

December 21, 2015

## Planning Commission

A Traffic Impact Study was completed by WCEC Engineering for the Cliff's Development Project. This development along with the Jordan Station Apartment project is located along the west side of Jordan Gateway at about 10500 South.

WCEC was directed by the City Engineer to do a Traffic Impact study to Jordan Gateway and to recommend any safety measures that are needed to make the ingress and egress of traffic from the development onto Jordan Gateway. The City Engineer did not direct WCEC Engineering to evaluate the intersection at Jordan Gateway and South Jordan Parkway as it is well known that the PM Peak traffic at this intersection has delay issues. The City Engineer has been working with UDOT to solve this intersection issue and UDOT has secured funding to improve this intersection as well as all of South Jordan Parkway from Redwood Road to I-15.

The traffic impact study assumed 539 units to be occupied due to that only 100 of the apartments from Jordan Station are occupied. The trips were reduced by 20% since this is consistent with transit oriented development apartment projects. The overall trips from the Jordan Station and Cliffs Apartment projects to Jordan Gateway will only represent 9% of the current volume on Jordan Gateway.

The following intersections with Jordan Gateway were evaluated by this traffic impact study:

1. South Jordan Auto Center Drive
2. The Projects South Driveway
3. 10499 South Gateway Drive
4. 10421 Jordan Gateway/Project North Driveway
5. 10350 Jordan Gateway Intersection

All of these intersections will operate at acceptable levels of services once the Jordan Station and Cliffs apartments are fully occupied.

The only recommendation for the development by this Traffic Impact Study is to install some additional striping at the North Driveway (a single acceptance lane, a left turn lane, and a through-right turn lane). This requirement will be added to the plans prior to approval.

In conclusion the traffic from this development has very minimal effect to Jordan Gateway and will not be detrimental to the traffic flows on Jordan Gateway.

Thanks



Brad Klavano, P.E., P.L.S.  
Director of Engineering/City Engineer

# The Cliffs at Jordan Station

Traffic Impact Study

**South Jordan, Utah**

Prepared by:



Submitted to:

**South Jordan City Engineering**

December 11, 2015

## EXECUTIVE SUMMARY

This study specifically addresses the traffic impacts associated with the proposed The Cliffs at Jordan Station development located on Jordan Gateway in South Jordan, Utah.

The Cliffs at Jordan Station is the second of two apartment development phases. The initial development phase is known as Jordan Station. Both phases of the development are analyzed as a part of this study.

The initial Jordan Station development phase consists of 302 apartment units. At the time this study was completed, 100 of these units were occupied. The Cliffs at Jordan Station development phase includes an additional 237 apartment units for an overall total of 539 apartment units. Since there are currently 100 units occupied, this study considered the impact associated with the remaining 439 apartment units that have yet to be completed and occupied.

### Conclusions

The remaining 439 apartment units will generate approximately 179 AM peak hour trips, 218 PM peak hour trips and 2335 daily trips. Since the development site is located immediately (< ¼ mile) southwest of the South Jordan Frontrunner Station, the number of trips generated was reduced by 20%, consistent with research for transit oriented apartments.

The AM peak hour was determined to be 7:45 to 8:45 AM and the PM peak hour was determined to be 4:45 to 5:45 PM.

All of the study intersections are expected to operate at an acceptable overall LOS. Motorists exiting the westbound side streets are and will experience higher delays than north and southbound motorists but resulting queue lengths will not interfere with City streets and can be accommodated by the on-site facilities.

The increase to overall delay within the corridor as a result of the development traffic is minimal. The developments projected traffic will represent approximately 9% of the current traffic within the corridor.

## **Recommendations**

Based on the results of the analysis, we submit the following recommendations:

### **Development Specific:**

- 1) The development's North driveway access should be striped to accommodate a single acceptance lane, a separate left-turn lane (50-60' in length) and a shared through/right-turn lane.

### **South Jordan City Specific:**

- 1) South Jordan City should study the overall implications related to implementing a raised median between 10350 South and 10600 South. This would improve side street LOS and the overall safety along the corridor by eliminating the ability for motorists to make left-turns and limiting all side street movements to right-in/right-out only. This would increase U-turn movements at the 10060 South and 10350 South intersections and result in increased out of direction travel for side street motorists. A coordinated effort is required since all business interests along the corridor would be impacted.

2)

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## I. INTRODUCTION

### A. Purpose

This study specifically addresses the traffic impacts associated with the proposed The Cliffs at Jordan Station development located on Jordan Gateway in South Jordan, Utah.

It is important to note that The Cliffs at Jordan Station is the second of two development phases. The initial development phase is known as Jordan Station. Both phases of the development are analyzed as a part of this study.

### B. Scope

This study analyzes project traffic impacts at key intersections and roadways in the vicinity of the development site for existing conditions, both with and without project traffic.

The following Jordan Gateway intersections were included as study intersections:

- South Jordan Auto Center Driveway
- Project South Driveway
- 10499 Jordan Gateway Driveway
- 10421 Jordan Gateway/Project North Driveway
- 10350 Jordan Gateway Intersection

Figure 1 depicts the location of the development and the study intersections described above.

### 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 2010 (HCM 2010) methodology was used in this study to remain consistent with “state-of-the-practice” professional standards. For unsignalized intersections LOS is reported based on the worst movement. Overall delay values are also calculated for unsignalized intersections representing overall intersection conditions rather than just the worst approach. The level of service for a signalized intersection is determined by the average vehicle delay for all vehicles entering the intersection as measured in seconds per vehicle.

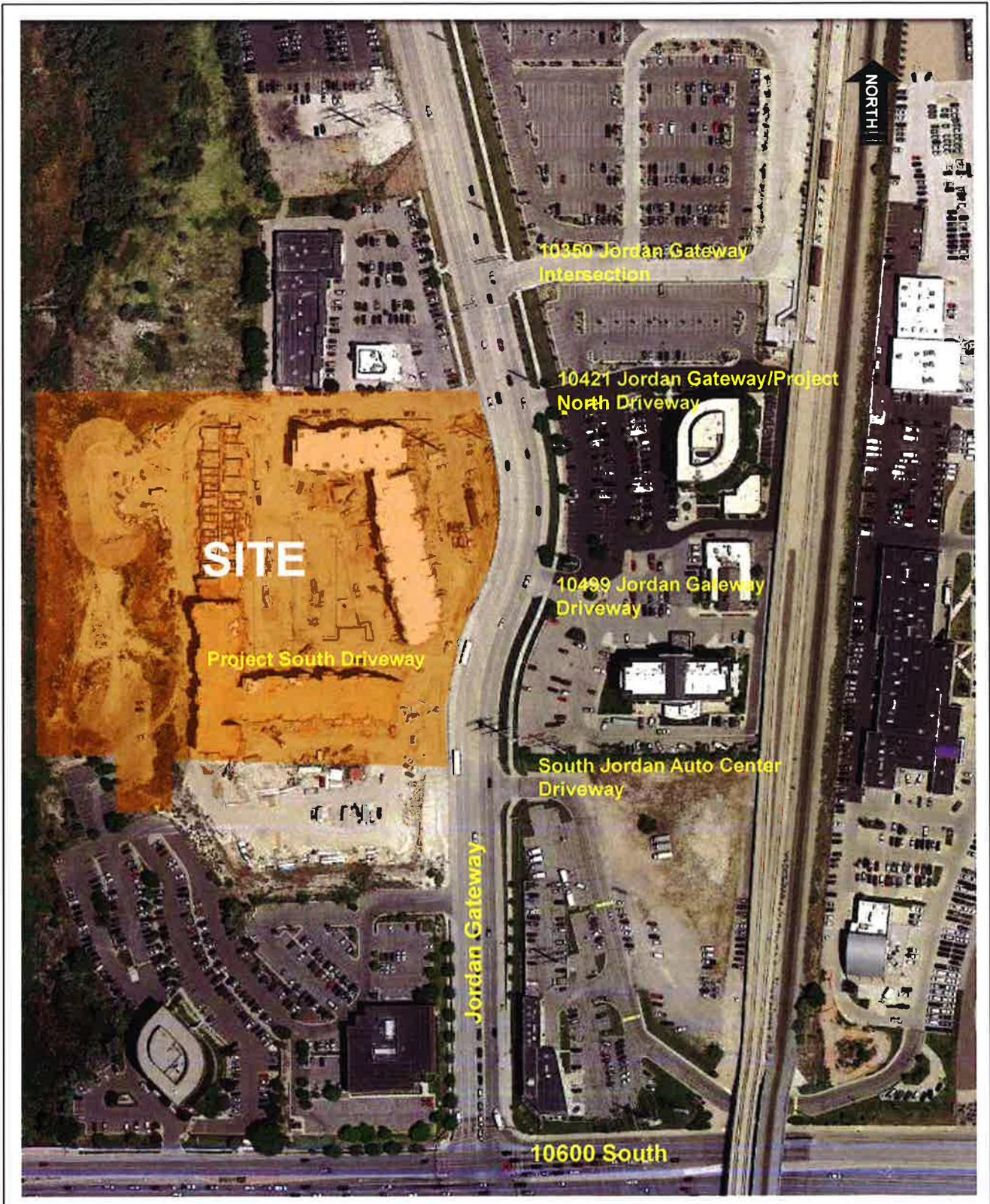


Figure 1  
Project Location

| Table 1: Level of Service Definition for Intersections |                                |                                  |                           |
|--|--------------------------------|----------------------------------|---------------------------|
| LOS  | Signalized Delay (sec/vehicle) | Unsignalized Delay (sec/vehicle) | Description               |
| A  | ≤10                            | ≤10                              | Favorable progression     |
| B  | >10 and ≤20                    | >10 and ≤15                      | Good progression          |
| C  | >20 and ≤35                    | >15 and ≤25                      | Fair progression          |
| D  | >35 and ≤55                    | >25 and ≤35                      | Noticeable congestion     |
| E  | >55 and ≤80                    | >35 and ≤50                      | Limit of acceptable delay |
| F  | >80                            | >50                              | Unacceptable delay        |

**Source: *Highway Capacity Manual*, Transportation Research Board, 2010**

**D. Level of Service Standards**

For the purposes of this study, a minimum overall intersection performance for each of the study intersections was set at LOS D. LOS D is generally considered acceptable for urbanized areas. If LOS E or F for an individual movement at an intersection exists, explanation and/or mitigation measures will be presented.

**II. EXISTING CONDITIONS**

**A. Purpose**

The purpose of the existing conditions analysis is to evaluate the study intersections and roadways during the morning and afternoon peak hours of the day under existing traffic and geometric conditions. This analysis provides a base condition from which to determine the proposed projects potential impacts on the existing roadway network.

**B. Roadway System**

The primary roadway that will provide access to the project site is described below and shown in Figure 1:

- Jordan Gateway – Jordan Gateway is a 4 lane arterial roadway with a 14 foot two way left turn lane and 12 foot travel lanes. The face of curb to face of curb width is approximately 80 feet. The shoulder is 9 feet (including gutter pan) on both sides of the roadway. The posted speed limit is 35 mph.

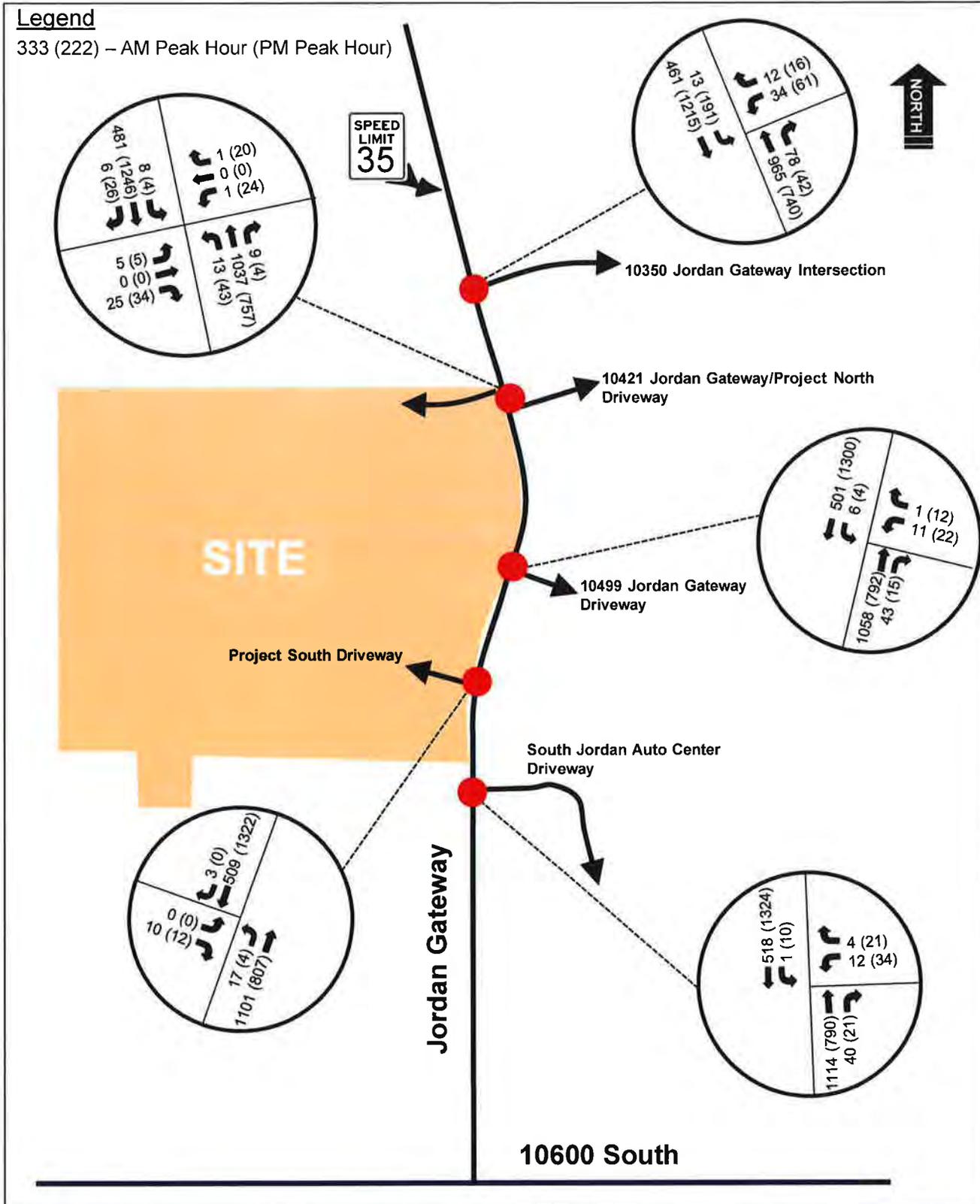
The development site is serviced by a north and south access to Jordan Gateway. The northern access is shared with the commercial/retail development to the north.

### **C. Traffic Volumes**

The AM and PM peak hour study intersection turning movement counts were conducted Wednesday, October 28, 2015. Counts were performed from 7:00 AM to 9:00 AM and from 4:00 PM to 6:00 PM.

The AM peak hour was determined to be 7:45 to 8:45 AM and the PM peak hour was determined to be 4:45 to 5:45 PM.

Figure 2 shows the resulting AM and PM peak hour traffic volumes used for analysis purposes. Detailed traffic count sheets are included in the appendix.



**Figure 2**  
 Existing AM and PM Peak Hour Volumes

**D. Level of Service Analysis**

The Synchro/SimTraffic software program was used to evaluate study intersections and obtain the LOS reported in Table 2. These results serve as a base for the analysis. Detailed traffic operations outputs are included in the appendix.

- South Jordan Auto Center Driveway
- Project South Driveway
- 10499 Jordan Gateway Driveway
- 10421 Jordan Gateway/Project North Driveway

10350 Jordan Gateway Intersection

| Table 2: Existing Peak Hour Level of Service   |         |                             |                                     |                  |                                     |     |
|--|---------|-----------------------------|-------------------------------------|------------------|-------------------------------------|-----|
| Intersection   |         | Worst Movement <sup>1</sup> |                                     |                  | Overall Intersection. <sup>2</sup>  |     |
| Intersection   | Control | Approach <sup>1</sup>       | Avg. Delay (Sec / Veh) <sup>1</sup> | LOS <sup>1</sup> | Avg. Delay (Sec / Veh) <sup>2</sup> | LOS |
| AM Peak Hour   |         |                             |                                     |                  |                                     |     |
| South Jordan Auto Center Driveway  | Stop    | WB                          | 16.2                                | C                | 0.5                                 | A   |
| Project South Driveway   | Stop    | EB                          | 3.3                                 | A                | 0.3                                 | A   |
| 10499 Jordan Gateway Driveway  | Stop    | WB                          | 23.0                                | C                | 0.4                                 | A   |
| 10421 Jordan Gateway / Project North Driveway  | Stop    | WB                          | 12.8                                | B                | 0.7                                 | A   |
| 10350 Jordan Gateway   | Signal  | N/A                         | N/A                                 | N/A              | 1.6                                 | A   |
| PM Peak Hour   |         |                             |                                     |                  |                                     |     |
| South Jordan Auto Center Driveway  | Stop    | WB                          | 26.8                                | D                | 1.0                                 | A   |
| Project South Driveway   | Stop    | EB                          | 5.5                                 | A                | 0.3                                 | A   |
| 10499 Jordan Gateway Driveway  | Stop    | WB                          | 26.8                                | D                | 0.9                                 | A   |
| 10421 Jordan Gateway / Project North Driveway  | Stop    | WB                          | 29.6                                | D                | 1.8                                 | A   |
| 10350 Jordan Gateway   | Stop    | N/A                         | N/A                                 | N/A              | 4.2                                 | A   |
| 1. This represents the worst approach LOS and delay (seconds / vehicle) and is only reported for unsignalized intersections.<br>2. This represents the overall intersection LOS and delay (seconds / vehicle). |         |                             |                                     |                  |                                     |     |

As shown in Table 2, all of the study intersections currently operate with an overall intersection level of service A. Because the through traffic volumes on Jordan Gateway are heavy compared with the side street access points, three of the side street/driveway approaches operate at LOS D during the PM peak hour.

### III. PROJECT CONDITIONS

#### A. Purpose

The project conditions analysis explains the type and intensity of the development and serves as the basis for trip generation, distribution, and assignment of project trips to the surrounding study intersections.

#### B. Project Description

The Cliffs at Jordan Station is the second of two apartment development phases. The initial development phase is known as Jordan Station. Both phases of the development are analyzed as a part of this study.

The initial Jordan Station development phase consists of 302 apartment units. At the time this study was completed, 100 of these units were occupied. The Cliffs at Jordan Station development phase includes an additional 237 apartment units for an overall total of 539 apartment units.

#### C. Trip Generation

Project trip generation estimates were developed using trip generation rates published in the Institute of Transportation Engineers (ITE) *Trip Generation, 8<sup>th</sup> Edition*.

Project trips associated with the 100 currently occupied units are included in the existing peak hour traffic counts. As such, we utilized the "Apartment" ITE Land Use Category (ITE Code 220) to generate trips for the 439 apartment units that have yet to be completed and occupied.

The development site is located immediately (< ¼ mile) southwest of the South Jordan Frontrunner Station. Due to the proximity of the development site to this transit hub, the number of trips generated was reduced by 20%. This percentage reduction is well within the limits suggested by research conducted by the Federal Transit Administration Transportation Research Board (TCRP Report 129; *Effects of TOD on Housing, Parking, and Travel*). This research report concludes that transit oriented apartments average around one half the normal vehicle trips generated by traditional apartment developments (70%-90% for projects in urban environments and 15%-25% for projects in low-density suburbs).

In addition to this research, the existing traffic count data showed similar reductions associated with the 100 units currently occupied. The number of pedestrians crossing

Jordan Gateway at 10350 South during the AM and PM peak hours (15 and 11, respectively) also provides evidence that Jordan Station residents are walking to and from the transit station.

Table 3 shows the trip generation estimates for the development:

| Land Use  | Intensity | Units                 | AM Peak |     |       | PM Peak |     |       | Weekday Daily |
|-----------|-----------|-----------------------|---------|-----|-------|---------|-----|-------|---------------|
|           |           |                       | In      | Out | Total | In      | Out | Total | Total         |
| Apartment | 439       | Dwelling Units        | 45      | 179 | 224   | 177     | 95  | 272   | 2,919         |
|           |           | 20% Transit Reduction | 9       | 36  | 45    | 35      | 19  | 54    | 584           |
|           |           | Total                 | 36      | 143 | 179   | 142     | 76  | 218   | 2,335         |

#### **D. Trip Distribution and Assignment**

Project traffic was assigned to the roadway network based on trip distribution patterns obtained from the traffic counts and based on the configuration of the development site and associated access points as follows:

**25% To and From the North**  
**75% To and From the South**

Figure 3 shows the AM and PM peak hour trips generated by the unoccupied and proposed portions the development.



## **IV. EXISTING PLUS PROJECT CONDITIONS**

### **A. Purpose**

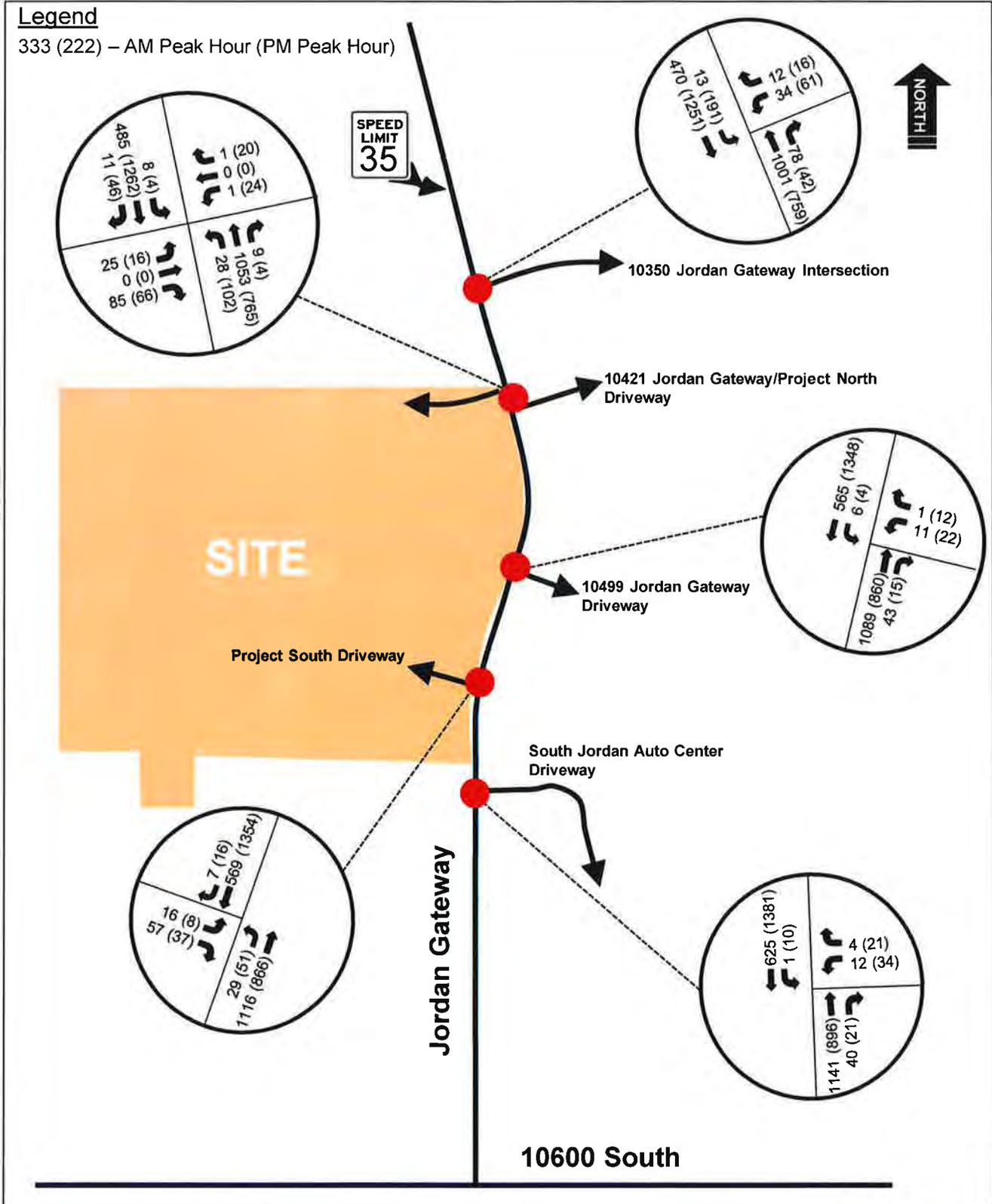
This section of the report examines the traffic impacts of the proposed project at each of the study intersections. The trips generated by the proposed development were combined with the existing traffic volumes to create the existing plus project conditions.

### **B. Traffic Volumes**

Project trips were assigned to the study intersections and project access points based on the trip distribution percentages discussed in Chapter III. The project generated traffic shown in Figure 3 was then added to the existing volumes (Figure 2) to create “existing plus project” peak hour volumes at the study intersections. Figure 4 displays these peak hour volumes.

### **C. Level of Service Analysis**

Using Synchro/SimTraffic software and the HCM 2000 methodology, the AM and PM peak hour LOS was computed for each study intersection. Table 4 shows the peak hour LOS results for the existing plus project analysis (see Appendix for detailed LOS reports).



**Figure 4**

Existing + Project AM and PM Peak Hour Volumes

| Table 4: Existing Plus Project Peak Hour Level of Service  |         |                             |                                     |                  |                                     |     |
|--|---------|-----------------------------|-------------------------------------|------------------|-------------------------------------|-----|
| Intersection   |         | Worst Movement <sup>1</sup> |                                     |                  | Overall Intersection. <sup>2</sup>  |     |
| Intersection   | Control | Approach <sup>1</sup>       | Avg. Delay (Sec / Veh) <sup>1</sup> | LOS <sup>1</sup> | Avg. Delay (Sec / Veh) <sup>2</sup> | LOS |
| AM Peak Hour   |         |                             |                                     |                  |                                     |     |
| South Jordan Auto Center Driveway  | Stop    | WB                          | 23.7                                | C                | 0.8                                 | A   |
| Project South Driveway   | Stop    | EB                          | 10.1                                | B                | 0.6                                 | A   |
| 10499 Jordan Gateway Driveway  | Stop    | WB                          | 34.9                                | C                | 0.47                                | A   |
| 10421 Jordan Gateway / Project North Driveway  | Stop    | WB                          | 8.8                                 | B                | 1.1                                 | A   |
| 10350 Jordan Gateway   | Signal  | N/A                         | N/A                                 | N/A              | 1.6                                 | A   |
| PM Peak Hour   |         |                             |                                     |                  |                                     |     |
| South Jordan Auto Center Driveway  | Stop    | WB                          | 31.9                                | D                | 1.2                                 | A   |
| Project South Driveway   | Stop    | EB                          | 23.5                                | C                | 1.0                                 | A   |
| 10499 Jordan Gateway Driveway  | Stop    | WB                          | 32.6                                | D                | 1.1                                 | A   |
| 10421 Jordan Gateway / Project North Driveway  | Stop    | WB                          | 76.7                                | F                | 3.8                                 | A   |
| 10350 Jordan Gateway   | Stop    | N/A                         | N/A                                 | N/A              | 4.4                                 | A   |
| 1. This represents the worst approach LOS and delay (seconds / vehicle) and is only reported for unsignalized intersections.<br>2. This represents the overall intersection LOS and delay (seconds / vehicle). |         |                             |                                     |                  |                                     |     |

As shown in Table 4, all of the study intersections are expected to operate with an overall intersection level of service A. Again, because the through traffic volumes on Jordan Gateway are heavy compared with the side street access points, two of the side street/driveway *approaches* operate at LOS D and one at LOS F during the PM peak hour.

Despite having a LOS F on the westbound 10421 Jordan Gateway/Project North Driveway approach, the resulting maximum queue length for this movement is only 125' and can be easily accommodated on site.

#### **D. Mitigation Measures**

As shown in Table 4, all of the study intersections are expected to operate at an acceptable overall LOS. Motorists exiting the westbound side streets are and will experience higher delays than north and southbound motorists but resulting queue lengths will not interfere with City streets and can be accommodated by the on-site facilities.

A raised median between 10350 South and 10600 South would improve side street LOS and the overall safety along the corridor by eliminating the ability for motorists to make left-turns and limiting all side street movements to right-in/right-out only. This would increase U-turn movements at the 10060 South and 10350 South intersections and result in increased out of direction travel for side street motorists.

Another potential long-term mitigation would be the realignment of the 10350 South traffic signal and UTA access to the south in order to align with the Projects North Driveway. This would consolidate three access points into a single intersection and better accommodate future growth in the corridor.

### **V. CONCLUSIONS/RECOMMENDATIONS**

#### **Conclusions**

The remaining 439 apartment units will generate approximately 179 AM peak hour trips, 218 PM peak hour trips and 2335 daily trips. Since the development site is located immediately (< ¼ mile) southwest of the South Jordan Frontrunner Station, the number of trips generated was reduced by 20%, consistent with research for transit oriented apartments.

The AM peak hour was determined to be 7:45 to 8:45 AM and the PM peak hour was determined to be 4:45 to 5:45 PM.

All of the study intersections are expected to operate at an acceptable overall LOS. Motorists exiting the westbound side streets are and will experience higher delays than north and southbound motorists but resulting queue lengths will not interfere with City streets and can be accommodated by the on-site facilities.

The increase to overall delay within the corridor as a result of the development traffic is minimal. The developments projected traffic will represent approximately 9% of the current traffic within the corridor.

## Recommendations

Based on the results of the analysis, we submit the following recommendations:

### Development Specific:

- 1) The development's North driveway access should be striped to accommodate a single acceptance lane, a separate left-turn lane (50-60' in length) and a shared through/right-turn lane.

### South Jordan City Specific:

- 1) South Jordan City should study the overall implications related to implementing a raised median between 10350 South and 10600 South. This would improve side street LOS and the overall safety along the corridor by eliminating the ability for motorists to make left-turns and limiting all side street movements to right-in/right-out only. This would increase U-turn movements at the 10060 South and 10350 South intersections and result in increased out of direction travel for side street motorists. A coordinated effort is required since all business interests along the corridor would be impacted.

# APPENDIX

# Traffic Count Data

# L2 Data Collection

L2DataCollection.com

Idaho (208) 860-7554 Utah (801) 413-2993

Study: WCEC0011  
 Intersection: S Jordan Gateway / 10350 S  
 City: South Jordan, Utah  
 Control: Stop Sign

File Name : S Jordan Gateway & 10350 S  
 Site Code : 6  
 Start Date : 12/2/2015  
 Page No : 1

### Groups Printed- General Traffic

| Start Time         | South Jordan Gateway<br>From North |           |           |             | 10350 South<br>From East |            |           |            | South Jordan Gateway<br>From South |             |          |             | Int. Total  |
|--------------------|------------------------------------|-----------|-----------|-------------|--------------------------|------------|-----------|------------|------------------------------------|-------------|----------|-------------|-------------|
|                    | Thru                               | Left      | Peds      | App. Total  | Right                    | Left       | Peds      | App. Total | Right                              | Thru        | Peds     | App. Total  |             |
| 07:00 AM           | 50                                 | 3         | 3         | 56          | 7                        | 14         | 3         | 24         | 8                                  | 171         | 0        | 179         | 259         |
| 07:15 AM           | 72                                 | 6         | 2         | 80          | 2                        | 4          | 2         | 8          | 14                                 | 208         | 0        | 222         | 310         |
| 07:30 AM           | 114                                | 3         | 1         | 118         | 7                        | 8          | 2         | 17         | 13                                 | 198         | 0        | 211         | 346         |
| 07:45 AM           | 126                                | 4         | 3         | 133         | 3                        | 8          | 2         | 13         | 36                                 | 262         | 0        | 298         | 444         |
| <b>Total</b>       | <b>362</b>                         | <b>16</b> | <b>9</b>  | <b>387</b>  | <b>19</b>                | <b>34</b>  | <b>9</b>  | <b>62</b>  | <b>71</b>                          | <b>839</b>  | <b>0</b> | <b>910</b>  | <b>1359</b> |
| 08:00 AM           | 112                                | 4         | 6         | 122         | 6                        | 11         | 2         | 19         | 10                                 | 244         | 2        | 256         | 397         |
| 08:15 AM           | 120                                | 2         | 1         | 123         | 1                        | 3          | 1         | 5          | 22                                 | 232         | 0        | 254         | 382         |
| 08:30 AM           | 103                                | 3         | 5         | 111         | 2                        | 12         | 3         | 17         | 10                                 | 222         | 0        | 232         | 360         |
| 08:45 AM           | 98                                 | 4         | 1         | 103         | 3                        | 4          | 1         | 8          | 23                                 | 253         | 0        | 276         | 387         |
| <b>Total</b>       | <b>433</b>                         | <b>13</b> | <b>13</b> | <b>459</b>  | <b>12</b>                | <b>30</b>  | <b>7</b>  | <b>49</b>  | <b>65</b>                          | <b>951</b>  | <b>2</b> | <b>1018</b> | <b>1526</b> |
| -----              |                                    |           |           |             |                          |            |           |            |                                    |             |          |             |             |
| 04:00 PM           | 257                                | 1         | 2         | 260         | 3                        | 18         | 2         | 23         | 5                                  | 121         | 0        | 126         | 409         |
| 04:15 PM           | 219                                | 7         | 3         | 229         | 4                        | 7          | 2         | 13         | 17                                 | 146         | 0        | 163         | 405         |
| 04:30 PM           | 303                                | 6         | 0         | 309         | 8                        | 23         | 0         | 31         | 10                                 | 147         | 0        | 157         | 497         |
| 04:45 PM           | 271                                | 5         | 4         | 280         | 2                        | 10         | 4         | 16         | 13                                 | 160         | 0        | 173         | 469         |
| <b>Total</b>       | <b>1050</b>                        | <b>19</b> | <b>9</b>  | <b>1078</b> | <b>17</b>                | <b>58</b>  | <b>8</b>  | <b>83</b>  | <b>45</b>                          | <b>574</b>  | <b>0</b> | <b>619</b>  | <b>1780</b> |
| 05:00 PM           | 330                                | 3         | 3         | 336         | 6                        | 22         | 0         | 28         | 9                                  | 201         | 0        | 210         | 574         |
| 05:15 PM           | 333                                | 7         | 3         | 343         | 3                        | 3          | 5         | 11         | 13                                 | 183         | 0        | 196         | 550         |
| 05:30 PM           | 281                                | 4         | 1         | 286         | 5                        | 26         | 2         | 33         | 7                                  | 200         | 0        | 207         | 526         |
| 05:45 PM           | 233                                | 2         | 3         | 238         | 0                        | 8          | 3         | 11         | 7                                  | 178         | 0        | 185         | 434         |
| <b>Total</b>       | <b>1177</b>                        | <b>16</b> | <b>10</b> | <b>1203</b> | <b>14</b>                | <b>59</b>  | <b>10</b> | <b>83</b>  | <b>36</b>                          | <b>762</b>  | <b>0</b> | <b>798</b>  | <b>2084</b> |
| <b>Grand Total</b> | <b>3022</b>                        | <b>64</b> | <b>41</b> | <b>3127</b> | <b>62</b>                | <b>181</b> | <b>34</b> | <b>277</b> | <b>217</b>                         | <b>3126</b> | <b>2</b> | <b>3345</b> | <b>6749</b> |
| Apprch %           | 96.6                               | 2         | 1.3       |             | 22.4                     | 65.3       | 12.3      |            | 6.5                                | 93.5        | 0.1      |             |             |
| Total %            | 44.8                               | 0.9       | 0.6       | 46.3        | 0.9                      | 2.7        | 0.5       | 4.1        | 3.2                                | 46.3        | 0        | 49.6        |             |

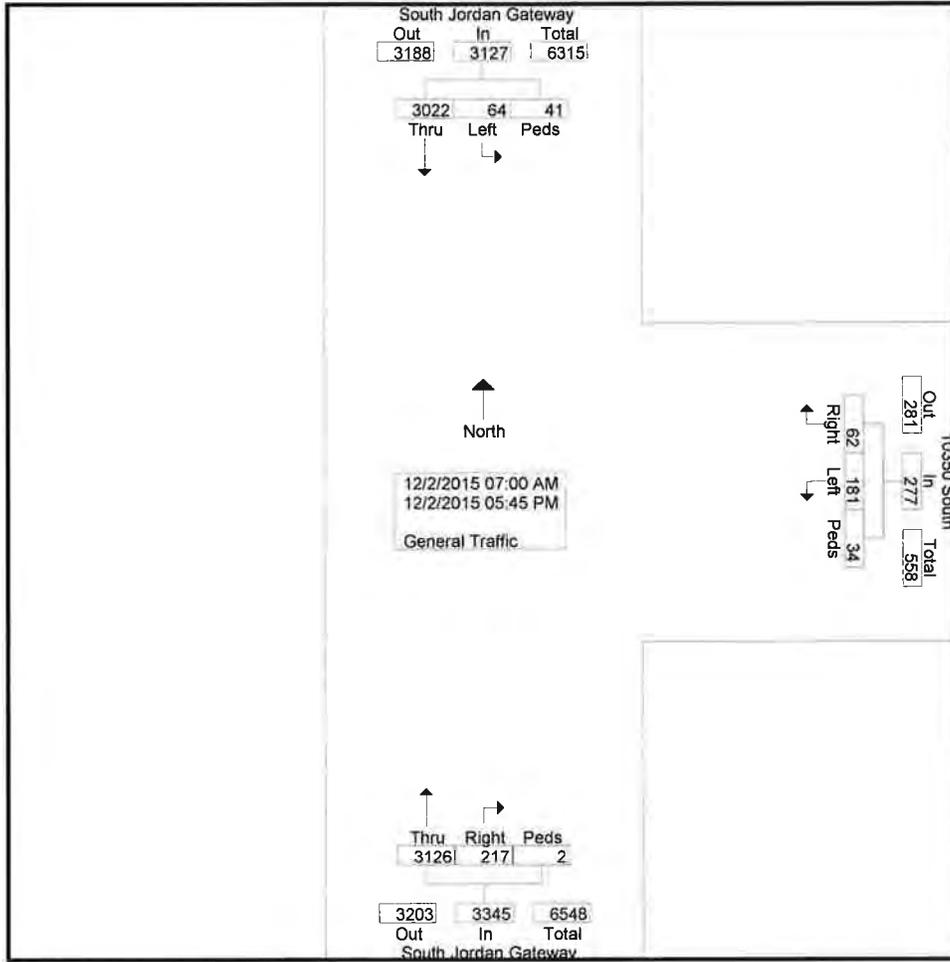
# L2 Data Collection

L2DataCollection.com

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Study: WCEC0011  
 Intersection: S Jordan Gateway / 10350 S  
 City: South Jordan, Utah  
 Control: Stop Sign

File Name : S Jordan Gateway & 10350 S  
 Site Code : 6  
 Start Date : 12/2/2015  
 Page No : 2



# L2 Data Collection

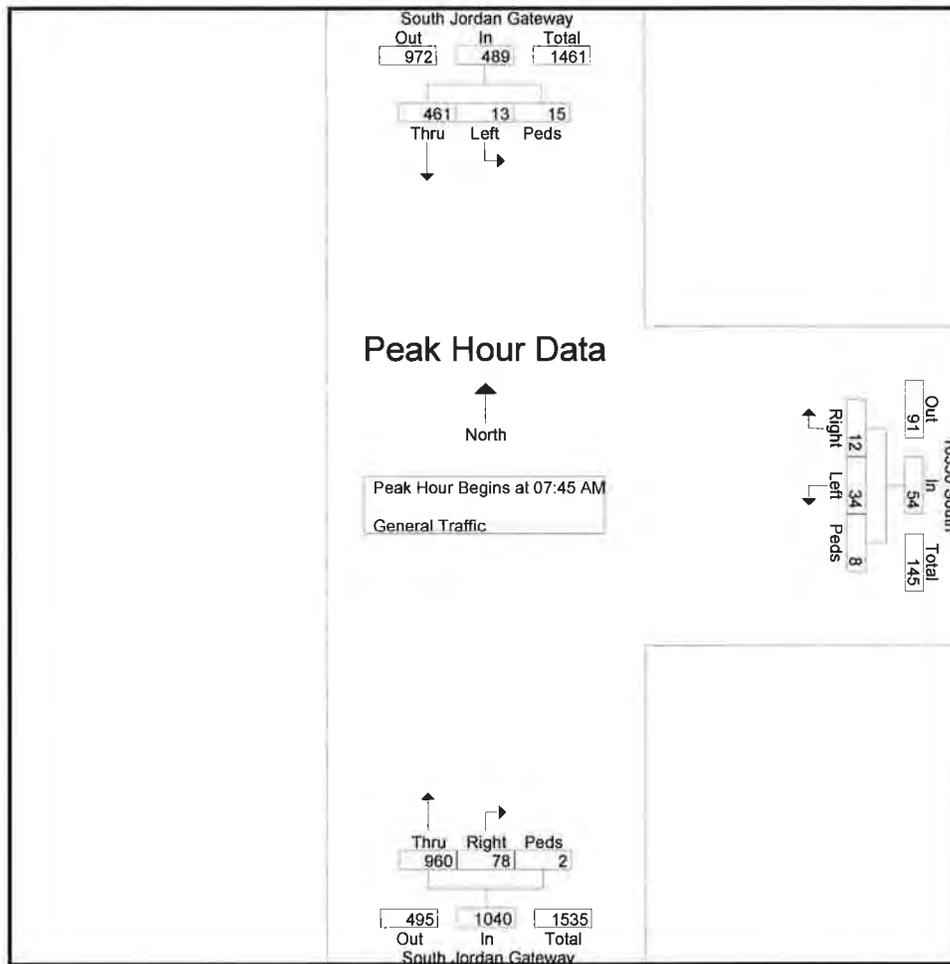
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 Start Date : 12/2/2015  
 Page No : 3

| Start Time   | South Jordan Gateway From North |      |      |            | 10350 South From East |      |      |            | South Jordan Gateway From South |      |      |            | Int. Total |
|--|---------------------------------|------|------|------------|-----------------------|------|------|------------|---------------------------------|------|------|------------|------------|
|  | Thru                            | Left | Peds | App. Total | Right                 | Left | Peds | App. Total | Right                           | Thru | Peds | App. Total |            |
| Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1 |                                 |      |      |            |                       |      |      |            |                                 |      |      |            |            |
| Peak Hour for Entire Intersection Begins at 07:45 AM       |                                 |      |      |            |                       |      |      |            |                                 |      |      |            |            |
| 07:45 AM   | 126                             | 4    | 3    | 133        | 3                     | 8    | 2    | 13         | 36                              | 262  | 0    | 298        | 444        |
| 08:00 AM   | 112                             | 4    | 6    | 122        | 6                     | 11   | 2    | 19         | 10                              | 244  | 2    | 256        | 397        |
| 08:15 AM   | 120                             | 2    | 1    | 123        | 1                     | 3    | 1    | 5          | 22                              | 232  | 0    | 254        | 382        |
| 08:30 AM   | 103                             | 3    | 5    | 111        | 2                     | 12   | 3    | 17         | 10                              | 222  | 0    | 232        | 360        |
| Total Volume   | 461                             | 13   | 15   | 489        | 12                    | 34   | 8    | 54         | 78                              | 960  | 2    | 1040       | 1583       |
| % App. Total   | 94.3                            | 2.7  | 3.1  |            | 22.2                  | 6.3  | 14.8 |            | 7.5                             | 92.3 | 0.2  |            |            |
| PHF  | .915                            | .813 | .625 | .919       | .500                  | .708 | .667 | .711       | .542                            | .916 | .250 | .872       | .891       |



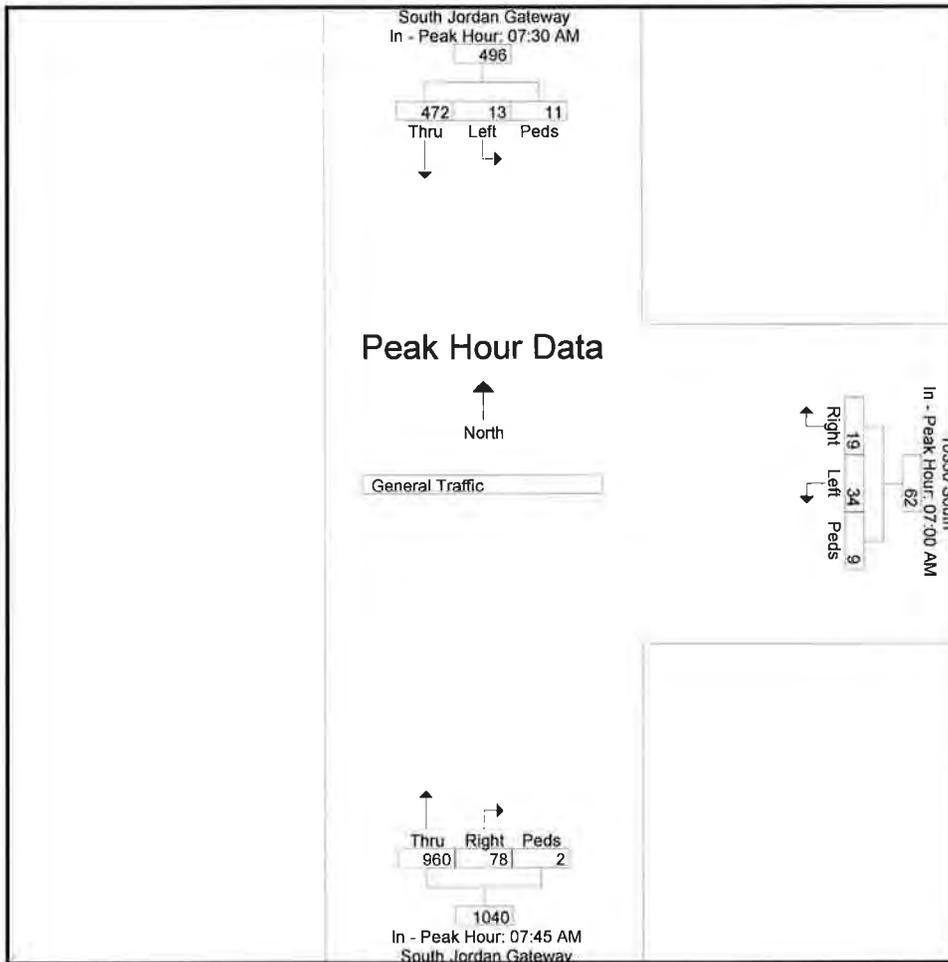
# L2 Data Collection

L2DataCollection.com  
 Idaho (208) 860-7554 Utah (801) 413-2993

Study: WCEC0011  
 Intersection: S Jordan Gateway / 10350 S  
 City: South Jordan, Utah  
 Control: Stop Sign

File Name : S Jordan Gateway & 10350 S  
 Site Code : 6  
 Start Date : 12/2/2015  
 Page No : 4

| Start Time   | South Jordan Gateway From North |      |      |            | 10350 South From East |      |      |            | South Jordan Gateway From South |      |      |            | Int. Total |
|--|---------------------------------|------|------|------------|-----------------------|------|------|------------|---------------------------------|------|------|------------|------------|
|  | Thru                            | Left | Peds | App. Total | Right                 | Left | Peds | App. Total | Right                           | Thru | Peds | App. Total |            |
| Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1 |                                 |      |      |            |                       |      |      |            |                                 |      |      |            |            |
| Peak Hour for Each Approach Begins at:                     |                                 |      |      |            |                       |      |      |            |                                 |      |      |            |            |
|  | 07:30 AM                        |      |      |            | 07:00 AM              |      |      |            | 07:45 AM                        |      |      |            |            |
| +0 mins.   | 114                             | 3    | 1    | 118        | 7                     | 14   | 3    | 24         | 36                              | 262  | 0    | 298        |            |
| +15 mins.  | 126                             | 4    | 3    | 133        | 2                     | 4    | 2    | 8          | 10                              | 244  | 2    | 256        |            |
| +30 mins.  | 112                             | 4    | 6    | 122        | 7                     | 8    | 2    | 17         | 22                              | 232  | 0    | 254        |            |
| +45 mins.  | 120                             | 2    | 1    | 123        | 3                     | 8    | 2    | 13         | 10                              | 222  | 0    | 232        |            |
| Total Volume   | 472                             | 13   | 11   | 496        | 19                    | 34   | 9    | 62         | 78                              | 960  | 2    | 1040       |            |
| % App. Total   | 95.2                            | 2.6  | 2.2  |            | 30.6                  | 54.8 | 14.5 |            | 7.5                             | 92.3 | 0.2  |            |            |
| PHF  | .937                            | .813 | .458 | .932       | .679                  | .607 | .750 | .646       | .542                            | .916 | .250 | .872       |            |



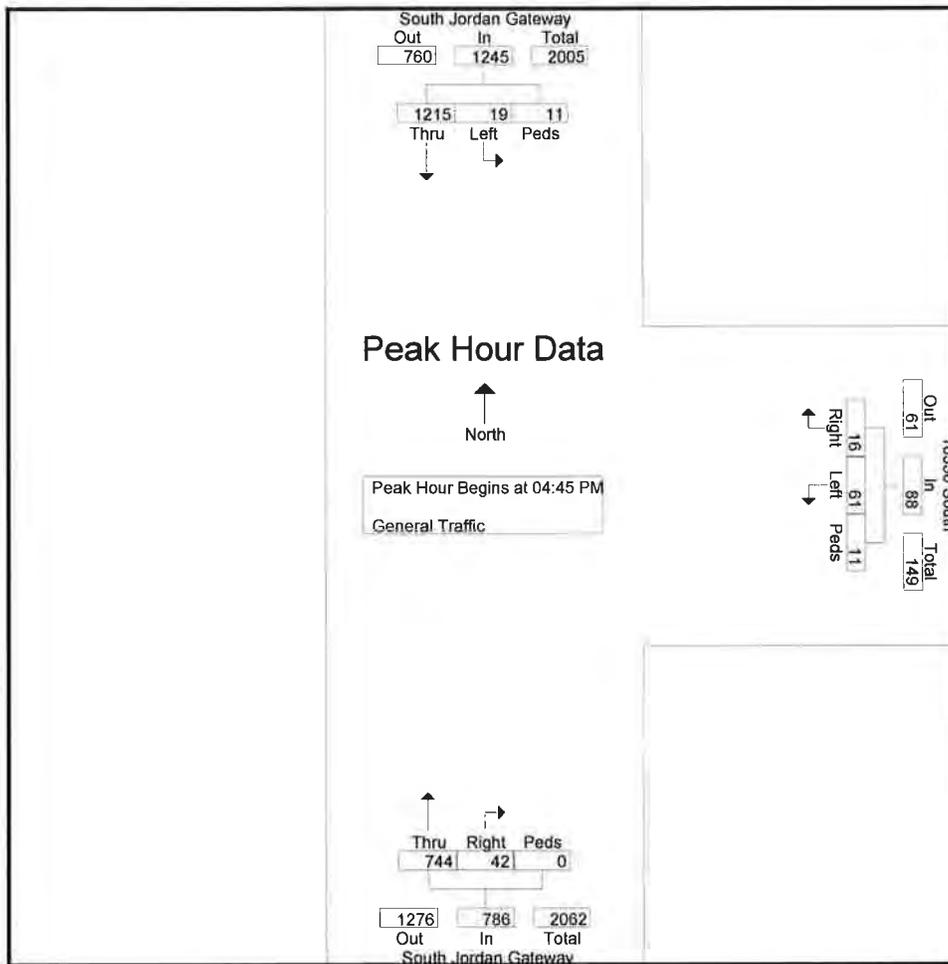
# L2 Data Collection

L2DataCollection.com  
 Idaho (208) 860-7554 Utah (801) 413-2993

Study: WCEC0011  
 Intersection: S Jordan Gateway / 10350 S  
 City: South Jordan, Utah  
 Control: Stop Sign

File Name : S Jordan Gateway & 10350 S  
 Site Code : 6  
 Start Date : 12/2/2015  
 Page No : 5

| Start Time   | South Jordan Gateway From North |      |      |            | 10350 South From East |      |      |            | South Jordan Gateway From South |      |      |            | Int. Total |
|--|---------------------------------|------|------|------------|-----------------------|------|------|------------|---------------------------------|------|------|------------|------------|
|  | Thru                            | Left | Peds | App. Total | Right                 | Left | Peds | App. Total | Right                           | Thru | Peds | App. Total |            |
| Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1 |                                 |      |      |            |                       |      |      |            |                                 |      |      |            |            |
| Peak Hour for Entire Intersection Begins at 04:45 PM       |                                 |      |      |            |                       |      |      |            |                                 |      |      |            |            |
| 04:45 PM   | 271                             | 5    | 4    | 280        | 2                     | 10   | 4    | 16         | 13                              | 160  | 0    | 173        | 469        |
| 05:00 PM   | 330                             | 3    | 3    | 336        | 6                     | 22   | 0    | 28         | 9                               | 201  | 0    | 210        | 574        |
| 05:15 PM   | 333                             | 7    | 3    | 343        | 3                     | 3    | 5    | 11         | 13                              | 183  | 0    | 196        | 550        |
| 05:30 PM   | 281                             | 4    | 1    | 286        | 5                     | 26   | 2    | 33         | 7                               | 200  | 0    | 207        | 526        |
| Total Volume   | 1215                            | 19   | 11   | 1245       | 16                    | 61   | 11   | 88         | 42                              | 744  | 0    | 786        | 2119       |
| % App. Total   | 97.6                            | 1.5  | 0.9  |            | 18.2                  | 69.3 | 12.5 |            | 5.3                             | 94.7 | 0    |            |            |
| PHF  | 912                             | 679  | 688  | 907        | 667                   | 587  | 550  | 667        | 808                             | 925  | 000  | 936        | 923        |



# L2 Data Collection

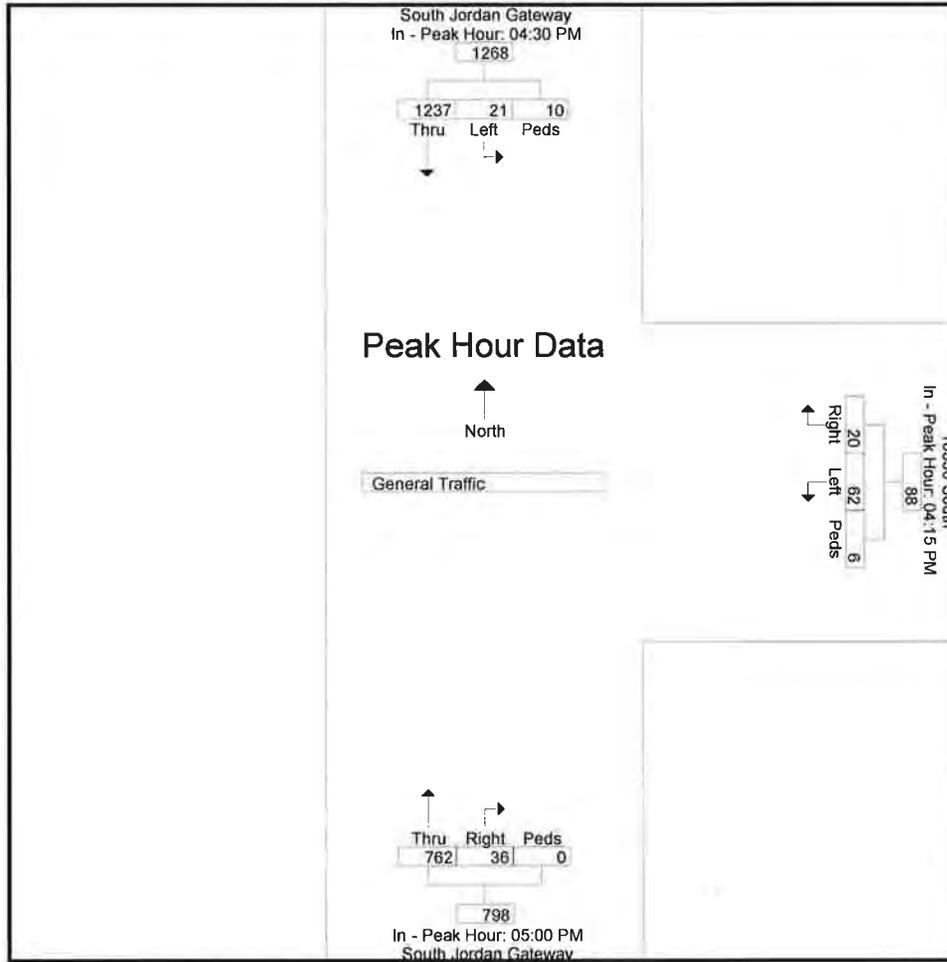
L2DataCollection.com

Idaho (208) 860-7554 Utah (801) 413-2993

Study: WCEC0011  
 Intersection: S Jordan Gateway / 10350 S  
 City: South Jordan, Utah  
 Control: Stop Sign

File Name : S Jordan Gateway & 10350 S  
 Site Code : 6  
 Start Date : 12/2/2015  
 Page No : 6

| Start Time   | South Jordan Gateway From North |      |      |            | 10350 South From East |      |      |            | South Jordan Gateway From South |      |      |            | Int. Total |
|--|---------------------------------|------|------|------------|-----------------------|------|------|------------|---------------------------------|------|------|------------|------------|
|  | Thru                            | Left | Peds | App. Total | Right                 | Left | Peds | App. Total | Right                           | Thru | Peds | App. Total |            |
| Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1 |                                 |      |      |            |                       |      |      |            |                                 |      |      |            |            |
| Peak Hour for Each Approach Begins at:                     |                                 |      |      |            |                       |      |      |            |                                 |      |      |            |            |
|  | 04:30 PM                        |      |      |            | 04:15 PM              |      |      |            | 05:00 PM                        |      |      |            |            |
| +0 mins.   | 303                             | 6    | 0    | 309        | 4                     | 7    | 2    | 13         | 9                               | 201  | 0    | 210        |            |
| +15 mins.  | 271                             | 5    | 4    | 280        | 8                     | 23   | 0    | 31         | 13                              | 183  | 0    | 196        |            |
| +30 mins.  | 330                             | 3    | 3    | 336        | 2                     | 10   | 4    | 16         | 7                               | 200  | 0    | 207        |            |
| +45 mins.  | 333                             | 7    | 3    | 343        | 6                     | 22   | 0    | 28         | 7                               | 178  | 0    | 185        |            |
| Total Volume   | 1237                            | 21   | 10   | 1268       | 20                    | 62   | 6    | 88         | 36                              | 762  | 0    | 798        |            |
| % App. Total   | 97.6                            | 1.7  | 0.8  |            | 22.7                  | 70.5 | 6.8  |            | 4.5                             | 95.5 | 0    |            |            |
| PHF  | .929                            | .750 | .625 | .924       | .625                  | .674 | .375 | .710       | .692                            | .948 | .000 | .950       |            |



# L2 Data Collection

L2DataCollection.com

Idaho (208) 860-7554 Utah (801) 413-2993

Study: WCEC0011  
Intersection: S Jordan Gateway / 10350 S  
City: South Jordan, Utah  
Control: Stop Sign

File Name : S Jordan Gateway & 10350 S  
Site Code : 6  
Start Date : 12/2/2015  
Page No : 7

Image 1



# L2 Data Collection

L2DataCollection.com  
 Idaho (208) 860-7554 Utah (801) 413-2993

Study: WCEC0011  
 Intersection: S Jordan Gateway / D2 / D3  
 City: South Jordan, Utah  
 Control: Stop Sign

File Name : S Jordan Gateway & D2 & D3  
 Site Code : 2 & 3  
 Start Date : 12/2/2015  
 Page No : 1

## Groups Printed- General Traffic

| Start Time  | South Jordan Gateway<br>From North |      |      |      |            | Driveway 3<br>From East |      |      |      |            | South Jordan Gateway<br>From South |      |      |      |            | Driveway 2<br>From West |      |      |      |            | Int. Total |
|-------------|------------------------------------|------|------|------|------------|-------------------------|------|------|------|------------|------------------------------------|------|------|------|------------|-------------------------|------|------|------|------------|------------|
|             | Right                              | Thru | Left | Peds | App. Total | Right                   | Thru | Left | Peds | App. Total | Right                              | Thru | Left | Peds | App. Total | Right                   | Thru | Left | Peds | App. Total |            |
| 07:00 AM    | 0                                  | 70   | 0    | 0    | 70         | 0                       | 0    | 2    | 3    | 5          | 1                                  | 175  | 7    | 0    | 183        | 0                       | 0    | 1    | 2    | 3          | 261        |
| 07:15 AM    | 0                                  | 79   | 0    | 0    | 79         | 0                       | 0    | 2    | 0    | 2          | 6                                  | 229  | 9    | 0    | 244        | 1                       | 0    | 0    | 1    | 2          | 327        |
| 07:30 AM    | 1                                  | 126  | 1    | 0    | 128        | 0                       | 0    | 5    | 7    | 12         | 5                                  | 204  | 11   | 1    | 221        | 2                       | 0    | 0    | 2    | 4          | 365        |
| 07:45 AM    | 0                                  | 140  | 0    | 0    | 140        | 0                       | 0    | 1    | 0    | 1          | 10                                 | 294  | 4    | 0    | 308        | 3                       | 0    | 0    | 0    | 3          | 452        |
| Total       | 1                                  | 415  | 1    | 0    | 417        | 0                       | 0    | 10   | 10   | 20         | 22                                 | 902  | 31   | 1    | 956        | 6                       | 0    | 1    | 5    | 12         | 1405       |
| 08:00 AM    | 1                                  | 123  | 2    | 0    | 126        | 0                       | 0    | 3    | 8    | 11         | 12                                 | 282  | 4    | 0    | 298        | 1                       | 0    | 0    | 4    | 5          | 440        |
| 08:15 AM    | 1                                  | 120  | 1    | 0    | 122        | 0                       | 0    | 3    | 1    | 4          | 7                                  | 244  | 5    | 0    | 256        | 3                       | 0    | 0    | 4    | 7          | 389        |
| 08:30 AM    | 1                                  | 115  | 3    | 0    | 119        | 1                       | 0    | 4    | 7    | 12         | 14                                 | 238  | 4    | 0    | 256        | 3                       | 0    | 0    | 4    | 7          | 394        |
| 08:45 AM    | 0                                  | 98   | 0    | 0    | 98         | 0                       | 0    | 2    | 3    | 5          | 10                                 | 277  | 2    | 0    | 289        | 0                       | 0    | 0    | 3    | 3          | 395        |
| Total       | 3                                  | 456  | 6    | 0    | 465        | 1                       | 0    | 12   | 19   | 32         | 43                                 | 1041 | 15   | 0    | 1099       | 7                       | 0    | 0    | 15   | 22         | 1618       |
| -----       |                                    |      |      |      |            |                         |      |      |      |            |                                    |      |      |      |            |                         |      |      |      |            |            |
| 04:00 PM    | 0                                  | 279  | 2    | 0    | 281        | 3                       | 0    | 5    | 5    | 13         | 2                                  | 142  | 2    | 0    | 146        | 3                       | 0    | 0    | 0    | 3          | 443        |
| 04:15 PM    | 0                                  | 233  | 0    | 0    | 233        | 1                       | 0    | 4    | 5    | 10         | 3                                  | 158  | 2    | 0    | 163        | 3                       | 0    | 1    | 1    | 5          | 411        |
| 04:30 PM    | 0                                  | 331  | 0    | 0    | 331        | 8                       | 0    | 2    | 0    | 10         | 2                                  | 154  | 0    | 0    | 156        | 8                       | 0    | 0    | 4    | 12         | 509        |
| 04:45 PM    | 0                                  | 288  | 0    | 0    | 288        | 3                       | 0    | 8    | 9    | 20         | 5                                  | 169  | 1    | 0    | 175        | 3                       | 0    | 0    | 3    | 6          | 489        |
| Total       | 0                                  | 1131 | 2    | 0    | 1133       | 15                      | 0    | 19   | 19   | 53         | 12                                 | 623  | 5    | 0    | 640        | 17                      | 0    | 1    | 8    | 26         | 1852       |
| 05:00 PM    | 0                                  | 362  | 1    | 0    | 363        | 4                       | 0    | 5    | 1    | 10         | 5                                  | 215  | 2    | 0    | 222        | 4                       | 0    | 0    | 1    | 5          | 600        |
| 05:15 PM    | 0                                  | 335  | 2    | 0    | 337        | 2                       | 0    | 3    | 8    | 13         | 1                                  | 198  | 1    | 0    | 200        | 1                       | 0    | 0    | 4    | 5          | 555        |
| 05:30 PM    | 0                                  | 315  | 1    | 1    | 317        | 3                       | 0    | 6    | 5    | 14         | 4                                  | 210  | 0    | 0    | 214        | 4                       | 0    | 0    | 0    | 4          | 549        |
| 05:45 PM    | 0                                  | 241  | 1    | 0    | 242        | 1                       | 0    | 4    | 3    | 8          | 1                                  | 190  | 3    | 0    | 194        | 3                       | 0    | 0    | 1    | 4          | 448        |
| Total       | 0                                  | 1253 | 5    | 1    | 1259       | 10                      | 0    | 18   | 17   | 45         | 11                                 | 813  | 6    | 0    | 830        | 12                      | 0    | 0    | 6    | 18         | 2152       |
| Grand Total | 4                                  | 3255 | 14   | 1    | 3274       | 26                      | 0    | 59   | 65   | 150        | 88                                 | 3379 | 57   | 1    | 3525       | 42                      | 0    | 2    | 34   | 78         | 7027       |
| Apprch %    | 0.1                                | 99.4 | 0.4  | 0    |            | 17.3                    | 0    | 39.3 | 43.3 |            | 2.5                                | 95.9 | 1.6  | 0    |            | 53.8                    | 0    | 2.6  | 43.6 |            |            |
| Total %     | 0.1                                | 46.3 | 0.2  | 0    | 46.6       | 0.4                     | 0    | 0.8  | 0.9  | 2.1        | 1.3                                | 48.1 | 0.8  | 0    | 50.2       | 0.6                     | 0    | 0    | 0.5  | 1.1        |            |

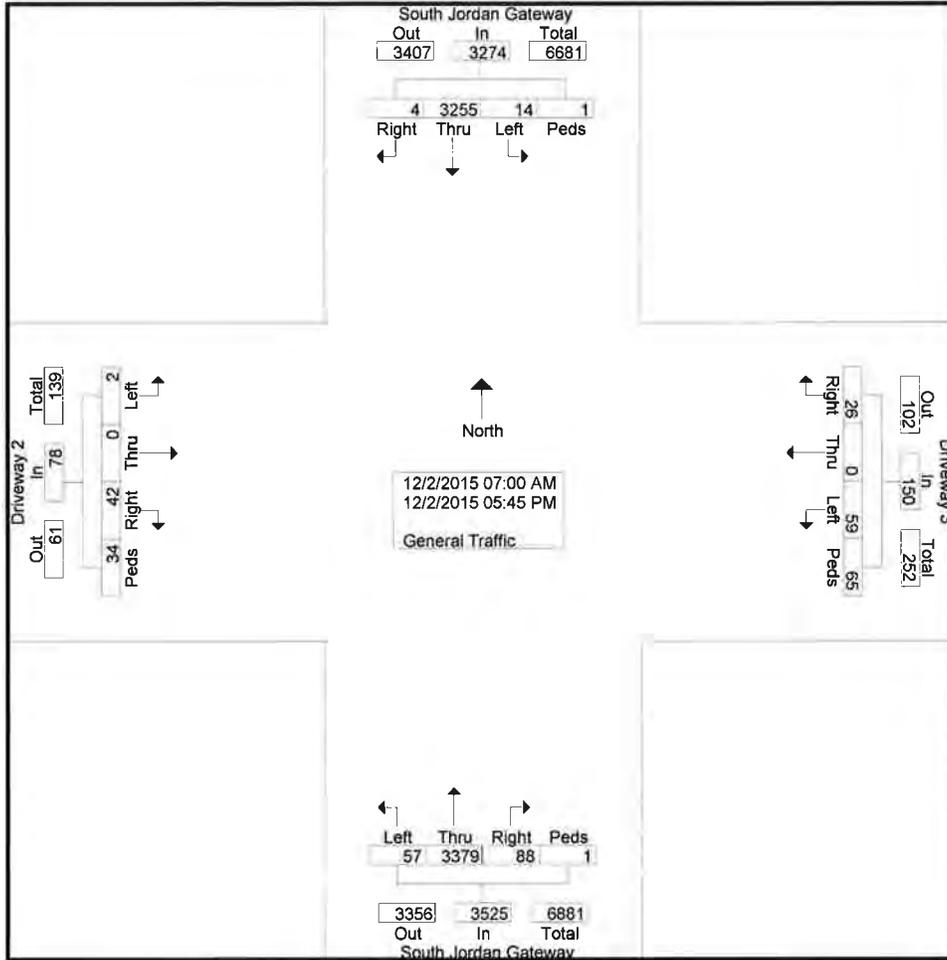
# L2 Data Collection

L2DataCollection.com

Idaho (208) 860-7554 Utah (801) 413-2993

Study: WCEC0011  
 Intersection: S Jordan Gateway / D2 / D3  
 City: South Jordan, Utah  
 Control: Stop Sign

File Name : S Jordan Gateway & D2 & D3  
 Site Code : 2 & 3  
 Start Date : 12/2/2015  
 Page No : 2



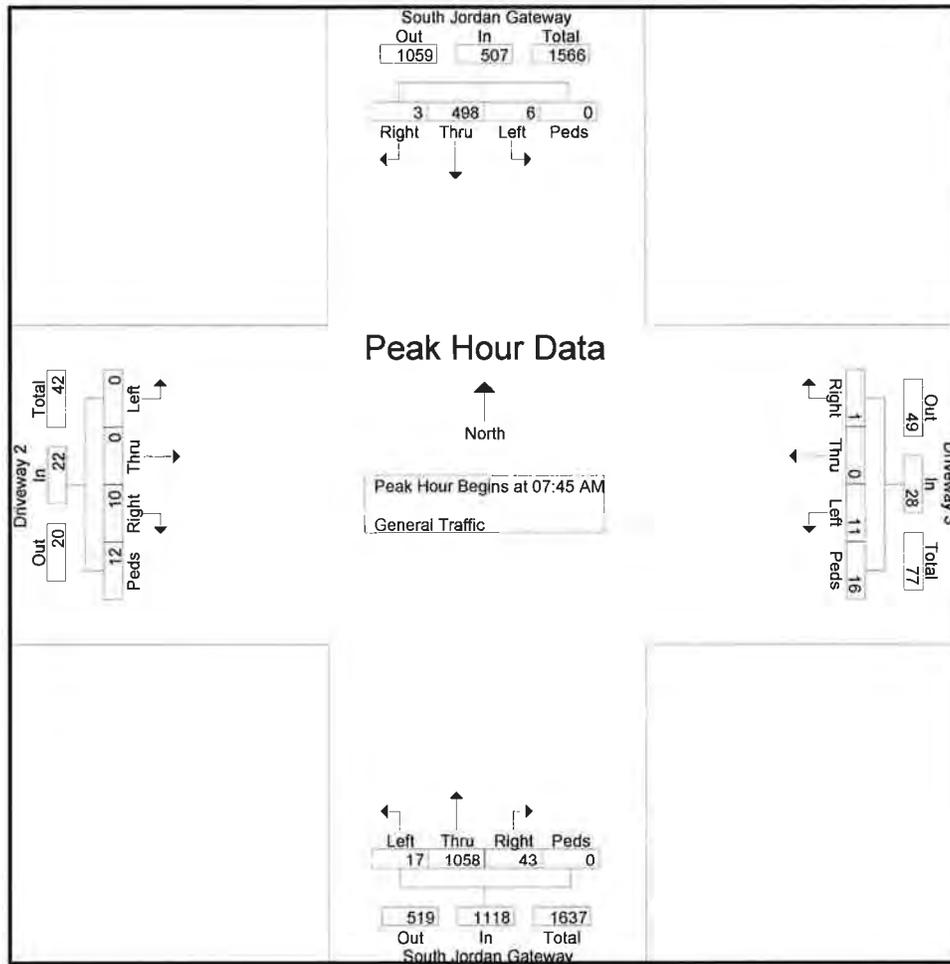
# L2 Data Collection

L2DataCollection.com  
 Idaho (208) 860-7554 Utah (801) 413-2993

Study: WCEC0011  
 Intersection: S Jordan Gateway / D2 / D3  
 City: South Jordan, Utah  
 Control: Stop Sign

File Name : S Jordan Gateway & D2 & D3  
 Site Code : 2 & 3  
 Start Date : 12/2/2015  
 Page No : 3

| Start Time   | South Jordan Gateway From North |      |      |      |           | Driveway 3 From East |      |      |      |           | South Jordan Gateway From South |      |      |      |           | Driveway 2 From West |      |      |      |           | Int Total |
|--|---------------------------------|------|------|------|-----------|----------------------|------|------|------|-----------|---------------------------------|------|------|------|-----------|----------------------|------|------|------|-----------|-----------|
|  | Right                           | Thru | Left | Peds | App Total | Right                | Thru | Left | Peds | App Total | Right                           | Thru | Left | Peds | App Total | Right                | Thru | Left | Peds | App Total |           |
| Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1 |                                 |      |      |      |           |                      |      |      |      |           |                                 |      |      |      |           |                      |      |      |      |           |           |
| Peak Hour for Entire Intersection Begins at 07:45 AM       |                                 |      |      |      |           |                      |      |      |      |           |                                 |      |      |      |           |                      |      |      |      |           |           |
| 07:45 AM   | 0                               | 140  | 0    | 0    | 140       | 0                    | 0    | 1    | 0    | 1         | 10                              | 294  | 4    | 0    | 308       | 3                    | 0    | 0    | 0    | 3         | 452       |
| 08:00 AM   | 1                               | 123  | 2    | 0    | 126       | 0                    | 0    | 3    | 8    | 11        | 12                              | 282  | 4    | 0    | 298       | 1                    | 0    | 0    | 4    | 5         | 440       |
| 08:15 AM   | 1                               | 120  | 1    | 0    | 122       | 0                    | 0    | 3    | 1    | 4         | 7                               | 244  | 5    | 0    | 256       | 3                    | 0    | 0    | 4    | 7         | 389       |
| 08:30 AM   | 1                               | 115  | 3    | 0    | 119       | 1                    | 0    | 4    | 7    | 12        | 14                              | 238  | 4    | 0    | 256       | 3                    | 0    | 0    | 4    | 7         | 394       |
| Total Volume   | 3                               | 498  | 6    | 0    | 507       | 1                    | 0    | 11   | 16   | 28        | 43                              | 1058 | 17   | 0    | 1118      | 10                   | 0    | 0    | 12   | 22        | 1675      |
| % App. Total   | 0.6                             | 98.2 | 1.2  | 0    |           | 3.6                  | 0    | 39.3 | 57.1 |           | 3.8                             | 94.6 | 1.5  | 0    |           | 45.5                 | 0    | 0    | 54.5 |           |           |
| PHF  | 750                             | 889  | 500  | 000  | 905       | 250                  | 000  | 688  | 500  | 583       | 768                             | 900  | 850  | 000  | 907       | 833                  | 000  | 000  | 750  | 786       | 926       |



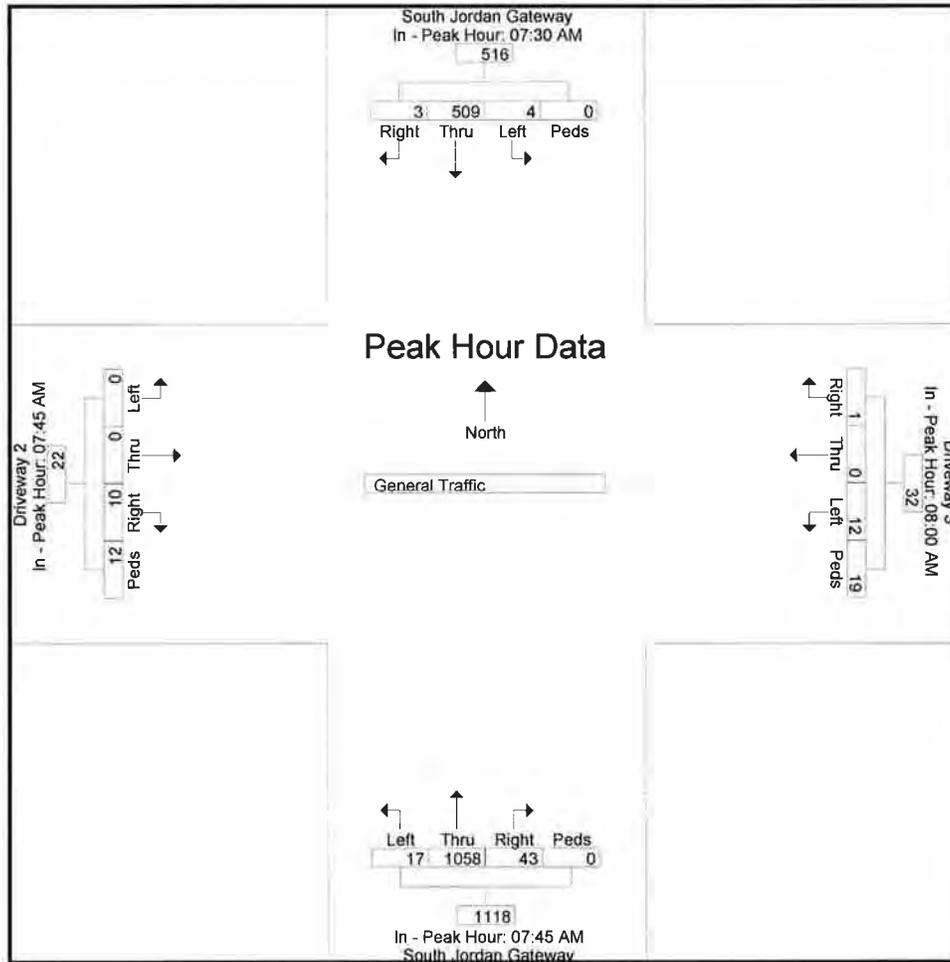
# L2 Data Collection

L2DataCollection.com  
 Idaho (208) 860-7554 Utah (801) 413-2993

Study: WCEC0011  
 Intersection: S Jordan Gateway / D2 / D3  
 City: South Jordan, Utah  
 Control: Stop Sign

File Name : S Jordan Gateway & D2 & D3  
 Site Code : 2 & 3  
 Start Date : 12/2/2015  
 Page No : 4

| Start Time   | South Jordan Gateway From North |      |      |      |            | Driveway 3 From East |      |      |      |            | South Jordan Gateway From South |      |      |      |            | Driveway 2 From West |      |      |      |            | Int. Total |
|--|---------------------------------|------|------|------|------------|----------------------|------|------|------|------------|---------------------------------|------|------|------|------------|----------------------|------|------|------|------------|------------|
|  | Right                           | Thru | Left | Peds | App. Total | Right                | Thru | Left | Peds | App. Total | Right                           | Thru | Left | Peds | App. Total | Right                | Thru | Left | Peds | App. Total |            |
| Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1 |                                 |      |      |      |            |                      |      |      |      |            |                                 |      |      |      |            |                      |      |      |      |            |            |
| Peak Hour for Each Approach Begins at:                     |                                 |      |      |      |            |                      |      |      |      |            |                                 |      |      |      |            |                      |      |      |      |            |            |
|  | 07:30 AM                        |      |      |      |            | 08:00 AM             |      |      |      |            | 07:45 AM                        |      |      |      |            | 07:45 AM             |      |      |      |            |            |
| +0 mins.   | 1                               | 126  | 1    | 0    | 128        | 0                    | 0    | 3    | 8    | 11         | 10                              | 294  | 4    | 0    | 308        | 3                    | 0    | 0    | 0    | 3          |            |
| +15 mins.  | 0                               | 140  | 0    | 0    | 140        | 0                    | 0    | 3    | 1    | 4          | 12                              | 282  | 4    | 0    | 298        | 1                    | 0    | 0    | 4    | 5          |            |
| +30 mins.  | 1                               | 123  | 2    | 0    | 126        | 1                    | 0    | 4    | 7    | 12         | 7                               | 244  | 5    | 0    | 256        | 3                    | 0    | 0    | 4    | 7          |            |
| +45 mins.  | 1                               | 120  | 1    | 0    | 122        | 0                    | 0    | 2    | 3    | 5          | 14                              | 238  | 4    | 0    | 256        | 3                    | 0    | 0    | 4    | 7          |            |
| Total Volume   | 3                               | 509  | 4    | 0    | 516        | 1                    | 0    | 12   | 19   | 32         | 43                              | 1058 | 17   | 0    | 1118       | 10                   | 0    | 0    | 12   | 22         |            |
| % App. Total   | 0.6                             | 98.6 | 0.8  | 0    |            | 3.1                  | 0    | 37.5 | 59.4 |            | 3.8                             | 94.6 | 1.5  | 0    |            | 45.5                 | 0    | 0    | 54.5 |            |            |
| PHF  | .750                            | .909 | .500 | .000 | .921       | .250                 | .000 | .750 | .594 | .667       | .768                            | .900 | .850 | .000 | .907       | .833                 | .000 | .000 | .750 | .786       |            |



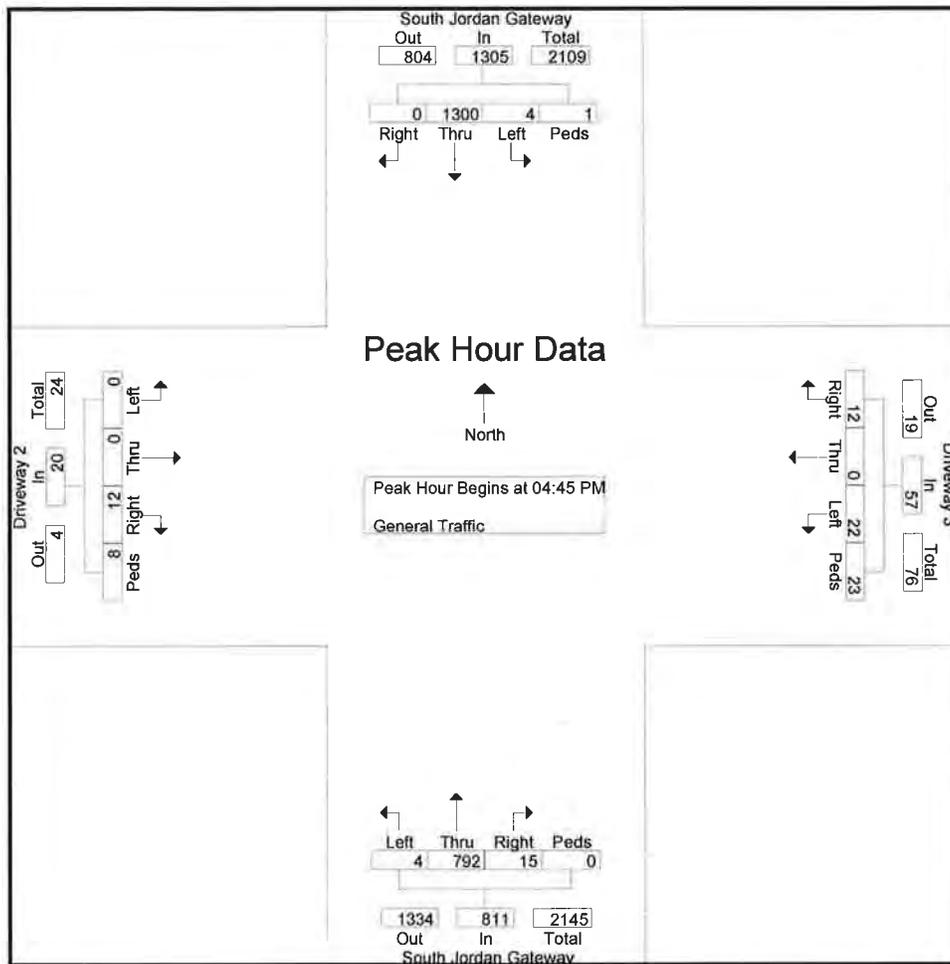
# L2 Data Collection

L2DataCollection.com  
 Idaho (208) 860-7554 Utah (801) 413-2993

Study: WCEC0011  
 Intersection: S Jordan Gateway / D2 / D3  
 City: South Jordan, Utah  
 Control: Stop Sign

File Name : S Jordan Gateway & D2 & D3  
 Site Code : 2 & 3  
 Start Date : 12/2/2015  
 Page No : 5

| Start Time   | South Jordan Gateway From North |       |      |       |           | Driveway 3 From East |       |      |       |           | South Jordan Gateway From South |      |      |      |           | Driveway 2 From West |      |      |      |           | Int Total |
|--|---------------------------------|-------|------|-------|-----------|----------------------|-------|------|-------|-----------|---------------------------------|------|------|------|-----------|----------------------|------|------|------|-----------|-----------|
|  | Rig ht                          | Thr u | Left | Ped s | App Total | Rig ht               | Thr u | Left | Ped s | App Total | Right                           | Thru | Left | Peds | App Total | Right                | Thru | Left | Peds | App Total |           |
| Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1 |                                 |       |      |       |           |                      |       |      |       |           |                                 |      |      |      |           |                      |      |      |      |           |           |
| Peak Hour for Entire Intersection Begins at 04:45 PM       |                                 |       |      |       |           |                      |       |      |       |           |                                 |      |      |      |           |                      |      |      |      |           |           |
| 04:45 PM   | 0                               | 288   | 0    | 0     | 288       | 3                    | 0     | 8    | 9     | 20        | 5                               | 169  | 1    | 0    | 175       | 3                    | 0    | 0    | 3    | 6         | 489       |
| 05:00 PM   | 0                               | 362   | 1    | 0     | 363       | 4                    | 0     | 5    | 1     | 10        | 5                               | 215  | 2    | 0    | 222       | 4                    | 0    | 0    | 1    | 5         | 600       |
| 05:15 PM   | 0                               | 335   | 2    | 0     | 337       | 2                    | 0     | 3    | 8     | 13        | 1                               | 198  | 1    | 0    | 200       | 1                    | 0    | 0    | 4    | 5         | 555       |
| 05:30 PM   | 0                               | 315   | 1    | 1     | 317       | 3                    | 0     | 6    | 5     | 14        | 4                               | 210  | 0    | 0    | 214       | 4                    | 0    | 0    | 0    | 4         | 549       |
| Total Volume   | 0                               | 1300  | 4    | 1     | 1305      | 12                   | 0     | 22   | 23    | 57        | 15                              | 792  | 4    | 0    | 811       | 12                   | 0    | 0    | 8    | 20        | 2193      |
| % App. Total   | 0                               | 99.6  | 0.3  | 0.1   |           | 21.1                 | 0     | 38.6 | 40.4  |           | 1.8                             | 97.7 | 0.5  | 0    |           | 60                   | 0    | 0    | 40   |           |           |
| PHF  | .000                            | .898  | .500 | .250  | .899      | .750                 | .000  | .688 | .639  | .713      | .750                            | .921 | .500 | .000 | .913      | .750                 | .000 | .000 | .500 | .833      | .914      |



# L2 Data Collection

L2DataCollection.com  
 Idaho (208) 860-7554 Utah (801) 413-2993

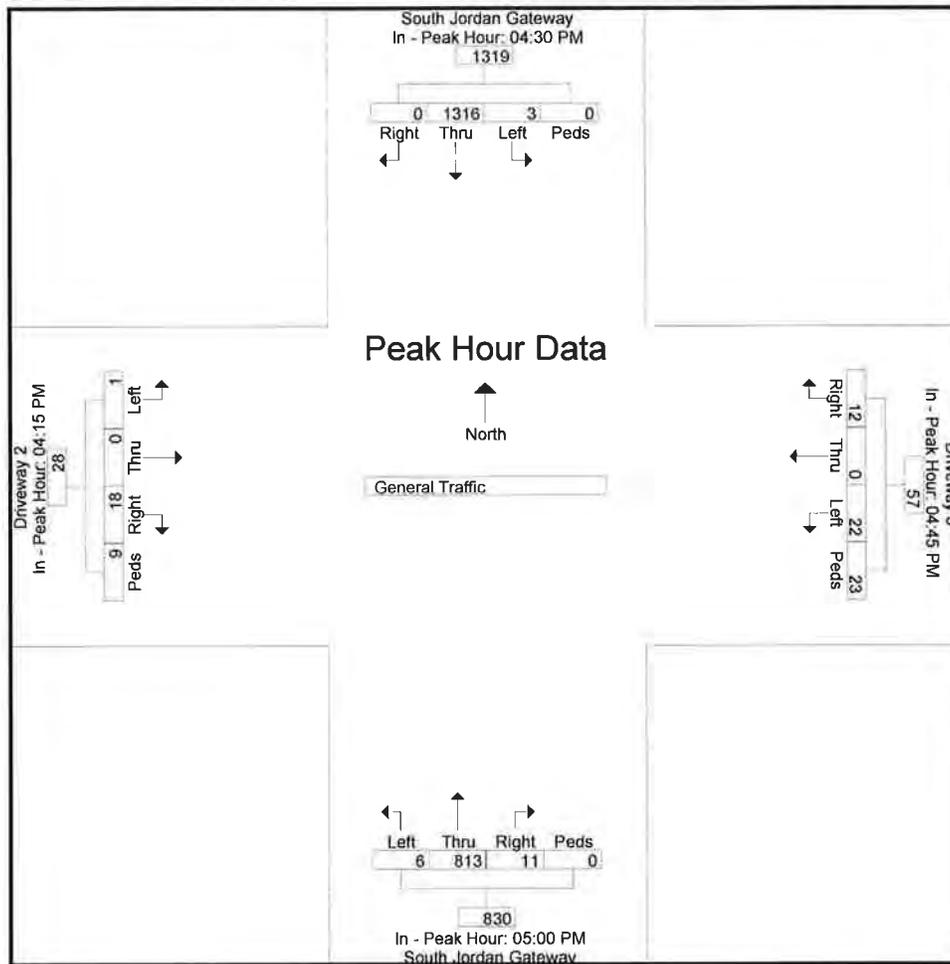
Study: WCEC0011  
 Intersection: S Jordan Gateway / D2 / D3  
 City: South Jordan, Utah  
 Control: Stop Sign

File Name : S Jordan Gateway & D2 & D3  
 Site Code : 2 & 3  
 Start Date : 12/2/2015  
 Page No : 6

| Start Time | South Jordan Gateway From North |      |      |      |           | Driveway 3 From East |      |      |      |           | South Jordan Gateway From South |      |      |      |           | Driveway 2 From West |      |      |      |           | Int Total |
|------------|---------------------------------|------|------|------|-----------|----------------------|------|------|------|-----------|---------------------------------|------|------|------|-----------|----------------------|------|------|------|-----------|-----------|
|            | Rig ht                          | Thru | Left | Peds | App Total | Rig ht               | Thru | Left | Peds | App Total | Rig ht                          | Thru | Left | Peds | App Total | Rig ht               | Thru | Left | Peds | App Total |           |

Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

|              | 04:30 PM |      |     |     |      | 04:45 PM |      |      |      |      | 05:00 PM |      |      |      |      | 04:15 PM |      |      |      |      |
|--------------|----------|------|-----|-----|------|----------|------|------|------|------|----------|------|------|------|------|----------|------|------|------|------|
| +0 mins.     | 0        | 331  | 0   | 0   | 331  | 3        | 0    | 8    | 9    | 20   | 5        | 215  | 2    | 0    | 222  | 3        | 0    | 1    | 1    | 5    |
| +15 mins.    | 0        | 288  | 0   | 0   | 288  | 4        | 0    | 5    | 1    | 10   | 1        | 198  | 1    | 0    | 200  | 8        | 0    | 0    | 4    | 12   |
| +30 mins.    | 0        | 362  | 1   | 0   | 363  | 2        | 0    | 3    | 8    | 13   | 4        | 210  | 0    | 0    | 214  | 3        | 0    | 0    | 3    | 6    |
| +45 mins.    | 0        | 335  | 2   | 0   | 337  | 3        | 0    | 6    | 5    | 14   | 1        | 190  | 3    | 0    | 194  | 4        | 0    | 0    | 1    | 5    |
| Total Volume | 0        | 1316 | 3   | 0   | 1319 | 12       | 0    | 22   | 23   | 57   | 11       | 813  | 6    | 0    | 830  | 18       | 0    | 1    | 9    | 28   |
| % App. Total | 0        | 99.8 | 0.2 | 0   |      | 21.1     | 0    | 38.6 | 40.4 |      | 1.3      | 98   | 0.7  | 0    |      | 64.3     | 0    | 3.6  | 32.1 |      |
| PHF          | 000      | 909  | 375 | 000 | 908  | .750     | .000 | .688 | .639 | .713 | .550     | .945 | .500 | .000 | .935 | .563     | .000 | .250 | .563 | .583 |



# L2 Data Collection

L2DataCollection.com

Idaho (208) 860-7554 Utah (801) 413-2993

Study: WCEC0011  
Intersection: S Jordan Gateway / D2 / D3  
City: South Jordan, Utah  
Control: Stop Sign

File Name : S Jordan Gateway & D2 & D3  
Site Code : 2 & 3  
Start Date : 12/2/2015  
Page No : 7

Image 1



# L2 Data Collection

L2DataCollection.com

Idaho (208) 860-7554 Utah (801) 413-2993

Study: WCEC0011  
 Intersection: S Jordan Gateway / D4 / D5  
 City: South Jordan, Utah  
 Control: Stop Sign

File Name : S Jordan Gateway & D4 & D5  
 Site Code : 4 & 5  
 Start Date : 12/2/2015  
 Page No : 1

## Groups Printed- General Traffic

| Start Time  | South Jordan Gateway<br>From North |      |      |      |            | Driveway 4<br>From East |      |      |      |            | South Jordan Gateway<br>From South |      |      |      |            | Driveway 5<br>From West |      |      |      |            | Int. Total |
|-------------|------------------------------------|------|------|------|------------|-------------------------|------|------|------|------------|------------------------------------|------|------|------|------------|-------------------------|------|------|------|------------|------------|
|             | Right                              | Thru | Left | Peds | App. Total | Right                   | Thru | Left | Peds | App. Total | Right                              | Thru | Left | Peds | App. Total | Right                   | Thru | Left | Peds | App. Total |            |
| 07:00 AM    | 0                                  | 64   | 0    | 0    | 64         | 0                       | 0    | 0    | 2    | 2          | 1                                  | 174  | 1    | 0    | 176        | 6                       | 0    | 0    | 2    | 8          | 250        |
| 07:15 AM    | 0                                  | 76   | 0    | 1    | 77         | 0                       | 0    | 0    | 2    | 2          | 1                                  | 226  | 2    | 0    | 229        | 3                       | 0    | 1    | 3    | 7          | 315        |
| 07:30 AM    | 4                                  | 117  | 1    | 0    | 122        | 1                       | 0    | 1    | 9    | 11         | 2                                  | 199  | 3    | 0    | 204        | 10                      | 0    | 5    | 0    | 15         | 352        |
| 07:45 AM    | 1                                  | 131  | 2    | 0    | 134        | 0                       | 0    | 1    | 0    | 1          | 1                                  | 292  | 1    | 0    | 294        | 8                       | 0    | 0    | 3    | 11         | 440        |
| Total       | 5                                  | 388  | 3    | 1    | 397        | 1                       | 0    | 2    | 13   | 16         | 5                                  | 891  | 7    | 0    | 903        | 27                      | 0    | 6    | 8    | 41         | 1357       |
| 08:00 AM    | 1                                  | 120  | 2    | 0    | 123        | 0                       | 0    | 0    | 4    | 4          | 4                                  | 272  | 6    | 0    | 282        | 6                       | 0    | 1    | 6    | 13         | 422        |
| 08:15 AM    | 3                                  | 117  | 3    | 0    | 123        | 0                       | 0    | 0    | 0    | 0          | 2                                  | 237  | 5    | 0    | 244        | 5                       | 0    | 1    | 1    | 7          | 374        |
| 08:30 AM    | 1                                  | 113  | 1    | 0    | 115        | 1                       | 0    | 0    | 8    | 9          | 2                                  | 236  | 1    | 0    | 239        | 6                       | 0    | 3    | 1    | 10         | 373        |
| 08:45 AM    | 1                                  | 95   | 6    | 0    | 102        | 1                       | 0    | 0    | 2    | 3          | 5                                  | 270  | 2    | 0    | 277        | 3                       | 0    | 4    | 3    | 10         | 392        |
| Total       | 6                                  | 445  | 12   | 0    | 463        | 2                       | 0    | 0    | 14   | 16         | 13                                 | 1015 | 14   | 0    | 1042       | 20                      | 0    | 9    | 11   | 40         | 1561       |
| 04:00 PM    | 1                                  | 273  | 1    | 0    | 275        | 2                       | 0    | 4    | 5    | 11         | 1                                  | 136  | 8    | 0    | 145        | 4                       | 0    | 0    | 0    | 4          | 435        |
| 04:15 PM    | 3                                  | 223  | 0    | 0    | 226        | 3                       | 0    | 2    | 5    | 10         | 4                                  | 151  | 5    | 0    | 160        | 8                       | 0    | 2    | 0    | 10         | 406        |
| 04:30 PM    | 6                                  | 319  | 1    | 0    | 326        | 6                       | 0    | 3    | 0    | 9          | 3                                  | 149  | 10   | 0    | 162        | 9                       | 0    | 3    | 0    | 12         | 509        |
| 04:45 PM    | 2                                  | 277  | 2    | 0    | 281        | 3                       | 0    | 7    | 8    | 18         | 1                                  | 165  | 6    | 0    | 172        | 4                       | 0    | 0    | 3    | 7          | 478        |
| Total       | 12                                 | 1092 | 4    | 0    | 1108       | 14                      | 0    | 16   | 18   | 48         | 9                                  | 601  | 29   | 0    | 639        | 25                      | 0    | 5    | 3    | 33         | 1828       |
| 05:00 PM    | 9                                  | 341  | 2    | 0    | 352        | 9                       | 0    | 7    | 1    | 17         | 1                                  | 199  | 19   | 0    | 219        | 15                      | 0    | 2    | 2    | 19         | 607        |
| 05:15 PM    | 10                                 | 326  | 0    | 1    | 337        | 5                       | 0    | 3    | 7    | 15         | 1                                  | 188  | 11   | 1    | 201        | 8                       | 0    | 2    | 2    | 12         | 565        |
| 05:30 PM    | 5                                  | 302  | 0    | 0    | 307        | 3                       | 0    | 7    | 2    | 12         | 1                                  | 205  | 7    | 0    | 213        | 7                       | 0    | 1    | 1    | 9          | 541        |
| 05:45 PM    | 6                                  | 233  | 2    | 0    | 241        | 1                       | 0    | 4    | 1    | 6          | 0                                  | 175  | 16   | 0    | 191        | 5                       | 0    | 5    | 2    | 12         | 450        |
| Total       | 30                                 | 1202 | 4    | 1    | 1237       | 18                      | 0    | 21   | 11   | 50         | 3                                  | 767  | 53   | 1    | 824        | 35                      | 0    | 10   | 7    | 52         | 2163       |
| Grand Total | 53                                 | 3127 | 23   | 2    | 3205       | 35                      | 0    | 39   | 56   | 130        | 30                                 | 3274 | 103  | 1    | 3408       | 107                     | 0    | 30   | 29   | 166        | 6909       |
| Apprch %    | 1.7                                | 97.6 | 0.7  | 0.1  |            | 26.9                    | 0    | 30   | 43.1 |            | 0.9                                | 96.1 | 3    | 0    |            | 64.5                    | 0    | 18.1 | 17.5 |            |            |
| Total %     | 0.8                                | 45.3 | 0.3  | 0    | 46.4       | 0.5                     | 0    | 0.6  | 0.8  | 1.9        | 0.4                                | 47.4 | 1.5  | 0    | 49.3       | 1.5                     | 0    | 0.4  | 0.4  | 2.4        |            |

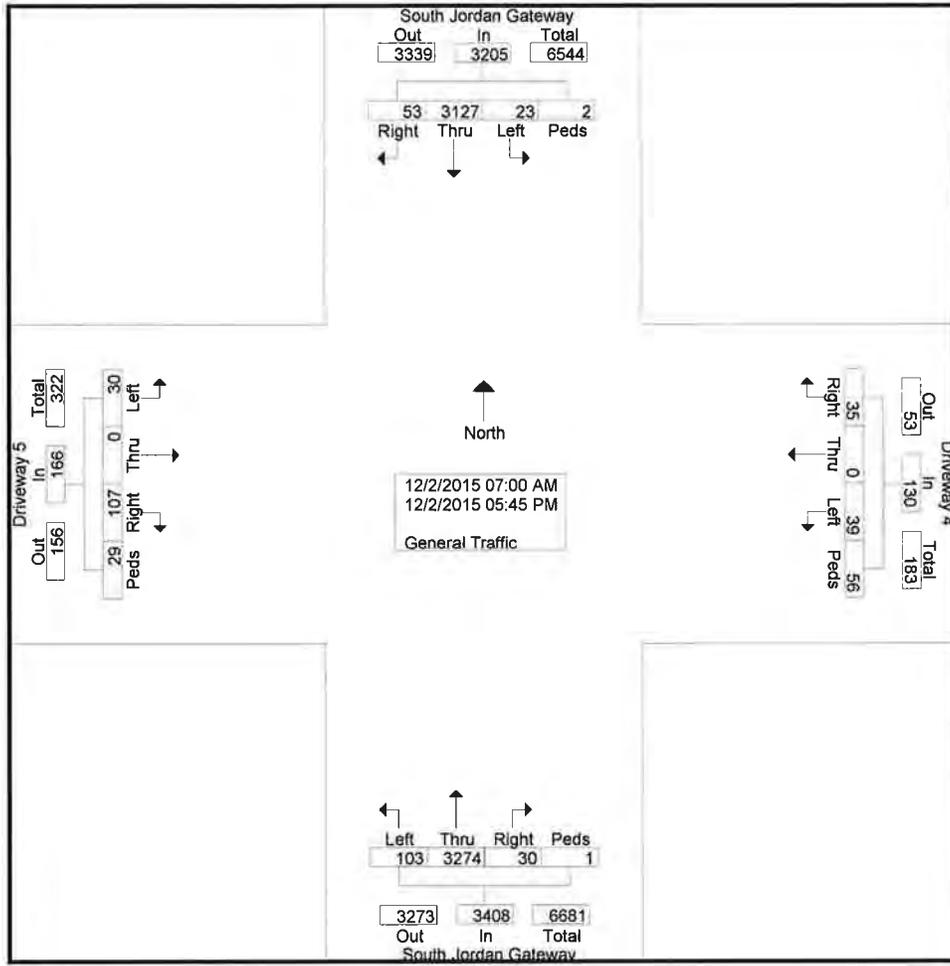
# L2 Data Collection

L2DataCollection.com

Idaho (208) 860-7554 Utah (801) 413-2993

Study: WCEC0011  
 Intersection: S Jordan Gateway / D4 / D5  
 City: South Jordan, Utah  
 Control: Stop Sign

File Name : S Jordan Gateway & D4 & D5  
 Site Code : 4 & 5  
 Start Date : 12/2/2015  
 Page No : 2



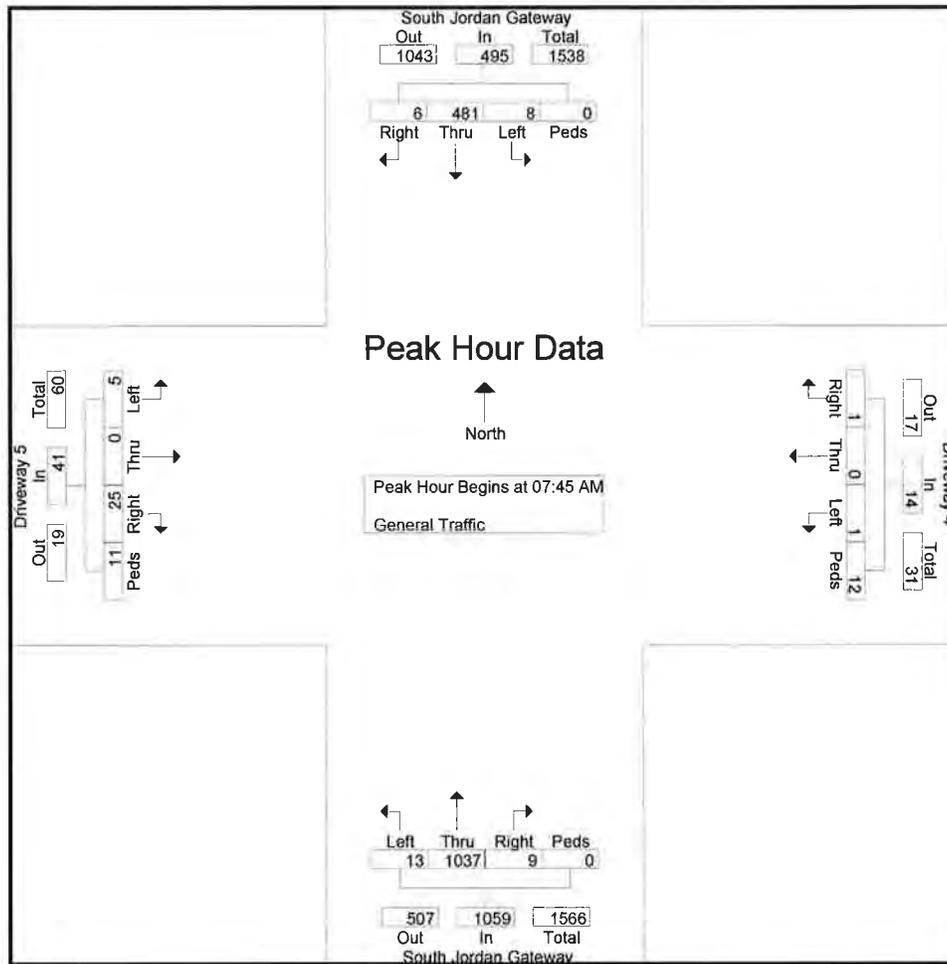
# L2 Data Collection

L2DataCollection.com  
 Idaho (208) 860-7554 Utah (801) 413-2993

Study: WCEC0011  
 Intersection: S Jordan Gateway / D4 / D5  
 City: South Jordan, Utah  
 Control: Stop Sign

File Name : S Jordan Gateway & D4 & D5  
 Site Code : 4 & 5  
 Start Date : 12/2/2015  
 Page No : 3

| Start Time   | South Jordan Gateway From North |      |      |      |            | Driveway 4 From East |      |      |      |            | South Jordan Gateway From South |      |      |      |            | Driveway 5 From West |      |      |      |            | Int. Total |
|--|---------------------------------|------|------|------|------------|----------------------|------|------|------|------------|---------------------------------|------|------|------|------------|----------------------|------|------|------|------------|------------|
|  | Right                           | Thru | Left | Peds | App. Total | Right                | Thru | Left | Peds | App. Total | Right                           | Thru | Left | Peds | App. Total | Right                | Thru | Left | Peds | App. Total |            |
| Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1 |                                 |      |      |      |            |                      |      |      |      |            |                                 |      |      |      |            |                      |      |      |      |            |            |
| Peak Hour for Entire Intersection Begins at 07:45 AM       |                                 |      |      |      |            |                      |      |      |      |            |                                 |      |      |      |            |                      |      |      |      |            |            |
| 07:45 AM   | 1                               | 131  | 2    | 0    | 134        | 0                    | 0    | 1    | 0    | 1          | 1                               | 292  | 1    | 0    | 294        | 8                    | 0    | 0    | 3    | 11         | 440        |
| 08:00 AM   | 1                               | 120  | 2    | 0    | 123        | 0                    | 0    | 0    | 4    | 4          | 4                               | 272  | 6    | 0    | 282        | 6                    | 0    | 1    | 6    | 13         | 422        |
| 08:15 AM   | 3                               | 117  | 3    | 0    | 123        | 0                    | 0    | 0    | 0    | 0          | 2                               | 237  | 5    | 0    | 244        | 5                    | 0    | 1    | 1    | 7          | 374        |
| 08:30 AM   | 1                               | 113  | 1    | 0    | 115        | 1                    | 0    | 0    | 8    | 9          | 2                               | 236  | 1    | 0    | 239        | 6                    | 0    | 3    | 1    | 10         | 373        |
| Total Volume   | 6                               | 481  | 8    | 0    | 495        | 1                    | 0    | 1    | 12   | 14         | 9                               | 1037 | 13   | 0    | 1059       | 25                   | 0    | 5    | 11   | 41         | 1609       |
| % App. Total   | 1.2                             | 97.2 | 1.6  | 0    |            | 7.1                  | 0    | 7.1  | 85.7 |            | 0.8                             | 97.9 | 1.2  | 0    |            | 6.1                  | 0    | 12.2 | 26.8 |            |            |
| PHF  | 500                             | 918  | 667  | 000  | 924        | 250                  | 000  | 250  | 375  | 389        | 563                             | 888  | 542  | 000  | 901        | 781                  | 000  | 417  | 458  | 788        | 914        |



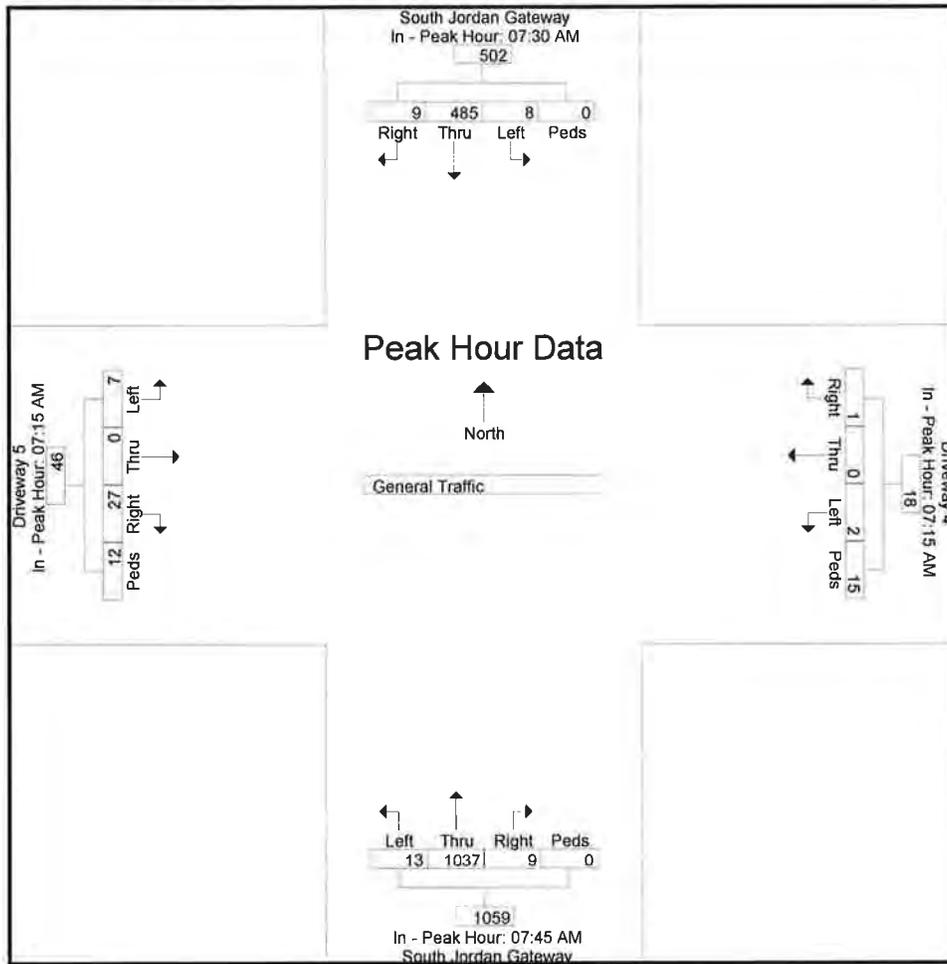
# L2 Data Collection

L2DataCollection.com  
 Idaho (208) 860-7554 Utah (801) 413-2993

Study: WCEC0011  
 Intersection: S Jordan Gateway / D4 / D5  
 City: South Jordan, Utah  
 Control: Stop Sign

File Name : S Jordan Gateway & D4 & D5  
 Site Code : 4 & 5  
 Start Date : 12/2/2015  
 Page No : 4

| Start Time   | South Jordan Gateway From North |      |      |      |            | Driveway 4 From East |      |      |      |            | South Jordan Gateway From South |      |      |      |            | Driveway 5 From West |      |      |      |            | Int. Total |
|--|---------------------------------|------|------|------|------------|----------------------|------|------|------|------------|---------------------------------|------|------|------|------------|----------------------|------|------|------|------------|------------|
|  | Right                           | Thru | Left | Peds | App. Total | Right                | Thru | Left | Peds | App. Total | Right                           | Thru | Left | Peds | App. Total | Right                | Thru | Left | Peds | App. Total |            |
| Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1 |                                 |      |      |      |            |                      |      |      |      |            |                                 |      |      |      |            |                      |      |      |      |            |            |
| Peak Hour for Each Approach Begins at:                     |                                 |      |      |      |            |                      |      |      |      |            |                                 |      |      |      |            |                      |      |      |      |            |            |
|  | 07:30 AM                        |      |      |      |            | 07:15 AM             |      |      |      |            | 07:45 AM                        |      |      |      |            | 07:15 AM             |      |      |      |            |            |
| +0 mins.   | 4                               | 117  | 1    | 0    | 122        | 0                    | 0    | 0    | 2    | 2          | 1                               | 292  | 1    | 0    | 294        | 3                    | 0    | 1    | 3    | 7          |            |
| +15 mins.  | 1                               | 131  | 2    | 0    | 134        | 1                    | 0    | 1    | 9    | 11         | 4                               | 272  | 6    | 0    | 282        | 10                   | 0    | 5    | 0    | 15         |            |
| +30 mins.  | 1                               | 120  | 2    | 0    | 123        | 0                    | 0    | 1    | 0    | 1          | 2                               | 237  | 5    | 0    | 244        | 8                    | 0    | 0    | 3    | 11         |            |
| +45 mins.  | 3                               | 117  | 3    | 0    | 123        | 0                    | 0    | 0    | 4    | 4          | 2                               | 236  | 1    | 0    | 239        | 6                    | 0    | 1    | 6    | 13         |            |
| Total Volume   | 9                               | 485  | 8    | 0    | 502        | 1                    | 0    | 2    | 15   | 18         | 9                               | 1037 | 13   | 0    | 1059       | 27                   | 0    | 7    | 12   | 46         |            |
| % App. Total   | 1.8                             | 96.6 | 1.6  | 0    |            | 5.6                  | 0    | 11.1 | 83.3 |            | 0.8                             | 97.9 | 1.2  | 0    |            | 58.7                 | 0    | 15.2 | 26.1 |            |            |
| PHF  | .563                            | .926 | .667 | .000 | .937       | .250                 | .000 | .500 | .417 | .409       | .563                            | .888 | .542 | .000 | .901       | .675                 | .000 | .350 | .500 | .767       |            |



# L2 Data Collection

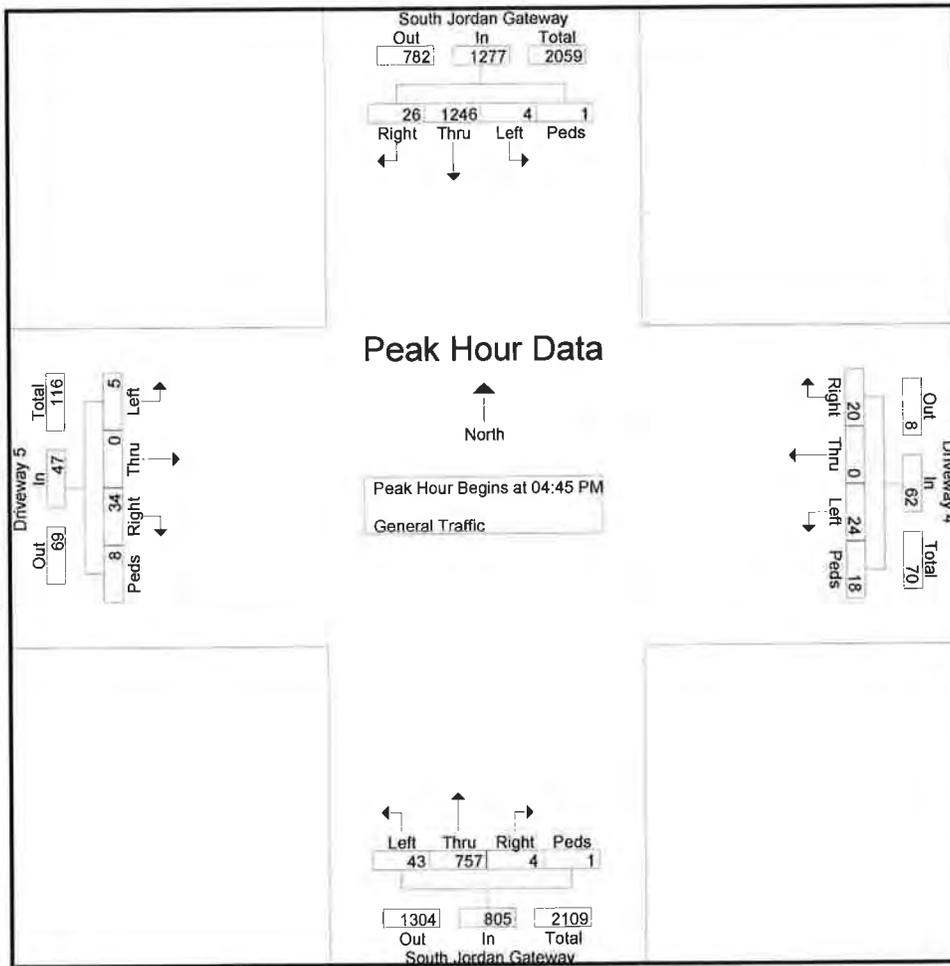
L2DataCollection.com

Idaho (208) 860-7554 Utah (801) 413-2993

Study: WCEC0011  
 Intersection: S Jordan Gateway / D4 / D5  
 City: South Jordan, Utah  
 Control: Stop Sign

File Name : S Jordan Gateway & D4 & D5  
 Site Code : 4 & 5  
 Start Date : 12/2/2015  
 Page No : 5

| Start Time   | South Jordan Gateway From North |      |      |      |           | Driveway 4 From East |      |      |      |           | South Jordan Gateway From South |      |      |      |           | Driveway 5 From West |      |      |      |           | Int Total |
|--|---------------------------------|------|------|------|-----------|----------------------|------|------|------|-----------|---------------------------------|------|------|------|-----------|----------------------|------|------|------|-----------|-----------|
|  | Right                           | Thru | Left | Peds | App Total | Right                | Thru | Left | Peds | App Total | Right                           | Thru | Left | Peds | App Total | Right                | Thru | Left | Peds | App Total |           |
| Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1 |                                 |      |      |      |           |                      |      |      |      |           |                                 |      |      |      |           |                      |      |      |      |           |           |
| Peak Hour for Entire Intersection Begins at 04:45 PM       |                                 |      |      |      |           |                      |      |      |      |           |                                 |      |      |      |           |                      |      |      |      |           |           |
| 04:45 PM   | 2                               | 277  | 2    | 0    | 281       | 3                    | 0    | 7    | 8    | 18        | 1                               | 165  | 6    | 0    | 172       | 4                    | 0    | 0    | 3    | 7         | 478       |
| 05:00 PM   | 9                               | 341  | 2    | 0    | 352       | 9                    | 0    | 7    | 1    | 17        | 1                               | 199  | 19   | 0    | 219       | 15                   | 0    | 2    | 2    | 19        | 607       |
| 05:15 PM   | 10                              | 326  | 0    | 1    | 337       | 5                    | 0    | 3    | 7    | 15        | 1                               | 188  | 11   | 1    | 201       | 8                    | 0    | 2    | 2    | 12        | 565       |
| 05:30 PM   | 5                               | 302  | 0    | 0    | 307       | 3                    | 0    | 7    | 2    | 12        | 1                               | 205  | 7    | 0    | 213       | 7                    | 0    | 1    | 1    | 9         | 541       |
| Total Volume   | 26                              | 1246 | 4    | 1    | 1277      | 20                   | 0    | 24   | 18   | 62        | 4                               | 757  | 43   | 1    | 805       | 34                   | 0    | 5    | 8    | 47        | 2191      |
| % App. Total   | 2                               | 97.6 | 0.3  | 0.1  |           | 32.3                 | 0    | 38.7 | 29   |           | 0.5                             | 94   | 5.3  | 0.1  |           | 72.3                 | 0    | 10.6 | 17   |           |           |
| PHF  | .650                            | .913 | .500 | .250 | .907      | .556                 | .000 | .857 | .563 | .861      | 1.00                            | .923 | .566 | .250 | .919      | .567                 | .000 | .625 | .667 | .618      | .902      |



# L2 Data Collection

L2DataCollection.com  
 Idaho (208) 860-7554 Utah (801) 413-2993

Study: WCEC0011  
 Intersection: S Jordan Gateway / D4 / D5  
 City: South Jordan, Utah  
 Control: Stop Sign

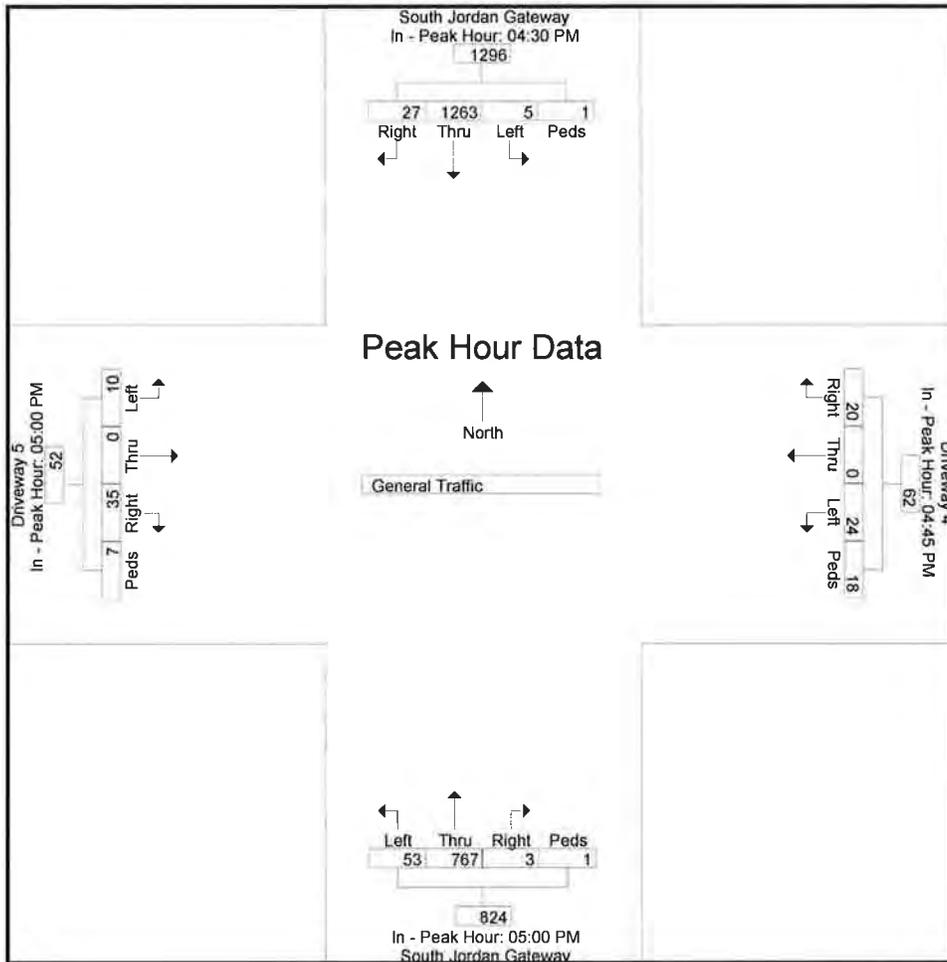
File Name : S Jordan Gateway & D4 & D5  
 Site Code : 4 & 5  
 Start Date : 12/2/2015  
 Page No : 6

| Start Time | South Jordan Gateway From North |      |      |      |           | Driveway 4 From East |      |      |      |           | South Jordan Gateway From South |      |      |      |           | Driveway 5 From West |      |      |      |           | Int Total |
|------------|---------------------------------|------|------|------|-----------|----------------------|------|------|------|-----------|---------------------------------|------|------|------|-----------|----------------------|------|------|------|-----------|-----------|
|            | Right                           | Thru | Left | Peds | App Total | Right                | Thru | Left | Peds | App Total | Right                           | Thru | Left | Peds | App Total | Right                | Thru | Left | Peds | App Total |           |

Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

|              | 04:30 PM |      |     |     |      | 04:45 PM |     |      |     |     | 05:00 PM |      |     |     |     | 05:00 PM |     |      |      |     |
|--------------|----------|------|-----|-----|------|----------|-----|------|-----|-----|----------|------|-----|-----|-----|----------|-----|------|------|-----|
| +0 mins.     | 6        | 319  | 1   | 0   | 326  | 3        | 0   | 7    | 8   | 18  | 1        | 199  | 19  | 0   | 219 | 15       | 0   | 2    | 2    | 19  |
| +15 mins.    | 2        | 277  | 2   | 0   | 281  | 9        | 0   | 7    | 1   | 17  | 1        | 188  | 11  | 1   | 201 | 8        | 0   | 2    | 2    | 12  |
| +30 mins.    | 9        | 341  | 2   | 0   | 352  | 5        | 0   | 3    | 7   | 15  | 1        | 205  | 7   | 0   | 213 | 7        | 0   | 1    | 1    | 9   |
| +45 mins.    | 10       | 326  | 0   | 1   | 337  | 3        | 0   | 7    | 2   | 12  | 0        | 175  | 16  | 0   | 191 | 5        | 0   | 5    | 2    | 12  |
| Total Volume | 27       | 1263 | 5   | 1   | 1296 | 20       | 0   | 24   | 18  | 62  | 3        | 767  | 53  | 1   | 824 | 35       | 0   | 10   | 7    | 52  |
| % App. Total | 2.1      | 97.5 | 0.4 | 0.1 |      | 32.3     | 0   | 38.7 | 29  |     | 0.4      | 93.1 | 6.4 | 0.1 |     | 67.3     | 0   | 19.2 | 13.5 |     |
| PHF          | 675      | 926  | 625 | 250 | 920  | 556      | 000 | 857  | 563 | 861 | 750      | 935  | 697 | 250 | 941 | 583      | 000 | 500  | 875  | 684 |



# L2 Data Collection

L2DataCollection.com

Idaho (208) 860-7554 Utah (801) 413-2993

Study: WCEC0011

Intersection: S Jordan Gateway / D4 / D5

City: South Jordan, Utah

Control: Stop Sign

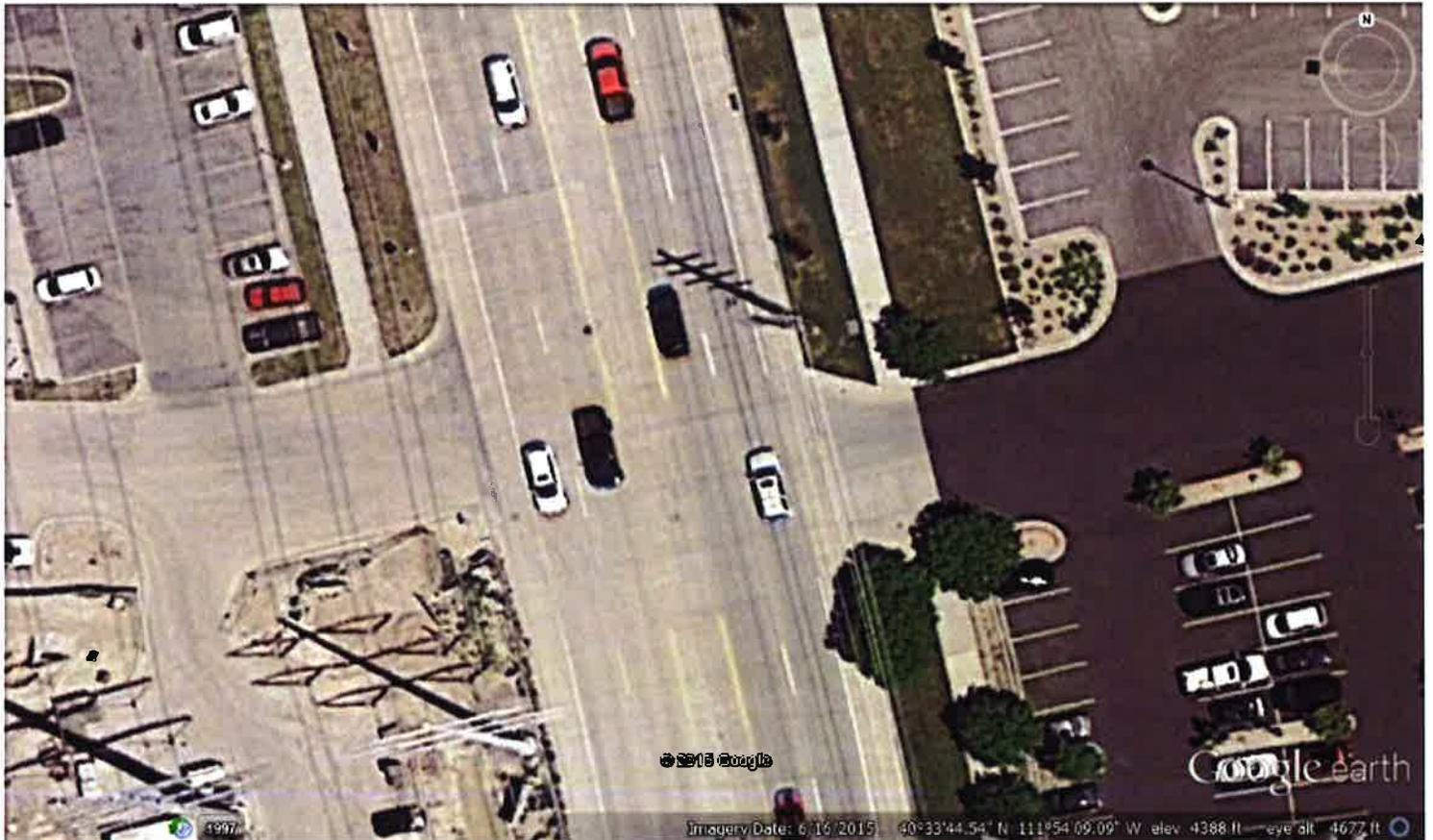
File Name : S Jordan Gateway & D4 & D5

Site Code : 4 & 5

Start Date : 12/2/2015

Page No : 7

Image 1



# L2 Data Collection

L2DataCollection.com

Idaho (208) 860-7554 Utah (801) 413-2993

Study: WCEC0011  
 Intersection: S Jordan Gwy / Auto Center  
 City: South Jordan, Utah  
 Control: Stop Sign

File Name : S Jordan Gateway & SJ Auto Center  
 Site Code : 1  
 Start Date : 12/2/2015  
 Page No : 1

## Groups Printed- General Traffic

| Start Time  | South Jordan Gateway<br>From North |      |      |            | Auto Center Drive<br>From East |      |      |            | South Jordan Gateway<br>From South |      |      |            | Int. Total |
|-------------|------------------------------------|------|------|------------|--------------------------------|------|------|------------|------------------------------------|------|------|------------|------------|
|             | Thru                               | Left | Peds | App. Total | Right                          | Left | Peds | App. Total | Right                              | Thru | Peds | App. Total |            |
| 07:00 AM    | 63                                 | 1    | 0    | 64         | 0                              | 0    | 2    | 2          | 5                                  | 183  | 0    | 188        | 254        |
| 07:15 AM    | 82                                 | 0    | 0    | 82         | 1                              | 0    | 2    | 3          | 0                                  | 243  | 0    | 243        | 328        |
| 07:30 AM    | 132                                | 1    | 0    | 133        | 1                              | 2    | 11   | 14         | 4                                  | 219  | 1    | 224        | 371        |
| 07:45 AM    | 146                                | 0    | 0    | 146        | 0                              | 1    | 0    | 1          | 9                                  | 308  | 0    | 317        | 464        |
| Total       | 423                                | 2    | 0    | 425        | 2                              | 3    | 15   | 20         | 18                                 | 953  | 1    | 972        | 1417       |
| 08:00 AM    | 130                                | 1    | 0    | 131        | 0                              | 2    | 7    | 9          | 11                                 | 298  | 0    | 309        | 449        |
| 08:15 AM    | 127                                | 0    | 0    | 127        | 3                              | 2    | 1    | 6          | 7                                  | 253  | 0    | 260        | 393        |
| 08:30 AM    | 122                                | 0    | 0    | 122        | 1                              | 7    | 6    | 14         | 13                                 | 255  | 0    | 268        | 404        |
| 08:45 AM    | 102                                | 1    | 0    | 103        | 0                              | 8    | 2    | 10         | 14                                 | 289  | 0    | 303        | 416        |
| Total       | 481                                | 2    | 0    | 483        | 4                              | 19   | 16   | 39         | 45                                 | 1095 | 0    | 1140       | 1662       |
| -----       |                                    |      |      |            |                                |      |      |            |                                    |      |      |            |            |
| 04:00 PM    | 291                                | 1    | 0    | 292        | 4                              | 11   | 4    | 19         | 8                                  | 142  | 0    | 150        | 461        |
| 04:15 PM    | 238                                | 0    | 0    | 238        | 0                              | 11   | 5    | 16         | 7                                  | 163  | 0    | 170        | 424        |
| 04:30 PM    | 333                                | 1    | 0    | 334        | 4                              | 8    | 1    | 13         | 8                                  | 152  | 0    | 160        | 507        |
| 04:45 PM    | 304                                | 2    | 0    | 306        | 4                              | 14   | 8    | 26         | 4                                  | 171  | 0    | 175        | 507        |
| Total       | 1166                               | 4    | 0    | 1170       | 12                             | 44   | 18   | 74         | 27                                 | 628  | 0    | 655        | 1899       |
| 05:00 PM    | 357                                | 5    | 0    | 362        | 11                             | 3    | 1    | 15         | 8                                  | 211  | 0    | 219        | 596        |
| 05:15 PM    | 346                                | 1    | 2    | 349        | 6                              | 8    | 4    | 18         | 5                                  | 194  | 0    | 199        | 566        |
| 05:30 PM    | 317                                | 2    | 0    | 319        | 0                              | 9    | 5    | 14         | 4                                  | 214  | 0    | 218        | 551        |
| 05:45 PM    | 255                                | 0    | 0    | 255        | 1                              | 11   | 2    | 14         | 2                                  | 193  | 1    | 196        | 465        |
| Total       | 1275                               | 8    | 2    | 1285       | 18                             | 31   | 12   | 61         | 19                                 | 812  | 1    | 832        | 2178       |
| Grand Total | 3345                               | 16   | 2    | 3363       | 36                             | 97   | 61   | 194        | 109                                | 3488 | 2    | 3599       | 7156       |
| Apprch %    | 99.5                               | 0.5  | 0.1  |            | 18.6                           | 50   | 31.4 |            | 3                                  | 96.9 | 0.1  |            |            |
| Total %     | 46.7                               | 0.2  | 0    | 47         | 0.5                            | 1.4  | 0.9  | 2.7        | 1.5                                | 48.7 | 0    | 50.3       |            |

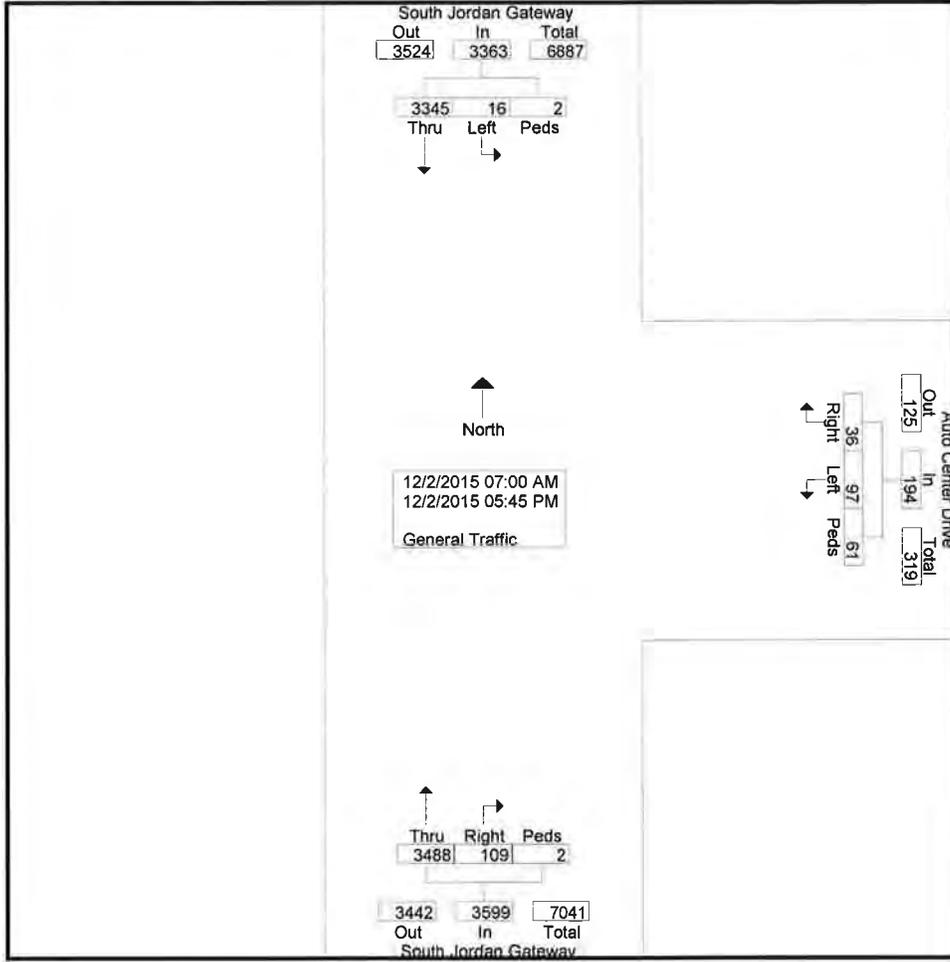
# L2 Data Collection

L2DataCollection.com

Idaho (208) 860-7554 Utah (801) 413-2993

Study: WCEC0011  
Intersection: S Jordan Gwy / Auto Center  
City: South Jordan, Utah  
Control: Stop Sign

File Name : S Jordan Gateway & SJ Auto Center  
Site Code : 1  
Start Date : 12/2/2015  
Page No : 2



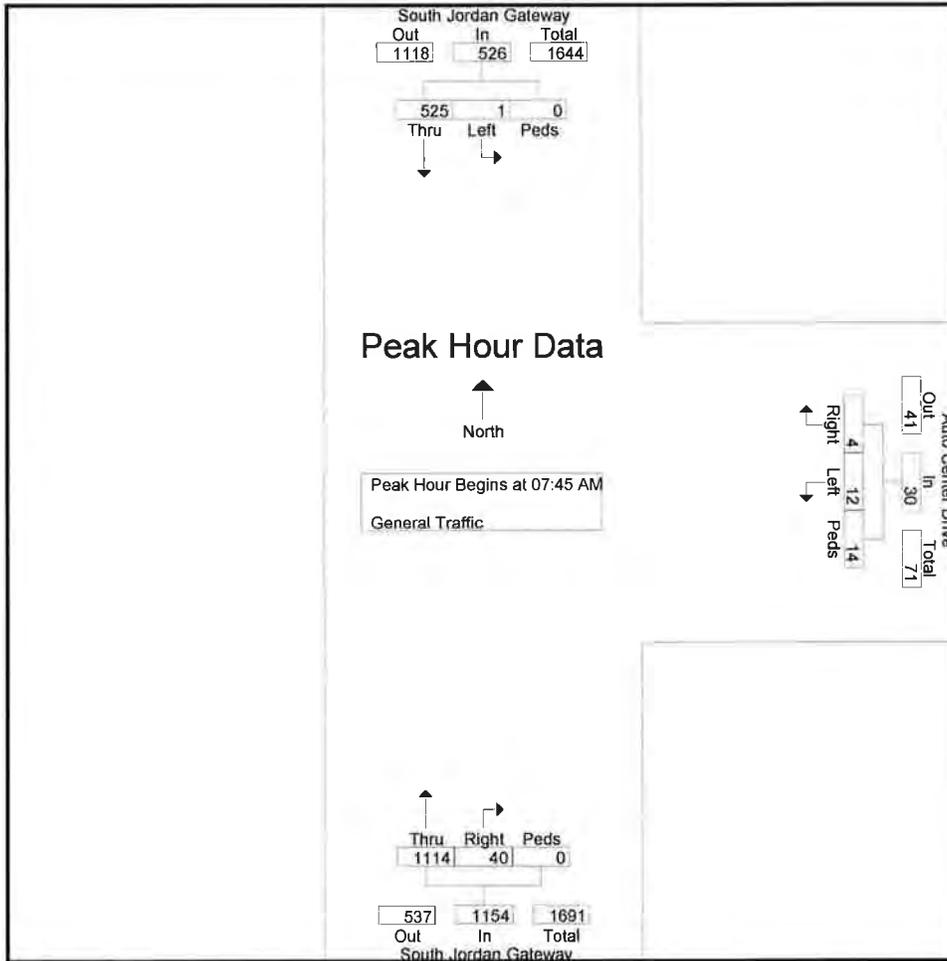
# L2 Data Collection

L2DataCollection.com  
 Idaho (208) 860-7554 Utah (801) 413-2993

Study: WCEC0011  
 Intersection: S Jordan Gwy / Auto Center  
 City: South Jordan, Utah  
 Control: Stop Sign

File Name : S Jordan Gateway & SJ Auto Center  
 Site Code : 1  
 Start Date : 12/2/2015  
 Page No : 3

| Start Time   | South Jordan Gateway From North |      |      |            | Auto Center Drive From East |      |      |            | South Jordan Gateway From South |      |      |            | Int. Total |
|--|---------------------------------|------|------|------------|-----------------------------|------|------|------------|---------------------------------|------|------|------------|------------|
|  | Thru                            | Left | Peds | App. Total | Right                       | Left | Peds | App. Total | Right                           | Thru | Peds | App. Total |            |
| Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1 |                                 |      |      |            |                             |      |      |            |                                 |      |      |            |            |
| Peak Hour for Entire Intersection Begins at 07:45 AM       |                                 |      |      |            |                             |      |      |            |                                 |      |      |            |            |
| 07:45 AM   | 146                             | 0    | 0    | 146        | 0                           | 1    | 0    | 1          | 9                               | 308  | 0    | 317        | 464        |
| 08:00 AM   | 130                             | 1    | 0    | 131        | 0                           | 2    | 7    | 9          | 11                              | 298  | 0    | 309        | 449        |
| 08:15 AM   | 127                             | 0    | 0    | 127        | 3                           | 2    | 1    | 6          | 7                               | 253  | 0    | 260        | 393        |
| 08:30 AM   | 122                             | 0    | 0    | 122        | 1                           | 7    | 6    | 14         | 13                              | 255  | 0    | 268        | 404        |
| Total Volume   | 525                             | 1    | 0    | 526        | 4                           | 12   | 14   | 30         | 40                              | 1114 | 0    | 1154       | 1710       |
| % App. Total   | 99.8                            | 0.2  | 0    |            | 13.3                        | 40   | 46.7 |            | 3.5                             | 96.5 | 0    |            |            |
| PHF  | 899                             | 250  | 000  | 901        | 333                         | 429  | 500  | 536        | 769                             | 904  | 000  | 910        | 921        |



# L2 Data Collection

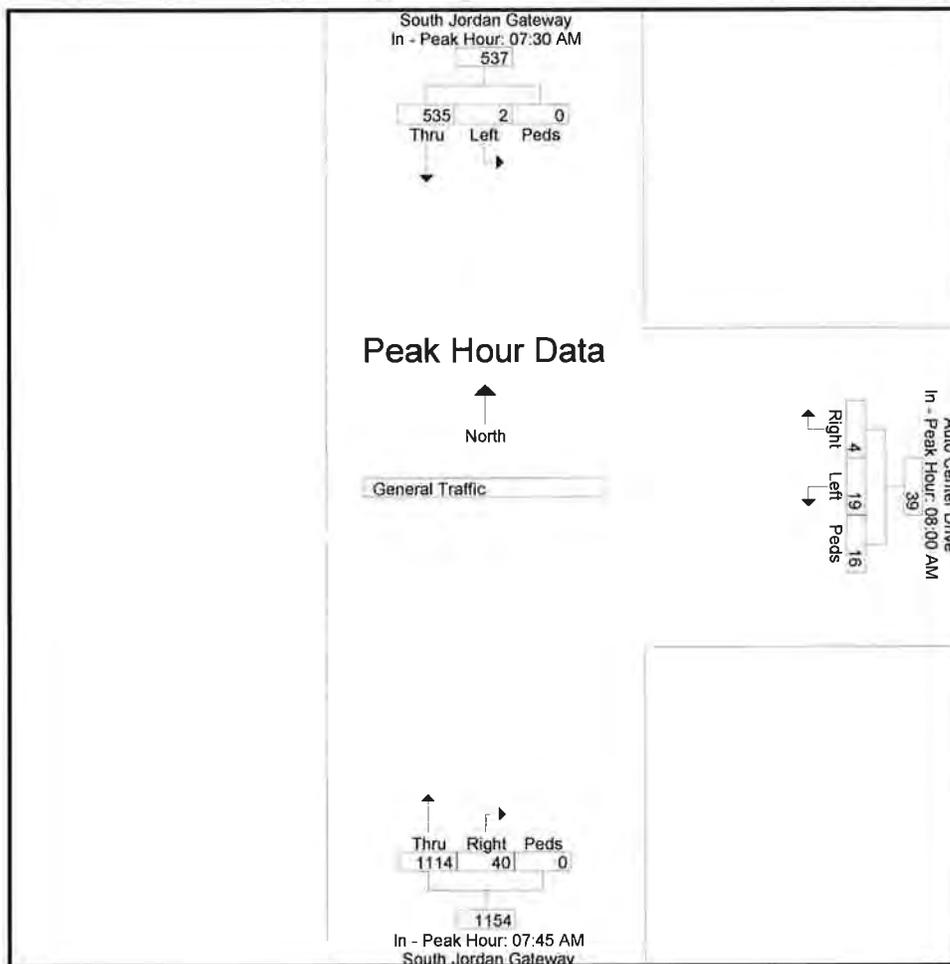
L2DataCollection.com

Idaho (208) 860-7554 Utah (801) 413-2993

Study: WCEC0011  
 Intersection: S Jordan Gwy / Auto Center  
 City: South Jordan, Utah  
 Control: Stop Sign

File Name : S Jordan Gateway & SJ Auto Center  
 Site Code : 1  
 Start Date : 12/2/2015  
 Page No : 4

| Start Time   | South Jordan Gateway From North |      |      |            | Auto Center Drive From East |      |      |            | South Jordan Gateway From South |      |      |            | Int. Total |
|--|---------------------------------|------|------|------------|-----------------------------|------|------|------------|---------------------------------|------|------|------------|------------|
|  | Thru                            | Left | Peds | App. Total | Right                       | Left | Peds | App. Total | Right                           | Thru | Peds | App. Total |            |
| Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1 |                                 |      |      |            |                             |      |      |            |                                 |      |      |            |            |
| Peak Hour for Each Approach Begins at:                     |                                 |      |      |            |                             |      |      |            |                                 |      |      |            |            |
|  | 07:30 AM                        |      |      |            | 08:00 AM                    |      |      |            | 07:45 AM                        |      |      |            |            |
| +0 mins.   | 132                             | 1    | 0    | 133        | 0                           | 2    | 7    | 9          | 9                               | 308  | 0    | 317        |            |
| +15 mins.  | 146                             | 0    | 0    | 146        | 3                           | 2    | 1    | 6          | 11                              | 298  | 0    | 309        |            |
| +30 mins.  | 130                             | 1    | 0    | 131        | 1                           | 7    | 6    | 14         | 7                               | 253  | 0    | 260        |            |
| +45 mins.  | 127                             | 0    | 0    | 127        | 0                           | 8    | 2    | 10         | 13                              | 255  | 0    | 268        |            |
| Total Volume   | 535                             | 2    | 0    | 537        | 4                           | 19   | 16   | 39         | 40                              | 1114 | 0    | 1154       |            |
| % App. Total   | 99.6                            | 0.4  | 0    |            | 10.3                        | 48.7 | 41   |            | 3.5                             | 96.5 | 0    |            |            |
| PHF  | 916                             | .500 | .000 | .920       | .333                        | .594 | .571 | .696       | .769                            | .904 | .000 | .910       |            |



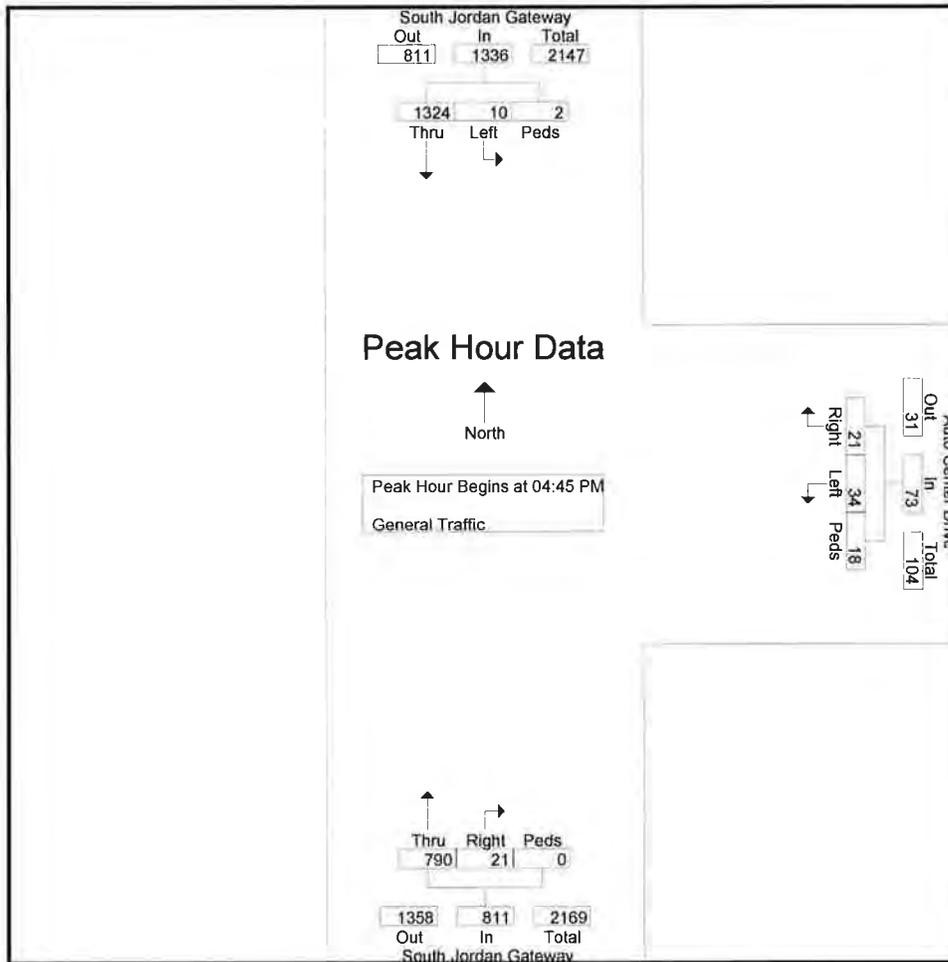
# L2 Data Collection

L2DataCollection.com  
 Idaho (208) 860-7554 Utah (801) 413-2993

Study: WCEC0011  
 Intersection: S Jordan Gwy / Auto Center  
 City: South Jordan, Utah  
 Control: Stop Sign

File Name : S Jordan Gateway & SJ Auto Center  
 Site Code : 1  
 Start Date : 12/2/2015  
 Page No : 5

| Start Time   | South Jordan Gateway From North |      |      |            | Auto Center Drive From East |      |      |            | South Jordan Gateway From South |      |      |            | Int. Total |
|--|---------------------------------|------|------|------------|-----------------------------|------|------|------------|---------------------------------|------|------|------------|------------|
|  | Thru                            | Left | Peds | App. Total | Right                       | Left | Peds | App. Total | Right                           | Thru | Peds | App. Total |            |
| Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1 |                                 |      |      |            |                             |      |      |            |                                 |      |      |            |            |
| Peak Hour for Entire Intersection Begins at 04:45 PM       |                                 |      |      |            |                             |      |      |            |                                 |      |      |            |            |
| 04:45 PM   | 304                             | 2    | 0    | 306        | 4                           | 14   | 8    | 26         | 4                               | 171  | 0    | 175        | 507        |
| 05:00 PM   | 357                             | 5    | 0    | 362        | 11                          | 3    | 1    | 15         | 8                               | 211  | 0    | 219        | 596        |
| 05:15 PM   | 346                             | 1    | 2    | 349        | 6                           | 8    | 4    | 18         | 5                               | 194  | 0    | 199        | 566        |
| 05:30 PM   | 317                             | 2    | 0    | 319        | 0                           | 9    | 5    | 14         | 4                               | 214  | 0    | 218        | 551        |
| Total Volume   | 1324                            | 10   | 2    | 1336       | 21                          | 34   | 18   | 73         | 21                              | 790  | 0    | 811        | 2220       |
| % App. Total   | 99.1                            | 0.7  | 0.1  |            | 28.8                        | 46.6 | 24.7 |            | 2.6                             | 97.4 | 0    |            |            |
| PHF  | 927                             | 500  | 250  | 923        | 477                         | 607  | 563  | 702        | 656                             | 923  | 000  | 926        | 931        |



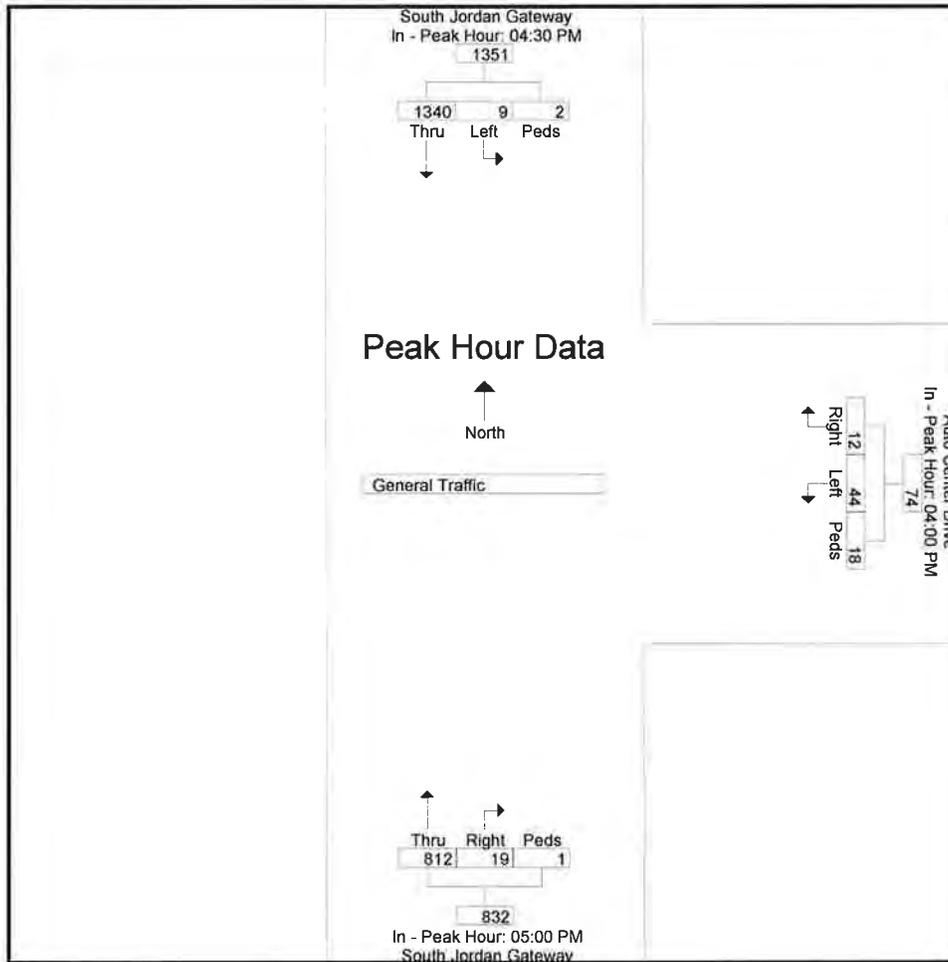
# L2 Data Collection

L2DataCollection.com  
 Idaho (208) 860-7554 Utah (801) 413-2993

Study: WCEC0011  
 Intersection: S Jordan Gwy / Auto Center  
 City: South Jordan, Utah  
 Control: Stop Sign

File Name : S Jordan Gateway & SJ Auto Center  
 Site Code : 1  
 Start Date : 12/2/2015  
 Page No : 6

| Start Time   | South Jordan Gateway From North |      |      |            | Auto Center Drive From East |      |      |            | South Jordan Gateway From South |      |      |            | Int. Total |
|--|---------------------------------|------|------|------------|-----------------------------|------|------|------------|---------------------------------|------|------|------------|------------|
|  | Thru                            | Left | Peds | App. Total | Right                       | Left | Peds | App. Total | Right                           | Thru | Peds | App. Total |            |
| Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1 |                                 |      |      |            |                             |      |      |            |                                 |      |      |            |            |
| Peak Hour for Each Approach Begins at:                     |                                 |      |      |            |                             |      |      |            |                                 |      |      |            |            |
|  | 04:30 PM                        |      |      |            | 04:00 PM                    |      |      |            | 05:00 PM                        |      |      |            |            |
| +0 mins.   | 333                             | 1    | 0    | 334        | 4                           | 11   | 4    | 19         | 8                               | 211  | 0    | 219        |            |
| +15 mins.  | 304                             | 2    | 0    | 306        | 0                           | 11   | 5    | 16         | 5                               | 194  | 0    | 199        |            |
| +30 mins.  | 357                             | 5    | 0    | 362        | 4                           | 8    | 1    | 13         | 4                               | 214  | 0    | 218        |            |
| +45 mins.  | 346                             | 1    | 2    | 349        | 4                           | 14   | 8    | 26         | 2                               | 193  | 1    | 196        |            |
| Total Volume   | 1340                            | 9    | 2    | 1351       | 12                          | 44   | 18   | 74         | 19                              | 812  | 1    | 832        |            |
| % App. Total   | 99.2                            | 0.7  | 0.1  |            | 16.2                        | 59.5 | 24.3 |            | 2.3                             | 97.6 | 0.1  |            |            |
| PHF  | 938                             | 450  | 250  | 933        | 750                         | 786  | 563  | 712        | 594                             | 949  | 250  | 950        |            |



# L2 Data Collection

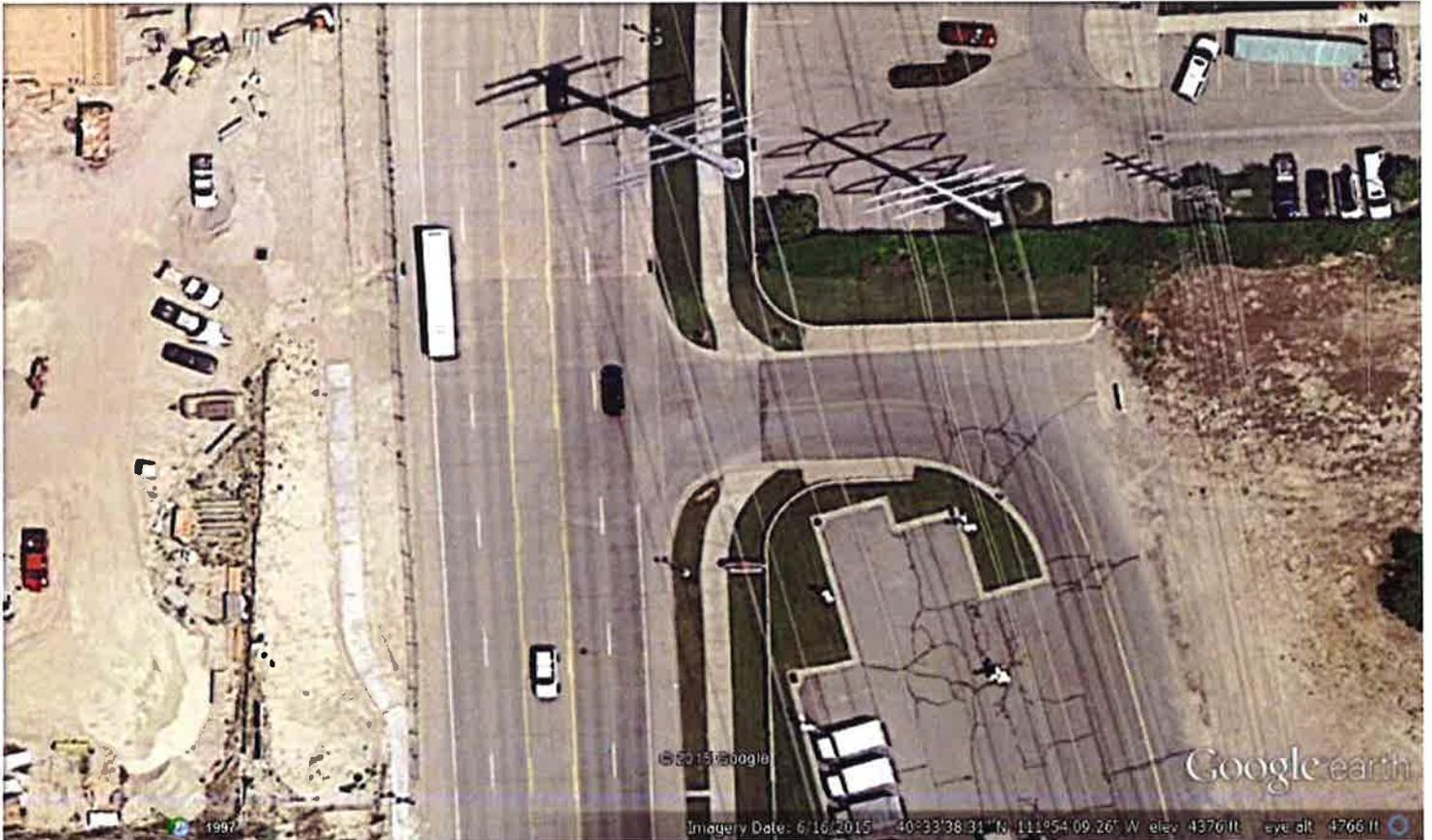
L2DataCollection.com

Idaho (208) 860-7554 Utah (801) 413-2993

Study: WCEC0011  
Intersection: S Jordan Gwy / Auto Center  
City: South Jordan, Utah  
Control: Stop Sign

File Name : S Jordan Gateway & SJ Auto Center  
Site Code : 1  
Start Date : 12/2/2015  
Page No : 7

Image 1



# Traffic Analysis

**3: Jordan Gateway & North Project Access/10421 South Access Performance by approach**

| Approach           | EB  | WB   | NB  | SB  | All |
|--------------------|-----|------|-----|-----|-----|
| Denied Del/Veh (s) | 0.1 | 0.1  | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s)  | 7.0 | 12.8 | 0.7 | 0.5 | 0.7 |

**6: Jordan Gateway & S. Jordan Auto Center Performance by approach**

| Approach           | WB   | NB  | SB  | All |
|--------------------|------|-----|-----|-----|
| Denied Del/Veh (s) | 0.1  | 0.2 | 0.0 | 0.1 |
| Total Del/Veh (s)  | 16.2 | 0.4 | 0.1 | 0.5 |

**8: Jordan Gateway & 10499 South Access Performance by approach**

| Approach           | WB   | NB  | SB  | All |
|--------------------|------|-----|-----|-----|
| Denied Del/Veh (s) | 0.1  | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s)  | 23.0 | 0.3 | 0.3 | 0.4 |

**11: Jordan Gateway & South Project Access Performance by approach**

| Approach           | EB  | NB  | SB  | All |
|--------------------|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.1 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s)  | 3.3 | 0.3 | 0.1 | 0.3 |

**12: Jordan Gateway & 10350 South Performance by approach**

| Approach           | WB   | NB  | SB  | All |
|--------------------|------|-----|-----|-----|
| Denied Del/Veh (s) | 0.1  | 0.0 | 0.2 | 0.1 |
| Total Del/Veh (s)  | 18.3 | 0.9 | 1.4 | 1.6 |

**Total Network Performance**

|                    |     |
|--------------------|-----|
| Denied Del/Veh (s) | 0.2 |
| Total Del/Veh (s)  | 3.7 |

**3: Jordan Gateway & North Project Access/10421 South Access Performance by approach**

| Approach           | EB   | WB   | NB  | SB  | All |
|--------------------|------|------|-----|-----|-----|
| Denied Del/Veh (s) | 0.1  | 0.1  | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s)  | 14.5 | 29.6 | 1.0 | 0.8 | 1.8 |

**6: Jordan Gateway & S. Jordan Auto Center Performance by approach**

| Approach           | WB   | NB  | SB  | All |
|--------------------|------|-----|-----|-----|
| Denied Del/Veh (s) | 0.1  | 0.2 | 0.0 | 0.1 |
| Total Del/Veh (s)  | 26.8 | 0.3 | 0.3 | 1.0 |

**8: Jordan Gateway & 10499 South Access Performance by approach**

| Approach           | WB   | NB  | SB  | All |
|--------------------|------|-----|-----|-----|
| Denied Del/Veh (s) | 0.1  | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s)  | 26.8 | 0.2 | 0.6 | 0.9 |

**11: Jordan Gateway & South Project Access Performance by approach**

| Approach           | EB  | NB  | SB  | All |
|--------------------|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.1 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s)  | 5.5 | 0.2 | 0.3 | 0.3 |

**12: Jordan Gateway & 10350 South Performance by approach**

| Approach           | WB   | NB  | SB  | All |
|--------------------|------|-----|-----|-----|
| Denied Del/Veh (s) | 0.1  | 0.0 | 0.6 | 0.4 |
| Total Del/Veh (s)  | 18.6 | 1.6 | 5.0 | 4.2 |

**Total Network Performance**

|                    |     |
|--------------------|-----|
| Denied Del/Veh (s) | 0.4 |
| Total Del/Veh (s)  | 7.8 |

**3: Jordan Gateway & North Project Access/10421 South Access Performance by approach**

| Approach           | EB  | WB  | NB  | SB  | All |
|--------------------|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 1.1 | 0.1 | 0.0 | 0.0 | 0.1 |
| Total Del/Veh (s)  | 7.9 | 8.8 | 0.7 | 0.5 | 1.1 |

**6: Jordan Gateway & S. Jordan Auto Center Performance by approach**

| Approach           | WB   | NB  | SB  | All |
|--------------------|------|-----|-----|-----|
| Denied Del/Veh (s) | 0.1  | 0.2 | 0.0 | 0.2 |
| Total Del/Veh (s)  | 23.7 | 0.9 | 0.3 | 0.8 |

**8: Jordan Gateway & 10499 South Access Performance by approach**

| Approach           | WB   | NB  | SB  | All |
|--------------------|------|-----|-----|-----|
| Denied Del/Veh (s) | 0.1  | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s)  | 34.9 | 0.3 | 0.7 | 0.7 |

**11: Jordan Gateway & South Project Access Performance by approach**

| Approach           | EB   | NB  | SB  | All |
|--------------------|------|-----|-----|-----|
| Denied Del/Veh (s) | 0.2  | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s)  | 10.1 | 0.3 | 0.1 | 0.6 |

**12: Jordan Gateway & 10350 South Performance by approach**

| Approach           | WB   | NB  | SB  | All |
|--------------------|------|-----|-----|-----|
| Denied Del/Veh (s) | 0.1  | 0.0 | 0.2 | 0.1 |
| Total Del/Veh (s)  | 18.3 | 1.0 | 1.3 | 1.6 |

**Total Network Performance**

|                    |     |
|--------------------|-----|
| Denied Del/Veh (s) | 0.3 |
| Total Del/Veh (s)  | 4.7 |

**3: Jordan Gateway & North Project Access/10421 South Access Performance by approach**

| Approach           | EB   | WB   | NB  | SB  | All |
|--------------------|------|------|-----|-----|-----|
| Denied Del/Veh (s) | 1.0  | 0.2  | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s)  | 25.4 | 76.7 | 2.5 | 0.8 | 3.8 |

**6: Jordan Gateway & S. Jordan Auto Center Performance by approach**

| Approach           | WB   | NB  | SB  | All |
|--------------------|------|-----|-----|-----|
| Denied Del/Veh (s) | 0.1  | 0.2 | 0.0 | 0.1 |
| Total Del/Veh (s)  | 31.9 | 0.4 | 0.4 | 1.2 |

**8: Jordan Gateway & 10499 South Access Performance by approach**

| Approach           | WB   | NB  | SB  | All |
|--------------------|------|-----|-----|-----|
| Denied Del/Veh (s) | 1.4  | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s)  | 32.6 | 0.3 | 0.7 | 1.1 |

**11: Jordan Gateway & South Project Access Performance by approach**

| Approach           | EB   | NB  | SB  | All |
|--------------------|------|-----|-----|-----|
| Denied Del/Veh (s) | 0.1  | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s)  | 23.5 | 0.9 | 0.4 | 1.0 |

**12: Jordan Gateway & 10350 South Performance by approach**

| Approach           | WB   | NB  | SB  | All |
|--------------------|------|-----|-----|-----|
| Denied Del/Veh (s) | 0.1  | 0.0 | 0.6 | 0.4 |
| Total Del/Veh (s)  | 16.6 | 1.7 | 5.3 | 4.4 |

**Total Network Performance**

|                    |      |
|--------------------|------|
| Denied Del/Veh (s) | 0.5  |
| Total Del/Veh (s)  | 10.2 |

**Intersection: 3: Jordan Gateway & North Project Access/10421 South Access**

| Movement              | EB | EB  | WB  | NB | NB  | NB  | SB | SB  | SB  |
|-----------------------|----|-----|-----|----|-----|-----|----|-----|-----|
| Directions Served     | L  | TR  | LTR | L  | T   | TR  | L  | T   | TR  |
| Maximum Queue (ft)    | 62 | 64  | 124 | 69 | 132 | 85  | 25 | 17  | 35  |
| Average Queue (ft)    | 19 | 29  | 44  | 37 | 12  | 6   | 1  | 1   | 2   |
| 95th Queue (ft)       | 50 | 53  | 102 | 67 | 77  | 53  | 10 | 8   | 16  |
| Link Distance (ft)    |    | 291 | 163 |    | 237 | 237 |    | 100 | 100 |
| Upstream Blk Time (%) |    |     | 1   |    | 0   |     |    |     |     |
| Queuing Penalty (veh) |    |     | 0   |    | 0   |     |    |     |     |
| Storage Bay Dist (ft) | 75 |     |     | 50 |     |     | 50 |     |     |
| Storage Blk Time (%)  | 2  | 0   |     | 8  | 0   |     |    | 0   |     |
| Queuing Penalty (veh) | 1  | 0   |     | 29 | 0   |     |    | 0   |     |

**Intersection: 6: Jordan Gateway & S. Jordan Auto Center**

| Movement              | WB  | SB |
|-----------------------|-----|----|
| Directions Served     | LR  | L  |
| Maximum Queue (ft)    | 90  | 31 |
| Average Queue (ft)    | 39  | 7  |
| 95th Queue (ft)       | 74  | 28 |
| Link Distance (ft)    | 322 |    |
| Upstream Blk Time (%) |     |    |
| Queuing Penalty (veh) |     |    |
| Storage Bay Dist (ft) |     | 25 |
| Storage Blk Time (%)  |     | 1  |
| Queuing Penalty (veh) |     | 8  |

**Intersection: 8: Jordan Gateway & 10499 South Access**

| Movement              | WB | NB  | NB  | SB | SB  | SB  |
|-----------------------|----|-----|-----|----|-----|-----|
| Directions Served     | LR | T   | TR  | L  | T   | T   |
| Maximum Queue (ft)    | 69 | 43  | 22  | 31 | 65  | 61  |
| Average Queue (ft)    | 26 | 3   | 1   | 1  | 5   | 5   |
| 95th Queue (ft)       | 62 | 19  | 12  | 12 | 33  | 30  |
| Link Distance (ft)    | 95 | 105 | 105 |    | 237 | 237 |
| Upstream Blk Time (%) | 2  |     |     |    |     |     |
| Queuing Penalty (veh) | 0  |     |     |    |     |     |
| Storage Bay Dist (ft) |    |     |     | 50 |     |     |
| Storage Blk Time (%)  |    |     |     | 0  | 0   |     |
| Queuing Penalty (veh) |    |     |     | 0  | 0   |     |

**Intersection: 11: Jordan Gateway & South Project Access**

| Movement              | EB  | NB | NB  | SB  |
|-----------------------|-----|----|-----|-----|
| Directions Served     | LR  | L  | T   | T   |
| Maximum Queue (ft)    | 99  | 49 | 94  | 10  |
| Average Queue (ft)    | 32  | 24 | 10  | 0   |
| 95th Queue (ft)       | 67  | 50 | 52  | 7   |
| Link Distance (ft)    | 154 |    | 141 | 105 |
| Upstream Blk Time (%) |     |    | 0   |     |
| Queuing Penalty (veh) |     |    | 0   |     |
| Storage Bay Dist (ft) |     | 25 |     |     |
| Storage Blk Time (%)  |     | 9  | 0   |     |
| Queuing Penalty (veh) |     | 40 | 0   |     |

**Intersection: 12: Jordan Gateway & 10350 South**

| Movement              | WB  | WB  | NB  | NB  | NB  | SB  | SB  | SB  |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served     | L   | R   | T   | T   | R   | L   | T   | T   |
| Maximum Queue (ft)    | 84  | 25  | 110 | 85  | 51  | 118 | 225 | 207 |
| Average Queue (ft)    | 32  | 8   | 41  | 29  | 8   | 66  | 63  | 47  |
| 95th Queue (ft)       | 67  | 25  | 92  | 71  | 32  | 113 | 159 | 132 |
| Link Distance (ft)    | 336 | 336 | 100 | 100 | 100 |     | 548 | 548 |
| Upstream Blk Time (%) |     |     | 0   | 0   |     |     |     |     |
| Queuing Penalty (veh) |     |     | 1   | 0   |     |     |     |     |
| Storage Bay Dist (ft) |     |     |     |     |     | 100 |     |     |
| Storage Blk Time (%)  |     |     |     |     |     | 4   | 1   |     |
| Queuing Penalty (veh) |     |     |     |     |     | 24  | 2   |     |

**Network Summary**

Network wide Queuing Penalty: 105