Legend

STREETS

PARCELS

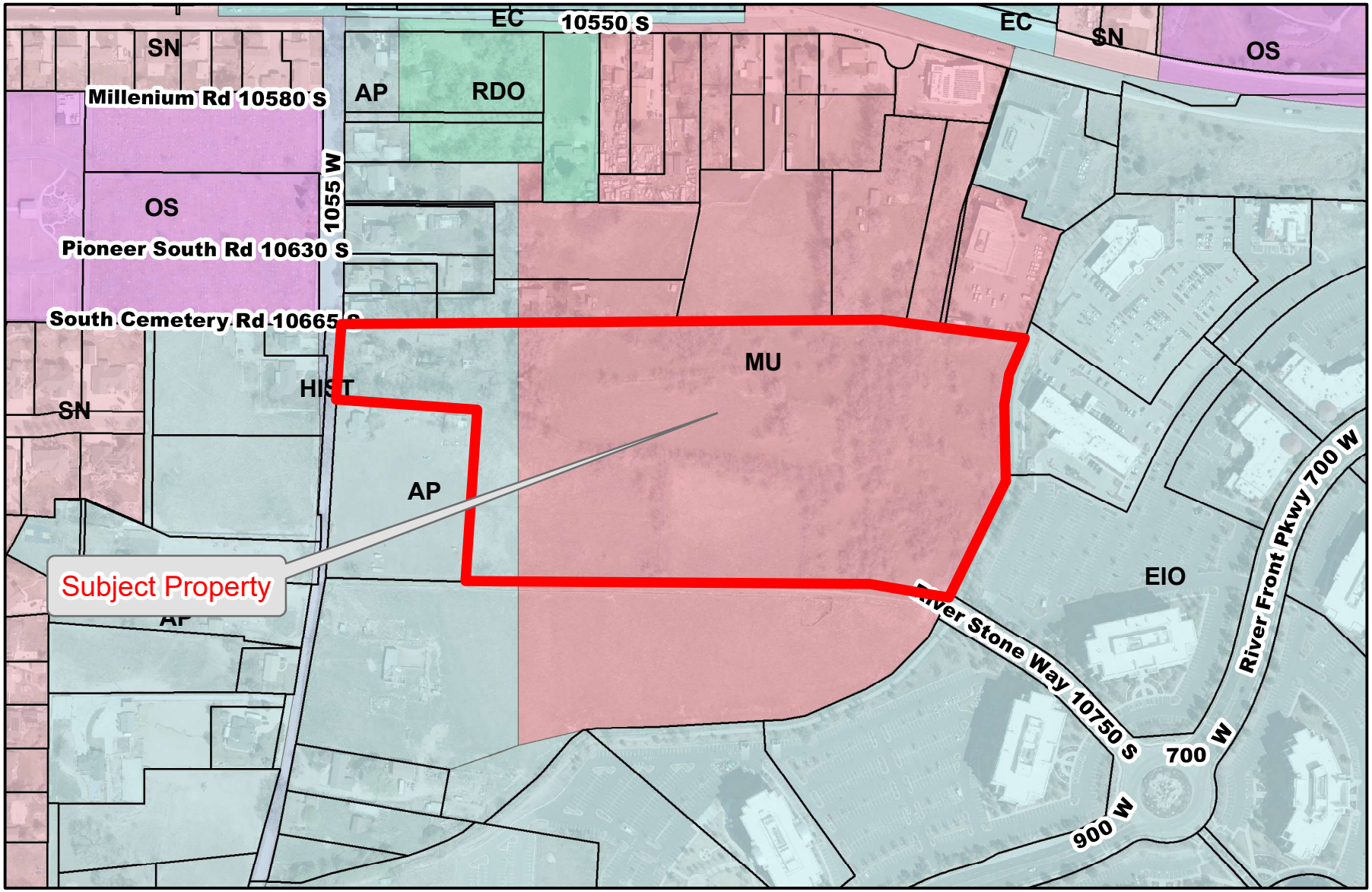
Aerial Map

City of South Jordan

0 105 210 420 630 840 Feet

Aerial Imagery
2021

ESRI



Legend

STREETS

PARCELS

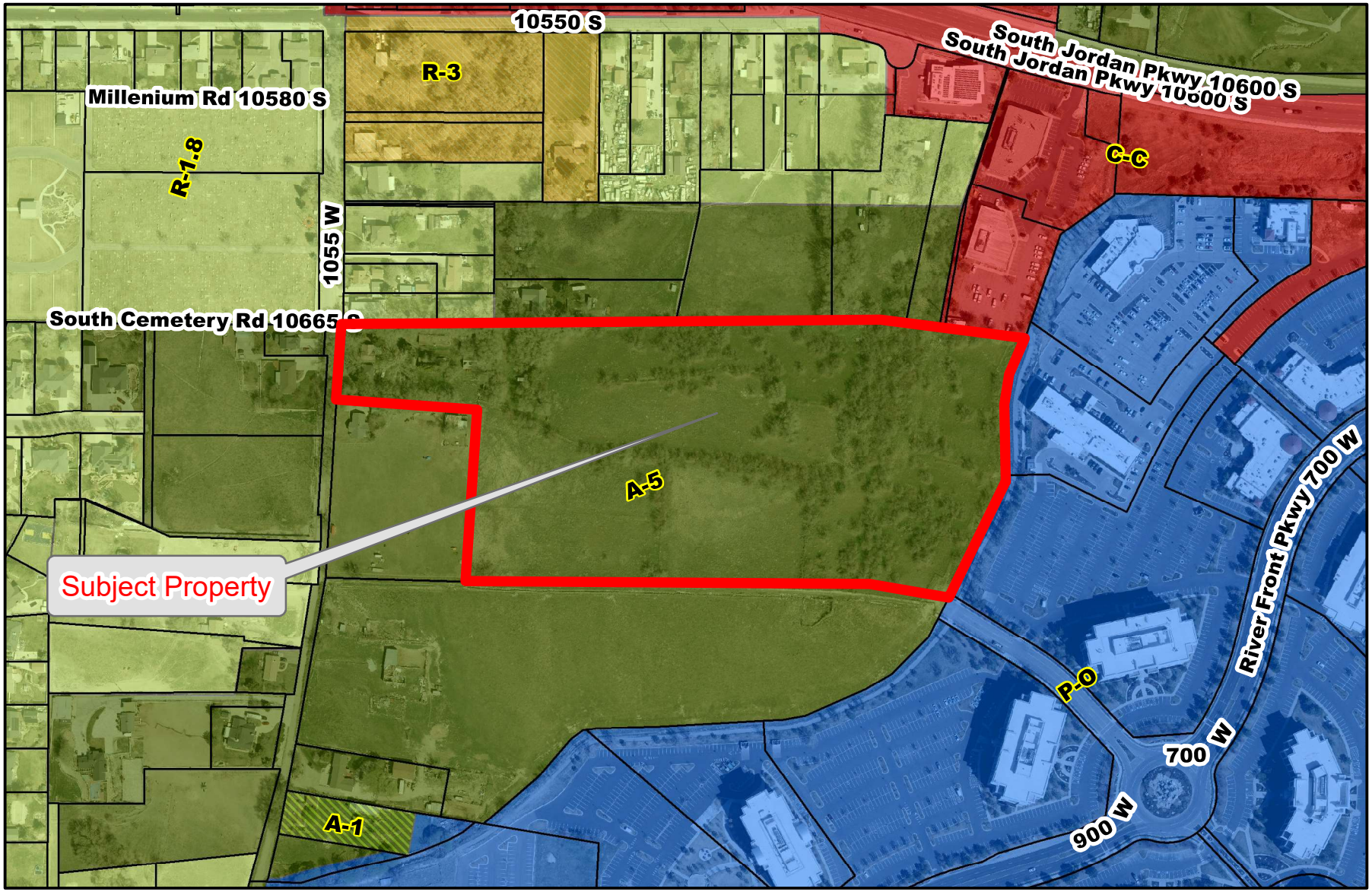
Future Land Use Map

City of South Jordan

0 105 210 420 630 840 Feet

Aerial Imagery
2021

ESRI



Legend

STREETS

PARCELS

Zoning Map

City of South Jordan

0 105 210 420 630 840 Feet

Aerial Imagery
2021

ESRI

RISE - DESIGN PAGAGE

SOUTH JORDAN, UTAH

15 AUG, 2022

Think
Architecture

COLORS AND DOOR STYLES MAY VARY FROM CONCEPTUAL IMAGE SHOWN, SEE COLOR/MATERIAL BOARD FOR ACTUAL SELECTIONS.

Think Architecture

RISE - DESIGN PACKAGE

SOUTH JORDAN, UTAH

TYPICAL FRONT LOAD BLDG TYPE 1 - RENDERING

D101

15 AUG, 2022

COLORS AND DOOR STYLES MAY VARY FROM CONCEPTUAL IMAGE SHOWN, SEE COLOR/MATERIAL BOARD FOR ACTUAL SELECTIONS.

Think Architecture

RISE - DESIGN PACKAGE

SOUTH JORDAN, UTAH

TYPICAL FRONT LOAD BLDG TYPE 1 - RENDERING 2

D102

15 AUG, 2022

COLORS AND DOOR STYLES MAY VARY FROM CONCEPTUAL IMAGE SHOWN, SEE COLOR/MATERIAL BOARD FOR ACTUAL SELECTIONS.

Think Architecture

RISE - DESIGN PACKAGE

SOUTH JORDAN, UTAH

TYPICAL REAR LOAD BLDG TYPE 2 - RENDERING

D105

15 AUG, 2022

COLORS AND DOOR STYLES MAY VARY FROM CONCEPTUAL IMAGE SHOWN, SEE COLOR/MATERIAL BOARD FOR ACTUAL SELECTIONS.

Think Architecture

RISE - DESIGN PACKAGE

SOUTH JORDAN, UTAH

TYPICAL TWIN HOME BLDG TYPE - RENDERING

D106

15 AUG, 2022

FRONT ELEVATION SD
3/16" = 1'-0"
1
D201

REAR ELEVATION SD
3/16" = 1'-0"
2
D201

DOOR STYLES MAY VARY, SEE COLOR/MATERIAL BOARD FOR ACTUAL SELECTIONS.

Think Architecture

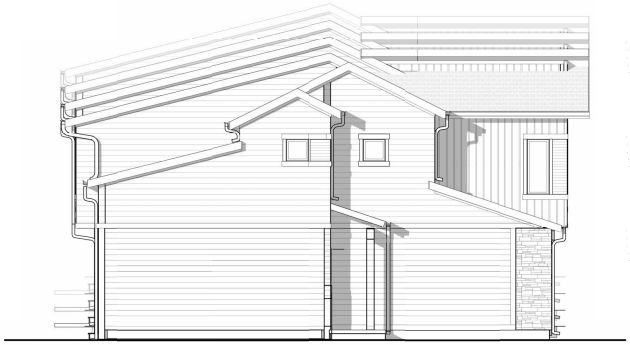
RISE - DESIGN PACKAGE

SOUTH JORDAN, UTAH

TYPICAL FRONT LOAD BLDG TYPE 1 - ELEVATIONS

D201

15 AUG, 2022



LEFT ELEVATION SD
3/16" = 1'-0"
1
D202

RIGHT ELEVATION SD
3/16" = 1'-0"
2
D202

DOOR STYLES MAY VARY, SEE COLOR/MATERIAL BOARD FOR ACTUAL SELECTIONS.

Think Architecture

RISE - DESIGN PACKAGE

SOUTH JORDAN, UTAH

TYPICAL FRONT LOAD BLDG TYPE 1 - ELEVATIONS

D202

15 AUG, 2022

FRONT ELEVATION
1/4" = 1'-0"
1
D201

RIGHT ELEVATION
1/4" = 1'-0"
2
D201

LEFT ELEVATION
1/4" = 1'-0"
3
D201

DOOR STYLES MAY VARY, SEE COLOR/MATERIAL BOARD FOR ACTUAL SELECTIONS.

Think Architecture

RISE - DESIGN PACKAGE

SOUTH JORDAN, UTAH

TYPICAL REAR LOAD BLDG TYPE 1 - ELEVATIONS

D205

15 AUG, 2022

REAR ELEVATION
1/4" = 1'-0"
3
D205

DOOR STYLES MAY VARY, SEE COLOR/MATERIAL BOARD FOR ACTUAL SELECTIONS.

Think Architecture

RISE - DESIGN PACKAGE

SOUTH JORDAN, UTAH

TYPICAL REAR LOAD BLDG TYPE 1 - ELEVATIONS

D206

15 AUG, 2022

FRONT ELEVATION
1/4" = 1'-0"
1
D201

LEFT ELEVATION
1/4" = 1'-0"
2
D201

RIGHT ELEVATION
1/4" = 1'-0"
3
D201

DOOR STYLES MAY VARY, SEE COLOR/MATERIAL BOARD FOR ACTUAL SELECTIONS.

Think Architecture

RISE - DESIGN PACKAGE

SOUTH JORDAN, UTAH

TYPICAL REAR LOAD BLDG TYPE 2 - ELEVATIONS

D207

15 AUG, 2022

REAR ELEVATION 3
1/4" = 1'-0"

DOOR STYLES MAY VARY, SEE COLOR/MATERIAL BOARD FOR ACTUAL SELECTIONS.

Think Architecture

RISE - DESIGN PACKAGE

SOUTH JORDAN, UTAH

TYPICAL REAR LOAD BLDG TYPE 2 - ELEVATIONS

D208

15 AUG, 2022

FRONT ELEVATION 1
1/4" = 1'-0" D207

REAR ELEVATION 2
1/4" = 1'-0" D207

DOOR STYLES MAY VARY, SEE COLOR/MATERIAL BOARD FOR ACTUAL SELECTIONS.

Think Architecture

RISE - DESIGN PACKAGE

SOUTH JORDAN, UTAH

TYPICAL REAR LOAD BLDG TYPE 3 - ELEVATIONS

D209

15 AUG, 2022

LEFT ELEVATION 1
1/4" = 1'-0" D202

RIGHT ELEVATION 2
1/4" = 1'-0" D202

DOOR STYLES MAY VARY, SEE COLOR/MATERIAL BOARD FOR ACTUAL SELECTIONS.

Think Architecture

RISE - DESIGN PACKAGE

SOUTH JORDAN, UTAH

TYPICAL REAR LOAD BLDG TYPE 3 - ELEVATIONS

D210

15 AUG, 2022

FRONT ELEVATION DD
3/16" = 1'-0"
1
D201

REAR ELEVATION DD
3/16" = 1'-0"
2
D201

DOOR STYLES MAY VARY, SEE COLOR/MATERIAL BOARD FOR ACTUAL SELECTIONS.

Think Architecture

RISE - DESIGN PACKAGE

SOUTH JORDAN, UTAH

TYPICAL REAR LOAD BLDG TYPE 4 - ELEVATIONS

D211

15 AUG, 2022

RIGHT ELEVATION DD 1
1/4" = 1'-0" D202

LEFT ELEVATION DD 2
1/4" = 1'-0" D202

DOOR STYLES MAY VARY, SEE COLOR/MATERIAL BOARD FOR ACTUAL SELECTIONS.

Think Architecture

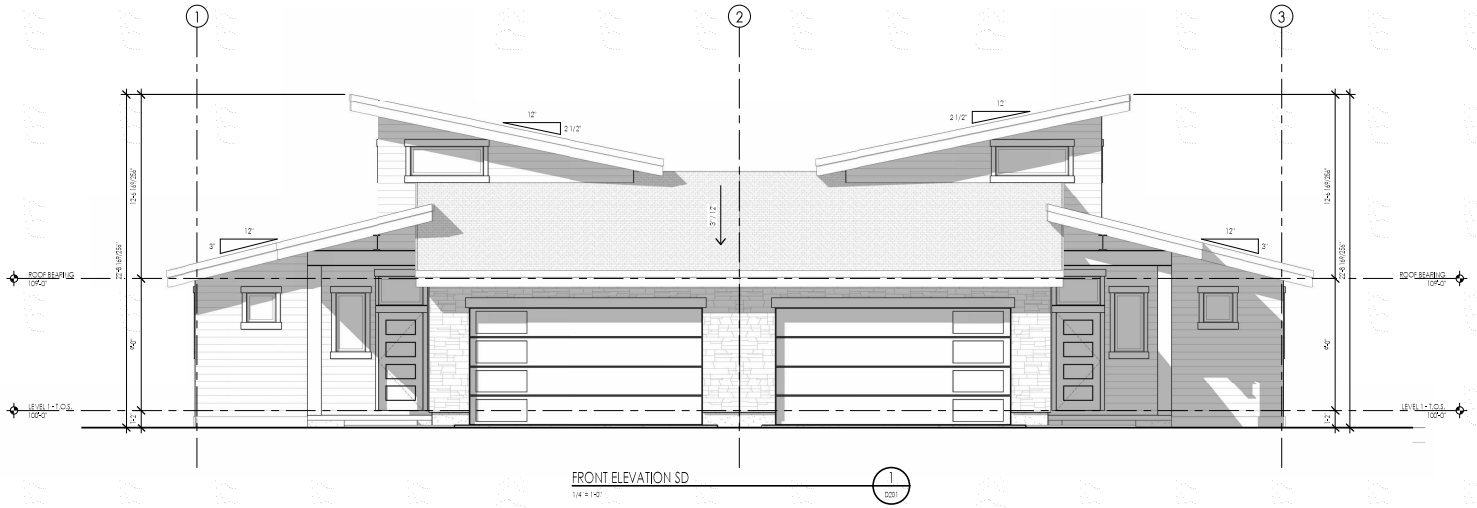
RISE - DESIGN PACKAGE

SOUTH JORDAN, UTAH

TYPICAL REAR LOAD BLDG TYPE 4 - ELEVATIONS

D212

15 AUG, 2022

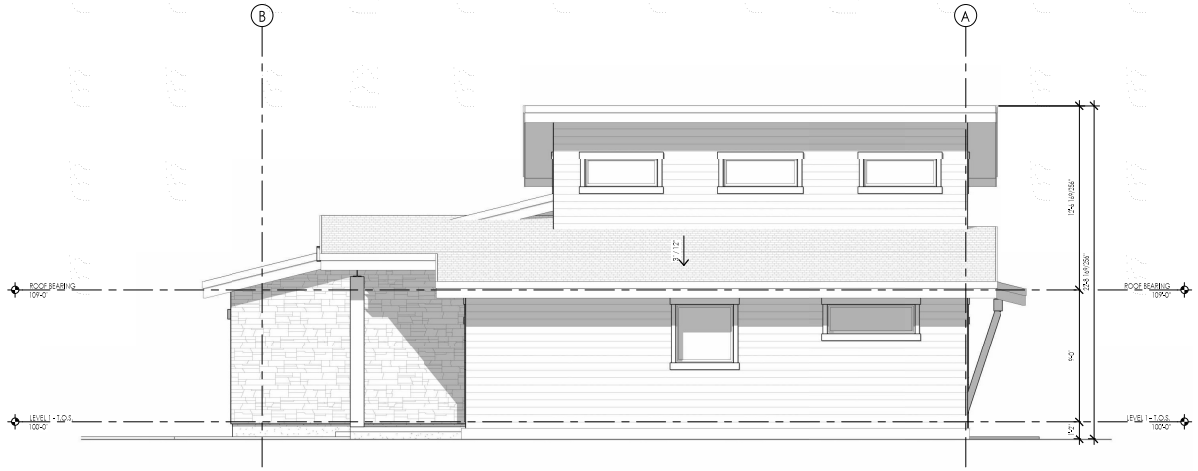


FRONT ELEVATION SD

1/4" = 1'-0"

1

D201



RIGHT ELEVATION SD

1/4" = 1'-0"

2

D201

DOOR STYLES MAY VARY, SEE COLOR/MATERIAL BOARD FOR ACTUAL SELECTIONS.

Think Architecture

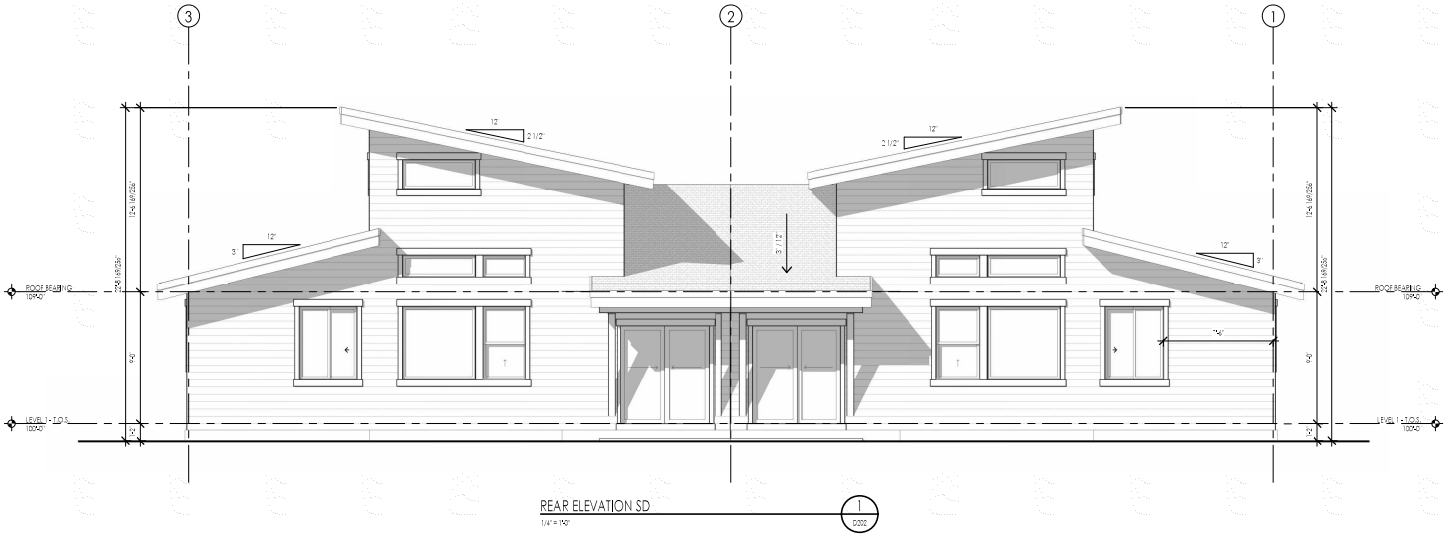
RISE - DESIGN PACKAGE

SOUTH JORDAN, UTAH

TYPICAL TWIN HOME BLDG TYPE - ELEVATIONS

D213

15 AUG, 2022



REAR ELEVATION SD

1/4" = 1'-0"

1 D200

LEFT ELEVATION SD

1/4" = 1'-0"

2 D200

DOOR STYLES MAY VARY, SEE COLOR/MATERIAL BOARD FOR ACTUAL SELECTIONS.

Think Architecture

RISE - DESIGN PACKAGE

SOUTH JORDAN, UTAH

TYPICAL TWIN HOME BLDG TYPE - ELEVATIONS

D214

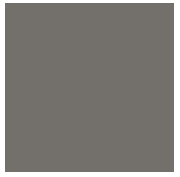
15 AUG, 2022

HIGHLIGHT/POP OUT COLOR FOR FRONT LOAD BUILDINGS

Hardie - Color 1
Manufacturer:
Hardie Color Plus
Color:
Pearl Gray

Fiber Cement Trim 1
Manufacturer:
Hardie Color Plus
Color:
Pearl Gray
Use for trim at
Hardie - Color 1

Hardie - Color 2
Manufacturer:
Hardie Color Plus
Color:
Aged Pewter

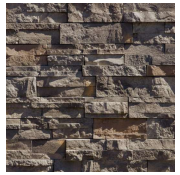


Fiber Cement Trim 2
Manufacturer:
Hardie Color Plus
Color:
Aged Pewter
Use for trim at
Hardie - Color 2
and Transition Trim

Board & Batt Siding
Manufacturer:
James Hardie
Color:
SW 7069 Iron Ore

Fiber Cement Trim 3
Manufacturer:
James Hardie
Color:
SW 7069 Iron Ore
At all trim in and
around Board and
Batt Rock Bottom
Siding

Fiber Cement - Accent
Manufacturer:
Allura, Hardie, or Eq.
Color:
Maple



Stone (Front Load)
Manufacturer:
Dutch Quality
Color:
Ashen Dry Stack

Brick (Rear Load)
Manufacturer:
Interstate
Color:
Coal

NOTE: ENTRY DOORS AND GARAGE DOORS TO BE SOLID DOORS, NO GLASS

Front Door Opt. 1
Manufacturer:
TBD
Color:
SW 9149 Inky Blue

Front Door Opt. 2
Manufacturer:
TBD
Color:
SW 7069 Iron Ore

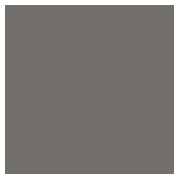
Gar. Door
Manufacturer:
CHI Overhead Doors
Color:
Bronze

Alum Fascia/Sofit
Manufacturer:
Mastic
Color:
Dark Bronze

Roofing
Manufacturer:
CertianTeed
Color:
Moire Black

COLORS FOR SELECT TWIN HOME BUILDINGS

Hardie - Color 1
Manufacturer:
Hardie Color Plus
Color:
Pearl Gray

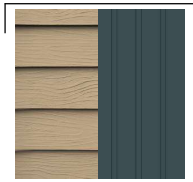


Fiber Cement Trim
Manufacturer:
Hardie Color Plus
Color:
Aged Pewter

Alum Fascia/Soffit/
Columns/ Beams
Manufacturer:
Mastic
Color:
Dark Bronze

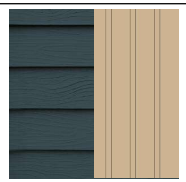
Stone (Front Load)
Manufacturer:
Dutch Quality
Color:
DS Ashen

HIGHLIGHT/POP OUT COLOR CONFIGURATIONS FOR REAR LOAD BUILDINGS



Siding - Highlight
Manufacturer:
TBD
Color:
Whole Wheat /
Evening Blue

Siding - Highlight
Manufacturer:
TBD
Color:
Mountain Sage /
Evening Blue



Siding - Highlight
Manufacturer:
TBD
Color:
Evening Blue /
Whole Wheat

Siding - Highlight
Manufacturer:
TBD
Color:
Evening Blue /
Mountain Sage

Siding - Highlight
Manufacturer:
TBD
Color:
Whole Wheat /
Mountain Sage

Siding - Highlight
Manufacturer:
TBD
Color:
Mountain Sage /
Whole Wheat

Think Architecture

DAI - RISE

SOUTH JORDAN, UTAH

COLOR/MATERIAL BOARD

D501

15 AUG, 2022

Unit Type Key	
Twin Homes	20
Townhomes	122
Total Units	142
Property Acreage Acreage	17.813
Density/Acre	7.971706

Additional Townhomes	12
City Park Improvement Acreage	1.4
Total Units with additional Townhomes	154
Combined Site & Park Improvement Acreage	19.213
Density/Acre	8.0

Parking	
Garage Stalls	308
Driveways	232
Guest	76
Total	616
Parking/Unit	4.00

TYPICAL SETBACKS AND SITE DIMENSIONS

20' SETBACK AROUND PROPERTY PERIMETER
30' SETBACK FROM BACK OF CURB ALONG MAIN ROAD
5' OR 20' AT REAR LOAD DRIVEWAYS TO GARAGE DOOR
18.5' TO 20'+ AT FRONT LOAD DRIVEWAYS TO GARAGE DOOR
12' MINIMUM BETWEEN BUILDINGS

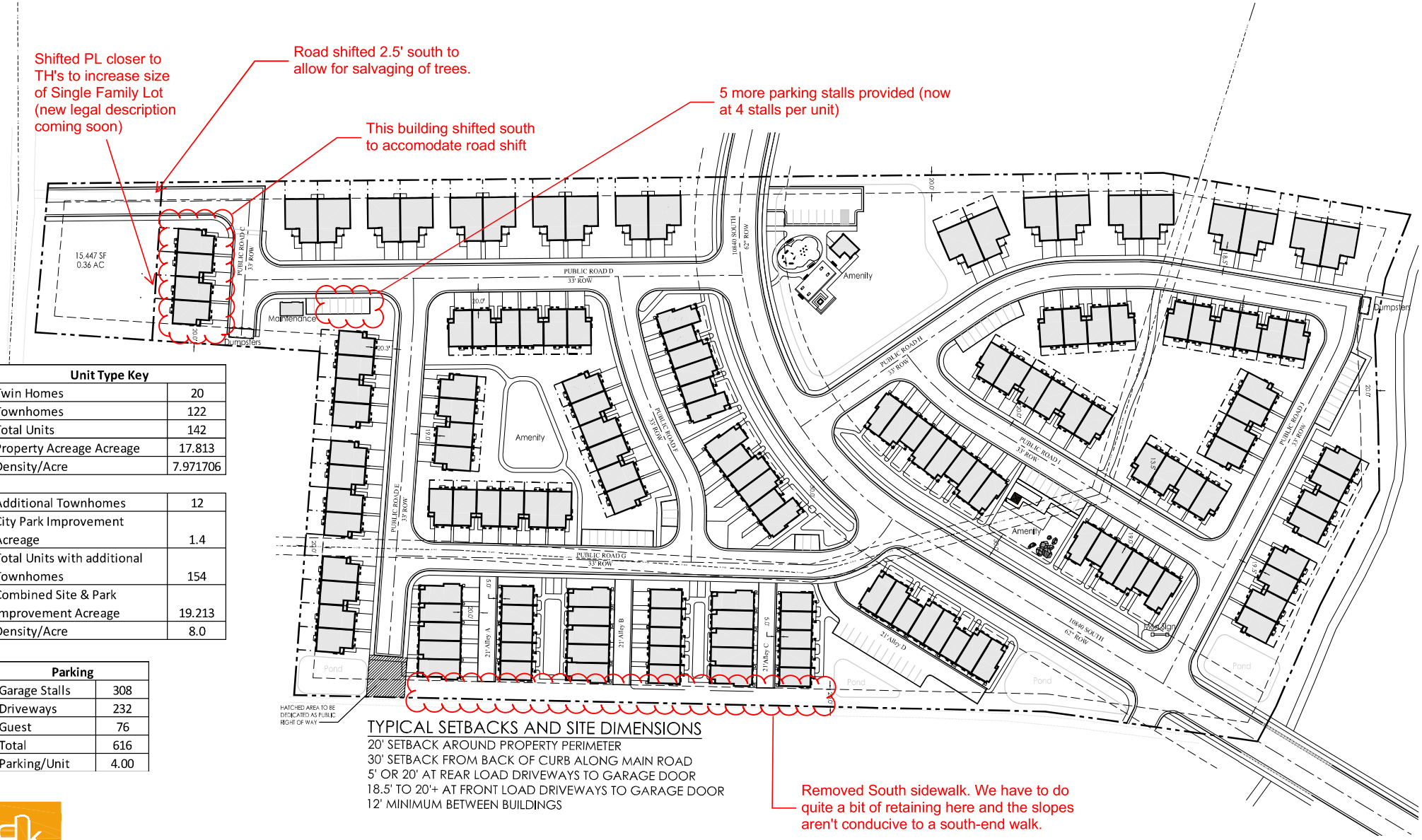
Think Architecture

November 10, 2022

0 25 50 100 150

Concept Plan

Rise, South Jordan, Utah



Unit Type Key	
Twin Homes	20
Townhomes	122
Total Units	142
Property Acreage Acreage	17.813
Density/Acre	7.971706

Additional Townhomes	12
City Park Improvement Acreage	1.4
Total Units with additional Townhomes	154
Combined Site & Park Improvement Acreage	19.213
Density/Acre	8.0

Parking	
Garage Stalls	308
Driveways	232
Guest	76
Total	616
Parking/Unit	4.00

TYPICAL SETBACKS AND SITE DIMENSIONS

20' SETBACK AROUND PROPERTY PERIMETER
30' SETBACK FROM BACK OF CURB ALONG MAIN ROAD
5' OR 20' AT REAR LOAD DRIVEWAYS TO GARAGE DOOR
18.5' TO 20'+ AT FRONT LOAD DRIVEWAYS TO GARAGE DOOR
12' MINIMUM BETWEEN BUILDINGS

Removed South sidewalk. We have to do quite a bit of retaining here and the slopes aren't conducive to a south-end walk.

Think Architecture

November 10, 2022

0 25 50 100 150

Concept Plan

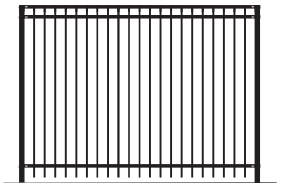
Rise, South Jordan, Utah

Vinyl Privacy — Vertical Slats — Color TBD

NVP Fence Colors: Clay / Slate Gray

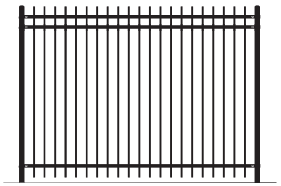
Fortress Semi-Privacy — Black

OPTION 1

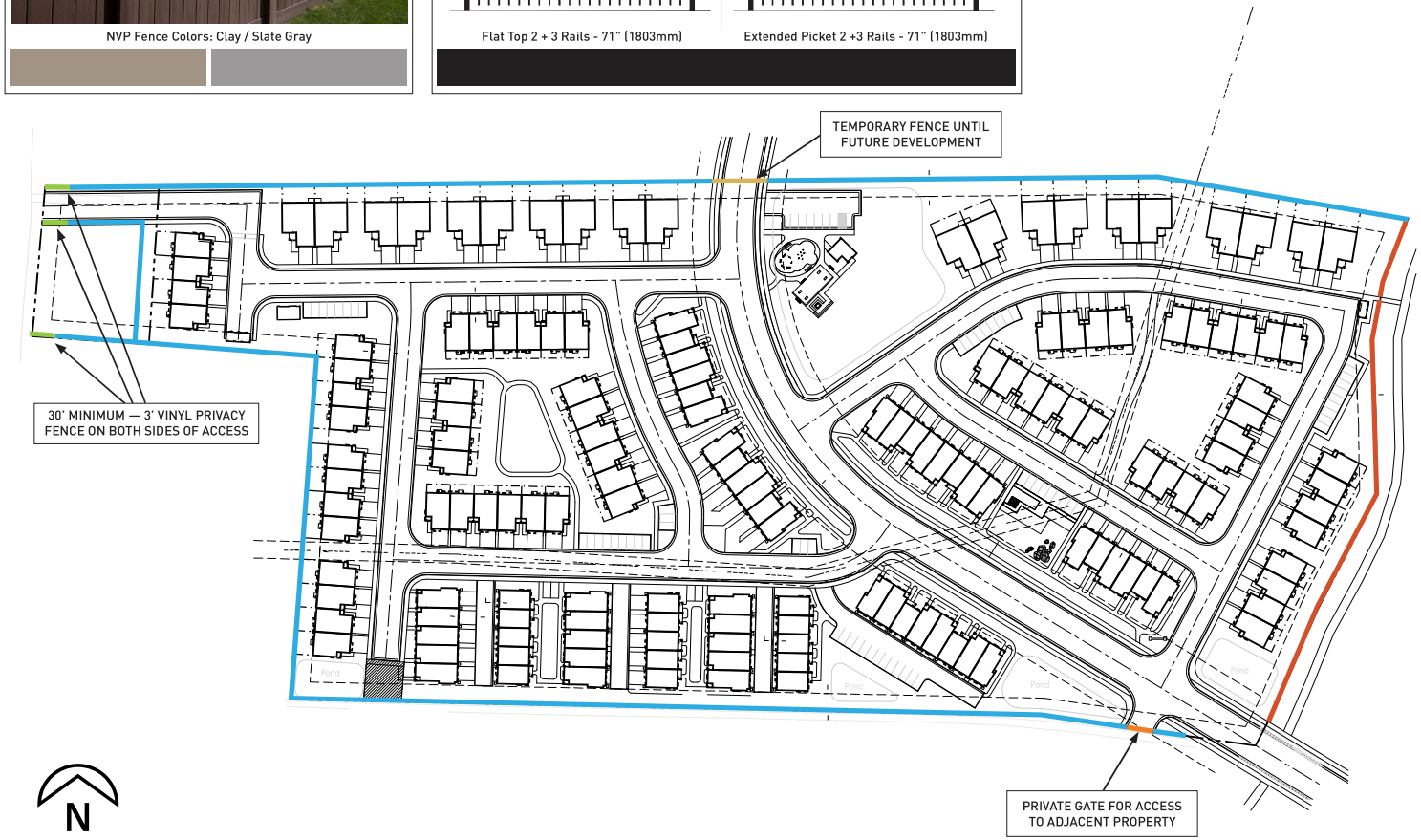


Flat Top 2 + 3 Rails - 71" (1803mm)

OPTION 2



Extended Picket 2 +3 Rails - 71" (1803mm)



RISE
TOWNHOMES

PROPOSED FENCING PLAN

Fencing Key
6' Vinyl Privacy Fence
3' Vinyl Privacy Fence
6' Fortress Fence
Temporary Fence
Private Gate

DAI
UTAH'S FOREMOST LAND DEVELOPER

RISE

TOWNHOMES

COMMUNITY AMENITIES

Amenities
Clubhouse
Playground
Fire Pit
Cornhole
Dog Park

DAI

UTAH'S FOREMOST LAND DEVELOPER

Project Analysis

Project: Rise Rezone

September 26, 2022

Scenario Descriptions

Scenario 1: No Change - A-5

No Change - Agriculture A-5

Scenario 2: R-M-8

Multiple-Family Residential

Scenario 3: R-M-8

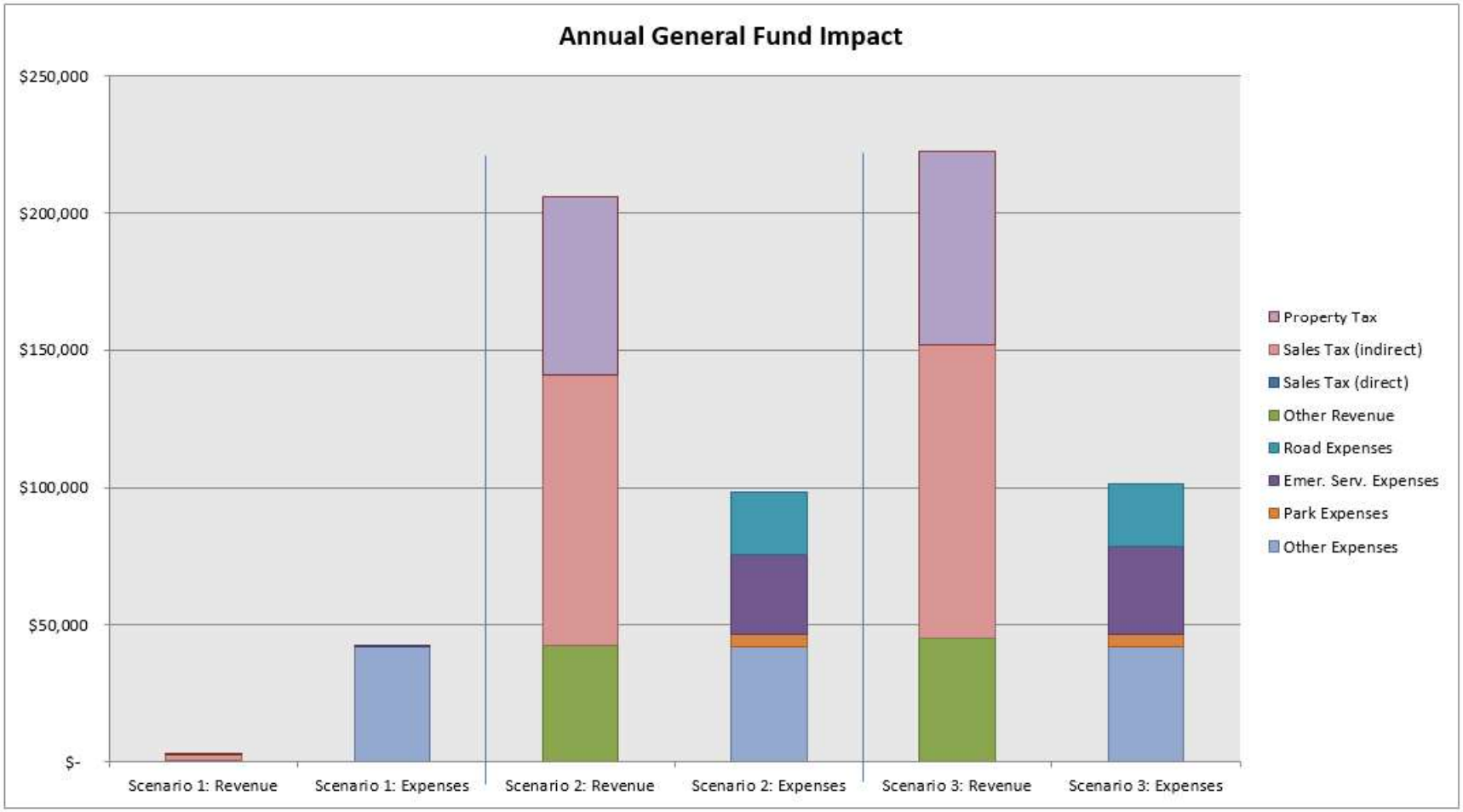
Multiple-Family Residential with TWELVE Additional Town Homes for City Park Improvements

Financial Summary by Scenario

Direct Impact (General Fund)	No Change - A-5	R-M-8	R-M-8
Revenue	**$ 1,029**	**$ 107,112**	**$ 115,434**
Property Tax	$ 316	$ 64,917	$ 70,289
Sales Tax (direct)	$ -	$ -	$ -
Other	$ 713	$ 42,196	$ 45,145
Expenses	**$ 42,149**	**$ 98,248**	**$ 101,086**
Roads	$ -	$ 22,792	$ 22,792
Emergency Serv.	$ 461	$ 28,949	$ 31,376
Parks	$ 82	$ 4,908	$ 5,320
Other	$ 41,606	$ 41,598	$ 41,598
Total	**$ (41,120)**	**$ 8,865**	**$ 14,348**
Per Acre	$ (1,996.11)	$ 430.40	$ 696.65
Per Unit	$ (20,559.88)	$ 61.99	$ 92.57
Per Person	$ (5,826.46)	$ 21.04	$ 31.42
Indirect Impact			
Potential Retail Sales	**$ 162,765**	**$ 9,986,468**	**$ 10,823,518**
Sales Tax (indirect)	$ 1,653	$ 98,714	$ 106,986

*Other Revenue - Includes Permits, Licenses, Motor Vehicle Tax, Energy Sales & Use Tax, Telecommunications Tax, and Cable Franchise Tax.

** Other Expense - Includes all other General Fund Expenses excluding Roads, Emergency Services, and Parks.


Annual General Fund Impact
$250,000
$200,000
$150,000
$100,000
$50,000
$-
Scenario 1: Revenue
Scenario 1: Expenses
Scenario 2: Revenue
Scenario 2: Expenses
Scenario 3: Revenue
Scenario 3: Expenses
Property Tax
Sales Tax (indirect)
Sales Tax (direct)
Other Revenue
Road Expenses
Emer. Serv. Expenses
Park Expenses
Other Expenses

LAND USE AMMENDMENTS & REZONE DEVELOPMENT PROJECTS

INFRASTRUCTURE ANALYSIS

Project Name/Number	The Rise 10657 S 1055 W

Planner Assigned	Damir Drozdek
Engineer Assigned	Jared Francis

The Engineering Department has reviewed this application and has the following comments:

Transportation: ***(Provide a brief description of the access, transportation master plan and how this change affects Master Plan, condition/status of existing roadways. Determine whether a Traffic Study should be completed)***

The subject property will be accessed from River Stone Way (10840 South) in the southeast corner; River Stone Way will continue through the development and stub to the north undeveloped property. The project will also be accessed from 1055 West in the northwest corner. The development will be required to install or pay to the City a fee-in-lieu amount for the installation of the right of way improvements along the portion of 1055 West that borders the project, and dedicate the necessary right of way.

Culinary Water: ***(Provide a brief description of the water servicing the area, look into deficiencies, and determine if water modeling needs to be performed at this time, look at Water Master Plan and evaluate the change to the Master Plan)***

There is an existing City owned 10" water main in River Stone Way and a 6" water main in 1055 West. With the size of the development and number of units, the water system will need to be looped. Fire hydrants will be required on site as per City standards. A water model will be required as part of the preliminary subdivision submittals.

Secondary Water: ***(Provide a brief description of the secondary water servicing the area, briefly look into feasibility)***

There does not appear to be a City owned secondary water system adjacent to the project. An engineer's cost estimate may be required with development to determine if it's feasible per City code for the new development to provide a functioning secondary water system.

Sanitary Sewer: ***(Attach letter from South Valley Sewer stating that this zone/land use change does not affect service and that any future project can be services by the District)***

There is a sewer main line in River Stone Way, another one in 1055 West, and there appears to be another sewer main that runs through the subject property from southwest to northeast. Sewer connection requirements will be determined by the South Valley Sewer District.

Storm Drainage: ***(How will this area be services for storm drainage, kept on site, Master Storm Plan, etc. any other issues with drainage)***

In order to comply with State and City guidelines, the proposed development must retain on site, through use of approved low impact development devices and best management practices, all rainfall events less than or equal to the 80th percentile rainfall event. For storm events greater than the 80th percentile, the additional storm water must either be retained on site or discharged into an approved storm drain system. The closest existing public storm drain system is located at the end of River Stone Way, but the amount of capacity will need to be determined.

Other Items: ***(Any other items that might be of concern)***

Report Approved:

Jared Francis
Development Engineer

10/26/22
Date

Brad Klavano
Brad Klavano, PE, PLS
Director of Development Services/City Engineer

10/26/22
Date

South Jordan – Rise Townhomes
Traffic Impact Study

Prepared by: WCG

Date: September 1, 2022

Executive Summary

This study addresses the traffic impacts associated with the proposed Rise Townhomes (Project) located in South Jordan, Utah. The Project is located south of South Jordan Parkway in between 1055 West and River Front Parkway. The Project proposes a total of 142 multi-family low rise units

The level of service (LOS) for both morning and evening peak hours was determined for each study intersection under every scenario. The results of the analysis are summarized in ***Table ES-1*** for the AM and PM peak hours.

Table ES-1: Level of Service Summary

Intersection	Level of Service (sec/vehicle)[1]		
	Existing (2022) Background	**Opening Day 2022 Plus Project no 1055 W connection**	**Opening Day 2022 Plus Project with 1055 W connection**
AM Peak Hour			
10550 S / 1055 W	A (5.2) SB Thru	A (5.0) SB LT	A (6.1) NB LT
10840 S / River Front Pkwy	A (3.4)	A (3.4)	A (3.4)
PM Peak Hour			
10550 S / 1055 W	A (5.3) SB Thru	A (5.0) SB Thru	A (5.1) SB Thru
10840 S / River Front Pkwy	A (3.9)	A (3.9)	A (3.9)

[1] Intersection LOS and delay (seconds/vehicle) values represent the overall intersection average for signalized intersections and the worst movement for unsignalized intersections.

Findings and Recommendations

WCG makes the following conclusions and recommendations:

- The existing study intersections currently operate at acceptable levels of service
    - No mitigation measures are recommended for the background 2022 conditions.
- The Project proposes a total of 142 dwelling units.
    - The Project is anticipated to add approximately 984 daily trips, 58 AM peak hour trips, and 74 PM peak hour trips.
    - Two project conditions were considered. One condition contained only the access to the housing development from the east side along 10840 South. The other condition included an additional access on the west side of the housing development with 1055 West.
- With project traffic added, the study intersections are anticipated to operate at acceptable levels of service. This is true for both project conditions.
- Having a connection to 1055 West does not significantly change the overall traffic operations in the study area. Either alternative will work well. However, to improve connectivity, integrate the development into the neighborhood and provide transportation options for residents, the connection to 1055 West is recommended.

Table of Contents

List of Tables

List of Figures

I. INTRODUCTION

A. Purpose

This study addresses the traffic impacts associated with the proposed mixed-use property (Project) located in South Jordan, Utah. The Project is located south of South Jordan Parkway in between 1055 West and River Front Parkway. ***Figure 1*** depicts the location of the Project. A concept land use plan is also included in ***Appendix A***.

Included within the analyses for this study are the traffic operations for opening day (2022) conditions with the Project at study intersections and roadways adjacent to the Project.

B. Scope

Based on the proximity to the Project site the following intersections were analyzed to evaluate the traffic operational impacts:

- 10550 South / 1055 West
- 10840 South / River Front Parkway

C. Analysis Methodology

Level-of-service (LOS) is a term that describes an intersections operating performance during critical peak hours of the day. 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 thresholds for both signalized and unsignalized intersections.

The Highway Capacity Manual (HCM) 7th Edition, 2022 methodology was used in this study. This methodology has different quantitative evaluations for signalized and unsignalized intersections. For signalized intersections, the overall intersection LOS is reported. For other unsignalized intersections, the worst approach or movement LOS is reported. LOS is measured in seconds of delay per vehicle.

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, 2016			

Using Synchro/SimTraffic software, which incorporates the HCM methodology, WCG computed the peak hour LOS for each study intersection. Multiple runs (10) of SimTraffic were used to provide a statistical evaluation of traffic operations along the study corridor and at each study intersection. Detailed LOS and queueing reports are included in ***Appendix C***.

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 conditions exist, an explanation and/or mitigation measures are presented.

WALL CONSULTANT GROUP

Vicinity Map

Rise Townhomes TIS

N

DATE: 8/24/2022

PROJECT: 22-130

Figure 1

II. BACKGROUND EXISTING CONDITIONS

A. Purpose

The purpose of the existing conditions section is to gather existing information on roadway geometry, lane configurations and traffic volumes for the surrounding area. This information is used to help identify and quantify impacts that the Project will have on the surrounding roadway network. The existing (2022) background analysis evaluates the study intersections and roadways without any Project traffic and establishes existing traffic and geometric conditions.

B. Roadway System

The intersections are described below and shown in ***Figure 2***, along with existing intersection lane configurations.

10550 South / 1055 West – This is a four-leg intersection where east- and westbound traffic movements are uncontrolled. The north- and southbound directions are stop-controlled. Each approach has a single approach lane. The posted speed along 1055 West is 25 MPH. The posted speed on 10550 South is 25 MPH.

10840 South / River Front Parkway – This intersection is a dual-lane roundabout. The 10840 South approaches lead to business parks and only have a single approach lane. The approaches along River Front Parkway have two approach lanes. Each approach is controlled by a yield sign. The posted speed along River Front Parkway is 30 MPH. The posted speed along 10840 South is 25 MPH in the southeast direction and 20 MPH in the northwest direction.

C. Traffic Volumes

WCG conducted weekday morning (7:00 AM to 9:00 AM) and evening (4:00 PM to 6:00 PM) peak period traffic counts at the following existing intersections:

- 10550 South / 1055 West
- 10840 South / River Front Parkway

The 10840 South / River Front Parkway intersection turning movement counts were completed on Thursday August 11, 2022. The 10550 South / 1055 West intersection turning movement counts were completed on Tuesday August 16, 2022. No pandemic restrictions were in place when the counts were completed.

Figure 2 depicts the existing (2022) AM and PM peak hour traffic volumes at the study intersections. Traffic count data is included in ***Appendix B***.

D. Level of Service Analysis

WCG determined that all study intersections are currently operating at acceptable levels of service as shown in ***Table 2***. Detailed LOS reports are included in ***Appendix C***.

E. Queuing Analysis

The 95th percentile queue lengths were evaluated for each study intersection. The 95th percentile queues were not significant. The full queuing analysis is included in ***Appendix C***.

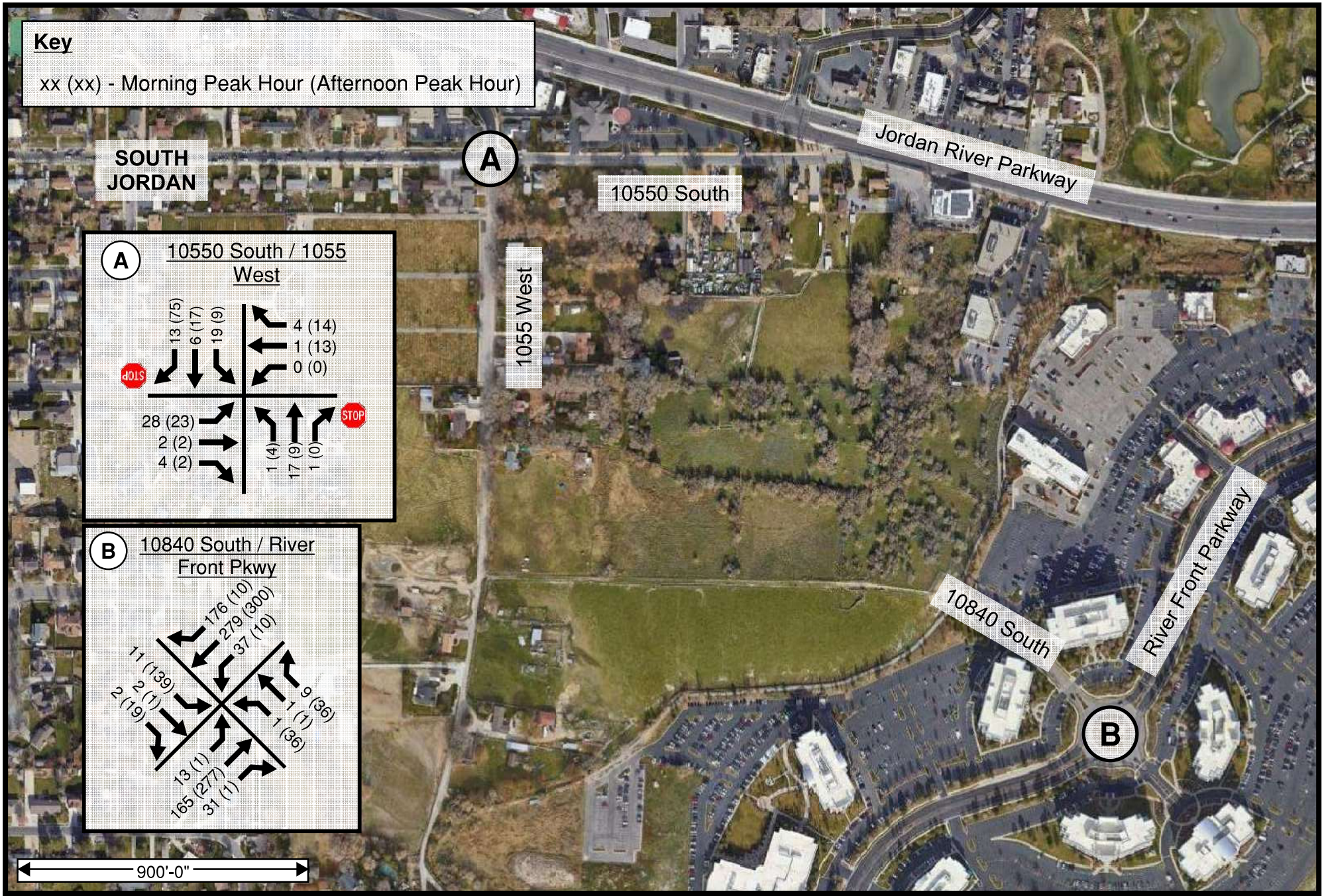
Table 2: Existing Conditions (2022) Background Peak Hour Level of Service

Intersection		Worst Movement[1]			Overall Intersection[2]	
Intersection	Control	Approach	Avg. Delay (Sec / Veh)	LOS	Avg. Delay (Sec / Veh)	LOS
AM Peak Hour						
10550 S / 1055 W	Stop	SB Thru	5.2	A	-	-
10840 S / River Front Pkwy	Roundabout	-	-	-	3.4	A
PM Peak Hour						
10550 S / 1055 W	Stop	SB Thru	5.3	A	-	-
10840 S / River Front Pkwy	Roundabout	-	-	-	3.9	A

[1] This represents the worst approach LOS and delay (seconds / vehicle) and is only reported for unsignalized intersections.
[2] This represents the overall intersection LOS and delay (seconds / vehicle).

F. Mitigation Measures

As shown in ***Table 2***, all study intersections are operating at an acceptable level of service. Therefore, no mitigation measures required for existing (2022) conditions.



WALL CONSULTANT GROUP

Existing Conditions

Rise Townhomes TIS

N

DATE: 8/24/2022

PROJECT: 22-130

Figure 2

III. PROJECT CONDITIONS

A. Purpose

This section describes the type and intensity of land uses planned as a part of the Project and serves as the basis for trip generation, distribution, and assignment of Project trips to the study area roadways and intersections.

B. Project Description

The Project proposes a total of 142 Low-rise Multifamily dwelling units. A conceptual land use plan for the Project is included in ***Appendix A***. Two project conditions were considered. One condition included only a single point of access to the housing development from the east side along 10840 South. The other condition included an additional access on the west side of the housing development to 1055 West.

C. Overall Trip Generation, Distribution and Assignment

Project trip generation estimates were developed using trip generation rates published in the Institute of Transportation Engineers (ITE) *Trip Generation,11th Edition*.

Table 3 shows the total number of trips generated by the Project. To be conservative, the entire development was assumed to be complete for all plus project scenarios.

Table 3: Overall Trip Generation

Land Use	Dwelling Units	Daily Total	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Low-Rise Multifamilty Housing	142	984	14	44	58	46	28	74

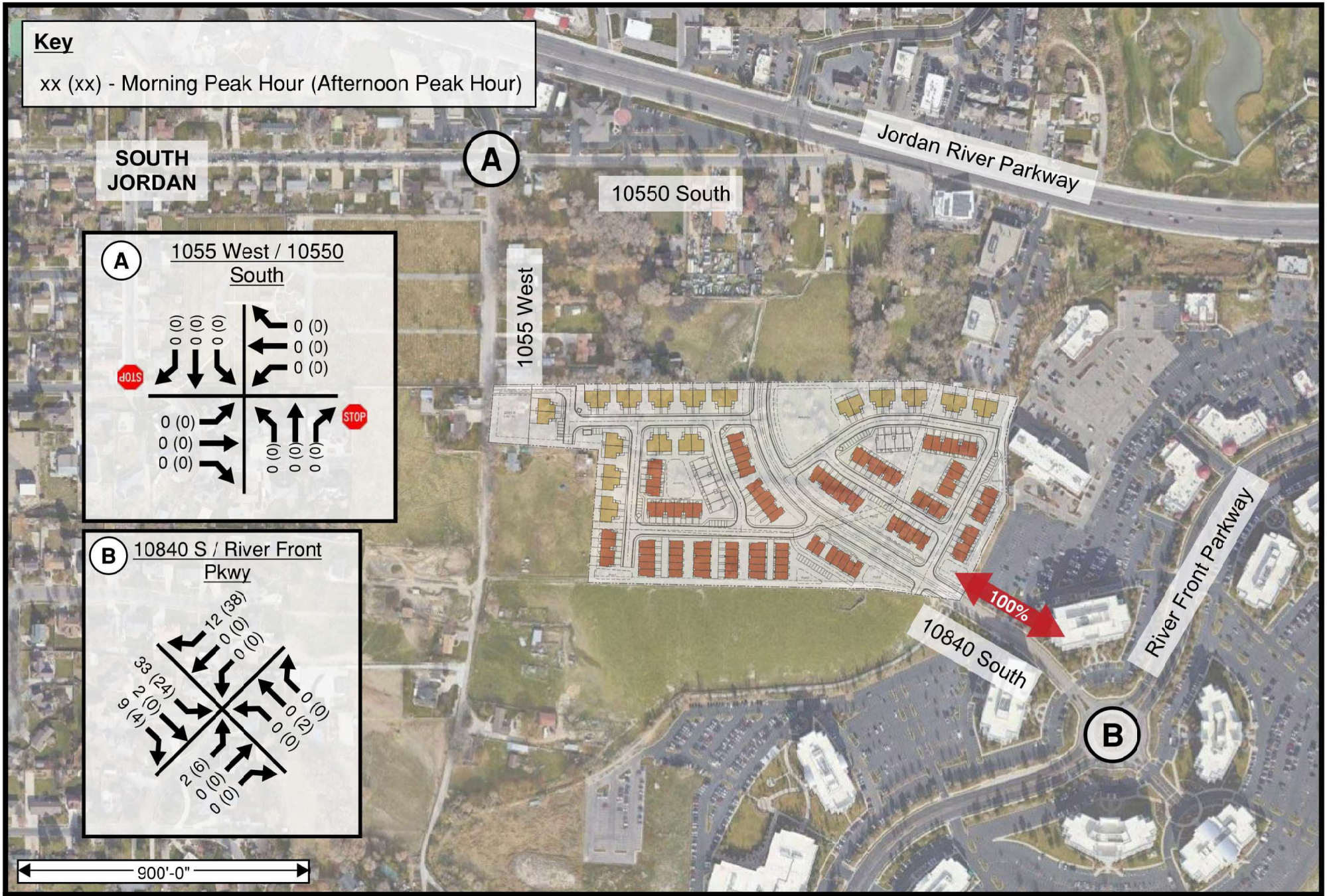
Project traffic from ***Table 3*** was assigned to the roadway network based on the type of trip and the proximity of Project access points to regional roadways and major population/employment centers. Existing travel patterns observed during data collection and engineering judgement provided primary guidance to establish distribution percentages.

For the first project condition, 100% of the trips were distributed to 10840 South. Traffic was assigned for the opening day (2022) conditions for the Project and is shown in ***Figure 3.***

The trip distribution for the second project condition for the 2022 plus project analyses was estimated as follows:

- 65% East
- 35% West

Traffic was assigned for the opening day (2022) conditions for the Project and is shown in ***Figure 4.***



WALL CONSULTANT GROUP

Trip Generation Without 1055 West Connection

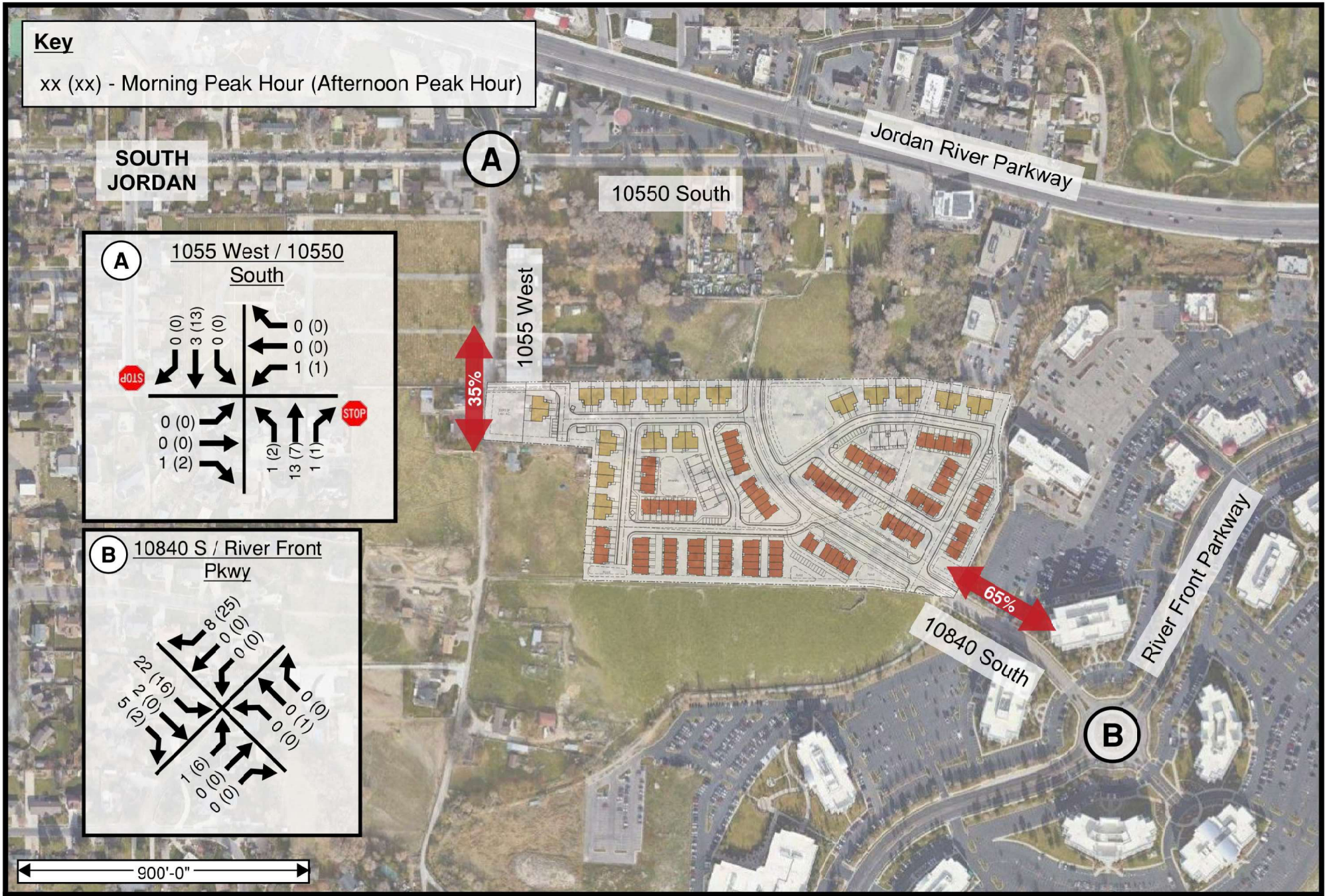
Rise Townhomes TIS

N

DATE: 8/24/2022

PROJECT: 22-130

Figure 3



WALL CONSULTANT GROUP

Trip Generation With 1055 West Connection

Rise Townhomes TIS

N

DATE: 8/24/2022

PROJECT: 22-130

Figure 4

IV. OPENING DAY PLUS PROJECT CONDITIONS WITHOUT 1055 WEST CONNECTION

A. Purpose

The opening day project without 1055 West connection traffic was combined with (2022) background traffic volumes to evaluate the study intersections and determine any potential impacts that are specifically attributed to Project traffic.

B. Project Description

As mentioned in Chapter III Project Conditions, the Project will include a total of 142 residential units. Therefore, the project is anticipated to add an additional 58 (74) project trips in the AM and (PM) peak hours of traffic respectively, during the opening day conditions. ***Figure 3*** depicts the project traffic distribution and assignment to the roadway network.

C. Roadway Network

The project does not plan to change the existing roadway network as described in Chapter II Background Existing Conditions.

D. Traffic Volumes

The project traffic (***Figure 3***) was combined with 2022 background traffic volumes (***Figure 2***) to reflect the opening day plus project traffic volumes shown in ***Figure 5***.

E. Level of Service Analysis

WCG determined that all study intersections are anticipated to operate at acceptable levels of service, as shown in ***Table 4***. Detailed LOS reports are included in ***Appendix C***.

F. Queuing Analysis

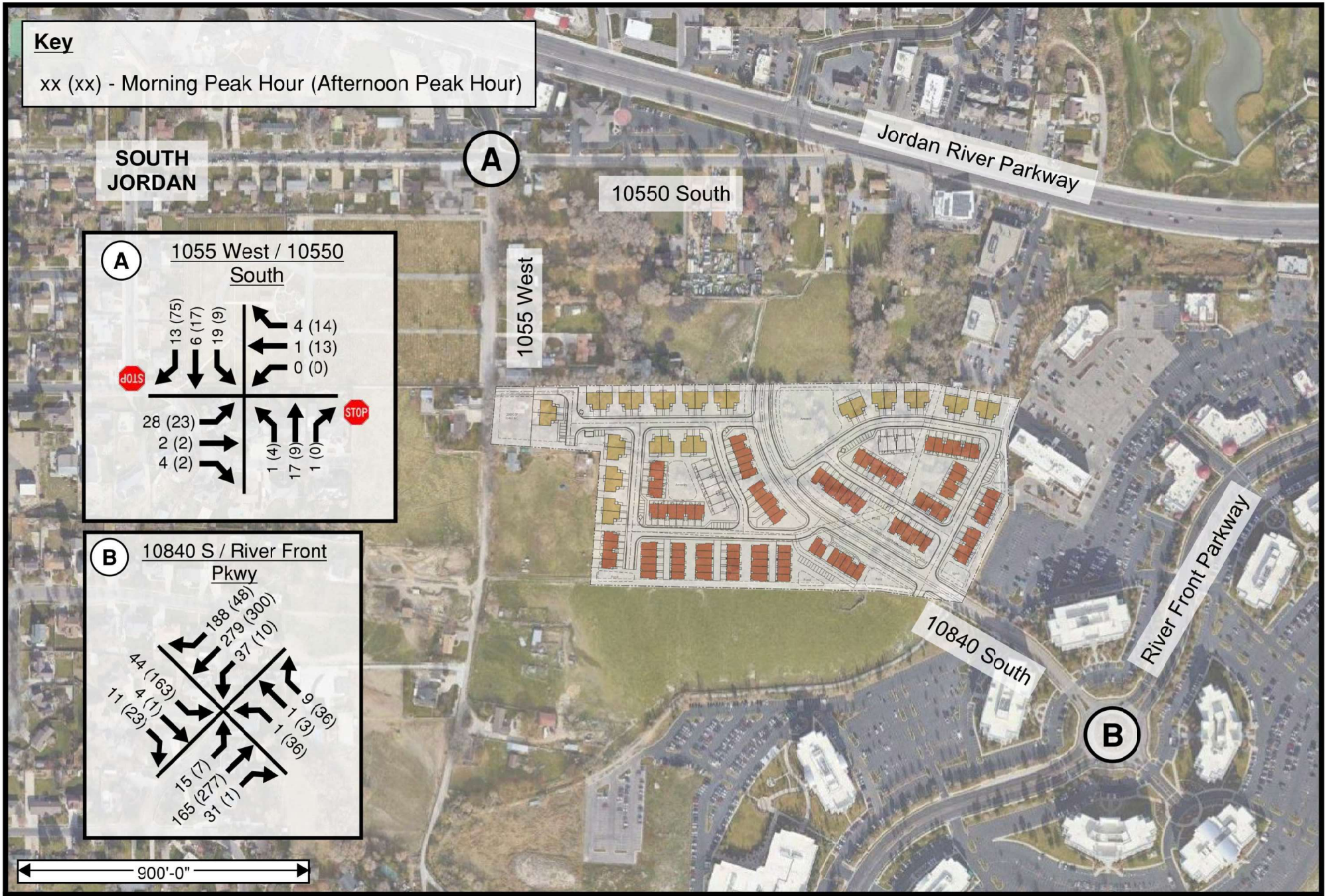
The 95th percentile queue lengths were evaluated for each study intersection. No significant queueing is anticipated. The full queuing analysis is included in ***Appendix C***.

Table 4: Opening Day (2022) Plus Project Peak Hour LOS Without Connection						
Intersection		**Worst Movement[1]**			**Overall Intersection[2]**	
Intersection	**Control**	**Approach**	**Avg. Delay (Sec / Veh)**	**LOS**	**Avg. Delay (Sec / Veh)**	**LOS**
AM Peak Hour						
10550 S / 1055 W	Stop	SB LT	5.0	A	-	-
10840 S / River Front Pkwy	Roundabout	-	-	-	3.4	A
PM Peak Hour						
10550 S / 1055 W	Stop	SB Thru	5.0	A	-	-
10840 S / River Front Pkwy	Roundabout	-	-	-	3.9	A

[1] This represents the worst approach LOS and delay (seconds / vehicle) and is only reported for unsignalized intersections.
[2] This represents the overall intersection LOS and delay (seconds / vehicle).

G. Mitigation Measures

As shown in ***Table 4***, all intersections are expected to operate at acceptable LOS. Therefore, no mitigation measures required for opening day (2022) plus project for the first project condition.



WALL CONSULTANT GROUP

Opening Day Plus Project Without 1055 Connection

Rise Townhomes TIS

N

DATE: 8/24/2022

PROJECT: 22-130

Figure 5

V. OPENING DAY PLUS PROJECT CONDITIONS WITH 1055 WEST CONNECTION

A. Purpose

The opening day project with 1055 West connection traffic was combined with (2022) background traffic volumes to evaluate the study intersections and determine any potential impacts that are specifically attributed to Project traffic.

B. Project Description

As mentioned in Chapter III Project Conditions, the Project will include a total of 142 residential units. Therefore, the project is anticipated to add an additional 58 (74) project trips in the AM and (PM) peak hours of traffic respectively, during the opening day conditions. ***Figure 4*** depicts the project traffic distribution and assignment to the roadway network.

C. Roadway Network

The project does not plan to change the existing roadway network as described in Chapter II Background Existing Conditions. This scenario does assume a project connection to 1055 West.

D. Traffic Volumes

The project traffic (***Figure 4***) was combined with 2022 background traffic volumes (***Figure 2***) to reflect the opening day plus project traffic volumes shown in ***Figure 6***.

E. Level of Service Analysis

WCG determined that all study intersections are anticipated to operate at acceptable levels of service, as shown in ***Table 5***. Detailed LOS reports are included in ***Appendix C***.

F. Queuing Analysis

The 95th percentile queue lengths were evaluated for each study intersection. No significant queueing is anticipated. The full queuing analysis is included in ***Appendix C***.

G. Mitigation Measures

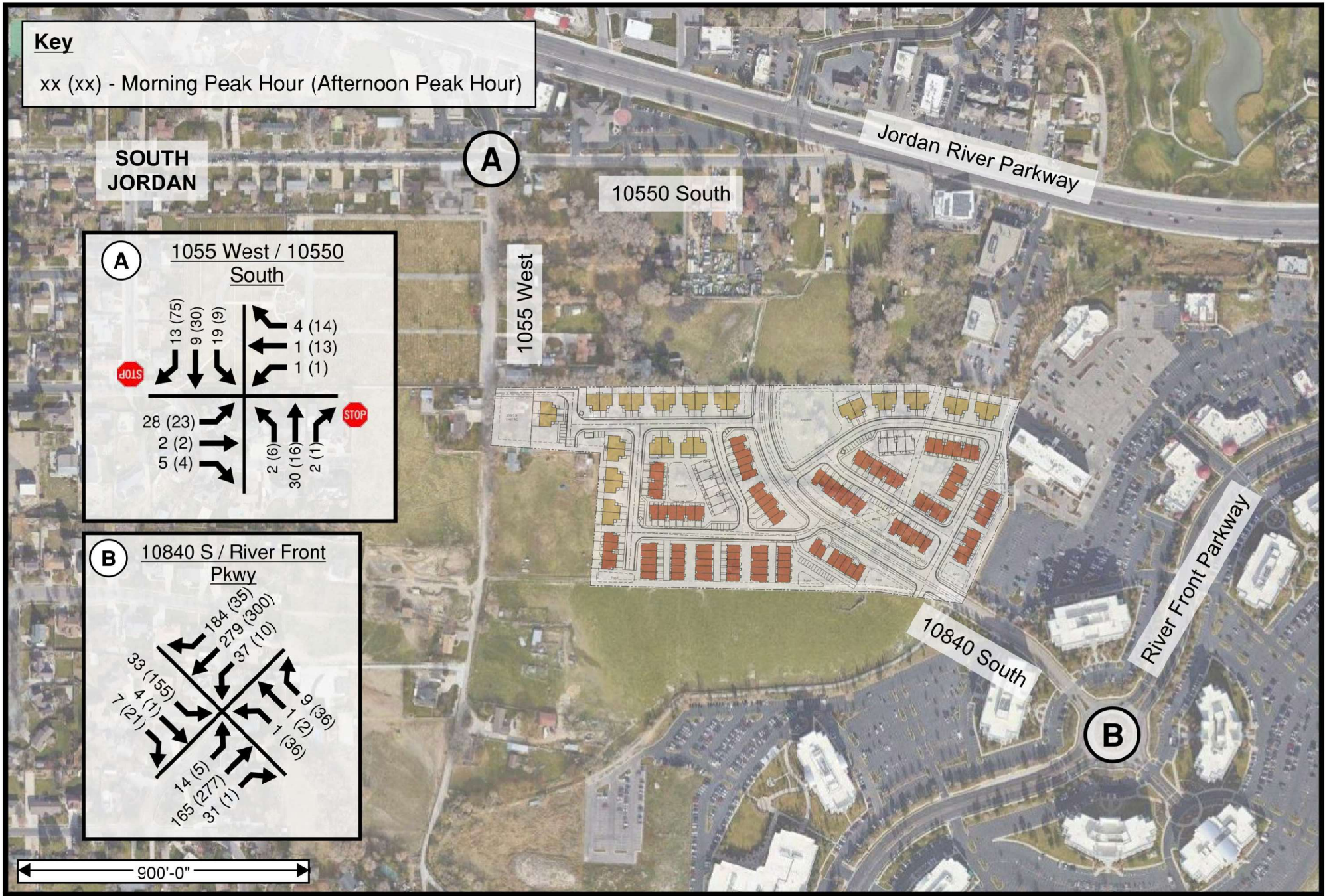
As shown in ***Table 5***, all intersections are expected to operate at acceptable LOS. Therefore, no mitigation measures required for opening day (2022) plus project for the second project condition (a project connection to 1055 West).

Table 5: Opening Day (2022) Plus Project Peak Hour LOS with Connection						
Intersection		Worst Movement[1]			Overall Intersection[2]	
Intersection	Control	Approach	Avg. Delay (Sec / Veh)	LOS	Avg. Delay (Sec / Veh)	LOS
AM Peak Hour						
10550 S / 1055 W	Stop	NB LT	6.1	A	-	-
10840 S / River Front Pkwy	Roundabout	-	-	-	3.4	A
PM Peak Hour						
10550 S / 1055 W	Stop	SB Thru	5.1	A	-	-
10840 S / River Front Pkwy	Roundabout	-	-	-	3.9	A

[1] This represents the worst approach LOS and delay (seconds / vehicle) and is only reported for unsignalized intersections.
[2] This represents the overall intersection LOS and delay (seconds / vehicle).

H. 1055 West Connection Summary

Having a connection to 1055 West does not significantly change the overall traffic operations in the study area. Either alternative will work well. However, to improve connectivity, integrate the development into the neighborhood and provide transportation options for residents, the connection to 1055 West is recommended.



WALL CONSULTANT GROUP

Opening Day Plus Project With 1055 Connection

Rise Townhomes TIS

N

DATE: 8/24/2022

PROJECT: 22-130

Figure 6

VI. APPENDICES

APPENDIX A: CONCEPTUAL LAND USE PLAN

Located in South Jordan

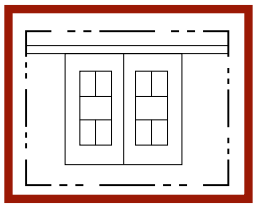
RISE
TOWNHOMES

Site Plan

RISE
TOWNHOMES

Unit Type Key	
Twin Homes	26
Townhomes	116
Total Units	142
Property Acreage Acreage	17.81
Desnity/Acre	7.97

Additional Twin Homes	6
City Park Improvement Acreage	0.7
Total Units with additional Twin Homes	148
Combined Site & Park Improvement Acreage	18.51
Density/Acre	7.99



une 07, 2022

APPENDIX B: TRAFFIC COUNTS

River Front Pkwy 10840 S
South Jordan, UT
8/11/2022
2nd Thursday

Source: Elite

	River Front Parkway Eastbound Approach			River Front Parkway Westbound Approach			10840 South Northbound Approach			10840 South Southbound Approach			Pedestrians (Crossing Approach)					
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	EB	WB	NB	SB	15 Min	Hour
7:00 AM	1	29	3	3	26	2	0	0	2	0	0	2	0	0	0	2	69	69
7:15 AM	0	36	1	1	35	9	0	0	0	0	0	0	0	0	0	1	82	151
7:30 AM	2	31	5	4	42	15	2	0	1	2	0	1	1	0	1	0	106	257
7:45 AM	4	45	8	7	72	78	1	0	1	2	1	1	0	2	1	3	220	477
8:00 AM	3	41	10	11	63	60	0	0	6	2	0	1	1	1	0	2	197	605
8:15 AM	3	32	5	10	72	15	0	0	0	3	1	0	0	1	1	0	141	664
8:30 AM	3	46	8	9	71	23	0	1	2	4	0	0	0	1	0	0	169	727
8:45 AM	3	58	9	11	66	18	1	0	2	2	0	1	0	1	0	1	174	681
4:00 PM	0	55	1	2	74	2	4	0	7	13	0	1	0	0	0	0	160	160
4:15 PM	0	56	1	2	69	1	3	0	5	32	0	1	0	0	0	1	171	331
4:30 PM	0	53	0	4	72	1	13	0	7	33	0	6	0	0	0	0	190	521
4:45 PM	0	70	0	3	73	6	6	1	10	38	1	4	0	0	0	0	212	733
5:00 PM	1	97	0	1	84	2	14	0	14	36	0	8	0	0	0	0	258	831
5:15 PM	0	61	0	0	66	4	7	0	10	15	0	1	0	0	0	0	164	824
5:30 PM	0	69	1	2	69	1	8	0	6	10	0	1	0	1	0	0	167	801
5:45 PM	2	68	1	0	50	2	2	0	7	5	0	3	0	0	0	0	140	729

1055 W / 10500 S
South Jordan, UT
8/16/2022
3rd Tuesday

Source: Elite

	10500 S Eastbound Approach			10500 S Westbound Approach			1055 W Northbound Approach			1055 W Southbound Approach			Pedestrians (Crossing Approach)					
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	EB	WB	NB	SB	15 Min	Hour
7:00 AM	6	0	0	0	0	0	0	3	1	1	1	2	0	0	0	0	14	14
7:15 AM	8	0	0	1	0	1	0	2	0	2	2	5	0	0	0	0	21	35
7:30 AM	4	0	1	0	0	1	0	3	0	3	1	1	1	1	0	1	14	49
7:45 AM	5	0	0	0	0	0	0	1	0	3	3	3	0	0	0	0	15	64
8:00 AM	6	0	1	0	0	0	1	7	0	2	2	2	0	0	0	0	21	71
8:15 AM	8	0	1	0	0	2	0	3	0	7	1	3	3	2	0	0	25	75
8:30 AM	6	2	0	0	0	1	0	1	0	7	0	5	0	0	0	0	22	83
8:45 AM	8	0	2	0	1	1	0	6	1	3	3	3	0	0	0	0	28	96
4:00 PM	4	0	1	0	2	1	0	2	0	1	1	13	0	0	0	0	25	25
4:15 PM	6	0	2	0	0	1	1	2	0	3	1	12	0	0	0	0	28	53
4:30 PM	5	0	0	0	1	3	0	4	0	3	1	7	0	0	0	0	24	77
4:45 PM	8	1	1	0	9	3	1	4	0	4	4	9	0	0	0	0	44	121
5:00 PM	3	1	1	0	2	8	1	3	0	3	5	31	0	0	0	0	58	154
5:15 PM	5	0	0	0	1	3	2	1	0	0	2	15	0	0	0	0	29	155
5:30 PM	7	0	0	0	1	0	0	1	0	2	6	20	0	0	0	0	37	168
5:45 PM	3	0	0	0	2	2	3	1	0	3	4	17	0	0	0	0	35	159

APPENDIX C: SIMTRAFFIC LOS AND QUEUEING REPORTS

1: 1055 W & 10550 S Performance by movement

Movement	EBL	EBT	EBR	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.2	0.1		0.1		0.1	0.1	0.1	0.1	0.1	0.1
Total Del/Veh (s)	2.1	0.4	0.2		0.0		4.7	4.2	5.1	5.2	4.8	3.5

2: River Front Pkwy & 10840 S Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.2	0.2	0.1	0.3	0.3	0.2	0.1	0.1	0.1	0.1	0.2	0.1
Total Del/Veh (s)	3.1	3.7	2.2	3.1	3.9	2.6	0.9	0.9	1.3	3.0	3.3	1.9

2: River Front Pkwy & 10840 S Performance by movement

Movement	All
Denied Del/Veh (s)	0.2
Total Del/Veh (s)	3.4

Total Network Performance

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

Intersection: 1: 1055 W & 10550 S

Movement	EB	NB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	3	36	38
Average Queue (ft)	0	15	22
95th Queue (ft)	3	40	45
Link Distance (ft)	650	528	442
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 2: River Front Pkwy & 10840 S

Movement	EB	EB	WB	WB	NB	SB
Directions Served	LT	R	LT	R	LTR	LTR
Maximum Queue (ft)	48	6	41	6	4	33
Average Queue (ft)	6	0	4	0	0	3
95th Queue (ft)	28	5	23	4	4	19
Link Distance (ft)	645	645	789	789	234	573
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Network Summary

Network wide Queuing Penalty: 0

1: 1055 W & 10550 S Performance by movement

Movement	EBL	EBT	EBR	WBT	WBR	NBL	NBT	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.2	0.1	0.1
Total Del/Veh (s)	1.6	0.2	0.1	0.1	0.0	4.2	4.7	4.3	5.3	3.2	2.7

2: River Front Pkwy & 10840 S Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)		0.2	0.1	0.2	0.2	0.1	0.1	0.1	0.1	0.2	0.3	0.2
Total Del/Veh (s)		4.5	2.8	3.1	4.1	2.1	2.4	1.9	1.4	3.5	3.6	2.4

2: River Front Pkwy & 10840 S Performance by movement

Movement	All
Denied Del/Veh (s)	0.2
Total Del/Veh (s)	3.9

Total Network Performance

Denied Del/Veh (s)	0.2
Total Del/Veh (s)	4.2

Intersection: 1: 1055 W & 10550 S

Movement	EB	NB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	32	33	55
Average Queue (ft)	1	10	33
95th Queue (ft)	13	35	50
Link Distance (ft)	650	528	442
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 2: River Front Pkwy & 10840 S

Movement	EB	WB	NB	SB
Directions Served	LT	LT	LTR	LTR
Maximum Queue (ft)	66	54	47	67
Average Queue (ft)	24	10	11	26
95th Queue (ft)	59	38	36	59
Link Distance (ft)	645	789	234	573
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Network Summary

Network wide Queuing Penalty: 0

1: 1055 W & 10550 S Performance by movement

Movement	EBL	EBT	EBR	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.1		0.1		0.1	0.1	0.1	0.1	0.1	0.1
Total Del/Veh (s)	2.2	0.3	0.0		0.0		4.7	4.9	5.0	4.8	4.8	3.5

2: River Front Pkwy & 10840 S Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.1	0.2	0.1	0.2	0.3	0.2		0.1	0.1	0.1	0.1	0.2
Total Del/Veh (s)	3.0	3.9	2.2	3.1	4.0	2.7		0.8	1.2	3.0	3.6	2.2

2: River Front Pkwy & 10840 S Performance by movement

Movement	All
Denied Del/Veh (s)	0.2
Total Del/Veh (s)	3.4

Total Network Performance

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

Intersection: 1: 1055 W & 10550 S

Movement	EB	NB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	6	38	43
Average Queue (ft)	0	15	23
95th Queue (ft)	4	40	46
Link Distance (ft)	650	528	442
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 2: River Front Pkwy & 10840 S

Movement	EB	EB	WB	WB	NB	SB
Directions Served	LT	R	LT	R	LTR	LTR
Maximum Queue (ft)	63	5	58	18	6	54
Average Queue (ft)	11	0	5	1	0	12
95th Queue (ft)	41	3	30	10	6	39
Link Distance (ft)	645	645	789	789	234	573
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Network Summary

Network wide Queuing Penalty: 0

1: 1055 W & 10550 S Performance by movement

Movement	EBL	EBT	EBR	WBT	WBR	NBL	NBT	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.2	0.1
Total Del/Veh (s)	1.5	0.1	0.1	0.2	0.1	4.5	4.8	4.4	5.0	3.1	2.7

2: River Front Pkwy & 10840 S Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.4	0.2	0.1	0.2	0.2	0.1	0.1	0.1	0.2	0.2	0.1	0.2
Total Del/Veh (s)	4.2	4.8	2.2	2.7	4.0	2.3	2.6	2.6	1.4	3.6	3.2	2.7

2: River Front Pkwy & 10840 S Performance by movement

Movement	All
Denied Del/Veh (s)	0.2
Total Del/Veh (s)	3.9

Total Network Performance

Denied Del/Veh (s)	0.2
Total Del/Veh (s)	4.3

Intersection: 1: 1055 W & 10550 S

Movement	EB	NB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	9	31	59
Average Queue (ft)	0	10	33
95th Queue (ft)	6	34	50
Link Distance (ft)	650	528	442
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 2: River Front Pkwy & 10840 S

Movement	EB	WB	NB	SB
Directions Served	LT	LT	LTR	LTR
Maximum Queue (ft)	85	56	46	87
Average Queue (ft)	30	8	12	30
95th Queue (ft)	71	35	38	67
Link Distance (ft)	645	789	234	573
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Network Summary

Network wide Queuing Penalty: 0

1: 1055 W & 10550 S Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.1	0.1	0.2	0.1	0.1	0.1	0.1	0.1
Total Del/Veh (s)	2.2	0.2	0.2	1.2	0.0	0.0	6.1	4.8	5.8	5.0	5.1	4.8

1: 1055 W & 10550 S Performance by movement

Movement	All
Denied Del/Veh (s)	0.1
Total Del/Veh (s)	3.7

2: River Front Pkwy & 10840 S Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.2	0.2	0.1	0.3	0.2	0.2	0.1	0.1	0.1	0.1	0.2	0.1
Total Del/Veh (s)	2.9	3.8	2.2	3.0	4.0	2.7	0.8	1.3	1.2	2.9	3.8	2.2

2: River Front Pkwy & 10840 S Performance by movement

Movement	All
Denied Del/Veh (s)	0.2
Total Del/Veh (s)	3.4

Total Network Performance

Denied Del/Veh (s)	0.2
Total Del/Veh (s)	3.8

Intersection: 1: 1055 W & 10550 S

Movement	EB	NB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	23	53	45
Average Queue (ft)	1	21	24
95th Queue (ft)	10	48	46
Link Distance (ft)	650	528	442
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 2: River Front Pkwy & 10840 S

Movement	EB	EB	WB	WB	NB	SB
Directions Served	LT	R	LT	R	LTR	LTR
Maximum Queue (ft)	47	3	48	10	6	44
Average Queue (ft)	10	0	4	0	0	10
95th Queue (ft)	37	3	22	5	5	35
Link Distance (ft)	645	645	789	789	234	573
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Network Summary

Network wide Queuing Penalty: 0

1: 1055 W & 10550 S Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.1	0.1	0.1		0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.2
Total Del/Veh (s)	1.6	0.2	0.0		0.1	0.1	4.4	4.7	2.3	4.5	5.1	3.2

1: 1055 W & 10550 S Performance by movement

Movement	All
Denied Del/Veh (s)	0.1
Total Del/Veh (s)	3.0

2: River Front Pkwy & 10840 S Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.4	0.2	0.1	0.2	0.2	0.1	0.1	0.1	0.2	0.2	0.1	0.2
Total Del/Veh (s)	4.3	4.7	2.8	2.8	4.1	2.3	2.7	2.2	1.4	3.5	3.5	2.5

2: River Front Pkwy & 10840 S Performance by movement

Movement	All
Denied Del/Veh (s)	0.2
Total Del/Veh (s)	3.9

Total Network Performance

Denied Del/Veh (s)	0.2
Total Del/Veh (s)	4.3

Intersection: 1: 1055 W & 10550 S

Movement	EB	NB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	9	33	69
Average Queue (ft)	0	17	35
95th Queue (ft)	6	42	55
Link Distance (ft)	650	528	442
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 2: River Front Pkwy & 10840 S

Movement	EB	WB	NB	SB
Directions Served	LT	LT	LTR	LTR
Maximum Queue (ft)	86	52	46	76
Average Queue (ft)	29	8	12	30
95th Queue (ft)	69	34	38	63
Link Distance (ft)	645	789	234	573
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Network Summary

Network wide Queuing Penalty: 0