

Jordan River Innovation Center

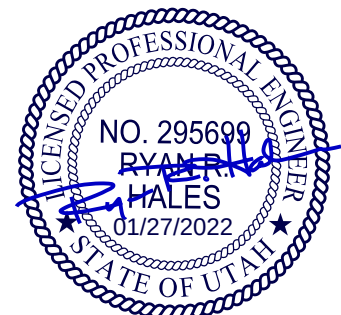
Traffic Impact Study



Taylorsville, Utah

January 27, 2022

UT22-2087



EXECUTIVE SUMMARY

This study addresses the traffic impacts associated with the proposed Jordan River Innovation Center development located in Taylorsville, Utah. The Jordan River Innovation Center development is located at the northern terminus of Riverboat Road.

The purpose of this traffic impact study is to analyze traffic operations at key intersections for existing (2022) and future (2027) conditions with and without the proposed project and to recommend mitigation measures as needed. The evening peak hour level of service (LOS) results are shown in Table ES-1.

Table ES-1: Evening Peak Hour Level of Service Results

Intersection		Level of Service							
		Existing (2022)				Future (2027)			
		Background		Plus Project		Background		Plus Project	
		AM	PM	AM	PM	AM	PM	AM	PM
1	Riverboat Road / 4500 South (S.R. 266)	B	B	B	C	B	C	B	C
2	Levoy Drive / Riverboat Road	b	c	a	c	b	b	b	b
3	Project Access / Riverboat Road	-	-	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)

Source: Hales Engineering, January 2022

SUMMARY OF KEY FINDINGS & RECOMMENDATIONS

Project Conditions

- The development will consist of warehousing and flex space.
- The project is anticipated to generate approximately 914 weekday daily trips, including 110 trips in the morning peak hour, and 118 trips in the evening peak hour

2022	Background	Plus Project
Assumptions	None	Riverboat Rd / 4500 South (S.R. 266): NB pedestrian timing will need to be oversized to accommodate additional southbound left-turn green time
Findings	Acceptable LOS	Acceptable LOS
2027	Background	Plus Project
Findings	Acceptable LOS	Acceptable LOS

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I. INTRODUCTION

A. Purpose

This study addresses the traffic impacts associated with the proposed Jordan River Innovation Center development located in Taylorsville, Utah. The proposed project is located at the northern terminus of Riverboat Road. 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 (2022) and future (2027) 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:

- Riverboat Road / 4500 South (S.R. 266)
- Levoy Drive / Riverboat Road
- Project Access / Riverboat Road

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 B. 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.

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 (2022) 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:

Riverboat Road – is a city-maintained roadway which is classified as a local street. The roadway has one travel lane in each direction. The speed limit is assumed to be 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:

- Riverboat Road / 4500 South (S.R. 266)
- Levoy Drive / Riverboat Road

The counts were performed on Wednesday, January 12, 2022. The morning peak hour was determined to be between 7:45 and 8:45 a.m., and the evening peak hour was determined to be between 4:45 and 5:45 p.m. Detailed count data are included in Appendix A.

The traffic counts were collected during the Omicron surge of the COVID-19 pandemic when traffic volumes may have been slightly reduced. According to the UDOT Automatic Traffic Signal Performance Measures (ATSPM) website, the traffic volumes on October 13, 2021 (pre-Omicron) were approximately 12% higher than those on January 12, 2022. Therefore, the collected data were increased by 12% to represent normal conditions.

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 hour, as shown in Table 2. These results serve as a baseline condition for the impact analysis of the proposed development during existing (2022) 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 or evening peak hour.

F. Mitigation Measures

No mitigation measures are recommended.

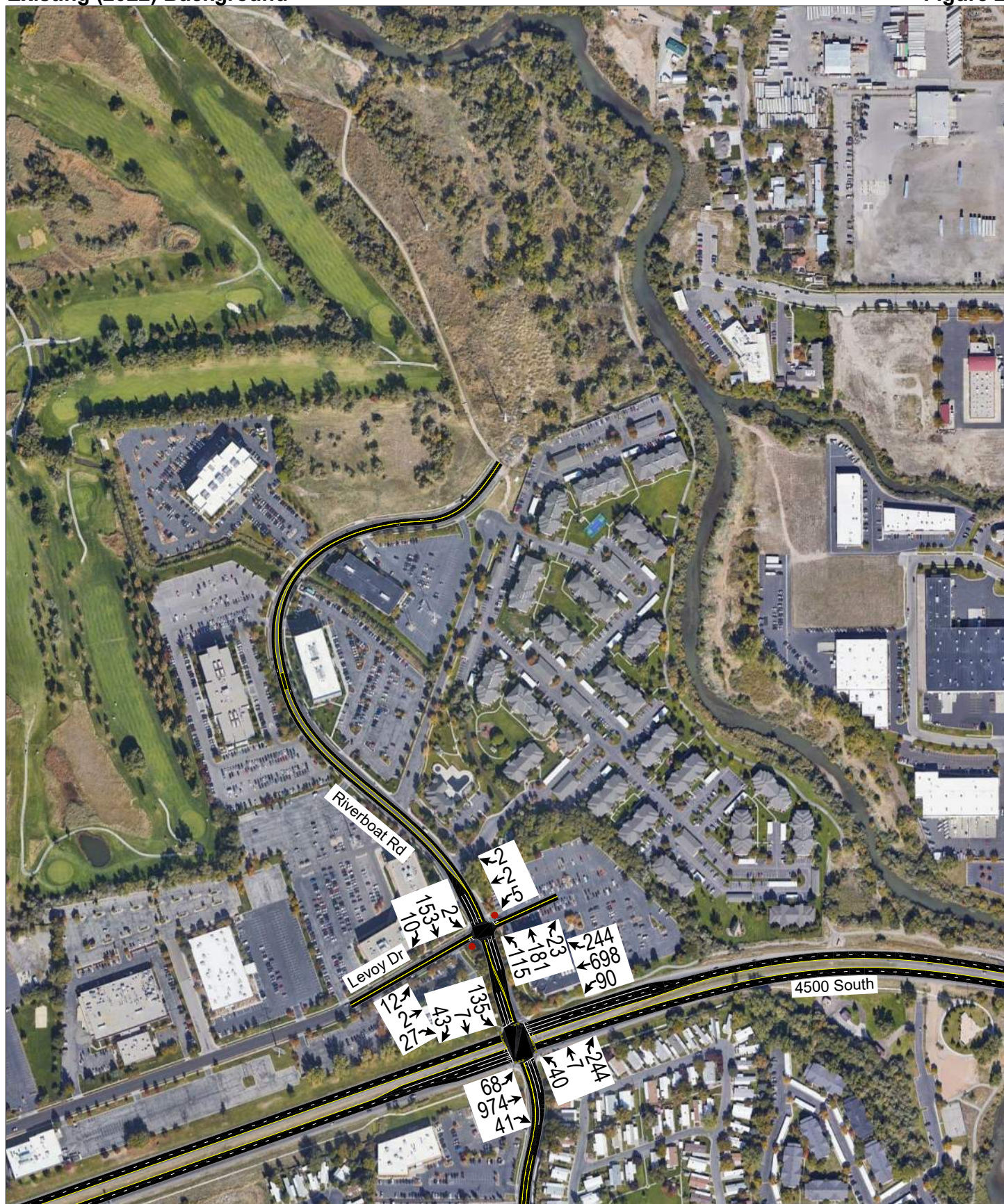
Table 2: Existing (2022) Background Peak Hour LOS

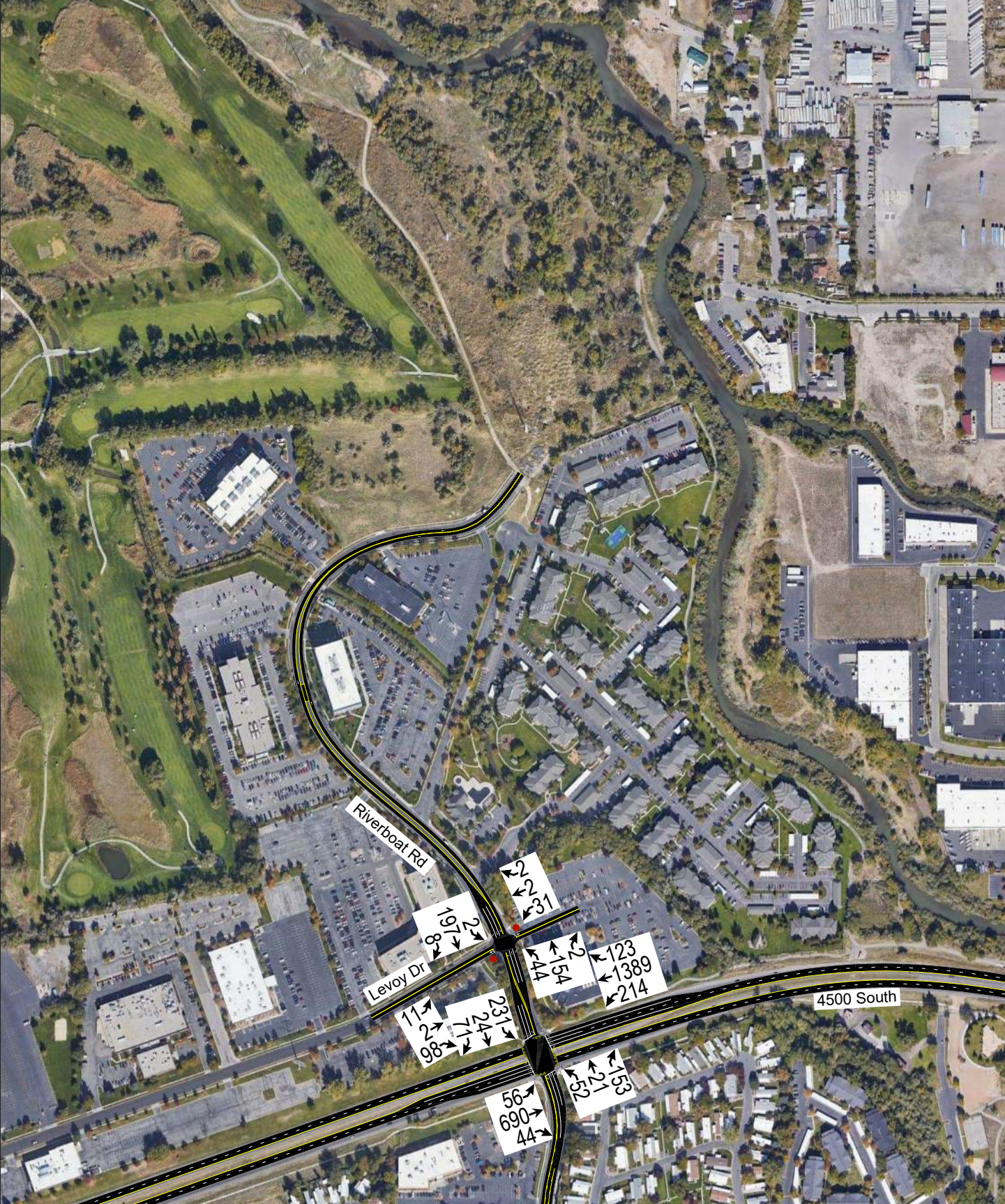
Intersection		LOS (Sec. Delay / Veh.) / Movement ¹	
Description	Control	Morning Peak	Evening Peak
Riverboat Road / 4500 South (S.R. 266)	Signal	B (13.1)	B (20.0)
Levoy Drive / Riverboat Road	EB/WB Stop	b (10.3) / WBL	c (15.5) / EBR

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, January 2022





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 Jordan River Innovation Center development is located at the northern terminus of Riverboat Road. The development will consist of flex space. A concept plan for the proposed development is provided in Appendix C. The proposed land use for the development has been identified in Table 3.

Table 3: Project Land Uses

Land Use	Intensity
Flex Space	35,055 sq. ft.
Warehousing	276,203 sq. ft.

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: 914
- Morning Peak Hour Trips: 110
- Evening Peak Hour Trips: 118

Table 4: Trip Generation

Trip Generation Taylorsville - Jordan River Innovation Center TIS								
Land Use ¹	# of Units	Unit Type	Trip Generation			New Trips		
			Total	% In	% Out	In	Out	Total
Weekday Daily								
Business Park (770)	35.1	KSF	438	50%	50%	219	219	438
Warehousing (150)	276.2	KSF	476	50%	50%	238	238	476
TOTAL			914			457	457	914
AM Peak Hour								
Business Park (770)	35.1	KSF	52	85%	15%	44	8	52
Warehousing (150)	276.2	KSF	58	77%	23%	45	13	58
TOTAL			110			89	21	110
PM Peak Hour								
Business Park (770)	35.1	KSF	58	26%	74%	15	43	58
Warehousing (150)	276.2	KSF	60	28%	72%	17	43	60
TOTAL			118			32	86	118
1. Land Use Code from the Institute of Transportation Engineers (ITE) <i>Trip Generation</i> , 11th Edition, 2021.								
SOURCE: Hales Engineering, January 2022								

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 evening peak hour is shown in Table 5.

Table 5: Trip Distribution

Direction	% To/From Project
South	5%
East	65%
West (4500 South)	25%
West (Levoy Dr)	5%

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

Taylorsville - Jordan River Innovation Center TIS Trip Assignment

Morning Peak Hour Figure 3



Taylorsville - Jordan River Innovation Center TIS Trip Assignment

Evening Peak Hour Figure 3



E. Access

The proposed access for the site will be gained at the following locations (see also concept plan in Appendix C):

Riverboat Road:

- The Project Access will tie directly into the northern terminus of Riverboat Road.

IV. EXISTING (2022) PLUS PROJECT CONDITIONS

A. Purpose

The purpose of the existing (2022) 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 (2022) background traffic volumes to predict turning movement volumes for existing (2022) plus project conditions. Existing (2022) 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 study intersections are anticipated to operate at acceptable levels of service during the morning and evening peak hour with project traffic added, as shown in Table 6. Any slight improvement in delay is most likely due to the randomness introduced by the average of the simulation runs.

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 or evening peak hour.

E. Mitigation Measures

No mitigation measures are recommended. It is worth noting that additional green time was allocated to the southbound left-turn movement of the Riverboat Road / 4500 South (S.R. 266) intersection. This green time was taken away from the northbound thru movement, meaning that the pedestrian time would need to be oversized.





Table 6: Existing (2022) Plus Project Peak Hour LOS

Intersection		LOS (Sec. Delay / Veh.) / Movement ¹	
Description	Control	Morning Peak	Evening Peak
Riverboat Road / 4500 South (S.R. 266)	Signal	B (13.8)	C (22.7)
Levoy Drive / Riverboat Road	EB/WB Stop	a (8.7) / EBL	c (20.5) / EBT
Project Access / Riverboat Road	SB Stop	a (4.5) / SBL	a (3.5) / SBL
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, January 2022			

V. FUTURE (2027) BACKGROUND CONDITIONS

A. Purpose

The purpose of the future (2027) background analysis is to study the intersections and roadways during the peak travel periods of the day for future background traffic and geometric conditions. Through this analysis, future background traffic operational deficiencies can be identified, and potential mitigation measures recommended.

B. Roadway Network

According to the Wasatch Front Regional Council (WFRC) Regional Transportation Plan, there are no projects planned before 2027 in the study area. Therefore, no changes were made to the roadway network for the future (2027) analysis.

C. Traffic Volumes

Hales Engineering obtained future (2027) forecasted volumes from the Wasatch Front Regional Council (WFRC) / Mountainland Association of Governments (MAG) travel demand model. Peak period turning movement counts were estimated using National Cooperative Highway Research Program (NCHRP) 255 methodologies which utilize existing peak period turn volumes and future average weekday daily traffic (AWDT) volumes to project the future turn volumes at the major intersections. Future (2027) evening peak hour turning movement volumes are shown in Figure 5.

D. Level of Service Analysis

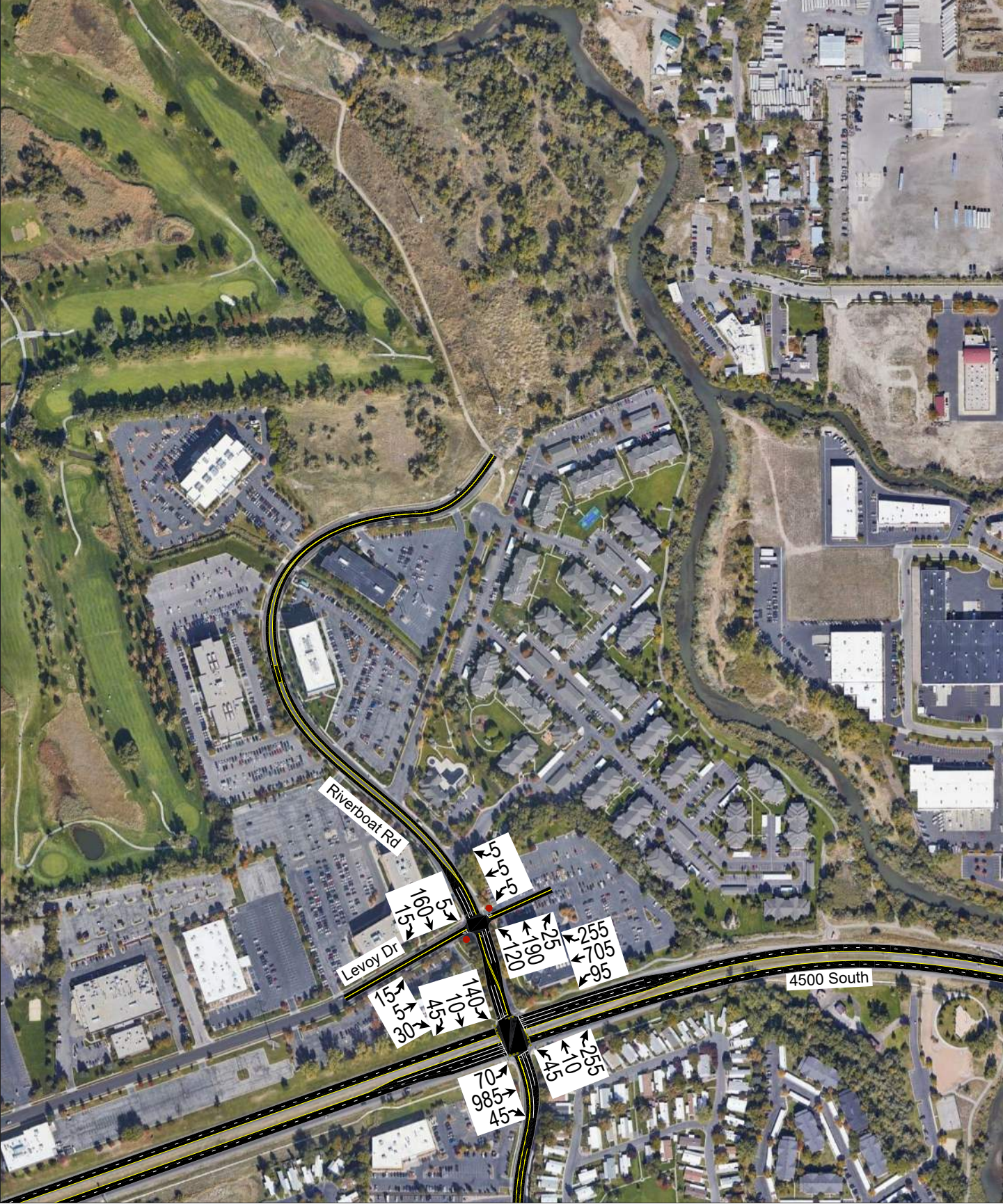
Hales Engineering determined that all study intersections are anticipated to operate at acceptable levels of service during the morning and evening peak hours in future (2027) background conditions, as shown in Table 7. Any slight improvement in delay is most likely due to the randomness introduced by the average of the simulation runs. These results serve as a baseline condition for the impact analysis of the proposed development for future (2027) conditions.

E. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. No significant queueing is anticipated during the morning or evening peak hour.

F. Mitigation Measures

No mitigation measures are recommended.



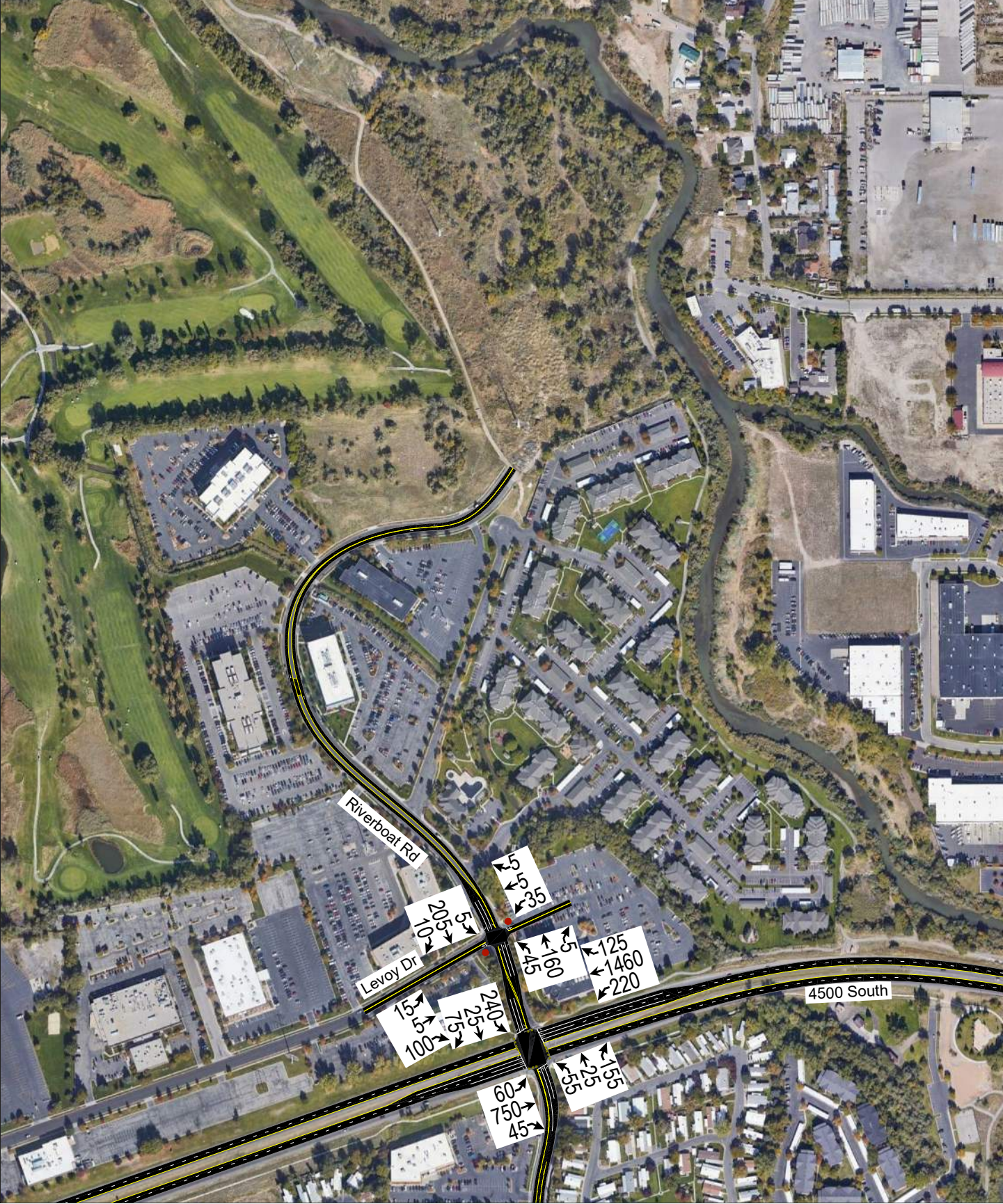


Table 7: Future (2027) Background Peak Hour LOS

Intersection		LOS (Sec. Delay / Veh.) / Movement ¹	
Description	Control	Morning Peak	Evening Peak
Riverboat Road / 4500 South (S.R. 266)	Signal	B (13.7)	C (20.4)
Levoy Drive / Riverboat Road	EB/WB Stop	b (10.1) / WBL	b (13.6) / WBL

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, January 2022

VI. FUTURE (2027) PLUS PROJECT CONDITIONS

A. Purpose

The purpose of the future (2027) plus project analysis is to study the intersections and roadways during the peak travel periods of the day for future 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 future background traffic conditions.

B. Traffic Volumes

Hales Engineering added the project trips discussed in Chapter III to the future (2027) background traffic volumes to predict turning movement volumes for future (2027) plus project conditions. Future (2027) plus project 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 hour in future (2027) plus project conditions, as shown in Table 8.

D. Queuing Analysis

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

E. Mitigation Measures

No mitigation measures are recommended.

Table 8: Future (2027) Plus Project Peak Hour LOS

Intersection		LOS (Sec. Delay / Veh.) / Movement ¹	
Description	Control	Morning Peak	Evening Peak
Riverboat Road / 4500 South (S.R. 266)	Signal	B (14.3)	C (24.5)
Levoy Drive / Riverboat Road	EB/WB Stop	b (11.2) / EBT	b (12.2) / WBT
Project Access / Riverboat Road	SB Stop	a (5.2) / SBL	a (4.1) / SBL

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, January 2022





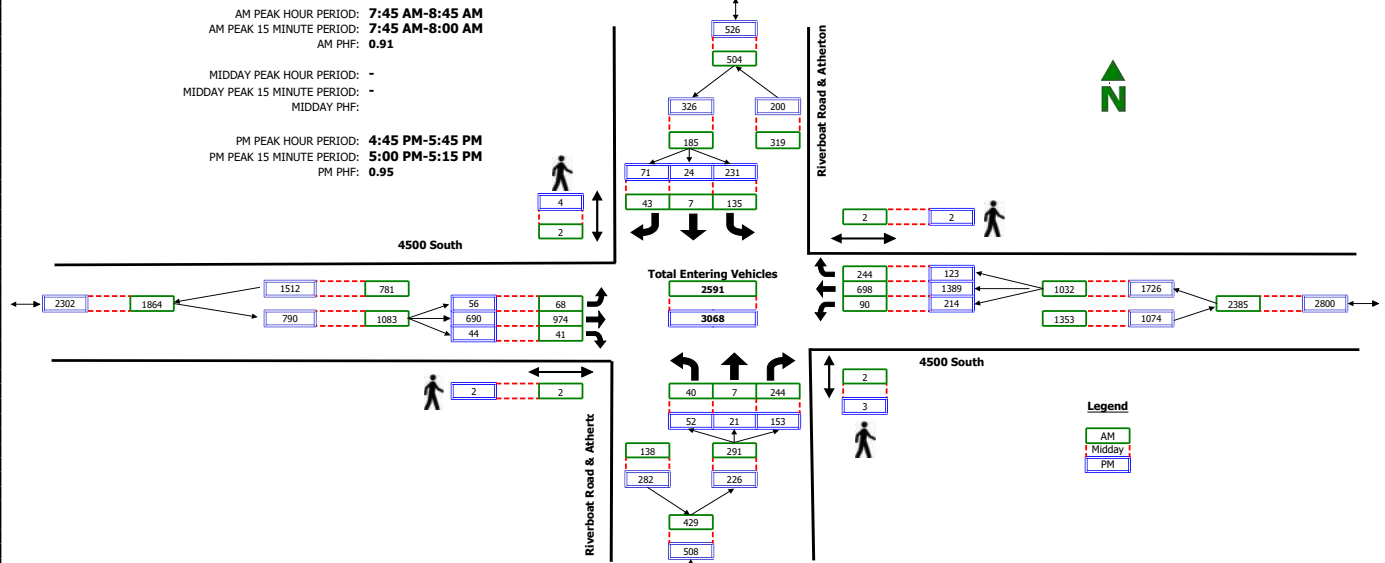
APPENDIX A

Turning Movement Counts

Intersection Turning Movement Summary

Intersection: Riverboat Road & Atherton Drive / 4500 South
North/South: Riverboat Road & Atherton Drive
East/West: 4500 South
Jurisdiction: Taylorsville
Project Title: 4202 S Riverboat Road TIS
Project No: UT22-2087
Weather: Clear

Date: 1-12-22, Wed
COVID-19 Adjustment: 89.0%
Month of Year Adjustment: 100.0%
Adjustment Station #: 0
Growth Rate: 0.0%
Number of Years: 0

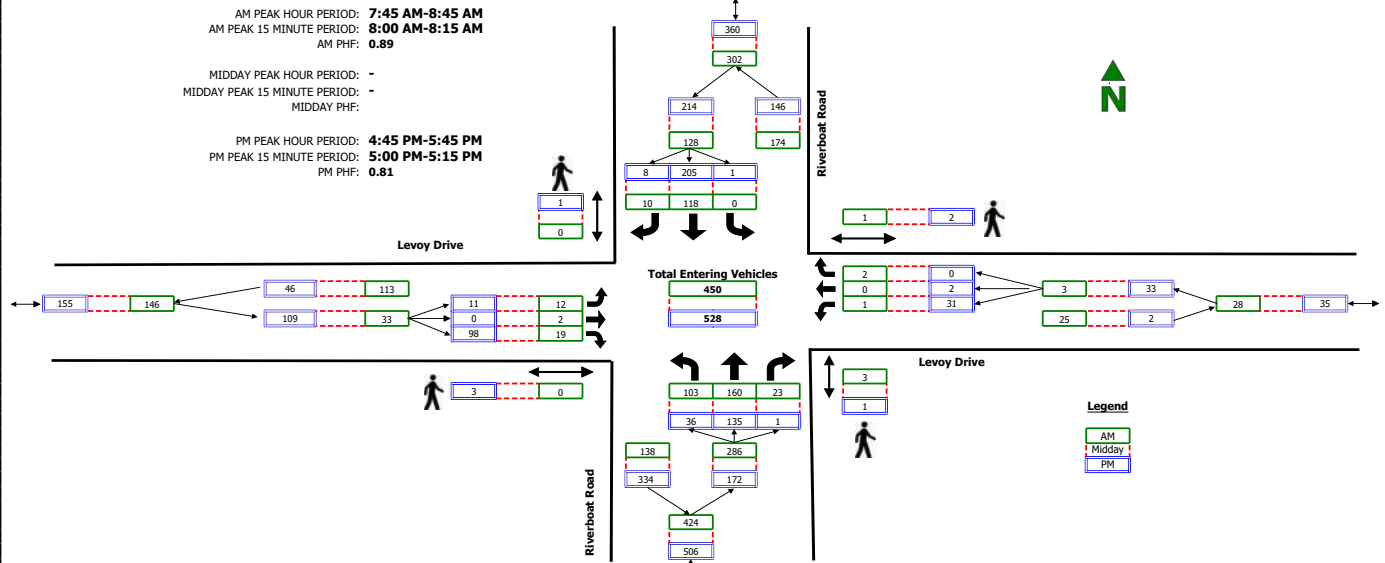


RAW COUNT SUMMARIES	Riverboat Road & Atherton Drive Northbound				Riverboat Road & Atherton Drive Southbound				4500 South Eastbound				4500 South Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
AM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00 - 7:15	11	1	35	0	17	1	11	0	8	174	7	0	17	78	24	0	384
7:15 - 7:30	7	1	40	0	22	1	10	0	8	198	15	0	13	79	24	0	418
7:30 - 7:45	10	4	73	3	25	0	17	0	9	280	13	1	11	108	31	0	581
7:45 - 8:00	17	1	104	2	42	4	19	1	12	265	10	2	18	146	72	1	710
8:00 - 8:15	2	2	40	0	17	0	12	0	27	219	13	0	24	185	66	0	607
8:15 - 8:30	9	4	49	0	40	3	4	0	12	224	9	0	29	183	55	0	621
8:30 - 8:45	12	0	51	0	36	0	8	1	17	266	9	0	19	184	51	1	653
8:45 - 9:00	13	3	72	0	16	0	15	1	15	238	12	0	17	136	39	1	576
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	8	7	25	0	33	7	9	3	27	211	21	1	16	257	15	0	636
16:15 - 16:30	15	1	25	1	34	7	11	1	7	166	10	1	37	283	52	1	648
16:30 - 16:45	17	3	38	4	38	2	16	0	8	174	9	1	55	315	40	0	715
16:45 - 17:00	18	7	28	0	39	6	13	3	16	169	13	0	57	334	30	2	730
17:00 - 17:15	11	3	33	2	72	6	28	1	20	166	10	1	48	387	25	0	809
17:15 - 17:30	11	8	40	1	67	4	18	0	13	157	13	1	61	375	29	0	796
17:30 - 17:45	12	3	52	0	53	8	12	0	7	198	8	0	48	293	39	0	733
17:45 - 18:00	26	3	33	0	29	0	11	0	10	121	9	0	34	245	44	2	565

Intersection Turning Movement Summary

Intersection: Riverboat Road / Levoy Drive
North/South: Riverboat Road
East/West: Levoy Drive
Jurisdiction: Taylorsville
Project Title: 4202 S Riverboat Road TIS
Project No: UT22-2087
Weather: Clear

Date: 1-12-22, Wed
COVID-19 Adjustment: 89.0%
Month of Year Adjustment: 100.0%
Adjustment Station #: 0
Growth Rate: 0.0%
Number of Years: 0



RAW COUNT SUMMARIES	Riverboat Road Northbound				Riverboat Road Southbound				Levoy Drive Eastbound				Levoy Drive 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	13	20	1	0	0	29	2	0	2	0	4	0	0	0	0	1	71
7:15 - 7:30	15	17	1	0	0	31	7	0	3	1	4	0	0	0	0	0	79
7:30 - 7:45	20	25	2	1	4	37	4	0	4	0	6	0	0	0	0	1	98
7:45 - 8:00	22	34	3	2	0	34	0	0	2	0	7	0	0	0	0	0	102
8:00 - 8:15	34	48	6	0	0	29	2	0	3	1	3	0	1	0	0	0	127
8:15 - 8:30	21	38	4	1	0	28	1	0	1	1	6	0	0	0	0	1	100
8:30 - 8:45	26	40	10	0	0	27	7	0	6	0	3	0	0	0	2	0	121
8:45 - 9:00	13	29	9	0	0	21	8	0	3	0	3	0	0	0	1	0	87
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	4	44	1	0	0	42	1	2	10	0	12	0	0	1	0	1	115
16:15 - 16:30	7	39	2	0	0	28	2	0	2	0	16	0	3	1	0	0	100
16:30 - 16:45	3	42	2	0	0	31	4	0	2	0	24	0	1	0	1	0	110
16:45 - 17:00	12	35	0	0	0	37	2	0	1	0	26	0	2	0	0	0	115
17:00 - 17:15	11	31	1	0	0	70	3	1	7	0	36	0	4	0	0	0	163
17:15 - 17:30	12	34	0	1	0	45	1	0	2	0	17	2	9	2	0	2	122
17:30 - 17:45	1	35	0	0	1	53	2	0	1	0	19	1	16	0	0	0	128
17:45 - 18:00	7	34	0	0	0	35	0	0	2	0	8	0	3	0	0	0	89

APPENDIX B

LOS Results

SimTraffic LOS Report

Project: Taylorsville - Jordan River Innovation Center TIS
Analysis Period: Existing (2022) Background
Time Period: Morning Peak Hour **Project #:** UT22-2087

Intersection: Riverboat Rd & 4500 South
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	40	43	107	56.8	E
	T	7	8	110	51.9	D
	R	244	239	98	14.4	B
	Subtotal	291	290	100	21.7	C
SB	L	135	137	101	57.4	E
	T	8	6	80	33.5	C
	R	43	43	99	5.7	A
	Subtotal	186	186	100	44.7	D
EB	L	68	69	101	21.1	C
	T	974	964	99	9.5	A
	R	41	44	107	3.1	A
	Subtotal	1,083	1,077	99	10.0	A
WB	L	90	89	99	26.1	C
	T	698	704	101	7.8	A
	R	244	242	99	3.1	A
	Subtotal	1,032	1,035	100	8.3	A
Total		2,593	2,588	100	13.1	B

Intersection: Riverboat Rd & Levoy Dr
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	115	117	102	2.4	A
	T	182	179	98	0.4	A
	R	23	23	101	0.5	A
	Subtotal	320	319	100	1.1	A
SB	L	2	2	100	1.6	A
	T	153	154	101	0.8	A
	R	10	11	107	0.4	A
	Subtotal	165	167	101	0.8	A
EB	L	12	12	98	6.8	A
	T	2	2	100	9.7	A
	R	27	27	100	4.1	A
	Subtotal	41	41	100	5.2	A
WB	L	5	4	80	10.3	B
	T	2	2	100	7.2	A
	R	2	3	150	3.1	A
	Subtotal	9	9	100	7.2	A
Total		535	536	100	1.5	A

SimTraffic LOS Report

Project: Taylorsville - Jordan River Innovation Center TIS
Analysis Period: Existing (2022) Background
Time Period: Evening Peak Hour **Project #:** UT22-2087

Intersection: Riverboat Rd & 4500 South
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	52	51	98	52.4	D
	T	21	23	108	48.9	D
	R	153	152	100	8.8	A
	Subtotal	226	226	100	22.7	C
SB	L	231	232	100	71.4	E
	T	24	27	111	48.0	D
	R	71	74	104	19.5	B
	Subtotal	326	333	102	58.0	E
EB	L	56	58	104	47.0	D
	T	690	690	100	13.7	B
	R	44	44	101	3.6	A
	Subtotal	790	792	100	15.6	B
WB	L	214	203	95	22.6	C
	T	1,389	1,411	102	14.0	B
	R	123	121	98	4.0	A
	Subtotal	1,726	1,735	101	14.3	B
Total		3,068	3,086	101	20.0	B

Intersection: Riverboat Rd & Levoy Dr
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	44	45	103	2.9	A
	T	154	155	100	0.7	A
	R	2	2	100	0.7	A
	Subtotal	200	202	101	1.2	A
SB	L	2	2	100	1.7	A
	T	197	199	101	3.6	A
	R	8	7	88	0.5	A
	Subtotal	207	208	100	3.5	A
EB	L	11	13	116	12.9	B
	T	2	2	100	15.2	C
	R	98	99	101	15.5	C
	Subtotal	111	114	103	15.2	C
WB	L	31	32	104	14.5	B
	T	2	2	100	6.6	A
	R	2	2	100	4.2	A
	Subtotal	35	36	103	13.5	B
Total		553	560	101	5.7	A

SimTraffic LOS Report

Project: Taylorsville - Jordan River Innovation Center TIS
Analysis Period: Existing (2022) Plus Project
Time Period: Morning Peak Hour **Project #:** UT22-2087

Intersection: Riverboat Rd & 4500 South
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	40	41	102	54.8	D
	T	11	12	107	52.1	D
	R	244	239	98	15.1	B
	Subtotal	295	292	99	22.2	C
SB	L	149	144	97	56.1	E
	T	9	9	100	40.5	D
	R	49	52	107	5.8	A
	Subtotal	207	205	99	42.7	D
EB	L	91	87	96	25.5	C
	T	974	971	100	10.2	B
	R	41	42	102	3.2	A
	Subtotal	1,106	1,100	99	11.1	B
WB	L	90	86	96	26.5	C
	T	698	701	100	8.7	A
	R	303	308	102	4.0	A
	Subtotal	1,091	1,095	100	8.8	A
Total		2,700	2,692	100	13.8	B

Intersection: Riverboat Rd & Levoy Dr
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	115	114	99	2.6	A
	T	268	268	100	0.5	A
	R	23	24	105	0.4	A
	Subtotal	406	406	100	1.1	A
SB	L	2	1	50	1.3	A
	T	174	174	100	0.4	A
	R	11	11	98	0.1	A
	Subtotal	187	186	99	0.4	A
EB	L	16	17	108	8.7	A
	T	2	2	100	7.8	A
	R	27	26	96	3.7	A
	Subtotal	45	45	100	5.8	A
WB	L	5	4	80	7.8	A
	T	2	2	100	7.3	A
	R	2	3	150	3.1	A
	Subtotal	9	9	100	6.1	A
Total		646	646	100	1.3	A

SimTraffic LOS Report

Project: Taylorsville - Jordan River Innovation Center TIS
Analysis Period: Existing (2022) Plus Project
Time Period: Morning Peak Hour Project #: UT22-2087

Intersection: Riverboat Rd & Project Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	2	1	50	4.5	A
	R	18	18	101	2.7	A
	Subtotal	20	19	95	2.8	A
EB	L	81	79	98	1.8	A
	T	204	209	103	0.4	A
	Subtotal	285	288	101	0.8	A
WB	T	4	2	50	0.1	A
	R	2	3	150	0.1	A
	Subtotal	6	5	83	0.1	A
Total		310	312	101	0.9	A

SimTraffic LOS Report

Project: Taylorsville - Jordan River Innovation Center TIS
Analysis Period: Existing (2022) Plus Project
Time Period: Evening Peak Hour **Project #:** UT22-2087

Intersection: Riverboat Rd & 4500 South
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	52	50	96	58.8	E
	T	22	24	108	58.6	E
	R	153	151	99	9.8	A
	Subtotal	227	225	99	25.9	C
SB	L	288	295	102	47.5	D
	T	29	29	101	36.8	D
	R	93	99	107	18.6	B
	Subtotal	410	423	103	40.0	D
EB	L	64	66	103	51.2	D
	T	690	683	99	19.5	B
	R	44	42	96	4.5	A
	Subtotal	798	791	99	21.3	C
WB	L	214	218	102	26.4	C
	T	1,389	1,366	98	18.9	B
	R	144	148	103	5.0	A
	Subtotal	1,747	1,732	99	18.7	B
Total		3,181	3,171	100	22.7	C

Intersection: Riverboat Rd & Levoy Dr
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	44	44	101	3.1	A
	T	184	192	104	0.7	A
	R	2	3	150	0.6	A
	Subtotal	230	239	104	1.1	A
SB	L	2	1	50	2.3	A
	T	281	284	101	2.8	A
	R	12	12	98	0.4	A
	Subtotal	295	297	101	2.7	A
EB	L	13	14	106	12.3	B
	T	2	2	100	20.5	C
	R	98	104	106	9.6	A
	Subtotal	113	120	106	10.1	A
WB	L	31	32	104	11.6	B
	T	2	2	100	7.7	A
	R	2	3	150	4.6	A
	Subtotal	35	37	106	10.8	B
Total		673	693	103	3.9	A

SimTraffic LOS Report

Project: Taylorsville - Jordan River Innovation Center TIS
Analysis Period: Existing (2022) Plus Project
Time Period: Evening Peak Hour Project #: UT22-2087

Intersection: Riverboat Rd & Project Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	2	2	100	3.5	A
	R	79	76	96	3.1	A
	Subtotal	81	78	96	3.1	A
EB	L	27	28	103	1.8	A
	T	172	180	104	0.3	A
	Subtotal	199	208	105	0.5	A
WB	T	9	8	89	0.1	A
	R	2	3	150	0.0	A
	Subtotal	11	11	100	0.1	A
Total		292	297	102	1.2	A

SimTraffic LOS Report

Project: Taylorsville - Jordan River Innovation Center TIS
Analysis Period: Future (2027) Background
Time Period: Morning Peak Hour **Project #:** UT22-2087

Intersection: Riverboat Rd & 4500 South
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	45	42	93	55.2	E
	T	10	12	117	53.7	D
	R	255	244	96	14.7	B
	Subtotal	310	298	96	22.0	C
SB	L	140	144	103	53.2	D
	T	11	10	91	37.9	D
	R	45	44	97	5.3	A
	Subtotal	196	198	101	41.8	D
EB	L	70	72	102	22.7	C
	T	985	968	98	10.6	B
	R	45	44	97	3.0	A
	Subtotal	1,100	1,084	99	11.1	B
WB	L	95	97	102	26.6	C
	T	705	710	101	8.4	A
	R	255	266	104	3.7	A
	Subtotal	1,055	1,073	102	8.9	A
Total		2,663	2,653	100	13.7	B

Intersection: Riverboat Rd & Levoy Dr
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	120	128	107	2.5	A
	T	191	195	102	0.5	A
	R	25	28	113	0.4	A
	Subtotal	336	351	104	1.2	A
SB	L	5	5	100	2.4	A
	T	160	164	102	0.7	A
	R	15	14	92	0.9	A
	Subtotal	180	183	102	0.8	A
EB	L	15	14	92	8.0	A
	T	5	6	120	7.5	A
	R	30	29	97	3.5	A
	Subtotal	50	49	98	5.3	A
WB	L	5	4	80	10.1	B
	T	5	6	120	7.2	A
	R	5	7	140	2.9	A
	Subtotal	15	17	113	6.1	A
Total		582	600	103	1.5	A

SimTraffic LOS Report

Project: Taylorsville - Jordan River Innovation Center TIS
Analysis Period: Future (2027) Background
Time Period: Evening Peak Hour **Project #:** UT22-2087

Intersection: Riverboat Rd & 4500 South
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	55	51	93	52.0	D
	T	25	27	107	56.3	E
	R	155	154	100	9.6	A
	Subtotal	235	232	99	24.4	C
SB	L	240	227	94	65.0	E
	T	26	28	110	39.1	D
	R	75	72	96	20.2	C
	Subtotal	341	327	96	52.9	D
EB	L	60	59	98	48.2	D
	T	750	764	102	15.2	B
	R	45	43	96	4.2	A
	Subtotal	855	866	101	16.9	B
WB	L	220	211	96	26.2	C
	T	1,460	1,464	100	14.9	B
	R	125	128	102	4.4	A
	Subtotal	1,805	1,803	100	15.5	B
Total		3,236	3,228	100	20.4	C

Intersection: Riverboat Rd & Levoy Dr
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	45	44	98	2.8	A
	T	161	166	103	0.7	A
	R	5	5	100	0.6	A
	Subtotal	211	215	102	1.1	A
SB	L	5	4	80	3.4	A
	T	205	202	99	2.9	A
	R	10	10	98	0.6	A
	Subtotal	220	216	98	2.8	A
EB	L	15	15	98	11.0	B
	T	5	5	100	9.0	A
	R	100	92	92	10.0	A
	Subtotal	120	112	93	10.1	A
WB	L	35	34	98	13.6	B
	T	5	5	100	12.0	B
	R	5	5	100	7.5	A
	Subtotal	45	44	98	12.7	B
Total		595	587	99	4.3	A

SimTraffic LOS Report

Project: Taylorsville - Jordan River Innovation Center TIS
Analysis Period: Future (2027) Plus Project
Time Period: Morning Peak Hour Project #: UT22-2087

Intersection: Riverboat Rd & 4500 South
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	45	44	97	52.3	D
	T	14	13	91	45.7	D
	R	255	253	99	15.9	B
	Subtotal	314	310	99	22.3	C
SB	L	154	155	101	54.4	D
	T	12	13	106	32.2	C
	R	51	49	97	5.6	A
	Subtotal	217	217	100	42.1	D
EB	L	93	96	103	24.9	C
	T	985	980	99	10.6	B
	R	45	44	97	3.2	A
	Subtotal	1,123	1,120	100	11.5	B
WB	L	95	96	101	28.6	C
	T	705	710	101	9.0	A
	R	314	308	98	4.2	A
	Subtotal	1,114	1,114	100	9.4	A
Total		2,770	2,761	100	14.3	B

Intersection: Riverboat Rd & Levoy Dr
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	120	120	100	2.7	A
	T	277	273	99	0.6	A
	R	25	23	93	0.5	A
	Subtotal	422	416	99	1.2	A
SB	L	5	3	60	3.1	A
	T	181	179	99	0.3	A
	R	16	16	102	0.1	A
	Subtotal	202	198	98	0.3	A
EB	L	19	19	101	9.7	A
	T	5	6	120	11.2	B
	R	30	32	107	4.0	A
	Subtotal	54	57	106	6.7	A
WB	L	5	5	100	10.8	B
	T	5	5	100	9.6	A
	R	5	6	120	5.0	A
	Subtotal	15	16	107	8.3	A
Total		692	687	99	1.5	A

SimTraffic LOS Report

Project: Taylorsville - Jordan River Innovation Center TIS
 Analysis Period: Future (2027) Plus Project
 Time Period: Morning Peak Hour Project #: UT22-2087

Intersection: Riverboat Rd & Project Access
 Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	2	1	50	5.2	A
	R	18	18	101	2.8	A
	Subtotal	20	19	95	2.9	A
EB	L	81	74	92	1.9	A
	T	219	224	102	0.3	A
	Subtotal	300	298	99	0.7	A
WB	T	4	3	75	0.0	A
	R	2	3	150	0.0	A
	Subtotal	6	6	100	0.0	A
Total		326	323	99	0.9	A

SimTraffic LOS Report

Project: Taylorsville - Jordan River Innovation Center TIS
Analysis Period: Future (2027) Plus Project
Time Period: Evening Peak Hour Project #: UT22-2087

Intersection: Riverboat Rd & 4500 South
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	55	56	102	61.0	E
	T	26	24	91	56.8	E
	R	155	149	96	10.5	B
	Subtotal	236	229	97	27.7	C
SB	L	297	293	99	49.3	D
	T	30	28	94	39.9	D
	R	97	91	94	20.1	C
	Subtotal	424	412	97	42.2	D
EB	L	68	67	98	57.6	E
	T	750	745	99	20.0	B
	R	45	49	109	4.5	A
	Subtotal	863	861	100	22.0	C
WB	L	220	215	98	30.1	C
	T	1,460	1,447	99	20.8	C
	R	146	142	97	5.3	A
	Subtotal	1,826	1,804	99	20.7	C
Total		3,348	3,306	99	24.5	C

Intersection: Riverboat Rd & Levoy Dr
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	45	42	94	3.2	A
	T	190	186	98	0.7	A
	R	5	5	100	0.6	A
	Subtotal	240	233	97	1.1	A
SB	L	5	4	80	2.9	A
	T	289	277	96	3.2	A
	R	14	16	112	0.3	A
	Subtotal	308	297	96	3.0	A
EB	L	17	17	99	11.8	B
	T	5	6	120	10.8	B
	R	100	101	101	7.3	A
	Subtotal	122	124	102	8.1	A
WB	L	35	34	98	11.8	B
	T	5	6	120	12.2	B
	R	5	6	120	6.1	A
	Subtotal	45	46	102	11.1	B
Total		715	700	98	3.9	A

SimTraffic LOS Report

Project: Taylorsville - Jordan River Innovation Center TIS
Analysis Period: Future (2027) Plus Project
Time Period: Evening Peak Hour **Project #:** UT22-2087

Intersection: Riverboat Rd & Project Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	2	2	100	4.1	A
	R	79	73	92	3.0	A
	Subtotal	81	75	93	3.0	A
EB	L	27	26	95	1.7	A
	T	185	182	98	0.3	A
	Subtotal	212	208	98	0.5	A
WB	T	9	9	100	0.0	A
	R	2	4	200	0.0	A
	Subtotal	11	13	118	0.0	A
Total		305	296	97	1.1	A

APPENDIX C

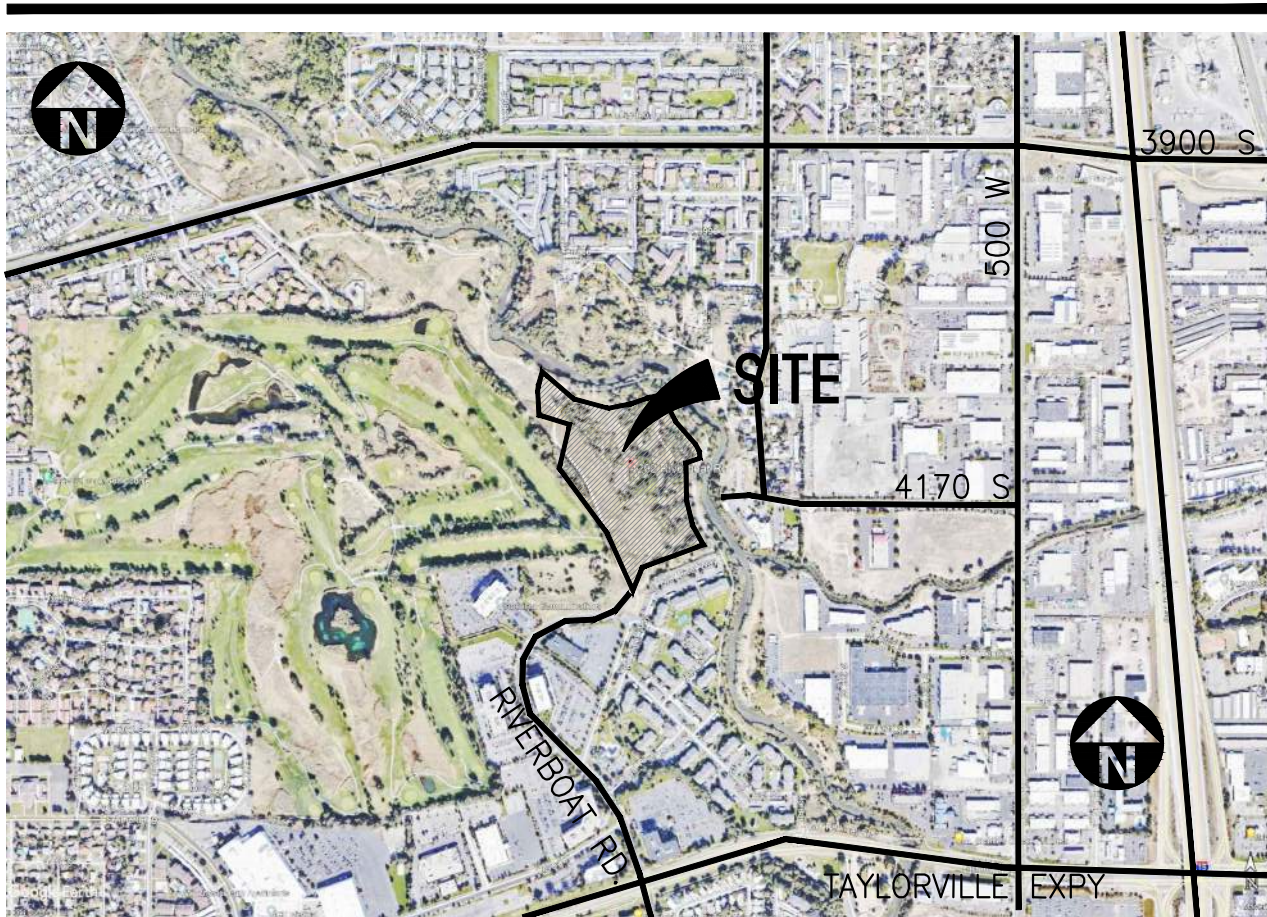
Site Plan

Note: This is a conceptual plan. It is based on preliminary information which is not fully verified and may be incomplete. It is meant as a comparative aid in examining alternate development strategies and any quantities indicated are subject to revision as more reliable information becomes available.

Legend

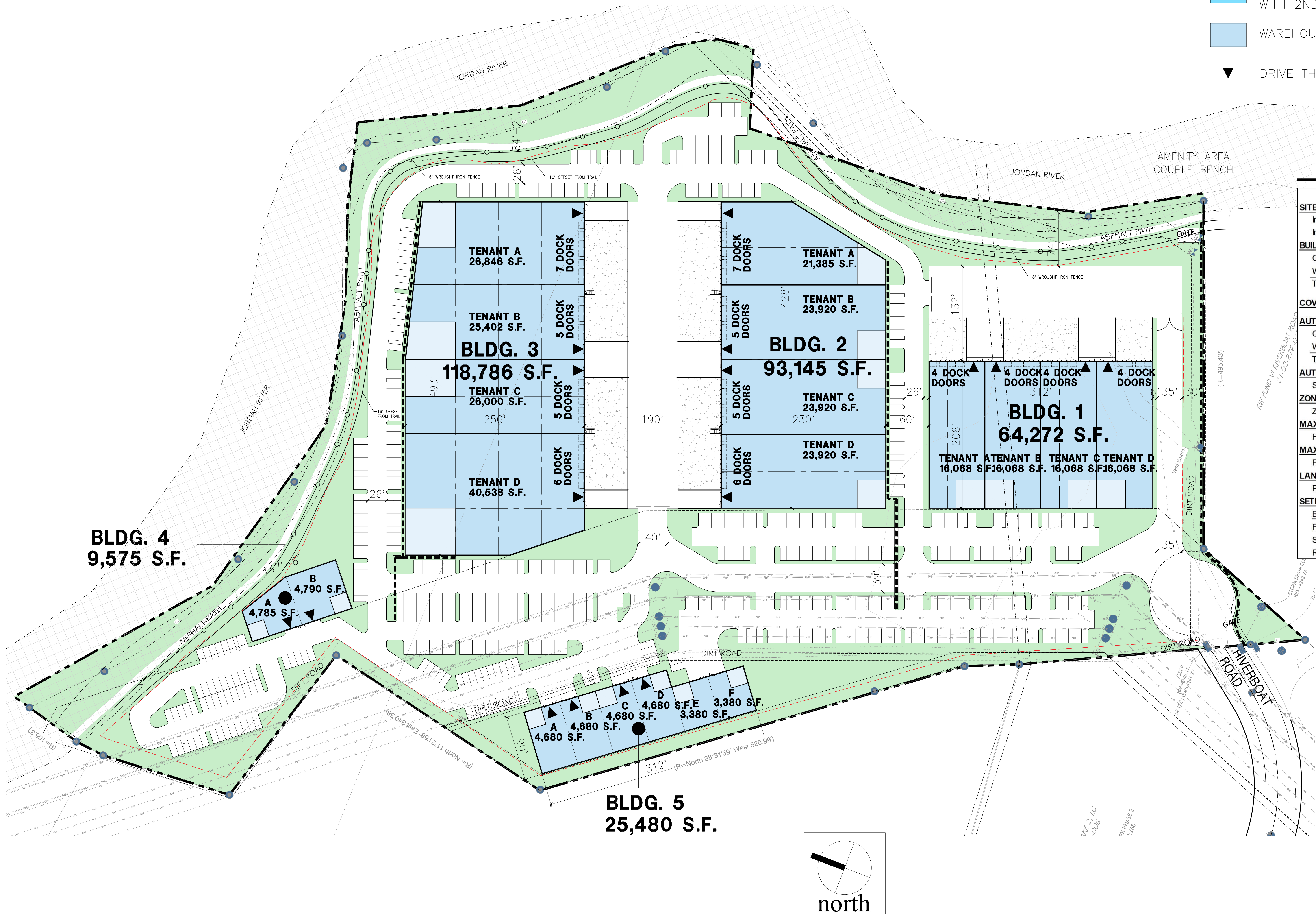
- POTENTIAL OFFICE
- POTENTIAL OFFICE WITH 2ND FLOOR
- WAREHOUSE
- DRIVE THRU DOOR

Aerial Map



Tabulation

	BLDG. 1	BLDG. 2	BLDG. 3	BLDG. 4	BLDG. 5	TOTAL
SITE AREA						
In s.f.						1,063,122 s.f.
In acres						24.41 ac
BUILDING AREA						
Office	10,000	10,000	10,000	3,775	9,000	42,775 s.f.
Warehouse	54,272	83,145	108,786	5,800	16,480	268,483 s.f.
TOTAL	64,272	93,145	118,786	9,575	25,480	311,258 s.f.
COVERAGE						29.3%
AUTO PARKING REQUIRED						
Office: 5/1,000 s.f.	50	50	50	19	45	214 stalls
Whse: 1/1,000 s.f.	54	83	109	6	16	268 stalls
TOTAL	104	133	159	25	61	482 stalls
AUTO PARKING PROVIDED						
Standard (9' x 20')						542 stalls
ZONING ORDINANCE FOR CITY						
Zoning Designation - Industrial District (ID)						
MAXIMUM BUILDING HEIGHT ALLOWED						
Height - 80', 40' within 250' from R zone.						
MAXIMUM FLOOR AREA RATIO						
FAR - to be verified						
LANDSCAPE REQUIREMENT						
Percentage - to be verified						
SETBACKS						
Building	Landscape					
Front - 25'	15'					
Side - 10'	5'					
Rear - 30'	5'					



APPENDIX D

95th Percentile Queue Length Reports

SimTraffic Queueing Report

Project: Taylorsville - Jordan River Innovation Center TIS

Analysis: Existing (2022) 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 #: UT22-2087

Intersection	NB			SB			EB				WB			
	L	R	T	L	R	T	L	LTR	R	T	L	LTR	R	T
01: Riverboat Rd & 4500 South	100	150	50	175	50	100	75			200	100		50	150
02: Riverboat Rd & Levoy Dr	50						50							

SimTraffic Queueing Report

Project: Taylorsville - Jordan River Innovation Center TIS

Analysis: Existing (2022) 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 #: UT22-2087

Intersection	NB			SB			EB				WB			
	L	R	T	L	R	T	L	LTR	R	T	L	LTR	R	T
01: Riverboat Rd & 4500 South	100	100	50	250	75	325	100			175	150		50	300
02: Riverboat Rd & Levoy Dr	50					75		125				50		

SimTraffic Queueing Report

Project: Taylorsville - Jordan River Innovation Center TIS

Analysis: Existing (2022) Plus Project

Time Period: Morning Peak Hour

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



ENGINEERING

innovative transportation solutions

Project #: UT22-2087

[illegible]

SimTraffic Queueing Report

Project: Taylorsville - Jordan River Innovation Center TIS

Analysis: Future (2027) 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 #: UT22-2087

Intersection	NB			SB			EB				WB			
	L	R	T	L	R	T	L	LTR	R	T	L	LTR	R	T
01: Riverboat Rd & 4500 South	100	150	75	175	50	100	75		50	200	100		75	150
02: Riverboat Rd & Levoy Dr	50							50				50		

SimTraffic Queueing Report

Project: Taylorsville - Jordan River Innovation Center TIS

Analysis: Future (2027) 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 #: UT22-2087

Intersection	NB			SB			EB				WB			
	L	R	T	L	R	T	L	LTR	R	T	L	LTR	R	T
01: Riverboat Rd & 4500 South	100	100	75	250	100	300	100		50	225	150		50	300
02: Riverboat Rd & Levoy Dr	50					75		100				50		

SimTraffic Queueing Report

Project: Taylorsville - Jordan River Innovation Center TIS

Analysis: Future (2027) Plus Project

Time Period: Evening Peak Hour

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



Project #: UT22-2087

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