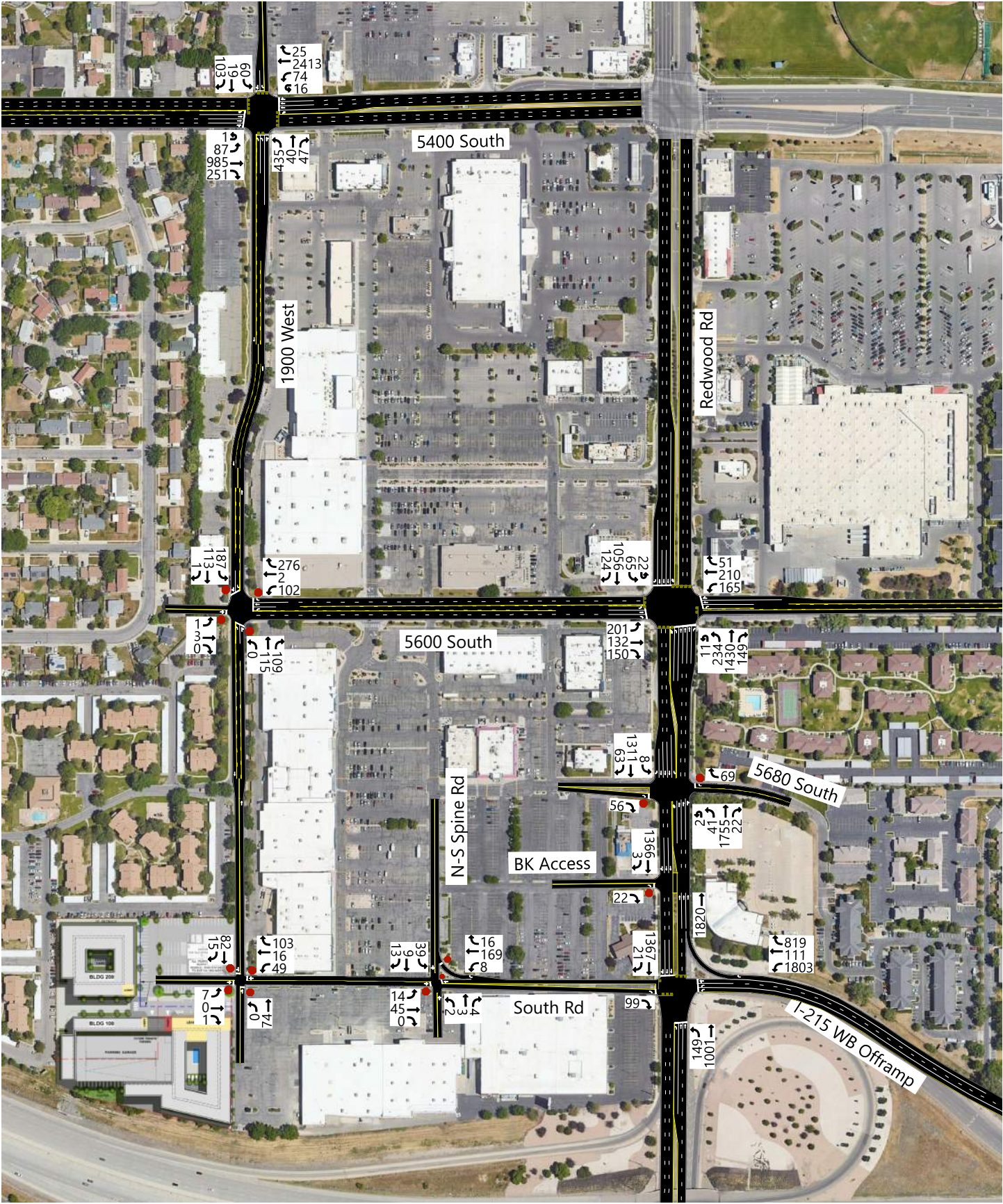
Table 7: Rerouted (2026) Plus Project Peak Hour LOS

Intersection		LOS (Sec. Delay / Veh.) / Movement ¹	
Description	Control	Morning Peak	Evening Peak
1900 West / 5400 South	Signal	A (8.7)	C (25.7)
5600 South / Redwood Road	Signal	C (25.5)	C (28.0)
5680 South / Redwood Road	EB/WB Stop	b (12.2) / SBL	d (35.0) / SBL
Burger King Access / Redwood Road	EB Stop	a (7.1) / EBR	b (11.4) / EBR
I-215 WB Off-ramp / Redwood Road	Signal	B (17.5)	D (37.1)
N-S Spine Road / South Shopping Road	EB/WB Stop	a (4.6) / EBT	a (7.4) / WBL
South Shopping Road / 1900 West	EB Stop	A (4.0)	A (3.8)
1900 West / 5600 South	AWSC	A (3.9)	A (6.2)

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

Source: Hales Engineering, June 2026





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.

E. Mitigation Measures

No mitigation measures are recommended.

APPENDIX A

Site Plan



PROJECT DATA

Existing Zone RC - Regional Commercial
Site Area +/- 4.45 Acres (194,036 SF)

5 STORY OPTION

BLDG 100 - MF Residential 5 Story

Total Residential Area - 282,755 SF (56,551 SF X 5 Story)
Leasing/Amenity - 8000 SF
Loading + Underpass - 3738 SF
Gross Residential Area - 27,1017 SF
Net Residential Area (80% Efficiency) - 216,813 SF
Number of Units - 255 (850 SF Avg Unit Size)

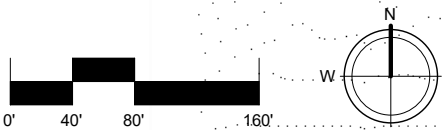
BLDG 200 - MF Residential 5 Story

Total Residential Area - 169,405 SF (33,881 SF X 5 Story)
Net Residential Area (80% Efficiency) - 135,524 SF
Number of Units - 159 (850 SF Avg Unit Size)

Total Number of Multifamily Units - 414 Units

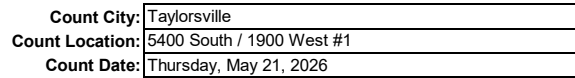
Parking Deck - 7 Levels

Total Parking Provided - 642 Spaces (1.6 Spaces/Unit)



APPENDIX B

Turning Movement Counts



Highest Peak Hour	SBP	SBR	SBT	SBL	SBU				
	0	113	23	66	0				
EBU	1	5:00 PM - 6:00 PM				0	WBP		
EBL	96					39	WBR		
EBT	1,031					Vehicles	4,583	2,392	WBT
EBR	253					PHF	0.95	63	WBL
EBP	4					% Trucks	1%	6	WBU
	0	429	38	33	8				
	NBU	NBL	NBT	NBR	NBP				

PM Peak Hour	SBP	SBR	SBT	SBL	SBU				
	0	113	23	66	0				
EBU	1	5:00 PM - 6:00 PM				0	WBP		
EBL	96					39	WBR		
EBT	1031					Vehicles	4,583	2392	WBT
EBR	253					PHF	0.95	63	WBL
EBP	4					% Trucks	1%	6	WBU
	0	429	38	33	8				
	NBU	NBL	NBT	NBR	NBP				

Vehicle Total			Time
15-Min	Hour	PHF	
-	-	-	12:00 AM
-	-	-	12:15 AM
-	-	-	12:30 AM
-	-	-	12:45 AM
-	-	-	1:00 AM
-	-	-	1:15 AM
-	-	-	1:30 AM
-	-	-	1:45 AM
-	-	-	2:00 AM
-	-	-	2:15 AM
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-	-	-	4:30 AM
-	-	-	4:45 AM
-	-	-	5:00 AM
-	-	-	5:15 AM
-	-	-	5:30 AM
-	-	-	5:45 AM
-	-	-	6:00 AM
-	661	0.25	6:15 AM
-	1554	0.44	6:30 AM
-	2338	0.65	6:45 AM
661	3151	0.88	7:00 AM
893	3191	0.89	7:15 AM
784	3004	0.92	7:30 AM
813	2982	0.92	7:45 AM
701	3063	0.86	8:00 AM
706	2362	0.66	8:15 AM
762	1656	0.46	8:30 AM
894	894	0.25	8:45 AM
-	-	-	9:00 AM
-	-	-	9:15 AM
-	-	-	9:30 AM
-	-	-	9:45 AM
-	-	-	10:00 AM
-	-	-	10:15 AM
-	-	-	10:30 AM
-	-	-	10:45 AM
-	-	-	11:00 AM

11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	124	13	9	4	0	16	3	29	0	0	18	268	52	4	2	15	612	8	1
4:15 PM	0	100	9	8	4	0	12	4	35	0	1	21	248	69	1	2	12	571	9	0
4:30 PM	0	104	6	6	5	0	14	2	29	0	0	20	253	83	2	4	17	557	5	0
4:45 PM	0	114	8	5	3	0	15	0	23	0	0	26	233	57	0	11	4	623	8	0
5:00 PM	0	89	9	10	1	0	13	9	33	0	1	20	235	55	2	4	15	581	6	0
5:15 PM	0	106	13	10	6	0	16	8	21	0	0	20	228	71	0	0	13	605	6	0
5:30 PM	0	121	10	7	1	0	16	2	26	0	0	21	289	58	1	1	16	604	5	0
5:45 PM	0	113	6	6	0	0	21	4	33	0	0	35	279	69	1	1	19	602	22	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	1,081	93	90	29	0	138	42	258	0	3	244	6,061	785	12	29	143	6,253	74	4

-	-	-	11:15 AM
-	-	-	11:30 AM
-	-	-	11:45 AM
-	-	-	12:00 PM
-	-	-	12:15 PM
-	-	-	12:30 PM
-	-	-	12:45 PM
-	-	-	1:00 PM
-	-	-	1:15 PM
-	-	-	1:30 PM
-	-	-	1:45 PM
-	-	-	2:00 PM
-	-	-	2:15 PM
-	-	-	2:30 PM
-	-	-	2:45 PM
-	-	-	3:00 PM
-	1169	0.25	3:15 PM
-	2270	0.49	3:30 PM
-	3370	0.72	3:45 PM
1169	4497	0.96	4:00 PM
1101	4408	0.98	4:15 PM
1100	4424	0.98	4:30 PM
1127	4500	0.96	4:45 PM
1080	4583	0.95	5:00 PM
1117	3503	0.72	5:15 PM
1176	2386	0.49	5:30 PM
1210	1210	0.25	5:45 PM
-	-	-	6:00 PM
-	-	-	6:15 PM
-	-	-	6:30 PM
-	-	-	6:45 PM
-	-	-	7:00 PM
-	-	-	7:15 PM
-	-	-	7:30 PM
-	-	-	7:45 PM
-	-	-	8:00 PM
-	-	-	8:15 PM
-	-	-	8:30 PM
-	-	-	8:45 PM
-	-	-	9:00 PM
-	-	-	9:15 PM
-	-	-	9:30 PM
-	-	-	9:45 PM
-	-	-	10:00 PM
-	-	-	10:15 PM
-	-	-	10:30 PM
-	-	-	10:45 PM
-	-	-	11:00 PM
-			11:15 PM
-			11:30 PM
-			11:45 PM

Counter Notes:



Intersection Turning Movement Summary

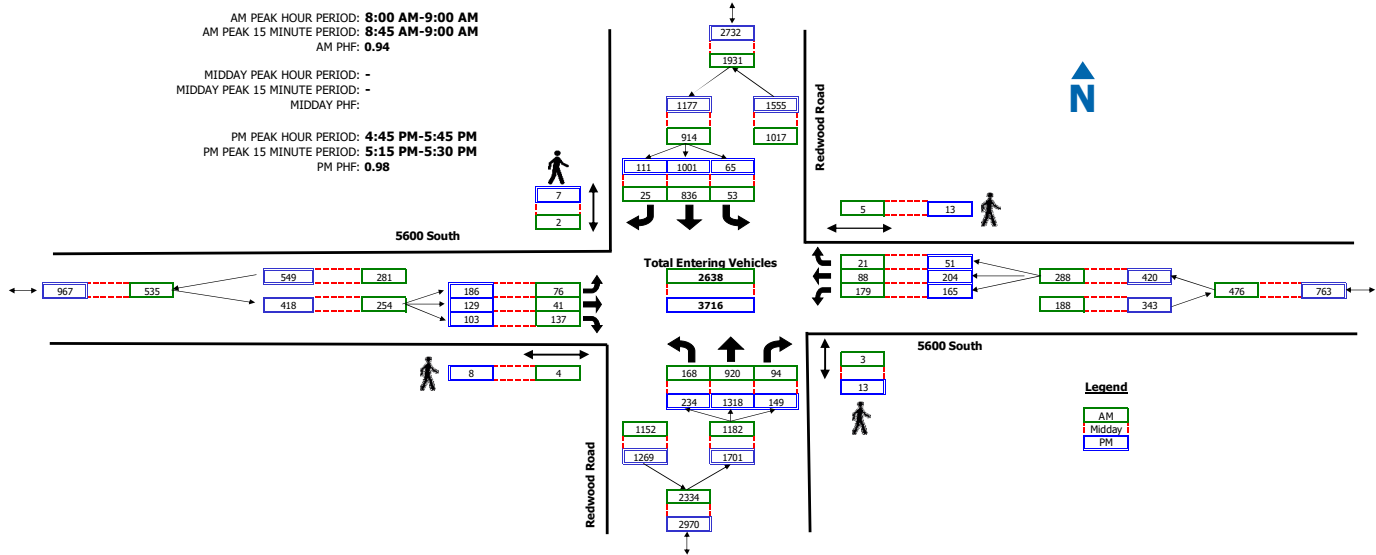
Intersection: Redwood Road / 5600 South
North/South Road: Redwood Road
East/West Road: 5600 South
Jurisdiction: Taylorsville
Project Title: Taylorsville 24 Hour Fitness
Project No: UT25-3053
Weather: Clear

Date: 5-21-26, Thu
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: 8:00 AM-9:00 AM
AM PEAK 15 MINUTE PERIOD: 8:45 AM-9:00 AM
AM PHF: 0.94

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

PM PEAK HOUR PERIOD: 4:45 PM-5:45 PM
PM PEAK 15 MINUTE PERIOD: 5:15 PM-5:30 PM
PM PHF: 0.98



COUNT SUMMARY	Redwood Road Northbound				Redwood Road Southbound				5600 South Eastbound				5600 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	24	197	14	1	2	180	2	0	22	9	26	0	43	23	6	2	548
7:15 - 7:30	25	245	31	2	10	196	5	0	31	16	35	2	40	12	9	3	655
7:30 - 7:45	28	212	20	0	11	216	6	0	25	13	29	1	53	17	3	0	633
7:45 - 8:00	24	244	26	0	14	221	6	0	29	6	42	1	34	15	9	0	670
8:00 - 8:15	28	232	17	2	15	194	6	0	20	5	40	1	53	10	5	1	625
8:15 - 8:30	43	215	31	0	8	209	9	0	14	12	27	1	48	25	3	3	644
8:30 - 8:45	46	246	22	0	12	199	4	0	15	11	33	0	44	31	6	0	669
8:45 - 9:00	51	227	24	1	18	234	6	2	27	13	37	2	34	22	7	1	700
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	53	335	36	7	4	260	17	4	39	31	31	2	39	56	11	7	912
16:15 - 16:30	65	297	30	2	15	264	29	0	31	24	37	2	49	51	10	5	902
16:30 - 16:45	57	310	25	1	11	244	21	3	44	17	38	1	50	50	11	6	878
16:45 - 17:00	67	322	42	0	12	247	26	5	40	29	31	2	41	44	17	5	918
17:00 - 17:15	47	329	30	3	14	264	32	0	50	35	25	2	45	43	12	0	926
17:15 - 17:30	58	350	42	4	11	234	26	0	44	35	25	1	36	69	16	4	946
17:30 - 17:45	62	317	35	6	28	256	27	2	52	30	22	3	43	48	6	4	926
17:45 - 18:00	63	335	33	0	16	224	25	4	37	36	28	0	50	56	8	1	911

All Vehicles	All	SBP	SBR	SBT	SBL	SBU		
		8	141	0	61	4		
	EBU	1					0	WBP
	EBL	0					176	WBR
	EBT	0					0	WBT
	EBR	158					0	WBL
	EBP	0					0	WBU
				Vehicles	803			
				% Trucks	N/A			
		5	107	0	150	8		
All Vehicles	AM Peak Hour	SBP	SBR	SBT	SBL	SBU		
		1	10	0	22	2		
	EBU	0					0	WBP
	EBL	0					25	WBR
	EBT	0					0	WBT
	EBR	20					0	WBL
	EBP	0					0	WBU
				Vehicles	150			
				PHF	0.78			
		1	16	0	54	1		
All Vehicles	PM Peak Hour	SBP	SBR	SBT	SBL	SBU		
		2	72	0	11	1		
	EBU	0					0	WBP
	EBL	0					83	WBR
	EBT	0					0	WBT
	EBR	61					0	WBL
	EBP	0					0	WBU
				Vehicles	296			
				PHF	0.89			
		1	41	0	26	3		
All Vehicles	PM Peak Hour	SBP	SBR	SBT	SBL	SBU		
		2	72	0	11	1		
	EBU	0					0	WBP
	EBL	0					83	WBR
	EBT	0					0	WBT
	EBR	61					0	WBL
	EBP	0					0	WBU
				Vehicles	296			
				PHF	0.89			
		1	41	0	26	3		

Time	Northbound					Southbound					Eastbound					Westbound				
	U-T	LT	TH	RT	Ped	U-T	LT	TH	RT	Ped	U-T	LT	TH	RT	Ped	U-T	LT	TH	RT	Ped
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	2	0	5	0	0	0	0	1	1	0	0	0	4	0	0	0	0	2	0
7:15 AM	0	5	0	5	0	0	5	0	1	0	0	0	0	2	0	0	0	0	4	0
7:30 AM	0	4	0	13	0	0	5	0	1	0	0	0	0	3	0	0	0	0	4	0
7:45 AM	1	3	0	17	0	0	10	0	3	0	0	0	0	2	0	0	0	0	5	0
8:00 AM	0	4	0	8	0	0	9	0	1	1	0	0	0	4	0	0	0	0	8	0
8:15 AM	0	2	0	16	0	1	2	0	2	0	0	0	0	7	0	0	0	0	7	0
8:30 AM	0	3	0	11	0	1	3	0	3	0	0	0	0	2	0	0	0	0	8	0
8:45 AM	1	7	0	19	1	0	8	0	4	0	0	0	0	7	0	0	0	0	2	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Vehicle Total			Time
15-Min	Hour	PHF	
-	-	-	12:00 AM
-	-	-	12:15 AM
-	-	-	12:30 AM
-	-	-	12:45 AM
-	-	-	1:00 AM
-	-	-	1:15 AM
-	-	-	1:30 AM
-	-	-	1:45 AM
-	-	-	2:00 AM
-	-	-	2:15 AM
-	-	-	2:30 AM
-	-	-	2:45 AM
-	-	-	3:00 AM
-	-	-	3:15 AM
-	-	-	3:30 AM
-	-	-	3:45 AM
-	-	-	4:00 AM
-	-	-	4:15 AM
-	-	-	4:30 AM
-	-	-	4:45 AM
-	-	-	5:00 AM
-	-	-	5:15 AM
-	-	-	5:30 AM
-	-	-	5:45 AM
-	-	-	6:00 AM
-	14	0.25	6:15 AM
-	36	0.41	6:30 AM
-	66	0.55	6:45 AM
14	107	0.65	7:00 AM
22	127	0.77	7:15 AM
30	142	0.87	7:30 AM
41	143	0.87	7:45 AM
34	150	0.78	8:00 AM
37	116	0.60	8:15 AM
31	79	0.41	8:30 AM
48	48	0.25	8:45 AM
-	-	-	9:00 AM
-	-	-	9:15 AM
-	-	-	9:30 AM
-	-	-	9:45 AM
-	-	-	10:00 AM
-	-	-	10:15 AM
-	-	-	10:30 AM
-	-	-	10:45 AM
-	-	-	11:00 AM

11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	2	8	0	13	3	0	3	0	13	1	0	0	0	18	0	0	0	20	0
4:15 PM	1	9	0	6	0	0	3	0	19	0	0	0	0	14	0	0	0	20	0
4:30 PM	0	8	0	10	1	0	3	0	14	0	0	0	0	16	0	0	0	20	0
4:45 PM	0	12	0	5	0	1	2	0	18	2	0	0	0	14	0	0	0	18	0
5:00 PM	0	12	0	5	2	0	3	0	21	0	0	0	0	17	0	0	0	25	0
5:15 PM	0	9	0	8	0	0	0	0	15	0	0	0	0	12	0	0	0	13	0
5:30 PM	0	8	0	4	1	0	3	0	9	1	0	0	0	13	0	0	0	13	0
5:45 PM	0	11	0	5	0	1	2	0	16	2	1	0	0	23	0	0	0	7	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	5	107	0	150	8	4	61	0	141	8	1	0	0	158	0	0	0	176	0

-	-	-	11:15 AM
-	-	-	11:30 AM
-	-	-	11:45 AM
-	-	-	12:00 PM
-	-	-	12:15 PM
-	-	-	12:30 PM
-	-	-	12:45 PM
-	-	-	1:00 PM
-	-	-	1:15 PM
-	-	-	1:30 PM
-	-	-	1:45 PM
-	-	-	2:00 PM
-	-	-	2:15 PM
-	-	-	2:30 PM
-	-	-	2:45 PM
-	-	-	3:00 PM
-	77	0.25	3:15 PM
-	149	0.48	3:30 PM
-	220	0.71	3:45 PM
77	290	0.94	4:00 PM
72	296	0.89	4:15 PM
71	281	0.85	4:30 PM
70	260	0.78	4:45 PM
83	256	0.77	5:00 PM
57	173	0.66	5:15 PM
50	116	0.44	5:30 PM
66	66	0.25	5:45 PM
-	-	-	6:00 PM
-	-	-	6:15 PM
-	-	-	6:30 PM
-	-	-	6:45 PM
-	-	-	7:00 PM
-	-	-	7:15 PM
-	-	-	7:30 PM
-	-	-	7:45 PM
-	-	-	8:00 PM
-	-	-	8:15 PM
-	-	-	8:30 PM
-	-	-	8:45 PM
-	-	-	9:00 PM
-	-	-	9:15 PM
-	-	-	9:30 PM
-	-	-	9:45 PM
-	-	-	10:00 PM
-	-	-	10:15 PM
-	-	-	10:30 PM
-	-	-	10:45 PM
-	-	-	11:00 PM
-			11:15 PM
-			11:30 PM
-			11:45 PM

Counter Notes:

Intersection Turning Movement Summary

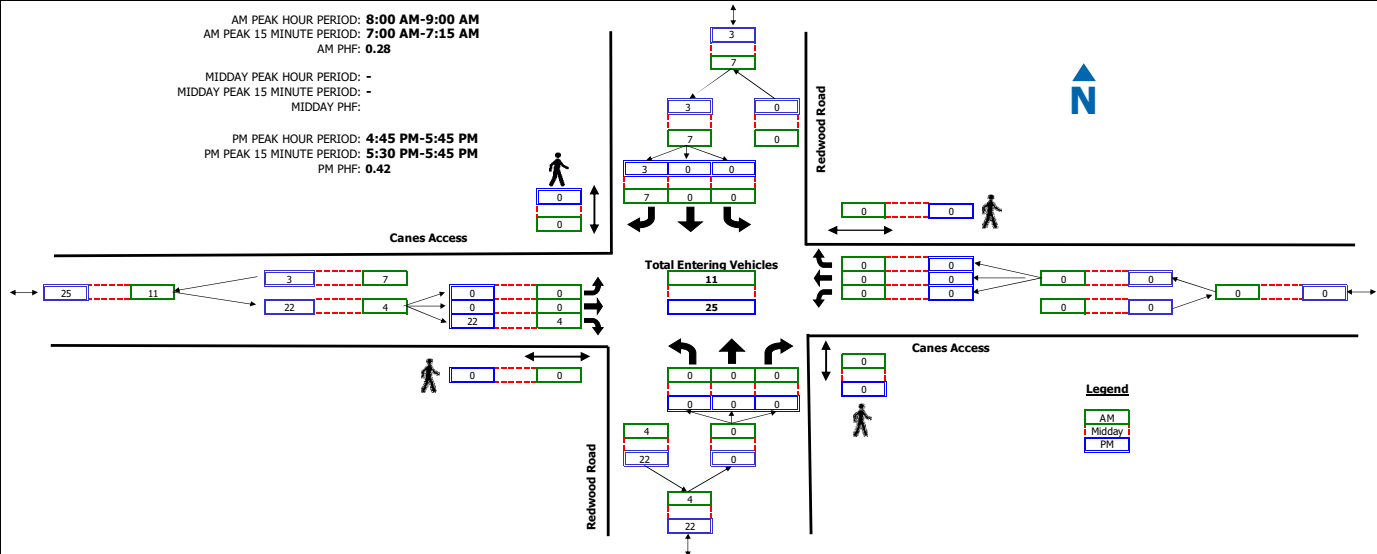
Intersection: Redwood Road / Canes Access
North/South Road: Redwood Road
East/West Road: Canes Access
Jurisdiction: Taylorsville
Project Title: Taylorsville 24 Hour Fitness
Project No: UT25-3053
Weather: Clear

Date: 5-21-26, Thu
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: 8:00 AM-9:00 AM
AM PEAK 15 MINUTE PERIOD: 7:00 AM-7:15 AM
AM PHF: 0.28

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

PM PEAK HOUR PERIOD: 4:45 PM-5:45 PM
PM PEAK 15 MINUTE PERIOD: 5:30 PM-5:45 PM
PM PHF: 0.42



COUNT SUMMARY	Redwood Road Northbound				Redwood Road Southbound				Canes Access Eastbound				Canes Access 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	0	0	0	0	0	7	0	0	0	3	0	0	0	0	0	10
7:15 - 7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 - 7:45	0	0	0	0	0	0	1	0	0	0	2	0	0	0	0	0	3
7:45 - 8:00	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
8:00 - 8:15	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
8:15 - 8:30	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
8:30 - 8:45	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
8:45 - 9:00	0	0	0	0	0	0	4	0	0	0	2	0	0	0	0	0	6
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	0	0	0	0	0	0	5	0	0	0	9	0	0	0	0	0	14
16:15 - 16:30	0	0	0	0	0	0	3	0	0	0	5	0	0	0	0	0	8
16:30 - 16:45	0	0	0	0	0	0	6	0	0	0	5	0	0	0	0	0	11
16:45 - 17:00	0	0	0	0	0	0	1	0	0	0	8	0	0	0	0	0	9
17:00 - 17:15	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
17:15 - 17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30 - 17:45	0	0	0	0	0	0	2	0	0	0	13	0	0	0	0	0	15
17:45 - 18:00	0	0	0	0	0	0	1	0	0	0	7	0	0	0	0	0	7



Intersection Turning Movement Summary

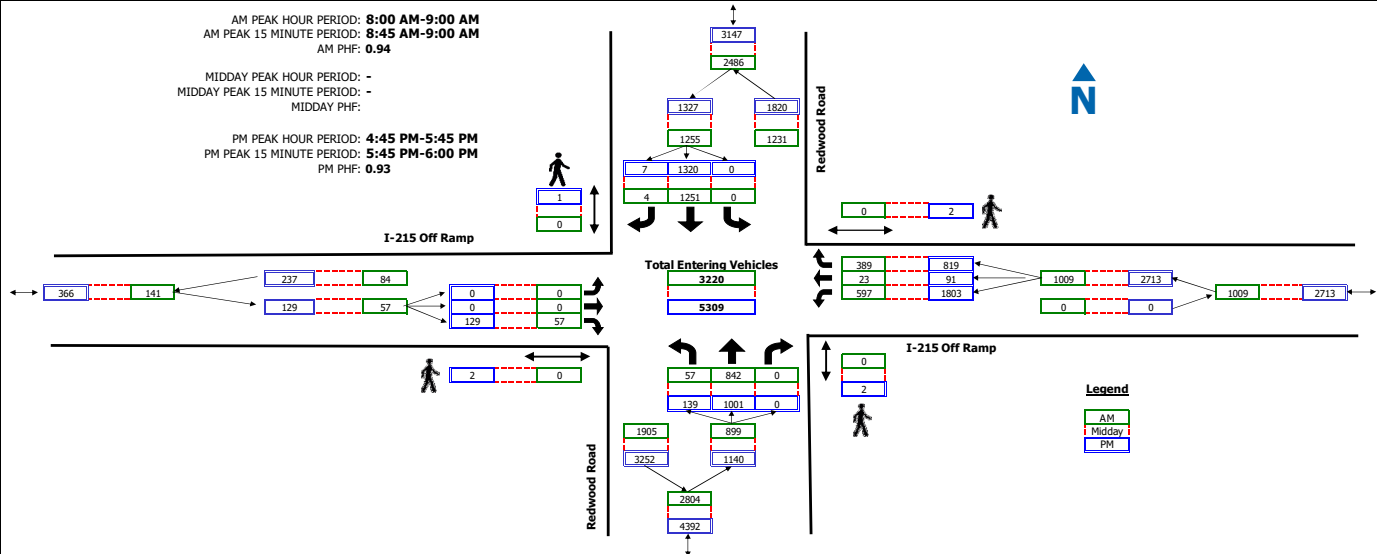
Intersection: Redwood Road / I-215 Off Ramp
North/South Road: Redwood Road
East/West Road: I-215 Off Ramp
Jurisdiction: Taylorsville
Project Title: Taylorsville 24 Hour Fitness
Project No: UT25-3053
Weather: Clear

Date: 5-21-26, Thu
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: 8:00 AM-9:00 AM
AM PEAK 15 MINUTE PERIOD: 8:45 AM-9:00 AM
AM PHF: 0.94

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

PM PEAK HOUR PERIOD: 4:45 PM-5:45 PM
PM PEAK 15 MINUTE PERIOD: 5:45 PM-6:00 PM
PM PHF: 0.93



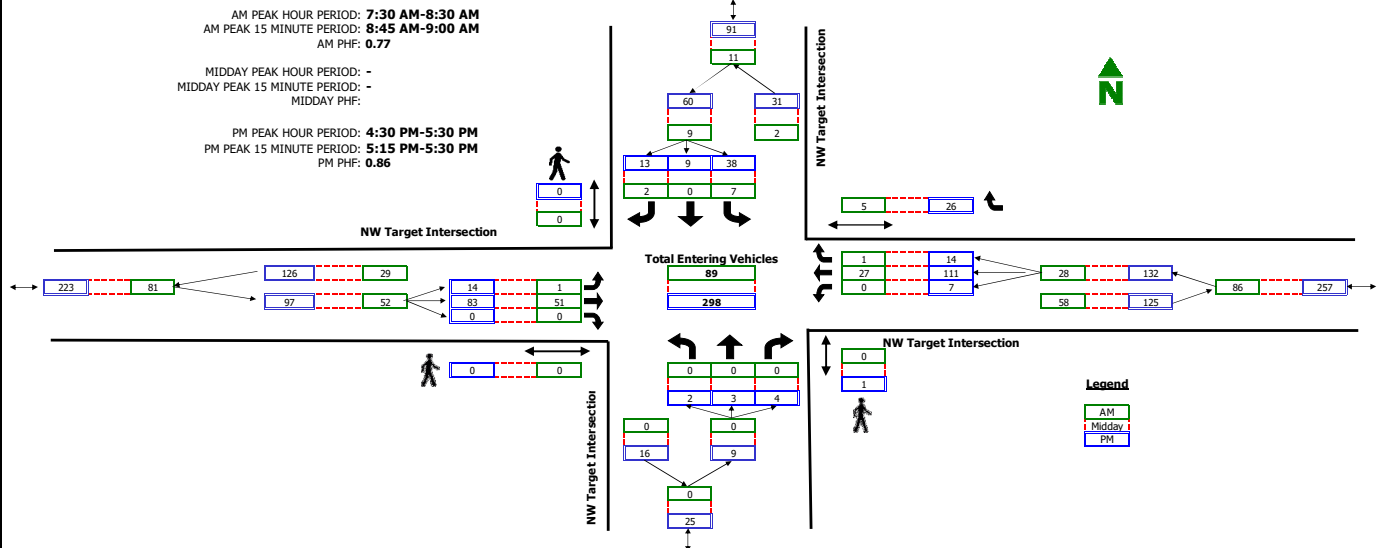
COUNT SUMMARY	Redwood Road Northbound				Redwood Road Southbound				I-215 Off Ramp Eastbound				I-215 Off Ramp Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
AM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00 - 7:15	16	137	0	0	0	250	1	0	0	0	19	0	81	8	92	0	604
7:15 - 7:30	6	206	0	1	0	275	2	0	0	0	15	0	116	3	95	0	718
7:30 - 7:45	8	208	0	0	0	339	3	0	0	0	18	0	158	5	64	1	803
7:45 - 8:00	12	194	0	0	0	341	0	0	0	0	17	0	157	4	101	0	826
8:00 - 8:15	5	194	0	0	0	289	1	0	0	0	13	0	153	5	99	0	759
8:15 - 8:30	18	204	0	0	0	325	2	0	0	0	13	0	143	3	83	0	791
8:30 - 8:45	12	229	0	0	0	303	1	0	0	0	14	0	139	9	106	0	813
8:45 - 9:00	22	215	0	0	0	334	0	0	0	0	17	0	162	6	101	0	857
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	33	224	0	1	0	343	4	0	0	0	41	1	381	27	198	0	1251
16:15 - 16:30	31	233	0	0	0	367	1	0	0	0	35	0	457	18	196	0	1336
16:30 - 16:45	31	222	0	1	0	365	1	0	0	0	35	0	469	21	192	0	1336
16:45 - 17:00	33	251	0	0	0	372	3	1	0	0	38	0	452	30	221	0	1400
17:00 - 17:15	33	225	0	1	0	345	0	0	0	0	38	0	452	18	192	0	1303
17:15 - 17:30	36	279	0	0	0	298	4	0	0	0	29	1	443	25	195	2	1309
17:30 - 17:45	37	246	0	1	0	305	0	0	0	0	24	1	456	18	211	0	1297
17:45 - 18:00	42	256	0	0	0	368	0	3	0	0	40	0	463	18	239	0	1426

Intersection Turning Movement Summary

Intersection: NW Target Intersection / NW Target Intersection
 North/South: NW Target Intersection
 East/West: NW Target Intersection
 Jurisdiction: Taylorsville
 Project Title: 24-Hour Fitness Site TS
 Project No: UT25-3053
 Weather: Clear

Date: 10-19-23, Thu
 Day of Week Adjustment: 100.0%
 Month of Year Adjustment: 99.6%
 Adjustment Station #: 335
 Growth Rate: 2.7%
 Number of Years: 2

10-19-23, Thu
 100.0%
 99.6%
 335
 2.7%
 2



RAW COUNT SUMMARIES	NW Target Intersection				NW Target Intersection				NW Target Intersection				NW Target Intersection				TOTAL
	Northbound				Southbound				Eastbound				Westbound				
	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	0	0	0	0	0	0	0	0	9	0	0	0	1	0	2	10
7:15 - 7:30	0	0	0	0	0	0	0	0	0	5	0	0	0	5	0	1	10
7:30 - 7:45	0	0	0	0	2	0	2	0	1	10	0	0	0	4	1	2	20
7:45 - 8:00	0	0	0	0	1	0	0	0	0	14	0	0	0	6	0	0	21
8:00 - 8:15	0	0	0	0	1	0	0	0	0	16	0	0	0	7	0	3	24
8:15 - 8:30	0	0	0	0	3	0	0	0	0	8	0	0	0	9	0	0	20
8:30 - 8:45	0	0	0	0	2	1	0	0	0	15	0	0	1	3	1	1	21
8:45 - 9:00	0	0	0	0	2	1	1	0	1	15	0	0	0	9	0	4	29
MIDDAY PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
9:00 - 9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 - 9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 - 9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00 - 13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00 - 14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
16:00 - 16:15	1	0	3	0	13	0	2	0	5	23	0	0	2	25	0	9	74
16:15 - 16:30	1	1	3	0	5	3	3	4	4	22	0	0	1	23	4	10	65
16:30 - 16:45	0	0	0	0	8	2	5	0	2	17	0	0	1	31	3	4	69
16:45 - 17:00	0	1	1	0	10	0	4	0	1	17	0	0	0	28	1	10	63
17:00 - 17:15	0	0	1	1	10	3	0	0	2	21	0	0	1	20	6	3	64
17:15 - 17:30	2	2	2	0	8	4	3	0	8	24	0	0	5	26	3	8	87
17:30 - 17:45	1	0	1	0	8	3	6	0	3	24	0	0	0	31	1	2	78
17:45 - 18:00	0	2	1	0	6	2	2	0	1	20	0	0	3	17	4	4	58

Intersection Turning Movement Summary

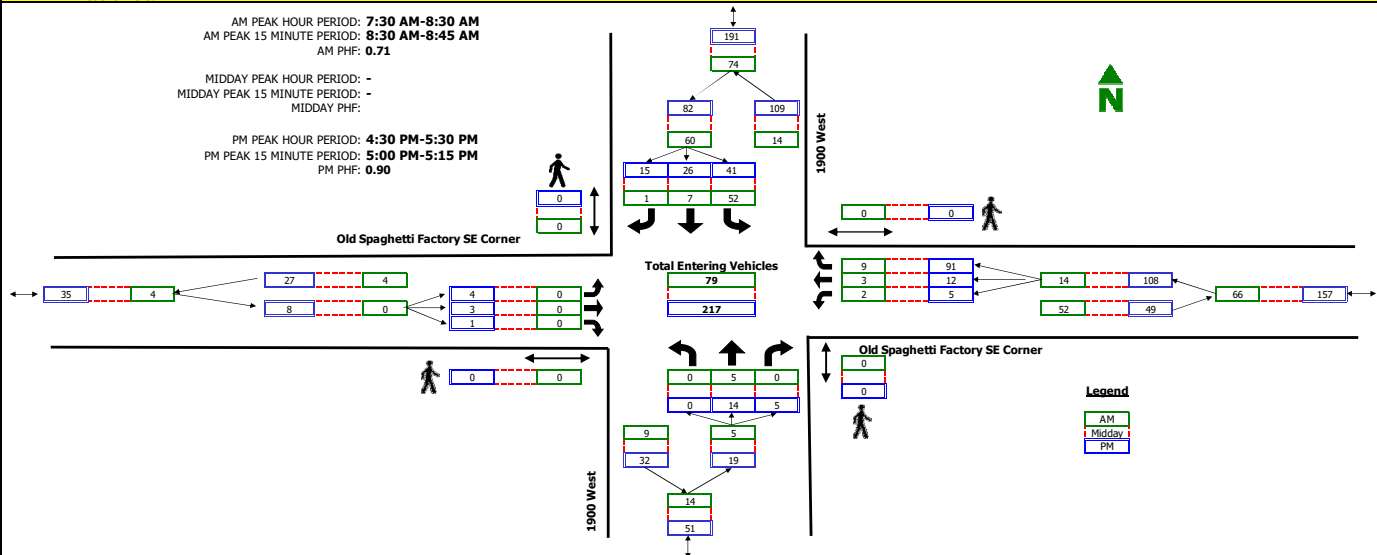
Intersection: 1900 West / Old Spaghetti Factory SE Corner
 North/South: 1900 West
 East/West: Old Spaghetti Factory SE Corner
 Jurisdiction: Taylorsville
 Project Title: 24-Hour Fitness Site TS
 Project No: UT25-3053
 Weather: Clear

Date: 10-17-23, Tue
 Day of Week Adjustment: 100.0%
 Month of Year Adjustment: 99.6%
 Adjustment Station #: 335
 Growth Rate: 2.7%
 Number of Years: 2

AM PEAK HOUR PERIOD: 7:30 AM-8:30 AM
 AM PEAK 15 MINUTE PERIOD: 8:30 AM-8:45 AM
 AM PHF: 0.71

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: 0.90

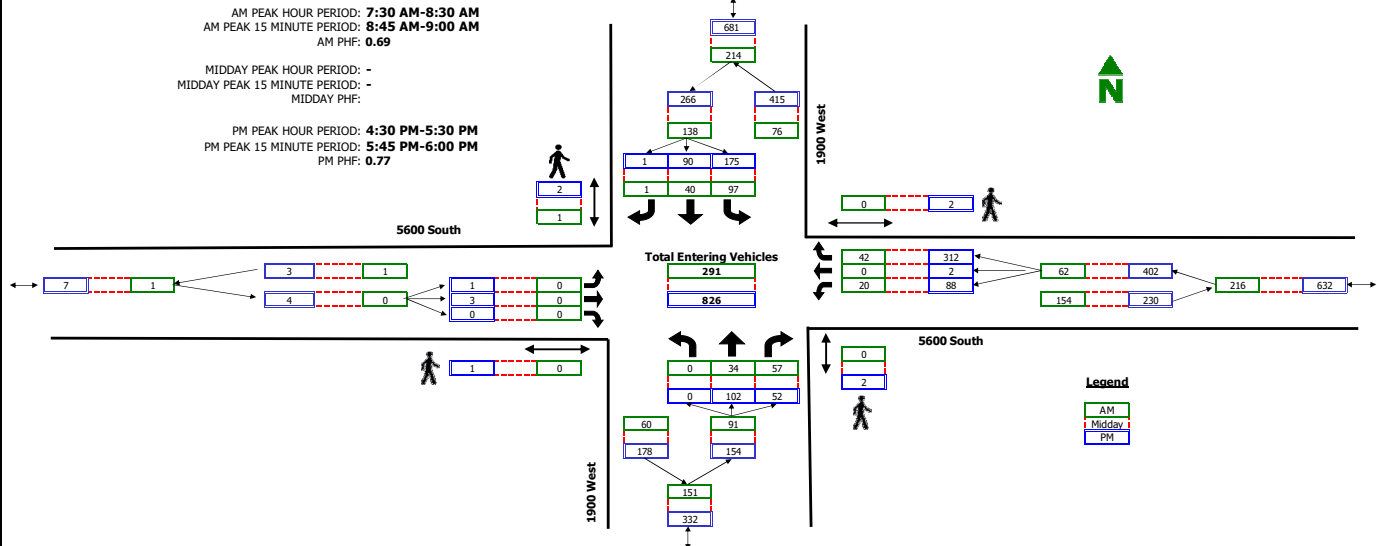


RAW COUNT SUMMARIES	1900 West Northbound				1900 West Southbound				Old Spaghetti Factory SE Corner Eastbound				Old Spaghetti Factory SE Corner Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
AM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00 - 7:15	0	0	0	0	8	2	0	0	0	0	0	0	0	0	0	0	10
7:15 - 7:30	0	1	0	0	7	1	0	0	0	0	0	0	0	0	5	0	14
7:30 - 7:45	0	2	0	0	11	1	1	0	0	0	0	0	0	1	1	0	17
7:45 - 8:00	0	0	0	0	14	3	0	0	0	0	0	0	1	0	3	0	21
8:00 - 8:15	0	0	0	0	16	3	0	0	0	0	0	0	0	1	1	0	21
8:15 - 8:30	0	3	0	0	8	0	0	0	0	0	0	0	1	1	4	0	17
8:30 - 8:45	0	4	1	0	15	4	1	0	0	0	0	0	0	2	1	0	28
8:45 - 9:00	0	2	1	0	10	1	0	0	0	1	0	0	1	2	4	0	22
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	0	3	1	0	15	4	1	0	1	0	0	0	3	2	14	0	44
16:15 - 16:30	0	2	0	0	17	2	2	0	0	2	0	0	1	2	19	0	49
16:30 - 16:45	0	3	0	0	7	7	1	0	1	2	0	0	2	2	25	0	50
16:45 - 17:00	0	1	2	0	6	6	5	0	0	0	0	0	1	2	20	0	43
17:00 - 17:15	0	7	2	0	14	5	4	0	2	0	1	0	2	3	20	0	60
17:15 - 17:30	0	2	1	0	12	7	4	0	1	1	0	0	0	4	21	0	53
17:30 - 17:45	0	3	0	0	9	2	8	0	2	0	0	0	0	2	22	0	50
17:45 - 18:00	0	0	0	0	0	1	3	0	0	0	0	0	0	5	1	0	10

Intersection Turning Movement Summary

Intersection: 1900 West / 5600 South
North/South: 1900 West
East/West: 5600 South
Jurisdiction: Taylorsville
Project Title: 24-Hour Fitness Site TS
Project No: UT25-3053
Weather: Clear

Date: 10-17-23, Tue
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 99.6%
Adjustment Station #: 335
Growth Rate: 2.7%
Number of Years: 2



RAW COUNT SUMMARIES	1900 West Northbound				1900 West Southbound				5600 South Eastbound				5600 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	0	13	17	2	13	6	0	0	1	0	0	1	6	0	9	0	64
7:15 - 7:30	0	8	14	1	29	3	0	0	0	0	0	0	9	0	11	0	74
7:30 - 7:45	0	9	18	0	23	8	0	0	0	0	0	0	7	0	10	0	75
7:45 - 8:00	0	4	13	0	21	16	0	0	0	0	0	0	4	0	11	0	69
8:00 - 8:15	0	6	12	0	21	10	0	1	0	0	0	0	5	0	9	0	63
8:15 - 8:30	0	13	11	0	27	4	1	0	0	0	0	0	3	0	10	0	69
8:30 - 8:45	0	15	19	1	23	10	0	0	1	0	0	0	5	1	14	0	88
8:45 - 9:00	0	14	13	1	31	10	1	0	0	0	0	0	10	5	22	0	106
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	14	14	2	49	33	0	0	1	0	0	0	15	0	59	2	186
16:15 - 16:30	0	24	14	0	36	23	0	2	0	0	0	0	14	0	43	1	154
16:30 - 16:45	0	26	12	1	31	22	0	0	1	0	0	0	19	1	64	2	176
16:45 - 17:00	0	24	11	0	43	24	1	1	0	2	0	1	25	0	57	0	187
17:00 - 17:15	0	22	14	0	43	19	0	0	0	1	0	0	20	1	99	0	219
17:15 - 17:30	0	25	12	1	49	20	0	1	0	0	0	0	19	0	76	0	201
17:30 - 17:45	0	26	16	3	54	28	0	0	0	0	0	0	27	0	77	0	228
17:45 - 18:00	0	27	19	0	50	43	1	0	0	2	0	0	30	0	96	0	261

APPENDIX C

LOS Results

SimTraffic LOS Report

Project: Taylorsville 24-Hour Fitness Site TIS
Analysis Period: Existing (2026) Background
Time Period: Morning Peak Hour
Project #: UT25-3053

Intersection: 1900 West & 5400 South
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	122	117	96	55.7	E
	T	10	9	88	55.9	E
	R	18	18	99	12.4	B
	Subtotal	150	144	96	50.3	D
SB	L	10	8	78	71.8	E
	T	3	2	67	85.7	F
	R	14	16	112	6.9	A
	Subtotal	27	26	96	32.9	C
EB	L	39	39	101	11.7	B
	T	1,916	1,910	100	5.5	A
	R	145	147	101	3.4	A
	Subtotal	2,100	2,096	100	5.5	A
WB	L	23	20	86	33.9	C
	T	759	747	98	3.7	A
	R	4	5	125	0.9	A
	Subtotal	786	772	98	4.5	A
Total		3,064	3,038	99	7.6	A

Intersection: Redwood Rd & 5600 South
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	168	163	97	62.0	E
	T	920	944	103	10.5	B
	R	94	97	103	2.7	A
	Subtotal	1,182	1,204	102	16.8	B
SB	L	53	55	104	70.2	E
	T	949	954	101	17.5	B
	R	25	26	105	3.7	A
	Subtotal	1,027	1,035	101	20.0	B
EB	L	76	77	102	63.6	E
	T	41	39	95	66.3	E
	R	137	132	96	7.7	A
	Subtotal	254	248	98	34.3	C
WB	L	179	171	96	53.9	D
	T	88	88	100	52.2	D
	R	21	21	99	19.4	B
	Subtotal	288	280	97	50.8	D
Total		2,767	2,782	101	23.4	C

SimTraffic LOS Report

Project: Taylorsville 24-Hour Fitness Site TIS
Analysis Period: Existing (2026) Background
Time Period: Morning Peak Hour

Project #: UT25-3053

Intersection: Redwood Rd & 5680 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	16	16	98	10.5	B
	T	1,161	1,182	102	0.7	A
	R	54	55	102	0.3	A
	Subtotal	1,231	1,253	102	0.8	A
SB	L	22	22	99	13.1	B
	T	1,237	1,230	99	2.2	A
	R	10	10	98	1.4	A
	Subtotal	1,269	1,262	99	2.4	A
EB	R	20	20	99	6.2	A
	Subtotal	20	20	100	6.2	A
WB	R	25	26	105	6.3	A
	Subtotal	25	26	104	6.3	A
Total		2,549	2,564	101	1.7	A

Intersection: Redwood Rd & RC Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	1,232	1,254	102	1.8	A
	Subtotal	1,232	1,254	102	1.8	A
SB	T	1,252	1,244	99	0.5	A
	R	7	7	100	0.0	A
	Subtotal	1,259	1,251	99	0.5	A
EB	R	4	3	75	5.7	A
	Subtotal	4	3	75	5.7	A
Total		2,495	2,508	101	1.1	A

SimTraffic LOS Report

Project: Taylorsville 24-Hour Fitness Site TIS
Analysis Period: Existing (2026) Background
Time Period: Morning Peak Hour

Project #: UT25-3053

Intersection: Redwood Rd & South Rd/I-215 WB Offramp
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	57	58	101	25.1	C
	T	843	858	102	7.9	A
	Subtotal	900	916	102	9.0	A
SB	T	1,251	1,244	99	3.8	A
	R	4	4	100	2.6	A
	Subtotal	1,255	1,248	99	3.8	A
EB	R	57	55	96	12.2	B
	Subtotal	57	55	96	12.2	B
WB	L	597	611	102	60.1	E
	T	23	22	95	51.5	D
	R	389	395	101	2.8	A
	Subtotal	1,009	1,028	102	37.9	D
Total		3,222	3,247	101	16.5	B

Intersection: N-S Spine Rd & South Rd
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	5	5	100	1.5	A
	R	2	2	100	0.0	A
	Subtotal	7	7	100	1.1	A
EB	L	1	1	100	3.1	A
	T	37	33	90	5.3	A
	Subtotal	38	34	89	5.2	A
WB	T	76	76	100	3.5	A
	R	8	9	109	2.0	A
	Subtotal	84	85	101	3.3	A
Total		129	126	97	3.7	A

SimTraffic LOS Report

Project: Taylorsville 24-Hour Fitness Site TIS
Analysis Period: Existing (2026) Background
Time Period: Morning Peak Hour
Project #: UT25-3053

Intersection: 1900 West & South Rd
Type: All-way Stop Controlled

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	5	4	80	4.4	A
	Subtotal	5	4	80	4.4	A
SB	L	38	34	90	4.0	A
	T	32	32	100	1.2	A
	R	1	1	100	1.9	A
	Subtotal	71	67	94	2.6	A
WB	L	3	3	100	4.7	A
	T	18	19	103	2.8	A
	R	14	13	91	4.5	A
	Subtotal	35	35	100	3.6	A
Total		112	106	95	3.0	A

Intersection: 1900 West & 5600 South
Type: All-way Stop Controlled

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	43	39	91	5.1	A
	R	47	46	98	3.4	A
	Subtotal	90	85	94	4.2	A
SB	L	83	79	95	3.9	A
	T	88	89	102	2.2	A
	R	1	1	100	2.3	A
	Subtotal	172	169	98	3.0	A
WB	L	30	28	94	5.6	A
	T	178	178	100	1.6	A
	R	73	69	95	5.8	A
	Subtotal	281	275	98	3.1	A
Total		542	529	98	3.2	A

SimTraffic LOS Report

Project: Taylorsville 24-Hour Fitness Site TIS
Analysis Period: Existing (2026) Background
Time Period: Evening Peak Hour

Project #: UT25-3053

Intersection: 1900 West & 5400 South
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	430	420	98	70.6	E
	T	40	43	107	68.1	E
	R	32	34	106	32.7	C
	Subtotal	502	497	99	67.8	E
SB	L	60	60	100	91.2	F
	T	19	18	96	101.0	F
	R	103	106	103	46.2	D
	Subtotal	182	184	101	66.2	E
EB	L	87	85	98	69.6	E
	T	985	1,007	102	11.1	B
	R	241	235	98	5.3	A
	Subtotal	1,313	1,327	101	13.8	B
WB	L	48	42	88	34.5	C
	T	2,413	2,399	99	19.8	B
	R	25	24	97	12.5	B
	Subtotal	2,486	2,465	99	20.0	B
Total		4,500	4,489	100	25.5	C

Intersection: Redwood Rd & 5600 South
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	234	227	97	57.5	E
	T	1,431	1,452	101	12.8	B
	R	149	151	101	5.0	A
	Subtotal	1,814	1,830	101	17.7	B
SB	L	65	72	111	69.7	E
	T	1,042	1,048	101	24.3	C
	R	111	112	101	6.7	A
	Subtotal	1,218	1,232	101	25.4	C
EB	L	186	180	97	51.3	D
	T	129	129	100	53.9	D
	R	103	103	100	7.3	A
	Subtotal	418	412	99	41.1	D
WB	L	165	164	99	53.4	D
	T	204	199	98	57.3	E
	R	51	49	97	37.5	D
	Subtotal	420	412	98	53.4	D
Total		3,903	3,921	100	26.9	C

SimTraffic LOS Report

Project: Taylorsville 24-Hour Fitness Site TIS
Analysis Period: Existing (2026) Background
Time Period: Evening Peak Hour

Project #: UT25-3053

Intersection: Redwood Rd & 5680 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	41	38	92	12.1	B
	T	1,755	1,770	101	1.4	A
	R	22	22	101	0.5	A
	Subtotal	1,818	1,830	101	1.6	A
SB	L	8	7	85	32.3	D
	T	1,251	1,259	101	3.1	A
	R	63	61	97	2.4	A
	Subtotal	1,322	1,327	100	3.2	A
EB	R	56	58	104	6.9	A
	Subtotal	56	58	104	6.9	A
WB	R	69	69	100	18.5	C
	Subtotal	69	69	100	18.5	C
Total		3,268	3,285	101	2.7	A

Intersection: Redwood Rd & RC Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	1,820	1,831	101	3.7	A
	Subtotal	1,820	1,831	101	3.7	A
SB	T	1,305	1,313	101	1.2	A
	R	3	3	100	0.4	A
	Subtotal	1,308	1,316	101	1.2	A
EB	R	22	21	97	9.2	A
	Subtotal	22	21	95	9.2	A
Total		3,150	3,168	101	2.7	A

SimTraffic LOS Report

Project: Taylorsville 24-Hour Fitness Site TIS
Analysis Period: Existing (2026) Background
Time Period: Evening Peak Hour
Project #: UT25-3053

Intersection: Redwood Rd & South Rd/I-215 WB Offramp
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	139	137	99	65.9	E
	T	1,001	1,010	101	28.4	C
	Subtotal	1,140	1,147	101	32.9	C
SB	T	1,320	1,328	101	24.4	C
	R	7	8	110	20.0	B
	Subtotal	1,327	1,336	101	24.4	C
EB	R	129	131	101	36.0	D
	Subtotal	129	131	102	36.0	D
WB	L	1,803	1,808	100	58.1	E
	T	91	95	104	62.3	E
	R	819	820	100	8.3	A
	Subtotal	2,713	2,723	100	43.2	D
Total		5,310	5,337	101	36.2	D

Intersection: N-S Spine Rd & South Rd
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	2	2	100	1.2	A
	T	3	3	100	0.2	A
	R	4	4	100	0.1	A
	Subtotal	9	9	100	0.4	A
SB	L	39	38	97	1.7	A
	T	9	9	97	0.2	A
	R	13	16	121	0.1	A
	Subtotal	61	63	103	1.1	A
EB	L	14	14	98	5.4	A
	T	83	85	103	5.4	A
	Subtotal	97	99	102	5.4	A
WB	L	8	8	97	6.8	A
	T	213	215	101	5.0	A
	R	16	18	114	2.3	A
	Subtotal	237	241	102	4.9	A
Total		405	412	102	4.4	A

SimTraffic LOS Report

Project: Taylorsville 24-Hour Fitness Site TIS
Analysis Period: Existing (2026) Background
Time Period: Evening Peak Hour
Project #: UT25-3053

Intersection: 1900 West & South Rd
Type: All-way Stop Controlled

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	14	14	98	4.9	A
	R	5	7	140	3.1	A
	Subtotal	19	21	111	4.3	A
SB	L	42	39	92	4.3	A
	T	122	122	100	1.1	A
	R	15	15	98	3.3	A
	Subtotal	179	176	98	2.0	A
EB	L	4	3	75	4.2	A
	T	3	4	133	4.7	A
	R	1	1	100	2.4	A
	Subtotal	8	8	100	4.2	A
WB	L	5	5	100	5.9	A
	T	32	35	109	4.5	A
	R	103	102	99	5.0	A
	Subtotal	140	142	101	4.9	A
Total		348	347	100	3.4	A

Intersection: 1900 West & 5600 South
Type: All-way Stop Controlled

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	95	91	96	6.3	A
	R	46	47	103	4.0	A
	Subtotal	141	138	98	5.5	A
SB	L	167	157	94	5.1	A
	T	140	137	98	4.0	A
	R	1	1	100	2.0	A
	Subtotal	308	295	96	4.6	A
EB	L	1	1	100	4.1	A
	T	3	4	133	6.3	A
	Subtotal	4	5	125	5.9	A
WB	L	83	80	97	7.2	A
	T	190	189	100	1.9	A
	R	276	269	97	10.1	B
	Subtotal	549	538	98	6.8	A
Total		1,000	976	98	6.0	A

SimTraffic LOS Report

Project: Taylorsville 24-Hour Fitness Site TIS
Analysis Period: Existing (2026) Rerouted
Time Period: Morning Peak Hour
Project #: UT25-3053

Intersection: 1900 West & 5400 South
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	122	124	102	57.8	E
	T	10	10	98	52.2	D
	R	18	22	121	11.8	B
	Subtotal	150	156	104	51.0	D
SB	L	10	11	107	69.4	E
	T	3	3	100	63.3	E
	R	14	15	105	9.6	A
	Subtotal	27	29	107	37.8	D
EB	L	39	40	103	12.6	B
	T	1,916	1,914	100	5.8	A
	R	145	151	104	3.8	A
	Subtotal	2,100	2,105	100	5.8	A
WB	L	23	24	103	35.4	D
	T	759	764	101	3.9	A
	R	4	4	100	0.8	A
	Subtotal	786	792	101	4.8	A
Total		3,064	3,082	101	8.1	A

Intersection: Redwood Rd & 5600 South
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	168	172	103	64.4	E
	T	920	917	100	10.1	B
	R	94	94	100	2.7	A
	Subtotal	1,182	1,183	100	17.4	B
SB	L	53	51	96	67.8	E
	T	949	953	100	17.8	B
	R	25	26	105	4.6	A
	Subtotal	1,027	1,030	100	19.9	B
EB	L	76	77	102	65.8	E
	T	41	43	105	66.0	E
	R	156	159	102	8.2	A
	Subtotal	273	279	102	33.0	C
WB	L	179	182	102	53.2	D
	T	88	87	99	53.7	D
	R	21	23	108	16.0	B
	Subtotal	288	292	101	50.4	D
Total		2,786	2,799	100	23.8	C

SimTraffic LOS Report

Project: Taylorsville 24-Hour Fitness Site TIS
Analysis Period: Existing (2026) Rerouted
Time Period: Morning Peak Hour

Project #: UT25-3053

Intersection: Redwood Rd & 5680 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	16	18	111	9.9	A
	T	1,161	1,161	100	0.7	A
	R	54	56	104	0.3	A
	Subtotal	1,231	1,235	100	0.8	A
SB	L	22	22	99	12.4	B
	T	1,256	1,264	101	2.2	A
	R	10	11	107	1.1	A
	Subtotal	1,288	1,297	101	2.4	A
EB	R	20	19	94	6.8	A
	Subtotal	20	19	95	6.8	A
WB	R	25	24	97	7.0	A
	Subtotal	25	24	96	7.0	A
Total		2,568	2,577	100	1.7	A

Intersection: Redwood Rd & RC Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	1,232	1,235	100	1.8	A
	Subtotal	1,232	1,235	100	1.8	A
SB	T	1,271	1,276	100	0.5	A
	R	7	8	114	0.1	A
	Subtotal	1,278	1,284	100	0.5	A
EB	R	4	4	100	8.8	A
	Subtotal	4	4	100	8.8	A
Total		2,514	2,523	100	1.1	A

SimTraffic LOS Report

Project: Taylorsville 24-Hour Fitness Site TIS
Analysis Period: Existing (2026) Rerouted
Time Period: Morning Peak Hour
Project #: UT25-3053

Intersection: Redwood Rd & South Rd/I-215 WB Offramp
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	57	57	100	25.6	C
	T	843	844	100	7.7	A
	Subtotal	900	901	100	8.8	A
SB	T	1,270	1,278	101	4.0	A
	R	4	5	125	2.3	A
	Subtotal	1,274	1,283	101	4.0	A
EB	R	38	39	103	13.5	B
	Subtotal	38	39	103	13.5	B
WB	L	597	602	101	61.2	E
	T	23	25	108	51.8	D
	R	389	391	100	2.8	A
	Subtotal	1,009	1,018	101	38.5	D
Total		3,221	3,241	101	16.7	B

Intersection: N-S Spine Rd & South Rd
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	5	5	100	1.3	A
	R	2	3	150	0.0	A
	Subtotal	7	8	114	0.8	A
EB	L	1	0	0		
	T	18	21	115	4.6	A
	Subtotal	19	21	111	4.6	A
WB	T	76	77	101	3.4	A
	R	8	9	109	2.3	A
	Subtotal	84	86	102	3.3	A
Total		111	115	104	3.4	A

SimTraffic LOS Report

Project: Taylorsville 24-Hour Fitness Site TIS
Analysis Period: Existing (2026) Rerouted
Time Period: Morning Peak Hour
Project #: UT25-3053

Intersection: 1900 West & South Rd
Type: All-way Stop Controlled

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	5	5	100	4.4	A
	Subtotal	5	5	100	4.4	A
SB	T	51	52	102	0.5	A
	R	1	1	100	3.0	A
	Subtotal	52	53	102	0.5	A
WB	L	3	3	100	6.0	A
	T	18	18	97	2.7	A
	R	14	14	98	4.4	A
	Subtotal	35	35	100	3.7	A
Total		93	93	100	2.0	A

Intersection: 1900 West & 5600 South
Type: All-way Stop Controlled

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	43	44	102	5.4	A
	R	66	68	103	3.5	A
	Subtotal	109	112	103	4.2	A
SB	L	102	105	103	4.1	A
	T	68	72	106	1.7	A
	R	1	1	100	2.3	A
	Subtotal	171	178	104	3.1	A
WB	L	30	30	101	6.1	A
	T	178	183	103	1.6	A
	R	73	73	100	5.7	A
	Subtotal	281	286	102	3.1	A
Total		561	576	103	3.3	A

SimTraffic LOS Report

Project: Taylorsville 24-Hour Fitness Site TIS
Analysis Period: Existing (2026) Rerouted
Time Period: Evening Peak Hour

Project #: UT25-3053

Intersection: 1900 West & 5400 South
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	430	426	99	71.2	E
	T	40	40	99	67.8	E
	R	32	34	106	36.0	D
	Subtotal	502	500	100	68.5	E
SB	L	60	57	95	93.8	F
	T	19	18	96	91.3	F
	R	103	110	107	43.2	D
	Subtotal	182	185	102	63.5	E
EB	L	87	84	97	77.2	E
	T	985	992	101	11.9	B
	R	241	237	98	6.3	A
	Subtotal	1,313	1,313	100	15.1	B
WB	L	48	48	101	34.6	C
	T	2,413	2,419	100	19.8	B
	R	25	25	101	13.3	B
	Subtotal	2,486	2,492	100	20.0	B
Total		4,500	4,509	100	26.0	C

Intersection: Redwood Rd & 5600 South
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	234	237	101	62.4	E
	T	1,431	1,429	100	13.6	B
	R	149	154	103	5.0	A
	Subtotal	1,814	1,820	100	19.2	B
SB	L	65	67	103	66.7	E
	T	1,042	1,046	100	23.9	C
	R	111	107	97	6.9	A
	Subtotal	1,218	1,220	100	24.8	C
EB	L	186	181	97	51.0	D
	T	129	133	103	54.8	D
	R	133	135	101	8.2	A
	Subtotal	448	449	100	39.3	D
WB	L	165	166	100	50.0	D
	T	204	205	101	54.3	D
	R	51	53	104	37.3	D
	Subtotal	420	424	101	50.5	D
Total		3,933	3,947	100	27.1	C

SimTraffic LOS Report

Project: Taylorsville 24-Hour Fitness Site TIS
Analysis Period: Existing (2026) Rerouted
Time Period: Evening Peak Hour

Project #: UT25-3053

Intersection: Redwood Rd & 5680 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	41	40	97	12.9	B
	T	1,755	1,766	101	1.4	A
	R	22	23	106	0.5	A
	Subtotal	1,818	1,829	101	1.6	A
SB	L	8	7	85	34.2	D
	T	1,281	1,285	100	3.0	A
	R	63	66	105	2.3	A
	Subtotal	1,352	1,358	100	3.1	A
EB	R	56	57	102	8.6	A
	Subtotal	56	57	102	8.6	A
WB	R	69	66	95	15.5	C
	Subtotal	69	66	96	15.5	C
Total		3,298	3,312	100	2.7	A

Intersection: Redwood Rd & RC Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	1,820	1,832	101	3.8	A
	Subtotal	1,820	1,832	101	3.8	A
SB	T	1,335	1,340	100	1.3	A
	R	3	3	100	0.2	A
	Subtotal	1,338	1,343	100	1.3	A
EB	R	22	21	97	9.3	A
	Subtotal	22	21	95	9.3	A
Total		3,180	3,196	101	2.8	A

SimTraffic LOS Report

Project: Taylorsville 24-Hour Fitness Site TIS
Analysis Period: Existing (2026) Rerouted
Time Period: Evening Peak Hour
Project #: UT25-3053

Intersection: Redwood Rd & South Rd/I-215 WB Offramp
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	139	139	100	67.0	E
	T	1,001	1,008	101	29.1	C
	Subtotal	1,140	1,147	101	33.7	C
SB	T	1,350	1,351	100	25.1	C
	R	7	8	110	17.7	B
	Subtotal	1,357	1,359	100	25.1	C
EB	R	99	103	104	35.2	D
	Subtotal	99	103	104	35.2	D
WB	L	1,803	1,799	100	57.8	E
	T	91	90	99	62.7	E
	R	819	824	101	8.3	A
	Subtotal	2,713	2,713	100	42.9	D
Total		5,310	5,322	100	36.4	D

Intersection: N-S Spine Rd & South Rd
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	2	1	50	1.7	A
	T	3	3	100	0.2	A
	R	4	4	100	0.0	A
	Subtotal	9	8	89	0.3	A
SB	L	39	38	97	1.6	A
	T	9	10	108	0.3	A
	R	13	14	106	0.2	A
	Subtotal	61	62	102	1.1	A
EB	L	14	16	112	4.8	A
	T	45	52	115	5.1	A
	Subtotal	59	68	115	5.0	A
WB	L	8	8	97	6.6	A
	T	213	211	99	5.0	A
	R	16	16	102	2.4	A
	Subtotal	237	235	99	4.9	A
Total		367	373	102	4.2	A

SimTraffic LOS Report

Project: Taylorsville 24-Hour Fitness Site TIS
Analysis Period: Existing (2026) Rerouted
Time Period: Evening Peak Hour
Project #: UT25-3053

Intersection: 1900 West & South Rd
Type: All-way Stop Controlled

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	19	20	107	4.7	A
	Subtotal	19	20	105	4.7	A
SB	T	144	139	96	0.9	A
	R	15	16	105	3.2	A
	Subtotal	159	155	97	1.1	A
EB	L	7	7	97	3.8	A
	R	1	1	100	3.8	A
	Subtotal	8	8	100	3.8	A
WB	L	5	4	80	5.7	A
	T	32	30	94	4.2	A
	R	103	103	100	5.0	A
	Subtotal	140	137	98	4.8	A
Total		327	320	98	3.0	A

Intersection: 1900 West & 5600 South
Type: All-way Stop Controlled

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	95	94	99	6.6	A
	R	74	74	100	4.4	A
	Subtotal	169	168	99	5.6	A
SB	L	187	183	98	5.4	A
	T	120	119	100	3.6	A
	R	1	2	200	2.1	A
	Subtotal	308	304	99	4.7	A
EB	L	1	0	0		
	T	3	3	100	5.9	A
	Subtotal	4	3	75	5.9	A
WB	L	83	80	97	8.0	A
	T	190	191	101	2.0	A
	R	276	278	101	10.2	B
	Subtotal	549	549	100	7.0	A
Total		1,029	1,024	100	6.1	A

SimTraffic LOS Report

Project: Taylorsville 24-Hour Fitness Site TIS
Analysis Period: Existing (2026) Plus Project
Time Period: Morning Peak Hour
Project #: UT25-3053

Intersection: 1900 West & 5400 South
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	135	138	102	64.3	E
	T	10	8	78	64.1	E
	R	53	52	99	13.4	B
	Subtotal	198	198	100	50.9	D
SB	L	10	9	88	75.6	E
	T	3	2	67	68.3	E
	R	14	15	105	9.1	A
	Subtotal	27	26	96	36.7	D
EB	L	39	39	99	11.6	B
	T	1,916	1,919	100	5.7	A
	R	149	150	101	3.6	A
	Subtotal	2,104	2,108	100	5.7	A
WB	L	34	35	103	39.4	D
	T	759	784	103	3.8	A
	R	4	4	100	0.8	A
	Subtotal	797	823	103	5.3	A
Total		3,127	3,155	101	8.7	A

Intersection: Redwood Rd & 5600 South
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	168	162	97	63.9	E
	T	920	918	100	13.1	B
	R	94	100	106	5.1	A
	Subtotal	1,182	1,180	100	19.4	B
SB	L	53	56	106	69.2	E
	T	954	959	100	18.7	B
	R	30	33	110	4.4	A
	Subtotal	1,037	1,048	101	20.9	C
EB	L	110	112	102	57.2	E
	T	49	52	107	64.4	E
	R	195	199	102	8.1	A
	Subtotal	354	363	103	31.3	C
WB	L	179	178	99	57.4	E
	T	90	92	102	57.5	E
	R	21	21	101	21.5	C
	Subtotal	290	291	100	54.8	D
Total		2,879	2,898	101	25.5	C

SimTraffic LOS Report

Project: Taylorsville 24-Hour Fitness Site TIS
Analysis Period: Existing (2026) Plus Project
Time Period: Morning Peak Hour

Project #: UT25-3053

Intersection: Redwood Rd & 5680 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	16	13	83	10.1	B
	T	1,161	1,159	100	0.7	A
	R	54	54	100	0.3	A
	Subtotal	1,231	1,226	100	0.8	A
SB	L	22	20	92	12.2	B
	T	1,301	1,311	101	2.3	A
	R	10	10	98	1.3	A
	Subtotal	1,333	1,341	101	2.4	A
EB	R	20	21	106	6.3	A
	Subtotal	20	21	105	6.3	A
WB	R	25	24	97	6.9	A
	Subtotal	25	24	96	6.9	A
Total		2,611	2,614	100	1.8	A

Intersection: Redwood Rd & BK Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	1,232	1,227	100	1.8	A
	Subtotal	1,232	1,227	100	1.8	A
SB	T	1,315	1,326	101	0.5	A
	R	7	8	110	0.0	A
	Subtotal	1,322	1,334	101	0.5	A
EB	R	4	5	125	7.1	A
	Subtotal	4	5	125	7.1	A
Total		2,559	2,566	100	1.1	A

SimTraffic LOS Report

Project: Taylorsville 24-Hour Fitness Site TIS
Analysis Period: Existing (2026) Plus Project
Time Period: Morning Peak Hour
Project #: UT25-3053

Intersection: Redwood Rd & South Rd/I-215 WB Offramp
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	61	63	103	25.5	C
	T	843	837	99	8.0	A
	Subtotal	904	900	100	9.2	A
SB	T	1,309	1,324	101	6.4	A
	R	9	9	97	5.4	A
	Subtotal	1,318	1,333	101	6.4	A
EB	R	38	38	99	13.6	B
	Subtotal	38	38	100	13.6	B
WB	L	597	600	101	62.1	E
	T	31	32	103	54.4	D
	R	389	390	100	2.8	A
	Subtotal	1,017	1,022	100	39.2	D
Total		3,277	3,293	100	17.5	B

Intersection: N-S Spine Rd & South Rd
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	5	4	80	1.5	A
	R	2	2	100	0.1	A
	Subtotal	7	6	86	1.0	A
EB	L	1	1	100	3.4	A
	T	18	19	107	4.6	A
	Subtotal	19	20	105	4.5	A
WB	T	93	95	102	4.0	A
	R	8	9	109	2.0	A
	Subtotal	101	104	103	3.8	A
Total		127	130	102	3.8	A

SimTraffic LOS Report

Project: Taylorsville 24-Hour Fitness Site TIS
Analysis Period: Existing (2026) Plus Project
Time Period: Morning Peak Hour
Project #: UT25-3053

Intersection: 1900 West & South Rd
Type: All-way Stop Controlled

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	134	137	102	5.1	A
	Subtotal	134	137	102	5.1	A
SB	T	74	75	102	1.8	A
	R	1	2	200	2.4	A
	Subtotal	75	77	103	1.8	A
WB	L	20	18	91	5.5	A
	T	19	20	107	2.4	A
	R	14	16	112	4.8	A
	Subtotal	53	54	102	4.1	A
Total		262	268	102	4.0	A

Intersection: 1900 West & 5600 South
Type: All-way Stop Controlled

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	91	92	101	6.0	A
	R	147	156	106	4.2	A
	Subtotal	238	248	104	4.9	A
SB	L	102	103	101	4.4	A
	T	83	84	102	2.3	A
	R	1	1	100	2.2	A
	Subtotal	186	188	101	3.5	A
WB	L	37	38	102	6.2	A
	T	177	178	100	1.6	A
	R	73	72	98	6.0	A
	Subtotal	287	288	100	3.3	A
Total		712	724	102	3.9	A

SimTraffic LOS Report

Project: Taylorsville 24-Hour Fitness Site TIS
Analysis Period: Existing (2026) Plus Project
Time Period: Evening Peak Hour
Project #: UT25-3053

Intersection: 1900 West & 5400 South
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	435	436	100	69.4	E
	T	40	42	104	68.5	E
	R	47	51	109	31.7	C
	Subtotal	522	529	101	65.7	E
SB	L	60	56	93	88.6	F
	T	19	21	112	79.1	E
	R	103	106	103	43.1	D
	Subtotal	182	183	101	61.2	E
EB	L	87	83	95	73.7	E
	T	985	978	99	12.0	B
	R	251	260	103	6.4	A
	Subtotal	1,323	1,321	100	14.8	B
WB	L	74	75	101	36.2	D
	T	2,413	2,422	100	19.8	B
	R	25	27	109	12.4	B
	Subtotal	2,512	2,524	100	20.2	C
Total		4,556	4,573	100	25.7	C

Intersection: Redwood Rd & 5600 South
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	234	240	103	67.4	E
	T	1,431	1,442	101	13.8	B
	R	149	156	105	4.9	A
	Subtotal	1,814	1,838	101	20.0	B
SB	L	65	64	98	68.3	E
	T	1,056	1,053	100	25.3	C
	R	124	124	100	7.2	A
	Subtotal	1,245	1,241	100	25.7	C
EB	L	201	204	102	49.9	D
	T	132	130	98	55.1	E
	R	150	156	104	8.7	A
	Subtotal	483	490	101	38.2	D
WB	L	165	170	103	53.6	D
	T	210	211	100	56.7	E
	R	51	48	95	35.6	D
	Subtotal	426	429	101	53.1	D
Total		4,000	4,031	101	28.0	C

SimTraffic LOS Report

Project: Taylorsville 24-Hour Fitness Site TIS
Analysis Period: Existing (2026) Plus Project
Time Period: Evening Peak Hour **Project #:** UT25-3053

Intersection: Redwood Rd & 5680 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	41	42	102	12.0	B
	T	1,755	1,780	101	1.5	A
	R	22	21	97	0.5	A
	Subtotal	1,818	1,843	101	1.7	A
SB	L	8	6	73	35.0	D
	T	1,311	1,323	101	3.2	A
	R	63	62	98	2.6	A
	Subtotal	1,382	1,391	101	3.3	A
EB	R	56	59	105	8.1	A
	Subtotal	56	59	105	8.1	A
WB	R	69	72	104	17.6	C
	Subtotal	69	72	104	17.6	C
Total		3,328	3,367	101	2.8	A

Intersection: Redwood Rd & BK Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	1,820	1,844	101	3.7	A
	Subtotal	1,820	1,844	101	3.7	A
SB	T	1,366	1,382	101	1.6	A
	R	3	2	67	0.3	A
	Subtotal	1,369	1,384	101	1.6	A
EB	R	22	21	97	11.4	B
	Subtotal	22	21	95	11.4	B
Total		3,211	3,249	101	2.9	A

SimTraffic LOS Report

Project: Taylorsville 24-Hour Fitness Site TIS
Analysis Period: Existing (2026) Plus Project
Time Period: Evening Peak Hour
Project #: UT25-3053

Intersection: Redwood Rd & South Rd/I-215 WB Offramp
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	149	152	102	72.9	E
	T	1,001	1,010	101	28.3	C
	Subtotal	1,150	1,162	101	34.1	C
SB	T	1,367	1,382	101	26.6	C
	R	21	20	96	22.6	C
	Subtotal	1,388	1,402	101	26.5	C
EB	R	99	100	101	31.7	C
	Subtotal	99	100	101	31.7	C
WB	L	1,803	1,787	99	59.6	E
	T	111	114	103	60.7	E
	R	819	834	102	7.8	A
	Subtotal	2,733	2,735	100	43.9	D
Total		5,370	5,399	101	37.1	D

Intersection: N-S Spine Rd & South Rd
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	2	1	50	1.9	A
	T	3	2	67	0.3	A
	R	4	5	125	0.1	A
	Subtotal	9	8	89	0.4	A
SB	L	39	39	99	1.7	A
	T	9	8	86	0.2	A
	R	13	11	83	0.2	A
	Subtotal	61	58	95	1.2	A
EB	L	14	14	98	4.7	A
	T	45	45	99	5.1	A
	Subtotal	59	59	100	5.0	A
WB	L	8	8	97	7.4	A
	T	256	264	103	5.5	A
	R	16	14	89	2.6	A
	Subtotal	280	286	102	5.4	A
Total		411	411	100	4.7	A

SimTraffic LOS Report

Project: Taylorsville 24-Hour Fitness Site TIS
Analysis Period: Existing (2026) Plus Project
Time Period: Evening Peak Hour

Project #: UT25-3053

Intersection: 1900 West & South Rd
Type: All-way Stop Controlled

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	74	66	89	4.9	A
	Subtotal	74	66	89	4.9	A
SB	T	200	200	100	2.0	A
	R	15	14	92	3.3	A
	Subtotal	215	214	100	2.1	A
EB	L	7	7	97	4.1	A
	R	1	1	100	3.2	A
	Subtotal	8	8	100	4.0	A
WB	L	49	48	98	6.3	A
	T	32	33	103	4.2	A
	R	103	102	99	5.4	A
	Subtotal	184	183	99	5.4	A
Total		482	471	98	3.8	A

Intersection: 1900 West & 5600 South
Type: All-way Stop Controlled

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	115	107	93	6.8	A
	R	109	105	97	4.6	A
	Subtotal	224	212	95	5.7	A
SB	L	187	194	104	5.8	A
	T	156	162	104	4.1	A
	R	1	0	0		
	Subtotal	344	356	103	5.0	A
EB	L	1	0	0		
	T	3	4	133	5.3	A
	Subtotal	4	4	100	5.3	A
WB	L	102	99	97	8.1	A
	T	190	193	102	2.0	A
	R	276	281	102	10.1	B
	Subtotal	568	573	101	7.0	A
Total		1,140	1,145	100	6.2	A

APPENDIX D

95th Percentile Queue Length Reports

SimTraffic Queueing Report

Project: Taylorsville 24-Hour Fitness Site TIS

Analysis: Existing (2026) Background

Time Period: Morning Peak Hour

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

Project #: UT25-3053

Intersection	NB						SB						EB					WB					
	L	LTR	R	T	TR	UL	L	LTR	R	T	TR	UL	L	LTR	R	T	TR	L	LT	LTR	R	T	TR
01: 1900 West & 5400 South	125				75		50				50		75			225	175	50				150	50
02: Redwood Rd & 5600 South	150		75	175		125			50	275		150	125		75	100		250				100	75
03: Redwood Rd & 5680 South						50						50			50						50		
04: Redwood Rd & RC Access																							
05: Redwood Rd & South Rd/I-215 WB Offramp	75			225						125	125				75			325	275				
06: N-S Spine Rd & South Rd														50					50				
07: 1900 West & South Rd								50												50			
08: 1900 West & 5600 South					75		50				25							50			75		

SimTraffic Queueing Report

Project: Taylorsville 24-Hour Fitness Site TIS

Analysis: Existing (2026) Background

Time Period: Evening Peak Hour

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

Project #: UT25-3053

Intersection	NB						SB						EB						WB						
	L	LTR	R	T	TR	UL	L	LTR	R	T	TR	UL	L	LTR	R	T	TR	UL	L	LT	LTR	R	T	TR	UL
01: 1900 West & 5400 South	300				175		250				175					225	150	150					525	425	200
02: Redwood Rd & 5600 South	200		175	250		175			100	325		175	200		75	225			200				175	175	
03: Redwood Rd & 5680 South						50	50								75							100			
04: Redwood Rd & RC Access				100							50				50										
05: Redwood Rd & South Rd/I-215 WB Offramp	275			400						250	275				150				650	650		100			
06: N-S Spine Rd & South Rd														50						75					
07: 1900 West & South Rd		50						75						50							50				
08: 1900 West & 5600 South					75		75				50								75			150			

SimTraffic Queueing Report

Project: Taylorsville 24-Hour Fitness Site TIS

Analysis: Existing (2026) Rerouted

Time Period: Morning Peak Hour

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

Project #: UT25-3053

Intersection	NB						SB					EB					WB						
	L	LT	R	T	TR	UL	L	R	T	TR	UL	L	LTR	R	T	TR	L	LT	LTR	R	T	TR	
01: 1900 West & 5400 South	125				75		50			50		50			225	175	50					150	50
02: Redwood Rd & 5600 South	175		75	175		150		50	275		125	125		75	100		250					100	75
03: Redwood Rd & 5680 South						25					50			50						50			
04: Redwood Rd & RC Access																							
05: Redwood Rd & South Rd/I-215 WB Offramp	75				225				125	150				75			300	250					
06: N-S Spine Rd & South Rd													50					50					
07: 1900 West & South Rd										50										50			
08: 1900 West & 5600 South					75		50										75				75		

SimTraffic Queueing Report

Project: Taylorsville 24-Hour Fitness Site TIS

Analysis: Existing (2026) Rerouted

Time Period: Evening Peak Hour

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

Project #: UT25-3053

Intersection	NB							SB							EB							WB						
	L	LT	LTR	R	T	TR	UL	L	LTR	R	T	TR	UL	L	LTR	R	T	TR	UL	L	LT	LTR	R	T	TR	UL		
01: 1900 West & 5400 South	300					150		225				175					225	175	150					525	425	200		
02: Redwood Rd & 5600 South	225			175	250		200			75	300		175	225		75	250			175					200	200		
03: Redwood Rd & 5680 South							50	50			50					75							75					
04: Redwood Rd & RC Access					75							50				50												
05: Redwood Rd & South Rd/I-215 WB Offramp	275				425						275	300				125				625	625		50					
06: N-S Spine Rd & South Rd															50						75							
07: 1900 West & South Rd		50										50			50							50						
08: 1900 West & 5600 South						75		75				50								75			150	50				

SimTraffic Queueing Report

Project: Taylorsville 24-Hour Fitness Site TIS

Analysis: Existing (2026) Plus Project

Time Period: Morning Peak Hour

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

Project #: UT25-3053

Intersection	NB						SB					EB						WB					
	L	LT	R	T	TR	UL	L	R	T	TR	UL	L	LTR	R	T	TR		L	LT	LTR	R	T	TR
01: 1900 West & 5400 South	150				100		50			50		75			225	150		75				125	50
02: Redwood Rd & 5600 South	150		125	225		150		50	275		125	150		100	125			225				150	100
03: Redwood Rd & 5680 South											50			50							50		
04: Redwood Rd & BK Access																							
05: Redwood Rd & South Rd/I-215 WB Offramp	75			200					175	175				50				300	250				
06: N-S Spine Rd & South Rd													50						50				
07: 1900 West & South Rd		75								50											50		
08: 1900 West & 5600 South					100		50			50								75			75		

SimTraffic Queueing Report

Project: Taylorsville 24-Hour Fitness Site TIS

Analysis: Existing (2026) Plus Project

Time Period: Evening Peak Hour

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

Project #: UT25-3053

Intersection	NB							SB							EB							WB						
	L	LT	LTR	R	T	TR	UL	L	LTR	R	T	TR	UL	L	LTR	R	T	TR	UL	L	LT	LTR	R	T	TR	UL		
01: 1900 West & 5400 South	325					175		225				175					225	175	150					525	425	225		
02: Redwood Rd & 5600 South	225			150	250		200			100	325		150	225		100	225			200					175	175		
03: Redwood Rd & 5680 South							50	50			50					75							75					
04: Redwood Rd & BK Access					100						50	50				50												
05: Redwood Rd & South Rd/I-215 WB Offramp	300				400						275	300				125				675	650		75					
06: N-S Spine Rd & South Rd															50						100							
07: 1900 West & South Rd		75										75			50								75					
08: 1900 West & 5600 South						100		75				50								100			150	50				