

196 NF

THE CITY OF WEST JORDAN, UTAH

ORDINANCE NO. 21-07

AN ORDINANCE APPROVING AN AMENDMENT TO THE MASTER DEVELOPMENT AGREEMENT (FOR COPPER RIM), WITH THE ATTACHED PRELIMINARY MASTER DEVELOPMENT PLAN FOR THE TOWN CENTER AT COPPER RIM FOR 35.66 ACRES OF PROPERTY, PART OF THE COPPER RIM DEVELOPMENT, LOCATED AT APPROXIMATELY 7800 SOUTH AND 5900 WEST/COPPER RIM DRIVE, ON THE EAST SIDE OF MOUNTAIN VIEW CORRIDOR AND NORTH OF 7800 SOUTH

13764073
09/03/2021 11:41 AM \$0.00
Book - 11233 Pg - 7060-7255A-H
RASHELLE HOBBES
RECORDER, SALT LAKE COUNTY, UTAH

WHEREAS, the City of West Jordan ("City") adopted the West Jordan City Code ("City Code") in 2009, which provides for master planned developments; and

WHEREAS, an application was made by CW Land Co., LLC for approval of a Preliminary Master Development Plan ("PDP") and an Amendment to the Copper Rim Master Development Agreement ("AMDA") to allow for certain amendments to 35.66 acres of property, part of the Copper Rim Development, located at approximately 7800 South and 5900 West/Copper Rim Drive, on the east side of Mountain View Corridor and north of 7800 South ("Town Center at Copper Rim Development" or "Property"); and

WHEREAS, on January 19, 2021, the PDP for the Town Center at Copper Rim Development was reviewed by the Planning Commission, which held a public hearing and which has forwarded a positive recommendation to the City Council for its approval of said PDP, which will allow for the Town Center at Copper Rim Development; and

WHEREAS, public hearings, pursuant to public notice, were held before the City Council on February 24, 2021 and July 28, 2021 regarding the PDP and AMDA for the Town Center at Copper Rim Development; and

WHEREAS, House Bill 1003 (2021 Utah Legislature, 1st Special Session), as codified at Utah Code Ann. Section 10-9a-534(3)(d and h), allows for a land use regulation, including "Building Design Elements", as defined therein, to apply to property in exchange for an increase in density, as approved in a development agreement; and

WHEREAS, the Applicant has agreed to and has executed the AMDA, with the attached PDP, that will govern the development of the Property, should the City Council, in its sole legislative discretion, choose to adopt the General Plan Land Use Map Amendment and Rezone; and

WHEREAS, the City Council has reviewed and desires to approve the AMDA, with the attached PDP, subject to the adoption of the General Plan Land Use Map Amendment and Rezone; and

WHEREAS, the City Council has found it to be in the best interest of the public health, safety, and welfare of the residents of the City to adopt the AMDA, with the attached PDP, subject to the adoption of the General Plan Land Use Map Amendment and Rezone.

WHEREAS, the City Council finds it to be in the best interest of the public health, safety, and welfare to adopt the AMDA and PDP for the Town Center at Copper Rim Development; and

WEST JORDAN CITY
8000 S REDWOOD RD
WEST JORDAN UT 84088-2041
BY: ZHA, DEPUTY - WI 1000

NOW THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF WEST JORDAN, UTAH AS FOLLOWS:

Section 1. Approval and Applicability. The AMDA and the attached PDP for the Town Center at Copper Rim Development, as shown and attached in Attachment 1 to this Ordinance, are hereby approved, subject to the City Council, in its sole legislative discretion, choosing to adopt the General Plan Land Use Map Amendment and Rezone. The AMDA and the attached PDP for the Town Center at Copper Rim Development are not effective unless and until the City Council, in its sole legislative discretion, chooses to adopt the General Plan Land Use Map Amendment and Rezone. If the City Council, in its sole legislative discretion, chooses to adopt the General Plan Land Use Map Amendment and Rezone, the Mayor is authorized to sign the AMDA.

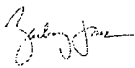
Section 2. Applicability of Building Design Elements. In accordance with Utah Code Ann. Section 10-9a-534(3)(d and h), and at the request of the Property Owner and Applicant, and in consideration for the increase in density allowed by the Rezone, all applicable Building Design Elements of the City shall apply to the Property and to the dwellings, structures, and buildings constructed thereon, as set forth in the AMDA.

Section 3. Severability. If any provision of this Ordinance is declared to be invalid by a court of competent jurisdiction, the remainder shall not be affected thereby.

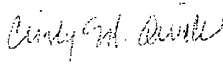
Section 4. Effective Date. This Ordinance shall become effective immediately upon posting or publication as provided by law and either (i) the Mayor signing the Ordinance, (ii) the City Council duly overriding the veto of the Mayor as provided by law, or (iii) the Mayor failing to sign or veto the Ordinance within fifteen (15) days after the City Council presents the Ordinance to him.

PASSED BY THE CITY COUNCIL OF THE CITY OF WEST JORDAN, UTAH, THIS 28TH DAY OF JULY 2021.

CITY OF WEST JORDAN

By: 
Zach Jacob
Council Chair

ATTEST:

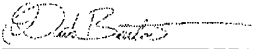

Cindy M. Quick, MMC
Council Office Clerk

VOTING BY THE CITY COUNCIL

| | "YES" | "NO" |
|---------------------------------------|-------------------------------------|-------------------------------------|
| Council Chair Zach Jacob | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| Council Vice Chair Kelvin Green | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Council Member Chad R. Lamb | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Council Member Christopher McConnehey | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Council Member David Pack | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Council Member Kayleen Whitelock | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Council Member Melissa Worthen | ~ Absent ~ | ~ Absent ~ |

PRESENTED TO THE MAYOR BY THE CITY COUNCIL ON 8/4/21

Mayor's Action: Approve Veto


By:  8/4/21
Mayor Dirk Burton Date

ATTEST:

 
Tangee Sloan
City Recorder



STATEMENT OF APPROVAL OE PASSAGE (check one)

- The Mayor approved and signed Ordinance No. 21-07.
- The Mayor vetoed Ordinance No. 21-07 on _____ and the City Council timely overrode the veto of the Mayor by a vote of _____ to _____.
- Ordinance No. 21-07 became effective by operation of law without the Mayor's approval or disapproval.

 
Tangee Sloan
City Recorder

CERTIFICATE OF PUBLICATION

I, Tangee Sloan, certify that I am the City Recorder of the City of West Jordan, Utah, and that a short summary of the foregoing ordinance was published on the Utah Public Notice Website on the 6th day of August, 2021. The fully executed copy of the ordinance is retained in the Office of the City Recorder pursuant to Utah Code Annotated, 10-3-711.

 
Tangee Sloan
City Recorder

Attachment 1

AMENDMENT TO THE MASTER DEVELOPMENT AGREEMENT (FOR COPPER RIM), WITH THE ATTACHED PRELIMINARY MASTER DEVELOPMENT PLAN FOR THE TOWN CENTER AT COPPER RIM

[Attachment to ORDINANCE NO. 21-07

AN ORDINANCE APPROVING AN AMENDMENT TO THE MASTER DEVELOPMENT AGREEMENT (FOR COPPER RIM), WITH THE ATTACHED PRELIMINARY MASTER DEVELOPMENT PLAN FOR THE TOWN CENTER AT COPPER RIM FOR 35.66 ACRES OF PROPERTY, PART OF THE COPPER RIM DEVELOPMENT, LOCATED AT APPROXIMATELY 7800 SOUTH AND 5900 WEST/COPPER RIM DRIVE, ON THE EAST SIDE OF MOUNTAIN VIEW CORRIDOR AND NORTH OF 7800 SOUTH, AS DEFINED IN THE REQUEST FOR COUNCIL ACTION REPORT]

***Recording Requested By and
When Recorded Return to:***

WHEN RECORDED, MAIL TO:

West Jordan City Recorder
8000 S. Redwood Road
West Jordan, UT 84088

For Recording Purposes Do
Not Write Above This Line

**FIRST AMENDMENT TO
MASTER DEVELOPMENT AGREEMENT
COPPER RIM
FOR "TOWN CENTER AT COPPER RIM" INTERCHANGE OVERLAY ZONE AREA**

This First Amendment to Master Development Agreement (this "**Amendment**") is made and entered into and made effective as of the date signed by the Mayor after approval by the City Council (the "**Effective Date**") by and among the **CITY OF WEST JORDAN**, a municipality and political subdivision of the State of Utah ("**City**") and **CW LAND CO., LLC**, a Utah limited liability company ("**Master Developer**"). City and Master Developer may hereinafter be referred to individually as a "**Party**" and collectively as the "**Parties.**"

RECITALS

A. Master Developer previously applied to City for approval of a rezone of the Jensen Project, also known as Copper Rim (the "**Project**"), which application for rezone was approved on January 25, 2017 through enactment of Ordinance 17-05, causing the property described in **Exhibit A** (the "**Property**") to be included in the PC zoning district. The Project was planned for development in multiple phases, including a commercial phase, and additional phases for residential, institutional, recreational and commercial uses, as permitted in the PC zoning district.

B. Master Developer previously applied to City for approval of a preliminary development plan for the Project, which application for the preliminary development plan was approved on May 9, 2018 through enactment of Ordinance 18-14, establishing residential densities subject to conditions, including, but not limited to:

1. The maximum number of units in the overall development (excluding the commercial area, which is the subject of this Amendment) shall not exceed 753 residential dwelling units (4.9 dwelling units per acre) nor shall the ratio of single-family dwellings to townhomes exceed 83% single-family residential to 17% multi-family residential (townhomes);

2. All lots shown in the Preliminary Development Plan are conceptual only. Each phase of development will be reviewed independently as part of the preliminary and final

subdivision processes for each phase which may affect the size, shape, number of lots, and location of applicable amenities for each phase; and

3. A Final Development Plan will be required to be submitted and approved for each phase of development.

C. The City approved a Master Development Agreement (“**MDA**”) for the Project on November 7, 2018, which was subsequently executed and recorded in the office of the Salt Lake County Recorder on November 27, 2018 as Entry No. 12892584 in Book 10733 at Page 4678.

D. Master Developer has subsequently developed some phases of the Project in compliance with the provisions of the MDA.

E. Master Developer has also subsequently submitted an application (“**Amendment Application**”), as depicted in **Exhibit B**, to amend a portion of the Project, which is the portion of the Project described in the Preliminary Master Development Plan (attached as **Exhibit C**) as the Town Center at Copper Rim (IOZ Zone Area) or similar name (“**Amendment Area**” or “**Town Center at Copper Rim**”), and in the Overall Site Plan (attached as **Exhibit D**). The Amendment Application also includes a petition to rezone this portion of the Project from PC to PC (IOZ), by adding an Interchange Overlay Zone onto the existing PC (Planned Community) Zone for the Amendment Area.

F. To the best of the knowledge of the Parties, as of the Effective Date hereof, Master Developer is in full compliance with its duties and obligations set forth in the MDA.

G. Pursuant to the authority of Utah Code Ann. § 10-9a-102(2) and the specific provisions of the City Code, City has determined to enter into this Amendment with Master Developer for the purpose of formalizing certain obligations of the Parties with respect to the Project, and such other matters as City and Master Developer have agreed.

AMENDMENT TO MDA

NOW, THEREFORE, in consideration of the mutual covenants contained herein, and other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the Parties hereby agree as follows:

1. **Recitals and Exhibits.** The above Recitals and all Exhibits hereto are hereby incorporated by reference into this Amendment.
2. **MDA.** The MDA is hereby incorporated by reference into this Amendment.
3. **Conditions Precedent.** City and Master Developer are entering into this Amendment in anticipation of the satisfaction of certain conditions precedent, which, if not satisfied, will frustrate the purposes of this Amendment. Accordingly, if the Conditions are not satisfied, this Amendment shall be rendered null and void and none of the Parties shall have any further obligation to the other arising out of this Amendment. The Parties recognize that the Conditions will be satisfied contemporaneously with or prior to the execution of this Amendment, but such Conditions have been identified herein for purposes of setting forth the intent of the Parties. A

failure to meet the Conditions as described below shall cause the Amendment to be voidable by either Party hereto. For purposes of this Amendment, the following shall constitute the “**Conditions**,” to be approved in the following order:

- a. All signatures by the Master Developer and all current property owners of the Amendment Area on the Amendment before the City Council considers approval of the Amendment. Upon receipt of all signatures identified in the preceding sentence, City agrees to use good faith efforts to timely submit, to the applicable department, this Amendment for inclusion on the ensuing City Council meeting at which a vote on the Amendment may be made;
 - b. The final approval and acceptance of this Amendment, including the Preliminary Master Development Plan and Overall Site Plan, by the City Council on the ensuing City Council meeting as contemplated in Section 3(a) above; and
 - c. The subsequent adoption of a zoning map ordinance (for the Interchange Overlay Zone) for the development. The rights of the Master Developer contemplated herein are expressly conditioned upon the City Council, in its sole legislative discretion, adopting the zoning map ordinance.
4. **Amended Terms.** The MDA is amended as follows:
- a. By all the terms of the Preliminary Master Development Plan (attached as **Exhibit C**) for the Town Center at Copper Rim (IOZ Zone Area) (“Preliminary Master Development Plan”) and Overall Site Plan for the Amendment Area, including but not limited to the densities, numbers of residential units, and placement of commercial uses, streets, and amenities, Master Developer desires to obtain additional units upon approval of this Amendment and the related zoning map ordinance (which proposed IOZ Zone is exempt from the multi-family limitations of the “Cap and Grade Ordinance”, pursuant to West Jordan City Code Subsection 13-8-23(B)(1)(g));
 - b. The Preliminary Master Development Plan is in addition to the Master Development Plan attached to the original Master Development Agreement, and this Preliminary Master Development Plan identifies the type, number, ownership, and amenities for the Town Center at Copper Rim. This Amendment (and Preliminary Master Development Plan) will add residential units and will change the density for the Town Center at Copper Rim as follows: one hundred and twenty-five (125) additional residential units (47 single-family, 78 townhomes units) within the Town Center at Copper Rim, with a density of 7.6 dwelling units per acre in the area identified as “cottage lots” and 12.2 dwelling units per acre in the area identified as “townhomes”, as shown in the Preliminary Master Development Plan; and each dwelling in the Amendment Area shall have a two-car garage; and parking requirements for the commercial areas in the Amendment Area shall be as detailed in the West Jordan City Code;
 - c. The Parties expressly acknowledge that Master Developer shall use its sole discretion when determining the phasing of the Amendment Area and overall Project. Additionally, the amenities located throughout the Project will be constructed as adjacent residential units are platted and constructed;
 - d. With respect to the ten percent (10.0%) open space requirement (each an “**Open Space Requirement**”) for the commercial uses within the Amendment Area, and without

affecting the Master Developer's duty and responsibility to ensure that the Open Space Requirement is usable, connected, and compliant with the Applicable Law and Development Documents, the Parties expressly acknowledge that (i) the Open Space Requirement shall be determined by the purchaser of each respective commercial pad (each a "**Commercial Purchaser**"); (ii) each Commercial Purchaser shall be responsible to designate on its site plan the open space area and trail connectivity for efficient access through the commercial area within the Amendment Area; and (iii) each Commercial Purchaser's site plan shall be approved by the City's Planning Commission; and

- e. In the event of a referendum for the approval of this Amendment or the zoning ordinance, and if the City in its sole discretion, subsequent to the approval of this Amendment, elects to defend against a Referendum (includes a referendum or similar ballot measure), the Master Developer shall reimburse City's attorney's fees, court costs, and any related costs of defending against the Referendum. The Master Developer's obligation to indemnify the City during any defense of a Referendum shall be reimbursed within ten (10) days of the City providing notice to Master Developer of the City's receipt of a periodic or final invoice, a judgment, a settlement, or other obligation by the City. Master Developer's obligation to indemnify against the costs of defense shall exist regardless of the outcome of the Referendum or decisions to modify or withdraw the approval.

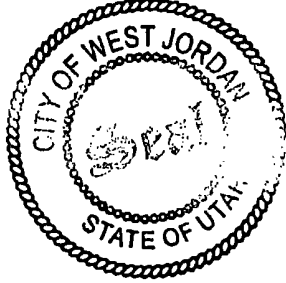
5. **Additional Terms.**

- a. **Effective Date.** This Amendment shall be effective upon the date of signing and execution of this Amendment by the City's Mayor, after approval by the City Council, which signing shall not be unreasonably conditioned or delayed.


- b. **Amendment Runs with the Land.** This Amendment shall be recorded against the Project as described in the **Exhibit A**. The agreements, benefits, burdens, rights and responsibilities contained herein shall be deemed to run with the land and shall be binding on and shall inure to the benefit of all successors in ownership of the Project, or portion thereof, as applicable, with respect to that portion of the Project owned by such successors in ownership. Nothing in this Amendment shall apply to residents or property owners who purchase developed lots or units within the Project.

SPACE INTENTIONALLY LEFT BLANK

IN WITNESS WHEREOF, the Parties have executed this Amendment to Master Development Agreement on the Effective Date.

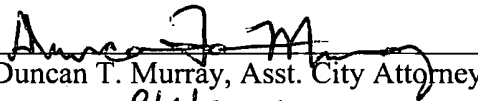


CITY OF WEST JORDAN, a municipality and political subdivision of the State of Utah:

By: 
Dirk Burton, Mayor

Approved as to Legal Form:

ATTEST:


Duncan T. Murray, Asst. City Attorney
8/3/2021

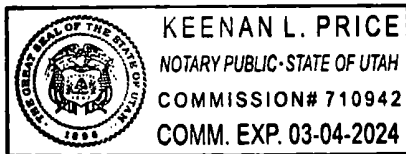

Tangee Sloan, City Recorder


ACKNOWLEDGMENT

STATE OF UTAH)
 : ss.
County of Salt Lake)

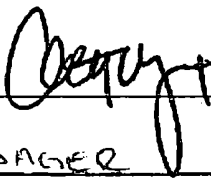
On this 3 day of Aug, 2021, before the undersigned notary public in and for the said state, personally appeared Dirk Burton, known or identified to me to be the Mayor of the City of West Jordan, and Tangee Sloan, the City Recorder of the City of West Jordan, and the persons who executed the foregoing instrument on behalf of said City and acknowledged to me that said City executed the same.

IN WITNESS WHEREOF, I have hereunto set my hand and seal the day and year first above written.




Notary Public for Utah
Residing at: Davis Co.
My Commission Expires: 03/04/2024

MASTER DEVELOPER:
CW LAND CO., LLC,
a Utah limited liability company:

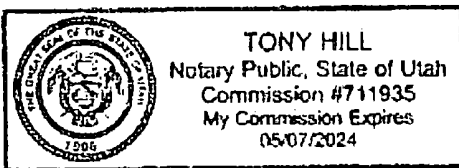
By: 
Its: MANAGER

ACKNOWLEDGMENT

STATE OF UTAH)
 : ss.
County of Davis)

On this 14 day of JULY, 2021, before the undersigned notary public in and for the said state, personally appeared COREY H. WRIGHT, known or identified to me to be the MANAGER of **CW LAND CO., LLC**, a Utah limited liability company, and the person who executed the foregoing instrument and acknowledged to me that said company executed the same.

IN WITNESS WHEREOF, I have hereunto set my hand and seal the day and year first above written.





Notary Public for Utah
Residing at: DAVIS COUNTY
My Commission Expires: 05/07/2024

EXHIBIT 2

MASTER DEVELOPMENT PLAN (provided as Attachment 2)

TOWN CENTER
— AT COPPER RIM —
MASTER DEVELOPMENT PLAN
JUNE 2021 | WEST JORDAN, UTAH

THIS PAGE INTENTIONALLY LEFT BLANK

TOWN CENTER AT COPPER RIM I MASTER DEVELOPMENT PLAN I TABLE OF CONTENTS

| SCOPE | I 01 | DESIGN GUIDELINES | I 34 |
|---|------|-------------------------------|------|
| CONCEPT DEVELOPMENT PLAN | 02 | RESIDENTIAL DESIGN GUIDELINES | 34 |
| VICINITY MAP | 03 | EXAMPLE ELEVATIONS | 37 |
| ZONING & LAND USE | 04 | | |
| USE MAP & BUILDOUT ALLOCATION | 05 | | |
| SITE PLAN | 06 | COMMERCIAL DESIGN GUIDELINES | 38 |
| PHASING PLAN | 07 | | |
| UTILITIES | I 08 | SITE DESIGN PRINCIPLES | 39 |
| MAINTENANCE & OWNERSHIP | I 10 | BUILDING DESIGN PRINCIPLES | 40 |
| | | COMMERCIAL CHARACTER | 41 |
| DEVELOPMENT STANDARDS | I 12 | | |
| DEVELOPMENT STANDARDS & REFERENCE TABLE | 13 | | |
| HOUSING TYPOLOGIES | 15 | | |
| FRONT LOADED COTTAGE LOTS | 16 | | |
| TOWNHOME LOTS | | | |
| AMENITIES & IMPROVEMENTS | I 17 | | |
| AMENITIES OVERVIEW | 18 | | |
| OPEN SPACE AMENITY PLAN | 19 | | |
| PICNIC AREA | 20 | | |
| COURTYARD | 21 | | |
| TRAIL SYSTEM | 22 | | |
| PICKLEBALL COURTS | 23 | | |
| SIGNATURE AMENITY | 24 | | |
| COMMERCIAL OPEN SPACE | 26 | | |
| FENCING PLAN | 27 | | |
| MONUMENT PLACEMENT PLAN | 28 | | |
| ROAD STANDARDS | I 29 | | |
| TRANSPORTATION ACCESS PLAN | 30 | | |
| PROTOTYPICAL THOROUGHFARE SECTIONS | 31 | | |
| LOCAL ROADWAY | 32 | | |
| ALLEY | | | |



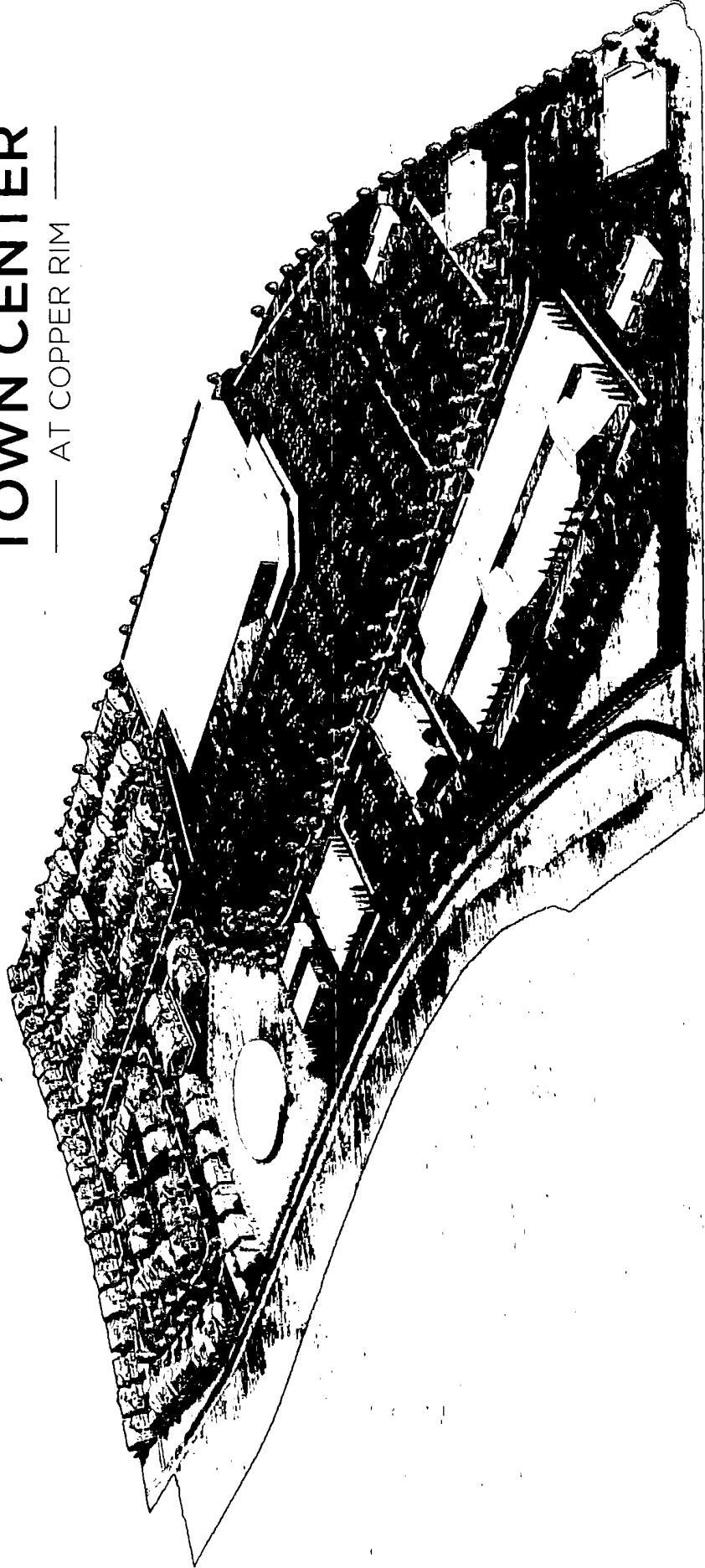
TOWN CENTER AT COPPER RIM I SCOPE



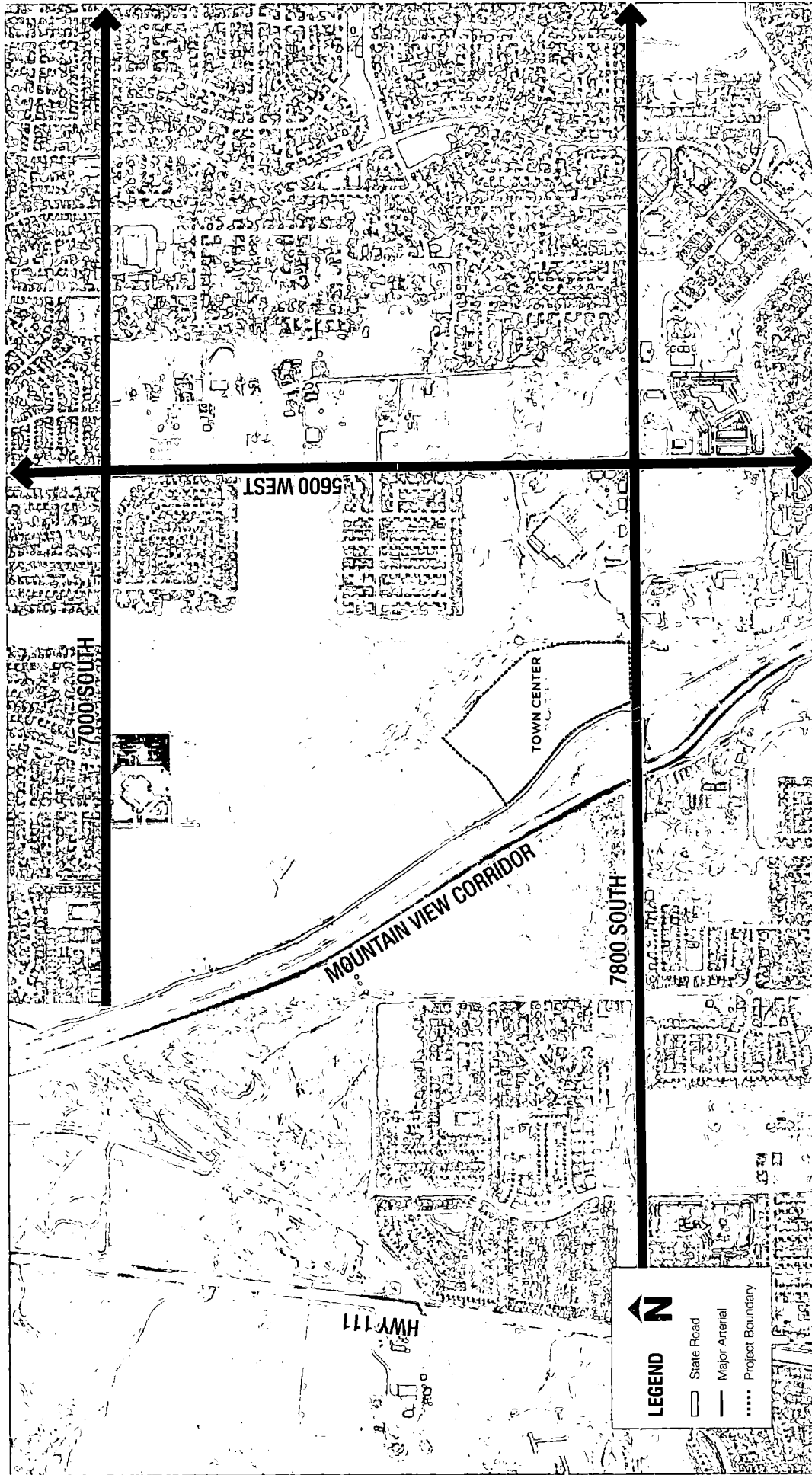
TOWN CENTER AT COPPER RIM | MASTER DEVELOPMENT PLAN | CONCEPT DEVELOPMENT PLAN

TOWN CENTER

— AT COPPER RIM —



TOWN CENTER AT COPPER RIM I MASTER DEVELOPMENT PLAN I VICINITY MAP



LAND

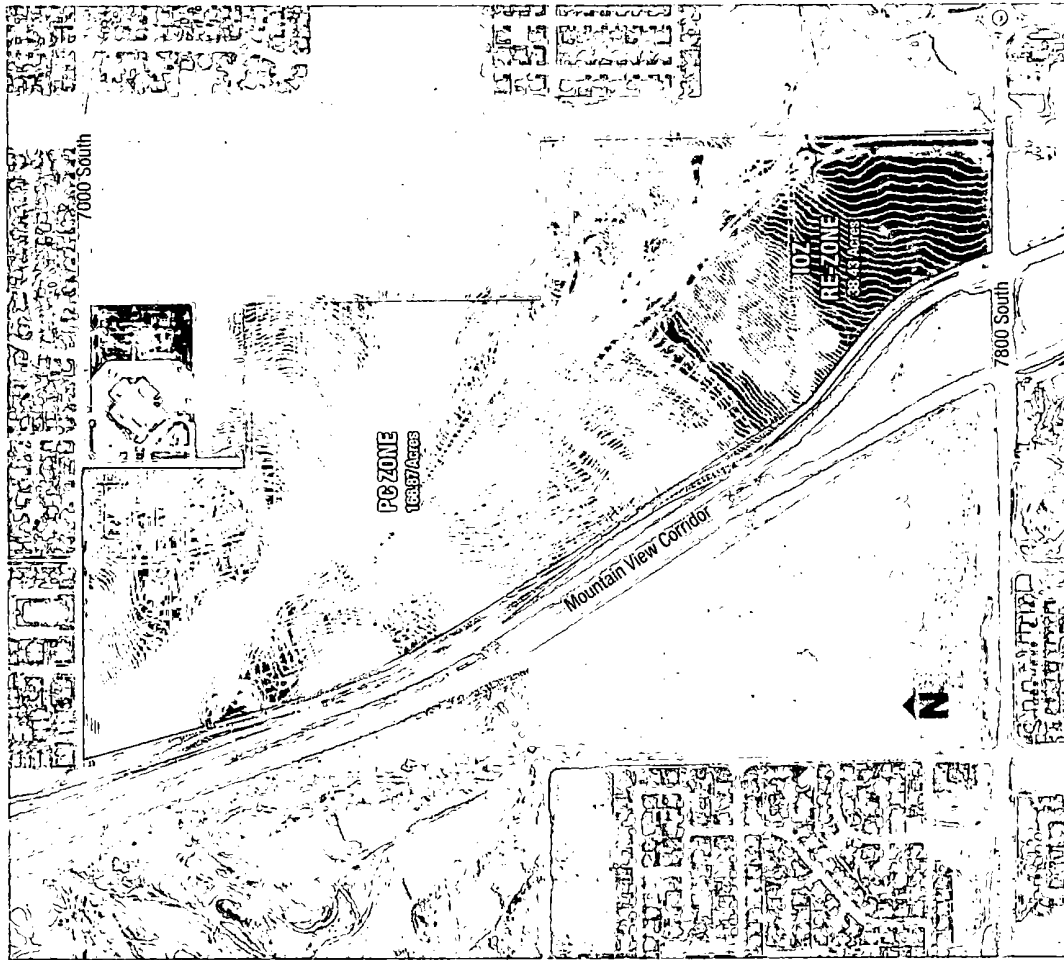
NOTE: ALL GRAPHICS SHOWN ARE CONCEPTUAL ONLY - ACTUAL FORM, DESIGN AND LAYOUT YET TO BE DETERMINED

TOWN CENTER AT COPPER RIM I MASTER DEVELOPMENT PLAN I ZONING PLAN

Zoning & Land Use

The Town Center at Copper Rim is a 35.7 acre portion of the overall Copper Rim development, a 205-acre mixed use development located in West Jordan City between 7000 South and 7800 South, from approximately 5900 West to the Mountain View Corridor. The land is currently zoned for Planned Community (PC), but the developers are seeking a change to the new Interchange Overlay Zone (IOZ). This zone change brings this portion of the development in line with the City of West Jordan's vision for appropriately locating density & commercial development along the Interchanges of Mountain View Corridor. The construction of Mountain View Corridor (MVC) has significantly altered the character of the property in terms of visibility, land use potential, and access. The close proximity to MVC creates opportunities to optimize on it's unique location and accessibility. As a result, the Town Center at Copper Rim includes a mix of high density residential products, along with a proposed commercial center on 7800 South.

The development is comprised of 2 primary areas, a residential portion to the north, with the commercial center to the south. The Preliminary Development Plan calls for 125 residential units, consisting of Single Family Cottage Lots and Townhomes. The gross residential density over the entire site is 3.5 du/ac, the density of the residential area is 9.9 du/ac. The open space system connects with existing regional trails and the greater community and hosts amenities such as pickleball courts, a courtyard, picnic area, and our signature amenity, a premium playground. No new schools will be provided in the plan.

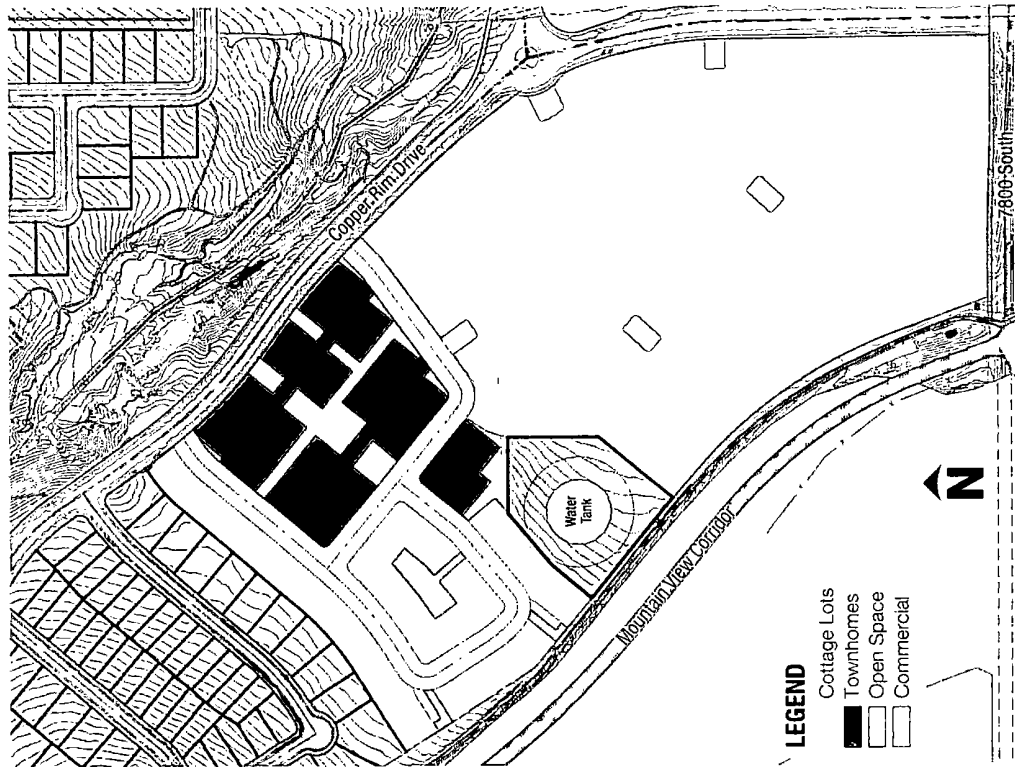


NOTE: ALL NUMBERS ARE ROUNDED TO THE NEAREST TENTH



NOTE: ALL GRAPHICS SHOWN ARE CONCEPTUAL ONLY - ACTUAL FORM, DESIGN AND LAYOUT YET TO BE DETERMINED

TOWN CENTER AT COPPER RIM I MASTER DEVELOPMENT PLAN I USE MAP & BUILDOUT ALLOCATION



THE THREE (3) USE TYPES AND THEIR ASSOCIATED UNITS AND ACREAGE AREAS FOLLOWS:

SINGLE FAMILY COTTAGE LOTS

Detached single-family lots will act as a transition zone between the larger single family lots immediately to the north and the commercial area to the south.

AREA: 6.2 AC
DENSITY: 7.5 Units/acre
RESIDENTIAL UNITS: 47
PROJECTED POPULATION: 193 Persons
OPEN SPACE: 0.4 AC

TOWNHOMES - ALLEY LOADED

Attached townhouse lots are envisioned to accommodate a wider demographic and provide a higher density option within this portion of the community.

OVERALL AREA: 6.4 AC
DENSITY: 12.2 Units/acre
RESIDENTIAL UNITS: 78
PROJECTED POPULATION: 321 Persons
OPEN SPACE: 1.1 AC

NOTE: ALL NUMBERS ARE ROUNDED TO THE NEAREST TENTH

COMMERCIAL

The commercial portion of the site makes the most of easy access and visibility from the interchange and will provide convenient access to both residents and visitors alike.

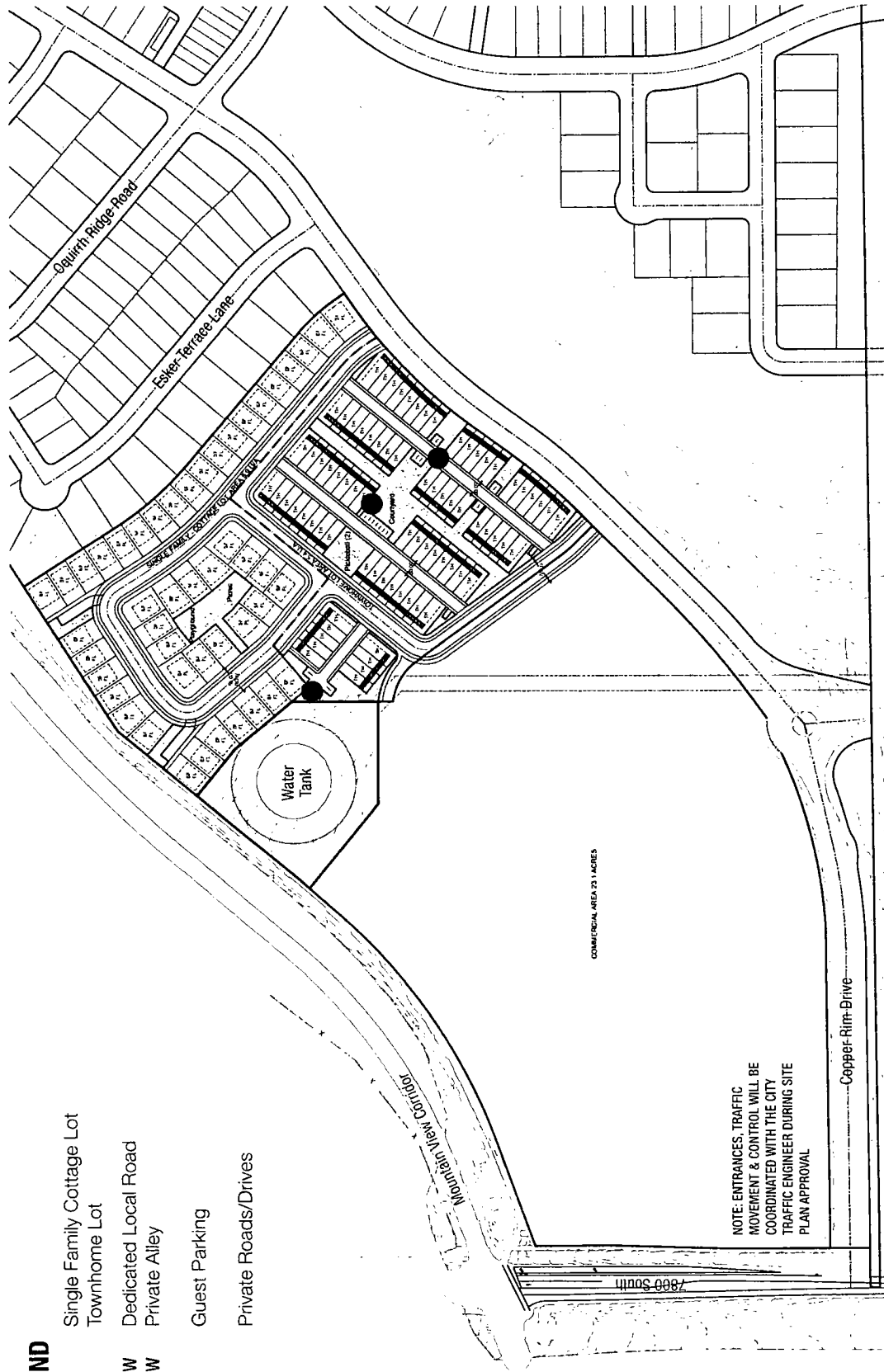
AREA: 23.1 AC
NON-RESIDENTIAL ERUS*: 206 ERUs
PROJECTED POPULATION: 0 Persons
OPEN SPACE: 2.31 AC

*ERUs= Equivalent Residential Units

TOWN CENTER AT COPPER RIM I MASTER DEVELOPMENT PLAN I SITE PLAN

LEGEND

- SF Single Family Cottage Lot
- TH Townhome Lot
- 58' ROW Dedicated Local Road
- 30' ROW Private Alley
- Guest Parking
- Private Roads/Drives



NOTE: ENTRANCES, TRAFFIC
MOVEMENT & CONTROL WILL BE
COORDINATED WITH THE CITY
TRAFFIC ENGINEER DURING SITE
PLAN APPROVAL

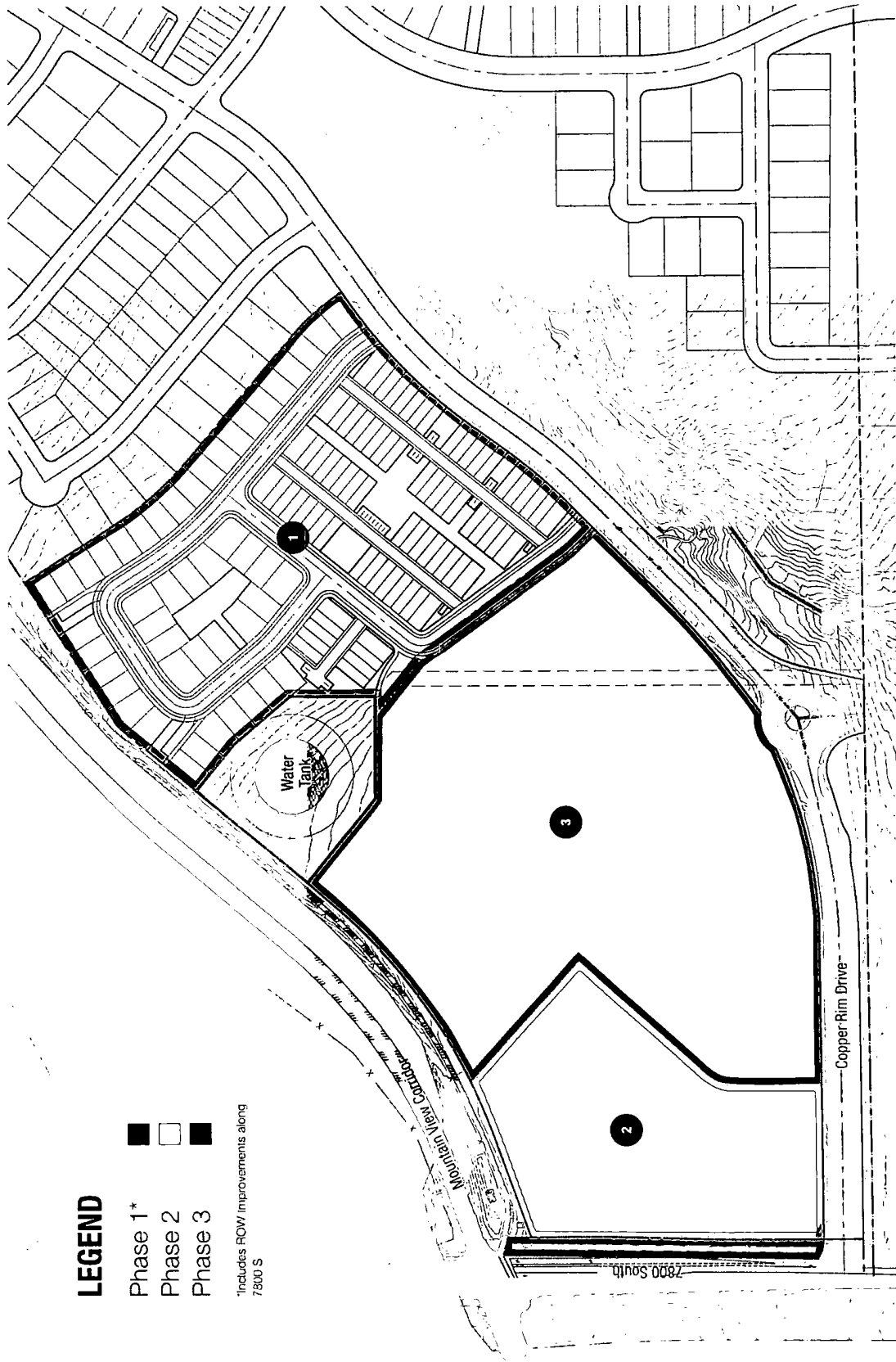
Copper-Rim-Drive

SCALE 1" = 200'

C.W.
LAND
CO.

NOTE: ALL GRAPHICS SHOWN ARE CONCEPTUAL ONLY - ACTUAL FORM, DESIGN AND LAYOUT YET TO BE DETERMINED

TOWN CENTER AT COPPER RIM I MASTER DEVELOPMENT PLAN I PHASING PLAN



LEGEND

- Phase 1*
- Phase 2
- Phase 3

*Includes ROW improvements along 7800 S

SCALE **IN**
1" = 200'



NOTE: ALL GRAPHICS SHOWN ARE CONCEPTUAL ONLY - ACTUAL FORM, DESIGN AND LAYOUT YET TO BE DETERMINED

TOWN CENTER AT COPPER RIM UTILITIES



TOWN CENTER AT COPPER RIM I MASTER DEVELOPMENT PLAN I UTILITIES

UTILITY CAPACITY

SANITARY SEWER

The Town Center at Copper Rim will connect to an existing 18-inch sanitary sewer trunk that has been installed in Copper Rim Drive that serves as backbone infrastructure. This backbone infrastructure further connects into a 15-inch trunk line that directs the flow east in 7800 South.

Multiple sanitary sewer lines will be needed in order to serve all parts of the proposed plan and all sanitary sewer lines within the Town Center are anticipated to be 8-inch in size with final alignments being determined once conceptual approvals are granted. These lines are planned to be constructed to city standards and will be public or private as determined at with the sub-area plan.

CULINARY WATER

The Town Center at Copper Rim is located within Pressure Zone 4 of the West Jordan City Master Plan. Currently the city is constructing a culinary water storage tank on the western edge of the project that will provide service to pressure zone 3. The Town Center will connect to a 12-inch culinary water in Copper Rim that will be for both inside and outdoor use for the project in addition to fire flow protection.

Multiple and redundant connections are planned onto Copper Rim Drive from the project in order to provide service with future alignments and sizing being determined once conceptual approvals are granted and roadways can be fully decided. These lines are planned to be constructed to city standards and will be public or private as determined at with the sub-area plan. An existing culinary water line easement bifurcates the property that services the zone 3 water tank. The plan carefully considers this easement so as not to interrupt access and maintenance.

STORM DRAIN

The Town Center at Copper Rim storm drain was master planned as part of the Copper Rim project. Backbone infrastructure was installed in Copper Rim Drive that discharges into the Dry Wash according to the city master plan. The Dry Wash has been armored to prevent scour and detention ponds have been constructed to provide detention.

The Town Center will install various lines sized along different alignments once conceptual plans are approved that will convey the storm water to the backbone roads. These lines will comport to city standards both in sizing and will be public or private as determined at with the sub-area plan. Private on-site detention will be required as determined in the sub-area plan.

UTILITY MAPS TO BE SUBMITTED WITH PRELIMINARY SITE PLAN

TOWN CENTER AT COPPER RIM I MAINTENANCE & OWNERSHIP



TOWN CENTER AT COPPER RIM I MASTER DEVELOPMENT PLAN I MAINTENANCE AND OWNERSHIP

ROADS

All standard local roads (58 FT ROW) will be dedicated and maintained by the city. Alleys (30 FT ROW) will remain privately owned and maintained by the Homeowner's Association established by the Master Developer. Other private roads will be owned and maintained by the Homeowner's Association or Business Improvement District Association established by the Master Developer. See pg. 6 or 29 for reference.

OPEN SPACE

All open space planned in this document will be privately owned and maintained by the Homeowner's Association or Business Improvement District Association established by the Master Developer.

FENCES

Any fences maintained by the city will be built to city standards.

TOWN CENTER AT COPPER RIM | DEVELOPMENT STANDARDS



TOWN CENTER AT COPPER RIM I MASTER DEVELOPMENT PLAN I DEVELOPMENT STANDARDS

ALL DEVELOPMENT IN THE COPPER RIM 10Z SHALL COMPLY WITH THE INTERCHANGE OVERLAY ZONE (IOZ) DESIGN AND DEVELOPMENT STANDARDS ON FILE WITH THE CITY OF WEST JORDAN. THESE STANDARDS SUPPLEMENT THE IOZ DEVELOPMENT STANDARDS:

I. SINGLE FAMILY HOME STANDARDS

A. BUILDING SITING

The minimum front setback shall be 22 feet. Side yard setbacks shall be a minimum of 5 feet, with a minimum of 15 feet for corner side yards. Rear setbacks shall be a minimum of 10 feet.

B. PARKING

Each unit will be required to provide parking within a 2 car side-by-side garage.

C. LOT COVERAGE

Buildings shall cover at least 50% of the width of the front yard.

D. ARCHITECTURE & ARTICULATION

- 4-sided architecture is required. At least 2 distinctive architectural features from the following list shall be incorporated in each home:
 - Ornamental details such as beams, knee braces, exposed joists, and brackets.
 - Box or bay windows, balconies.
 - Wainscot that extends across the front of the building and at least 10' along the sides.
 - A substantial/noticeable change of material applied to the front facade.
 - A substantial/noticeable change of color applied to the front facade.

- Decorative parapet or dormers within a pitched roof.
- Color coordinated garage doors with windows.
- A change of pattern that is substantial/noticeable on the facade (Example: changing brick work from face brick to a soldier course or basket weave pattern.)
- Other treatments may be considered, by the Zoning Administrator, if they meet the intent of this Section.

E. HEIGHT

Single Family homes shall have a minimum of one story and a maximum of three stories.

F. ROOFS

Roofs may be flat or pitched. Pitched roofs shall use non-reflective materials.

G. MATERIALS

Brick, stone, cement, composite materials, stucco, and metal accents are appropriate materials.

II. TOWNHOME STANDARDS

A. BUILDING SITING

The front yard shall have a build-to-line of 10-20 feet. Attached units have no required side yard, but the end units siding onto a public ROW will have a minimum side yard of 10 feet with a minimum of 20 feet between detached buildings. There is no rear yard setback.

B. PARKING

Each unit will be required to provide parking within a 2 car side-by-side garage. For every 4 units one guest parking stall will be provided.

C. LOT COVERAGE

Buildings shall cover at least 60% of the width of the front yard.

D. ARCHITECTURE & ARTICULATION

4-sided architecture is required. For 25% of the total townhome residential units, a minimum of a 40 square foot front porch is required.

At least 2 distinctive architectural features from the following list shall be incorporated in each group of townhouses:

- Ornamental details such as beams, knee braces, exposed joists, and brackets.
- Box or bay windows, balconies.
- Wainscot that extends across the front of the building and at least 10' along the sides.
- A substantial/noticeable change of material applied to the front facade.
- A substantial/noticeable change of color applied to the front facade.
- Decorative parapet or dormers within a pitched roof.
- Color coordinated garage doors with windows.
- A change of pattern that is substantial/noticeable on the facade
- Other treatments may be considered, by the Zoning Administrator, if they meet the intent of this Section.

E. VARIATION

Groupings of buildings with identical architecture shall not exceed 6 in one development. Variation in the facade is required at a width equal to the unit width. The minimum unit width is 15'. This can be accomplished by changing the building face with at least a 1" reveal or varying building materials or patterns or combinations thereof.

F. MASSING

No face of any group of townhouses shall exceed 250' in length.

G. HEIGHT

Townhomes shall have a minimum of one story and a maximum of four stories.

H. ROOFS

Roofs may be flat or pitched. Pitched roofs shall use non-reflective materials.

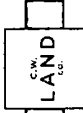
I. MATERIALS

Brick, stone, cement, composite materials, stucco, and metal accents are appropriate materials.

DEVELOPMENT STANDARDS REFERENCE TABLE

| DESCRIPTION | TYPE | MINIMUM | | | | SETBACKS | | | MAXIMUM | |
|---------------------------|-------------|----------|----------------------|-------|-------------------|----------|------------------|--------|---------|--|
| | | LOT SIZE | LOT WIDTH | FRONT | CORNER/END | SIDE | REAR | HEIGHT | HEIGHT | |
| SINGLE FAMILY COTTAGE LOT | DETACHED | 2800 SF | 44 FT | 22 FT | 15 FT | 5 FT | 10 FT | 35 FT | | |
| TOWNHOME LOT | ATTACHED | 1320 SF | 22 FT | 10 FT | 10 FT | 0 FT | 0 FT | 45 FT | | |
| COMMERCIAL | VARIES | N/A | N/A | 0 FT | 0 FT | 0 FT | 15 FT | 45 FT | | |
| ADDT'L STANDARDS | MIN. HEIGHT | | PARKING | | ENTRANCES | | FAÇADE VARIATION | | | |
| COMMERCIAL | 14 FT | | REAR, SIDE OR GARAGE | | EVERY 100 FT MIN. | | EVERY 50 FT MIN. | | | |

NOTE: ALL GRAPHICS SHOW ARE CONCEPTUAL ONLY - ACTUAL FORM, DESIGN AND LAYOUT TO BE DETERMINED



TOWN CENTER AT COPPER RIM I MASTER DEVELOPMENT PLAN I DEVELOPMENT STANDARDS

IV. COMMERCIAL STANDARDS

A. PARKING

Primary parking shall be located to the side, rear or within a garage.

B. ENTRANCES

At least one functional door per unit facing the street shall be located along the front face every 100 feet.

C. ARCHITECTURE & ARTICULATION

4-sided architecture is required. The first floor shall include distinct architecture to differentiate it from the upper floors and shall be a minimum of 14' in height. If the structure comprises more than one floor above ground, glass shall be emphasized with a minimum of 65% of the first floor facing the street as transparent. Variation in the front facade is required at least every 50'. This can be accomplished by changing the building face with at least a 1" reveal or varying building materials or combinations thereof. Buildings located on corner lots shall incorporate a corner plaza and a corner accent or tower. No blank walls are allowed.

At least 3 distinctive architectural features from the following list shall be incorporated in each building:

- Ornamental details such as beams, knee braces, exposed joists, and brackets.
- Wainscot that extends across the front of the building and at least 10' along the sides.
- A substantial/noticeable change of material applied to the front facade.
- A substantial/noticeable change of color applied to the front facade.
- Decorative parapet or dormers within a pitched roof.
- A change of pattern that is substantial/noticeable on the facade (Example: changing brick work from face brick to a soldier course or basket weave pattern.)
- Awnings, trellises, canopies or other overhead marquee
- Other treatments may be considered by the Zoning Administrator, if they meet the intent of this Section.

D. DRIVETHROUGH, ACCESS & LOADING

Drivethroughs, including access drives, shall be located to the side or rear of the building. Alley and interior street access is encouraged or 1 driveway for every 300'.

E. HEIGHT & TRANSITIONAL VERTICAL SETBACKS

Commercial buildings shall have a minimum of one story and a maximum of three stories. For buildings over 30' in height, any

rear or side yard adjacent to lower density existing or proposed development shall incorporate a transitional height to setback ratio of one foot of setback for each foot of height over 30', starting from the standard side yard or rear yard of 15'.

F. ROOFS

Roofs may be flat or pitched. Pitched roofs shall use non-reflective materials.

G. MATERIALS

Brick, stone, cement, composite materials, stucco, and metal accents are appropriate materials.

H. LIGHTING

Building lighting should be either shielded or directed downward for Dark Sky compliance.

DEFINITIONS

SETBACKS. Front, Corner and End setbacks shall be measured from the public right-of-way to foundation of the primary structure, and excludes items such as stairs, patios and porches. Side & Rear setbacks shall be measured from the property line to foundation of the primary structure and excludes items such as stairs, patios and porches.

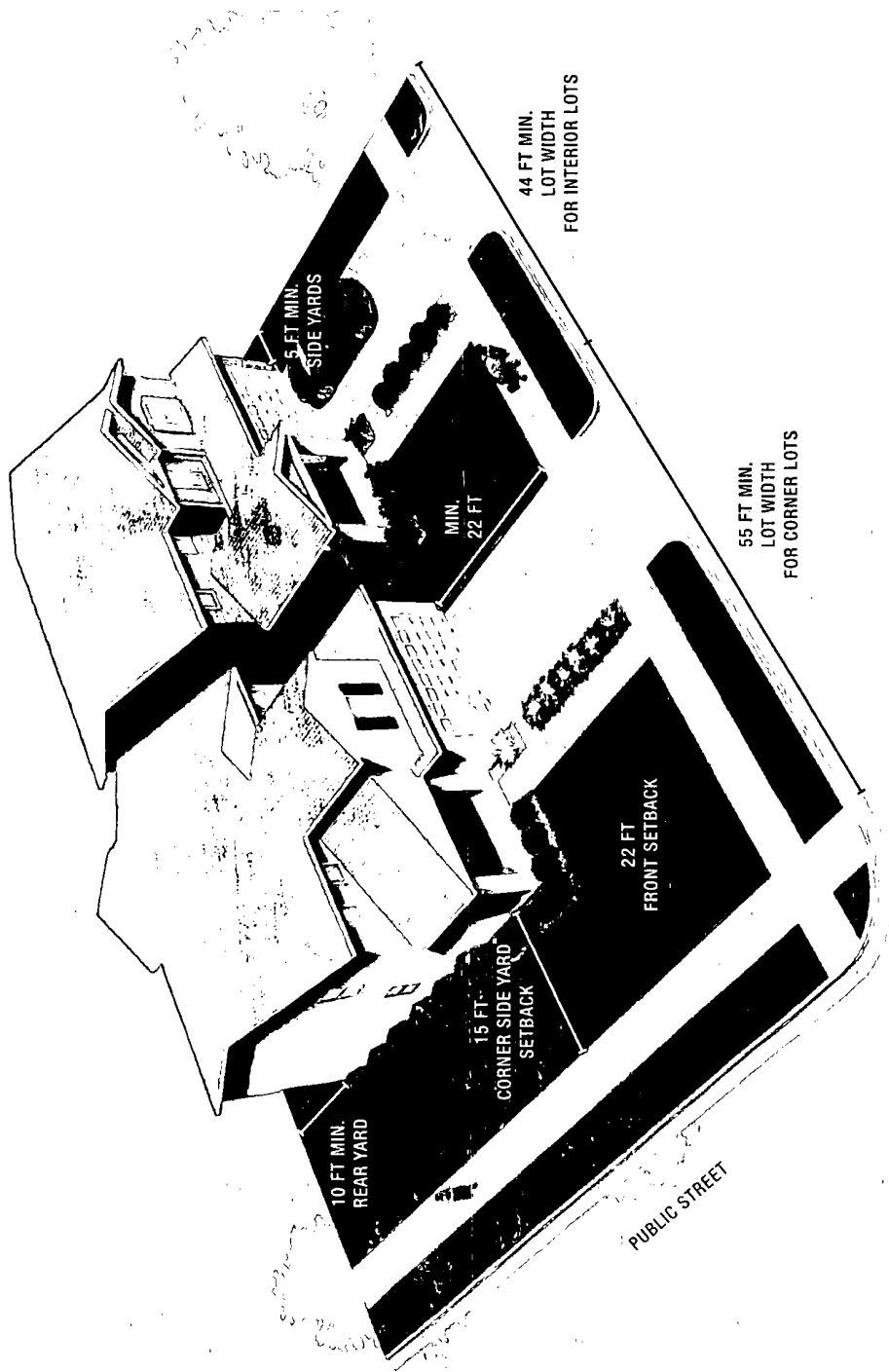
TOWN CENTER AT COPPER RIM I MASTER DEVELOPMENT PLAN I COTTAGE LOTS

FRONT LOADED COTTAGE LOTS

Single Family Detached
2 Stories

47 SINGLE FAMILY LOTS

45' WIDE TYP.
80' DEEP TYP.
2 CAR GARAGE
35' MAX HEIGHT



NOTE: A larger 7.5 FT drainage easement may be required by the engineering department on one side of the lot depending on the presence of basement window wells.

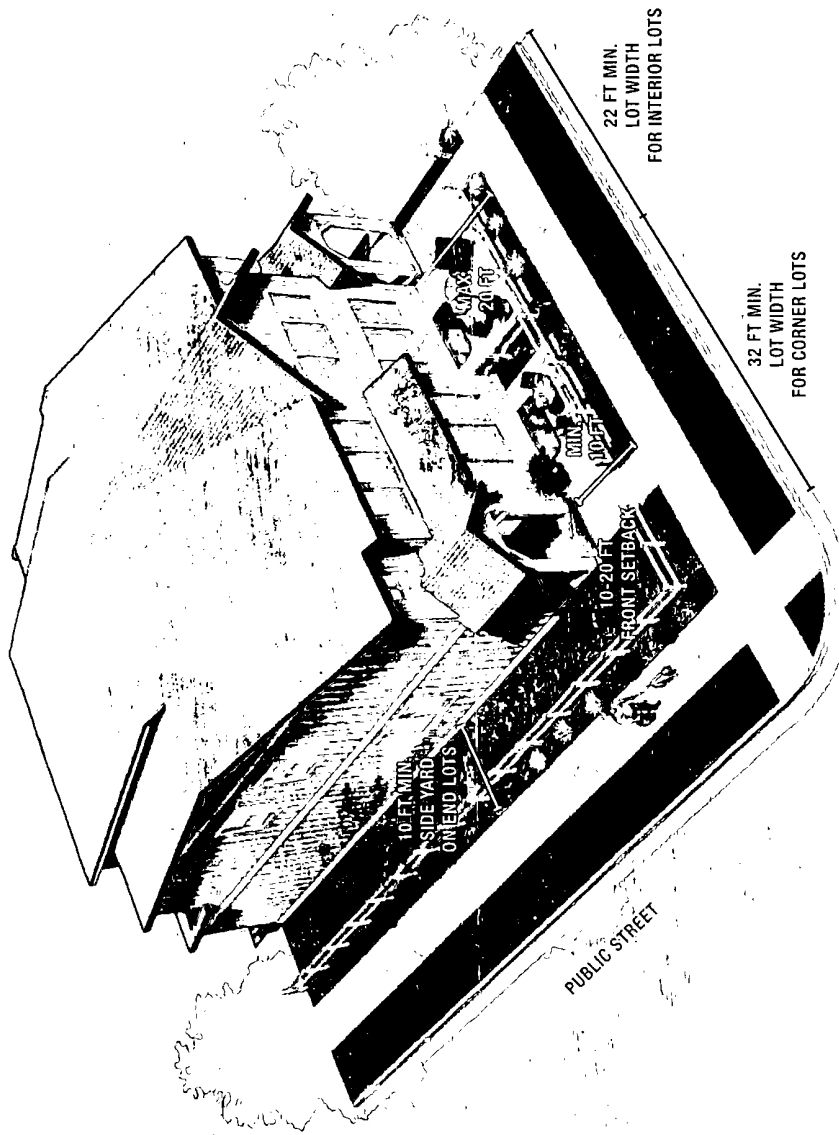
TOWN CENTER AT COPPER RIM I MASTER DEVELOPMENT PLAN I TOWNHOME LOTS

TOWNHOME LOTS

Single Family Attached
2 Stories

78 TOWNHOME LOTS

22' WIDE TYP.
70-85' DEEP
2 CAR GARAGE
45' MAX HEIGHT



NOTE: ALL GRAPHICS SHOWN ARE CONCEPTUAL ONLY - ACTUAL FORM, DESIGN AND LAYOUT YET TO BE DETERMINED



TOWN CENTER AT COPPER RIM I AMENITIES & IMPROVEMENTS



TOWN CENTER AT COPPER RIM I MASTER DEVELOPMENT PLAN I AMENITIES & OPEN SPACE OVERVIEW

OPEN SPACE NETWORK

The open space network in Copper Rim is the system of arteries that will pump life into the neighborhood. Its layout directs and regulates the flow of personal activities and interpersonal interaction outside of the homes and units. The open space network provides for a multitude of human needs and activities for a variety of age groups and life stages all within an easy walk for residents. Open spaces range in scale from secluded personal spaces, for more intimate gathering, to larger public spaces for community and neighborhood activities.

The planned open space also creates the character of the neighborhood, defining the place for residents and visitors alike. The design of the open spaces will reflect the presented concepts and be in keeping with the architectural style of the buildings as prescribed through the guidelines in this document.

The open space network will be home, to a number of recreational amenities that will be made available to residents. Generous 8 foot sidewalks throughout the development will create **Trail** corridors from Copper Rim Drive and associated trails to the east to Mountain View Corridor and the UDOT trail to the west.

Along the central spine there will be a **Courtyard** nestled between the townhomes, providing a common space where neighbors can relax and get to know one another.

Across the alley from the courtyard two **Pickleball Courts** will provide active recreation opportunities for residents throughout the Town Center.

Continuing west along this spine, nestled within a cove of homes will be a neighborhood gathering spot with a **Picnic Area**, perfect for hosting neighborhood block parties and summer barbecues.

Our **Signature Amenity** will be comprised of a premium playground within the same recessed park, allowing kids to play and run freely without having to worry about traffic.

The commercial area will feature 2.31 acres of linear open space distributed along the roads or interwoven with retail pad sites to reinforce the walkability of the adjacent businesses. Interconnecting trails will run along these linear open spaces with small courtyards or plazas featuring benches, cafe seating, public art or other elements to complement the adjacent commercial use.

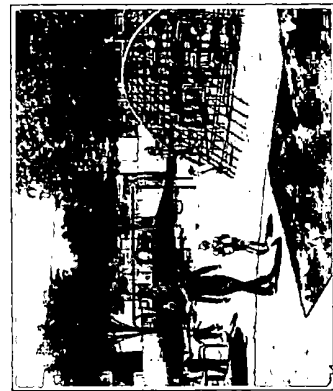
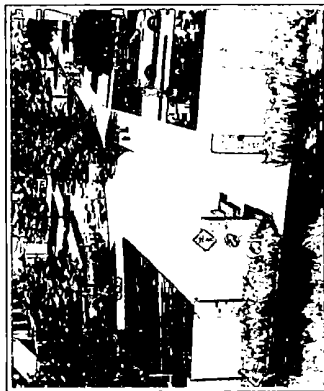
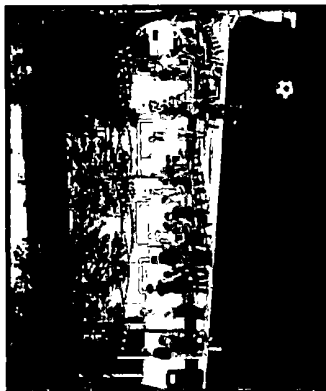
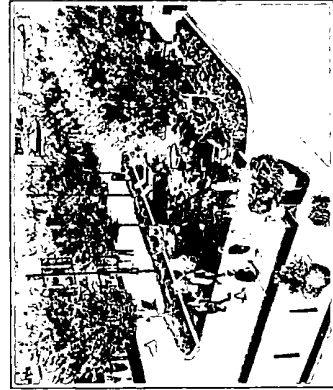
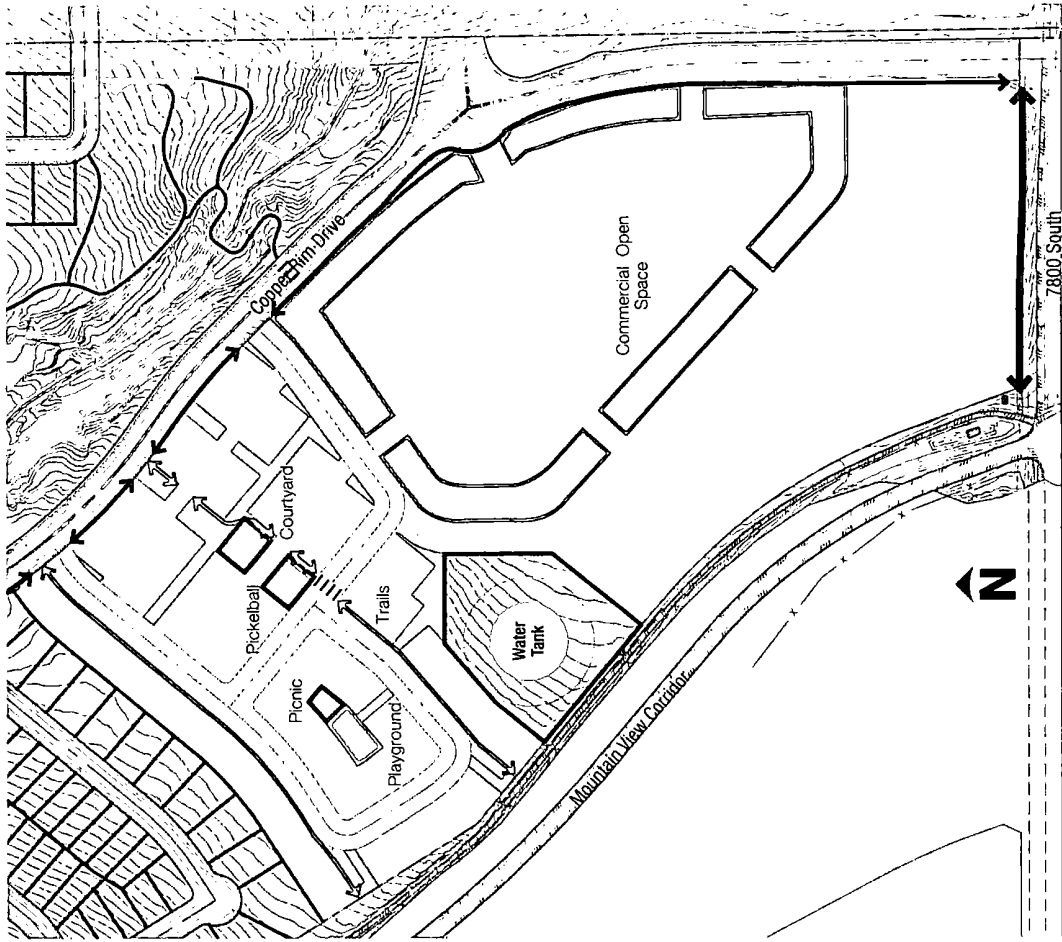
As part of this development we will also be making improvements to 7800 S right-of-way and providing a 10 foot multi-use sidewalk to improve connectivity across the southern edge of the Town Center.

All open space and amenities within the residential portion will be maintained by the Town Center HOA. Any open space located within the commercial area will be maintained by the Copper Rim Master HOA.

| MAJOR AMENITIES | MINOR AMENITIES |
|--|------------------|
| (1) COURTYARD | (1) TRAIL SYSTEM |
| (2) PICKLEBALL COURTS | (1) PICNIC AREA |
| (1) SIGNATURE AMENITY - PREMIUM PLAYGROUND | |

| AREA | TOTAL ACREAGE | UNITS | REQUIREMENT | OPEN SPACE REQUIRED | OPEN SPACE PROVIDED | MAJOR AMENITIES | MINOR AMENITIES |
|---------------|---------------|-------|------------------|---------------------|---------------------|-----------------|-----------------|
| OVERALL | 35.7 | 125 | 10% | 3.57 AC | 3.73 | 3 | 2 |
| SINGLE FAMILY | 6.2 | 47 | SIGNATURE | | .35 | 1 | |
| TOWN HOMES | 6.4 | 78 | 2 MAJOR 12 MINOR | | 1.07 | 2 | 2 |
| COMMERCIAL | 23.1 | — | | | 2.31 | | |

TOWN CENTER AT COPPER RIM I MASTER DEVELOPMENT PLAN I OPEN SPACE AMENITY PLAN



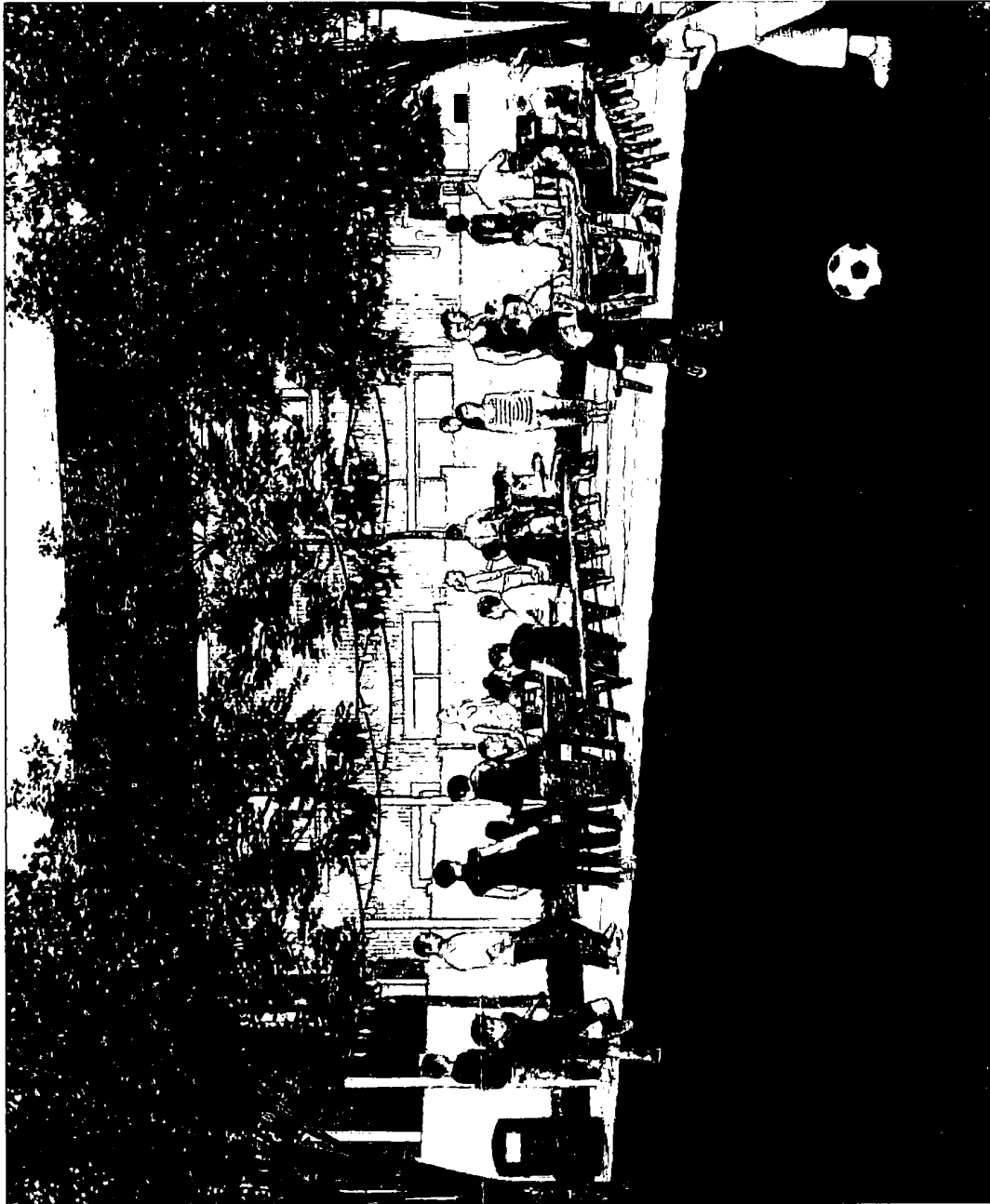
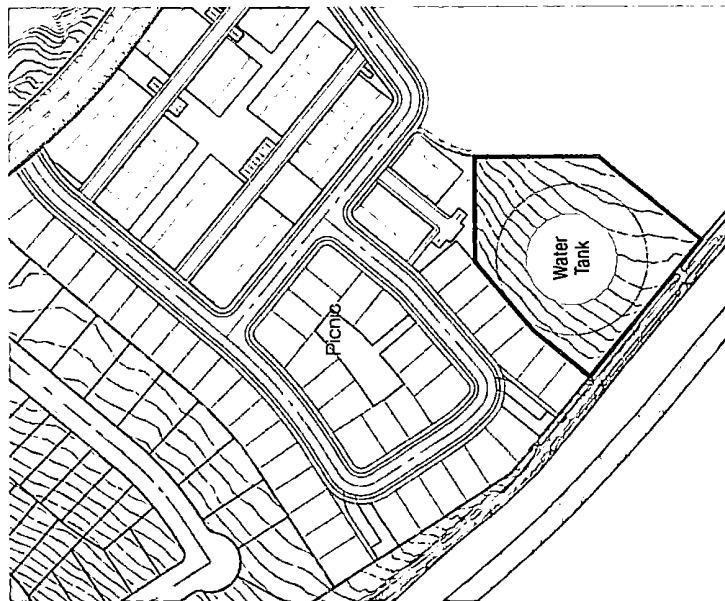
NOTE: ALL GRAPHICS SHOWN ARE CONCEPTUAL ONLY - ACTUAL FORM, DESIGN AND LAYOUT YET TO BE DETERMINED

TOWN CENTER AT COPPER RIM I MASTER DEVELOPMENT PLAN I PICNIC AREA

PICNIC AREA

Picnic areas within the Town Center at Copper Rim will provide opportunities for family picnicking and neighborhood socialization.

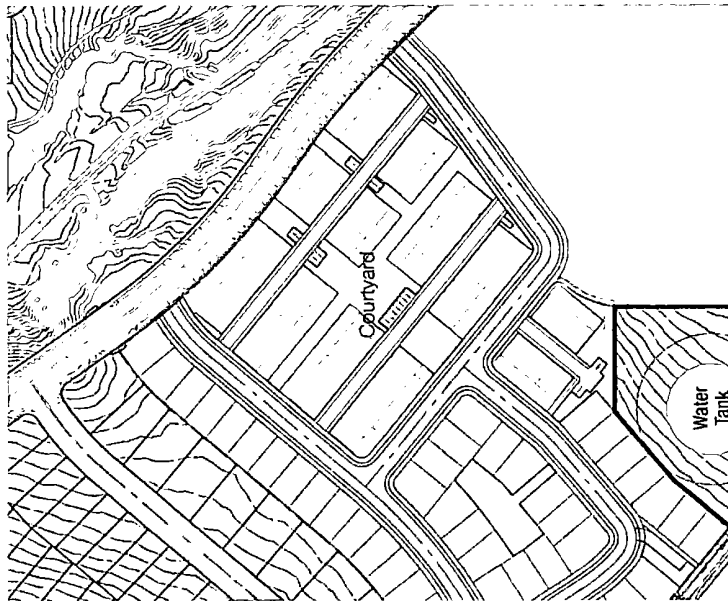
In addition to picnic tables, the picnic areas will also include barbecue grills and waste receptacles.



TOWN CENTER AT COPPER RIM I MASTER DEVELOPMENT PLAN I COURTYARD

COURTYARD

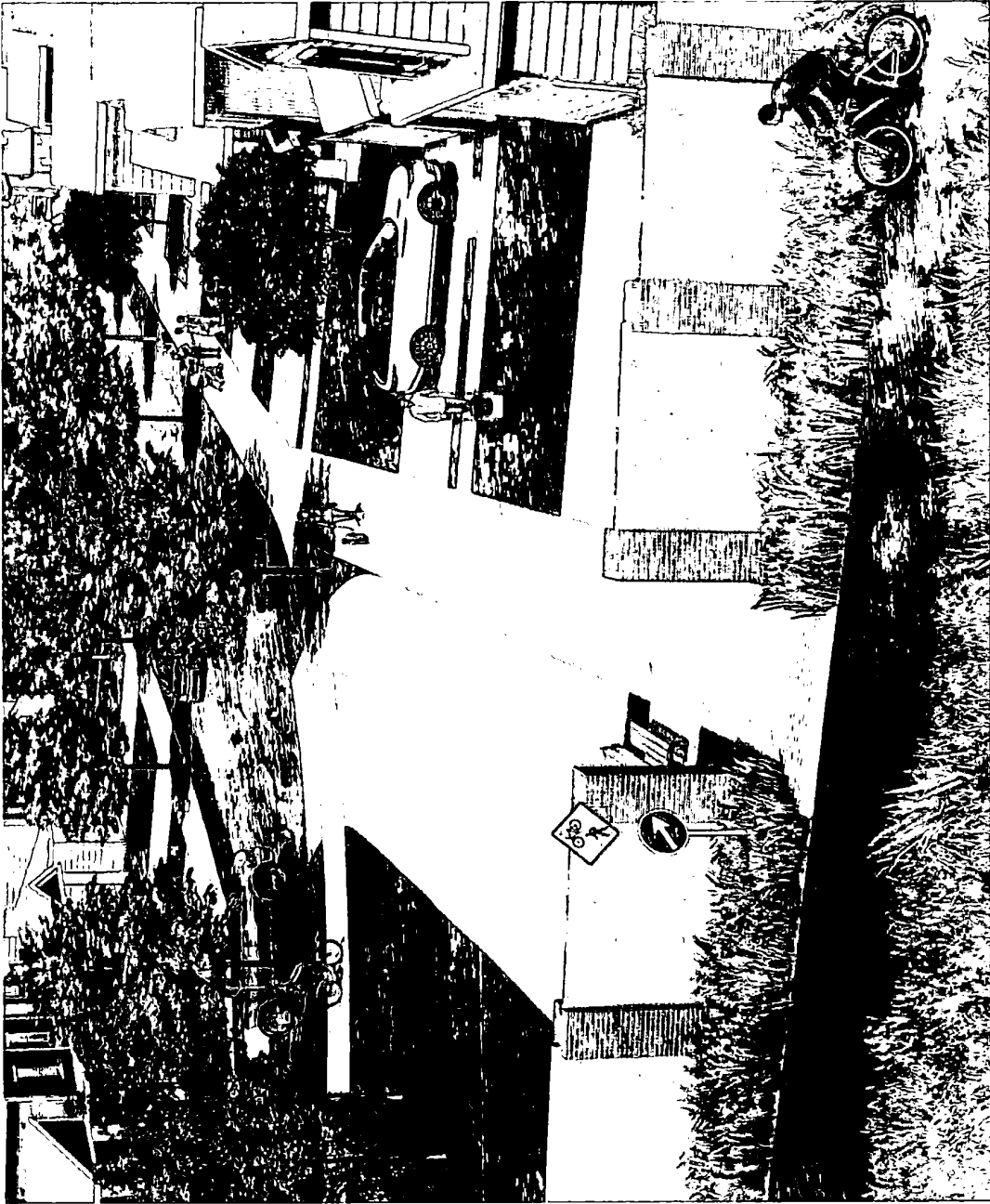
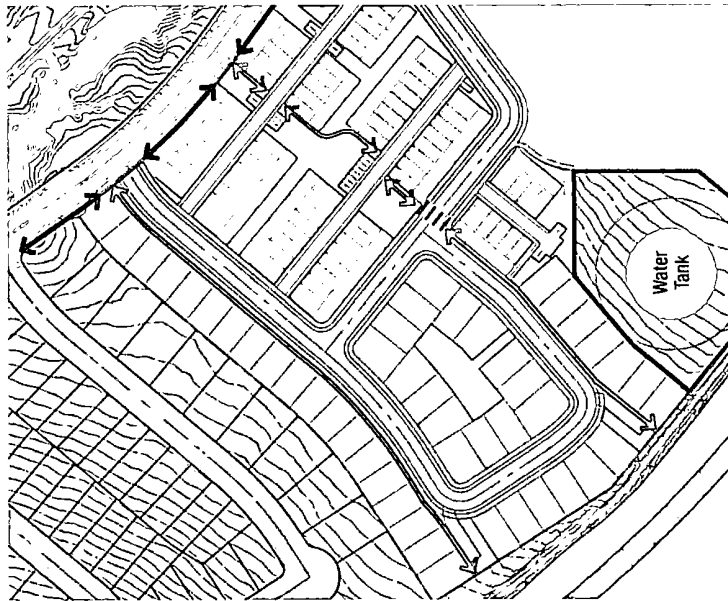
Landscaped courtyards will serve as a mini-plaza for residents and facilitate neighborhood socialization on neutral territory. The courtyard may include a variety of elements such as benches, hammocks, cafe or outdoor living room sets, fire pits, edible landscape, shade structures, community notice boards, lighting, public art, etc.



TOWN CENTER AT COPPER RIM I MASTER DEVELOPMENT PLAN I TRAIL SYSTEM

TRAILS

All amenities are easily accessed by a localized trails network which will connect to the existing Copper Rim Trails to the east and the UDOT Trail to the west. As part of this development we will also be making improvements to 7800 S right-of-way and providing a 10 foot multi-use sidewalk to improve connectivity across the southern edge of the Town Center



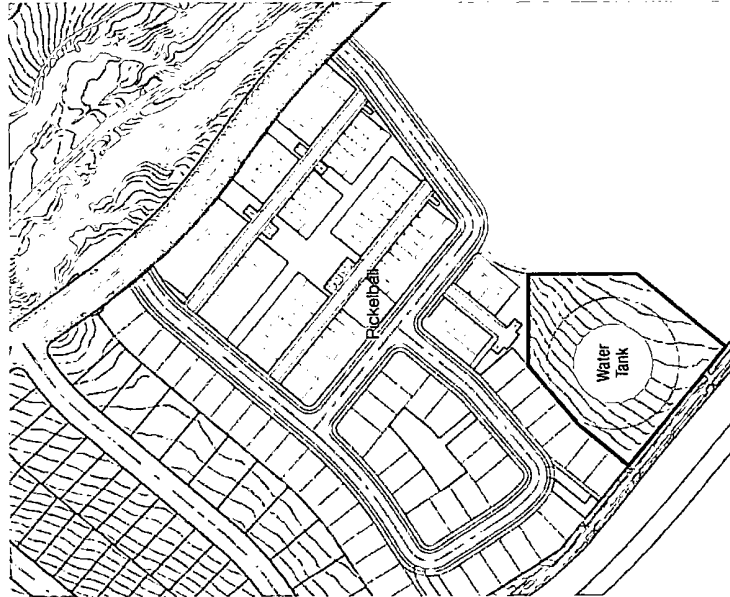
NOTE: ALL GRAPHICS SHOWN ARE CONCEPTUAL ONLY - ACTUAL FORM, DESIGN AND LAYOUT YET TO BE DETERMINED



TOWN CENTER AT COPPER RIM I MASTER DEVELOPMENT PLAN I PICKLEBALL COURTS

PICKLEBALL COURTS

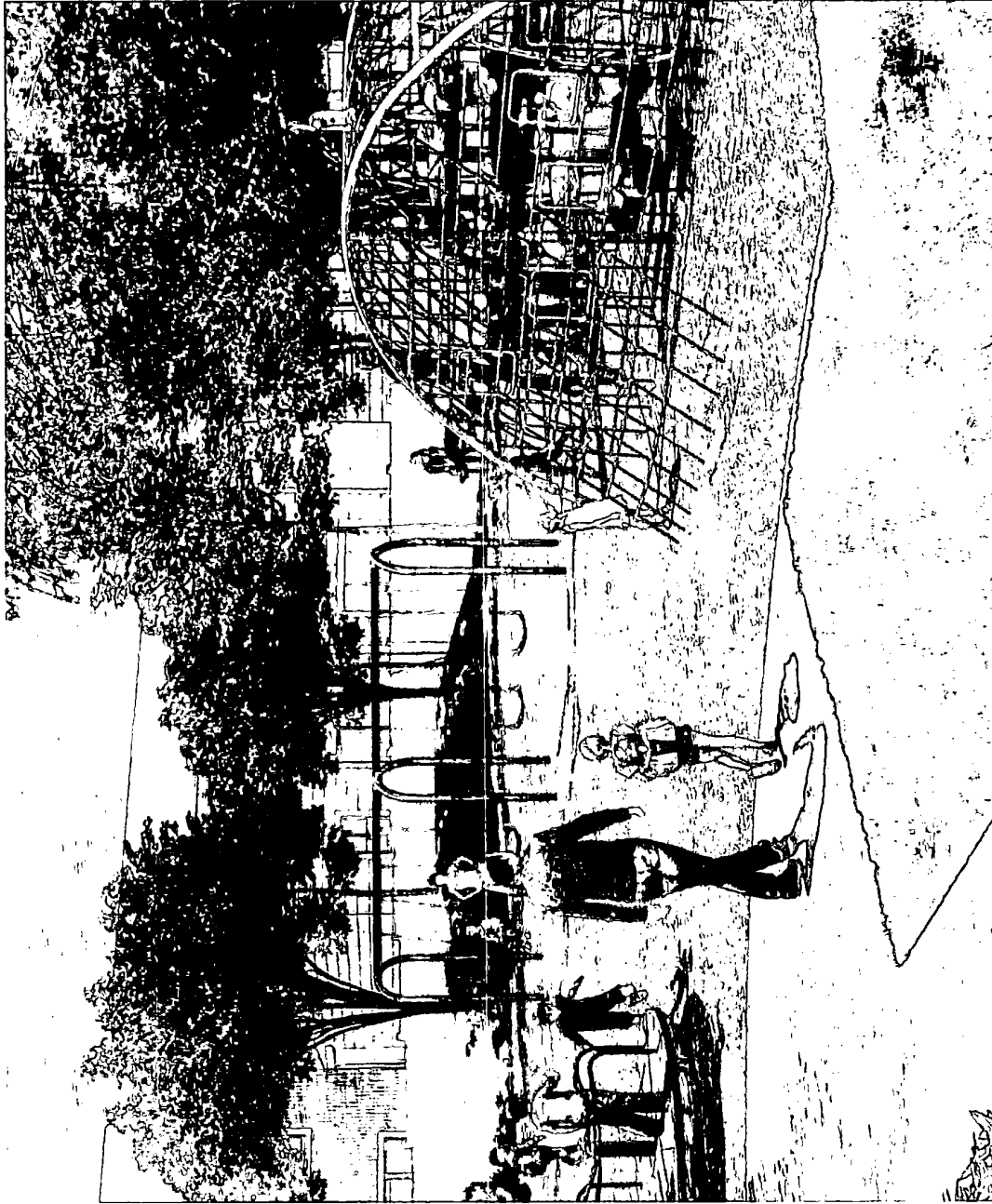
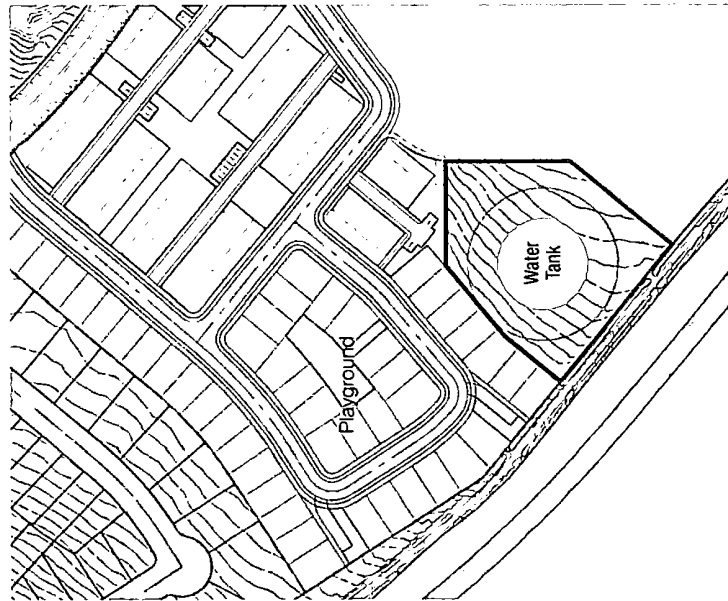
Pickleball courts are an extremely popular amenity, so in lieu of a single tennis court, which could accommodate up to 4 people, we are providing two pickleball courts which can accommodate up to 8. The courts will feature standard size courts, benches, and appropriate sports fencing. In order to encourage walking and minimize use from users outside the community, parking will be limited to the minimum allowed by code. Because pickleball can be quite loud we will not be installing court lighting and enforcing use hours, in order to limit the disturbance to reasonable daylight hours. Appropriate landscape will be used to create an attractive amenity and screen adjacent townhomes from view.



TOWN CENTER AT COPPER RIM I MASTER DEVELOPMENT PLAN I SIGNATURE AMENITY

SIGNATURE AMENITY

The signature amenity for the Town Center at Copper Rim is envisioned to be eye-catching playground. The playground will provide a variety of play elements geared to different age groups, including a climbing feature, a merry-go-round and swings. Shaded benches around the perimeter allow for convenient and comfortable adult supervision while hillocks create a raised perimeter that allow for additional play opportunities and provide parents an easily defined boundary to enforce with their younger children.



C.W.
LAND
INC.

NOTE: ALL GRAPHICS SHOW ARE CONCEPTUAL ONLY - ACTUAL FORM, DESIGN AND LAYOUT YET TO BE DETERMINED

TOWN CENTER AT COPPER RIM | MASTER DEVELOPMENT PLAN | SIGNATURE AMENITY

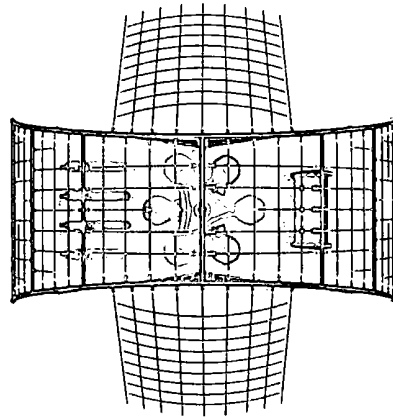
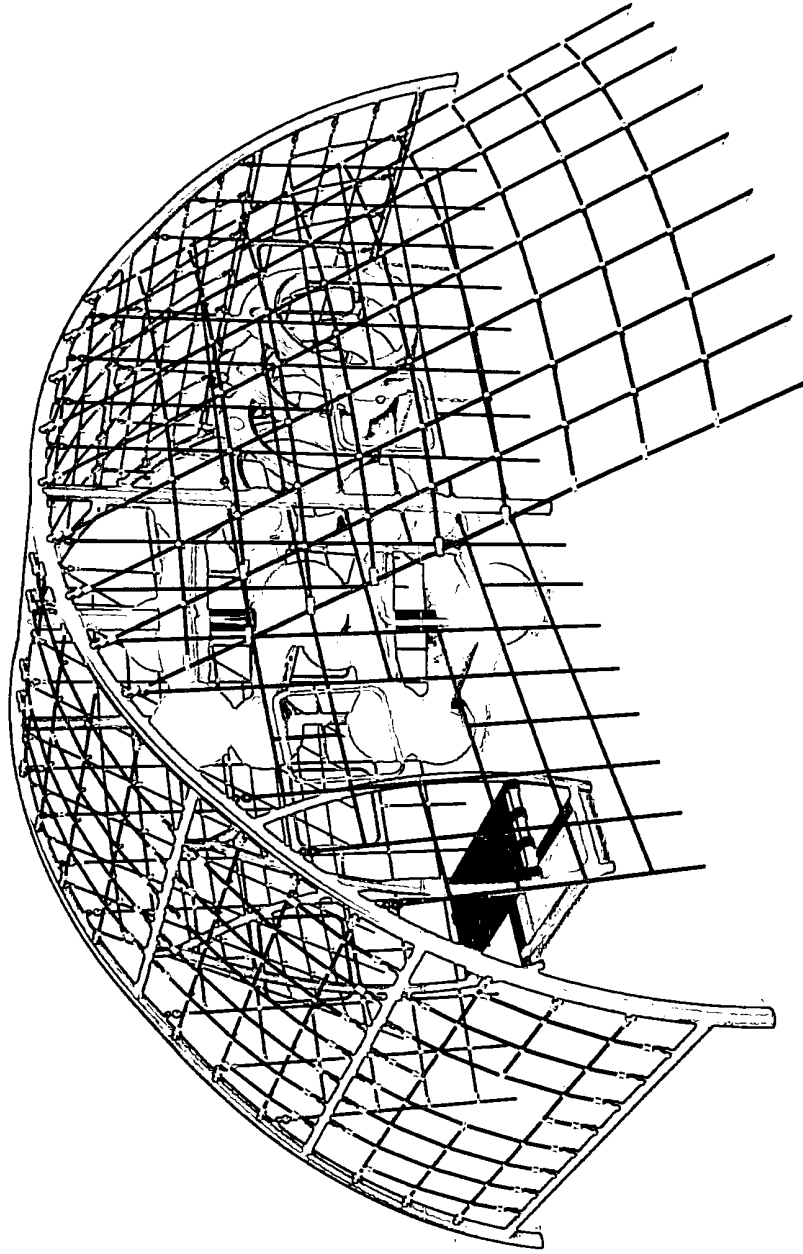
NEW MOON PLAYGROUND

All children can become lunar explorers with Miracle® Recreation's Physix® New Moon. This frame net climber lets many children play together on the same piece of equipment, and provides varying levels of challenge to keep even older children engaged.

A JAX® central climber provides a multifaceted vertical challenge in the center of the structure while Hurricane climbers add a horizontal dimension to the fun. Users can also test their coordination, balance, and strength by scaling the ropes further out on the perimeter.

Physix® New Moon is an eye-catching piece packed with play value. It combines rope with Miracle legacy pieces to create an entirely playable surface that stands apart from traditional post and platform systems. In addition to the benefits of climbing, such as improved confidence and decision-making skills, increased strength, and motor skill development, net play provides a greater challenge as well as a proprioceptive experience.

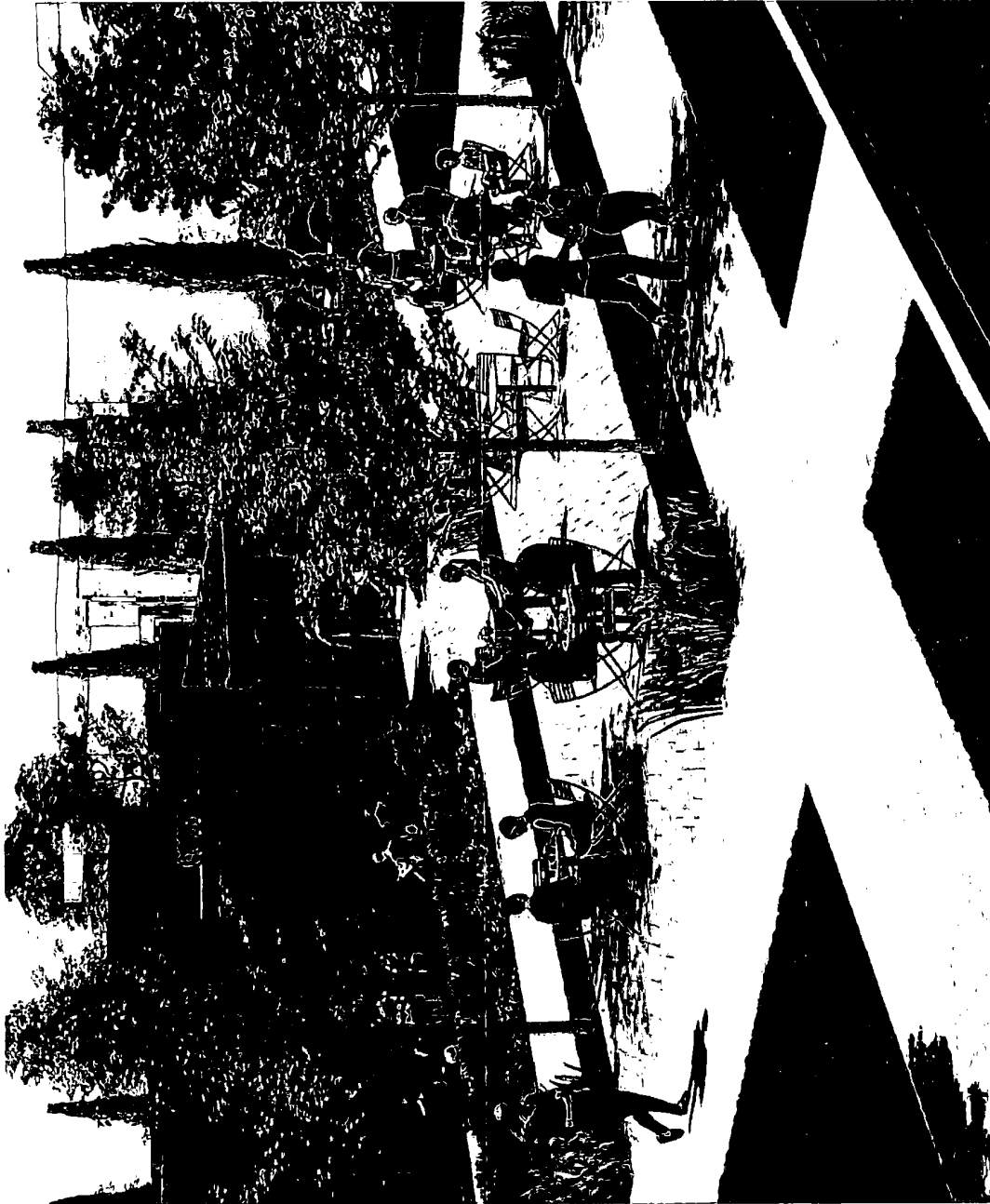
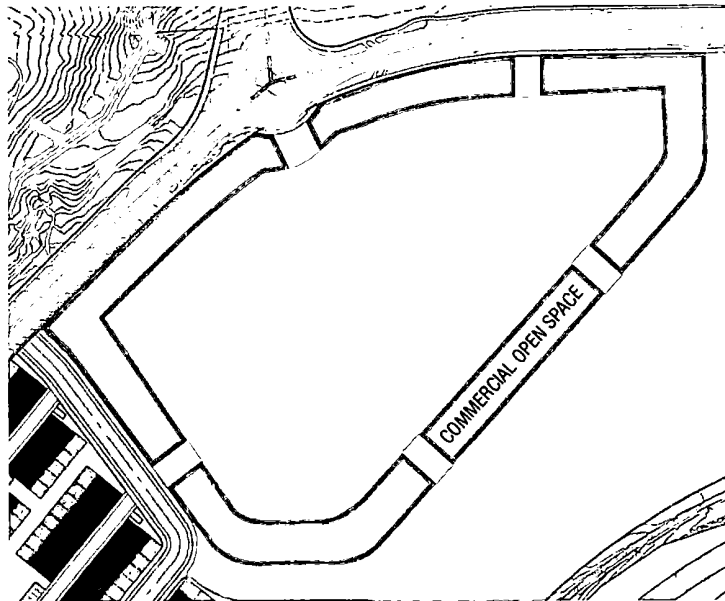
New Moon gives children a thrilling climbing experience and opportunities for jumping and social play, all while adding curb appeal to any playground.



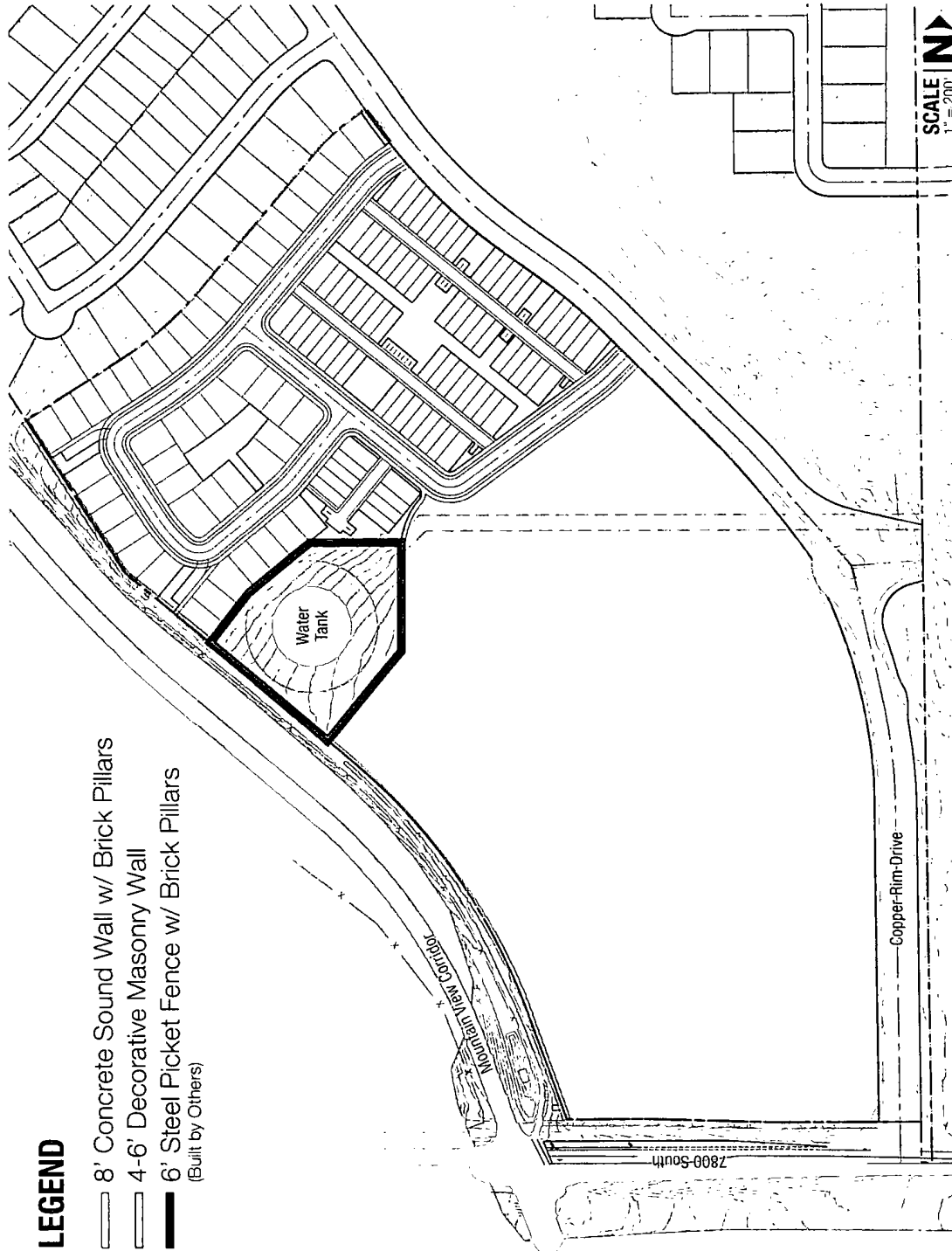
TOWN CENTER AT COPPER RIM I MASTER DEVELOPMENT PLAN I COMMERCIAL OPEN SPACE

COMMERCIAL OPEN SPACE

The commercial area will consist of linear open space distributed along the roads or interwoven with retail pad sites to reinforce the walkability of the adjacent businesses. Interconnecting trails will run along these linear open spaces with small courtyards or plazas featuring benches, cafe seating, public art or other elements to complement the adjacent commercial use. The example to the right shows a cafe where patrons can take their order-to-go and enjoy it at the tables in the adjacent open space.



TOWN CENTER AT COPPER RIM I MASTER DEVELOPMENT PLAN I FENCING PLAN



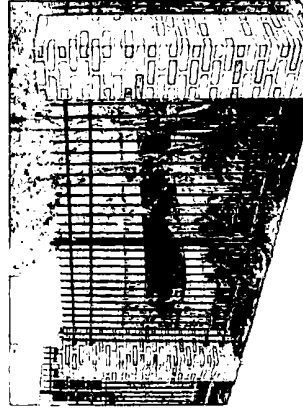
8' CONCRETE SOUND WALL



TAPERING MASONRY WALL | 6 FT Rear Yard | 4 FT Front Yard



STEEL PICKET FENCE



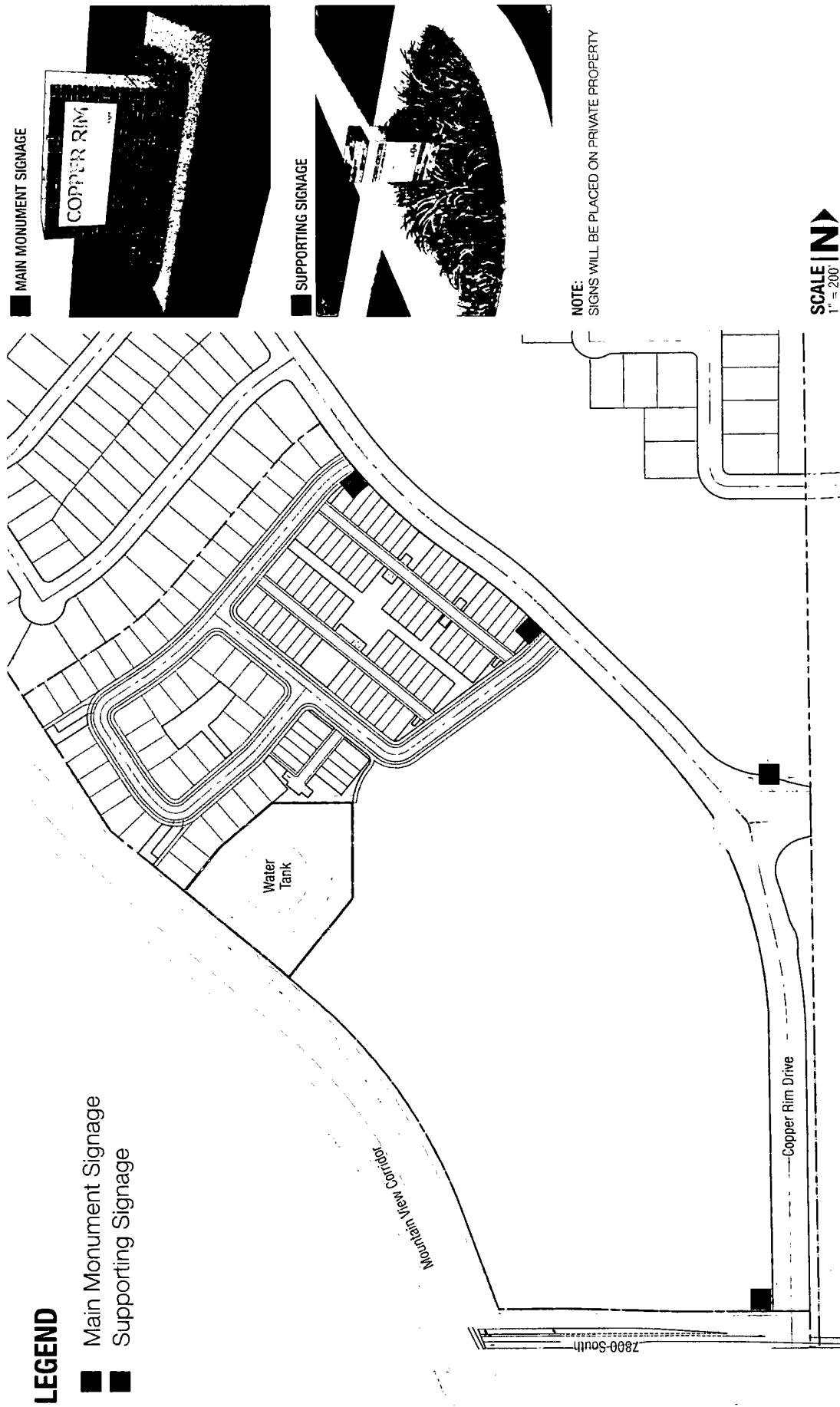
SCALE
1" = 200'



NOTE: ALL GRAPHICS SHOWN ARE CONCEPTUAL ONLY - ACTUAL FORM, DESIGN AND LAYOUT YET TO BE DETERMINED

LAND

TOWN CENTER AT COPPER RIM I MASTER DEVELOPMENT PLAN I MONUMENT PLACEMENT PLAN

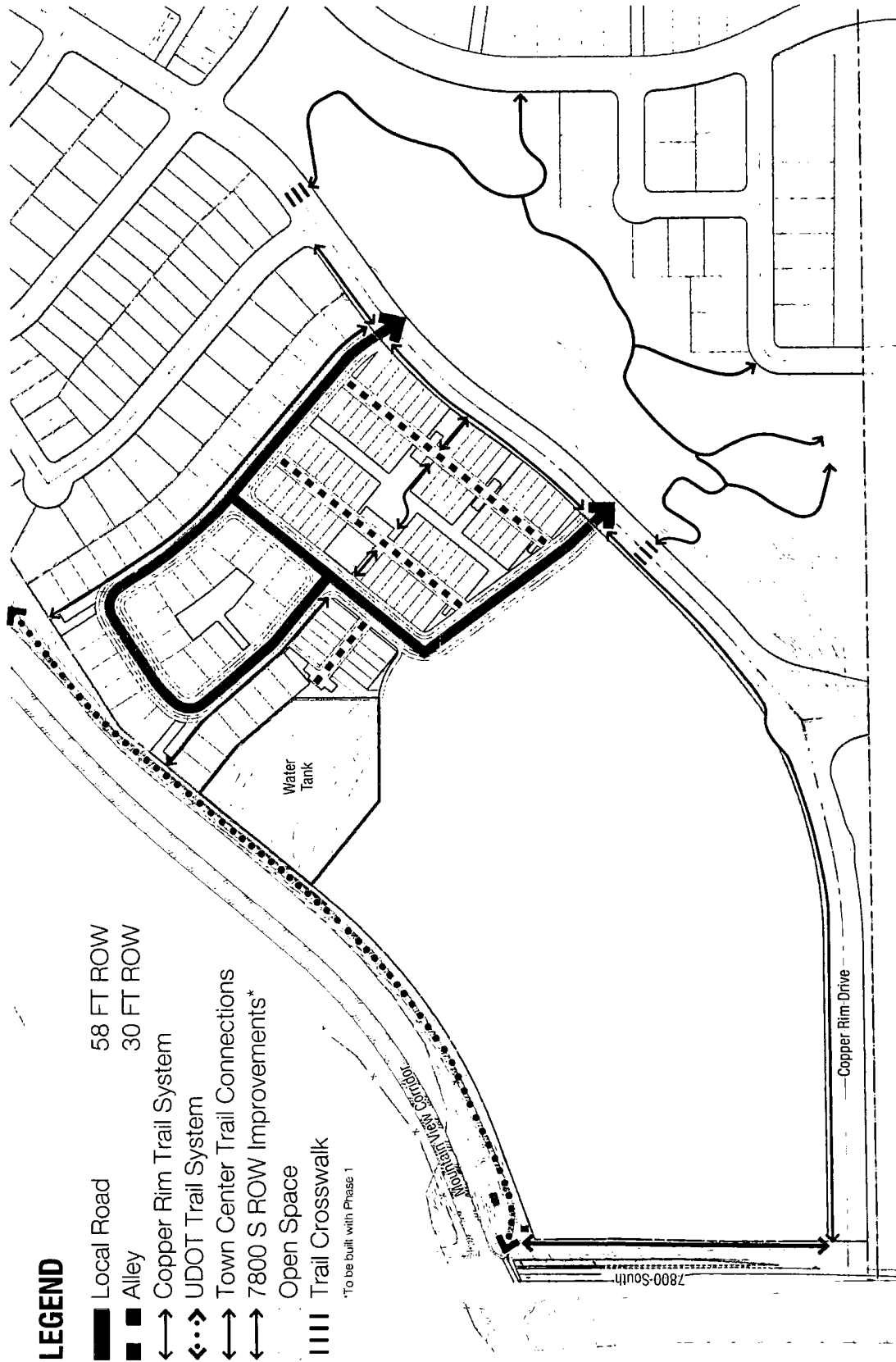


NOTE: ALL GRAPHICS SHOWN ARE CONCEPTUAL ONLY - ACTUAL FORM, DESIGN AND LAYOUT YET TO BE DETERMINED

TOWN CENTER AT COPPER RIM | ROAD STANDARDS



TOWN CENTER AT COPPER RIM I MASTER DEVELOPMENT PLAN I TRANSPORTATION ACCESS PLAN



LEGEND

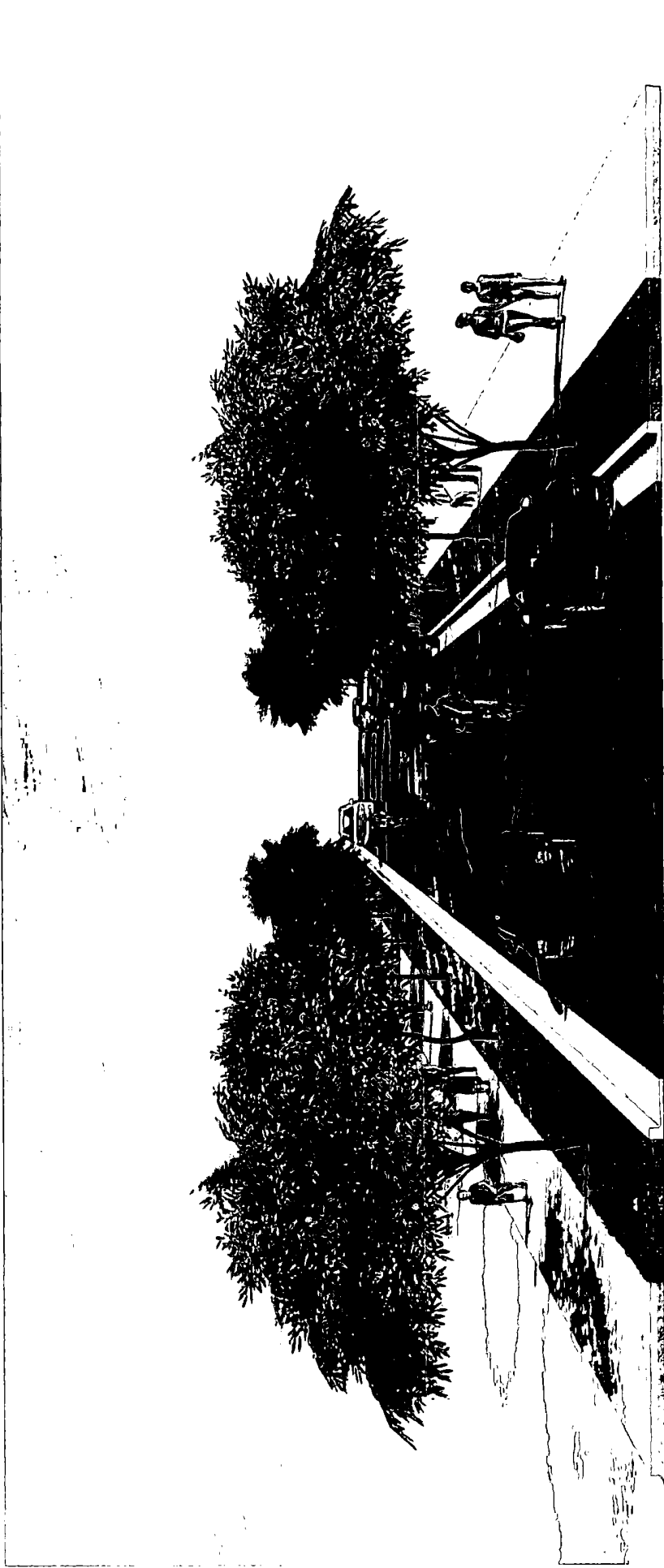
- Local Road
 - Alley
 - Copper Rim Trail System
 - UDOT Trail System
 - Town Center Trail Connections
 - 7800 S ROW Improvements*
 - Open Space
 - Trail Crosswalk
- *To be built with Phase 1

SCALE 1" = 200'

LAND

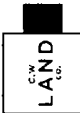
NOTE: ALL GRAPHICS SHOWN ARE CONCEPTUAL ONLY - ACTUAL FORM, DESIGN AND LAYOUT YET TO BE DETERMINED

TOWN CENTER AT COPPER RIM I MASTER DEVELOPMENT PLAN I STREET SECTIONS



MODIFIED LOCAL ROADWAY
58' RIGHT OF WAY

NOTE: ALL GRAPHICS SHOWN ARE CONCEPTUAL ONLY - ACTUAL FORM, DESIGN AND LAYOUT YET TO BE DETERMINED



TOWN CENTER AT COPPER RIM I MASTER DEVELOPMENT PLAN I STREET SECTIONS



IOZ STANDARD ALLEY *
30' RIGHT OF WAY

*Alleys will be privately maintained by the Town Center HOA, including garbage pickup and snow removal.



NOTE: ALL GRAPHICS SHOWN ARE CONCEPTUAL ONLY - ACTUAL FORM, DESIGN AND LAYOUT YET TO BE DETERMINED

TOWN CENTER

— AT COPPER RIM —

DESIGN GUIDELINES

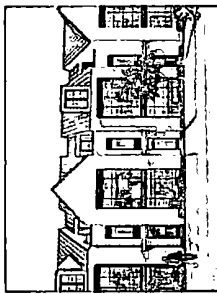
MAY 2021 | WEST JORDAN, UTAH

TOWN CENTER AT COPPER RIM | RESIDENTIAL GUIDELINES



TOWN CENTER AT COPPER RIM | DESIGN GUIDELINES | RESIDENTIAL GUIDELINES

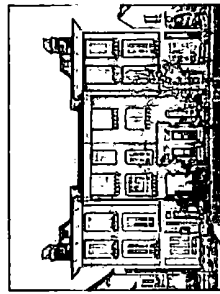
PRECEDENT IMAGES | RESIDENTIAL



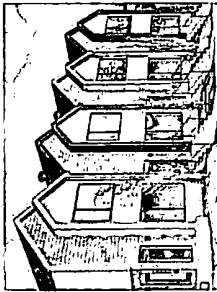
Attached Townhomes - 2 Story



Attached Townhomes - 3 Story



Attached Townhomes - 3 Story



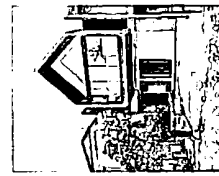
Attached Townhomes - 2 Story



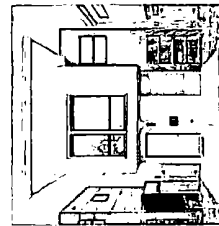
Attached Townhomes - 3-4 Story



Attached Townhomes - 2 Story



Cottage Homes



RESIDENTIAL GUIDELINES

Typical homes in the Town Center at Copper Rim are two-story single-family and townhomes placed on traditional lots. Great attention shall be given with regards to building materials, window placement and proportion, roof design, color, and variety.

It is important that the massing of the buildings be scaled in such a way that it relates to the people living there and harmonizes with the area.

The main entrance of all homes shall be oriented to the street in order to promote an active street. Windows should be installed on all facades of the home and shall be proportionate in size to the wall face in which the window is located. There shall be no windowless walls.

Homes shall be designed to maintain the scale of the entire neighborhood with respect to height, bulk, and structure size. No home should be over-powering in height or size when compared with other homes in the neighborhood.

Box or bay windows are encouraged to help break up the facades. Dormers are encouraged to help break up the mass of a roof.

Treatment of the exterior of homes can provide an opportunity to visually unify the development. The use of different materials is encouraged and required to give distinction to the varied focus of the building. All homes shall comply with West Jordan City code section 13-5B-6. Exceptions may be made for homes that are comprised of only one material, such as composite board siding, but only as approved by the Architectural Control Committee.

ARCHITECTURAL REVIEW

To ensure that homes incorporate features and designs as set forth in the Town Center at Copper Rim Development Plan Standards, namely, high quality building materials, window placement and proportion and window treatment, covered porches, roof design, color and variety, a standard approach to home plan approval will be followed.

The path for approval will follow a two-part compliance:

STEP 1 - Architectural Control Committee (ACC) reviews and approval. All plans will go through the ACC review prior to submitting building plans to West Jordan City. The review will verify that the home conforms with all design and regulations as set forth in the CC&R's. The ACC will provide a signed review upon approval (a sample copy has been attached).

STEP 2 - West Jordan City building plan review and approval.

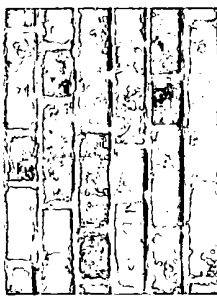
This process has been established and is successful in other communities. It has shown that the results are neighborhoods with homes that are diverse, aesthetically pleasing, and constructed of higher quality building materials.

Typical Elevations and Footprints have been added to the Development Plan to show compliance with the Town Center at Copper Rim Development Plan Standards. A Conceptual Elevations sheet has also been added to provide additional examples of 'typical' homes.

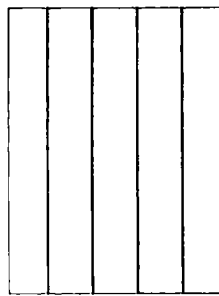
These examples are not meant to show what will be built, only examples of what could be built.

TOWN CENTER AT COPPER RIM | DESIGN GUIDELINES | RESIDENTIAL GUIDELINES

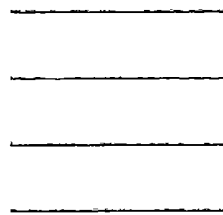
MATERIALS | RESIDENTIAL



Brick



Horizontal Siding

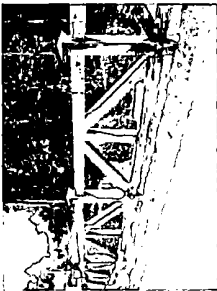


Board & Batten Siding



Stone

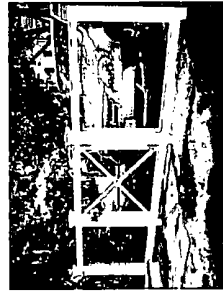
FENCING | RESIDENTIAL



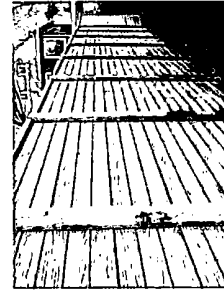
Wooden Perimeter Fence



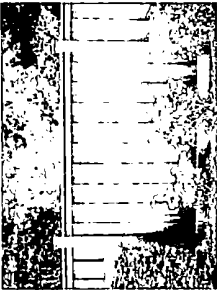
Rail Fence



Wood & Metal Perimeter Fence



Precast Soundwall Fence



Wooden Privacy Fence



Semi Private Fence



Traditional White Picket Fence



Precast Soundwall Fence

MATERIALS

Approved materials for homes within Town Center at Copper Rim include:

- Composite Board siding or approved similar
- Composite Board shingles or approved similar
- Plaster or Stucco
- Brick
- Stone
- Steel
- Metal Cladding
- Glass
- Wood

FENCING

Fencing should be complementary and cohesive with the style of the adjacent building. Examples of acceptable fence materials are listed below.

- Wooden Perimeter Fence
- Wooden Privacy Fence
- Rail Fence
- Semi Private Fence
- Wood and Metal Perimeter Fence
- Traditional White Picket Fence
- Precast Soundwall Fence

STREET LIGHTING

Any Street Lights provided will be the West Jordan City Standard Residential Street Light Fixture as found in the West Jordan Engineering Standards.

TOWN CENTER AT COPPER RIM | DESIGN GUIDELINES | RESIDENTIAL GUIDELINES

SINGLE FAMILY ELEVATIONS



Jackson - Traditional



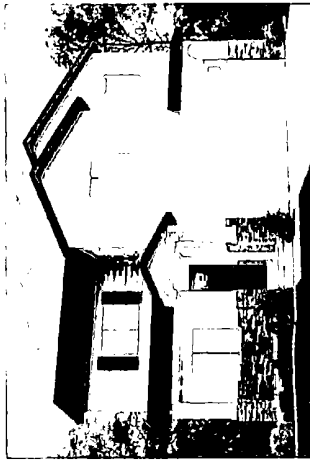
Jackson - Craftsman



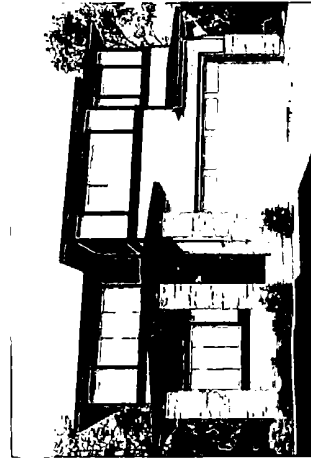
Jackson - Contemporary



Monarch - Traditional



Monarch - Craftsman



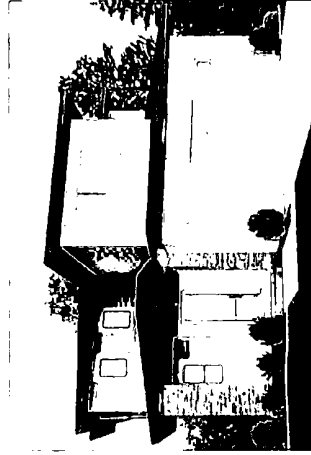
Monarch - Contemporary



Stratton - Traditional

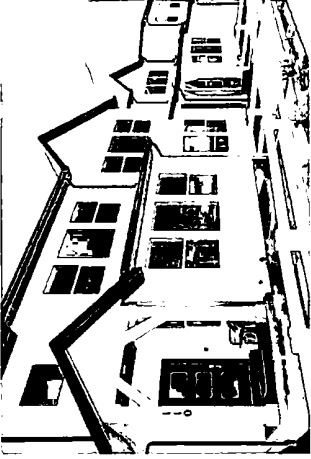


Stratton - Farmhouse



Stratton - Contemporary

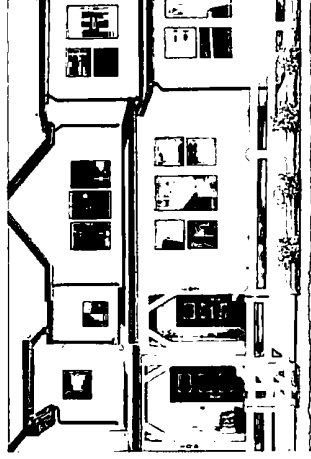
TOWNHOME ELEVATIONS



Zion - Residence 1



Zion - Residence 2



Zion - Residence 3

TOWN CENTER AT COPPER RIM | COMMERCIAL GUIDELINES



TOWN CENTER AT COPPER RIM | DESIGN GUIDELINES | COMMERCIAL GUIDELINES

As the commercial uses have yet to be determined, use the following principles in conjunction with the IOZ Design and Development Standards Requirements to guide planning for the Town Center commercial district.

I. SITE DESIGN PRINCIPLES

A. STREETSAPES AND PEDESTRIAN EDGES

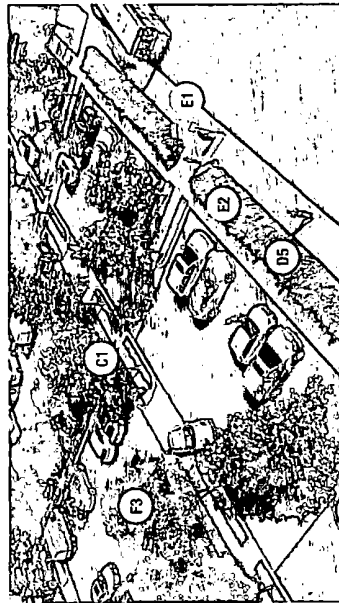
Incorporate design elements that soften the edges between the street and the building, to provide a people-oriented scale, comfort, and character.

B. BUILDING LOCATION AND SITE ORGANIZATION

Site planning must address potential traffic, transit access, parking, circulation and safety issues, light and glare, noise, odors, dust control and security.

PAY SPECIAL ATTENTION TO:

1. Pedestrian-oriented storefronts and features
2. Creating functional private and public open space
3. Maintaining the continuity of street frontage
4. Building orientation
5. Pedestrian orientation
6. Natural lighting opportunities
7. Buildings on corner lots
8. Reducing visual prominence of parking from the street
9. Avoiding monotonous facades



C. CIRCULATION OF CARS, TRUCKS, PEDESTRIANS, AND BICYCLES

Site planning and project density should be appropriate for the project location. This location, near the interchange will provide a major community node and designs should support higher density, pedestrian-friendly access as well as accommodations for future transit connections.

Balanced circulation routes must be provided for both vehicular and pedestrian movement. Conflict between vehicles and people must be minimized, and convenience should be maximized. Access points should be clear and obvious and articulated to announce 'entry' or 'exit'. Prominent, attractive pedestrian circulation routes must be provided from the public streetscape to each building or complex entrance. Changing pavement at pedestrian crossings is an easy way to add visual prominence to pedestrian routes.

PAY SPECIAL ATTENTION TO:

1. Prioritizing pedestrian circulation - everyone is a pedestrian at their destination regardless of what mode of travel they use between.

D. PARKING

The visual prominence of parked vehicles shall be minimized whenever possible. Parking must be designed to minimize potential pedestrian conflicts, and provide for simple and efficient vehicle movement. Paved parking areas should be as small as is needed for the purpose intended.

PAY SPECIAL ATTENTION TO:

1. Location of parking
2. Shared parking opportunities
3. Pedestrian routes & circulation
4. Service & delivery parking locations
5. Screening of parking areas

E. SITE AMENITIES

Projects must be designed whenever feasible to maximize opportunities for creating usable, attractive, and integrated public spaces and site amenities. Nearly every project can incorporate some degree of site amenity, which will vary appropriate to the overall scale and character of the project. Examples of site amenities include public plazas, street furniture, public art, sidewalk seating, transit shelters, open/green spaces, pedestrian walkways, water features, clock towers, landscape features, lighting features, receptacles for trash, trellises, arbors and colonnades.

PAY SPECIAL ATTENTION TO:

1. Planning for future transit stops
2. Visibility of public areas
3. Functional spaces
4. Accessibility to amenities
5. Material quality
6. Focal points
7. Provide covered trash and recycling containers in common areas.

F. LANDSCAPING

Landscape is a key component of virtually every commercial property. Plants must be integrated into site design to the maximum extent feasible. Planted areas must be used to enhance the appearance of structures, define site functions and edges, screen undesirable views, and introduce color, texture, and softness. Encourage green infrastructure where feasible, including but not limited to swales, rain gardens, tree cells, and permeable pavement.

PAY SPECIAL ATTENTION TO:

1. Landscaping as screening
2. Security issues
3. Shade trees
4. Planter strip landscaping

G. SITE SIGNAGE

Signage should complement the overall site design and building architecture. For guidelines see IOZ Design Standards for 'Signs' on p. 25.

H. EQUIPMENT, SERVICES, AND ACCESSORY STRUCTURES

Service elements and infrastructure such as trash enclosures, loading docks, storage, and mechanical equipment must be screened from street views and integrated into the design to make it as unobtrusive as possible. Per IOZ Design Standards trash enclosures must be 3-sided and be accessed through an architecturally compatible gate. Accessory structures such as storage facilities must be integrated with the architectural style of the project.

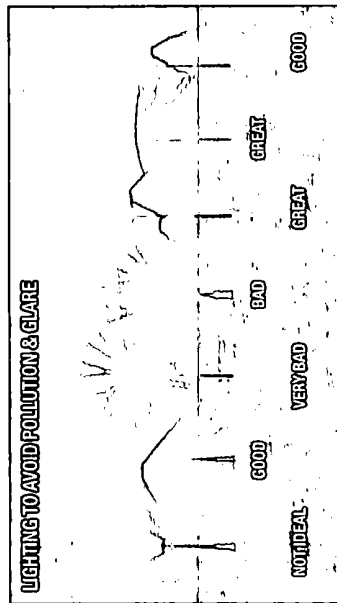
PAY SPECIAL ATTENTION TO:

1. Accessory structures / storage
2. Trash and recycling enclosures
3. Screening Mechanical / HVAC/utility equipment where possible

TOWN CENTER AT COPPER RIM | DESIGN GUIDELINES | COMMERCIAL GUIDELINES

I. SITE DESIGN PRINCIPLES

J. SITE SECURITY: LIGHTING, FENCES, GATES, AND WALLS
 Site design should provide security for employees and visitors alike. Lighting: Every site must have provision for lighting that is both functional and also respects the scale and character of adjacent development. Lighting must not intrude upon or create a nuisance for nearby occupant, especially abutting residential areas. At the same time, lighting should provide for adequate visibility and security for customers and those passing by. Brighter is not always better, pay attention to minimizing glare and light pollution. LED fixtures are preferable due to the energy savings and ability to control brightness, angle, color, etc.



Fences, Gates, and Walls: Access control methods such as fences, gates, and walls must not create an intimidating or fortress like appearance which would detract from the appearance of a site. Other security features that are functional and effective should be integrated into the design, and not contribute to a negative impression or appearance.

J. SETBACKS & SITING

All setbacks and siting shall follow the IOZ Design Standards for 'Buildings' on beginning on p. 8.

II. BUILDING DESIGN PRINCIPLES

See IOZ Design and Development Standards and Requirements for building restrictions and requirements.

A. SCALE/MASSING/ARTICULATION

Projects must relate to the surrounding existing or emerging context with respect to building scale, mass, setbacks, and articulation.

PAY SPECIAL ATTENTION TO:

1. Anchoring with prominent visual design elements at nodes and gateways
2. Façade articulation
3. Visual interest at street elevations
4. Appropriate scale
5. Creating visual permeability to enhance pedestrian experience

B. BUILDING STYLE AND THEME

When a new building facade is created, it must be compatible with the context of its location. Building design should be harmonious, but not necessarily similar with adjacent development. Compatibility is measured by broader considerations of scale and character of the area as it is expected to be in the future.

PAY SPECIAL ATTENTION TO:

1. Variety in architectural elements
2. Roof forms/massing/planar changes
3. Clearly defined entries with pedestrian scale
4. Melding corporate and local identities in design
5. Awnings/trellises/canopies

C. MATERIALS / TEXTURES / COLORS

Building facades must feature high-quality materials. Most design motifs should utilize multiple materials, colors and textures, in a coordinated restrained way.

PAY SPECIAL ATTENTION TO:

1. Material selection based on design motif and quality
2. Variation of materials / colors / textures
3. Window and door placement - no blank walls are allowed
4. Glazing and storefront framing

D. RESOURCE CONSERVATION

New developments should incorporate building design features that conserve resources.

PAY SPECIAL ATTENTION TO:

1. Reducing energy consumption through design choices
2. Energy efficient lighting & system
3. Energy rated roofs/shading/photovoltaic/recycled material selection
4. Water conservation, filtration and groundwater recharge

E. BUILDING SIGNAGE

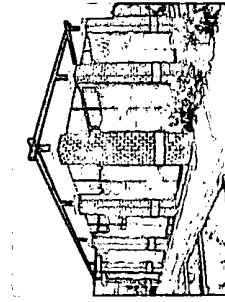
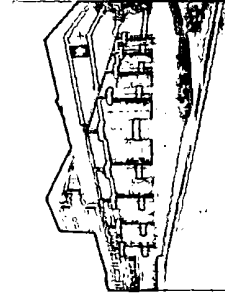
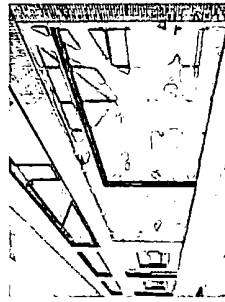
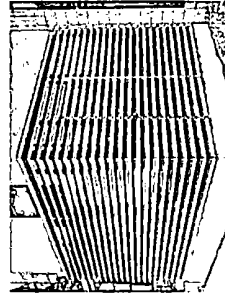
Building signage should be an integral part of the architectural design of every commercial establishment. Signage should be as unobtrusive, and be of high quality in design, materials, and execution. For guidelines see IOZ Design Standards for 'Signs' on p. 25.

F. BUILDING EQUIPMENT AND SERVICES

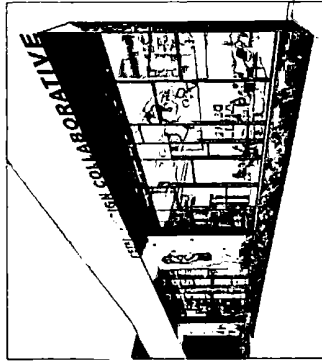
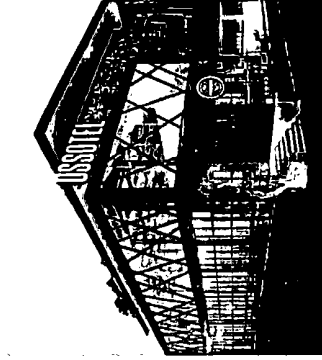
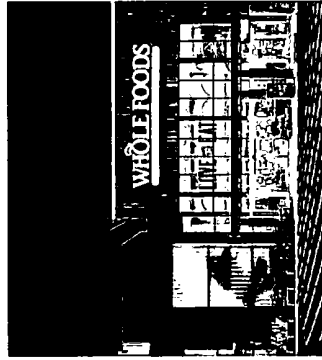
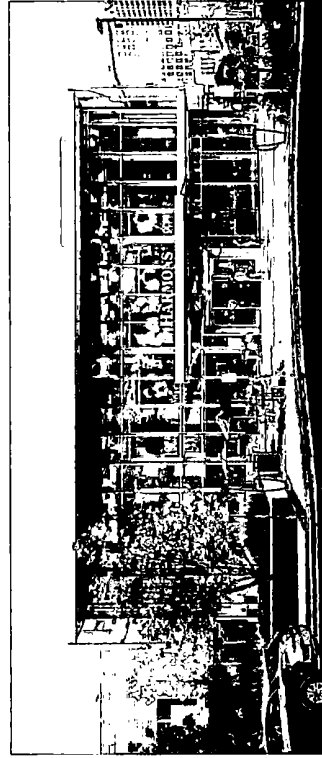
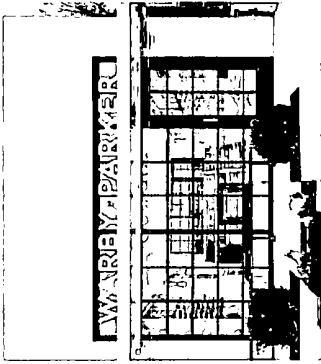
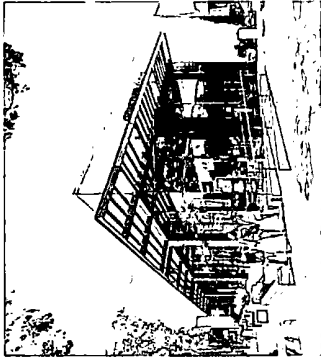
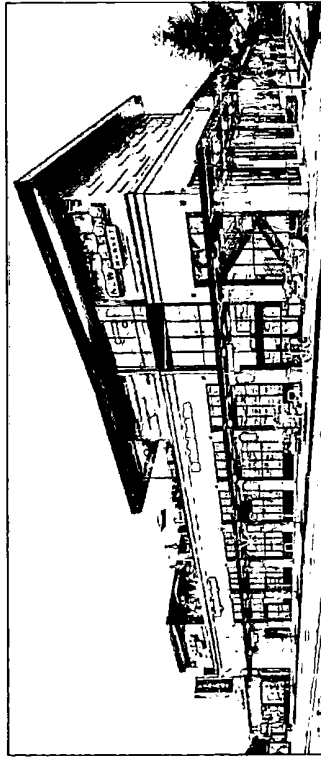
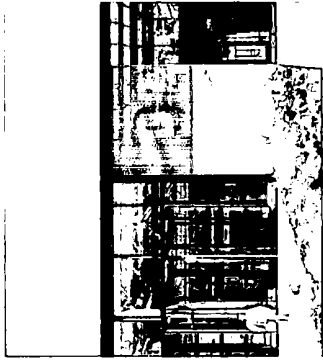
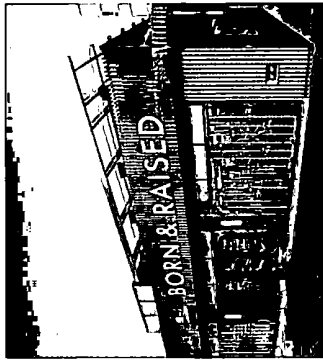
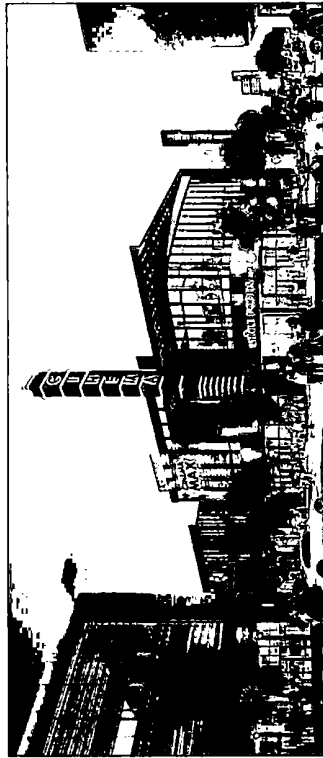
Principle: Service elements and infrastructure such as louvers and exhaust vents, mechanical equipment, pipes and conduits, etc., must be integrated into the architectural design. Where such elements cannot be concealed in or behind the building structure, they must be screened from street views.

PAY SPECIAL ATTENTION TO:

1. Roof mounted equipment screening
2. Visible piping and conduit
3. Location of garbage storage



TOWN CENTER AT COPPER RIM | DESIGN GUIDELINES | COMMERCIAL CHARACTER



Settlement 14088
City of West Jordan



User: Rachel Dority

System Total: \$75256.89

Processing Date: 8/6/2021

Drawer Total: \$75256.89

Included Batches: 9100

Variance: \$0.00

External Batches: Rachel.Dority-34390

Settlement Details

| Tender Classification | Count | System Amount | Drawer Amount | Variance |
|-----------------------|----------|--------------------|--------------------|---------------|
| Cash | 1 | \$82.00 | \$82.00 | \$0.00 |
| Check | 1 | \$2,683.69 | \$2,683.69 | \$0.00 |
| CreditCard | 1 | \$72,491.20 | \$72,491.20 | \$0.00 |
| Totals | 3 | \$75,256.89 | \$75,256.89 | \$0.00 |

Settlement 14088
City of West Jordan



Cash Details

Notes

| Notes | | Coins | | | |
|-------------------|----------|---------------|-------------------|----------|---------------|
| Type | Quantity | Amount | Type | Quantity | Amount |
| Hundreds | 0 | \$0.00 | Dollars | 0 | \$0.00 |
| Fifties | 0 | \$0.00 | Half-Dollars | 0 | \$0.00 |
| Twenties | 0 | \$0.00 | Quarters | 0 | \$0.00 |
| Tens | 0 | \$0.00 | Dimes | 0 | \$0.00 |
| Fives | 0 | \$0.00 | Nickels | 0 | \$0.00 |
| Twos | 0 | \$0.00 | Pennies | 0 | \$0.00 |
| Ones | 0 | \$0.00 | | | |
| Note Total | | \$0.00 | Coin Total | | \$0.00 |

Starting Balance: \$0.00
 Cash Activity: \$82.00
 Cash Transfers: \$0.00
 Ending Cash: \$82.00

Rachel Dority

Reviewer

Batch Report - Transaction Detail



Batch Number: 9100

Batch Date: 8/5/2021

Status: Closed

| Trans # | Paid By | User | # of Payments | Amount |
|---------|----------------------------|---------------|---------------|----------|
| 1 | PETERSON | Rachel Dority | 1 | 161.47 |
| 2 | ECKMAN | Rachel Dority | 1 | 78.54 |
| 3 | HOGGAN | Rachel Dority | 3 | 300.00 |
| 4 | THANH C NGUYEN | Rachel Dority | 1 | 165.24 |
| 5 | MCINTYRE | Rachel Dority | 2 | 267.10 |
| 6 | ANDREA MCDONALD | Rachel Dority | 1 | 418.79 |
| 7 | SCOTT | Rachel Dority | 1 | 131.04 |
| 8 | OCHOA | Rachel Dority | 1 | 198.34 |
| 9 | RAMIREZ | Rachel Dority | 1 | 146.29 |
| 10 | JOHNNY ANDERSON | Rachel Dority | 7 | 64856.00 |
| 11 | JOHNNY ANDERSON | Rachel Dority | 2 | 2295.00 |
| 12 | PIZANO | Rachel Dority | 1 | 114.06 |
| 13 | TYLER SISSON | Rachel Dority | 2 | 150.00 |
| 14 | TONDEVOLD | Rachel Dority | 1 | 124.47 |
| 15 | EZ | Rachel Dority | 2 | 65.65 |
| 16 | QUINTANA | Rachel Dority | 1 | 100.00 |
| 17 | GORDON BEALS | Rachel Dority | 3 | 114.95 |
| 18 | KILLEY | Rachel Dority | 1 | 99.24 |
| 19 | THE CHURCH OF JESUS CHRIST | Rachel Dority | 3 | 478.34 |
| 20 | LOPEZ, JORGE & CINDY | Rachel Dority | 1 | 70.00 |
| 21 | VALENZUELA | Rachel Dority | 1 | 135.64 |
| 22 | CORNEJO, ANGEL | Rachel Dority | 1 | 82.00 |
| 23 | GAVINA | Rachel Dority | 1 | 150.00 |

Batch Report - Payment Detail



Batch Number: 9100

Batch Date: 8/5/2021

Status: Closed

| | | | | |
|----|----------------------------|---------------|---|--------|
| 24 | BROWN | Rachel Dority | 1 | 127.20 |
| 25 | MASTERS | Rachel Dority | 1 | 25.89 |
| 26 | MANGRUM | Rachel Dority | 1 | 152.58 |
| 27 | PEYTANEH | Rachel Dority | 2 | 381.91 |
| 28 | KONGTUNGMON | Rachel Dority | 1 | 53.60 |
| 29 | SUMMERS | Rachel Dority | 1 | 217.44 |
| 30 | CHIU, FAI | Rachel Dority | 1 | 171.87 |
| 31 | ROCK, ROBERT & DONNA | Rachel Dority | 1 | 110.09 |
| 32 | BILLS, BRIAN L | Rachel Dority | 1 | 78.94 |
| 33 | VIGIL, ORLANDO | Rachel Dority | 1 | 97.99 |
| 34 | CALEB FABER | Rachel Dority | 2 | 65.65 |
| 35 | JENKINS, DAN DAVIS | Rachel Dority | 1 | 80.79 |
| 36 | BECKETT, BAMBI | Rachel Dority | 1 | 130.84 |
| 37 | ROYER | Rachel Dority | 1 | 153.49 |
| 38 | POULSEN, RUSSELL | Rachel Dority | 1 | 137.24 |
| 39 | MONTALVO, ELOY | Rachel Dority | 1 | 111.71 |
| 40 | GONDA, LINDA | Rachel Dority | 1 | 193.99 |
| 41 | VANLEEUEWEN, VIRGINIA | Rachel Dority | 1 | 247.47 |
| 42 | GREENWOOD, DEHLIN | Rachel Dority | 2 | 87.00 |
| 43 | MORTENSEN, MICHAEL | Rachel Dority | 1 | 130.12 |
| 44 | GRINNELL, DAVID M & DENICE | Rachel Dority | 1 | 143.39 |
| 45 | WADSWORTH, CHRIS H | Rachel Dority | 1 | 184.49 |
| 46 | TURNER, TIMOTHY A | Rachel Dority | 3 | 227.42 |
| 47 | WORSLEY | Rachel Dority | 1 | 104.86 |
| 48 | VIGIL, ORLANDO | Rachel Dority | 1 | 2.00 |
| 49 | NEWBOLD | Rachel Dority | 1 | 137.24 |

Batch Report - Tender Detail



Batch Number: 9100

Batch Date: 8/5/2021

Status: Closed

50 GUNDERSON
51 WALSH

Rachel Dority
Rachel Dority

2 379.00
3 620.52

Total: 75 75256.89

Batch Report - Summary by Payment Type



Batch Number: 9100

Batch Date: 8/5/2021

Status: Closed

| Payment ID | Year Item Description | Eff Date | Customer External Reference | Payment Type | Amount |
|-------------|---|----------|---|-----------------------|---------|
| 0001-758063 | 2022 1672541 0172445 | 8/6/2021 | PETERSON, MARK W/1172445 2022-60-1672541/Rachel.Dority-34390/2022-60-1672541-2537133 | Utility Billing | 161.47 |
| 0002-758066 | 2022 1689387 0010629 | 8/6/2021 | ECKMAN, ROSALIE/1010629 2022-60-1689387/Rachel.Dority-34390/2022-60-1689387-2537136 | Utility Billing | 78.54 |
| 0003-758069 | 2022 1681786 3000826 | 8/6/2021 | HOGGAN, WAYDE/3043165 2022-60-1681786/Rachel.Dority-34390/2022-60-1681786-2537139 | Utility Billing | 16.56 |
| 0003-758070 | 2021 1650938 3000826 | 8/6/2021 | HOGGAN, WAYDE/3043165 2021-60-1650938/Rachel.Dority-34390/2021-60-1650938-2537140 | Utility Billing | 173.92 |
| 0003-758071 | 2021 1622052 3000826 | 8/6/2021 | HOGGAN, WAYDE/3043165 2021-60-1622052/Rachel.Dority-34390/2021-60-1622052-2537141 | Utility Billing | 109.52 |
| 0004-758072 | 2022 1680587 0274998 | 8/6/2021 | NGUYEN , THANH & KHIE/1274998 2022-60-1680587/Rachel.Dority-34390/2022-60-1680587-2537142 | Utility Billing | 165.24 |
| 0005-758073 | 2022 1694958 0008440 | 8/6/2021 | MCINTYRE, ANDREW & CHRISTINE/1008440 2022-60-1694958/Rachel.Dority-34390/2022-60-1694958-2537143 | Utility Billing | 122.56 |
| 0005-758074 | 2022 1664065 0008440 | 8/6/2021 | MCINTYRE, ANDREW & CHRISTINE/1008440 2022-60-1664065/Rachel.Dority-34390/2022-60-1664065-2537144 | Utility Billing | 144.54 |
| 0006-758075 | 2021 1658195 0004494 | 8/6/2021 | LANARK INVESTMENTS 3, LLC/2002393 2021-60-1658195/Rachel.Dority-34390/2021-60-1658195-2537145 | Utility Billing | 418.79 |
| 0007-758076 | 2022 1679580 0225111 | 8/6/2021 | SCOTT, STACEY L/1225111 2022-60-1679580/Rachel.Dority-34390/2022-60-1679580-2537146 | Utility Billing | 131.04 |
| 0008-758077 | 2022 1679785 0235515 | 8/6/2021 | OCHOA, MARIANA/1235515 2022-60-1679785/Rachel.Dority-34390/2022-60-1679785-2537147 | Utility Billing | 198.34 |
| 0009-758078 | 2022 1674945 0280661 | 8/6/2021 | RAMIREZ, ZUNIGA & RODRIGUEZ, NAJERS, FAN/3050818 2022-60-1674945/Rachel.Dority-34390/2022-60-1674945-2537148 | Utility Billing | 146.29 |
| 0010-758079 | 2021 23226 NROF IMPACT FEE FIRE OFFICE - FEE | 8/6/2021 | ANDERSON, JOHNNY/3032880 PRM 23226 NROF 74274/Rachel.Dority-34390/2022-02-0-2537149 | Permits / Inspections | 4839.20 |

Batch Report - Summary by Tender Type



Batch Number: 9100 Batch Date: 8/5/2021 Status: Closed

| Batch Number | Item Description | Date | Quantity | Unit Price | Total | Category |
|--------------|--|----------|----------|------------|----------|-----------------------|
| 0010-758080 | 2021 23226 NROP IMPACT FEE POLICE OFFICE - FEE | 8/6/2021 | 1 | 1398.40 | 1398.40 | Permits / Inspections |
| 0010-758081 | 2021 23226 NROR IMPACT FEE ROAD OFFICE - FEE | 8/6/2021 | 1 | 31390.40 | 31390.40 | Permits / Inspections |
| 0010-758082 | 2021 23226 NRS2 IMPACT FEE SEWER 2 - FEE | 8/6/2021 | 1 | 10454.00 | 10454.00 | Permits / Inspections |
| 0010-758083 | 2021 23226 NRW2 IMPACT FEE WATER 2 - FEE | 8/6/2021 | 1 | 13324.00 | 13324.00 | Permits / Inspections |
| 0010-758084 | 2021 23226 WMC2 Water Meter Connection-2" Cull - FEE | 8/6/2021 | 1 | 2750.00 | 2750.00 | Permits / Inspections |
| 0010-758085 | 2021 23226 WML1 Water Meter 1" Landscaping - FEE | 8/6/2021 | 1 | 700.00 | 700.00 | Permits / Inspections |
| 0011-758086 | 2021 23879 ERFF ENG REVIEW FEE FINAL - FEE | 8/6/2021 | 1 | 1000.00 | 1000.00 | Permits / Inspections |
| 0011-758087 | 2021 23879 SMIF Subdivision-Minor Final - FEE | 8/6/2021 | 1 | 1295.00 | 1295.00 | Permits / Inspections |
| 0012-758091 | 2021 1662287 0230045 | 8/6/2021 | 1 | 114.06 | 114.06 | Utility Billing |
| 0013-758094 | 2022 1690293 0171470 | 8/6/2021 | 1 | 62.43 | 62.43 | Utility Billing |
| 0013-758095 | 2021 1659415 0171470 | 8/6/2021 | 1 | 87.57 | 87.57 | Utility Billing |
| 0014-758110 | 2022 1670993 0008650 | 8/6/2021 | 1 | 124.47 | 124.47 | Utility Billing |
| 0015-758118 | 2021 25002 BS01 BUILDING PERMIT - REVIEW | 8/6/2021 | 1 | 65.00 | 65.00 | Permits / Inspections |
| 0015-758119 | 2021 25002 BS02 STATE ADJUSTMENT FEE - FEE | 8/6/2021 | 1 | 0.65 | 0.65 | Permits / Inspections |

BK 11233 PG 7121

Batch Report -



Batch Number: 9100 Batch Date: 8/5/2021 Status: Closed

| | | | | | |
|-------------|---|----------|--|-----------------------|--------|
| 0016-758120 | 2021 1639366 0000406 | 8/6/2021 | QUINTANA, ANTONIA L./3055629 2021-60-1639366/Rachel.Dority-34390/2021-60-1639366- 2537321 | Utility Billing | 100.00 |
| 0017-758121 | 2021 24813BS01 BUILDING PERMIT - REVIEW | 8/6/2021 | PRM 24813 BS01 73817/Rachel.Dority-34390/2022-02-0- 2537322 | Permits / Inspections | 69.25 |
| 0017-758122 | 2021 24813BS02 STATE ADJUSTMENT FEE - FEE | 8/6/2021 | PRM 24813 BS02 73818/Rachel.Dority-34390/2022-02-0- 2537323 | Permits / Inspections | 0.69 |
| 0017-758123 | 2021 24813BS05 PLAN REVIEW COMMERCIAL - FEE | 8/6/2021 | PRM 24813 BS05 73819/Rachel.Dority-34390/2022-02-0- 2537324 | Permits / Inspections | 45.01 |
| 0018-758124 | 2022 1696152 0196652 | 8/6/2021 | KILLEY, JERRY M/2008624 2022-60-1696152/Rachel.Dority-34390/2022-60-1696152- 2537325 | Utility Billing | 99.24 |
| 0019-758131 | 2022 1670868 0003509 | 8/6/2021 | SCHWENDIMAN, TADD/1003509 2022-60-1670868/Rachel.Dority-34390/2022-60-1670868- 2537332 | Utility Billing | 281.89 |
| 0019-758132 | 2021 1639988 0003509 | 8/6/2021 | SCHWENDIMAN, TADD/1003509 2021-60-1639988/Rachel.Dority-34390/2021-60-1639988- 2537333 | Utility Billing | 109.02 |
| 0019-758133 | 2021 1611085 0003509 | 8/6/2021 | SCHWENDIMAN, TADD/1003509 2021-60-1611085/Rachel.Dority-34390/2021-60-1611085- 2537334 | Utility Billing | 87.43 |
| 0020-758140 | 2022 1670834 0000123 | 8/6/2021 | LOPEZ, JORGE & CINDY/1000123 2022-60-1670834/Rachel.Dority-34390/2022-60-1670834- 2537341 | Utility Billing | 70.00 |
| 0021-758144 | 2022 1691452 0259137 | 8/6/2021 | VALENZUELA, LARRY/1259137 2022-60-1691452/Rachel.Dority-34390/2022-60-1691452- 2537346 | Utility Billing | 135.64 |
| 0022-758146 | 2022 1672394 0154162 | 8/6/2021 | CORNEJO, ANGEL/1154162 2022-60-1672394/Rachel.Dority-34390/2022-60-1672394- 2537348 | Utility Billing | 82.00 |
| 0023-758147 | 2021 1659619 0193193 | 8/6/2021 | GAVINA, JUAN/193193 2021-60-1659619/Rachel.Dority-34390/2021-60-1659619- 2537349 | Utility Billing | 150.00 |
| 0024-758149 | 2022 1672019 0109991 | 8/6/2021 | BROWN, STEVEN B & JANE/1109991 2022-60-1672019/Rachel.Dority-34390/2022-60-1672019- 2537351 | Utility Billing | 127.20 |
| 0025-758152 | 2022 1686264 0001202 | 8/6/2021 | MASTERS, FLOYD & DENISE/1001202 2022-60-1686264/Rachel.Dority-34390/2022-60-1686264- 2537354 | Utility Billing | 25.89 |
| 0026-758153 | 2022 1671592 0038729 | 8/6/2021 | MANGRUM, DALE R/1038729 2022-60-1671592/Rachel.Dority-34390/2022-60-1671592- 2537355 | Utility Billing | 152.58 |

Batch Report -



Batch Number: 9100 Batch Date: 8/5/2021 Status: Closed

| Batch Number | Account Number | Invoice Number | Invoice Date | Description | Amount |
|--------------|--|---|--------------|---|--------|
| 0027-758160 | 2022 1693956 0261768 | 2022 1693956/Rachel.Dority-34390/2022-60-1693956-2537362 | 8/6/2021 | PEYTANEH, BSIR & RAMESH, SHAGHAYEGH/3054632 | 265.67 |
| 0027-758161 | 2022 1698749 0226795 | 2022-60-1698749/Rachel.Dority-34390/2022-60-1698749-2537363 | 8/6/2021 | BASIR, PEYTANEH/3050428 | 116.24 |
| 0028-758170 | 2022 1694275 0006015 | APPLICATION REQUIRED FOR KONGTUNGMON/3058219 2022-60-1694275/Rachel.Dority-34390/2022-60-1694275-2537372 | 8/6/2021 | UTILITY BILLING | 53.60 |
| 0029-758173 | 2021 1645055 0004591 | SUMMERS, BRYAN & JERI/2002459 2021-60-1645055/Rachel.Dority-34390/2021-60-1645055-2538163 | 8/6/2021 | UTILITY BILLING | 217.44 |
| 0030-758180 | 2022 1673619 0247809 | CHIU, FAI/1247809 2022-60-1673619/Rachel.Dority-34390/2022-60-1673619-2538170 | 8/6/2021 | UTILITY BILLING | 171.87 |
| 0031-758181 | 2022 1696211 0201038 | ROCK, ROBERT & DONNA/1201038 2022-60-1696211/Rachel.Dority-34390/2022-60-1696211-2538171 | 8/6/2021 | UTILITY BILLING | 110.09 |
| 0032-758184 | 2022 1679264 0208504 | BILLS, BRIAN L/1208504 2022-60-1679264/Rachel.Dority-34390/2022-60-1679264-2538174 | 8/6/2021 | UTILITY BILLING | 78.94 |
| 0033-758185 | 2022 1678142 0057901 | VIGIL, ORLANDO/1057901 2022-60-1678142/Rachel.Dority-34390/2022-60-1678142-2538175 | 8/6/2021 | UTILITY BILLING | 97.99 |
| 0034-758186 | 2021 25006BS01 BUILDING PERMIT - REVIEW | PRM 25006 BS01 74551/Rachel.Dority-34390/2022-02-0-2538176 | 8/6/2021 | PERMITS / INSPECTIONS | 65.00 |
| 0034-758187 | 2021 25006BS02 STATE ADJUSTMENT FEE - FEE | PRM 25006 BS02 74552/Rachel.Dority-34390/2022-02-0-2538177 | 8/6/2021 | PERMITS / INSPECTIONS | 0.65 |
| 0035-758188 | 2022 1695436 0032680 | JENKINS, DAN DAVIS/1032680 2022-60-1695436/Rachel.Dority-34390/2022-60-1695436-2538178 | 8/6/2021 | UTILITY BILLING | 80.79 |
| 0036-758189 | 2022 1690606 0204032 | BECKETT, BAMBI/1204032 2022-60-1690606/Rachel.Dority-34390/2022-60-1690606-2538179 | 8/6/2021 | UTILITY BILLING | 130.84 |
| 0037-758192 | 2022 1664445 0027474 | NEWTON ENTERPRISES/1027474 2022-60-1664445/Rachel.Dority-34390/2022-60-1664445-2538182 | 8/6/2021 | UTILITY BILLING | 153.49 |
| 0038-758193 | 2022 1696333 0208992 | POULSEN, RUSSELL/1208992 2022-60-1696333/Rachel.Dority-34390/2022-60-1696333-2538183 | 8/6/2021 | UTILITY BILLING | 137.24 |
| 0039-758196 | 2022 1689600 0025437 | MONTALVO, ELOY/1025437 2022-60-1689600/Rachel.Dority-34390/2022-60-1689600-2538186 | 8/6/2021 | UTILITY BILLING | 111.71 |

Batch Report -



Batch Number: 9100

Batch Date: 8/5/2021

Status: Closed

| Batch Number | Account Number | Batch Date | Customer Name | Service | Amount |
|--------------|-------------------------|------------|---|-----------------|--------|
| 0040-758198 | 2022 1679999 0246926 | 8/6/2021 | GONDA, LINDA/1246926 2022-60-1679999/Rachel.Dority-34390/2022-60-1679999-2538188 | Utility Billing | 193.99 |
| 0041-758200 | 2022 1678977 0185802 | 8/6/2021 | VANLEEUWEN, VIRGINIA/185802 2022-60-1678977/Rachel.Dority-34390/2022-60-1678977-2538190 | Utility Billing | 247.47 |
| 0042-758203 | 2021 1641677 0173014 | 8/6/2021 | GREENWOOD, DEHLIN/173014 2021-60-1641677/Rachel.Dority-34390/2021-60-1641677-2538193 | Utility Billing | 77.32 |
| 0042-758204 | 2021 1612782 0173014 | 8/6/2021 | GREENWOOD, DEHLIN/173014 2021-60-1612782/Rachel.Dority-34390/2021-60-1612782-2538194 | Utility Billing | 9.68 |
| 0043-758205 | 2022 1664328 0022707 | 8/6/2021 | MORTENSEN, MICHAEL/1022707 2022-60-1664328/Rachel.Dority-34390/2022-60-1664328-2538195 | Utility Billing | 130.12 |
| 0044-758206 | 2022 1696309 0207670 | 8/6/2021 | GRINNELL, DAVID M & DENICE/1207670 2022-60-1696309/Rachel.Dority-34390/2022-60-1696309-2538196 | Utility Billing | 143.39 |
| 0045-758212 | 2022 1679390 0215699 | 8/6/2021 | WADSWORTH, CHRIS H/1215699 2022-60-1679390/Rachel.Dority-34390/2022-60-1679390-2538202 | Utility Billing | 184.49 |
| 0046-758218 | 2022 1673319 0231407 | 8/6/2021 | TURNER, TIMOTHY A/1231407 2022-60-1673319/Rachel.Dority-34390/2022-60-1673319-2538208 | Utility Billing | 127.15 |
| 0046-758219 | 2021 1613555 0231407 | 8/6/2021 | TURNER, TIMOTHY A/1231407 2021-60-1613555/Rachel.Dority-34390/2021-60-1613555-2538209 | Utility Billing | 92.57 |
| 0046-758220 | 2021 1584750 0231407 | 8/6/2021 | TURNER, TIMOTHY A/1231407 2021-60-1584750/Rachel.Dority-34390/2021-60-1584750-2538210 | Utility Billing | 7.70 |
| 0047-758283 | 2022 1663704 0003806 | 8/6/2021 | WORSLEY, PATRICIA/1003806 2022-60-1663704/Rachel.Dority-34390/2022-60-1663704-2538273 | Utility Billing | 104.86 |
| 0048-758286 | 2022 1678142 0057901 | 8/6/2021 | VIGIL, ORLANDO/1057901 2022-60-1678142/Rachel.Dority-34390/2022-60-1678142-2538276 | Utility Billing | 2.00 |
| 0049-758298 | 2022 1697332 0263126 | 8/6/2021 | NEWBOLD, KORY W/1263126 2022-60-1697332/Rachel.Dority-34390/2022-60-1697332-2538288 | Utility Billing | 137.24 |
| 0050-758339 | 2022 1671852 0067819 | 8/6/2021 | GUNDERSON, TED L/1067819 2022-60-1671852/Rachel.Dority-34390/2022-60-1671852-2538329 | Utility Billing | 191.12 |
| 0050-758340 | 2021 1640973 0067819 | 8/6/2021 | GUNDERSON, TED L/1067819 2021-60-1640973/Rachel.Dority-34390/2021-60-1640973-2538330 | Utility Billing | 187.88 |

BK 11233 PG 7124

Batch Report -



| Batch Number: 9100 | Batch Date: 8/5/2021 | Status: Closed | | |
|--------------------|-------------------------|----------------|--|---------------------------|
| 0051-758344 | 2022 1679727 0232405 | 8/6/2021 | WALSH, CHERYL A/1232405 2022-60-1679727/Rachel.Dority-34390/2022-60-1679727- 2538334 | Utility Billing 261.57 |
| 0051-758345 | 2021 1648869 0232405 | 8/6/2021 | WALSH, CHERYL A/1232405 2021-60-1648869/Rachel.Dority-34390/2021-60-1648869- 2538335 | Utility Billing 215.32 |
| 0051-758346 | 2021 1619971 0232405 | 8/6/2021 | WALSH, CHERYL A/1232405 2021-60-1619971/Rachel.Dority-34390/2021-60-1619971- 2538336 | Utility Billing 143.63 |
| Total: | | | | 75256.89 |

Batch Report -



Batch Number: 9100

Batch Date: 8/5/2021

Status: Closed

| Tender ID | Tender Type | Reference | Paid By | Deposit Reference | Deposit Account | Amount |
|-------------|-------------|-----------|----------------------------|-------------------|---------------------|----------|
| 0001-545126 | CRED CARD | | PETERSON | 08/06/21 RD | City of West Jordan | 161.47 |
| 0002-545128 | CRED CARD | | ECKMAN | 08/06/21 RD | City of West Jordan | 78.54 |
| 0003-545130 | CRED CARD | | HOGGAN | 08/06/21 RD | City of West Jordan | 300.00 |
| 0004-545131 | CRED CARD | | THANH C NGUYEN | 08/06/21 RD | City of West Jordan | 165.24 |
| 0005-545132 | CRED CARD | | MCINTYRE | 08/06/21 RD | City of West Jordan | 267.10 |
| 0006-545133 | CRED CARD | | ANDREA MCDONALD | 08/06/21 RD | City of West Jordan | 418.79 |
| 0007-545134 | CRED CARD | | SCOTT | 08/06/21 RD | City of West Jordan | 131.04 |
| 0008-545135 | CRED CARD | | OCHOA | 08/06/21 RD | City of West Jordan | 198.34 |
| 0009-545136 | CRED CARD | | RAMIREZ | 08/06/21 RD | City of West Jordan | 146.29 |
| 0010-545137 | CRED CARD | | JOHNNY ANDERSON | 08/06/21 RD | City of West Jordan | 29000.00 |
| 0010-545138 | CRED CARD | | JOHNNY ANDERSON | 08/06/21 RD | City of West Jordan | 35856.00 |
| 0011-545139 | CRED CARD | | JOHNNY ANDERSON | 08/06/21 RD | City of West Jordan | 2295.00 |
| 0012-545143 | CRED CARD | | PIZANO | 08/06/21 RD | City of West Jordan | 114.06 |
| 0013-545146 | CRED CARD | | TYLER SISSON | 08/06/21 RD | City of West Jordan | 150.00 |
| 0014-545155 | CRED CARD | | TONDEVOLD | 08/06/21 RD | City of West Jordan | 124.47 |
| 0015-545161 | CRED CARD | | EZ | 08/06/21 RD | City of West Jordan | 65.65 |
| 0016-545162 | CRED CARD | | QUINTANA | 08/06/21 RD | City of West Jordan | 100.00 |
| 0017-545163 | CRED CARD | | GORDON BEALS | 08/06/21 RD | City of West Jordan | 114.95 |
| 0018-545164 | CRED CARD | | KILLEY | 08/06/21 RD | City of West Jordan | 99.24 |
| 0019-545169 | CHECK | 4392 | THE CHURCH OF JESUS CHRIST | 08/06/21 RD | City of West Jordan | 478.34 |
| 0020-545174 | CHECK | 393 | LOPEZ, JORGE & CINDY | 08/06/21 RD | City of West Jordan | 70.00 |
| 0021-545177 | CRED CARD | | VALENZUELA | 08/06/21 RD | City of West Jordan | 135.64 |
| 0022-545179 | CASH | | CORNEJO, ANGEL | 08/06/21 RD | City of West Jordan | 100.00 |

BK 11233 PG 7126

Batch Report -



Batch Number: 9100

Batch Date: 8/5/2021

Status: Closed

| Account Number | Account Type | Amount | City | Batch Date | Status |
|----------------|--------------|--------|---------------------|-------------|--------|
| 0022-545180 | CASH | -18.00 | City of West Jordan | 08/06/21 RD | Closed |
| 0023-545181 | CRED CARD | 150.00 | City of West Jordan | 08/06/21 RD | Closed |
| 0024-545183 | CRED CARD | 127.20 | City of West Jordan | 08/06/21 RD | Closed |
| 0025-545185 | CRED CARD | 25.89 | City of West Jordan | 08/06/21 RD | Closed |
| 0026-545186 | CRED CARD | 152.58 | City of West Jordan | 08/06/21 RD | Closed |
| 0027-545191 | CRED CARD | 381.91 | City of West Jordan | 08/06/21 RD | Closed |
| 0028-545197 | CRED CARD | 53.60 | City of West Jordan | 08/06/21 RD | Closed |
| 0029-545199 | CRED CARD | 217.44 | City of West Jordan | 08/06/21 RD | Closed |
| 0030-545203 | CHECK | 171.87 | City of West Jordan | 08/06/21 RD | Closed |
| 0031-545204 | CHECK | 110.09 | City of West Jordan | 08/06/21 RD | Closed |
| 0032-545207 | CHECK | 78.94 | City of West Jordan | 08/06/21 RD | Closed |
| 0033-545208 | CHECK | 97.99 | City of West Jordan | 08/06/21 RD | Closed |
| 0034-545209 | CRED CARD | 65.65 | City of West Jordan | 08/06/21 RD | Closed |
| 0035-545210 | CHECK | 80.79 | City of West Jordan | 08/06/21 RD | Closed |
| 0036-545211 | CHECK | 130.84 | City of West Jordan | 08/06/21 RD | Closed |
| 0037-545213 | CRED CARD | 153.49 | City of West Jordan | 08/06/21 RD | Closed |
| 0038-545214 | CHECK | 137.24 | City of West Jordan | 08/06/21 RD | Closed |
| 0039-545217 | CHECK | 111.71 | City of West Jordan | 08/06/21 RD | Closed |
| 0040-545219 | CHECK | 193.99 | City of West Jordan | 08/06/21 RD | Closed |
| 0041-545221 | CHECK | 247.47 | City of West Jordan | 08/06/21 RD | Closed |
| 0042-545223 | CHECK | 87.00 | City of West Jordan | 08/06/21 RD | Closed |
| 0043-545224 | CHECK | 130.12 | City of West Jordan | 08/06/21 RD | Closed |
| 0044-545225 | CHECK | 143.39 | City of West Jordan | 08/06/21 RD | Closed |
| 0045-545227 | CHECK | 184.49 | City of West Jordan | 08/06/21 RD | Closed |
| 0046-545230 | CHECK | 227.42 | City of West Jordan | 08/06/21 RD | Closed |
| 0047-545275 | CRED CARD | 104.86 | City of West Jordan | 08/06/21 RD | Closed |

BK 11233 PG 7127

Batch Report -



Batch Number: 9100

Batch Date: 8/5/2021

Status: Closed

| | | | | | | |
|-------------|-----------|------|----------------|-------------|---------------------|--------|
| 0048-545277 | CHECK | 1259 | VIGIL, ORLANDO | 08/06/21 RD | City of West Jordan | 2.00 |
| 0049-545286 | CRED CARD | | NEWBOLD | 08/06/21 RD | City of West Jordan | 137.24 |
| 0050-545319 | CRED CARD | | GUNDERSON | 08/06/21 RD | City of West Jordan | 379.00 |
| 0051-545322 | CRED CARD | | WALSH | 08/06/21 RD | City of West Jordan | 620.52 |

Total: 75256.89

Batch Report -



Batch Number: 9100

Batch Date: 8/5/2021

Status: Closed

| Payment Type | # of Payments | Amount |
|-----------------------|---------------|-----------------|
| Utility Billing | 59 | 7859.64 |
| Permits / Inspections | 16 | 67397.25 |
| Total: | 75 | 75256.89 |

Batch Report -



Batch Number: 9100

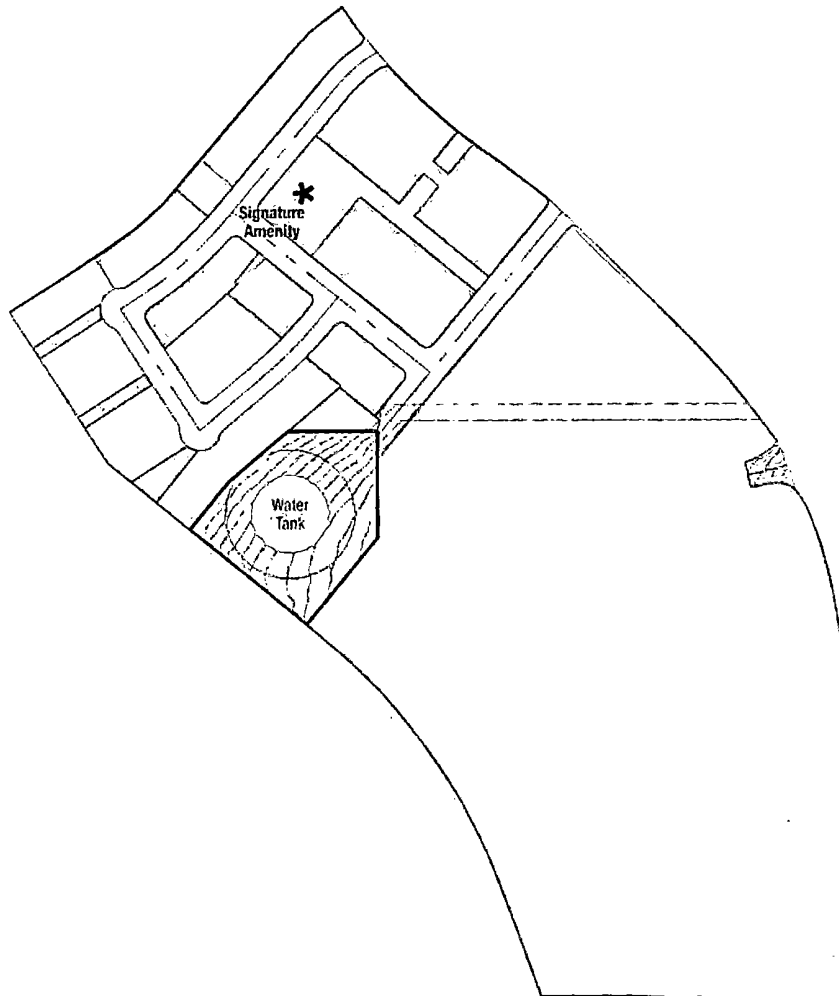
Batch Date: 8/5/2021

Status: Closed

| Tender Type | Count | Amount |
|---------------|-----------|-----------------|
| Cash | 2 | 82.00 |
| Check | 18 | 2683.69 |
| Credit Card | 33 | 72491.20 |
| Total: | 53 | 75256.89 |

Copper Rim

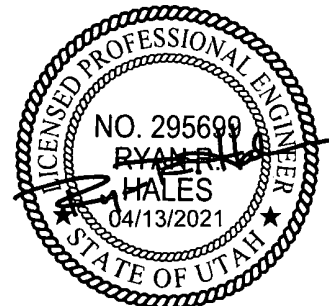
Traffic Impact Study



West Jordan, Utah

April 13, 2021

UT20-1620



EXECUTIVE SUMMARY

This study addresses the traffic impacts associated with the proposed Copper Rim development located in West Jordan, Utah. The Copper Rim development is located on the north side of 7800 South, just east of Mountain View Corridor (S.R. 85).

The purpose of this traffic impact study is to analyze traffic operations at key intersections for existing (2021), future (2026), and future (2041) conditions with and without the proposed project and to recommend mitigation measures as needed. The morning and evening peak hour level of service (LOS) results are shown in Table ES-1. Recommended storage lengths are shown in Table ES-2.

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

| Intersection | Level of Service | | | | | | | | | | | | | | | |
|-------------------------------------|------------------|----|--------|--------|--------------|----|---------------|----|--------|--------|--------------|----|---------------|----|--------------|----|
| | Existing (2021) | | | | | | Future (2026) | | | | | | Future (2041) | | | |
| | Background | | | | Plus Project | | Background | | | | Plus Project | | Background | | Plus Project | |
| | AM | PM | AM Mit | PM Mit | AM | PM | AM | PM | AM Mit | PM Mit | AM | PM | AM | PM | AM | PM |
| 1 SB MVC (S.R. 85) / 7800 South | C | D | C | C | C | C | C | C | C | C | C | C | B | C | B | C |
| 2 NB MVC (S.R. 85) / 7800 South | C | D | C | C | C | C | D | E | D | C | D | C | B | C | B | D |
| 3 Highlands Loop Road / 7800 South | A | C | A | B | A | A | A | B | A | B | A | B | B | B | B | C |
| 4 5600 West / 7800 South | C | C | C | C | C | C | C | C | C | C | C | D | C | C | C | D |
| 5 7400 South / 5600 West | c | d | c | c | c | c | c | d | d | d | d | d | e | d | f | f |
| 6 South Project Access / 7800 South | - | - | - | - | c | c | - | - | - | - | c | d | - | - | f | f |

Table ES-2: Recommended Storage Length

| Intersection | Recommended Storage Lengths (feet) | | | | | | | | | | | | | | | |
|-------------------------------------|------------------------------------|---|-----|---|------------|-----|-----|-----|-----------|-----|-----|-----|-----------|---|-----|-----|
| | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | |
| | LT | | RT | | LT | | RT | | LT | | RT | | LT | | RT | |
| | E | P | E | P | E | P | E | P | E | P | E | P | E | P | E | P |
| 1 SB MVC (S.R. 85) / 7800 South | 250 | - | 240 | - | - | - | - | - | - | - | 150 | 200 | - | - | - | - |
| 2 NB MVC (S.R. 85) / 7800 South | 250 | - | 130 | - | - | - | - | - | - | - | - | - | - | - | 170 | - |
| 4 5600 West / 7800 South | 200 | - | 200 | - | 185 | - | 200 | 225 | 225 | 275 | 200 | - | 225 | - | 200 | 300 |
| 5 7400 South / 5600 West | - | - | - | - | - | - | - | - | 150 | 175 | 150 | 175 | - | - | - | - |
| 6 South Project Access / 7800 South | - | - | - | - | - | 200 | - | - | - | 200 | - | - | - | - | - | - |

1. Storage lengths are based on 2041 95th percentile queue lengths and do not include required deceleration / taper distances
 2. E = Existing storage length (approximate), if applicable; P = proposed storage length for new turn lanes or changes to existing turn lanes, if applicable
 Source: Hales Engineering, April 2021

SUMMARY OF KEY FINDINGS & RECOMMENDATIONS

Project Conditions

- The development will consist of single-family homes, townhomes, a furniture store, a free-standing discount superstore, retail/commercial space, and restaurants.
- The project is anticipated to generate approximately 8,392 new weekday daily trips, including 486 trips in the morning peak hour, and 620 trips in the evening peak hour.
- Safe routes to schools were analyzed in full project buildout conditions for the nearby Falcon Ridge Elementary and West Hills Middle Schools.

| 2021 | | |
|-------------|--|--|
| | Background | Plus Project |
| Assumptions | <ul style="list-style-type: none"> • None | <ul style="list-style-type: none"> • 7800 South: Widened to a 5-lane roadway between MVC and 5600 West as outlined in the WFRC RTP |
| Findings | <ul style="list-style-type: none"> • NB MVC / 7800 South: Excessive westbound queuing into the Highlands Drive / 7800 South roundabout | <ul style="list-style-type: none"> • Acceptable LOS at all study intersections |
| Mitigations | <ul style="list-style-type: none"> • 7800 South: Widen to a 5-lane roadway as outlined in the WFRC RTP | <ul style="list-style-type: none"> • None |
| 2026 | | |
| | Background | Plus Project |
| Assumptions | <ul style="list-style-type: none"> • None | <ul style="list-style-type: none"> • NB MVC / 7800 South: Install exclusive westbound right-turn pocket |
| Findings | <ul style="list-style-type: none"> • Poor LOS at the NB MVC / 7800 South intersection during the afternoon peak hour | <ul style="list-style-type: none"> • Acceptable LOS at all study intersections |
| Mitigations | <ul style="list-style-type: none"> • NB MVC / 7800 South: Install exclusive westbound right-turn pocket | <ul style="list-style-type: none"> • None |
| 2041 | | |
| | Background | Plus Project |
| Assumptions | <ul style="list-style-type: none"> • Mountain View Corridor: Freeway completed | <ul style="list-style-type: none"> • None |
| Findings | <ul style="list-style-type: none"> • Poor LOS at the 7400 South / 5600 West intersection | <ul style="list-style-type: none"> • Poor LOS at the 7400 South / 5600 West and South Project Access / 7800 South intersections |
| Mitigations | <ul style="list-style-type: none"> • None, traffic will reroute to avoid delays | <ul style="list-style-type: none"> • 7400 South / 5600 West: Install signal when warrants are met • A new collector road may connect the project from 7000 South along the project to Highlands Loop Road and continue to 5600 West. It is anticipated that traffic will be able to reroute and distribute accordingly. |

TABLE OF CONTENTS

EXECUTIVE SUMMARYi

SUMMARY OF KEY FINDINGS & RECOMMENDATIONS.....ii

TABLE OF CONTENTSiii

LIST OF TABLES.....v

LIST OF FIGURESv

I. INTRODUCTION1

A. Purpose1

B. Scope.....2

C. Analysis Methodology.....2

D. Level of Service Standards.....2

II. EXISTING (2021) BACKGROUND CONDITIONS4

A. Purpose4

B. Roadway System.....4

C. Traffic Volumes.....4

D. Level of Service Analysis.....5

E. Queuing Analysis.....5

F. Mitigation Measures.....5

G. Mitigated Scenario8

III. PROJECT CONDITIONS9

A. Purpose9

B. Project Description.....9

C. Trip Generation.....9

D. Trip Distribution and Assignment.....11

E. Access12

F. Safe Routes to School Analysis.....19

IV. EXISTING (2021) PLUS PROJECT CONDITIONS21

A. Purpose21

B. Traffic Volumes.....21

C. Level of Service Analysis.....21

D. Queuing Analysis.....21

E. Mitigation Measures.....21

V. FUTURE (2026) BACKGROUND CONDITIONS.....25

A. Purpose25

B. Roadway Network.....25

C. Traffic Volumes.....25

D. Level of Service Analysis.....25

E. Queuing Analysis.....25

F. Mitigation Measures.....28

G. Mitigated Scenario.....28

VI. FUTURE (2026) PLUS PROJECT CONDITIONS30

A. Purpose30

B. Traffic Volumes.....30

C. Level of Service Analysis.....30

D. Queuing Analysis.....30

| | |
|--|-----------|
| E. Mitigation Measures..... | 30 |
| VII. FUTURE (2041) BACKGROUND CONDITIONS..... | 34 |
| A. Purpose | 34 |
| B. Roadway Network..... | 34 |
| C. Traffic Volumes..... | 34 |
| D. Level of Service Analysis..... | 34 |
| E. Queuing Analysis..... | 35 |
| F. Mitigation Measures..... | 38 |
| VIII. FUTURE (2041) PLUS PROJECT CONDITIONS | 39 |
| A. Purpose | 39 |
| B. Traffic Volumes..... | 39 |
| C. Level of Service Analysis..... | 39 |
| D. Queuing Analysis..... | 39 |
| E. Mitigation Measures..... | 42 |
| F. Recommended Storage Lengths..... | 43 |
| | |
| Appendix A: Turning Movement Counts | |
| Appendix B: LOS Results | |
| Appendix C: Project Site Plan | |
| Appendix D: Queuing Results | |
| Appendix E: Internal Capture Reductions | |
| Appendix F: Safe Routes Utah School Maps | |

LIST OF TABLES

Table 1: Level of Service Description3
 Table 2: Existing (2021) Background Morning and Evening Peak Hour LOS8
 Table 3: Mitigated Existing (2021) Background Peak Hour LOS.....8
 Table 4: Project Land Uses9
 Table 5: Trip Generation (2021)10
 Table 6: Trip Generation (2026)10
 Table 7: Trip Generation (2041)11
 Table 8: Trip Distribution.....12
 Table 9: Existing (2021) Plus Project Morning and Evening Peak Hour LOS24
 Table 10: Future (2026) Background Morning and Evening Peak Hour LOS.....28
 Table 11: Future (2026) Background Morning and Evening Peak Hour LOS.....29
 Table 12: Future (2026) Plus Project Morning and Evening Peak Hour LOS.....33
 Table 13: Future (2041) Background Morning and Evening Peak Hour LOS.....38
 Table 14: Future (2041) Plus Project Morning and Evening Peak Hour LOS.....42
 Table 15: Recommended Storage Lengths43

LIST OF FIGURES

Figure 1: Vicinity map showing the project location in West Jordan, Utah1
 Figure 2: Existing (2021) background morning and evening peak hour traffic volumes6
 Figure 3: Trip assignment for the morning and evening peak hour13
 Figure 4: Existing (2021) plus project morning and evening peak hour traffic volumes22
 Figure 5: Future (2026) background morning and evening peak hour volumes26
 Figure 6: Future (2026) plus project morning and evening peak hour volumes31
 Figure 7: Future (2041) background morning and evening peak hour volumes36
 Figure 8: Future (2041) plus project morning and evening peak hour volumes40

I. INTRODUCTION

A. Purpose

This study addresses the traffic impacts associated with the proposed Copper Rim development located in West Jordan, Utah. The proposed project is located on the north side of 7800 South, just east of Mountain View Corridor (S.R. 85). Figure 1 shows a vicinity map of the proposed development.

The purpose of this traffic impact study is to analyze traffic operations at key intersections for existing (2021), future (2026), and future (2041) conditions with and without the proposed project and to recommend mitigation measures as needed.

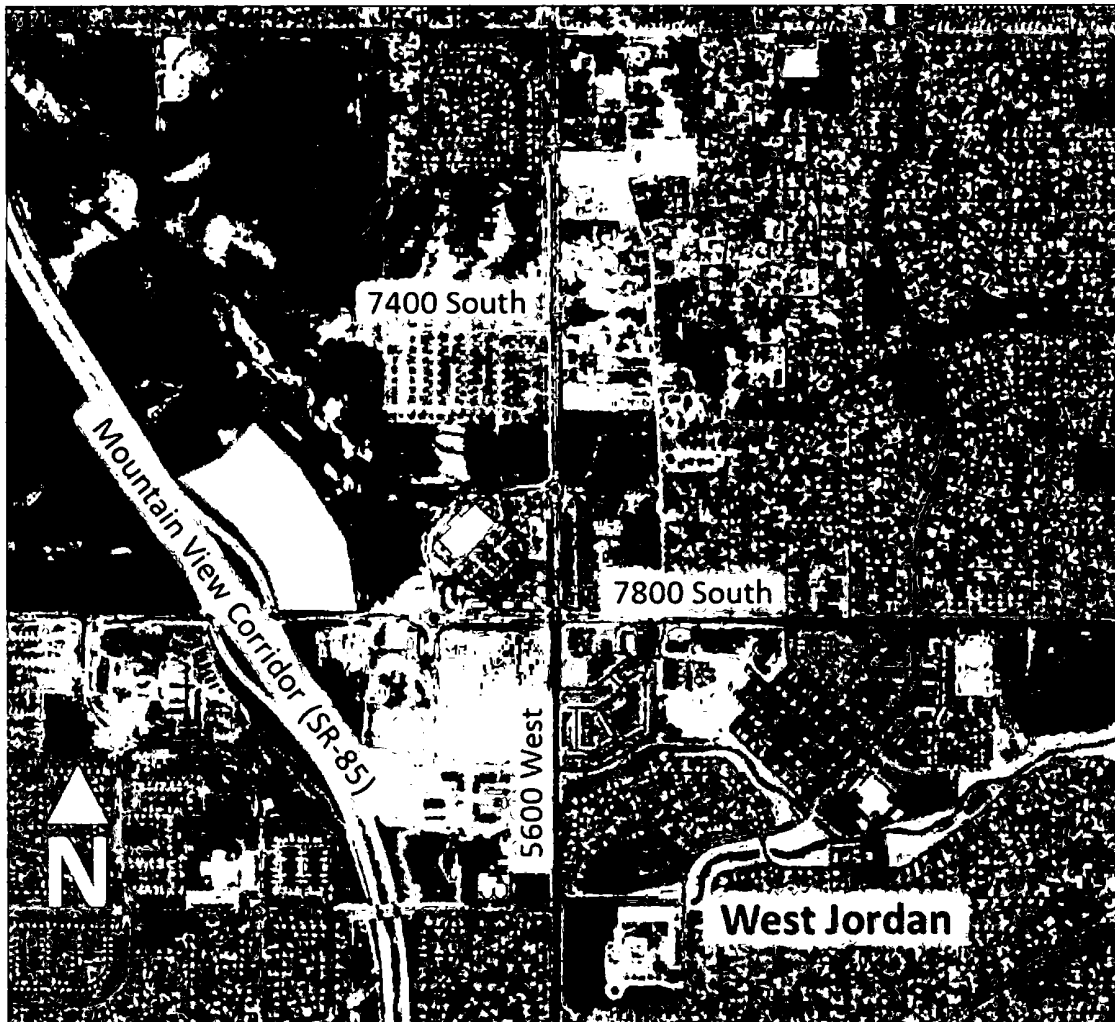


Figure 1: Vicinity map showing the project location in West Jordan, Utah

B. Scope

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

- SB Mountain View Corridor (S.R. 85) / 7800 South
- NB Mountain View Corridor (S.R. 85) / 7800 South
- Highlands Loop Road / 7800 South
- 5600 West / 7800 South
- 7400 South / 5600 West
- Project Access / 7800 South

C. Analysis Methodology

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







The *Highway Capacity Manual (HCM)*, 6th Edition, 2016 methodology was used in this study to remain consistent with "state-of-the-practice" professional standards. This methodology has different quantitative evaluations for signalized and unsignalized intersections. For signalized, roundabout, and all-way stop-controlled (AWSC) intersections, the LOS is provided for the overall intersection (weighted average of all approach delays). For all other unsignalized intersections, LOS is reported based on the worst movement.

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

D. Level of Service Standards

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

Table 1: Level of Service Description

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

Source: Hales Engineering Descriptions, based on the *Highway Capacity Manual (HCM)*, 6th Edition, 2016 Methodology (Transportation Research Board)

II. EXISTING (2021) BACKGROUND CONDITIONS

A. Purpose

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

B. Roadway System

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

7800 South – Is a city-maintained roadway that is classified as a “city arterial” in the West Jordan Transportation Master Plan (2014). 7800 South has two lanes in each direction with a two-way left-turn lane (TWLTL) to the east of 5600 West, two lanes in each direction with a raised median from 5600 West to Highland Loop, and then tapers down to a one lane in each direction briefly before intersecting with Mountain View Corridor from the east side. At the project site, there is currently one travel lane in each direction with a median.

5600 West – Is a city-maintained roadway that is classified as a “city arterial” in the West Jordan Transportation Master Plan (2014). 5600 West has two travel lanes in each direction with a center TWLTL.

C. Traffic Volumes

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

- SB Mountain View Corridor (S.R. 85) / 7800 South
- NB Mountain View Corridor (S.R. 85) / 7800 South
- Highlands Loop Road / 7800 South
- 5600 West / 7800 South
- 7400 South / 5600 West

The counts were performed on Thursday, January 30, 2020. The morning peak hour was determined to be between 7:15 and 8:15 a.m., and the evening peak hour was determined to be between 4:30 and 5:30 p.m. The morning and evening peak hour volumes were both used in the analysis based on West Jordan City standards. Detailed count data are included in Appendix A.

Hales Engineering made seasonal adjustments to the observed traffic volumes. Monthly traffic volume data were obtained from a nearby UDOT automatic traffic recorder (ATR) on Mountain View Corridor (S.R. 85) (ATR #634). In recent years, traffic volumes in April have been equal to

approximately 90% of average traffic volumes. The observed traffic volumes were adjusted accordingly to determine average turning movement counts at the study intersections.

The collected 2020 morning and peak hour traffic volumes were grown to a 2021 non-COVID-19 condition using National Cooperative Highway Research Program (NCHRP) 255 methodologies which utilize existing peak period turn volumes and future average weekday daily traffic (AWDT) volumes to project the future turn volumes at the major intersections. Future forecasted average daily traffic volumes were obtained from the Wasatch Front Regional Council (WFRC) travel demand model.

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

D. Level of Service Analysis

Hales Engineering determined that all study intersections are currently operating at acceptable levels of service during the morning and evening peak hour, as shown in Table 2. These results serve as a baseline condition for the impact analysis of the proposed development during existing (2021) conditions.

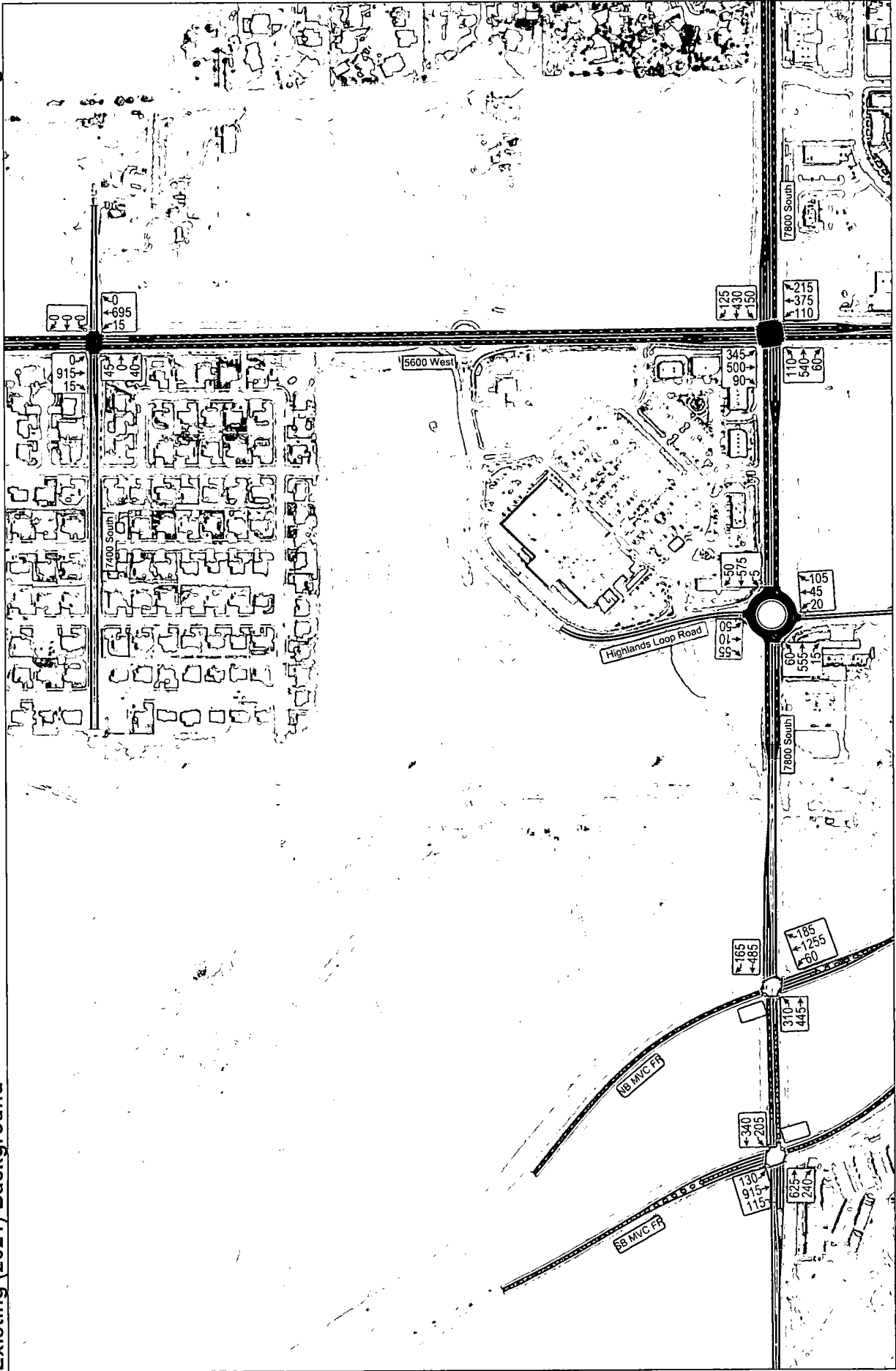
E. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. Significant 95th percentile queue lengths during the morning and evening peak hour are summarized as follows:

- SB MVC (S.R. 85) / 7800 South:
 - Southbound: 700 feet (evening)
 - Westbound: 600 feet (evening)
- NB MVC (S.R. 85) / 7800 South:
 - Westbound: >1,000 feet (evening)
- Highlands Loop Road / 7800 South:
 - Southbound: 450 feet (evening)
 - Westbound: 300 feet (evening)

F. Mitigation Measures

Significant queuing was observed on the westbound approach of 7800 South between Highlands Loop Road and Mountain View Corridor, often extending into the Highlands Loop Road / 7800 South roundabout. This is, in part, caused by a bottleneck that is created when the westbound lanes exiting the roundabout are merged into one lane while approaching Mountain View Corridor. It is recommended that 7800 South be widened to contain two through-lanes in each direction on 7800 South west of Highlands Loop Road. The Wasatch Front Regional Council (WFRC) Regional Transportation Plan (RTP) indicates existing plans to widen this portion of 7800 South to a five-lane roadway. Hales Engineering recommends that this upgrade take place as soon as possible. No additional mitigation measures are recommended.



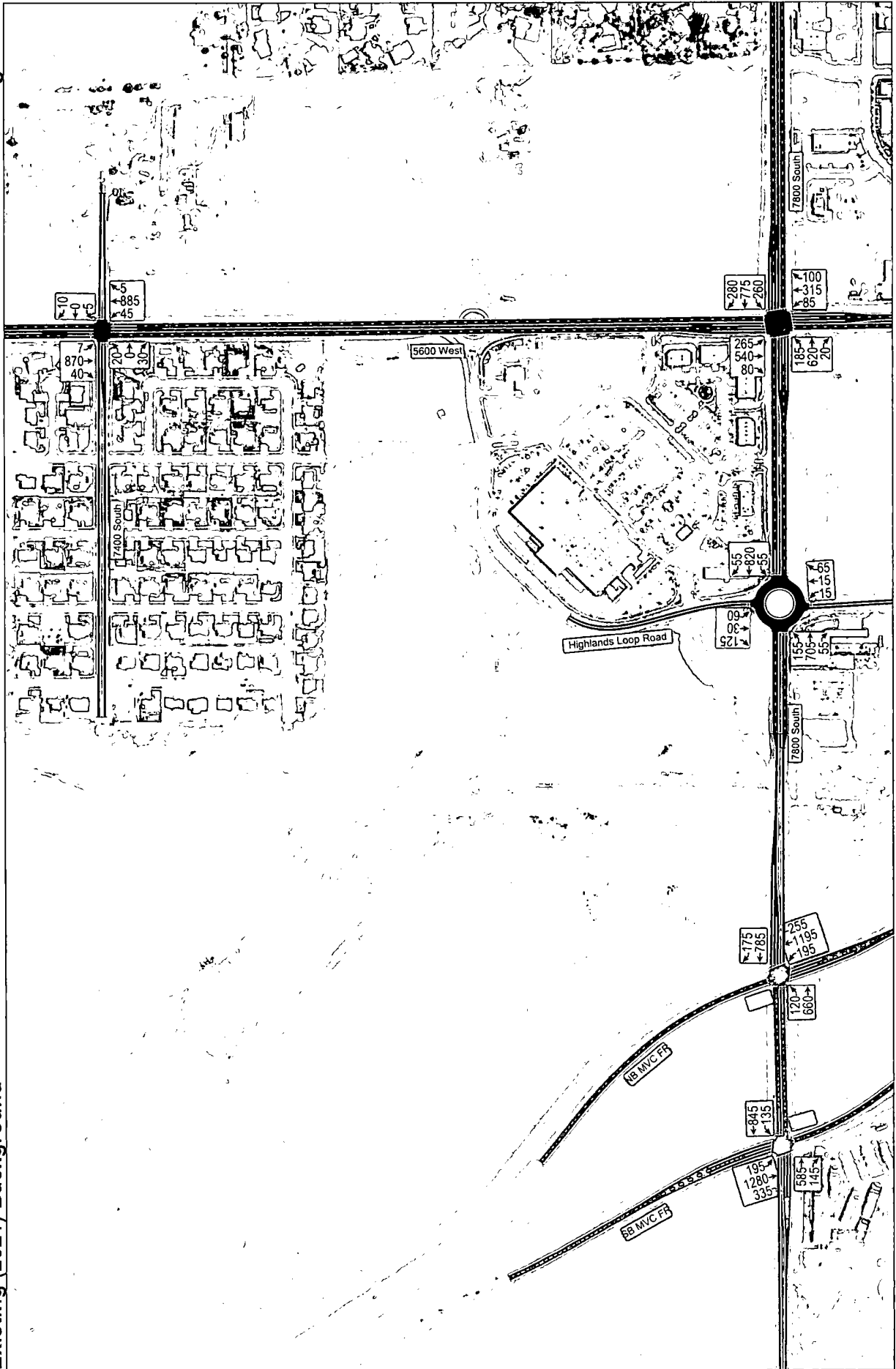


Table 2: Existing (2021) Background Morning and Evening Peak Hour LOS

| Intersection | | LOS (Sec. Delay / Veh.) / Movement ¹ | |
|----------------------------------|------------|---|----------------|
| Description | Control | Morning Peak | Evening Peak |
| SB MVC (S.R. 85) / 7800 South | Signal | C (21.8) | D (42.2) |
| NB MVC (S.R. 85) / 7800 South | Signal | C (32.5) | D (54.4) |
| Highlands Loop Road / 7800 South | Roundabout | A (6.3) | C (16.4) |
| 5600 West / 7800 South | Signal | C (24.6) | C (29.9) |
| 7400 South / 5600 West | EB/WB Stop | c (20.4) / EBL | d (33.5) / WBL |

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

Source: Hales Engineering, April 2021

G. Mitigated Scenario

Hales engineering performed an analysis on existing (2021) background conditions with the recommended traffic mitigations during the morning and evening peak hours. Signal timing was also optimized for the new roadway conditions in these scenarios. Mitigated scenario LOS results are shown in Table 3.

Table 3: Mitigated Existing (2021) Background Peak Hour LOS

| Intersection | | LOS (Sec. Delay / Veh.) / Movement ¹ | |
|----------------------------------|------------|---|----------------|
| Description | Control | Morning Peak | Evening Peak |
| SB MVC (S.R. 85) / 7800 South | Signal | C (21.6) | C (23.2) |
| NB MVC (S.R. 85) / 7800 South | Signal | C (25.3) | C (28.5) |
| Highlands Loop Road / 7800 South | Roundabout | A (6.7) | B (10.1) |
| 5600 West / 7800 South | Signal | C (24.2) | C (30.1) |
| 7400 South / 5600 West | EB/WB Stop | c (21.1) / EBL | c (24.2) / WBL |

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

Source: Hales Engineering, April 2021

III. PROJECT CONDITIONS

A. Purpose

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

B. Project Description

The proposed Copper Rim development is located on the north side of 7800 South, east of Mountain View Corridor. The development will consist of residential single-family units, townhomes, a furniture store, a free-standing discount superstore, commercial/retail space, fast-food and high-turnover (sit-down) restaurants. A concept plan for the proposed development is provided in Appendix C. The proposed land use for the development has been identified in Table 4.

Table 4: Project Land Uses

| Land Use | Intensity |
|-------------------------------------|---------------------|
| Single-family detached housing | 55 Units |
| Townhomes | 67 Units |
| Furniture Store | 74,500 sq. ft. GFA |
| Free-Standing Discount Superstore | 130,000 sq. ft. GFA |
| Commercial/Retail | 22,922 sq. ft. GFA |
| Fast-Food Restaurant | 3,000 sq. ft. GFA |
| High-Turnover (Sit-Down) Restaurant | 18,800 sq. ft. GFA |

C. Trip Generation

Trip generation for the development was calculated using trip generation rates published in the Institute of Transportation Engineers (ITE), *Trip Generation*, 10th Edition, 2017. Trip generation for the proposed project is included in Table 5, Table 6, and Table 7.

Development for the Copper Rim project is anticipated to take place in three phases. The first phase will be complete for the 2021 horizon year and includes both single-family and multi-family residential. Phase 2 will be complete for the 2026 horizon year and includes the addition of a furniture store. Phase 3 of the project will be complete by the 2041 horizon year and will include all proposed land uses.

Hales Engineering estimated certain trip reductions for internal capture and pass-by trips according to the NCHRP 684 Internal Trip Capture Estimation Tool and ITE pass-by data. Detailed internal capture calculations can be found in Appendix E.

The total new trip generation and pass-by trips for the development in full-build conditions is as follows:

- Daily Trips: 8,392 (+2,630 pass-by)
- Morning Peak Hour Trips: 486 (+160 pass-by)
- Evening Peak Hour Trips: 620 (+245 pass-by)

Table 5: Trip Generation (2021)

| Trip Generation (2021) | | | | | | | | | | | | | |
|---|------------|----------------|-----------------|------------|-----------|----------------|---------------|------------------|-------------------|--------------------|-------------------|-----------------------|--|
| West Jordan - Copper Rim TIS Update | | | | | | | | | | | | | |
| Weekday Daily | # of Units | Unit Type | Trip Generation | % Entering | % Exiting | Trips Entering | Trips Exiting | Internal Capture | Pass-by Reduction | New Trips Entering | New Trips Exiting | Total New Daily Trips | |
| H.Y. Land Use ¹ | | | | | | | | | | | | | |
| 2021 Single-Family Detached Housing (210) | 55 | Dwelling Units | 600 | 50% | 50% | 300 | 300 | 0% | 0% | 300 | 300 | 600 | |
| 2021 Multifamily Housing (Low-Rise) (220) | 67 | Dwelling Units | 466 | 50% | 50% | 233 | 233 | 0% | 0% | 233 | 233 | 466 | |
| Total | | | 1,066 | | | 533 | 533 | | | 533 | 533 | 1,066 | |
| Morning Peak Hour | | | | | | | | | | | | | |
| H.Y. Land Use ¹ | # of Units | Unit Type | Trip Generation | % Entering | % Exiting | Trips Entering | Trips Exiting | Internal Capture | Pass-by Reduction | New Trips Entering | New Trips Exiting | Total New AM Trips | |
| 2021 Single-Family Detached Housing (210) | 55 | Dwelling Units | 44 | 25% | 75% | 11 | 33 | 0% | 0% | 11 | 33 | 44 | |
| 2021 Multifamily Housing (Low-Rise) (220) | 67 | Dwelling Units | 34 | 23% | 77% | 8 | 26 | 0% | 0% | 8 | 26 | 34 | |
| Total | | | 78 | | | 19 | 59 | | | 19 | 59 | 78 | |
| Evening Peak Hour | | | | | | | | | | | | | |
| H.Y. Land Use ¹ | # of Units | Unit Type | Trip Generation | % Entering | % Exiting | Trips Entering | Trips Exiting | Internal Capture | Pass-by Reduction | New Trips Entering | New Trips Exiting | Total New PM Trips | |
| 2021 Single-Family Detached Housing (210) | 55 | Dwelling Units | 58 | 63% | 37% | 37 | 21 | 0% | 0% | 37 | 21 | 58 | |
| 2021 Multifamily Housing (Low-Rise) (220) | 67 | Dwelling Units | 42 | 63% | 37% | 26 | 16 | 0% | 0% | 26 | 16 | 42 | |
| Total | | | 100 | | | 63 | 37 | | | 63 | 37 | 100 | |

¹ Land Use Code from the Institute of Transportation Engineers (ITE) Trip Generation, 10th Edition, 2017

SOURCE: Hales Engineering, April 2021

Table 6: Trip Generation (2026)

| Trip Generation (2026) | | | | | | | | | | | | | |
|---|------------|-------------------|-----------------|------------|-----------|----------------|---------------|------------------|-------------------|--------------------|-------------------|-----------------------|--|
| West Jordan - Copper Rim TIS Update | | | | | | | | | | | | | |
| Weekday Daily | # of Units | Unit Type | Trip Generation | % Entering | % Exiting | Trips Entering | Trips Exiting | Internal Capture | Pass-by Reduction | New Trips Entering | New Trips Exiting | Total New Daily Trips | |
| H.Y. Land Use ¹ | | | | | | | | | | | | | |
| 2021 Single-Family Detached Housing (210) | 55 | Dwelling Units | 600 | 50% | 50% | 300 | 300 | 0% | 0% | 300 | 300 | 600 | |
| 2021 Multifamily Housing (Low-Rise) (220) | 67 | Dwelling Units | 466 | 50% | 50% | 233 | 233 | 0% | 0% | 233 | 233 | 466 | |
| 2026 Furniture Store (890) | 74.5 | 1,000 Sq. Ft. GLA | 470 | 50% | 50% | 235 | 235 | 0% | 0% | 235 | 235 | 470 | |
| Total | | | 1,536 | | | 768 | 768 | | | 768 | 768 | 1,536 | |
| Morning Peak Hour | | | | | | | | | | | | | |
| H.Y. Land Use ¹ | # of Units | Unit Type | Trip Generation | % Entering | % Exiting | Trips Entering | Trips Exiting | Internal Capture | Pass-by Reduction | New Trips Entering | New Trips Exiting | Total New AM Trips | |
| 2021 Single-Family Detached Housing (210) | 55 | Dwelling Units | 44 | 25% | 75% | 11 | 33 | 0% | 0% | 11 | 33 | 44 | |
| 2021 Multifamily Housing (Low-Rise) (220) | 67 | Dwelling Units | 34 | 23% | 77% | 8 | 26 | 0% | 0% | 8 | 26 | 34 | |
| 2026 Furniture Store (890) | 74.5 | 1,000 Sq. Ft. GLA | 20 | 71% | 29% | 14 | 6 | 0% | 0% | 14 | 6 | 20 | |
| Total | | | 98 | | | 33 | 65 | | | 33 | 65 | 98 | |
| Evening Peak Hour | | | | | | | | | | | | | |
| H.Y. Land Use ¹ | # of Units | Unit Type | Trip Generation | % Entering | % Exiting | Trips Entering | Trips Exiting | Internal Capture | Pass-by Reduction | New Trips Entering | New Trips Exiting | Total New PM Trips | |
| 2021 Single-Family Detached Housing (210) | 55 | Dwelling Units | 58 | 63% | 37% | 37 | 21 | 0% | 0% | 37 | 21 | 58 | |
| 2021 Multifamily Housing (Low-Rise) (220) | 67 | Dwelling Units | 42 | 63% | 37% | 26 | 16 | 0% | 0% | 26 | 16 | 42 | |
| 2026 Furniture Store (890) | 74.5 | 1,000 Sq. Ft. GLA | 40 | 47% | 53% | 19 | 21 | 0% | 30% | 13 | 15 | 28 | |
| Total | | | 140 | | | 82 | 58 | | | 76 | 52 | 128 | |

¹ Land Use Code from the Institute of Transportation Engineers (ITE) Trip Generation, 10th Edition, 2017

SOURCE: Hales Engineering, April 2021

Table 7: Trip Generation (2041)

| Trip Generation (2041) | | | | | | | | | | | | | |
|-------------------------------------|--|------------|-------------------|-----------------|------------|-----------|----------------|---------------|------------------|-------------------|--------------------|-------------------|-----------------------|
| West Jordan - Copper Rim TIS Update | | | | | | | | | | | | | |
| Weekday Daily | | # of Units | Unit Type | Trip Generation | % Entering | % Exiting | Trips Entering | Trips Exiting | Internal Capture | Pass-by Reduction | New Trips Entering | New Trips Exiting | Total New Daily Trips |
| H.Y. | Land Use ¹ | | | | | | | | | | | | |
| 2021 | Single-Family Detached Housing (210) | 55 | Dwelling Units | 600 | 50% | 50% | 300 | 300 | 12% | 0% | 264 | 264 | 528 |
| 2021 | Multifamily Housing (Low-Rise) (220) | 67 | Dwelling Units | 466 | 50% | 50% | 233 | 233 | 12% | 0% | 205 | 205 | 410 |
| 2026 | Furniture Store (890) | 74.5 | 1,000 Sq. Ft. GLA | 470 | 50% | 50% | 235 | 235 | 12% | 0% | 207 | 207 | 414 |
| 2041 | Free-Standing Discount Superstore (813) | 130.0 | 1,000 Sq. Ft. GFA | 6,592 | 50% | 50% | 3,296 | 3,296 | 12% | 25% | 2,175 | 2,175 | 4,350 |
| 2041 | Shopping Center (820) | 12.2 | 1,000 Sq. Ft. GLA | 464 | 50% | 50% | 232 | 232 | 12% | 0% | 204 | 204 | 408 |
| 2041 | Shopping Center (820) | 10.7 | 1,000 Sq. Ft. GLA | 404 | 50% | 50% | 202 | 202 | 12% | 0% | 178 | 178 | 356 |
| 2041 | Fast-Food Restaurant with Drive-Through Window (934) | 3.0 | 1,000 Sq. Ft. GFA | 1,414 | 50% | 50% | 707 | 707 | 12% | 50% | 311 | 311 | 622 |
| 2041 | High-Turnover (Sit-Down) Restaurant (932) | 7.9 | 1,000 Sq. Ft. GFA | 888 | 50% | 50% | 444 | 444 | 12% | 30% | 274 | 274 | 548 |
| 2041 | High-Turnover (Sit-Down) Restaurant (932) | 7.9 | 1,000 Sq. Ft. GFA | 888 | 50% | 50% | 444 | 444 | 12% | 30% | 274 | 274 | 548 |
| 2041 | High-Turnover (Sit-Down) Restaurant (932) | 3.0 | 1,000 Sq. Ft. GFA | 338 | 50% | 50% | 169 | 169 | 12% | 30% | 104 | 104 | 208 |
| Total | | | | 12,524 | | | 6,262 | 6,262 | | | 4,196 | 4,196 | 8,392 |
| Morning Peak Hour | | # of Units | Unit Type | Trip Generation | % Entering | % Exiting | Trips Entering | Trips Exiting | Internal Capture | Pass-by Reduction | New Trips Entering | New Trips Exiting | Total New AM Trips |
| H.Y. | Land Use ¹ | | | | | | | | | | | | |
| 2021 | Single-Family Detached Housing (210) | 55 | Dwelling Units | 44 | 25% | 75% | 11 | 33 | 5% | 0% | 10 | 31 | 41 |
| 2021 | Multifamily Housing (Low-Rise) (220) | 67 | Dwelling Units | 34 | 23% | 77% | 8 | 26 | 5% | 0% | 8 | 25 | 33 |
| 2026 | Furniture Store (890) | 74.5 | 1,000 Sq. Ft. GLA | 20 | 71% | 29% | 14 | 6 | 5% | 0% | 13 | 6 | 19 |
| 2041 | Free-Standing Discount Superstore (813) | 130.0 | 1,000 Sq. Ft. GFA | 242 | 56% | 44% | 136 | 106 | 5% | 15% | 110 | 88 | 196 |
| 2041 | Shopping Center (820) | 12.2 | 1,000 Sq. Ft. GLA | 12 | 62% | 38% | 7 | 5 | 5% | 0% | 7 | 5 | 12 |
| 2041 | Shopping Center (820) | 10.7 | 1,000 Sq. Ft. GLA | 12 | 62% | 38% | 7 | 5 | 5% | 0% | 7 | 5 | 12 |
| 2041 | Fast-Food Restaurant with Drive-Through Window (934) | 3.0 | 1,000 Sq. Ft. GFA | 122 | 51% | 49% | 62 | 60 | 5% | 45% | 32 | 31 | 63 |
| 2041 | High-Turnover (Sit-Down) Restaurant (932) | 7.9 | 1,000 Sq. Ft. GFA | 80 | 55% | 45% | 44 | 36 | 5% | 40% | 25 | 21 | 46 |
| 2041 | High-Turnover (Sit-Down) Restaurant (932) | 7.9 | 1,000 Sq. Ft. GFA | 80 | 55% | 45% | 44 | 36 | 5% | 40% | 25 | 21 | 46 |
| 2041 | High-Turnover (Sit-Down) Restaurant (932) | 3.0 | 1,000 Sq. Ft. GFA | 30 | 55% | 45% | 17 | 14 | 5% | 40% | 10 | 8 | 18 |
| Total | | | | 676 | | | 350 | 327 | | | 247 | 239 | 486 |
| Evening Peak Hour | | # of Units | Unit Type | Trip Generation | % Entering | % Exiting | Trips Entering | Trips Exiting | Internal Capture | Pass-by Reduction | New Trips Entering | New Trips Exiting | Total New PM Trips |
| H.Y. | Land Use ¹ | | | | | | | | | | | | |
| 2021 | Single-Family Detached Housing (210) | 55 | Dwelling Units | 58 | 63% | 37% | 37 | 21 | 20% | 0% | 30 | 17 | 47 |
| 2021 | Multifamily Housing (Low-Rise) (220) | 67 | Dwelling Units | 42 | 63% | 37% | 26 | 16 | 20% | 0% | 21 | 13 | 34 |
| 2026 | Furniture Store (890) | 74.5 | 1,000 Sq. Ft. GLA | 40 | 47% | 53% | 19 | 21 | 20% | 30% | 11 | 12 | 22 |
| 2041 | Free-Standing Discount Superstore (813) | 130.0 | 1,000 Sq. Ft. GFA | 564 | 49% | 51% | 276 | 288 | 20% | 25% | 166 | 173 | 339 |
| 2041 | Shopping Center (820) | 12.2 | 1,000 Sq. Ft. GLA | 48 | 48% | 52% | 23 | 25 | 20% | 30% | 13 | 14 | 27 |
| 2041 | Shopping Center (820) | 10.7 | 1,000 Sq. Ft. GLA | 42 | 48% | 52% | 20 | 22 | 20% | 30% | 11 | 12 | 23 |
| 2041 | Fast-Food Restaurant with Drive-Through Window (934) | 3.0 | 1,000 Sq. Ft. GFA | 100 | 52% | 48% | 52 | 48 | 20% | 50% | 21 | 19 | 40 |
| 2041 | High-Turnover (Sit-Down) Restaurant (932) | 7.9 | 1,000 Sq. Ft. GFA | 78 | 62% | 38% | 48 | 30 | 20% | 40% | 23 | 14 | 37 |
| 2041 | High-Turnover (Sit-Down) Restaurant (932) | 7.9 | 1,000 Sq. Ft. GFA | 78 | 62% | 38% | 48 | 30 | 20% | 40% | 23 | 14 | 37 |
| 2041 | High-Turnover (Sit-Down) Restaurant (932) | 3.0 | 1,000 Sq. Ft. GFA | 30 | 62% | 38% | 19 | 11 | 20% | 40% | 9 | 5 | 14 |
| Total | | | | 1,080 | | | 568 | 512 | | | 328 | 293 | 620 |

1. Land Use Code from the Institute of Transportation Engineers (ITE) *Traffic Generation*, 10th Edition, 2017.

SOURCE: Hales Engineering, April 2021

D. Trip Distribution and Assignment

Project traffic is assigned to the roadway network based on the type of trip and the proximity of project access points to major streets, high population densities, and regional trip attractions. Existing travel patterns observed during data collection also provide helpful guidance to establishing these distribution percentages, especially near the site. The resulting distribution of project generated trips during the morning and evening peak hour is shown in Table 8.

Pass-by trip distributions were based on projected traffic volume proportions in the east and west directions along 7800 South during each horizon year. For the future (2041) morning peak hour scenario, pass-by trips were distributed 52 percent eastbound and 48 percent westbound. For both future (2026) and future (2041) evening peak hour scenarios, pass-by trips were distributed 50 percent eastbound and 50 percent westbound.

Table 8: Trip Distribution

| Direction | % To/From Project |
|-----------|-------------------|
| North | 50% |
| South | 25% |
| East | 5% |
| West | 20% |

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

E. Access

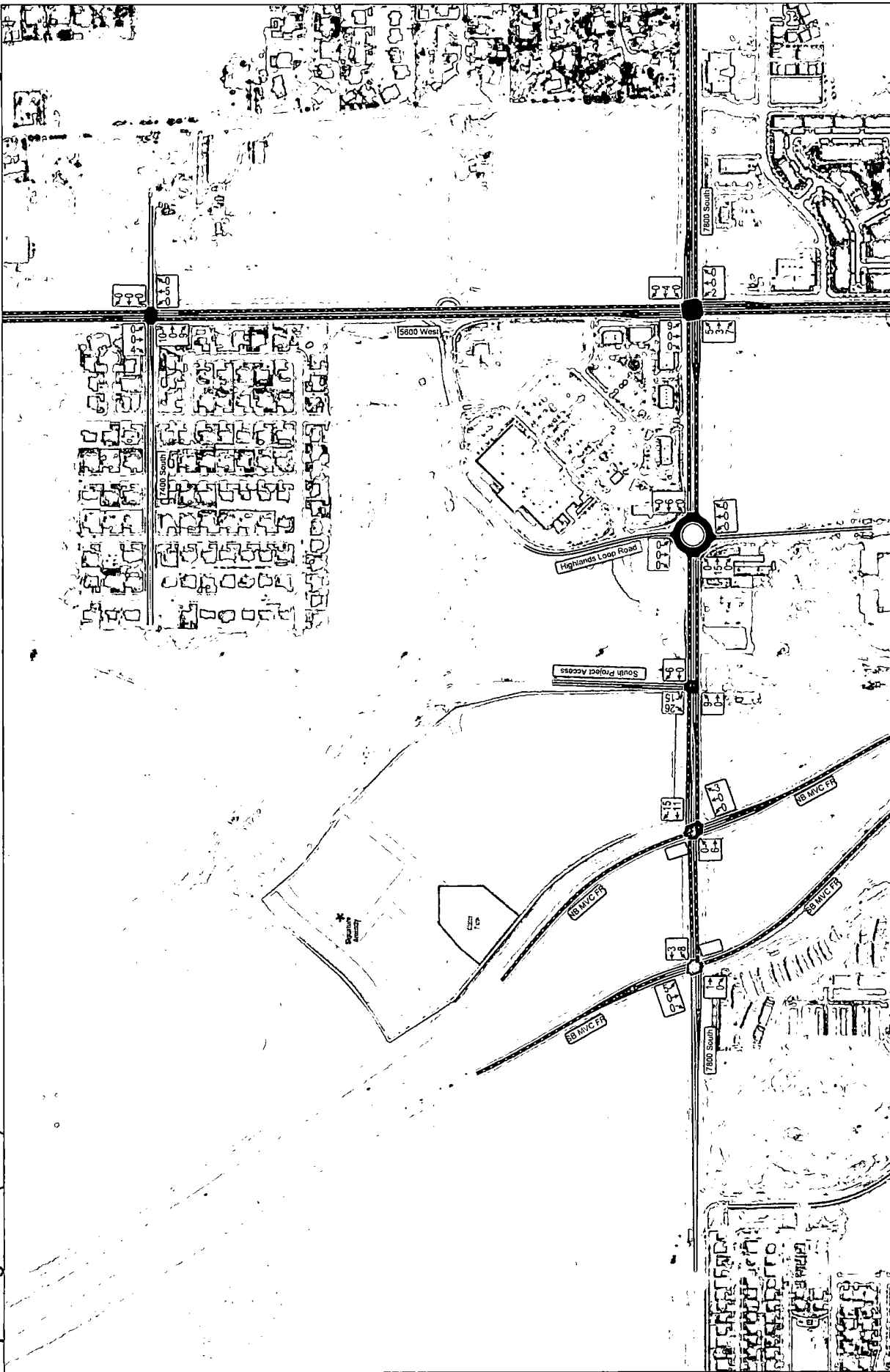
The proposed access for the site will be gained at the following locations (see also concept plan in Appendix C):

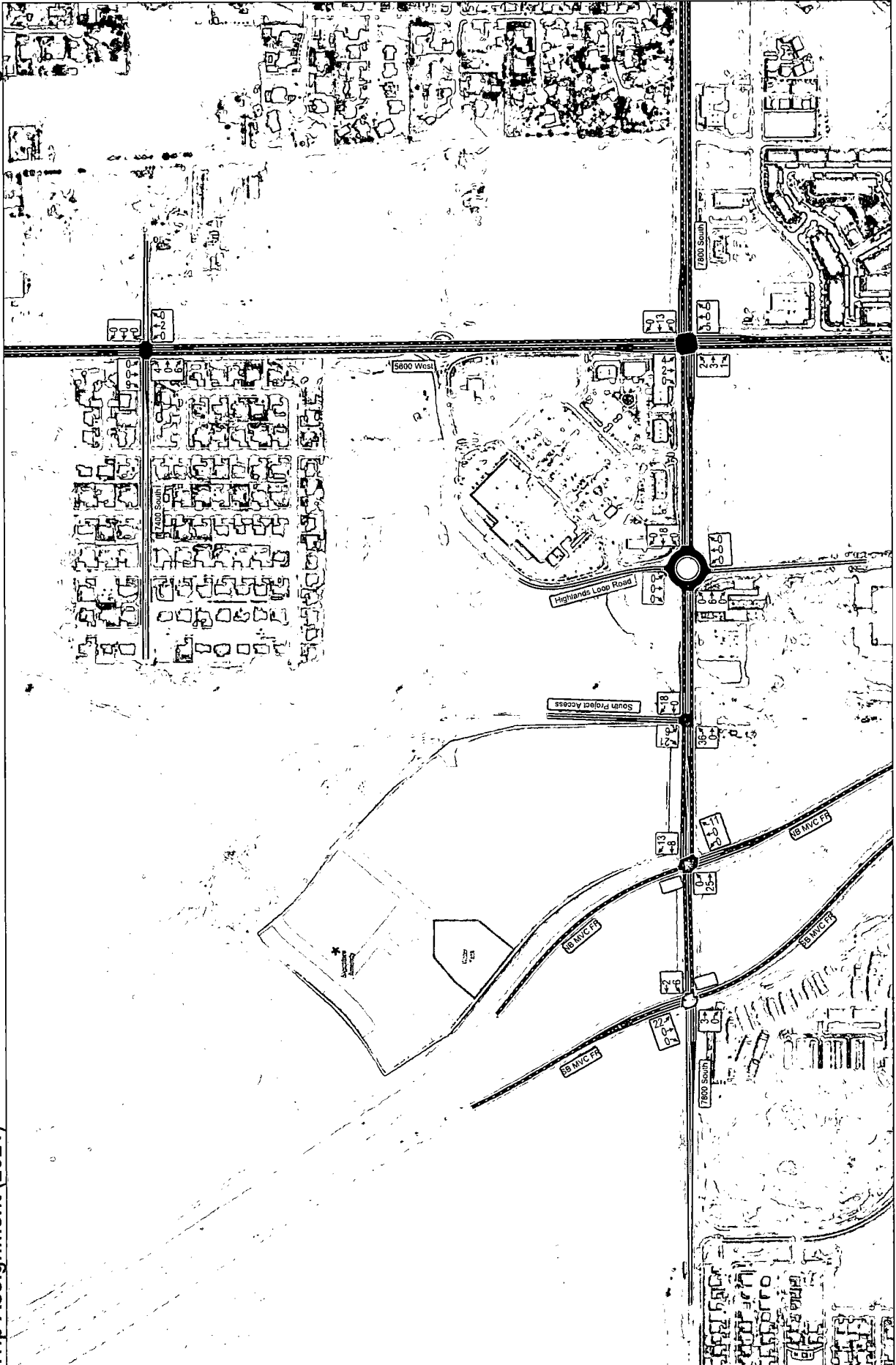
7800 South:

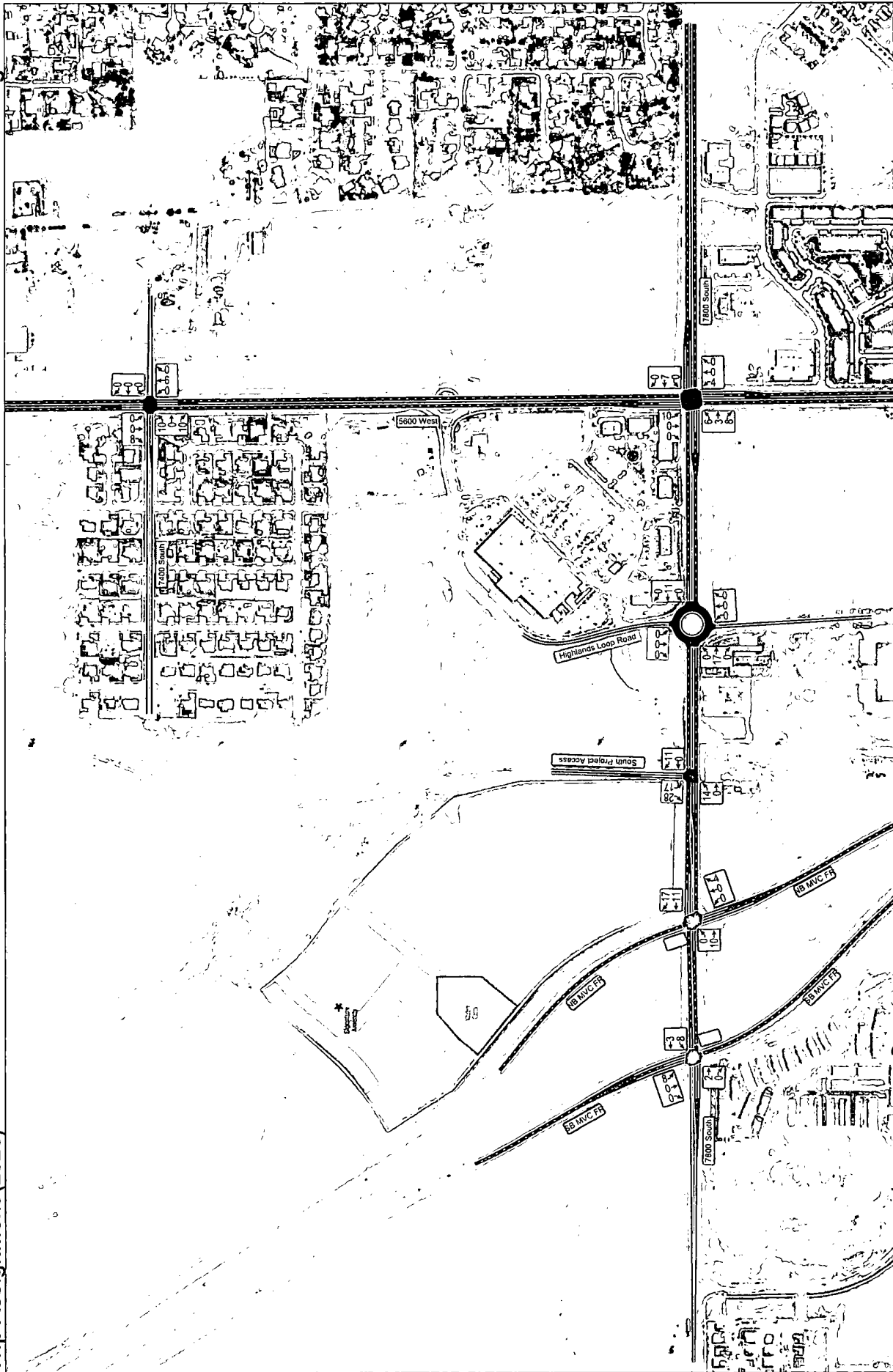
- Project access will be located approximately 730 feet east of the NB Mountain View Corridor / 7800 South intersection. It will access the project on the north side of 7800 South. It is anticipated that the access will be stop-controlled at the access.

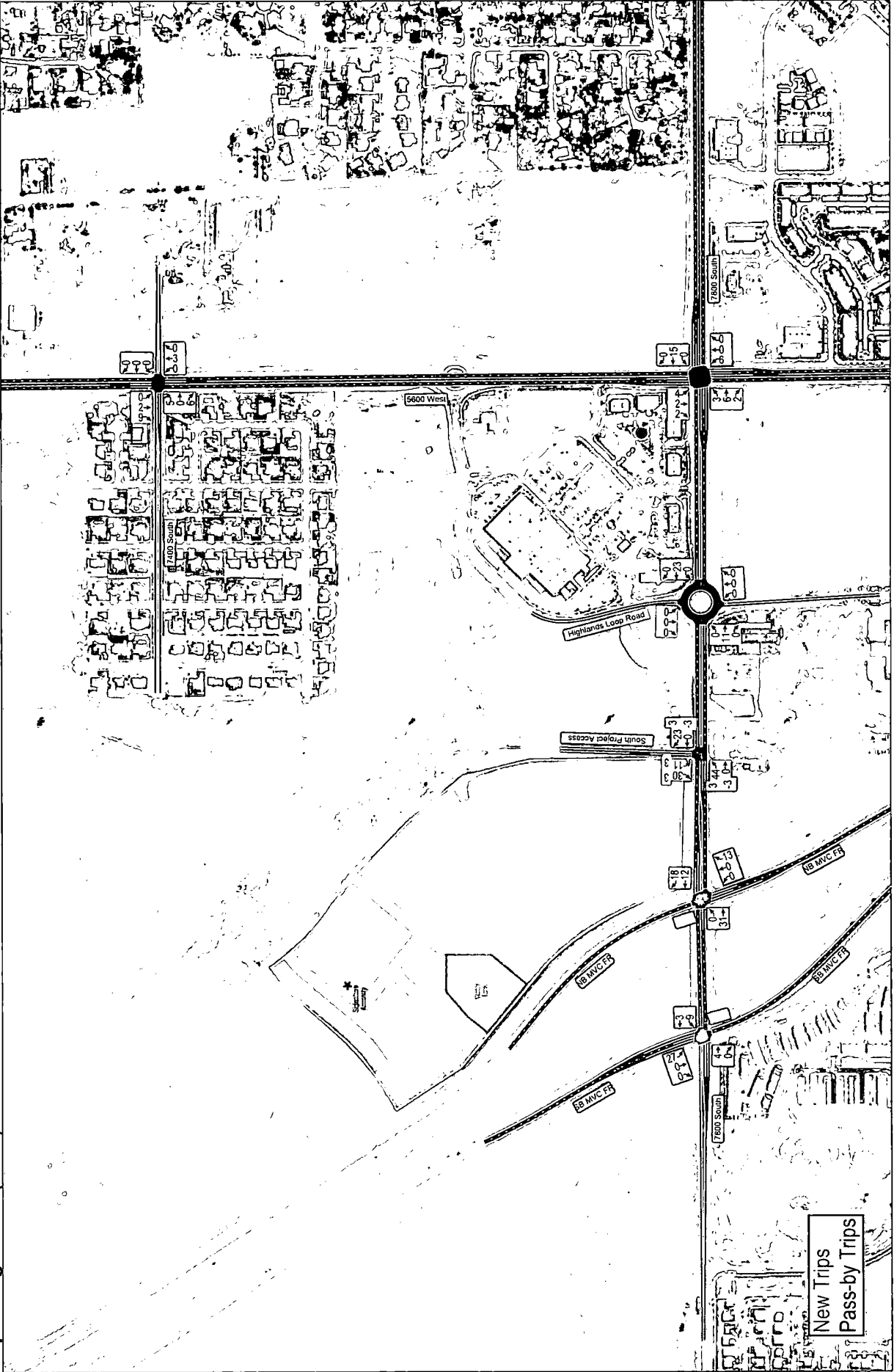
7400 South

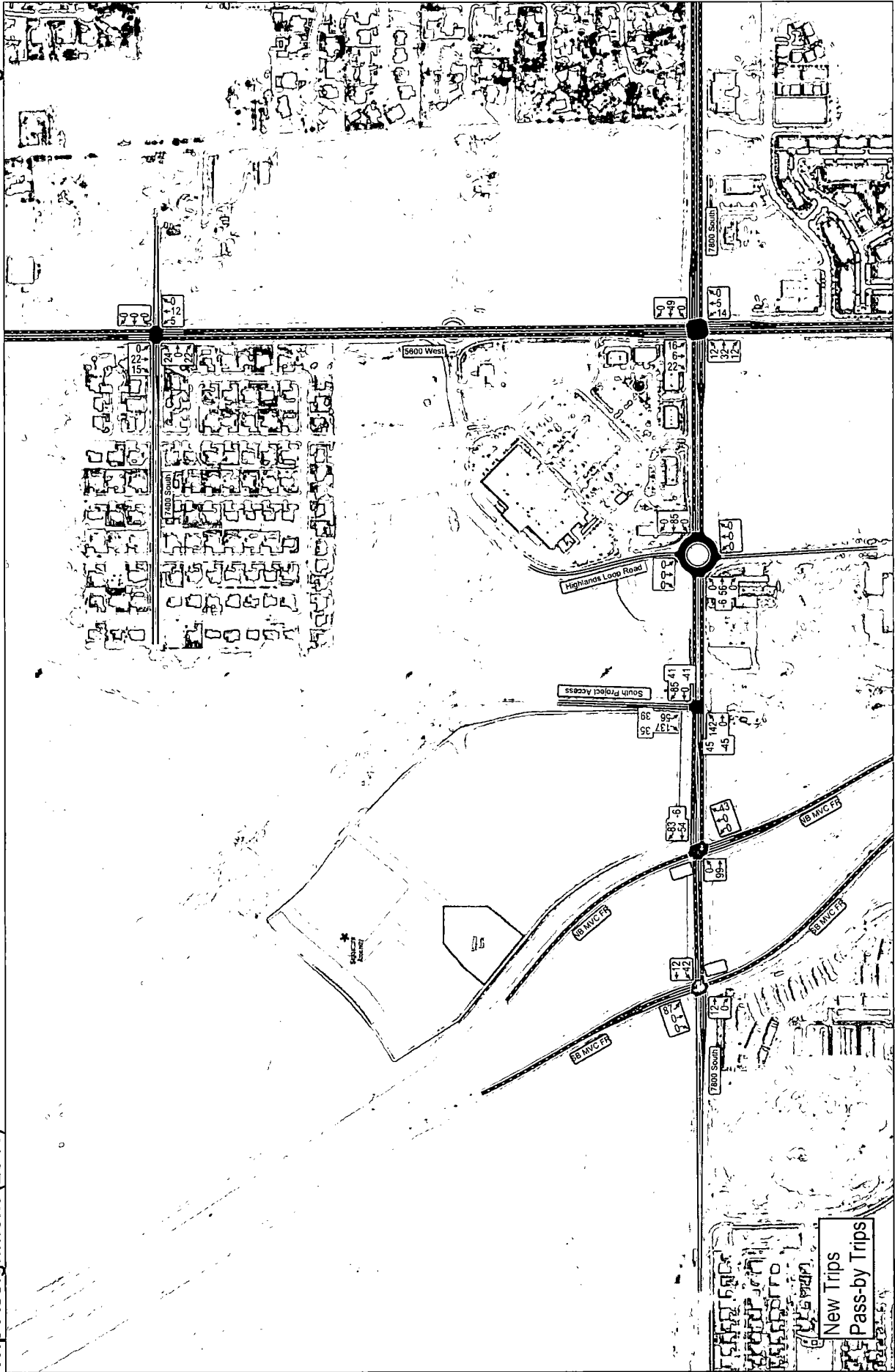
- Project access will be located approximately 2,000 feet west of the 7400 South / 5600 West intersection. It will access the project on the South side of 7400 South. It is anticipated that the access will be stop-controlled at the access.





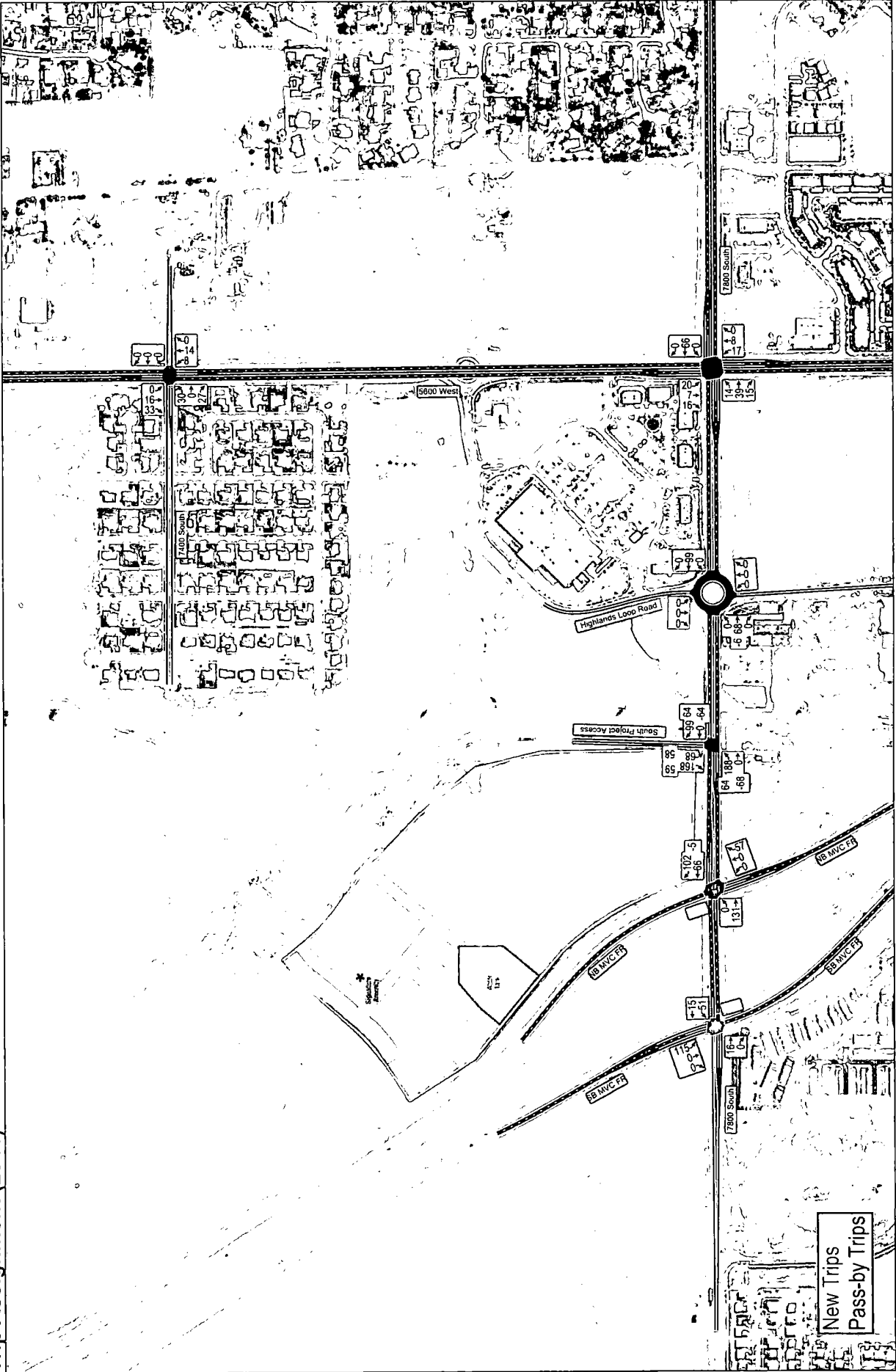






West Jordan - Copper Rim TIS
Trip Assignment (2041)

Evening Peak Hour
Figure 3f



801.766.4343
04/09/2021

Hales Engineering
1220 North 500 West Ste 202, Lehi, UT, 84043

F. Safe Routes to School Analysis

The purpose of the safe routes to school analysis is to review the safe routes to school plan for the nearby Falcon Ridge Elementary and West Hills Middle Schools. This section will also identify any barriers or other deficiencies and determine potential mitigation measures.

A Safe Routes Utah map was published on behalf of Falcon Ridge Elementary School for the 2020-2021 school year. The map shows safe routes along most of the residential streets around the school property. It is anticipated that the Copper Rim development plan will provide internal roadways with sidewalks for pedestrian travel within the development. Currently, there are no connecting roads to the development area from Falcon Ridge Elementary; however, it is anticipated that future connecting roads will have adequate and safe pedestrian facilities for children.

A Safe Routes Utah map was published on behalf of West Hills Middle School for the 2020-2021 school year. The map shows safe routes along most of the residential streets around the school property. Safe routes have currently not been officially designated on 7800 South and 5600 West near the development property. However, there are current sidewalk and pedestrian crossing provisions at the developed portions along these roadways. It is anticipated that additional sidewalk and pedestrian crossings will be built, as necessary, within the Copper Rim development site.

Current Safe Routes Utah maps for Falcon Ridge Elementary and West Hills Middle Schools are found in Appendix F of this report.

With respect to school routes for the proposed Copper Hills development project, there are a few observations and improvements to be made. Hales Engineering makes the following findings and recommendations for student safety in the stud area:

- It is recommended that students of Falcon Ridge Elementary walk from their homes to 6101 West via crosswalks and sidewalks within the Copper Rim development. These development roadways and crosswalks have not been built and do not currently exist in the Safe Routes Utah map for Falcon Ridge Elementary. Students should then walk north on 6101 West until they arrive at the elementary school campus.
 - Until all internal roadways are built in the full Copper Rim development, students should travel east on 7400 South, north on 5600 West, and west on 7000 South.
- It is recommended that Copper Rim continue development according to appropriate concept plans. Hales Engineering recommends sidewalks on all internal roads and crosswalks along the school route(s). Other routes and multipurpose trails may also be planned within the development to assist with pedestrian movement.

It is recommended that students attending West Hills Middle School travel south on internal roadways within the Copper Rim development until they reach 7800 South. Students should then walk eastward on the north side of 7800 South, crossing on the pedestrian crosswalk zone at the Highlands Loop Road roundabout, until they reach 5600 West. 5600 West is currently marked as a safe route within the existing Safe Routes Utah map. It is then recommended that students

travel southbound on 5600 West before arriving at the West Hills Middle School property at approximately 8200 South, where a crosswalk is located at which point, they may cross 5600 West if appropriate.

IV. EXISTING (2021) PLUS PROJECT CONDITIONS

A. Purpose

The purpose of the existing (2021) plus project analysis is to study the intersections and roadways during the peak travel periods of the day for existing background traffic and geometric conditions plus the net trips generated by the proposed development. This scenario provides valuable insight into the potential impacts of the proposed project on background traffic conditions.

B. Traffic Volumes

Hales Engineering added the project trips discussed in Chapter III to the existing (2021) background traffic volumes to predict turning movement volumes for existing (2021) plus project conditions. Existing (2021) plus project morning and evening peak hour turning movement volumes are shown in Figure 4.

C. Level of Service Analysis

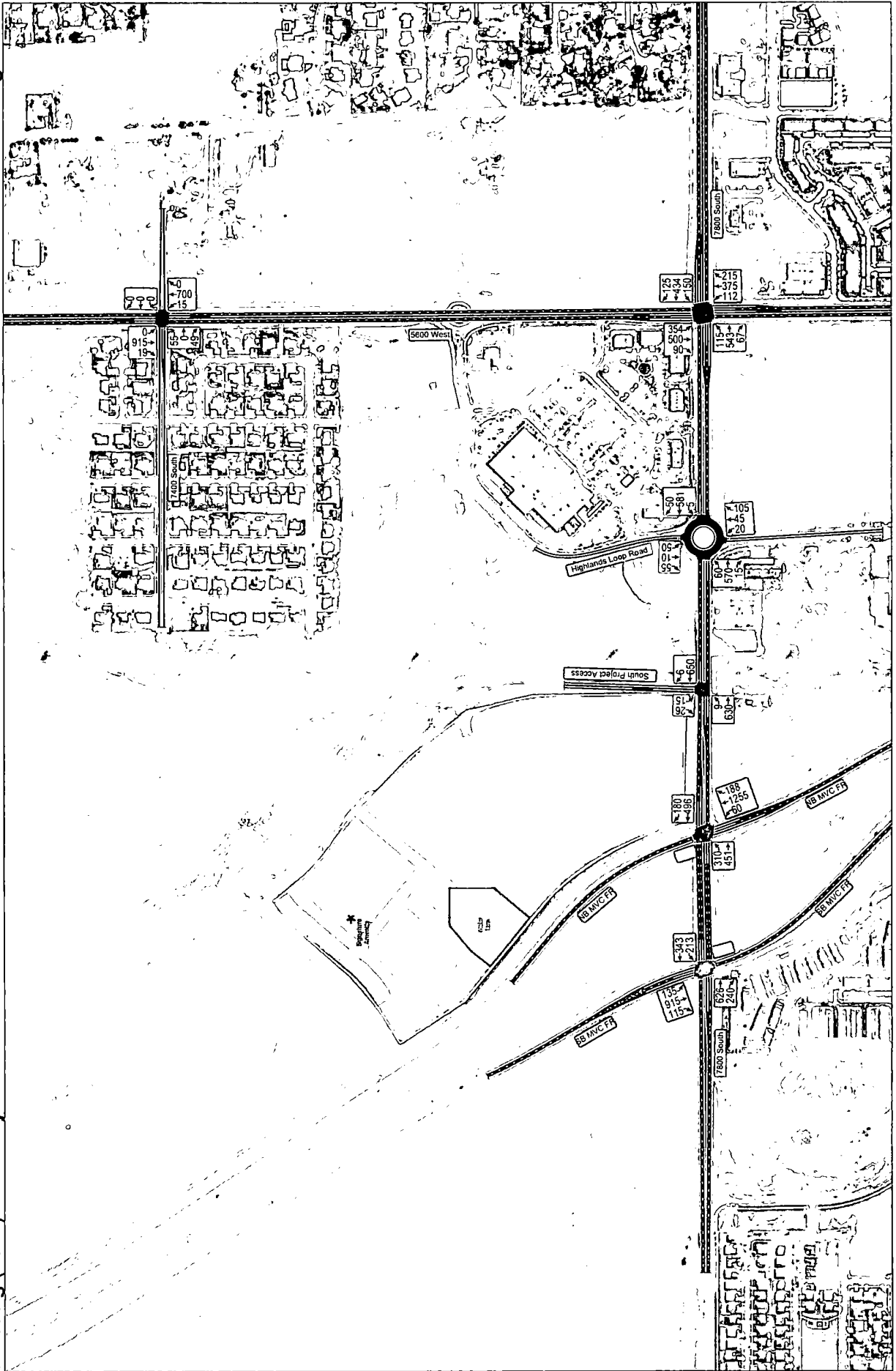
Hales Engineering determined that all intersections are anticipated to operate at acceptable levels of service during the morning and evening peak hour with project traffic added, as shown in Table 9.

D. Queuing Analysis

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

E. Mitigation Measures

No mitigation measures are recommended.



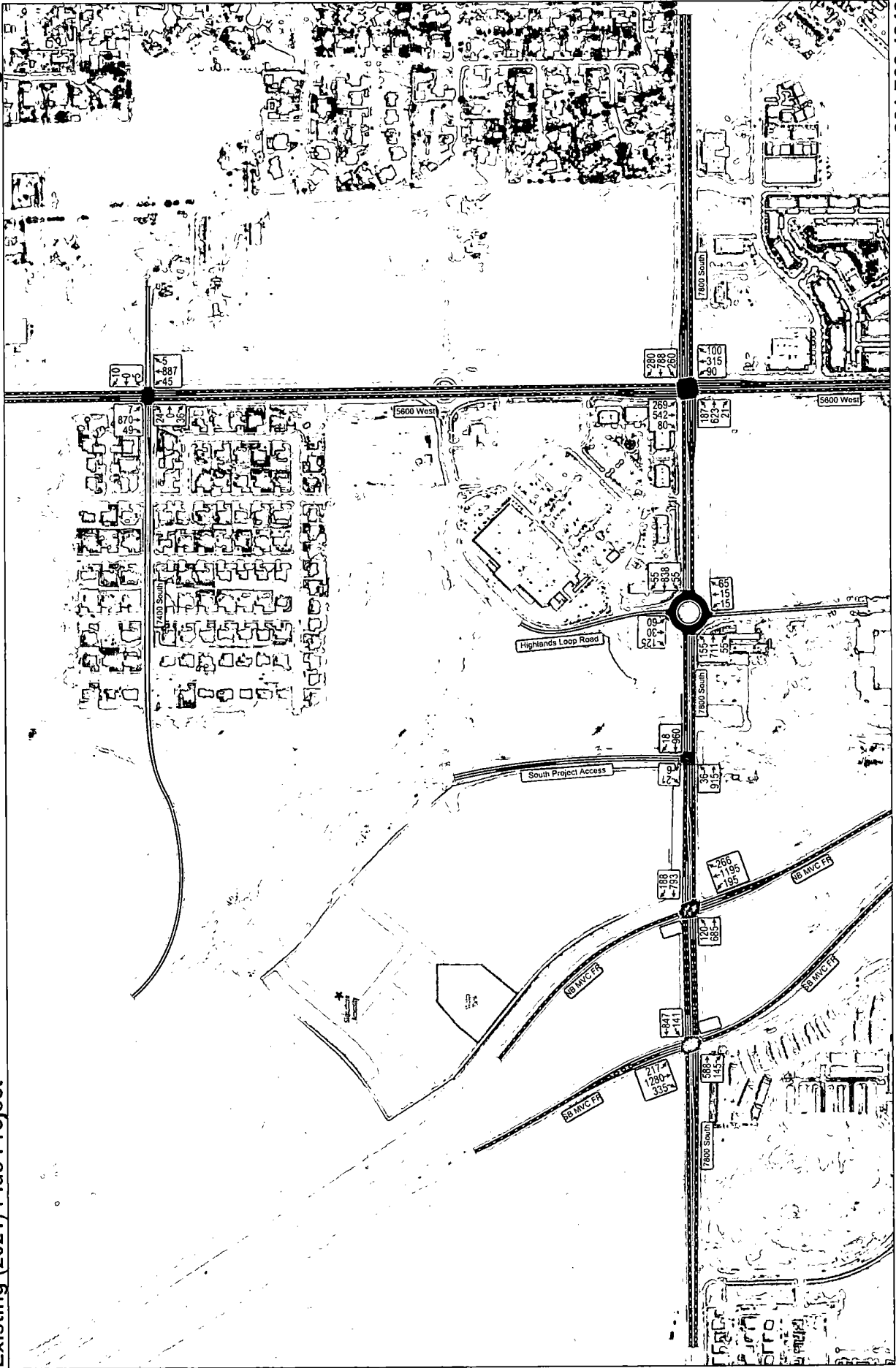


Table 9: Existing (2021) Plus Project Morning and Evening Peak Hour LOS

| Intersection | | LOS (Sec. Delay / Veh.) / Movement ¹ | |
|-----------------------------------|------------|---|----------------|
| Description | Control | Morning Peak | Evening Peak |
| SB MVC (S.R. 85) / 7800 South | Signal | C (21.6) | C (23.2) |
| NB MVC (S.R. 85) / 7800 South | Signal | C (25.6) | C (25.6) |
| Highlands Loop Road / 7800 South | Roundabout | A (6.3) | A (9.3) |
| 5600 West / 7800 South | Signal | C (23.8) | C (29.5) |
| 7400 South / 5600 West | EB/WB Stop | c (20.2) / EBL | c (24.7) / WBL |
| South Project Access / 7800 South | SB Stop | c (16.2) / SBL | c (24.9) / SBL |

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

Source: Hales Engineering, April 2021

V. FUTURE (2026) BACKGROUND CONDITIONS

A. Purpose

The purpose of the future (2026) background analysis is to study the intersections and roadways during the peak travel periods of the day for future background traffic and geometric conditions. Through this analysis, future background traffic operational deficiencies can be identified, and potential mitigation measures recommended.

B. Roadway Network

According to the Wasatch Front Regional Council (WFRC) Regional Transportation Plan, there are no projects planned before 2026 in the study area. Therefore, no changes were made to the roadway network for the future (2026) analysis.

C. Traffic Volumes

Hales Engineering obtained future (2026) forecasted volumes from the WFRC travel demand model. Peak period turning movement counts were estimated using National Cooperative Highway Research Program (NCHRP) 255 methodologies which utilize existing peak period turn volumes and future average weekday daily traffic (AWDT) volumes to project the future turn volumes at the major intersections. Future (2026) morning and evening peak hour turning movement volumes are shown in Figure 5.

D. Level of Service Analysis

Hales Engineering determined that the NB Mountain View Corridor / 7800 South intersection is anticipated to operate at LOS E during the evening peak hour in future (2026) background conditions. All other study intersections are anticipated to operate at acceptable levels of service during the morning and evening peak hour in future (2026) background conditions, as shown in Table 10.

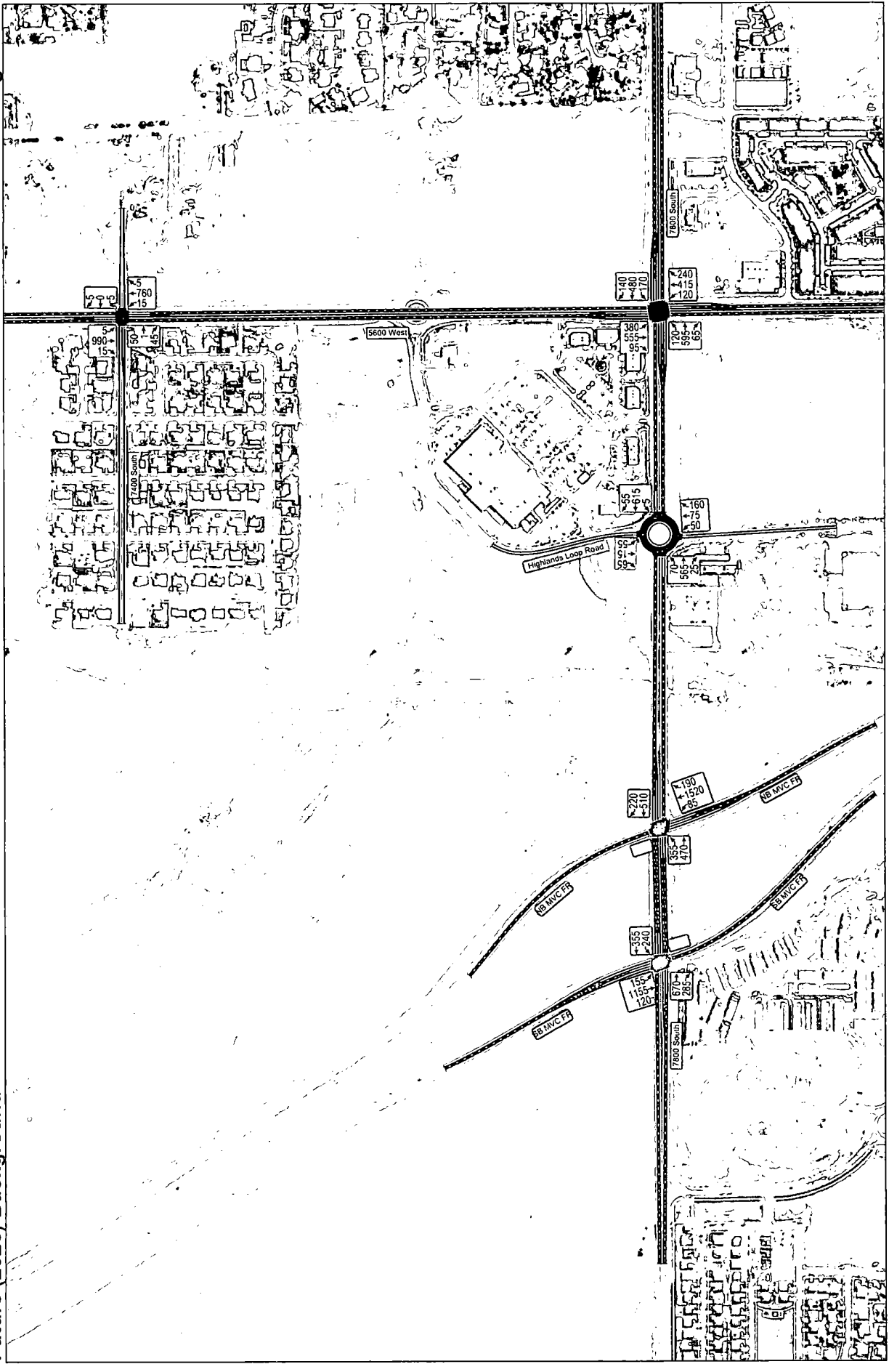
E. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. Significant 95th percentile queue lengths during the morning and evening peak hour are summarized as follows:

- SB MVC (S.R. 85) / 7800 South:
 - Southbound: 550 feet (evening)
- NB MVC (S.R. 85) / 7800 South:
 - Northbound: 700 feet (morning)
 - Eastbound: >625 feet (morning)
 - Westbound: >1,000 feet (evening)

West Jordan - Copper Rim TIS Update
 Future (2026) Background

Morning Peak Hour
 Figure 5a



801.766.4343
 04/07/2021

Hales Engineering
 1220 North 500 West Ste 202, Lehi, UT, 84043

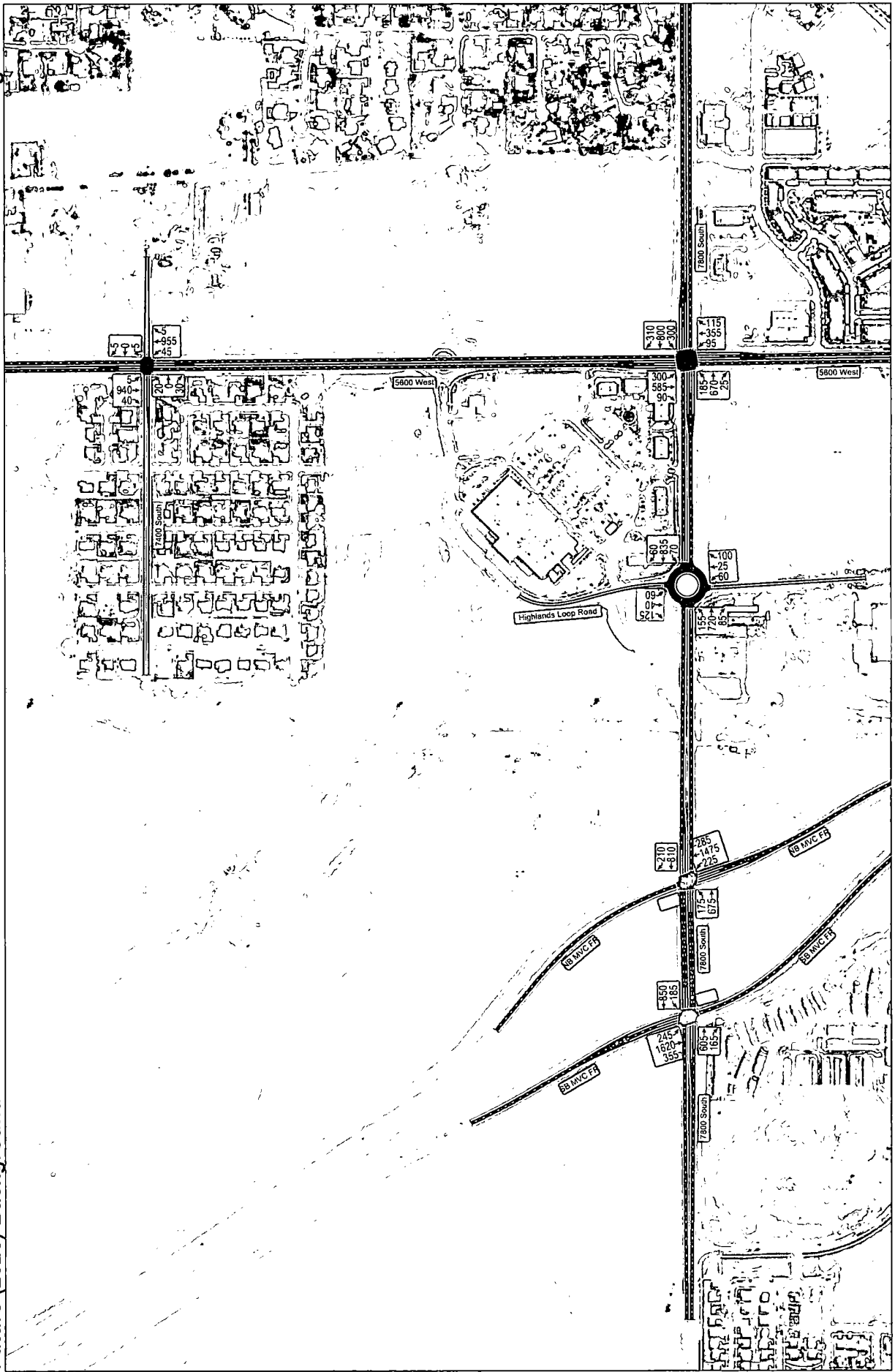


Table 10: Future (2026) Background Morning and Evening Peak Hour LOS

| Intersection | | LOS (Sec. Delay / Veh.) / Movement ¹ | |
|----------------------------------|------------|---|----------------|
| Description | Control | Morning Peak | Evening Peak |
| SB MVC (S.R. 85) / 7800 South | Signal | C (30.7) | C (31.3) |
| NB MVC (S.R. 85) / 7800 South | Signal | D (42.2) | E (63.2) |
| Highlands Loop Road / 7800 South | Roundabout | A (7.5) | B (11.2) |
| 5600 West / 7800 South | Signal | C (28.2) | C (34.5) |
| 7400 South / 5600 West | EB/WB Stop | c (21.1) / EBL | d (28.0) / WBL |

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

Source: Hales Engineering, April 2021

F. Mitigation Measures

Hales Engineering recommends that an exclusive right-turn lane be added in the westbound direction at the NB Mountain View Corridor / 7800 South intersection. Analysis showed significant queuing at this approach during the evening peak hour.

G. Mitigated Scenario

Hales Engineering performed an additional analysis of morning and evening peak hour conditions in the study area with the recommended mitigations in the existing (2026) background scenario. These results serve as a baseline condition for the impact analysis of the proposed development for future (2026) conditions.

Table 11: Future (2026) Background Morning and Evening Peak Hour LOS

| Intersection | | LOS (Sec. Delay / Veh.) / Movement ¹ | |
|----------------------------------|------------|---|----------------|
| Description | Control | Morning Peak | Evening Peak |
| SB MVC (S.R. 85) / 7800 South | Signal | C (30.1) | C (32.0) |
| NB MVC (S.R. 85) / 7800 South | Signal | D (42.9) | C (32.6) |
| Highlands Loop Road / 7800 South | Roundabout | A (7.7) | B (11.5) |
| 5600 West / 7800 South | Signal | C (28.4) | C (35.5) |
| 7400 South / 5600 West | EB/WB Stop | d (25.8) / EBL | d (26.2) / WBL |

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

Source: Hales Engineering, April 2021

VI. FUTURE (2026) PLUS PROJECT CONDITIONS

A. Purpose

The purpose of the future (2026) plus project analysis is to study the intersections and roadways during the peak travel periods of the day for future background traffic and geometric conditions plus the net trips generated by the proposed development. This scenario provides valuable insight into the potential impacts of the proposed project on future background traffic conditions.

B. Traffic Volumes

Hales Engineering added the project trips discussed in Chapter III to the future (2026) background traffic volumes to predict turning movement volumes for future (2026) plus project conditions. Future (2026) plus project morning and evening peak hour turning movement volumes are shown in Figure 6.

C. Level of Service Analysis

Hales Engineering determined that all intersections are anticipated to operate at acceptable levels of service during the morning and evening peak hour in future (2026) plus project conditions, as shown in Table 12.

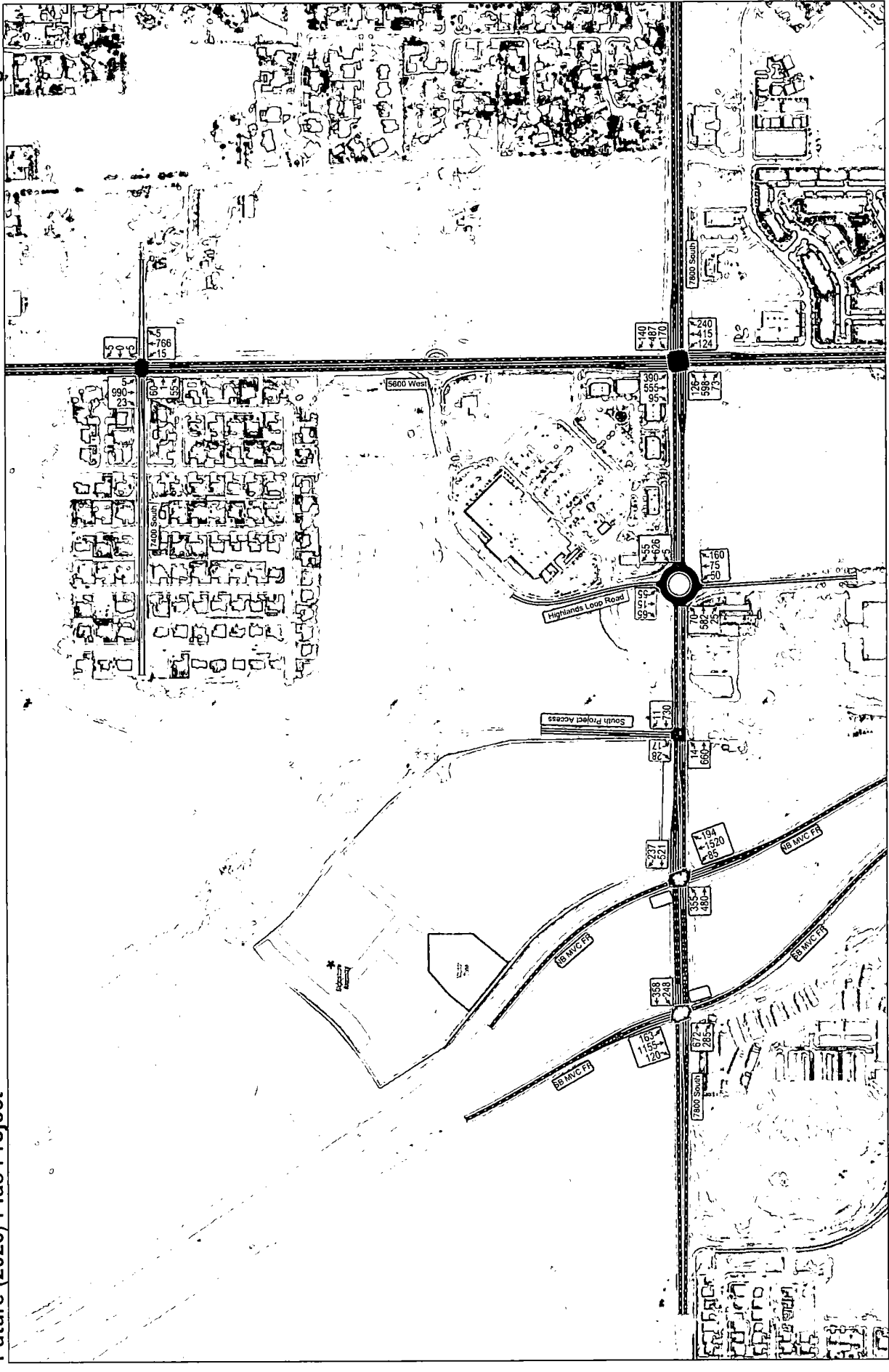
D. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. Significant 95th percentile queue lengths during the morning and evening peak hour are summarized as follows:

- SB MVC (S.R. 85) / 7800 South:
 - Eastbound: 700 feet (morning)
 - Southbound: 525 feet (evening)
- NB MVC (S.R. 85) / 7800 South:
 - Northbound: 900 feet (morning)
 - Eastbound: 600 feet (morning)

E. Mitigation Measures

No mitigation measures are recommended.



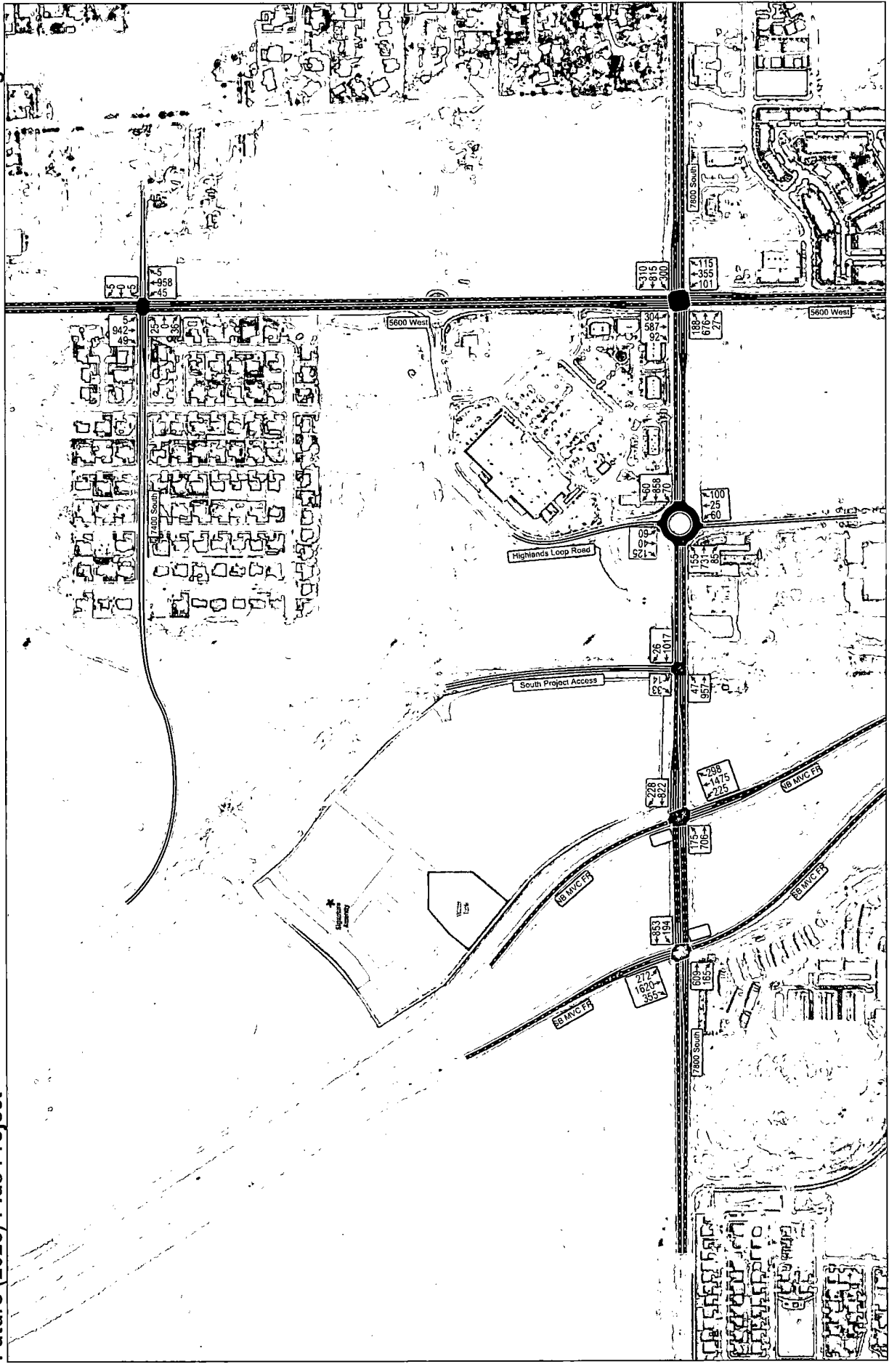


Table 12: Future (2026) Plus Project Morning and Evening Peak Hour LOS

| Intersection | | LOS (Sec. Delay / Veh.) / Movement ¹ | |
|----------------------------------|------------|---|----------------|
| Description | Control | Morning Peak | Evening Peak |
| SB MVC (S.R. 85) / 7800 South | Signal | C (33.9) | C (34.2) |
| NB MVC (S.R. 85) / 7800 South | Signal | D (44.7) | C (33.8) |
| Highlands Loop Road / 7800 South | Roundabout | A (7.2) | B (10.5) |
| 5600 West / 7800 South | Signal | C (28.5) | D (35.2) |
| 7400 South / 5600 West | EB/WB Stop | d (30.6) / EBT | d (27.2) / EBL |
| Project Access / 7800 South | SB Stop | c (19.1) / SBL | d (33.8) / SBL |

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

Source: Hales Engineering, April 2021

VII. FUTURE (2041) BACKGROUND CONDITIONS

A. Purpose

The purpose of the future (2041) background analysis is to study the intersections and roadways during the peak travel periods of the day for future background traffic and geometric conditions. Through this analysis, future background traffic operational deficiencies can be identified, and potential mitigation measures recommended.

B. Roadway Network

According to the WFRC Regional Transportation Plan (RTP), 7800 South is anticipated to be built out as a five-lane roadway by the year 2050. Based on current traffic needs and projected future demand, it was assumed that these changes had taken place for 2041 conditions. WFRC and the Mountain View Corridor Project also indicate the future transition of Mountain View Corridor to a freeway. It was assumed that this transition has taken place by the year 2041 and that the existing signals at the Mountain View Corridor / 7800 South intersections would then service the ramps at the new freeway.

The West Jordan City Transportation Master Plan (2014) indicates plans for a new city collector that would connect Highlands Loop Road with 7000 South. While this connector may be complete by the year 2041, details have not been finalized and are pending neighboring development and city plans. For the scope of this study, it was assumed that the collector is not completed for the future (2041) traffic scenarios.

The existing intersection layout of 5600 West / 7800 South has been designed with enough additional width to be able to accommodate dual left-turn lanes in all directions. For 2041 traffic conditions, it was assumed that dual-left turn lanes have been installed for the southbound, eastbound, and westbound movements based on projected traffic volumes meeting warrant conditions for dual left-turn lanes.

C. Traffic Volumes

Hales Engineering obtained future (2041) forecasted volumes from the WFRC / MAG travel demand model. Peak period turning movement counts were estimated using National Cooperative Highway Research Program (NCHRP) 255 methodologies which utilize existing peak period turn volumes and future average weekday daily traffic (AWDT) volumes to project the future turn volumes at the major intersections. Future (2041) background morning and evening peak hour turning movement volumes are shown in Figure 7.

D. Level of Service Analysis

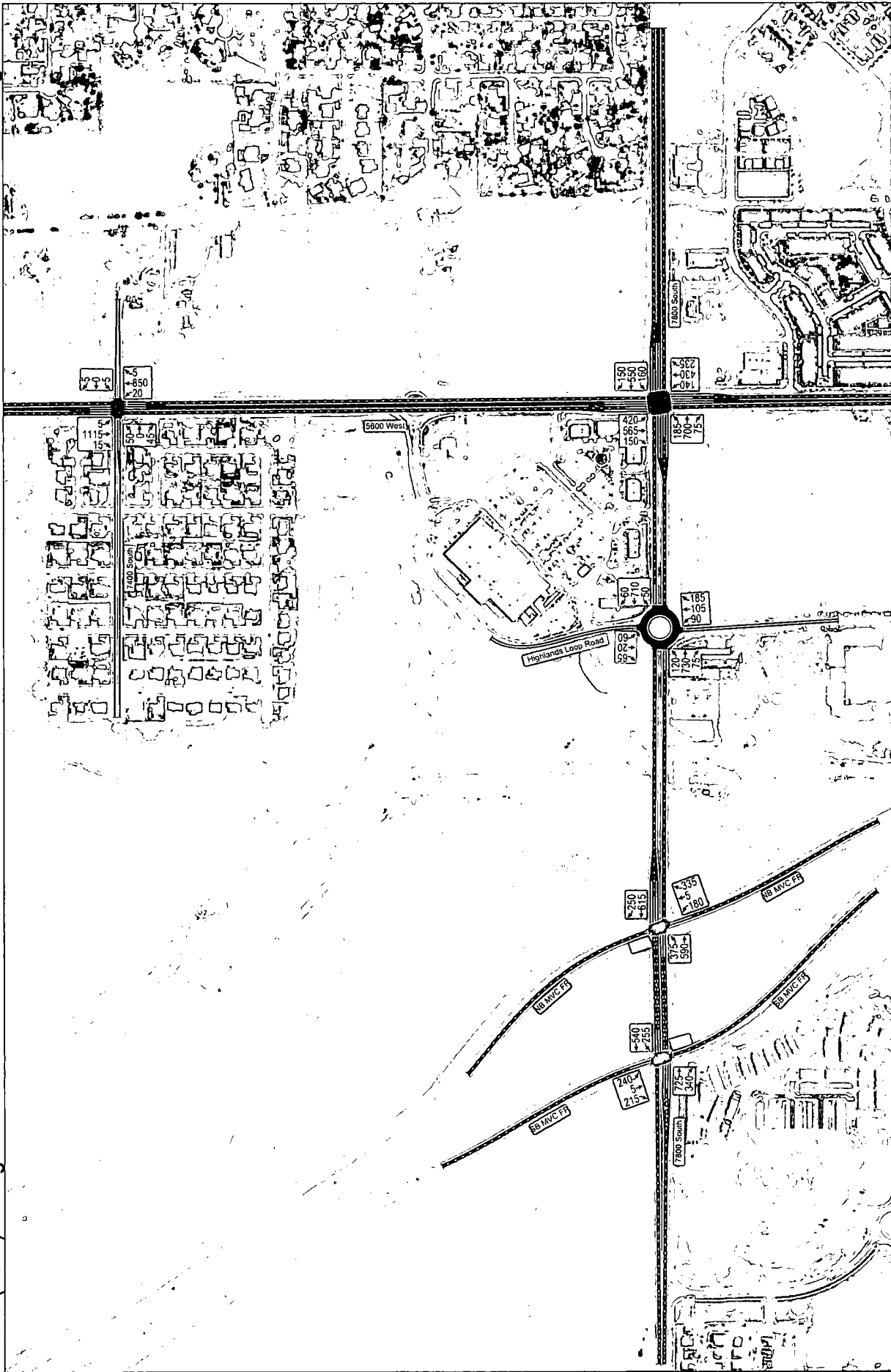
Hales Engineering determined that the 7400 South / 5600 West intersection is anticipated to operate at LOS E during the morning peak hour in future (2041) background conditions. All other

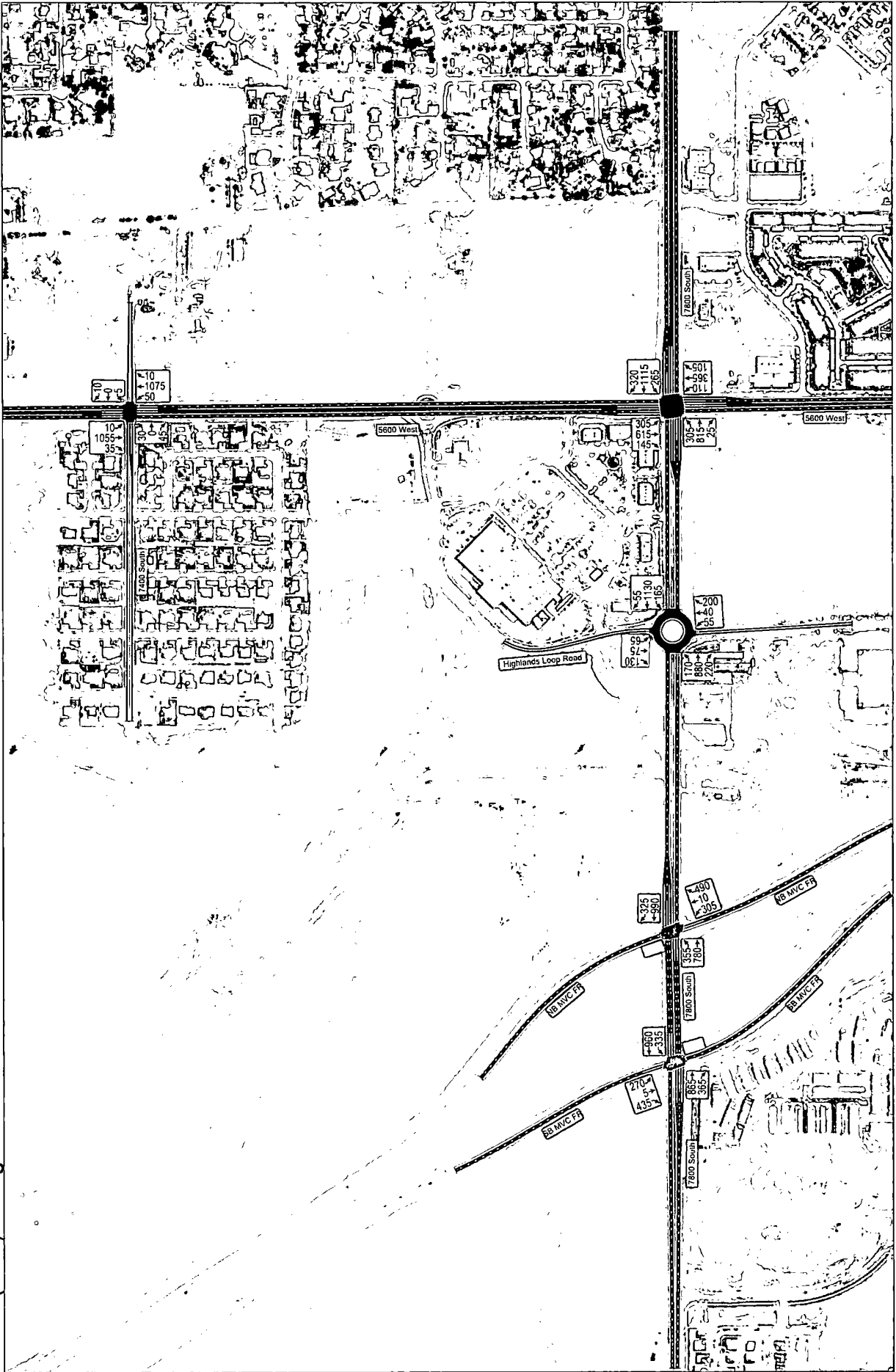
study intersections are anticipated to operate at acceptable levels of service during the morning and evening peak hour in future (2041) background conditions, as shown in Table 13. These results serve as a baseline condition for the impact analysis of the proposed development for future (2041) conditions.

E. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. Significant 95th percentile queue lengths during the morning and evening peak hour are summarized as follows:

- NB MVC (S.R. 85) / 7800 South
 - Eastbound: 550 feet (evening)
- 5600 West / 7800 South:
 - Westbound: 575 feet (evening)
- Highlands Loop Road / 7800 South:
 - Northbound: 275 feet (morning)
 - Southbound: 325 feet (evening)
 - Westbound: 325 feet (evening)





F. Mitigation Measures

No mitigation measures are recommended. It is anticipated that traffic will reroute from the eastbound left-turn movement at the 7400 South / 5600 West to avoid excessive delay during the morning peak hour.

Table 13: Future (2041) Background Morning and Evening Peak Hour LOS

| Intersection | | LOS (Sec. Delay / Veh.) / Movement ¹ | |
|----------------------------------|------------|---|----------------|
| Description | Control | Morning Peak | Evening Peak |
| SB MVC (S.R. 85) / 7800 South | Signal | B (15.2) | C (32.0) |
| NB MVC (S.R. 85) / 7800 South | Signal | B (17.5) | C (27.9) |
| Highlands Loop Road / 7800 South | Roundabout | B (10.5) | B (11.5) |
| 5600 West / 7800 South | Signal | C (33.6) | C (35.5) |
| 7400 South / 5600 West | EB/WB Stop | e (41.5) / EBL | d (26.2) / WBL |

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

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

Source: Hales Engineering, April 2021

VIII. FUTURE (2041) PLUS PROJECT CONDITIONS

A. Purpose

The purpose of the future (2041) plus project analysis is to study the intersections and roadways during the peak travel periods of the day for future background traffic and geometric conditions plus the net trips generated by the proposed development. This scenario provides valuable insight into the potential impacts of the proposed project on future background traffic conditions.

B. Traffic Volumes

Hales Engineering added the project trips discussed in Chapter III to the future (2041) background traffic volumes to predict turning movement volumes for future (2041) plus project conditions. Future (2041) plus project morning and evening peak hour turning movement volumes are shown in Figure 8.

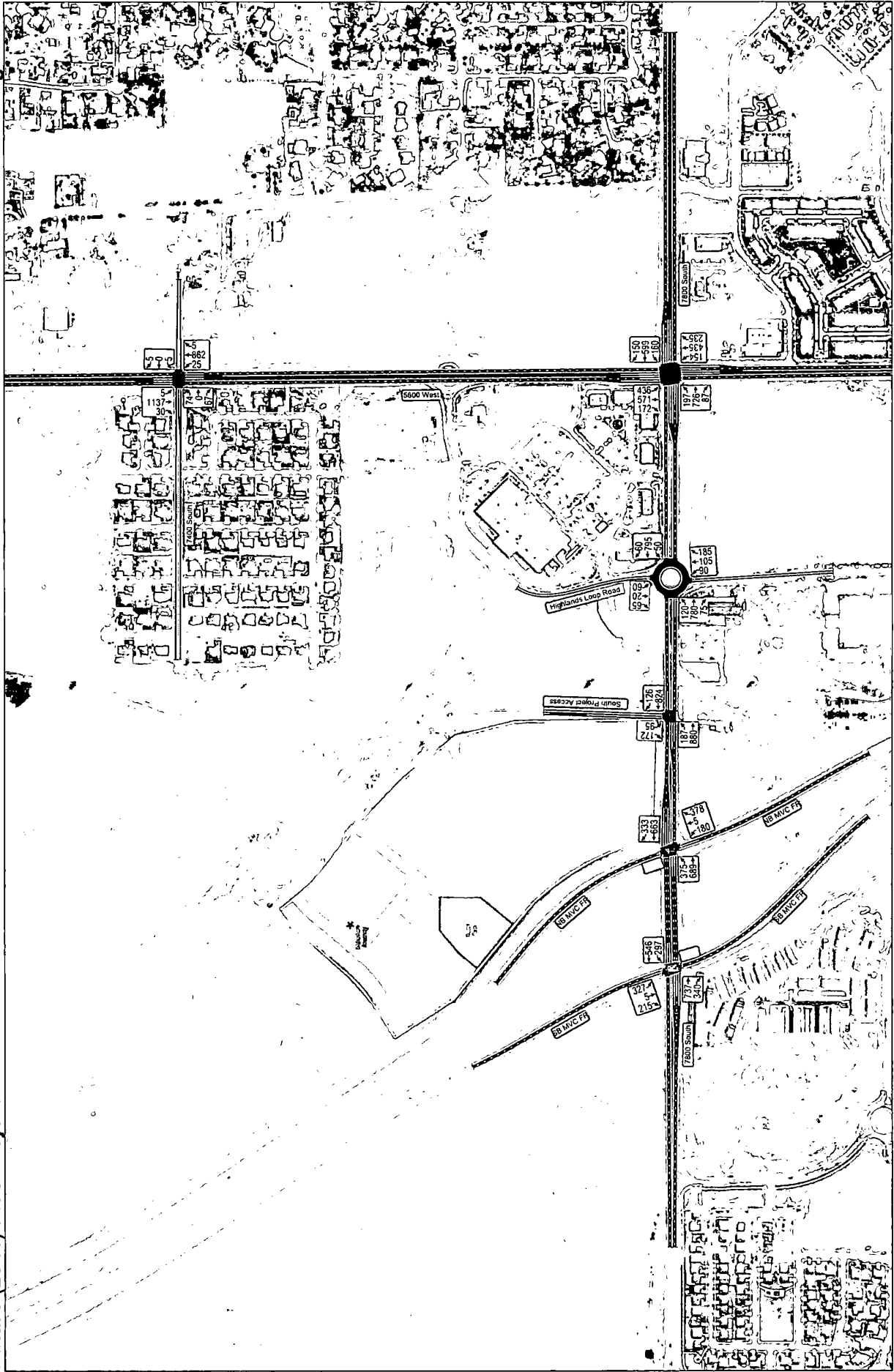
C. Level of Service Analysis

Hales Engineering determined that the South Project Access / 7800 South and 7400 South / 5600 West intersections are anticipated to operate at failing levels of service during the morning and evening peak hours in future (2041) plus project conditions. All other intersections are anticipated to operate at acceptable levels of service during the morning and evening peak hour in future (2041) plus project conditions, as shown in Table 14.

D. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. Significant 95th percentile queue lengths during the morning and evening peak hour are summarized as follows:

- SB MVC / 7800 South:
 - Eastbound: 700 feet (evening)
- Highlands Loop Road / 7800 South:
 - Northbound: 325 feet (morning)
 - Southbound: 425 feet (evening)
 - Westbound: 300 feet (evening)
- 7400 South / 5600 West:
 - Eastbound: 175 feet (morning)
 - Eastbound: 125 feet (evening)
- NB MVC / 7800 South:
 - Northbound: 975 feet (evening)
 - Eastbound: 500 feet (evening)
- 5600 West / 7800 South
 - Westbound: 800 feet
- South Project Access / 7800 South
 - Southbound: 500 feet (morning)
 - Southbound: >1,500 feet (evening)
 - Eastbound: 300 feet (evening)



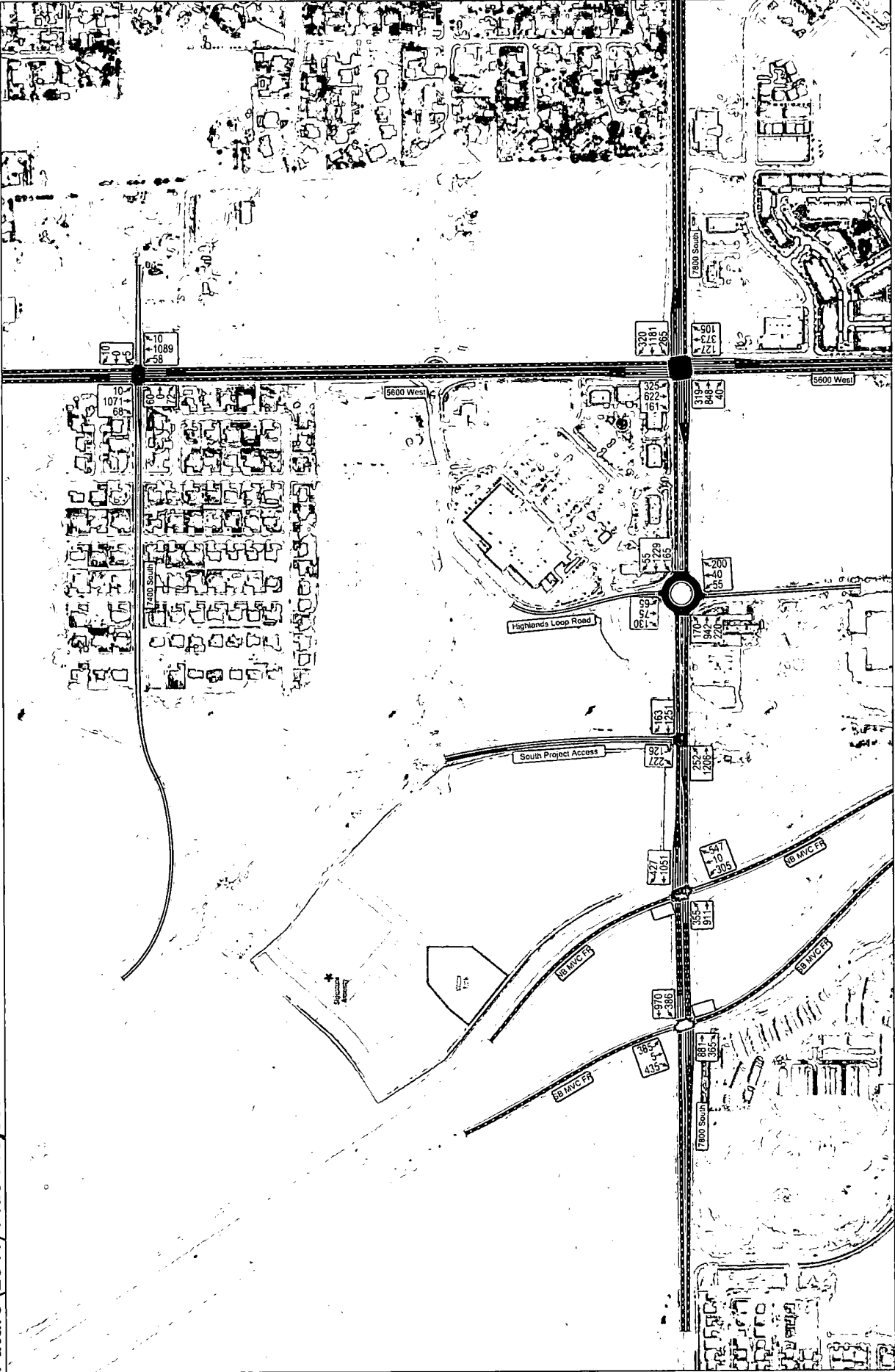


Table 14: Future (2041) Plus Project Morning and Evening Peak Hour LOS

| Intersection | | LOS (Sec. Delay / Veh.) / Movement ¹ | |
|-----------------------------------|------------|---|---------------|
| Description | Control | Morning Peak | Evening Peak |
| SB MVC (S.R. 85) / 7800 South | Signal | B (17.2) | C (28.8) |
| NB MVC (S.R. 85) / 7800 South | Signal | B (19) | D (38.5) |
| Highlands Loop Road / 7800 South | Roundabout | B (11) | C (19.9) |
| 5600 West / 7800 South | Signal | C (34.6) | D (48) |
| 7400 South / 5600 West | EB/WB Stop | f (>50) / EBL | f (>50) / EBL |
| South Project Access / 7800 South | SB Stop | f (>50) / SBL | f (>50) / SBL |

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

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

Source: Hales Engineering, April 2021

E. Mitigation Measures

With both the 7400 South / 5600 West and South Project Access / 7800 South intersections operating at failing levels of service in the evening peak hour, it is anticipated that mitigation measures may need to be taken for the future (2041) plus project scenario.

Based on the utilized traffic assignment at the 7400 South / 5600 West intersection, a signal may be warranted at this location.

It is also anticipated that additional access(es) may be built to connect the project site with Highlands Loop Road and a future city collector road to be outlined in the upcoming update to the West Jordan City Transportation Master Plan (2014). This future collector would potentially add additional connection between the project site, 7000 South, and 5600 West. With this change, project traffic will most likely reroute from the South Project Access / 7800 South and 7400 South / 5600 West intersections to make appropriate movements with less delay. With this potential rerouting of traffic, a signal at 7400 South / 5600 West may no longer be warranted in future (2041) plus project conditions.

Further development of parcels near the Copper Rim project may necessitate additional mitigation measures, which will be addressed in future traffic studies.

F. Recommended Storage Lengths

Hales Engineering determined recommended storage lengths based on the 95th percentile queue lengths given in the future (2041) plus project scenario. These storage lengths do not include the taper length. Recommended storage lengths for the study intersections are shown in Table 15. Intersections shown in Table 15 include new intersections and existing intersections that have recommended storage length changes.

Table 15: Recommended Storage Lengths

| Intersection | Recommended Storage Lengths (feet) | | | | | | | | | | | | | | | | |
|-------------------------------------|------------------------------------|---|-----|---|------------|-----|-----|-----|-----------|-----|-----|-----|-----------|---|-----|-----|---|
| | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | | |
| | LT | | RT | | LT | | RT | | LT | | RT | | LT | | RT | | |
| | E | P | E | P | E | P | E | P | E | P | E | P | E | P | E | P | |
| 1 SB MVC (S.R. 85) / 7800 South | 250 | - | 240 | - | - | - | - | - | - | - | - | 150 | 200 | - | - | - | - |
| 2 NB MVC (S.R. 85) / 7800 South | 250 | - | 130 | - | - | - | - | - | - | - | - | - | - | - | - | 170 | - |
| 4 5600 West / 7800 South | 200 | - | 200 | - | 185 | - | 200 | 225 | 225 | 275 | 200 | - | 225 | - | 200 | 300 | - |
| 5 7400 South / 5600 West | - | - | - | - | - | - | - | - | 150 | 175 | 150 | 175 | - | - | - | - | - |
| 6 South Project Access / 7800 South | - | - | - | - | - | 200 | - | - | - | 200 | - | - | - | - | - | - | - |

1. Storage lengths are based on 2041 95th percentile queue lengths and do not include required deceleration / taper distances
 2. E = Existing storage length (approximate), if applicable; P = proposed storage length for new turn lanes or changes to existing turn lanes, if applicable
 Source: Hales Engineering, April 2021

APPENDIX A

Turning Movement Counts

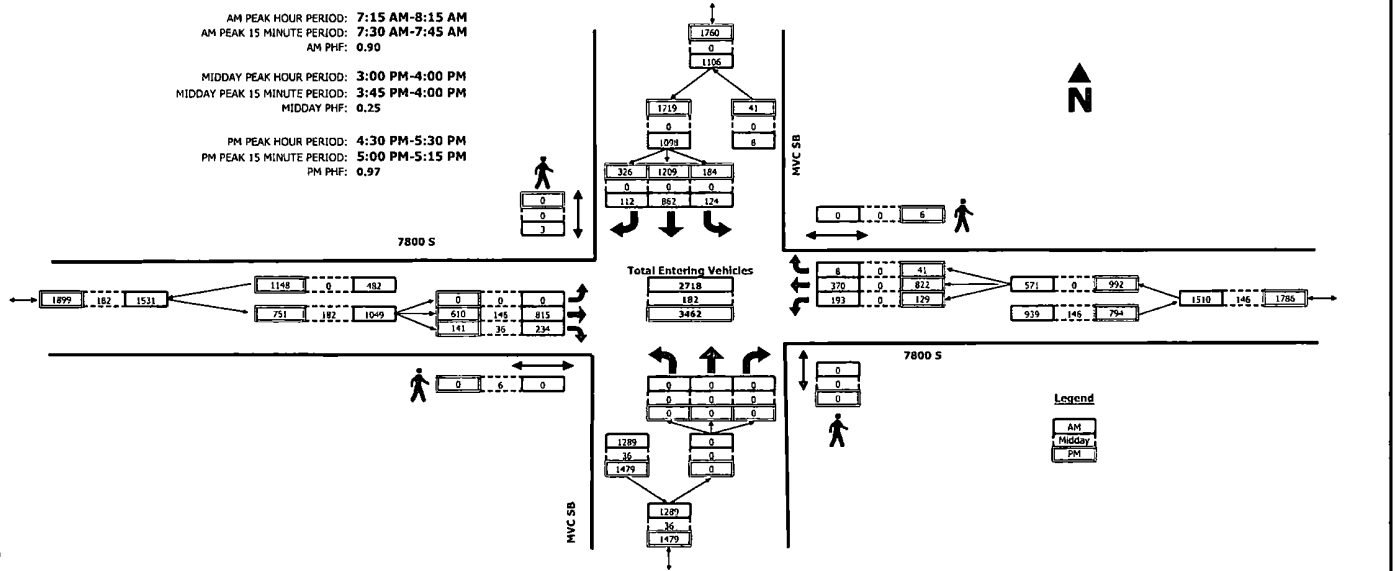
TrafficCounts

2364 North 1450 East
Lehi, UT 84043
801.636.0891

Intersection Turning Movement Summary

Intersection: MVC SB / 7800 S
North/South: MVC SB
East/West: 7800 S
Jurisdiction: West Jordan
Project Title: West Jordan Copper Rim TIS
Project No: UT20-1620
Weather: Clear

Date: 1-30-20, Thu
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 90.0%
Adjustment Station #: 0
Growth Rate: 0.0%
Number of Years: 0



| RAW COUNT SUMMARIES | MVC SB Northbound | | | | MVC SB Southbound | | | | 7800 S Eastbound | | | | 7800 S Westbound | | | | TOTAL |
|-----------------------------|-------------------|------|-------|------|-------------------|------|-------|------|------------------|------|-------|------|------------------|------|-------|------|-------|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | |
| AM PERIOD COUNTS | | | | | | | | | | | | | | | | | |
| Period | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | TOTAL |
| 7:00 - 7:15 | 0 | 0 | 0 | 0 | 37 | 184 | 17 | 0 | 1 | 191 | 61 | 0 | 49 | 83 | 0 | 0 | 623 |
| 7:15 - 7:30 | 0 | 0 | 0 | 0 | 28 | 249 | 28 | 0 | 0 | 204 | 62 | 0 | 41 | 112 | 0 | 0 | 724 |
| 7:30 - 7:45 | 0 | 0 | 0 | 0 | 51 | 277 | 12 | 0 | 0 | 219 | 63 | 0 | 60 | 73 | 0 | 0 | 755 |
| 7:45 - 8:00 | 0 | 0 | 0 | 0 | 22 | 160 | 49 | 3 | 0 | 200 | 58 | 0 | 46 | 91 | 1 | 0 | 627 |
| 8:00 - 8:15 | 0 | 0 | 0 | 0 | 23 | 176 | 23 | 0 | 0 | 192 | 51 | 0 | 46 | 94 | 7 | 0 | 612 |
| 8:15 - 8:30 | 0 | 0 | 0 | 0 | 18 | 183 | 17 | 0 | 0 | 208 | 66 | 0 | 43 | 96 | 0 | 0 | 631 |
| 8:30 - 8:45 | 0 | 0 | 0 | 0 | 23 | 197 | 16 | 0 | 0 | 167 | 39 | 0 | 38 | 83 | 0 | 0 | 563 |
| 8:45 - 9:00 | 0 | 0 | 0 | 0 | 17 | 156 | 19 | 0 | 0 | 173 | 31 | 0 | 36 | 73 | 0 | 0 | 505 |
| MIDDAY PERIOD COUNTS | | | | | | | | | | | | | | | | | |
| Period | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | TOTAL |
| 9:00 - 9:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:15 - 9:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:30 - 9:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:45 - 10:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00 - 10:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:15 - 10:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:30 - 10:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:45 - 11:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 - 11:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:15 - 11:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:30 - 11:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:45 - 12:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 - 12:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:15 - 12:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:30 - 12:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 - 13:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:00 - 13:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:15 - 13:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:30 - 13:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:45 - 14:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:00 - 14:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:15 - 14:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:30 - 14:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:45 - 15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00 - 15:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:15 - 15:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:30 - 15:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:45 - 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 146 | 36 | 6 | 0 | 0 | 0 | 0 | 182 |
| PM PERIOD COUNTS | | | | | | | | | | | | | | | | | |
| Period | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | TOTAL |
| 16:00 - 16:15 | 0 | 0 | 0 | 0 | 30 | 208 | 54 | 0 | 0 | 129 | 32 | 1 | 42 | 198 | 0 | 0 | 693 |
| 16:15 - 16:30 | 0 | 0 | 0 | 0 | 49 | 266 | 70 | 2 | 0 | 152 | 32 | 1 | 41 | 181 | 0 | 2 | 791 |
| 16:30 - 16:45 | 0 | 0 | 0 | 0 | 40 | 311 | 84 | 0 | 0 | 164 | 44 | 0 | 32 | 192 | 0 | 0 | 867 |
| 16:45 - 17:00 | 0 | 0 | 0 | 0 | 53 | 302 | 84 | 0 | 0 | 126 | 28 | 0 | 17 | 192 | 41 | 6 | 843 |
| 17:00 - 17:15 | 0 | 0 | 0 | 0 | 37 | 292 | 87 | 0 | 0 | 163 | 33 | 0 | 50 | 231 | 0 | 0 | 893 |
| 17:15 - 17:30 | 0 | 0 | 0 | 0 | 54 | 304 | 71 | 0 | 0 | 157 | 36 | 0 | 30 | 207 | 0 | 0 | 859 |
| 17:30 - 17:45 | 0 | 0 | 0 | 0 | 31 | 316 | 77 | 0 | 0 | 146 | 36 | 0 | 36 | 210 | 0 | 0 | 852 |
| 17:45 - 18:00 | 0 | 0 | 0 | 0 | 34 | 304 | 62 | 0 | 0 | 0 | 0 | 0 | 38 | 207 | 0 | 0 | 645 |

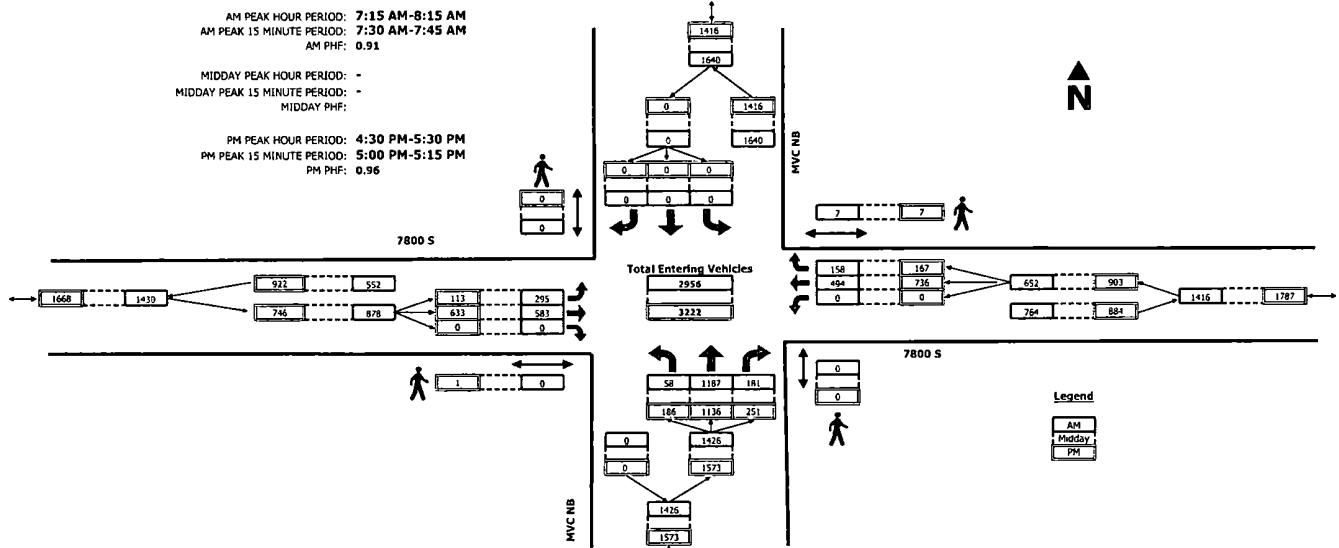
TrafficCounts

2364 North 1450 East
Lehi, UT 84043
801.636.0891

Intersection Turning Movement Summary

Intersection: MVC NB / 7800 S
North/South: MVC NB
East/West: 7800 S
Jurisdiction: West Jordan
Project Title: West Jordan Copper Rim TIS
Project No: UT20-1620
Weather: Clear

Date: 1-30-20, Thu
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 90.0%
Adjustment Station #: 0
Growth Rates: 0.0%
Number of Years: 0



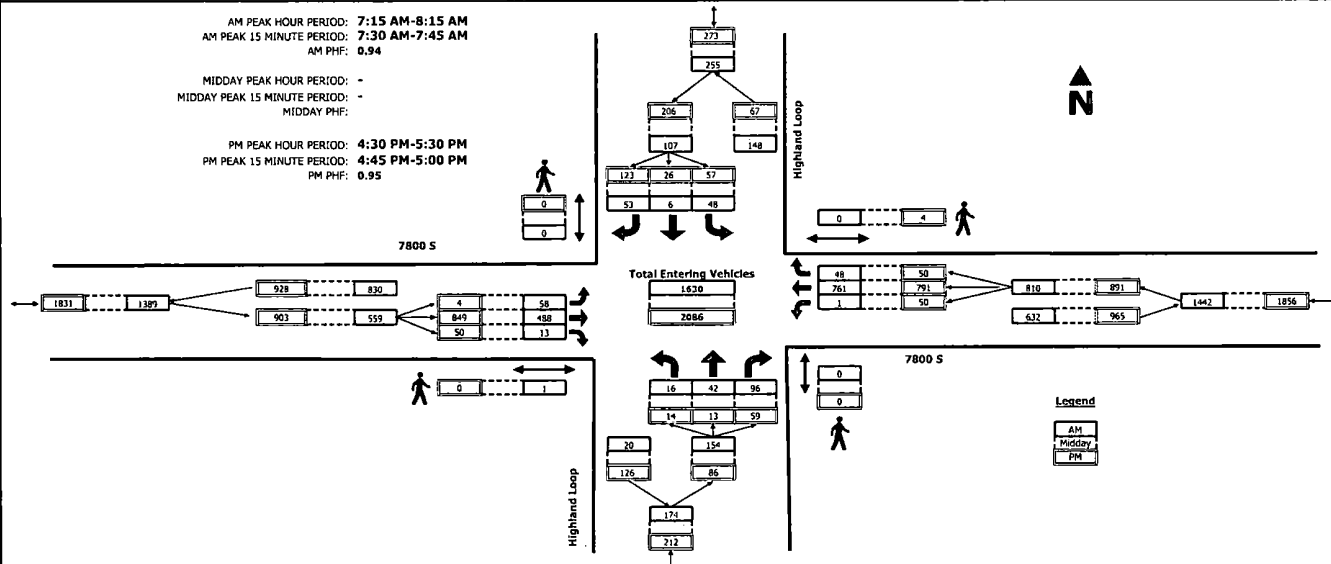
| RAW COUNT SUMMARIES | MVC NB Northbound | | | | MVC NB Southbound | | | | 7800 S Eastbound | | | | 7800 S Westbound | | | | TOTAL |
|-----------------------------|-------------------|------|-------|------|-------------------|------|-------|------|------------------|------|-------|------|------------------|------|-------|------|-------|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | |
| AM PERIOD COUNTS | | | | | | | | | | | | | | | | | |
| Period | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | TOTAL |
| 7:00 - 7:15 | 10 | 276 | 36 | 0 | 0 | 0 | 0 | 0 | 52 | 96 | 1 | 0 | 0 | 71 | 48 | 0 | 590 |
| 7:15 - 7:30 | 13 | 300 | 46 | 0 | 0 | 0 | 0 | 0 | 64 | 119 | 0 | 0 | 0 | 134 | 52 | 7 | 728 |
| 7:30 - 7:45 | 9 | 323 | 51 | 0 | 0 | 0 | 0 | 0 | 104 | 164 | 0 | 0 | 0 | 113 | 48 | 0 | 812 |
| 7:45 - 8:00 | 19 | 292 | 46 | 0 | 0 | 0 | 0 | 0 | 56 | 157 | 0 | 0 | 0 | 119 | 29 | 0 | 718 |
| 8:00 - 8:15 | 17 | 272 | 38 | 0 | 0 | 0 | 0 | 0 | 71 | 143 | 0 | 0 | 0 | 128 | 29 | 0 | 698 |
| 8:15 - 8:30 | 19 | 263 | 36 | 0 | 0 | 0 | 0 | 0 | 60 | 149 | 0 | 0 | 0 | 111 | 33 | 0 | 671 |
| 8:30 - 8:45 | 22 | 276 | 40 | 0 | 0 | 0 | 0 | 0 | 84 | 107 | 0 | 0 | 0 | 94 | 29 | 0 | 652 |
| 8:45 - 9:00 | 10 | 174 | 30 | 0 | 0 | 0 | 0 | 0 | 59 | 124 | 0 | 0 | 0 | 89 | 22 | 0 | 508 |
| MIDDAY PERIOD COUNTS | | | | | | | | | | | | | | | | | |
| Period | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | TOTAL |
| 9:00 - 9:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:15 - 9:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:30 - 9:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:45 - 10:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00 - 10:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:15 - 10:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:30 - 10:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:45 - 11:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 - 11:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:15 - 11:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:30 - 11:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:45 - 12:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 - 12:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:15 - 12:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:30 - 12:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 - 13:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:00 - 13:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:15 - 13:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:30 - 13:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:45 - 14:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:00 - 14:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:15 - 14:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:30 - 14:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:45 - 15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00 - 15:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:15 - 15:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:30 - 15:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:45 - 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM PERIOD COUNTS | | | | | | | | | | | | | | | | | |
| Period | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | TOTAL |
| 16:00 - 16:15 | 43 | 249 | 51 | 0 | 0 | 0 | 0 | 0 | 26 | 134 | 0 | 0 | 0 | 177 | 37 | 0 | 717 |
| 16:15 - 16:30 | 38 | 238 | 68 | 0 | 0 | 0 | 0 | 0 | 33 | 131 | 0 | 0 | 0 | 171 | 29 | 3 | 708 |
| 16:30 - 16:45 | 41 | 293 | 62 | 0 | 0 | 0 | 0 | 0 | 27 | 148 | 0 | 1 | 0 | 187 | 38 | 0 | 796 |
| 16:45 - 17:00 | 46 | 250 | 63 | 0 | 0 | 0 | 0 | 0 | 22 | 188 | 0 | 0 | 0 | 173 | 44 | 7 | 786 |
| 17:00 - 17:15 | 47 | 320 | 58 | 0 | 0 | 0 | 0 | 0 | 27 | 128 | 0 | 0 | 0 | 204 | 52 | 0 | 836 |
| 17:15 - 17:30 | 52 | 273 | 68 | 0 | 0 | 0 | 0 | 0 | 37 | 169 | 0 | 0 | 0 | 172 | 33 | 0 | 804 |
| 17:30 - 17:45 | 59 | 280 | 58 | 0 | 0 | 0 | 0 | 0 | 39 | 146 | 0 | 0 | 0 | 188 | 34 | 0 | 804 |
| 17:45 - 18:00 | 48 | 220 | 47 | 1 | 0 | 0 | 0 | 0 | 30 | 138 | 0 | 0 | 0 | 178 | 37 | 0 | 698 |

2364 North 1450 East
Lehi, UT 84043
801.636.0891

Intersection Turning Movement Summary

Intersection: Highland Loop / 7800 S
North/South: Highland Loop
East/West: 7800 S
Jurisdiction: West Jordan
Project Title: West Jordan Copper Rim TIS
Project No: UT20-1620
Weather: Clear

Date: 1-30-20, Thu
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 90.0%
Adjustment Station #: 0
Growth Rate: 0.0%
Number of Years: 0



| RAW COUNT SUMMARIES | Highland Loop Northbound | | | | Highland Loop Southbound | | | | 7800 S Eastbound | | | | 7800 S Westbound | | | | TOTAL |
|-----------------------------|--------------------------|------|-------|------|--------------------------|------|-------|------|------------------|------|-------|------|------------------|------|-------|------|-------|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | |
| AM PERIOD COUNTS | | | | | | | | | | | | | | | | | |
| Period | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | TOTAL |
| 7:00 - 7:15 | 1 | 1 | 20 | 0 | 22 | 0 | 16 | 0 | 18 | 76 | 2 | 1 | 4 | 167 | 2 | 0 | 329 |
| 7:15 - 7:30 | 1 | 7 | 27 | 0 | 12 | 2 | 12 | 0 | 18 | 148 | 6 | 1 | 0 | 176 | 6 | 0 | 415 |
| 7:30 - 7:45 | 4 | 11 | 28 | 0 | 9 | 0 | 12 | 0 | 14 | 123 | 7 | 0 | 0 | 199 | 26 | 0 | 433 |
| 7:45 - 8:00 | 3 | 18 | 12 | 0 | 11 | 2 | 18 | 0 | 14 | 113 | 0 | 0 | 1 | 217 | 4 | 0 | 413 |
| 8:00 - 8:15 | 8 | 6 | 29 | 0 | 16 | 2 | 11 | 0 | 12 | 104 | 0 | 0 | 0 | 169 | 12 | 0 | 369 |
| 8:15 - 8:30 | 7 | 9 | 28 | 0 | 11 | 3 | 10 | 0 | 9 | 120 | 2 | 1 | 0 | 170 | 2 | 0 | 371 |
| 8:30 - 8:45 | 9 | 6 | 23 | 1 | 7 | 3 | 19 | 0 | 6 | 78 | 6 | 2 | 1 | 147 | 4 | 0 | 309 |
| 8:45 - 9:00 | 2 | 1 | 18 | 0 | 10 | 0 | 13 | 0 | 1 | 88 | 7 | 0 | 2 | 121 | 18 | 0 | 281 |
| MIDDAY PERIOD COUNTS | | | | | | | | | | | | | | | | | |
| Period | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | TOTAL |
| 9:00 - 9:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:15 - 9:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:30 - 9:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:45 - 10:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00 - 10:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:15 - 10:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:30 - 10:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:45 - 11:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 - 11:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:15 - 11:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:30 - 11:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:45 - 12:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 - 12:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:15 - 12:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:30 - 12:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 - 13:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:00 - 13:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:15 - 13:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:30 - 13:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:45 - 14:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:00 - 14:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:15 - 14:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:30 - 14:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:45 - 15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00 - 15:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:15 - 15:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:30 - 15:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:45 - 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM PERIOD COUNTS | | | | | | | | | | | | | | | | | |
| Period | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | TOTAL |
| 16:00 - 16:15 | 7 | 3 | 12 | 0 | 10 | 7 | 43 | 0 | 0 | 177 | 1 | 0 | 11 | 181 | 8 | 0 | 460 |
| 16:15 - 16:30 | 3 | 0 | 17 | 0 | 8 | 4 | 24 | 0 | 1 | 216 | 2 | 0 | 21 | 171 | 26 | 0 | 493 |
| 16:30 - 16:45 | 2 | 1 | 17 | 0 | 7 | 10 | 34 | 0 | 2 | 211 | 7 | 0 | 13 | 186 | 18 | 0 | 508 |
| 16:45 - 17:00 | 3 | 2 | 20 | 0 | 11 | 4 | 39 | 0 | 0 | 247 | 6 | 0 | 11 | 189 | 17 | 1 | 549 |
| 17:00 - 17:15 | 6 | 3 | 11 | 0 | 12 | 6 | 28 | 0 | 2 | 178 | 20 | 0 | 14 | 237 | 11 | 0 | 528 |
| 17:15 - 17:30 | 3 | 7 | 11 | 0 | 27 | 6 | 22 | 0 | 0 | 213 | 17 | 0 | 12 | 179 | 4 | 3 | 501 |
| 17:30 - 17:45 | 1 | 1 | 9 | 0 | 11 | 16 | 30 | 0 | 0 | 220 | 0 | 0 | 10 | 154 | 10 | 3 | 462 |
| 17:45 - 18:00 | 4 | 10 | 13 | 0 | 3 | 3 | 29 | 0 | 2 | 190 | 4 | 0 | 7 | 137 | 8 | 1 | 410 |

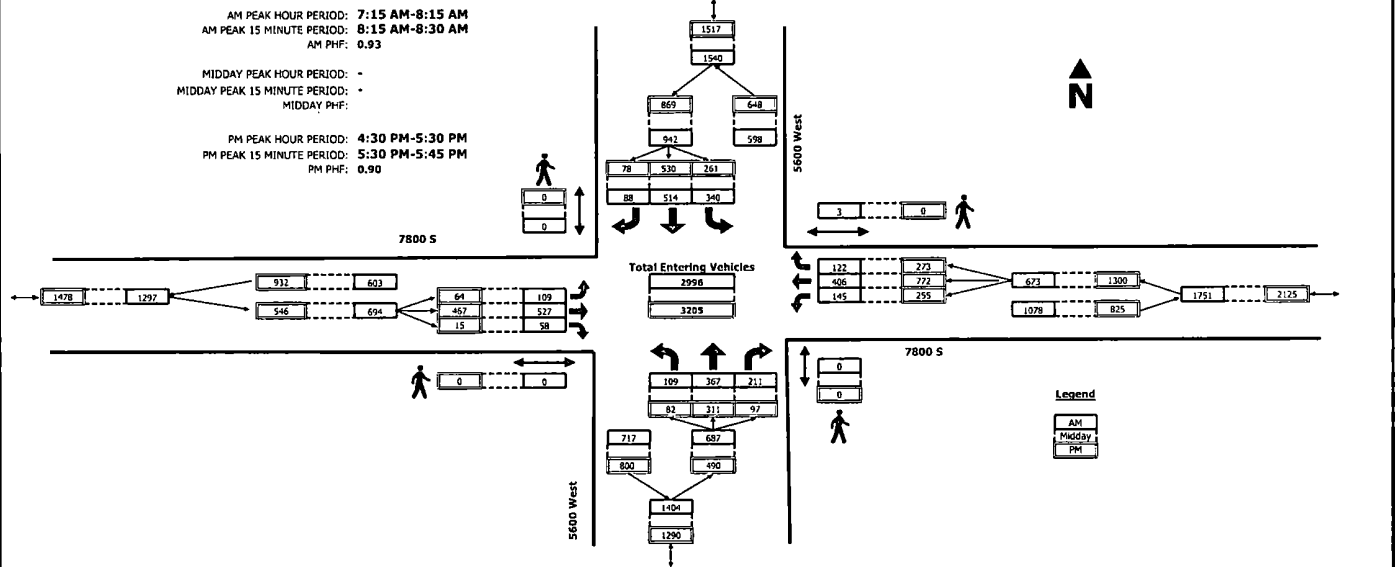
TrafficCounts

2364 North 1450 East
Lehi, UT 84043
801.636.0891

Intersection Turning Movement Summary

Intersection: 5600 West / 7800 S
North/South: 5600 West
East/West: 7800 S
Jurisdiction: West Jordan
Project Title: West Jordan Copper Rim TIS
Project No: UT20-1620
Weather: Clear

Date: 1-30-20, Thu
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 90.0%
Adjustment Station #: 0
Growth Rate: 0.0%
Number of Years: 0



| RAW COUNT SUMMARIES | 5600 West Northbound | | | | 5600 West Southbound | | | | 7800 S Eastbound | | | | 7800 S Westbound | | | | TOTAL |
|-----------------------------|----------------------|------|-------|------|----------------------|------|-------|------|------------------|------|-------|------|------------------|------|-------|------|-------|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | |
| AM PERIOD COUNTS | | | | | | | | | | | | | | | | | |
| Period | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | TOTAL |
| 7:00 - 7:15 | 28 | 71 | 33 | 0 | 66 | 153 | 9 | 0 | 9 | 100 | 6 | 0 | 22 | 104 | 30 | 0 | 631 |
| 7:15 - 7:30 | 27 | 70 | 49 | 0 | 83 | 152 | 36 | 0 | 22 | 126 | 10 | 0 | 32 | 102 | 19 | 1 | 728 |
| 7:30 - 7:45 | 27 | 108 | 70 | 0 | 102 | 127 | 17 | 0 | 27 | 132 | 11 | 0 | 23 | 117 | 30 | 0 | 791 |
| 7:45 - 8:00 | 31 | 76 | 51 | 0 | 92 | 96 | 19 | 0 | 37 | 176 | 14 | 0 | 30 | 106 | 41 | 0 | 769 |
| 8:00 - 8:15 | 24 | 113 | 41 | 0 | 63 | 139 | 16 | 0 | 23 | 93 | 23 | 0 | 60 | 81 | 32 | 2 | 706 |
| 8:15 - 8:30 | 39 | 124 | 54 | 0 | 70 | 136 | 17 | 0 | 22 | 114 | 30 | 0 | 72 | 90 | 41 | 0 | 809 |
| 8:30 - 8:45 | 23 | 90 | 59 | 0 | 70 | 90 | 20 | 0 | 8 | 92 | 13 | 0 | 29 | 73 | 23 | 0 | 590 |
| 8:45 - 9:00 | 18 | 47 | 47 | 0 | 37 | 71 | 17 | 0 | 11 | 106 | 8 | 0 | 19 | 59 | 19 | 0 | 459 |
| MIDDAY PERIOD COUNTS | | | | | | | | | | | | | | | | | |
| Period | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | TOTAL |
| 9:00 - 9:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:15 - 9:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:30 - 9:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:45 - 10:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00 - 10:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:15 - 10:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:30 - 10:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:45 - 11:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 - 11:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:15 - 11:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:30 - 11:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:45 - 12:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 - 12:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:15 - 12:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:30 - 12:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 - 13:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:00 - 13:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:15 - 13:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:30 - 13:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:45 - 14:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:00 - 14:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:15 - 14:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:30 - 14:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:45 - 15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00 - 15:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:15 - 15:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:30 - 15:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:45 - 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM PERIOD COUNTS | | | | | | | | | | | | | | | | | |
| Period | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | TOTAL |
| 16:00 - 16:15 | 23 | 110 | 26 | 0 | 61 | 79 | 18 | 0 | 14 | 119 | 2 | 0 | 49 | 156 | 67 | 0 | 723 |
| 16:15 - 16:30 | 27 | 79 | 38 | 0 | 82 | 108 | 23 | 0 | 38 | 127 | 3 | 0 | 54 | 187 | 60 | 0 | 826 |
| 16:30 - 16:45 | 29 | 91 | 39 | 0 | 68 | 133 | 23 | 0 | 21 | 126 | 8 | 0 | 50 | 177 | 54 | 0 | 819 |
| 16:45 - 17:00 | 37 | 87 | 29 | 0 | 64 | 123 | 11 | 0 | 16 | 122 | 2 | 0 | 49 | 199 | 73 | 0 | 812 |
| 17:00 - 17:15 | 6 | 81 | 19 | 0 | 51 | 126 | 23 | 0 | 19 | 116 | 1 | 0 | 76 | 194 | 79 | 0 | 801 |
| 17:15 - 17:30 | 10 | 52 | 10 | 0 | 58 | 148 | 21 | 0 | 8 | 103 | 4 | 0 | 80 | 202 | 67 | 0 | 773 |
| 17:30 - 17:45 | 14 | 111 | 41 | 0 | 79 | 151 | 13 | 0 | 19 | 109 | 19 | 0 | 78 | 182 | 70 | 0 | 886 |
| 17:45 - 18:00 | 27 | 79 | 29 | 0 | 91 | 139 | 14 | 0 | 26 | 117 | 13 | 0 | 76 | 168 | 89 | 0 | 868 |

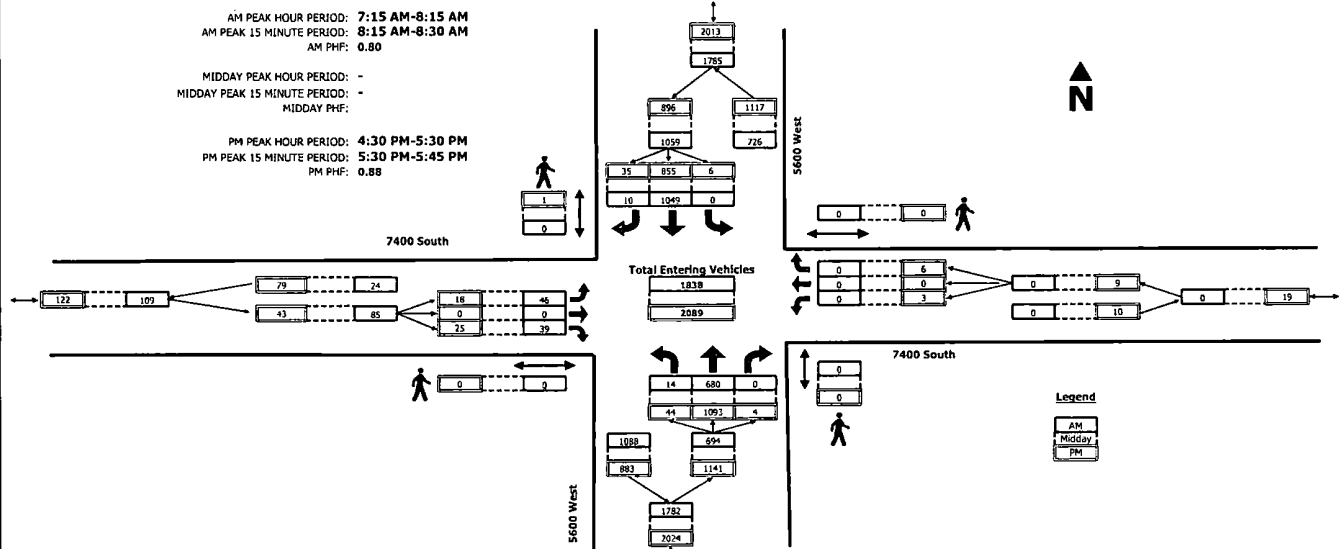
TrafficCounts

2364 North 1450 East
Lehi, UT 84043
801.636.0891

Intersection Turning Movement Summary

Intersection: 5600 West / 7400 South
North/South: 5600 West
East/West: 7400 South
Jurisdiction: West Jordan
Project Title: West Jordan Copper Rim T15
Project No: UT20-1620
Weather: Clear

Date: 1-30-20, Thu
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 90.0%
Adjustment Station #: 0
Growth Rate: 0.0%
Number of Years: 0



| RAW COUNT SUMMARIES | 5600 West Northbound | | | | 5600 West Southbound | | | | 7400 South Eastbound | | | | 7400 South Westbound | | | | TOTAL |
|-----------------------------|----------------------|------|-------|------|----------------------|------|-------|------|----------------------|------|-------|------|----------------------|------|-------|------|-------|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | |
| AM PERIOD COUNTS | | | | | | | | | | | | | | | | | |
| Period | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | TOTAL |
| 7:00 - 7:15 | 2 | 126 | 0 | 0 | 0 | 239 | 1 | 0 | 8 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 387 |
| 7:15 - 7:30 | 7 | 144 | 0 | 0 | 0 | 301 | 2 | 0 | 9 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 470 |
| 7:30 - 7:45 | 2 | 184 | 0 | 0 | 0 | 271 | 3 | 0 | 8 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 478 |
| 7:45 - 8:00 | 2 | 171 | 0 | 0 | 0 | 223 | 2 | 0 | 10 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 419 |
| 8:00 - 8:15 | 3 | 181 | 0 | 0 | 0 | 254 | 3 | 0 | 19 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 471 |
| 8:15 - 8:30 | 3 | 220 | 0 | 0 | 0 | 316 | 11 | 0 | 18 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 572 |
| 8:30 - 8:45 | 2 | 159 | 0 | 0 | 0 | 213 | 4 | 0 | 7 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 391 |
| 8:45 - 9:00 | 3 | 100 | 0 | 0 | 0 | 136 | 0 | 0 | 6 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 252 |
| MIDDAY PERIOD COUNTS | | | | | | | | | | | | | | | | | |
| Period | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | TOTAL |
| 9:00 - 9:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:15 - 9:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:30 - 9:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:45 - 10:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00 - 10:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:15 - 10:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:30 - 10:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:45 - 11:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 - 11:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:15 - 11:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:30 - 11:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:45 - 12:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 - 12:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:15 - 12:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:30 - 12:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 - 13:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:00 - 13:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:15 - 13:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:30 - 13:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:45 - 14:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:00 - 14:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:15 - 14:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:30 - 14:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:45 - 15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00 - 15:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:15 - 15:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:30 - 15:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:45 - 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM PERIOD COUNTS | | | | | | | | | | | | | | | | | |
| Period | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | TOTAL |
| 16:00 - 16:15 | 6 | 269 | 1 | 0 | 0 | 182 | 3 | 0 | 4 | 0 | 8 | 0 | 8 | 0 | 0 | 0 | 481 |
| 16:15 - 16:30 | 12 | 240 | 2 | 0 | 0 | 171 | 9 | 0 | 2 | 0 | 6 | 0 | 1 | 0 | 0 | 0 | 446 |
| 16:30 - 16:45 | 3 | 242 | 0 | 0 | 0 | 207 | 10 | 0 | 3 | 0 | 4 | 0 | 1 | 0 | 2 | 0 | 472 |
| 16:45 - 17:00 | 11 | 300 | 0 | 0 | 4 | 187 | 11 | 0 | 2 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 523 |
| 17:00 - 17:15 | 17 | 267 | 1 | 0 | 0 | 240 | 8 | 0 | 9 | 0 | 6 | 0 | 1 | 0 | 2 | 0 | 551 |
| 17:15 - 17:30 | 13 | 284 | 3 | 0 | 2 | 221 | 6 | 1 | 4 | 0 | 7 | 0 | 1 | 0 | 2 | 0 | 543 |
| 17:30 - 17:45 | 12 | 329 | 2 | 0 | 1 | 230 | 2 | 0 | 7 | 0 | 9 | 0 | 1 | 0 | 2 | 0 | 595 |
| 17:45 - 18:00 | 13 | 274 | 0 | 0 | 2 | 210 | 10 | 0 | 8 | 0 | 10 | 0 | 1 | 0 | 1 | 0 | 529 |

APPENDIX B

LOS Results

SimTraffic LOS Report

Project: West Jordan - Copper Rim TIS Update
Analysis Period: Existing (2021) Background
Time Period: Morning Peak Hour **Project#:** UT20-1620

Intersection: SB MVC FR & 7800 South
Type: Signalized

| Approach | Movement | Demand Volume | Volume Served | | Delay/Veh (sec) | |
|--------------|----------|---------------|---------------|-----------|-----------------|----------|
| | | | Avg | % | Avg | LOS |
| SB | L | 130 | 134 | 103 | 20.8 | C |
| | T | 915 | 908 | 99 | 24.7 | C |
| | R | 115 | 114 | 99 | 6.4 | A |
| | Subtotal | 1,160 | 1,156 | 100 | 22.4 | C |
| EB | T | 625 | 621 | 99 | 29.9 | C |
| | R | 240 | 235 | 98 | 12.7 | B |
| | Subtotal | 865 | 856 | 99 | 25.2 | C |
| WB | L | 205 | 196 | 96 | 25.2 | C |
| | T | 340 | 340 | 100 | 8.8 | A |
| | Subtotal | 545 | 536 | 98 | 14.8 | B |
| Total | | 2,570 | 2,548 | 99 | 21.8 | C |

Intersection: NB MVC FR & 7800 South
Type: Signalized

| Approach | Movement | Demand Volume | Volume Served | | Delay/Veh (sec) | |
|--------------|----------|---------------|---------------|------------|-----------------|----------|
| | | | Avg | % | Avg | LOS |
| NB | L | 60 | 57 | 95 | 28.4 | C |
| | T | 1,255 | 1,272 | 101 | 41.1 | D |
| | R | 185 | 192 | 104 | 15.1 | B |
| | Subtotal | 1,500 | 1,521 | 101 | 37.3 | D |
| EB | L | 310 | 312 | 101 | 43.4 | D |
| | T | 445 | 442 | 99 | 10.9 | B |
| | Subtotal | 755 | 754 | 100 | 24.3 | C |
| WB | T | 493 | 488 | 99 | 34.7 | C |
| | R | 165 | 173 | 105 | 17.4 | B |
| | Subtotal | 658 | 661 | 100 | 30.2 | C |
| Total | | 2,914 | 2,936 | 101 | 32.5 | C |

SimTraffic LOS Report

Project: West Jordan - Copper Rim TIS Update
Analysis Period: Existing (2021) Background
Time Period: Morning Peak Hour **Project #:** UT20-1620

Intersection: Highlands Loop Road & 7800 South
Type: Roundabout

| Approach | Movement | Demand Volume | Volume Served | | Delay/Veh (sec) | |
|--------------|----------|---------------|---------------|------------|-----------------|----------|
| | | | Avg | % | Avg | LOS |
| NB | L | 20 | 17 | 84 | 8.1 | A |
| | T | 45 | 46 | 102 | 8.8 | A |
| | R | 105 | 103 | 98 | 5.0 | A |
| | Subtotal | 170 | 166 | 98 | 6.4 | A |
| SB | L | 50 | 51 | 102 | 6.5 | A |
| | T | 10 | 10 | 98 | 7.2 | A |
| | R | 55 | 58 | 105 | 4.2 | A |
| | Subtotal | 115 | 119 | 103 | 5.4 | A |
| EB | L | 60 | 57 | 95 | 3.7 | A |
| | T | 562 | 571 | 102 | 4.9 | A |
| | R | 15 | 15 | 98 | 3.4 | A |
| | Subtotal | 637 | 643 | 101 | 4.8 | A |
| WB | L | 5 | 4 | 80 | 9.2 | A |
| | T | 583 | 585 | 100 | 8.2 | A |
| | R | 50 | 54 | 108 | 6.2 | A |
| | Subtotal | 638 | 643 | 101 | 8.0 | A |
| Total | | 1,562 | 1,571 | 101 | 6.3 | A |

Intersection: 5600 West & 7800 South
Type: Signalized

| Approach | Movement | Demand Volume | Volume Served | | Delay/Veh (sec) | |
|--------------|----------|---------------|---------------|------------|-----------------|----------|
| | | | Avg | % | Avg | LOS |
| NB | L | 110 | 110 | 100 | 24.5 | C |
| | T | 375 | 376 | 100 | 29.7 | C |
| | R | 215 | 216 | 100 | 8.8 | A |
| | Subtotal | 700 | 702 | 100 | 22.5 | C |
| SB | L | 345 | 342 | 99 | 49.8 | D |
| | T | 520 | 535 | 103 | 21.2 | C |
| | R | 90 | 84 | 93 | 6.5 | A |
| | Subtotal | 955 | 961 | 101 | 30.1 | C |
| EB | L | 110 | 108 | 98 | 24.9 | C |
| | T | 549 | 558 | 102 | 24.6 | C |
| | R | 60 | 61 | 101 | 5.4 | A |
| | Subtotal | 719 | 727 | 101 | 23.0 | C |
| WB | L | 150 | 152 | 102 | 30.0 | C |
| | T | 430 | 438 | 102 | 22.6 | C |
| | R | 125 | 129 | 103 | 4.9 | A |
| | Subtotal | 705 | 719 | 102 | 21.0 | C |
| Total | | 3,078 | 3,109 | 101 | 24.6 | C |

SimTraffic LOS Report

Project: West Jordan - Copper Rim TIS Update
Analysis Period: Existing (2021) Background
Time Period: Morning Peak Hour **Project #:** UT20-1620

Intersection: 5600 West & 7400 South
Type: Unsignalized

| Approach | Movement | Demand Volume | Volume Served | | Delay/Veh (sec) | |
|--------------|----------|---------------|---------------|-----------|-----------------|----------|
| | | | Avg | % | Avg | LOS |
| NB | L | 15 | 15 | 102 | 8.9 | A |
| | T | 695 | 702 | 101 | 3.7 | A |
| | Subtotal | 710 | 717 | 101 | 3.8 | A |
| SB | T | 915 | 917 | 100 | 2.7 | A |
| | R | 15 | 16 | 108 | 2.0 | A |
| | Subtotal | 930 | 933 | 100 | 2.7 | A |
| EB | L | 45 | 44 | 98 | 20.4 | C |
| | R | 40 | 40 | 101 | 5.3 | A |
| | Subtotal | 85 | 84 | 99 | 13.2 | B |
| Total | | 1,724 | 1,734 | 101 | 3.7 | A |

SimTraffic LOS Report

Project: West Jordan - Copper Rim TIS Update
Analysis Period: Existing (2021) Background
Time Period: Evening Peak Hour **Project#:** UT20-1620

Intersection: SB MVC FR & 7800 South
Type: Signalized

| Approach | Movement | Demand Volume | Volume Served | | Delay/Veh (sec) | |
|--------------|----------|---------------|---------------|-----------|-----------------|----------|
| | | | Avg | % | Avg | LOS |
| SB | L | 195 | 194 | 99 | 33.4 | C |
| | T | 1,280 | 1,277 | 100 | 56.3 | E |
| | R | 335 | 329 | 98 | 31.1 | C |
| | Subtotal | 1,810 | 1,800 | 99 | 49.2 | D |
| EB | T | 585 | 601 | 103 | 30.3 | C |
| | R | 145 | 151 | 104 | 14.4 | B |
| | Subtotal | 730 | 752 | 103 | 27.1 | C |
| WB | L | 135 | 128 | 95 | 31.1 | C |
| | T | 845 | 806 | 95 | 42.2 | D |
| | Subtotal | 980 | 934 | 95 | 40.7 | D |
| Total | | 3,520 | 3,486 | 99 | 42.2 | D |

Intersection: NB MVC FR & 7800 South
Type: Signalized

| Approach | Movement | Demand Volume | Volume Served | | Delay/Veh (sec) | |
|--------------|----------|---------------|---------------|------------|-----------------|----------|
| | | | Avg | % | Avg | LOS |
| NB | L | 195 | 190 | 97 | 30.5 | C |
| | T | 1,195 | 1,204 | 101 | 40.4 | D |
| | R | 255 | 268 | 105 | 21.5 | C |
| | Subtotal | 1,645 | 1,662 | 101 | 36.2 | D |
| EB | L | 120 | 122 | 102 | 40.6 | D |
| | T | 660 | 674 | 102 | 19.6 | B |
| | Subtotal | 780 | 796 | 102 | 22.8 | C |
| WB | T | 786 | 748 | 95 | 101.8 | F |
| | R | 175 | 172 | 98 | 41.0 | D |
| | Subtotal | 961 | 920 | 96 | 90.4 | F |
| Total | | 3,388 | 3,378 | 100 | 54.4 | D |

SimTraffic LOS Report

Project: West Jordan - Copper Rim TIS Update
Analysis Period: Existing (2021) Background
Time Period: Evening Peak Hour **Project#:** UT20-1620

Intersection: Highlands Loop Road & 7800 South
Type: Roundabout

| Approach | Movement | Demand Volume | Volume Served | | Delay/Veh (sec) | |
|--------------|----------|---------------|---------------|-----------|-----------------|----------|
| | | | Avg | % | Avg | LOS |
| NB | L | 15 | 14 | 92 | 10.0 | A |
| | T | 15 | 13 | 85 | 9.6 | A |
| | R | 65 | 67 | 103 | 5.5 | A |
| | Subtotal | 95 | 94 | 99 | 6.7 | A |
| SB | L | 60 | 52 | 87 | 88.1 | F |
| | T | 30 | 26 | 87 | 60.0 | F |
| | R | 125 | 115 | 92 | 50.5 | F |
| | Subtotal | 215 | 193 | 90 | 61.9 | F |
| EB | L | 155 | 156 | 101 | 6.3 | A |
| | T | 706 | 728 | 103 | 6.0 | A |
| | R | 55 | 54 | 98 | 3.9 | A |
| | Subtotal | 916 | 938 | 102 | 5.9 | A |
| WB | L | 55 | 55 | 100 | 23.0 | C |
| | T | 836 | 827 | 99 | 17.8 | C |
| | R | 55 | 52 | 95 | 13.0 | B |
| | Subtotal | 946 | 934 | 99 | 17.8 | C |
| Total | | 2,173 | 2,159 | 99 | 16.4 | C |

Intersection: 5600 West & 7800 South
Type: Signalized

| Approach | Movement | Demand Volume | Volume Served | | Delay/Veh (sec) | |
|--------------|----------|---------------|---------------|------------|-----------------|----------|
| | | | Avg | % | Avg | LOS |
| NB | L | 85 | 84 | 99 | 35.2 | D |
| | T | 315 | 312 | 99 | 38.4 | D |
| | R | 100 | 98 | 98 | 8.6 | A |
| | Subtotal | 500 | 494 | 99 | 31.9 | C |
| SB | L | 265 | 269 | 102 | 56.1 | E |
| | T | 560 | 558 | 100 | 29.8 | C |
| | R | 80 | 79 | 99 | 10.3 | B |
| | Subtotal | 905 | 906 | 100 | 35.9 | D |
| EB | L | 185 | 182 | 98 | 33.7 | C |
| | T | 636 | 652 | 102 | 27.1 | C |
| | R | 20 | 20 | 101 | 5.6 | A |
| | Subtotal | 841 | 854 | 102 | 28.0 | C |
| WB | L | 260 | 256 | 99 | 41.2 | D |
| | T | 775 | 767 | 99 | 27.4 | C |
| | R | 280 | 278 | 99 | 8.0 | A |
| | Subtotal | 1,315 | 1,301 | 99 | 26.0 | C |
| Total | | 3,561 | 3,555 | 100 | 29.9 | C |

SimTraffic LOS Report

Project: West Jordan - Copper Rim TIS Update
Analysis Period: Existing (2021) Background
Time Period: Evening Peak Hour **Project#:** UT20-1620

Intersection: 5600 West & 7400 South
Type: Unsignalized

| Approach | Movement | Demand Volume | Volume Served | | Delay/Veh (sec) | |
|--------------|----------|---------------|---------------|-----|-----------------|-----|
| | | | Avg | % | Avg | LOS |
| NB | L | 45 | 48 | 107 | 9.0 | A |
| | T | 885 | 882 | 100 | 3.3 | A |
| | R | 5 | 6 | 114 | 3.1 | A |
| | Subtotal | 935 | 936 | 100 | 3.6 | A |
| SB | L | 7 | 6 | 83 | 10.7 | B |
| | T | 870 | 868 | 100 | 2.8 | A |
| | R | 40 | 44 | 111 | 2.4 | A |
| | Subtotal | 917 | 918 | 100 | 2.8 | A |
| EB | L | 20 | 19 | 95 | 26.9 | D |
| | R | 30 | 34 | 112 | 5.0 | A |
| | Subtotal | 50 | 53 | 106 | 12.9 | B |
| WB | L | 5 | 6 | 114 | 33.5 | D |
| | R | 10 | 9 | 88 | 8.1 | A |
| | Subtotal | 15 | 15 | 100 | 18.3 | C |
| Total | | 1,918 | 1,922 | 100 | 3.6 | A |

SimTraffic LOS Report

Project: West Jordan - Copper Rim TIS Update
Analysis Period: Existing (2021) Plus Project
Time Period: Morning Peak Hour **Project #:** UT20-1620

Intersection: SB MVC FR & 7800 South
Type: Signalized

| Approach | Movement | Demand Volume | Volume Served | | Delay/Veh (sec) | |
|--------------|----------|---------------|---------------|-----|-----------------|-----|
| | | | Avg | % | Avg | LOS |
| SB | L | 135 | 135 | 100 | 18.3 | B |
| | T | 915 | 914 | 100 | 20.5 | C |
| | R | 115 | 115 | 100 | 4.9 | A |
| | Subtotal | 1,165 | 1,164 | 100 | 18.7 | B |
| EB | T | 626 | 618 | 99 | 34.0 | C |
| | R | 240 | 233 | 97 | 25.5 | C |
| | Subtotal | 866 | 851 | 98 | 31.7 | C |
| WB | L | 213 | 207 | 97 | 20.5 | C |
| | T | 344 | 350 | 102 | 7.1 | A |
| | Subtotal | 557 | 557 | 100 | 12.1 | B |
| Total | | 2,588 | 2,572 | 99 | 21.6 | C |

Intersection: NB MVC FR & 7800 South
Type: Signalized

| Approach | Movement | Demand Volume | Volume Served | | Delay/Veh (sec) | |
|--------------|----------|---------------|---------------|-----|-----------------|-----|
| | | | Avg | % | Avg | LOS |
| NB | L | 60 | 59 | 98 | 19.3 | B |
| | T | 1,255 | 1,254 | 100 | 26.9 | C |
| | R | 188 | 185 | 98 | 7.6 | A |
| | Subtotal | 1,503 | 1,498 | 100 | 24.2 | C |
| EB | L | 310 | 304 | 98 | 29.1 | C |
| | T | 451 | 448 | 99 | 8.8 | A |
| | Subtotal | 761 | 752 | 99 | 17.0 | B |
| WB | T | 510 | 514 | 101 | 38.6 | D |
| | R | 180 | 191 | 106 | 35.2 | D |
| | Subtotal | 690 | 705 | 102 | 37.7 | D |
| Total | | 2,954 | 2,955 | 100 | 25.6 | C |

SimTraffic LOS Report

Project: West Jordan - Copper Rim TIS Update
Analysis Period: Existing (2021) Plus Project
Time Period: Morning Peak Hour **Project#:** UT20-1620

Intersection: Highlands Loop Road & 7800 South
Type: Roundabout

| Approach | Movement | Demand Volume | Volume Served | | Delay/Veh (sec) | |
|--------------|----------|---------------|---------------|------------|-----------------|----------|
| | | | Avg | % | Avg | LOS |
| NB | L | 20 | 20 | 99 | 7.9 | A |
| | T | 45 | 46 | 102 | 8.3 | A |
| | R | 105 | 106 | 101 | 5.2 | A |
| | Subtotal | 170 | 172 | 101 | 6.3 | A |
| SB | L | 50 | 47 | 94 | 6.6 | A |
| | T | 10 | 11 | 107 | 7.1 | A |
| | R | 55 | 54 | 98 | 5.2 | A |
| | Subtotal | 115 | 112 | 97 | 6.0 | A |
| EB | L | 60 | 60 | 100 | 4.1 | A |
| | T | 583 | 579 | 99 | 5.2 | A |
| | R | 15 | 15 | 98 | 3.6 | A |
| | Subtotal | 658 | 654 | 99 | 5.1 | A |
| WB | L | 5 | 5 | 100 | 6.4 | A |
| | T | 590 | 602 | 102 | 7.7 | A |
| | R | 50 | 50 | 100 | 6.3 | A |
| | Subtotal | 645 | 657 | 102 | 7.6 | A |
| Total | | 1,589 | 1,595 | 100 | 6.3 | A |

Intersection: 5600 West & 7800 South
Type: Signalized

| Approach | Movement | Demand Volume | Volume Served | | Delay/Veh (sec) | |
|--------------|----------|---------------|---------------|------------|-----------------|----------|
| | | | Avg | % | Avg | LOS |
| NB | L | 112 | 112 | 100 | 25.7 | C |
| | T | 375 | 372 | 99 | 32.4 | C |
| | R | 215 | 215 | 100 | 8.6 | A |
| | Subtotal | 702 | 699 | 100 | 24.0 | C |
| SB | L | 354 | 346 | 98 | 30.7 | C |
| | T | 520 | 529 | 102 | 20.2 | C |
| | R | 90 | 90 | 100 | 6.3 | A |
| | Subtotal | 964 | 965 | 100 | 22.7 | C |
| EB | L | 115 | 113 | 98 | 29.8 | C |
| | T | 551 | 551 | 100 | 27.3 | C |
| | R | 67 | 65 | 97 | 5.3 | A |
| | Subtotal | 733 | 729 | 99 | 25.7 | C |
| WB | L | 150 | 157 | 105 | 31.9 | C |
| | T | 434 | 446 | 103 | 24.8 | C |
| | R | 125 | 127 | 102 | 5.0 | A |
| | Subtotal | 709 | 730 | 103 | 22.9 | C |
| Total | | 3,108 | 3,123 | 100 | 23.8 | C |

SimTraffic LOS Report

Project: West Jordan - Copper Rim TIS Update
Analysis Period: Existing (2021) Plus Project
Time Period: Morning Peak Hour **Project#:** UT20-1620

Intersection: 5600 West & 7400 South
Type: Unsignalized

| Approach | Movement | Demand Volume | Volume Served | | Delay/Veh (sec) | |
|--------------|----------|---------------|---------------|-----|-----------------|-----|
| | | | Avg | % | Avg | LOS |
| NB | L | 15 | 14 | 95 | 8.3 | A |
| | T | 700 | 696 | 99 | 3.6 | A |
| | Subtotal | 715 | 710 | 99 | 3.7 | A |
| SB | T | 915 | 910 | 99 | 2.7 | A |
| | R | 19 | 20 | 105 | 2.3 | A |
| | Subtotal | 934 | 930 | 100 | 2.7 | A |
| EB | L | 55 | 55 | 100 | 20.2 | C |
| | R | 49 | 55 | 112 | 5.5 | A |
| | Subtotal | 104 | 110 | 106 | 12.9 | B |
| Total | | 1,752 | 1,750 | 100 | 3.8 | A |

Intersection: 7800 South & South Project Access
Type: Unsignalized

| Approach | Movement | Demand Volume | Volume Served | | Delay/Veh (sec) | |
|--------------|----------|---------------|---------------|-----|-----------------|-----|
| | | | Avg | % | Avg | LOS |
| SB | L | 15 | 15 | 98 | 16.2 | C |
| | R | 26 | 27 | 103 | 5.8 | A |
| | Subtotal | 41 | 42 | 102 | 9.5 | A |
| EB | L | 9 | 9 | 100 | 6.7 | A |
| | T | 642 | 636 | 99 | 1.0 | A |
| | Subtotal | 651 | 645 | 99 | 1.1 | A |
| WB | T | 663 | 673 | 102 | 0.8 | A |
| | R | 6 | 6 | 100 | 0.4 | A |
| | Subtotal | 669 | 679 | 101 | 0.8 | A |
| Total | | 1,362 | 1,366 | 100 | 1.2 | A |

SimTraffic LOS Report

Project: West Jordan - Copper Rim TIS Update
Analysis Period: Existing (2021) Mitigated Background
Time Period: Evening Peak Hour **Project#:** UT20-1620

Intersection: SB MVC FR & 7800 South
Type: Signalized

| Approach | Movement | Demand Volume | Volume Served | | Delay/Veh (sec) | |
|--------------|----------|---------------|---------------|-----|-----------------|-----|
| | | | Avg | % | Avg | LOS |
| SB | L | 195 | 200 | 102 | 19.4 | B |
| | T | 1,280 | 1,281 | 100 | 24.9 | C |
| | R | 335 | 329 | 98 | 13.1 | B |
| | Subtotal | 1,810 | 1,810 | 100 | 22.1 | C |
| EB | T | 585 | 585 | 100 | 32.8 | C |
| | R | 145 | 155 | 107 | 24.0 | C |
| | Subtotal | 730 | 740 | 101 | 31.0 | C |
| WB | L | 135 | 133 | 98 | 31.1 | C |
| | T | 845 | 856 | 101 | 17.4 | B |
| | Subtotal | 980 | 989 | 101 | 19.2 | B |
| Total | | 3,520 | 3,539 | 101 | 23.2 | C |

Intersection: NB MVC FR & 7800 South
Type: Signalized

| Approach | Movement | Demand Volume | Volume Served | | Delay/Veh (sec) | |
|--------------|----------|---------------|---------------|-----|-----------------|-----|
| | | | Avg | % | Avg | LOS |
| NB | L | 195 | 210 | 108 | 19.2 | B |
| | T | 1,195 | 1,196 | 100 | 22.5 | C |
| | R | 255 | 255 | 100 | 9.3 | A |
| | Subtotal | 1,645 | 1,661 | 101 | 20.1 | B |
| EB | L | 120 | 120 | 100 | 35.6 | D |
| | T | 660 | 664 | 101 | 14.7 | B |
| | Subtotal | 780 | 784 | 101 | 17.9 | B |
| WB | T | 786 | 782 | 99 | 51.6 | D |
| | R | 175 | 176 | 101 | 52.0 | D |
| | Subtotal | 961 | 958 | 100 | 51.7 | D |
| Total | | 3,388 | 3,403 | 100 | 28.5 | C |

SimTraffic LOS Report

Project: West Jordan - Copper Rim TIS Update
Analysis Period: Existing (2021) Mitigated Background
Time Period: Evening Peak Hour **Project #:** UT20-1620

Intersection: Highlands Loop Road & 7800 South
Type: Roundabout

| Approach | Movement | Demand Volume | Volume Served | | Delay/Veh (sec) | |
|--------------|----------|---------------|---------------|------------|-----------------|----------|
| | | | Avg | % | Avg | LOS |
| NB | L | 15 | 14 | 92 | 9.0 | A |
| | T | 15 | 18 | 118 | 9.6 | A |
| | R | 65 | 66 | 102 | 5.5 | A |
| | Subtotal | 95 | 98 | 103 | 6.8 | A |
| SB | L | 60 | 60 | 100 | 14.1 | B |
| | T | 30 | 29 | 97 | 14.8 | B |
| | R | 125 | 125 | 100 | 10.5 | B |
| | Subtotal | 215 | 214 | 100 | 12.1 | B |
| EB | L | 155 | 158 | 102 | 9.3 | A |
| | T | 706 | 710 | 101 | 8.4 | A |
| | R | 55 | 55 | 100 | 6.3 | A |
| | Subtotal | 916 | 923 | 101 | 8.4 | A |
| WB | L | 55 | 56 | 102 | 13.4 | B |
| | T | 836 | 829 | 99 | 11.8 | B |
| | R | 55 | 52 | 95 | 10.4 | B |
| | Subtotal | 946 | 937 | 99 | 11.8 | B |
| Total | | 2,173 | 2,172 | 100 | 10.1 | B |

Intersection: 5600 West & 7800 South
Type: Signalized

| Approach | Movement | Demand Volume | Volume Served | | Delay/Veh (sec) | |
|--------------|----------|---------------|---------------|------------|-----------------|----------|
| | | | Avg | % | Avg | LOS |
| NB | L | 85 | 88 | 104 | 38.5 | D |
| | T | 315 | 313 | 99 | 39.1 | D |
| | R | 100 | 99 | 99 | 8.4 | A |
| | Subtotal | 500 | 500 | 100 | 32.9 | C |
| SB | L | 265 | 266 | 100 | 46.0 | D |
| | T | 560 | 564 | 101 | 28.8 | C |
| | R | 80 | 80 | 100 | 10.8 | B |
| | Subtotal | 905 | 910 | 101 | 32.2 | C |
| EB | L | 185 | 190 | 103 | 36.8 | D |
| | T | 636 | 634 | 100 | 29.8 | C |
| | R | 20 | 21 | 106 | 6.0 | A |
| | Subtotal | 841 | 845 | 100 | 30.8 | C |
| WB | L | 260 | 263 | 101 | 35.2 | D |
| | T | 775 | 764 | 99 | 30.9 | C |
| | R | 280 | 272 | 97 | 7.8 | A |
| | Subtotal | 1,315 | 1,299 | 99 | 26.9 | C |
| Total | | 3,561 | 3,554 | 100 | 30.1 | C |

SimTraffic LOS Report

Project: West Jordan - Copper Rim TIS Update
Analysis Period: Existing (2021) Mitigated Background
Time Period: Evening Peak Hour **Project #:** UT20-1620

Intersection: 5600 West & 7400 South
Type: Unsignalized

| Approach | Movement | Demand Volume | Volume Served | | Delay/Veh (sec) | |
|--------------|----------|---------------|---------------|-----|-----------------|-----|
| | | | Avg | % | Avg | LOS |
| NB | L | 45 | 44 | 98 | 8.3 | A |
| | T | 885 | 880 | 99 | 3.3 | A |
| | R | 5 | 6 | 114 | 3.8 | A |
| | Subtotal | 935 | 930 | 99 | 3.5 | A |
| SB | L | 7 | 6 | 83 | 10.0 | A |
| | T | 870 | 875 | 101 | 2.8 | A |
| | R | 40 | 43 | 108 | 2.5 | A |
| | Subtotal | 917 | 924 | 101 | 2.8 | A |
| EB | L | 20 | 18 | 90 | 20.4 | C |
| | R | 30 | 31 | 102 | 5.3 | A |
| | Subtotal | 50 | 49 | 98 | 10.8 | B |
| WB | L | 5 | 4 | 76 | 24.2 | C |
| | R | 10 | 11 | 107 | 7.0 | A |
| | Subtotal | 15 | 15 | 100 | 11.6 | B |
| Total | | 1,918 | 1,918 | 100 | 3.5 | A |

SimTraffic LOS Report

Project: West Jordan - Copper Rim TIS Update
Analysis Period: Existing (2021) Plus Project
Time Period: Morning Peak Hour **Project #:** UT20-1620

Intersection: SB MVC FR & 7800 South
Type: Signalized

| Approach | Movement | Demand Volume | Volume Served | | Delay/Veh (sec) | |
|--------------|----------|---------------|---------------|-----|-----------------|-----|
| | | | Avg | % | Avg | LOS |
| SB | L | 135 | 135 | 100 | 18.3 | B |
| | T | 915 | 914 | 100 | 20.5 | C |
| | R | 115 | 115 | 100 | 4.9 | A |
| | Subtotal | 1,165 | 1,164 | 100 | 18.7 | B |
| EB | T | 626 | 618 | 99 | 34.0 | C |
| | R | 240 | 233 | 97 | 25.5 | C |
| | Subtotal | 866 | 851 | 98 | 31.7 | C |
| WB | L | 213 | 207 | 97 | 20.5 | C |
| | T | 344 | 350 | 102 | 7.1 | A |
| | Subtotal | 557 | 557 | 100 | 12.1 | B |
| Total | | 2,588 | 2,572 | 99 | 21.6 | C |

Intersection: NB MVC FR & 7800 South
Type: Signalized

| Approach | Movement | Demand Volume | Volume Served | | Delay/Veh (sec) | |
|--------------|----------|---------------|---------------|-----|-----------------|-----|
| | | | Avg | % | Avg | LOS |
| NB | L | 60 | 59 | 98 | 19.3 | B |
| | T | 1,255 | 1,254 | 100 | 26.9 | C |
| | R | 188 | 185 | 98 | 7.6 | A |
| | Subtotal | 1,503 | 1,498 | 100 | 24.2 | C |
| EB | L | 310 | 304 | 98 | 29.1 | C |
| | T | 451 | 448 | 99 | 8.8 | A |
| | Subtotal | 761 | 752 | 99 | 17.0 | B |
| WB | T | 510 | 514 | 101 | 38.6 | D |
| | R | 180 | 191 | 106 | 35.2 | D |
| | Subtotal | 690 | 705 | 102 | 37.7 | D |
| Total | | 2,954 | 2,955 | 100 | 25.6 | C |

SimTraffic LOS Report

Project: West Jordan - Copper Rim TIS Update
Analysis Period: Existing (2021) Plus Project
Time Period: Morning Peak Hour **Project #:** UT20-1620

Intersection: Highlands Loop Road & 7800 South
Type: Roundabout

| Approach | Movement | Demand Volume | Volume Served | | Delay/Veh (sec) | |
|--------------|----------|---------------|---------------|------------|-----------------|----------|
| | | | Avg | % | Avg | LOS |
| NB | L | 20 | 20 | 99 | 7.9 | A |
| | T | 45 | 46 | 102 | 8.3 | A |
| | R | 105 | 106 | 101 | 5.2 | A |
| | Subtotal | 170 | 172 | 101 | 6.3 | A |
| SB | L | 50 | 47 | 94 | 6.6 | A |
| | T | 10 | 11 | 107 | 7.1 | A |
| | R | 55 | 54 | 98 | 5.2 | A |
| | Subtotal | 115 | 112 | 97 | 6.0 | A |
| EB | L | 60 | 60 | 100 | 4.1 | A |
| | T | 583 | 579 | 99 | 5.2 | A |
| | R | 15 | 15 | 98 | 3.6 | A |
| | Subtotal | 658 | 654 | 99 | 5.1 | A |
| WB | L | 5 | 5 | 100 | 6.4 | A |
| | T | 590 | 602 | 102 | 7.7 | A |
| | R | 50 | 50 | 100 | 6.3 | A |
| | Subtotal | 645 | 657 | 102 | 7.6 | A |
| Total | | 1,589 | 1,595 | 100 | 6.3 | A |

Intersection: 5600 West & 7800 South
Type: Signalized

| Approach | Movement | Demand Volume | Volume Served | | Delay/Veh (sec) | |
|--------------|----------|---------------|---------------|------------|-----------------|----------|
| | | | Avg | % | Avg | LOS |
| NB | L | 112 | 112 | 100 | 25.7 | C |
| | T | 375 | 372 | 99 | 32.4 | C |
| | R | 215 | 215 | 100 | 8.6 | A |
| | Subtotal | 702 | 699 | 100 | 24.0 | C |
| SB | L | 354 | 346 | 98 | 30.7 | C |
| | T | 520 | 529 | 102 | 20.2 | C |
| | R | 90 | 90 | 100 | 6.3 | A |
| | Subtotal | 964 | 965 | 100 | 22.7 | C |
| EB | L | 115 | 113 | 98 | 29.8 | C |
| | T | 551 | 551 | 100 | 27.3 | C |
| | R | 67 | 65 | 97 | 5.3 | A |
| | Subtotal | 733 | 729 | 99 | 25.7 | C |
| WB | L | 150 | 157 | 105 | 31.9 | C |
| | T | 434 | 446 | 103 | 24.8 | C |
| | R | 125 | 127 | 102 | 5.0 | A |
| | Subtotal | 709 | 730 | 103 | 22.9 | C |
| Total | | 3,108 | 3,123 | 100 | 23.8 | C |

SimTraffic LOS Report

Project: West Jordan - Copper Rim TIS Update
Analysis Period: Existing (2021) Plus Project
Time Period: Morning Peak Hour **Project #:** UT20-1620

Intersection: 5600 West & 7400 South
Type: Unsignalized

| Approach | Movement | Demand Volume | Volume Served | | Delay/Veh (sec) | |
|--------------|----------|---------------|---------------|-----|-----------------|-----|
| | | | Avg | % | Avg | LOS |
| NB | L | 15 | 14 | 95 | 8.3 | A |
| | T | 700 | 696 | 99 | 3.6 | A |
| | Subtotal | 715 | 710 | 99 | 3.7 | A |
| SB | T | 915 | 910 | 99 | 2.7 | A |
| | R | 19 | 20 | 105 | 2.3 | A |
| | Subtotal | 934 | 930 | 100 | 2.7 | A |
| EB | L | 55 | 55 | 100 | 20.2 | C |
| | R | 49 | 55 | 112 | 5.5 | A |
| | Subtotal | 104 | 110 | 106 | 12.9 | B |
| Total | | 1,752 | 1,750 | 100 | 3.8 | A |

Intersection: 7800 South & South Project Access
Type: Unsignalized

| Approach | Movement | Demand Volume | Volume Served | | Delay/Veh (sec) | |
|--------------|----------|---------------|---------------|-----|-----------------|-----|
| | | | Avg | % | Avg | LOS |
| SB | L | 15 | 15 | 98 | 16.2 | C |
| | R | 26 | 27 | 103 | 5.8 | A |
| | Subtotal | 41 | 42 | 102 | 9.5 | A |
| EB | L | 9 | 9 | 100 | 6.7 | A |
| | T | 642 | 636 | 99 | 1.0 | A |
| | Subtotal | 651 | 645 | 99 | 1.1 | A |
| WB | T | 663 | 673 | 102 | 0.8 | A |
| | R | 6 | 6 | 100 | 0.4 | A |
| | Subtotal | 669 | 679 | 101 | 0.8 | A |
| Total | | 1,362 | 1,366 | 100 | 1.2 | A |

SimTraffic LOS Report

Project: West Jordan - Copper Rim TIS Update
Analysis Period: Existing (2021) Plus Project
Time Period: Evening Peak Hour **Project#:** UT20-1620

Intersection: SB MVC FR & 7800 South
Type: Signalized

| Approach | Movement | Demand Volume | Volume Served | | Delay/Veh (sec) | |
|--------------|----------|---------------|---------------|-----|-----------------|-----|
| | | | Avg | % | Avg | LOS |
| SB | L | 217 | 218 | 101 | 22.0 | C |
| | T | 1,280 | 1,275 | 100 | 27.8 | C |
| | R | 335 | 330 | 99 | 14.2 | B |
| | Subtotal | 1,832 | 1,823 | 100 | 24.6 | C |
| EB | T | 588 | 586 | 100 | 30.6 | C |
| | R | 145 | 150 | 104 | 22.5 | C |
| | Subtotal | 733 | 736 | 100 | 28.9 | C |
| WB | L | 141 | 141 | 100 | 25.8 | C |
| | T | 847 | 852 | 101 | 14.5 | B |
| | Subtotal | 988 | 993 | 101 | 16.1 | B |
| Total | | 3,553 | 3,552 | 100 | 23.2 | C |

Intersection: NB MVC FR & 7800 South
Type: Signalized

| Approach | Movement | Demand Volume | Volume Served | | Delay/Veh (sec) | |
|--------------|----------|---------------|---------------|-----|-----------------|-----|
| | | | Avg | % | Avg | LOS |
| NB | L | 195 | 200 | 102 | 22.1 | C |
| | T | 1,195 | 1,204 | 101 | 25.4 | C |
| | R | 266 | 268 | 101 | 10.3 | B |
| | Subtotal | 1,656 | 1,672 | 101 | 22.6 | C |
| EB | L | 120 | 122 | 102 | 34.3 | C |
| | T | 685 | 681 | 99 | 13.5 | B |
| | Subtotal | 805 | 803 | 100 | 16.7 | B |
| WB | T | 794 | 796 | 100 | 37.9 | D |
| | R | 188 | 185 | 98 | 37.7 | D |
| | Subtotal | 982 | 981 | 100 | 37.9 | D |
| Total | | 3,443 | 3,456 | 100 | 25.6 | C |

SimTraffic LOS Report

Project: West Jordan - Copper Rim TIS Update
Analysis Period: Existing (2021) Plus Project
Time Period: Evening Peak Hour **Project#:** UT20-1620

Intersection: Highlands Loop Road & 7800 South
Type: Roundabout

| Approach | Movement | Demand Volume | Volume Served | | Delay/Veh (sec) | |
|--------------|----------|---------------|---------------|------------|-----------------|----------|
| | | | Avg | % | Avg | LOS |
| NB | L | 15 | 15 | 98 | 9.3 | A |
| | T | 15 | 16 | 105 | 9.1 | A |
| | R | 65 | 67 | 103 | 5.5 | A |
| | Subtotal | 95 | 98 | 103 | 6.7 | A |
| SB | L | 60 | 55 | 92 | 15.6 | C |
| | T | 30 | 29 | 97 | 14.8 | B |
| | R | 125 | 121 | 97 | 10.4 | B |
| | Subtotal | 215 | 205 | 95 | 12.4 | B |
| EB | L | 155 | 155 | 100 | 7.3 | A |
| | T | 712 | 708 | 99 | 6.6 | A |
| | R | 55 | 57 | 104 | 4.6 | A |
| | Subtotal | 922 | 920 | 100 | 6.6 | A |
| WB | L | 55 | 55 | 100 | 11.6 | B |
| | T | 854 | 865 | 101 | 11.4 | B |
| | R | 55 | 56 | 102 | 9.6 | A |
| | Subtotal | 964 | 976 | 101 | 11.3 | B |
| Total | | 2,197 | 2,199 | 100 | 9.3 | A |

Intersection: 5600 West & 7800 South
Type: Signalized

| Approach | Movement | Demand Volume | Volume Served | | Delay/Veh (sec) | |
|--------------|----------|---------------|---------------|------------|-----------------|----------|
| | | | Avg | % | Avg | LOS |
| NB | L | 90 | 92 | 102 | 35.7 | D |
| | T | 315 | 322 | 102 | 37.7 | D |
| | R | 100 | 99 | 99 | 8.4 | A |
| | Subtotal | 505 | 513 | 102 | 31.7 | C |
| SB | L | 269 | 263 | 98 | 40.7 | D |
| | T | 562 | 563 | 100 | 29.8 | C |
| | R | 80 | 78 | 98 | 10.3 | B |
| | Subtotal | 911 | 904 | 99 | 31.3 | C |
| EB | L | 187 | 184 | 98 | 37.5 | D |
| | T | 640 | 635 | 99 | 29.8 | C |
| | R | 21 | 22 | 106 | 6.0 | A |
| | Subtotal | 848 | 841 | 99 | 30.9 | C |
| WB | L | 260 | 256 | 99 | 36.1 | D |
| | T | 788 | 794 | 101 | 29.9 | C |
| | R | 280 | 277 | 99 | 8.2 | A |
| | Subtotal | 1,328 | 1,327 | 100 | 26.6 | C |
| Total | | 3,591 | 3,585 | 100 | 29.5 | C |

SimTraffic LOS Report

Project: West Jordan - Copper Rim TIS Update
Analysis Period: Existing (2021) Plus Project
Time Period: Evening Peak Hour **Project#:** UT20-1620

Intersection: 5600 West & 7400 South
Type: Unsignalized

| Approach | Movement | Demand Volume | Volume Served | | Delay/Veh (sec) | |
|--------------|----------|---------------|---------------|-----|-----------------|-----|
| | | | Avg | % | Avg | LOS |
| NB | L | 45 | 46 | 102 | 9.0 | A |
| | T | 887 | 886 | 100 | 3.4 | A |
| | R | 5 | 6 | 114 | 2.9 | A |
| | Subtotal | 937 | 938 | 100 | 3.7 | A |
| SB | L | 7 | 6 | 83 | 9.8 | A |
| | T | 870 | 860 | 99 | 2.8 | A |
| | R | 49 | 50 | 102 | 2.5 | A |
| | Subtotal | 926 | 916 | 99 | 2.8 | A |
| EB | L | 24 | 25 | 104 | 21.7 | C |
| | R | 36 | 34 | 95 | 5.1 | A |
| | Subtotal | 60 | 59 | 98 | 12.1 | B |
| WB | L | 5 | 5 | 95 | 24.7 | C |
| | R | 10 | 10 | 98 | 7.8 | A |
| | Subtotal | 15 | 15 | 100 | 13.4 | B |
| Total | | 1,939 | 1,928 | 99 | 3.6 | A |

Intersection: 7800 South & South Project Access
Type: Unsignalized

| Approach | Movement | Demand Volume | Volume Served | | Delay/Veh (sec) | |
|--------------|----------|---------------|---------------|-----|-----------------|-----|
| | | | Avg | % | Avg | LOS |
| SB | L | 6 | 6 | 100 | 24.9 | C |
| | R | 21 | 20 | 94 | 9.1 | A |
| | Subtotal | 27 | 26 | 96 | 12.7 | B |
| EB | L | 36 | 35 | 98 | 12.1 | B |
| | T | 916 | 914 | 100 | 1.5 | A |
| | Subtotal | 952 | 949 | 100 | 1.9 | A |
| WB | T | 961 | 970 | 101 | 1.4 | A |
| | R | 18 | 19 | 104 | 1.1 | A |
| | Subtotal | 979 | 989 | 101 | 1.4 | A |
| Total | | 1,958 | 1,964 | 100 | 1.8 | A |

SimTraffic LOS Report

Project: West Jordan - Copper Rim TIS Update
Analysis Period: Future (2026) Background
Time Period: Morning Peak Hour **Project#:** UT20-1620

Intersection: SB MVC FR & 7800 South
Type: Signalized

| Approach | Movement | Demand Volume | Volume Served | | Delay/Veh (sec) | |
|--------------|----------|---------------|---------------|------------|-----------------|----------|
| | | | Avg | % | Avg | LOS |
| SB | L | 155 | 159 | 103 | 20.4 | C |
| | T | 1,155 | 1,141 | 99 | 23.5 | C |
| | R | 120 | 125 | 104 | 5.4 | A |
| | Subtotal | 1,430 | 1,425 | 100 | 21.6 | C |
| EB | T | 670 | 665 | 99 | 49.9 | D |
| | R | 285 | 286 | 100 | 40.3 | D |
| | Subtotal | 955 | 951 | 100 | 47.0 | D |
| WB | L | 240 | 243 | 101 | 53.7 | D |
| | T | 355 | 356 | 100 | 7.6 | A |
| | Subtotal | 595 | 599 | 101 | 26.3 | C |
| Total | | 2,979 | 2,975 | 100 | 30.7 | C |

Intersection: NB MVC FR & 7800 South
Type: Signalized

| Approach | Movement | Demand Volume | Volume Served | | Delay/Veh (sec) | |
|--------------|----------|---------------|---------------|-----------|-----------------|----------|
| | | | Avg | % | Avg | LOS |
| NB | L | 85 | 85 | 100 | 29.7 | C |
| | T | 1,520 | 1,515 | 100 | 46.2 | D |
| | R | 190 | 190 | 100 | 15.2 | B |
| | Subtotal | 1,795 | 1,790 | 100 | 42.1 | D |
| EB | L | 355 | 351 | 99 | 85.7 | F |
| | T | 470 | 464 | 99 | 9.1 | A |
| | Subtotal | 825 | 815 | 99 | 42.1 | D |
| WB | T | 519 | 523 | 101 | 42.1 | D |
| | R | 220 | 210 | 95 | 40.7 | D |
| | Subtotal | 739 | 733 | 99 | 41.7 | D |
| Total | | 3,360 | 3,338 | 99 | 42.2 | D |

SimTraffic LOS Report

Project: West Jordan - Copper Rim TIS Update
Analysis Period: Future (2026) Background
Time Period: Morning Peak Hour **Project#:** UT20-1620

Intersection: Highlands Loop Road & 7800 South
Type: Roundabout

| Approach | Movement | Demand Volume | Volume Served | | Delay/Veh (sec) | |
|--------------|----------|---------------|---------------|-----------|-----------------|----------|
| | | | Avg | % | Avg | LOS |
| NB | L | 50 | 49 | 98 | 10.0 | A |
| | T | 75 | 72 | 96 | 10.5 | B |
| | R | 160 | 162 | 101 | 7.7 | A |
| | Subtotal | 285 | 283 | 99 | 8.8 | A |
| SB | L | 55 | 53 | 96 | 8.1 | A |
| | T | 15 | 15 | 98 | 8.8 | A |
| | R | 65 | 66 | 101 | 5.3 | A |
| | Subtotal | 135 | 134 | 99 | 6.8 | A |
| EB | L | 70 | 65 | 93 | 5.1 | A |
| | T | 573 | 568 | 99 | 6.2 | A |
| | R | 25 | 26 | 105 | 4.8 | A |
| | Subtotal | 668 | 659 | 99 | 6.0 | A |
| WB | L | 5 | 5 | 100 | 10.5 | B |
| | T | 634 | 631 | 99 | 8.5 | A |
| | R | 55 | 57 | 103 | 6.8 | A |
| | Subtotal | 694 | 693 | 100 | 8.4 | A |
| Total | | 1,783 | 1,769 | 99 | 7.5 | A |

Intersection: 5600 West & 7800 South
Type: Signalized

| Approach | Movement | Demand Volume | Volume Served | | Delay/Veh (sec) | |
|--------------|----------|---------------|---------------|------------|-----------------|----------|
| | | | Avg | % | Avg | LOS |
| NB | L | 120 | 121 | 101 | 28.3 | C |
| | T | 415 | 420 | 101 | 37.1 | D |
| | R | 240 | 244 | 102 | 11.0 | B |
| | Subtotal | 775 | 785 | 101 | 27.6 | C |
| SB | L | 380 | 384 | 101 | 38.5 | D |
| | T | 566 | 569 | 100 | 23.7 | C |
| | R | 95 | 93 | 98 | 7.5 | A |
| | Subtotal | 1,041 | 1,046 | 100 | 27.7 | C |
| EB | L | 120 | 117 | 97 | 31.9 | C |
| | T | 604 | 605 | 100 | 32.7 | C |
| | R | 65 | 60 | 92 | 6.9 | A |
| | Subtotal | 789 | 782 | 99 | 30.6 | C |
| WB | L | 170 | 167 | 98 | 39.9 | D |
| | T | 480 | 484 | 101 | 29.0 | C |
| | R | 140 | 147 | 105 | 5.9 | A |
| | Subtotal | 790 | 798 | 101 | 27.0 | C |
| Total | | 3,396 | 3,411 | 100 | 28.2 | C |

SimTraffic LOS Report

Project: West Jordan - Copper Rim TIS Update
Analysis Period: Future (2026) Background
Time Period: Morning Peak Hour **Project#:** UT20-1620

Intersection: 5600 West & 7400 South
Type: Unsignalized

| Approach | Movement | Demand Volume | Volume Served | | Delay/Veh (sec) | |
|--------------|----------|---------------|---------------|------------|-----------------|----------|
| | | | Avg | % | Avg | LOS |
| NB | L | 15 | 15 | 102 | 8.6 | A |
| | T | 760 | 768 | 101 | 4.3 | A |
| | R | 5 | 6 | 114 | 4.1 | A |
| | Subtotal | 780 | 789 | 101 | 4.4 | A |
| SB | L | 5 | 4 | 76 | 8.9 | A |
| | T | 990 | 996 | 101 | 3.0 | A |
| | R | 15 | 18 | 122 | 2.4 | A |
| | Subtotal | 1,010 | 1,018 | 101 | 3.0 | A |
| EB | L | 50 | 50 | 100 | 21.1 | C |
| | T | 1 | 1 | 100 | 20.2 | C |
| | R | 45 | 48 | 107 | 5.9 | A |
| | Subtotal | 96 | 99 | 103 | 13.7 | B |
| WB | L | 5 | 5 | 95 | 20.5 | C |
| | R | 5 | 7 | 133 | 6.7 | A |
| | Subtotal | 10 | 12 | 120 | 12.5 | B |
| Total | | 1,896 | 1,918 | 101 | 4.2 | A |

SimTraffic LOS Report

Project: West Jordan - Copper Rim TIS Update
Analysis Period: Future (2026) Background
Time Period: Evening Peak Hour **Project #:** UT20-1620

Intersection: SB MVC FR & 7800 South
Type: Signalized

| Approach | Movement | Demand Volume | Volume Served | | Delay/Veh (sec) | |
|--------------|----------|---------------|---------------|-----------|-----------------|----------|
| | | | Avg | % | Avg | LOS |
| SB | L | 245 | 246 | 100 | 24.3 | C |
| | T | 1,620 | 1,615 | 100 | 33.5 | C |
| | R | 355 | 350 | 99 | 17.2 | B |
| | Subtotal | 2,220 | 2,211 | 100 | 29.9 | C |
| EB | T | 605 | 601 | 99 | 49.9 | D |
| | R | 165 | 165 | 100 | 42.4 | D |
| | Subtotal | 770 | 766 | 99 | 48.3 | D |
| WB | L | 185 | 176 | 95 | 43.1 | D |
| | T | 850 | 816 | 96 | 16.3 | B |
| | Subtotal | 1,035 | 992 | 96 | 21.1 | C |
| Total | | 4,026 | 3,969 | 99 | 31.3 | C |

Intersection: NB MVC FR & 7800 South
Type: Signalized

| Approach | Movement | Demand Volume | Volume Served | | Delay/Veh (sec) | |
|--------------|----------|---------------|---------------|-----------|-----------------|----------|
| | | | Avg | % | Avg | LOS |
| NB | L | 225 | 224 | 100 | 20.6 | C |
| | T | 1,475 | 1,478 | 100 | 26.3 | C |
| | R | 285 | 289 | 101 | 12.0 | B |
| | Subtotal | 1,985 | 1,991 | 100 | 23.6 | C |
| EB | L | 175 | 166 | 95 | 102.5 | F |
| | T | 675 | 678 | 100 | 16.6 | B |
| | Subtotal | 850 | 844 | 99 | 33.5 | C |
| WB | T | 810 | 770 | 95 | 150.1 | F |
| | R | 210 | 193 | 92 | 157.8 | F |
| | Subtotal | 1,020 | 963 | 94 | 151.6 | F |
| Total | | 3,855 | 3,798 | 99 | 63.2 | E |

SimTraffic LOS Report

Project: West Jordan - Copper Rim TIS Update
Analysis Period: Future (2026) Background
Time Period: Evening Peak Hour **Project #:** UT20-1620

Intersection: Highlands Loop Road & 7800 South
Type: Roundabout

| Approach | Movement | Demand Volume | Volume Served | | Delay/Veh (sec) | |
|--------------|----------|---------------|---------------|------------|-----------------|----------|
| | | | Avg | % | Avg | LOS |
| NB | L | 60 | 60 | 100 | 11.8 | B |
| | T | 25 | 23 | 91 | 12.0 | B |
| | R | 100 | 97 | 97 | 7.8 | A |
| | Subtotal | 185 | 180 | 97 | 9.7 | A |
| SB | L | 60 | 60 | 100 | 16.9 | C |
| | T | 40 | 39 | 98 | 17.4 | C |
| | R | 125 | 130 | 104 | 14.1 | B |
| | Subtotal | 225 | 229 | 102 | 15.4 | C |
| EB | L | 155 | 156 | 101 | 10.4 | B |
| | T | 720 | 720 | 100 | 9.2 | A |
| | R | 85 | 88 | 103 | 6.8 | A |
| | Subtotal | 960 | 964 | 100 | 9.2 | A |
| WB | L | 70 | 68 | 97 | 14.3 | B |
| | T | 855 | 842 | 98 | 12.5 | B |
| | R | 60 | 64 | 107 | 10.0 | A |
| | Subtotal | 985 | 974 | 99 | 12.5 | B |
| Total | | 2,356 | 2,347 | 100 | 11.2 | B |

Intersection: 5600 West & 7800 South
Type: Signalized

| Approach | Movement | Demand Volume | Volume Served | | Delay/Veh (sec) | |
|--------------|----------|---------------|---------------|------------|-----------------|----------|
| | | | Avg | % | Avg | LOS |
| NB | L | 95 | 95 | 100 | 42.2 | D |
| | T | 355 | 352 | 99 | 43.2 | D |
| | R | 115 | 116 | 101 | 10.0 | A |
| | Subtotal | 565 | 563 | 100 | 36.2 | D |
| SB | L | 300 | 297 | 99 | 55.0 | D |
| | T | 591 | 600 | 102 | 34.5 | C |
| | R | 90 | 88 | 98 | 11.8 | B |
| | Subtotal | 981 | 985 | 100 | 38.7 | D |
| EB | L | 185 | 178 | 96 | 39.7 | D |
| | T | 682 | 684 | 100 | 35.5 | D |
| | R | 25 | 27 | 108 | 8.0 | A |
| | Subtotal | 892 | 889 | 100 | 35.5 | D |
| WB | L | 300 | 304 | 101 | 48.6 | D |
| | T | 800 | 792 | 99 | 31.3 | C |
| | R | 310 | 312 | 101 | 9.3 | A |
| | Subtotal | 1,410 | 1,408 | 100 | 30.2 | C |
| Total | | 3,849 | 3,845 | 100 | 34.5 | C |

SimTraffic LOS Report

Project: West Jordan - Copper Rim TIS Update
Analysis Period: Future (2026) Background
Time Period: Evening Peak Hour **Project #:** UT20-1620

Intersection: 5600 West & 7400 South
Type: Unsignalized

| Approach | Movement | Demand Volume | Volume Served | | Delay/Veh (sec) | |
|--------------|----------|---------------|---------------|-----|-----------------|-----|
| | | | Avg | % | Avg | LOS |
| NB | L | 45 | 44 | 98 | 9.1 | A |
| | T | 955 | 946 | 99 | 3.6 | A |
| | R | 5 | 6 | 114 | 3.4 | A |
| | Subtotal | 1,005 | 996 | 99 | 3.8 | A |
| SB | L | 5 | 5 | 95 | 10.8 | B |
| | T | 940 | 937 | 100 | 3.0 | A |
| | R | 40 | 44 | 111 | 2.3 | A |
| | Subtotal | 985 | 986 | 100 | 3.0 | A |
| EB | L | 20 | 19 | 95 | 22.0 | C |
| | R | 30 | 35 | 116 | 6.3 | A |
| | Subtotal | 50 | 54 | 108 | 11.8 | B |
| WB | L | 5 | 5 | 95 | 28.0 | D |
| | R | 5 | 5 | 95 | 8.4 | A |
| | Subtotal | 10 | 10 | 100 | 18.2 | C |
| Total | | 2,051 | 2,046 | 100 | 3.7 | A |

SimTraffic LOS Report

Project: West Jordan - Copper Rim TIS Update
Analysis Period: Future (2026) Mitigated Background
Time Period: Morning Peak Hour **Project #:** UT20-1620

Intersection: SB MVC FR & 7800 South
Type: Signalized

| Approach | Movement | Demand Volume | Volume Served | | Delay/Veh (sec) | |
|--------------|----------|---------------|---------------|------------|-----------------|----------|
| | | | Avg | % | Avg | LOS |
| SB | L | 155 | 162 | 105 | 19.1 | B |
| | T | 1,155 | 1,154 | 100 | 23.8 | C |
| | R | 120 | 118 | 98 | 5.1 | A |
| | Subtotal | 1,430 | 1,434 | 100 | 21.7 | C |
| EB | T | 670 | 672 | 100 | 48.0 | D |
| | R | 285 | 285 | 100 | 38.5 | D |
| | Subtotal | 955 | 957 | 100 | 45.2 | D |
| WB | L | 240 | 239 | 100 | 54.4 | D |
| | T | 355 | 364 | 103 | 7.6 | A |
| | Subtotal | 595 | 603 | 101 | 26.1 | C |
| Total | | 2,979 | 2,994 | 100 | 30.1 | C |

Intersection: NB MVC FR & 7800 South
Type: Signalized

| Approach | Movement | Demand Volume | Volume Served | | Delay/Veh (sec) | |
|--------------|----------|---------------|---------------|------------|-----------------|----------|
| | | | Avg | % | Avg | LOS |
| NB | L | 85 | 82 | 96 | 37.4 | D |
| | T | 1,520 | 1,504 | 99 | 54.2 | D |
| | R | 190 | 188 | 99 | 20.8 | C |
| | Subtotal | 1,795 | 1,774 | 99 | 49.9 | D |
| EB | L | 355 | 354 | 100 | 72.2 | E |
| | T | 470 | 479 | 102 | 9.0 | A |
| | Subtotal | 825 | 833 | 101 | 35.9 | D |
| WB | T | 519 | 533 | 103 | 37.8 | D |
| | R | 220 | 218 | 99 | 22.8 | C |
| | Subtotal | 739 | 751 | 102 | 33.4 | C |
| Total | | 3,360 | 3,358 | 100 | 42.9 | D |

SimTraffic LOS Report

Project: West Jordan - Copper Rim TIS Update
Analysis Period: Future (2026) Mitigated Background
Time Period: Morning Peak Hour **Project#:** UT20-1620

Intersection: Highlands Loop Road & 7800 South
Type: Roundabout

| Approach | Movement | Demand Volume | Volume Served | | Delay/Veh (sec) | |
|--------------|----------|---------------|---------------|------------|-----------------|----------|
| | | | Avg | % | Avg | LOS |
| NB | L | 50 | 53 | 106 | 10.5 | B |
| | T | 75 | 73 | 98 | 11.2 | B |
| | R | 160 | 162 | 101 | 8.0 | A |
| | Subtotal | 285 | 288 | 101 | 9.3 | A |
| SB | L | 55 | 56 | 101 | 9.0 | A |
| | T | 15 | 15 | 98 | 9.4 | A |
| | R | 65 | 68 | 104 | 5.6 | A |
| | Subtotal | 135 | 139 | 103 | 7.4 | A |
| EB | L | 70 | 70 | 100 | 5.7 | A |
| | T | 573 | 577 | 101 | 6.5 | A |
| | R | 25 | 25 | 101 | 5.2 | A |
| | Subtotal | 668 | 672 | 101 | 6.4 | A |
| WB | L | 5 | 4 | 80 | 10.6 | B |
| | T | 634 | 647 | 102 | 8.6 | A |
| | R | 55 | 53 | 96 | 7.0 | A |
| | Subtotal | 694 | 704 | 101 | 8.5 | A |
| Total | | 1,783 | 1,803 | 101 | 7.7 | A |

Intersection: 5600 West & 7800 South
Type: Signalized

| Approach | Movement | Demand Volume | Volume Served | | Delay/Veh (sec) | |
|--------------|----------|---------------|---------------|------------|-----------------|----------|
| | | | Avg | % | Avg | LOS |
| NB | L | 120 | 120 | 100 | 27.8 | C |
| | T | 415 | 407 | 98 | 38.8 | D |
| | R | 240 | 251 | 105 | 10.8 | B |
| | Subtotal | 775 | 778 | 100 | 28.1 | C |
| SB | L | 380 | 384 | 101 | 38.4 | D |
| | T | 566 | 553 | 98 | 23.4 | C |
| | R | 95 | 97 | 102 | 7.3 | A |
| | Subtotal | 1,041 | 1,034 | 99 | 27.5 | C |
| EB | L | 120 | 118 | 98 | 32.4 | C |
| | T | 604 | 610 | 101 | 34.4 | C |
| | R | 65 | 66 | 101 | 6.8 | A |
| | Subtotal | 789 | 794 | 101 | 31.8 | C |
| WB | L | 170 | 174 | 102 | 40.5 | D |
| | T | 480 | 486 | 101 | 27.9 | C |
| | R | 140 | 140 | 100 | 5.8 | A |
| | Subtotal | 790 | 800 | 101 | 26.8 | C |
| Total | | 3,396 | 3,406 | 100 | 28.4 | C |

SimTraffic LOS Report

Project: West Jordan - Copper Rim TIS Update
Analysis Period: Future (2026) Mitigated Background
Time Period: Morning Peak Hour **Project#:** UT20-1620

Intersection: 5600 West & 7400 South
Type: Unsignalized

| Approach | Movement | Demand Volume | Volume Served | | Delay/Veh (sec) | |
|--------------|----------|---------------|---------------|-----|-----------------|-----|
| | | | Avg | % | Avg | LOS |
| NB | L | 15 | 15 | 102 | 8.7 | A |
| | T | 760 | 752 | 99 | 4.2 | A |
| | R | 5 | 5 | 95 | 5.0 | A |
| | Subtotal | 780 | 772 | 99 | 4.3 | A |
| SB | L | 5 | 5 | 95 | 7.6 | A |
| | T | 990 | 988 | 100 | 2.9 | A |
| | R | 15 | 15 | 102 | 2.8 | A |
| | Subtotal | 1,010 | 1,008 | 100 | 2.9 | A |
| EB | L | 50 | 47 | 94 | 25.8 | D |
| | T | 1 | 0 | 0 | | |
| | R | 45 | 42 | 93 | 5.7 | A |
| | Subtotal | 96 | 89 | 93 | 16.3 | C |
| WB | L | 5 | 6 | 114 | 19.8 | C |
| | R | 5 | 6 | 114 | 7.9 | A |
| | Subtotal | 10 | 12 | 120 | 13.9 | B |
| Total | | 1,896 | 1,881 | 99 | 4.2 | A |

SimTraffic LOS Report

Project: West Jordan - Copper Rim TIS Update
Analysis Period: Future (2026) Mitigated Background
Time Period: Evening Peak Hour **Project #:** UT20-1620

Intersection: SB MVC FR & 7800 South
Type: Signalized

| Approach | Movement | Demand Volume | Volume Served | | Delay/Veh (sec) | |
|--------------|----------|---------------|---------------|-----|-----------------|-----|
| | | | Avg | % | Avg | LOS |
| SB | L | 245 | 241 | 98 | 23.4 | C |
| | T | 1,620 | 1,638 | 101 | 30.9 | C |
| | R | 355 | 348 | 98 | 16.0 | B |
| | Subtotal | 2,220 | 2,227 | 100 | 27.8 | C |
| EB | T | 605 | 598 | 99 | 58.4 | E |
| | R | 165 | 165 | 100 | 53.5 | D |
| | Subtotal | 770 | 763 | 99 | 57.3 | E |
| WB | L | 185 | 179 | 97 | 46.6 | D |
| | T | 850 | 866 | 102 | 17.3 | B |
| | Subtotal | 1,035 | 1,045 | 101 | 22.3 | C |
| Total | | 4,026 | 4,035 | 100 | 32.0 | C |

Intersection: NB MVC FR & 7800 South
Type: Signalized

| Approach | Movement | Demand Volume | Volume Served | | Delay/Veh (sec) | |
|--------------|----------|---------------|---------------|-----|-----------------|-----|
| | | | Avg | % | Avg | LOS |
| NB | L | 225 | 224 | 100 | 20.6 | C |
| | T | 1,475 | 1,499 | 102 | 26.3 | C |
| | R | 285 | 285 | 100 | 12.2 | B |
| | Subtotal | 1,985 | 2,008 | 101 | 23.7 | C |
| EB | L | 175 | 175 | 100 | 51.7 | D |
| | T | 675 | 667 | 99 | 17.2 | B |
| | Subtotal | 850 | 842 | 99 | 24.4 | C |
| WB | T | 810 | 822 | 101 | 63.0 | E |
| | R | 210 | 213 | 102 | 31.7 | C |
| | Subtotal | 1,020 | 1,035 | 101 | 56.6 | E |
| Total | | 3,855 | 3,885 | 101 | 32.6 | C |

SimTraffic LOS Report

Project: West Jordan - Copper Rim TIS Update
Analysis Period: Future (2026) Mitigated Background
Time Period: Evening Peak Hour **Project #:** UT20-1620

Intersection: Highlands Loop Road & 7800 South
Type: Roundabout

| Approach | Movement | Demand Volume | Volume Served | | Delay/Veh (sec) | |
|--------------|----------|---------------|---------------|------------|-----------------|----------|
| | | | Avg | % | Avg | LOS |
| NB | L | 60 | 57 | 95 | 14.2 | B |
| | T | 25 | 26 | 103 | 13.8 | B |
| | R | 100 | 102 | 102 | 8.1 | A |
| | Subtotal | 185 | 185 | 100 | 10.8 | B |
| SB | L | 60 | 60 | 100 | 18.1 | C |
| | T | 40 | 42 | 106 | 19.8 | C |
| | R | 125 | 126 | 101 | 14.0 | B |
| | Subtotal | 225 | 228 | 101 | 16.1 | C |
| EB | L | 155 | 152 | 98 | 10.2 | B |
| | T | 720 | 719 | 100 | 9.1 | A |
| | R | 85 | 80 | 94 | 7.1 | A |
| | Subtotal | 960 | 951 | 99 | 9.1 | A |
| WB | L | 70 | 68 | 97 | 14.9 | B |
| | T | 855 | 877 | 103 | 12.8 | B |
| | R | 60 | 57 | 95 | 10.4 | B |
| | Subtotal | 985 | 1,002 | 102 | 12.8 | B |
| Total | | 2,356 | 2,366 | 100 | 11.5 | B |

Intersection: 5600 West & 7800 South
Type: Signalized

| Approach | Movement | Demand Volume | Volume Served | | Delay/Veh (sec) | |
|--------------|----------|---------------|---------------|------------|-----------------|----------|
| | | | Avg | % | Avg | LOS |
| NB | L | 95 | 94 | 99 | 40.5 | D |
| | T | 355 | 370 | 104 | 44.7 | D |
| | R | 115 | 112 | 97 | 9.6 | A |
| | Subtotal | 565 | 576 | 102 | 37.2 | D |
| SB | L | 300 | 304 | 101 | 66.0 | E |
| | T | 591 | 600 | 102 | 34.4 | C |
| | R | 90 | 97 | 107 | 11.7 | B |
| | Subtotal | 981 | 1,001 | 102 | 41.8 | D |
| EB | L | 185 | 184 | 99 | 43.1 | D |
| | T | 682 | 687 | 101 | 34.7 | C |
| | R | 25 | 24 | 96 | 7.1 | A |
| | Subtotal | 892 | 895 | 100 | 35.7 | D |
| WB | L | 300 | 303 | 101 | 44.6 | D |
| | T | 800 | 810 | 101 | 32.2 | C |
| | R | 310 | 307 | 99 | 9.6 | A |
| | Subtotal | 1,410 | 1,420 | 101 | 30.0 | C |
| Total | | 3,849 | 3,892 | 101 | 35.5 | D |

SimTraffic LOS Report

Project: West Jordan - Copper Rim TIS Update
Analysis Period: Future (2026) Mitigated Background
Time Period: Evening Peak Hour **Project#:** UT20-1620

Intersection: 5600 West & 7400 South
Type: Unsignalized

| Approach | Movement | Demand Volume | Volume Served | | Delay/Veh (sec) | |
|--------------|----------|---------------|---------------|-----|-----------------|-----|
| | | | Avg | % | Avg | LOS |
| NB | L | 45 | 48 | 107 | 9.8 | A |
| | T | 955 | 964 | 101 | 3.9 | A |
| | R | 5 | 5 | 95 | 4.6 | A |
| | Subtotal | 1,005 | 1,017 | 101 | 4.2 | A |
| SB | L | 5 | 4 | 76 | 10.5 | B |
| | T | 940 | 959 | 102 | 3.1 | A |
| | R | 40 | 43 | 108 | 2.6 | A |
| | Subtotal | 985 | 1,006 | 102 | 3.1 | A |
| EB | L | 20 | 19 | 95 | 26.2 | D |
| | R | 30 | 33 | 109 | 5.4 | A |
| | Subtotal | 50 | 52 | 104 | 13.0 | B |
| WB | L | 5 | 5 | 95 | 25.4 | D |
| | R | 5 | 5 | 95 | 7.4 | A |
| | Subtotal | 10 | 10 | 100 | 16.4 | C |
| Total | | 2,051 | 2,085 | 102 | 4.0 | A |

SimTraffic LOS Report

Project: West Jordan - Copper Rim TIS Update
Analysis Period: Future (2026) Plus Project
Time Period: Morning Peak Hour **Project #:** UT20-1620

Intersection: SB MVC FR & 7800 South
Type: Signalized

| Approach | Movement | Demand Volume | Volume Served | | Delay/Veh (sec) | |
|--------------|----------|---------------|---------------|------------|-----------------|----------|
| | | | Avg | % | Avg | LOS |
| SB | L | 163 | 164 | 101 | 19.1 | B |
| | T | 1,155 | 1,162 | 101 | 23.8 | C |
| | R | 120 | 120 | 100 | 5.4 | A |
| | Subtotal | 1,438 | 1,446 | 101 | 21.7 | C |
| EB | T | 672 | 655 | 97 | 61.6 | E |
| | R | 285 | 285 | 100 | 44.6 | D |
| | Subtotal | 957 | 940 | 98 | 56.4 | E |
| WB | L | 248 | 248 | 100 | 56.5 | E |
| | T | 358 | 364 | 102 | 7.8 | A |
| | Subtotal | 606 | 612 | 101 | 27.5 | C |
| Total | | 3,001 | 2,998 | 100 | 33.9 | C |

Intersection: NB MVC FR & 7800 South
Type: Signalized

| Approach | Movement | Demand Volume | Volume Served | | Delay/Veh (sec) | |
|--------------|----------|---------------|---------------|-----------|-----------------|----------|
| | | | Avg | % | Avg | LOS |
| NB | L | 85 | 86 | 101 | 37.0 | D |
| | T | 1,520 | 1,506 | 99 | 56.5 | E |
| | R | 194 | 193 | 99 | 23.1 | C |
| | Subtotal | 1,799 | 1,785 | 99 | 51.9 | D |
| EB | L | 355 | 347 | 98 | 77.1 | E |
| | T | 480 | 469 | 98 | 9.1 | A |
| | Subtotal | 835 | 816 | 98 | 38.0 | D |
| WB | T | 536 | 542 | 101 | 39.1 | D |
| | R | 237 | 236 | 100 | 23.2 | C |
| | Subtotal | 773 | 778 | 101 | 34.3 | C |
| Total | | 3,408 | 3,379 | 99 | 44.7 | D |

SimTraffic LOS Report

Project: West Jordan - Copper Rim TIS Update
Analysis Period: Future (2026) Plus Project
Time Period: Morning Peak Hour **Project#:** UT20-1620

Intersection: Highlands Loop Road & 7800 South
Type: Roundabout

| Approach | Movement | Demand Volume | Volume Served | | Delay/Veh (sec) | |
|--------------|----------|---------------|---------------|-----------|-----------------|----------|
| | | | Avg | % | Avg | LOS |
| NB | L | 50 | 48 | 96 | 10.7 | B |
| | T | 75 | 76 | 102 | 10.7 | B |
| | R | 160 | 162 | 101 | 7.2 | A |
| | Subtotal | 285 | 286 | 100 | 8.7 | A |
| SB | L | 55 | 53 | 96 | 8.8 | A |
| | T | 15 | 12 | 79 | 9.5 | A |
| | R | 65 | 70 | 107 | 6.0 | A |
| | Subtotal | 135 | 135 | 100 | 7.4 | A |
| EB | L | 70 | 69 | 98 | 4.3 | A |
| | T | 596 | 584 | 98 | 5.3 | A |
| | R | 25 | 25 | 101 | 3.8 | A |
| | Subtotal | 691 | 678 | 98 | 5.1 | A |
| WB | L | 5 | 5 | 100 | 8.5 | A |
| | T | 645 | 645 | 100 | 8.6 | A |
| | R | 55 | 56 | 101 | 7.3 | A |
| | Subtotal | 705 | 706 | 100 | 8.5 | A |
| Total | | 1,817 | 1,805 | 99 | 7.2 | A |

Intersection: 5600 West & 7800 South
Type: Signalized

| Approach | Movement | Demand Volume | Volume Served | | Delay/Veh (sec) | |
|--------------|----------|---------------|---------------|------------|-----------------|----------|
| | | | Avg | % | Avg | LOS |
| NB | L | 124 | 124 | 100 | 28.5 | C |
| | T | 415 | 413 | 99 | 38.6 | D |
| | R | 240 | 244 | 102 | 10.7 | B |
| | Subtotal | 779 | 781 | 100 | 28.3 | C |
| SB | L | 390 | 390 | 100 | 40.9 | D |
| | T | 565 | 572 | 101 | 23.8 | C |
| | R | 95 | 93 | 98 | 7.9 | A |
| | Subtotal | 1,050 | 1,055 | 100 | 28.7 | C |
| EB | L | 126 | 125 | 99 | 31.7 | C |
| | T | 608 | 589 | 97 | 32.1 | C |
| | R | 73 | 78 | 107 | 6.6 | A |
| | Subtotal | 807 | 792 | 98 | 29.5 | C |
| WB | L | 170 | 168 | 99 | 39.7 | D |
| | T | 487 | 488 | 100 | 29.0 | C |
| | R | 140 | 138 | 98 | 6.4 | A |
| | Subtotal | 797 | 794 | 100 | 27.3 | C |
| Total | | 3,434 | 3,422 | 100 | 28.5 | C |

SimTraffic LOS Report

Project: West Jordan - Copper Rim TIS Update
Analysis Period: Future (2026) Plus Project
Time Period: Morning Peak Hour **Project #:** UT20-1620

Intersection: 5600 West & 7400 South
Type: Unsignalized

| Approach | Movement | Demand Volume | Volume Served | | Delay/Veh (sec) | |
|--------------|----------|---------------|---------------|-----|-----------------|-----|
| | | | Avg | % | Avg | LOS |
| NB | L | 15 | 16 | 108 | 9.9 | A |
| | T | 766 | 761 | 99 | 4.3 | A |
| | R | 5 | 6 | 114 | 4.3 | A |
| | Subtotal | 786 | 783 | 100 | 4.4 | A |
| SB | L | 5 | 5 | 95 | 8.9 | A |
| | T | 990 | 994 | 100 | 3.1 | A |
| | R | 23 | 24 | 104 | 2.4 | A |
| | Subtotal | 1,018 | 1,023 | 100 | 3.1 | A |
| EB | L | 60 | 59 | 99 | 26.5 | D |
| | T | 1 | 1 | 100 | 30.6 | D |
| | R | 55 | 58 | 106 | 6.6 | A |
| | Subtotal | 116 | 118 | 102 | 16.8 | C |
| WB | L | 5 | 5 | 95 | 19.3 | C |
| | R | 5 | 6 | 114 | 6.2 | A |
| | Subtotal | 10 | 11 | 110 | 12.2 | B |
| Total | | 1,930 | 1,935 | 100 | 4.5 | A |

Intersection: 7800 South & South Project Access
Type: Unsignalized

| Approach | Movement | Demand Volume | Volume Served | | Delay/Veh (sec) | |
|--------------|----------|---------------|---------------|-----|-----------------|-----|
| | | | Avg | % | Avg | LOS |
| SB | L | 17 | 16 | 93 | 19.1 | C |
| | R | 28 | 30 | 106 | 6.4 | A |
| | Subtotal | 45 | 46 | 102 | 10.8 | B |
| EB | L | 14 | 13 | 91 | 6.1 | A |
| | T | 673 | 661 | 98 | 1.0 | A |
| | Subtotal | 687 | 674 | 98 | 1.1 | A |
| WB | T | 746 | 747 | 100 | 1.0 | A |
| | R | 11 | 11 | 98 | 0.7 | A |
| | Subtotal | 757 | 758 | 100 | 1.0 | A |
| Total | | 1,490 | 1,478 | 99 | 1.4 | A |

SimTraffic LOS Report

Project: West Jordan - Copper Rim TIS Update
Analysis Period: Future (2026) Plus Project
Time Period: Evening Peak Hour **Project#:** UT20-1620

Intersection: SB MVC FR & 7800 South
Type: Signalized

| Approach | Movement | Demand Volume | Volume Served | | Delay/Veh (sec) | |
|--------------|----------|---------------|---------------|-----|-----------------|-----|
| | | | Avg | % | Avg | LOS |
| SB | L | 272 | 277 | 102 | 23.4 | C |
| | T | 1,620 | 1,631 | 101 | 31.3 | C |
| | R | 355 | 348 | 98 | 15.9 | B |
| | Subtotal | 2,247 | 2,256 | 100 | 28.0 | C |
| EB | T | 609 | 605 | 99 | 66.5 | E |
| | R | 165 | 171 | 104 | 58.5 | E |
| | Subtotal | 774 | 776 | 100 | 64.7 | E |
| WB | L | 194 | 196 | 101 | 60.5 | E |
| | T | 854 | 865 | 101 | 16.8 | B |
| | Subtotal | 1,048 | 1,061 | 101 | 24.9 | C |
| Total | | 4,069 | 4,093 | 101 | 34.2 | C |

Intersection: NB MVC FR & 7800 South
Type: Signalized

| Approach | Movement | Demand Volume | Volume Served | | Delay/Veh (sec) | |
|--------------|----------|---------------|---------------|-----|-----------------|-----|
| | | | Avg | % | Avg | LOS |
| NB | L | 225 | 224 | 100 | 19.7 | B |
| | T | 1,475 | 1,466 | 99 | 25.8 | C |
| | R | 298 | 301 | 101 | 12.7 | B |
| | Subtotal | 1,998 | 1,991 | 100 | 23.1 | C |
| EB | L | 175 | 173 | 99 | 61.6 | E |
| | T | 706 | 707 | 100 | 17.3 | B |
| | Subtotal | 881 | 880 | 100 | 26.0 | C |
| WB | T | 823 | 841 | 102 | 66.9 | E |
| | R | 228 | 230 | 101 | 34.0 | C |
| | Subtotal | 1,051 | 1,071 | 102 | 59.8 | E |
| Total | | 3,931 | 3,942 | 100 | 33.8 | C |

SimTraffic LOS Report

Project: West Jordan - Copper Rim TIS Update
Analysis Period: Future (2026) Plus Project
Time Period: Evening Peak Hour **Project #:** UT20-1620

Intersection: Highlands Loop Road & 7800 South
Type: Roundabout

| Approach | Movement | Demand Volume | Volume Served | | Delay/Veh (sec) | |
|--------------|----------|---------------|---------------|------------|-----------------|----------|
| | | | Avg | % | Avg | LOS |
| NB | L | 60 | 62 | 103 | 13.3 | B |
| | T | 25 | 27 | 107 | 13.2 | B |
| | R | 100 | 106 | 106 | 8.8 | A |
| | Subtotal | 185 | 195 | 105 | 10.8 | B |
| SB | L | 60 | 56 | 93 | 16.9 | C |
| | T | 40 | 36 | 91 | 17.2 | C |
| | R | 125 | 127 | 101 | 13.0 | B |
| | Subtotal | 225 | 219 | 97 | 14.7 | B |
| EB | L | 155 | 158 | 102 | 8.5 | A |
| | T | 731 | 731 | 100 | 7.4 | A |
| | R | 85 | 84 | 99 | 5.1 | A |
| | Subtotal | 971 | 973 | 100 | 7.4 | A |
| WB | L | 70 | 64 | 91 | 14.3 | B |
| | T | 878 | 894 | 102 | 12.5 | B |
| | R | 60 | 59 | 98 | 10.5 | B |
| | Subtotal | 1,008 | 1,017 | 101 | 12.5 | B |
| Total | | 2,389 | 2,404 | 101 | 10.5 | B |

Intersection: 5600 West & 7800 South
Type: Signalized

| Approach | Movement | Demand Volume | Volume Served | | Delay/Veh (sec) | |
|--------------|----------|---------------|---------------|------------|-----------------|----------|
| | | | Avg | % | Avg | LOS |
| NB | L | 101 | 100 | 99 | 40.7 | D |
| | T | 355 | 360 | 101 | 43.6 | D |
| | R | 115 | 122 | 106 | 9.5 | A |
| | Subtotal | 571 | 582 | 102 | 36.0 | D |
| SB | L | 304 | 295 | 97 | 61.8 | E |
| | T | 593 | 598 | 101 | 34.5 | C |
| | R | 92 | 98 | 106 | 12.9 | B |
| | Subtotal | 989 | 991 | 100 | 40.5 | D |
| EB | L | 188 | 193 | 103 | 44.8 | D |
| | T | 689 | 678 | 98 | 35.1 | D |
| | R | 27 | 29 | 107 | 8.2 | A |
| | Subtotal | 904 | 900 | 100 | 36.3 | D |
| WB | L | 300 | 298 | 99 | 41.9 | D |
| | T | 815 | 818 | 100 | 34.1 | C |
| | R | 310 | 310 | 100 | 10.0 | A |
| | Subtotal | 1,425 | 1,426 | 100 | 30.5 | C |
| Total | | 3,890 | 3,899 | 100 | 35.2 | D |

SimTraffic LOS Report

Project: West Jordan - Copper Rim TIS Update
Analysis Period: Future (2026) Plus Project
Time Period: Evening Peak Hour **Project #:** UT20-1620

Intersection: 5600 West & 7400 South
Type: Unsignalized

| Approach | Movement | Demand Volume | Volume Served | | Delay/Veh (sec) | |
|--------------|----------|---------------|---------------|-----|-----------------|-----|
| | | | Avg | % | Avg | LOS |
| NB | L | 45 | 47 | 104 | 9.5 | A |
| | T | 958 | 952 | 99 | 3.8 | A |
| | R | 5 | 7 | 133 | 3.0 | A |
| | Subtotal | 1,008 | 1,006 | 100 | 4.1 | A |
| SB | L | 5 | 4 | 76 | 11.2 | B |
| | T | 942 | 938 | 100 | 3.1 | A |
| | R | 49 | 52 | 106 | 2.5 | A |
| | Subtotal | 996 | 994 | 100 | 3.1 | A |
| EB | L | 25 | 22 | 88 | 27.2 | D |
| | R | 36 | 39 | 109 | 5.8 | A |
| | Subtotal | 61 | 61 | 100 | 13.5 | B |
| WB | L | 5 | 5 | 95 | 18.2 | C |
| | R | 5 | 6 | 114 | 6.9 | A |
| | Subtotal | 10 | 11 | 110 | 12.0 | B |
| Total | | 2,076 | 2,072 | 100 | 3.9 | A |

Intersection: 7800 South & South Project Access
Type: Unsignalized

| Approach | Movement | Demand Volume | Volume Served | | Delay/Veh (sec) | |
|--------------|----------|---------------|---------------|-----|-----------------|-----|
| | | | Avg | % | Avg | LOS |
| SB | L | 14 | 12 | 84 | 33.8 | D |
| | R | 33 | 37 | 113 | 10.3 | B |
| | Subtotal | 47 | 49 | 104 | 16.1 | C |
| EB | L | 47 | 42 | 90 | 13.7 | B |
| | T | 958 | 963 | 101 | 1.7 | A |
| | Subtotal | 1,005 | 1,005 | 100 | 2.2 | A |
| WB | T | 1,017 | 1,033 | 102 | 1.9 | A |
| | R | 26 | 29 | 110 | 1.2 | A |
| | Subtotal | 1,043 | 1,062 | 102 | 1.9 | A |
| Total | | 2,095 | 2,116 | 101 | 2.3 | A |

SimTraffic LOS Report

Project: West Jordan - Copper Rim TIS Update
Analysis Period: Future (2041) Background
Time Period: Morning Peak Hour **Project #:** UT20-1620

Intersection: SB MVC FR & 7800 South
Type: Signalized

| Approach | Movement | Demand Volume | Volume Served | | Delay/Veh (sec) | |
|--------------|----------|---------------|---------------|------------|-----------------|----------|
| | | | Avg | % | Avg | LOS |
| SB | L | 240 | 243 | 101 | 18.6 | B |
| | T | 5 | 5 | 95 | 21.0 | C |
| | R | 215 | 214 | 100 | 6.3 | A |
| | Subtotal | 460 | 462 | 100 | 12.9 | B |
| EB | T | 725 | 713 | 98 | 25.8 | C |
| | R | 340 | 342 | 101 | 5.7 | A |
| | Subtotal | 1,065 | 1,055 | 99 | 19.3 | B |
| WB | L | 255 | 250 | 98 | 19.9 | B |
| | T | 540 | 542 | 100 | 6.9 | A |
| | Subtotal | 795 | 792 | 100 | 11.0 | B |
| Total | | 2,320 | 2,309 | 100 | 15.2 | B |

Intersection: NB MVC FR & 7800 South
Type: Signalized

| Approach | Movement | Demand Volume | Volume Served | | Delay/Veh (sec) | |
|--------------|----------|---------------|---------------|------------|-----------------|----------|
| | | | Avg | % | Avg | LOS |
| NB | L | 180 | 177 | 98 | 16.6 | B |
| | T | 5 | 6 | 114 | 22.9 | C |
| | R | 335 | 337 | 101 | 8.8 | A |
| | Subtotal | 520 | 520 | 100 | 11.6 | B |
| EB | L | 375 | 370 | 99 | 33.5 | C |
| | T | 590 | 588 | 100 | 6.9 | A |
| | Subtotal | 965 | 958 | 99 | 17.2 | B |
| WB | T | 625 | 627 | 100 | 27.2 | C |
| | R | 250 | 253 | 101 | 6.5 | A |
| | Subtotal | 875 | 880 | 101 | 21.2 | C |
| Total | | 2,361 | 2,358 | 100 | 17.5 | B |

SimTraffic LOS Report

Project: West Jordan - Copper Rim TIS Update
Analysis Period: Future (2041) Background
Time Period: Morning Peak Hour **Project #:** UT20-1620

Intersection: Highlands Loop Road & 7800 South
Type: Roundabout

| Approach | Movement | Demand Volume | Volume Served | | Delay/Veh (sec) | |
|--------------|----------|---------------|---------------|------------|-----------------|----------|
| | | | Avg | % | Avg | LOS |
| NB | L | 90 | 87 | 97 | 22.1 | C |
| | T | 105 | 108 | 103 | 25.0 | C |
| | R | 185 | 191 | 103 | 20.9 | C |
| | Subtotal | 380 | 386 | 102 | 22.3 | C |
| SB | L | 60 | 55 | 91 | 9.0 | A |
| | T | 20 | 19 | 94 | 11.1 | B |
| | R | 65 | 66 | 101 | 6.1 | A |
| | Subtotal | 145 | 140 | 97 | 7.9 | A |
| EB | L | 120 | 112 | 94 | 6.4 | A |
| | T | 740 | 748 | 101 | 6.9 | A |
| | R | 75 | 76 | 102 | 5.6 | A |
| | Subtotal | 935 | 936 | 100 | 6.7 | A |
| WB | L | 50 | 51 | 102 | 10.8 | B |
| | T | 730 | 737 | 101 | 9.7 | A |
| | R | 60 | 63 | 105 | 7.2 | A |
| | Subtotal | 840 | 851 | 101 | 9.6 | A |
| Total | | 2,301 | 2,313 | 101 | 10.5 | B |

Intersection: 5600 West & 7800 South
Type: Signalized

| Approach | Movement | Demand Volume | Volume Served | | Delay/Veh (sec) | |
|--------------|----------|---------------|---------------|------------|-----------------|----------|
| | | | Avg | % | Avg | LOS |
| NB | L | 140 | 146 | 104 | 31.4 | C |
| | T | 430 | 443 | 103 | 34.0 | C |
| | R | 235 | 232 | 99 | 17.0 | B |
| | Subtotal | 805 | 821 | 102 | 28.7 | C |
| SB | L | 420 | 414 | 99 | 62.2 | E |
| | T | 596 | 604 | 101 | 27.4 | C |
| | R | 150 | 150 | 100 | 9.4 | A |
| | Subtotal | 1,166 | 1,168 | 100 | 37.4 | D |
| EB | L | 185 | 186 | 101 | 66.6 | E |
| | T | 722 | 725 | 100 | 28.3 | C |
| | R | 75 | 77 | 103 | 7.8 | A |
| | Subtotal | 982 | 988 | 101 | 33.9 | C |
| WB | L | 160 | 160 | 100 | 68.2 | E |
| | T | 550 | 551 | 100 | 28.8 | C |
| | R | 150 | 150 | 100 | 7.5 | A |
| | Subtotal | 860 | 861 | 100 | 32.4 | C |
| Total | | 3,812 | 3,838 | 101 | 33.6 | C |

SimTraffic LOS Report

Project: West Jordan - Copper Rim TIS Update
Analysis Period: Future (2041) Background
Time Period: Morning Peak Hour **Project#:** UT20-1620

Intersection: 5600 West & 7400 South
Type: Unsignalized

| Approach | Movement | Demand Volume | Volume Served | | Delay/Veh (sec) | |
|--------------|----------|---------------|---------------|-----------|-----------------|----------|
| | | | Avg | % | Avg | LOS |
| NB | L | 20 | 21 | 105 | 13.5 | B |
| | T | 850 | 864 | 102 | 4.3 | A |
| | R | 5 | 5 | 95 | 4.4 | A |
| | Subtotal | 875 | 890 | 102 | 4.5 | A |
| SB | L | 5 | 5 | 95 | 13.2 | B |
| | T | 1,115 | 1,118 | 100 | 3.3 | A |
| | R | 15 | 17 | 115 | 2.7 | A |
| | Subtotal | 1,135 | 1,140 | 100 | 3.3 | A |
| EB | L | 50 | 49 | 98 | 41.5 | E |
| | R | 45 | 44 | 98 | 6.6 | A |
| | Subtotal | 95 | 93 | 98 | 25.0 | C |
| | WB | L | 5 | 4 | 76 | 35.9 |
| WB | R | 5 | 5 | 95 | 6.2 | A |
| | Subtotal | 10 | 9 | 90 | 19.4 | C |
| Total | | 2,116 | 2,132 | 101 | 4.9 | A |

SimTraffic LOS Report

Project: West Jordan - Copper Rim TIS Update
Analysis Period: Future (2041) Background
Time Period: Evening Peak Hour **Project#:** UT20-1620

Intersection: SB MVC FR & 7800 South
Type: Signalized

| Approach | Movement | Demand Volume | Volume Served | | Delay/Veh (sec) | |
|--------------|----------|---------------|---------------|-----|-----------------|-----|
| | | | Avg | % | Avg | LOS |
| SB | L | 270 | 276 | 102 | 20.0 | B |
| | T | 5 | 5 | 100 | 28.4 | C |
| | R | 435 | 435 | 100 | 18.2 | B |
| | Subtotal | 710 | 716 | 101 | 19.0 | B |
| EB | T | 865 | 865 | 100 | 32.3 | C |
| | R | 365 | 360 | 99 | 5.7 | A |
| | Subtotal | 1,230 | 1,225 | 100 | 24.5 | C |
| WB | L | 335 | 322 | 96 | 42.2 | D |
| | T | 961 | 963 | 100 | 8.0 | A |
| | Subtotal | 1,296 | 1,285 | 99 | 16.6 | B |
| Total | | 3,236 | 3,226 | 100 | 20.2 | C |

Intersection: NB MVC FR & 7800 South
Type: Signalized

| Approach | Movement | Demand Volume | Volume Served | | Delay/Veh (sec) | |
|--------------|----------|---------------|---------------|-----|-----------------|-----|
| | | | Avg | % | Avg | LOS |
| NB | L | 305 | 303 | 99 | 20.2 | C |
| | T | 10 | 11 | 107 | 27.2 | C |
| | R | 490 | 494 | 101 | 18.2 | B |
| | Subtotal | 805 | 808 | 100 | 19.1 | B |
| EB | L | 355 | 342 | 96 | 69.6 | E |
| | T | 780 | 795 | 102 | 8.0 | A |
| | Subtotal | 1,135 | 1,137 | 100 | 26.5 | C |
| WB | T | 990 | 985 | 99 | 42.2 | D |
| | R | 325 | 325 | 100 | 8.9 | A |
| | Subtotal | 1,315 | 1,310 | 100 | 33.9 | C |
| Total | | 3,256 | 3,255 | 100 | 27.9 | C |

SimTraffic LOS Report

Project: West Jordan - Copper Rim TIS Update
Analysis Period: Future (2041) Background
Time Period: Evening Peak Hour **Project #:** UT20-1620

Intersection: Highlands Loop Road & 7800 South
Type: Roundabout

| Approach | Movement | Demand Volume | Volume Served | | Delay/Veh (sec) | |
|--------------|----------|---------------|---------------|------------|-----------------|----------|
| | | | Avg | % | Avg | LOS |
| NB | L | 55 | 54 | 98 | 16.4 | C |
| | T | 40 | 38 | 96 | 16.7 | C |
| | R | 200 | 197 | 99 | 12.0 | B |
| | Subtotal | 295 | 289 | 98 | 13.4 | B |
| SB | L | 65 | 62 | 95 | 53.8 | F |
| | T | 75 | 75 | 100 | 51.5 | F |
| | R | 130 | 128 | 98 | 43.4 | E |
| | Subtotal | 270 | 265 | 98 | 48.1 | E |
| EB | L | 170 | 170 | 100 | 16.2 | C |
| | T | 880 | 892 | 101 | 11.4 | B |
| | R | 220 | 225 | 102 | 7.3 | A |
| | Subtotal | 1,270 | 1,287 | 101 | 11.3 | B |
| WB | L | 165 | 167 | 101 | 27.4 | D |
| | T | 1,155 | 1,156 | 100 | 19.3 | C |
| | R | 55 | 54 | 98 | 15.1 | C |
| | Subtotal | 1,375 | 1,377 | 100 | 20.1 | C |
| Total | | 3,210 | 3,218 | 100 | 18.4 | C |

Intersection: 5600 West & 7800 South
Type: Signalized

| Approach | Movement | Demand Volume | Volume Served | | Delay/Veh (sec) | |
|--------------|----------|---------------|---------------|------------|-----------------|----------|
| | | | Avg | % | Avg | LOS |
| NB | L | 110 | 102 | 93 | 52.7 | D |
| | T | 365 | 361 | 99 | 49.6 | D |
| | R | 105 | 114 | 109 | 15.9 | B |
| | Subtotal | 580 | 577 | 99 | 43.5 | D |
| SB | L | 305 | 298 | 98 | 75.5 | E |
| | T | 655 | 668 | 102 | 43.9 | D |
| | R | 145 | 147 | 101 | 21.3 | C |
| | Subtotal | 1,105 | 1,113 | 101 | 49.4 | D |
| EB | L | 305 | 306 | 100 | 70.3 | E |
| | T | 832 | 835 | 100 | 29.9 | C |
| | R | 25 | 25 | 100 | 8.9 | A |
| | Subtotal | 1,162 | 1,166 | 100 | 40.1 | D |
| WB | L | 265 | 271 | 102 | 73.0 | E |
| | T | 1,115 | 1,119 | 100 | 42.5 | D |
| | R | 320 | 315 | 98 | 18.4 | B |
| | Subtotal | 1,700 | 1,705 | 100 | 42.9 | D |
| Total | | 4,547 | 4,561 | 100 | 43.9 | D |

SimTraffic LOS Report

Project: West Jordan - Copper Rim TIS Update
Analysis Period: Future (2041) Background
Time Period: Evening Peak Hour **Project#:** UT20-1620

Intersection: 5600 West & 7400 South
Type: Unsignalized

| Approach | Movement | Demand Volume | Volume Served | | Delay/Veh (sec) | |
|--------------|----------|---------------|---------------|-----|-----------------|-----|
| | | | Avg | % | Avg | LOS |
| NB | L | 50 | 50 | 100 | 11.4 | B |
| | T | 1,075 | 1,060 | 99 | 4.4 | A |
| | R | 10 | 11 | 107 | 4.9 | A |
| | Subtotal | 1,135 | 1,121 | 99 | 4.7 | A |
| SB | L | 10 | 8 | 78 | 12.9 | B |
| | T | 1,055 | 1,055 | 100 | 3.3 | A |
| | R | 35 | 35 | 101 | 2.7 | A |
| | Subtotal | 1,100 | 1,098 | 100 | 3.4 | A |
| EB | L | 30 | 29 | 96 | 47.8 | E |
| | R | 45 | 47 | 104 | 7.2 | A |
| | Subtotal | 75 | 76 | 101 | 22.7 | C |
| WB | L | 5 | 6 | 114 | 46.4 | E |
| | R | 10 | 11 | 107 | 10.8 | B |
| | Subtotal | 15 | 17 | 113 | 23.4 | C |
| Total | | 2,326 | 2,312 | 99 | 4.8 | A |

SimTraffic LOS Report

Project: West Jordan - Copper Rim TIS Update
Analysis Period: Future (2041) Plus Project
Time Period: Morning Peak Hour **Project#:** UT20-1620

Intersection: SB MVC FR & 7800 South
Type: Signalized

| Approach | Movement | Demand Volume | Volume Served | | Delay/Veh (sec) | |
|--------------|----------|---------------|---------------|-----|-----------------|-----|
| | | | Avg | % | Avg | LOS |
| SB | L | 327 | 314 | 96 | 21.3 | C |
| | T | 5 | 5 | 95 | 27.8 | C |
| | R | 215 | 211 | 98 | 6.5 | A |
| | Subtotal | 547 | 530 | 97 | 15.5 | B |
| EB | T | 737 | 742 | 101 | 28.7 | C |
| | R | 340 | 347 | 102 | 6.1 | A |
| | Subtotal | 1,077 | 1,089 | 101 | 21.5 | C |
| WB | L | 297 | 290 | 98 | 24.7 | C |
| | T | 546 | 550 | 101 | 6.5 | A |
| | Subtotal | 843 | 840 | 100 | 12.8 | B |
| Total | | 2,468 | 2,459 | 100 | 17.2 | B |

Intersection: NB MVC FR & 7800 South
Type: Signalized

| Approach | Movement | Demand Volume | Volume Served | | Delay/Veh (sec) | |
|--------------|----------|---------------|---------------|-----|-----------------|-----|
| | | | Avg | % | Avg | LOS |
| NB | L | 180 | 179 | 100 | 16.8 | B |
| | T | 5 | 5 | 95 | 22.2 | C |
| | R | 378 | 375 | 99 | 12.1 | B |
| | Subtotal | 563 | 559 | 99 | 13.7 | B |
| EB | L | 375 | 372 | 99 | 43.9 | D |
| | T | 690 | 686 | 99 | 7.5 | A |
| | Subtotal | 1,065 | 1,058 | 99 | 20.3 | C |
| WB | T | 682 | 680 | 100 | 26.9 | C |
| | R | 333 | 328 | 98 | 7.3 | A |
| | Subtotal | 1,015 | 1,008 | 99 | 20.5 | C |
| Total | | 2,644 | 2,625 | 99 | 19.0 | B |

SimTraffic LOS Report

Project: West Jordan - Copper Rim TIS Update
Analysis Period: Future (2041) Plus Project
Time Period: Morning Peak Hour **Project #:** UT20-1620

Intersection: Highlands Loop Road & 7800 South
Type: Roundabout

| Approach | Movement | Demand Volume | Volume Served | | Delay/Veh (sec) | |
|--------------|----------|---------------|---------------|-----------|-----------------|----------|
| | | | Avg | % | Avg | LOS |
| NB | L | 90 | 89 | 99 | 32.4 | D |
| | T | 105 | 104 | 99 | 31.3 | D |
| | R | 185 | 186 | 101 | 26.1 | D |
| | Subtotal | 380 | 379 | 100 | 29.0 | D |
| SB | L | 60 | 59 | 98 | 11.7 | B |
| | T | 20 | 21 | 104 | 13.6 | B |
| | R | 65 | 68 | 104 | 8.3 | A |
| | Subtotal | 145 | 148 | 102 | 10.4 | B |
| EB | L | 120 | 120 | 100 | 5.1 | A |
| | T | 799 | 783 | 98 | 5.7 | A |
| | R | 75 | 78 | 104 | 4.3 | A |
| | Subtotal | 994 | 981 | 99 | 5.5 | A |
| WB | L | 50 | 45 | 90 | 9.9 | A |
| | T | 815 | 808 | 99 | 9.6 | A |
| | R | 60 | 64 | 106 | 7.9 | A |
| | Subtotal | 925 | 917 | 99 | 9.5 | A |
| Total | | 2,445 | 2,425 | 99 | 11.0 | B |

Intersection: 5600 West & 7800 South
Type: Signalized

| Approach | Movement | Demand Volume | Volume Served | | Delay/Veh (sec) | |
|--------------|----------|---------------|---------------|------------|-----------------|----------|
| | | | Avg | % | Avg | LOS |
| NB | L | 154 | 148 | 96 | 31.9 | C |
| | T | 435 | 438 | 101 | 34.2 | C |
| | R | 235 | 247 | 105 | 16.9 | B |
| | Subtotal | 824 | 833 | 101 | 28.7 | C |
| SB | L | 436 | 430 | 99 | 67.7 | E |
| | T | 601 | 600 | 100 | 26.5 | C |
| | R | 172 | 172 | 100 | 10.8 | B |
| | Subtotal | 1,209 | 1,202 | 99 | 39.0 | D |
| EB | L | 197 | 182 | 92 | 70.6 | E |
| | T | 748 | 753 | 101 | 30.0 | C |
| | R | 87 | 86 | 99 | 8.5 | A |
| | Subtotal | 1,032 | 1,021 | 99 | 35.4 | D |
| WB | L | 160 | 164 | 102 | 69.8 | E |
| | T | 599 | 597 | 100 | 28.9 | C |
| | R | 150 | 150 | 100 | 7.4 | A |
| | Subtotal | 909 | 911 | 100 | 32.7 | C |
| Total | | 3,974 | 3,967 | 100 | 34.6 | C |

SimTraffic LOS Report

Project: West Jordan - Copper Rim TIS Update
Analysis Period: Future (2041) Plus Project
Time Period: Morning Peak Hour **Project #:** UT20-1620

Intersection: 5600 West & 7400 South
Type: Unsignalized

| Approach | Movement | Demand Volume | Volume Served | | Delay/Veh (sec) | |
|--------------|----------|---------------|---------------|-----|-----------------|-----|
| | | | Avg | % | Avg | LOS |
| NB | L | 25 | 24 | 96 | 12.0 | B |
| | T | 862 | 851 | 99 | 4.3 | A |
| | R | 5 | 6 | 114 | 3.9 | A |
| | Subtotal | 892 | 881 | 99 | 4.5 | A |
| SB | L | 5 | 6 | 114 | 10.3 | B |
| | T | 1,137 | 1,129 | 99 | 3.5 | A |
| | R | 30 | 33 | 109 | 3.3 | A |
| | Subtotal | 1,172 | 1,168 | 100 | 3.5 | A |
| EB | L | 74 | 72 | 97 | 75.4 | F |
| | R | 67 | 67 | 100 | 9.4 | A |
| | Subtotal | 141 | 139 | 99 | 43.6 | E |
| WB | L | 5 | 4 | 76 | 34.6 | D |
| | R | 5 | 6 | 114 | 9.3 | A |
| | Subtotal | 10 | 10 | 100 | 19.4 | C |
| Total | | 2,216 | 2,198 | 99 | 6.5 | A |

Intersection: 7800 South & South Project Access
Type: Unsignalized

| Approach | Movement | Demand Volume | Volume Served | | Delay/Veh (sec) | |
|--------------|----------|---------------|---------------|-----|-----------------|-----|
| | | | Avg | % | Avg | LOS |
| SB | L | 95 | 92 | 97 | 313.6 | F |
| | R | 172 | 172 | 100 | 14.2 | B |
| | Subtotal | 267 | 264 | 99 | 118.5 | F |
| EB | L | 187 | 189 | 101 | 19.2 | C |
| | T | 901 | 888 | 99 | 1.4 | A |
| | Subtotal | 1,088 | 1,077 | 99 | 4.5 | A |
| WB | T | 843 | 836 | 99 | 2.6 | A |
| | R | 126 | 130 | 103 | 2.0 | A |
| | Subtotal | 969 | 966 | 100 | 2.5 | A |
| Total | | 2,324 | 2,307 | 99 | 18.1 | C |

SimTraffic LOS Report

Project: West Jordan - Copper Rim TIS Update
Analysis Period: Future (2041) Plus Project
Time Period: Evening Peak Hour **Project #:** UT20-1620

Intersection: SB MVC FR & 7800 South
Type: Signalized

| Approach | Movement | Demand Volume | Volume Served | | Delay/Veh (sec) | |
|--------------|----------|---------------|---------------|-----------|-----------------|----------|
| | | | Avg | % | Avg | LOS |
| SB | L | 385 | 376 | 98 | 27.2 | C |
| | T | 5 | 4 | 80 | 39.0 | D |
| | R | 435 | 435 | 100 | 17.8 | B |
| | Subtotal | 825 | 815 | 99 | 22.2 | C |
| EB | T | 881 | 861 | 98 | 58.0 | E |
| | R | 365 | 364 | 100 | 10.6 | B |
| | Subtotal | 1,246 | 1,225 | 98 | 43.9 | D |
| WB | L | 386 | 350 | 91 | 40.7 | D |
| | T | 971 | 858 | 88 | 8.0 | A |
| | Subtotal | 1,357 | 1,208 | 89 | 17.5 | B |
| Total | | 3,428 | 3,248 | 95 | 28.8 | C |

Intersection: NB MVC FR & 7800 South
Type: Signalized

| Approach | Movement | Demand Volume | Volume Served | | Delay/Veh (sec) | |
|--------------|----------|---------------|---------------|-----------|-----------------|----------|
| | | | Avg | % | Avg | LOS |
| NB | L | 305 | 290 | 95 | 26.0 | C |
| | T | 10 | 10 | 98 | 33.6 | C |
| | R | 547 | 510 | 93 | 75.0 | E |
| | Subtotal | 862 | 810 | 94 | 56.9 | E |
| EB | L | 355 | 346 | 97 | 51.8 | D |
| | T | 911 | 878 | 96 | 27.9 | C |
| | Subtotal | 1,266 | 1,224 | 97 | 34.7 | C |
| WB | T | 1,052 | 916 | 87 | 38.0 | D |
| | R | 427 | 378 | 88 | 10.3 | B |
| | Subtotal | 1,479 | 1,294 | 87 | 29.9 | C |
| Total | | 3,607 | 3,328 | 92 | 38.5 | D |

SimTraffic LOS Report

Project: West Jordan - Copper Rim TIS Update
Analysis Period: Future (2041) Plus Project
Time Period: Evening Peak Hour **Project#:** UT20-1620

Intersection: Highlands Loop Road & 7800 South
Type: Roundabout

| Approach | Movement | Demand Volume | Volume Served | | Delay/Veh (sec) | |
|--------------|----------|---------------|---------------|-----------|-----------------|----------|
| | | | Avg | % | Avg | LOS |
| NB | L | 55 | 59 | 107 | 15.0 | B |
| | T | 40 | 38 | 96 | 15.4 | C |
| | R | 200 | 199 | 100 | 11.7 | B |
| | Subtotal | 295 | 296 | 100 | 12.8 | B |
| SB | L | 65 | 61 | 94 | 79.5 | F |
| | T | 75 | 76 | 101 | 80.9 | F |
| | R | 130 | 124 | 95 | 71.1 | F |
| | Subtotal | 270 | 261 | 97 | 75.9 | F |
| EB | L | 170 | 143 | 84 | 13.4 | B |
| | T | 942 | 822 | 87 | 10.0 | A |
| | R | 220 | 185 | 84 | 6.2 | A |
| | Subtotal | 1,332 | 1,150 | 86 | 9.8 | A |
| WB | L | 165 | 159 | 96 | 23.8 | C |
| | T | 1,255 | 1,247 | 99 | 18.7 | C |
| | R | 55 | 54 | 98 | 16.1 | C |
| | Subtotal | 1,475 | 1,460 | 99 | 19.2 | C |
| Total | | 3,373 | 3,167 | 94 | 19.9 | C |

Intersection: 5600 West & 7800 South
Type: Signalized

| Approach | Movement | Demand Volume | Volume Served | | Delay/Veh (sec) | |
|--------------|----------|---------------|---------------|-----------|-----------------|----------|
| | | | Avg | % | Avg | LOS |
| NB | L | 127 | 128 | 101 | 59.8 | E |
| | T | 373 | 372 | 100 | 50.5 | D |
| | R | 105 | 108 | 103 | 13.6 | B |
| | Subtotal | 605 | 608 | 100 | 45.9 | D |
| SB | L | 325 | 329 | 101 | 83.8 | F |
| | T | 662 | 652 | 98 | 45.1 | D |
| | R | 161 | 165 | 102 | 24.6 | C |
| | Subtotal | 1,148 | 1,146 | 100 | 53.3 | D |
| EB | L | 319 | 278 | 87 | 77.3 | E |
| | T | 865 | 776 | 90 | 30.2 | C |
| | R | 40 | 40 | 99 | 9.1 | A |
| | Subtotal | 1,224 | 1,094 | 89 | 41.4 | D |
| WB | L | 265 | 262 | 99 | 75.8 | E |
| | T | 1,181 | 1,161 | 98 | 49.5 | D |
| | R | 320 | 321 | 100 | 24.7 | C |
| | Subtotal | 1,766 | 1,744 | 99 | 48.9 | D |
| Total | | 4,742 | 4,592 | 97 | 48.0 | D |

SimTraffic LOS Report

Project: West Jordan - Copper Rim TIS Update
Analysis Period: Future (2041) Plus Project
Time Period: Evening Peak Hour **Project #:** UT20-1620

Intersection: 5600 West & 7400 South
Type: Unsignalized

| Approach | Movement | Demand Volume | Volume Served | | Delay/Veh (sec) | |
|--------------|----------|---------------|---------------|-----|-----------------|-----|
| | | | Avg | % | Avg | LOS |
| NB | L | 58 | 53 | 92 | 14.4 | B |
| | T | 1,090 | 1,054 | 97 | 4.5 | A |
| | R | 10 | 10 | 98 | 4.3 | A |
| | Subtotal | 1,158 | 1,117 | 96 | 5.0 | A |
| SB | L | 10 | 9 | 88 | 15.0 | B |
| | T | 1,071 | 1,071 | 100 | 3.7 | A |
| | R | 68 | 70 | 103 | 3.0 | A |
| | Subtotal | 1,149 | 1,150 | 100 | 3.7 | A |
| EB | L | 60 | 59 | 99 | 62.4 | F |
| | R | 72 | 76 | 105 | 8.0 | A |
| | Subtotal | 132 | 135 | 102 | 31.8 | D |
| WB | L | 5 | 5 | 95 | 35.9 | E |
| | R | 10 | 11 | 107 | 12.3 | B |
| | Subtotal | 15 | 16 | 107 | 19.7 | C |
| Total | | 2,454 | 2,418 | 99 | 6.0 | A |

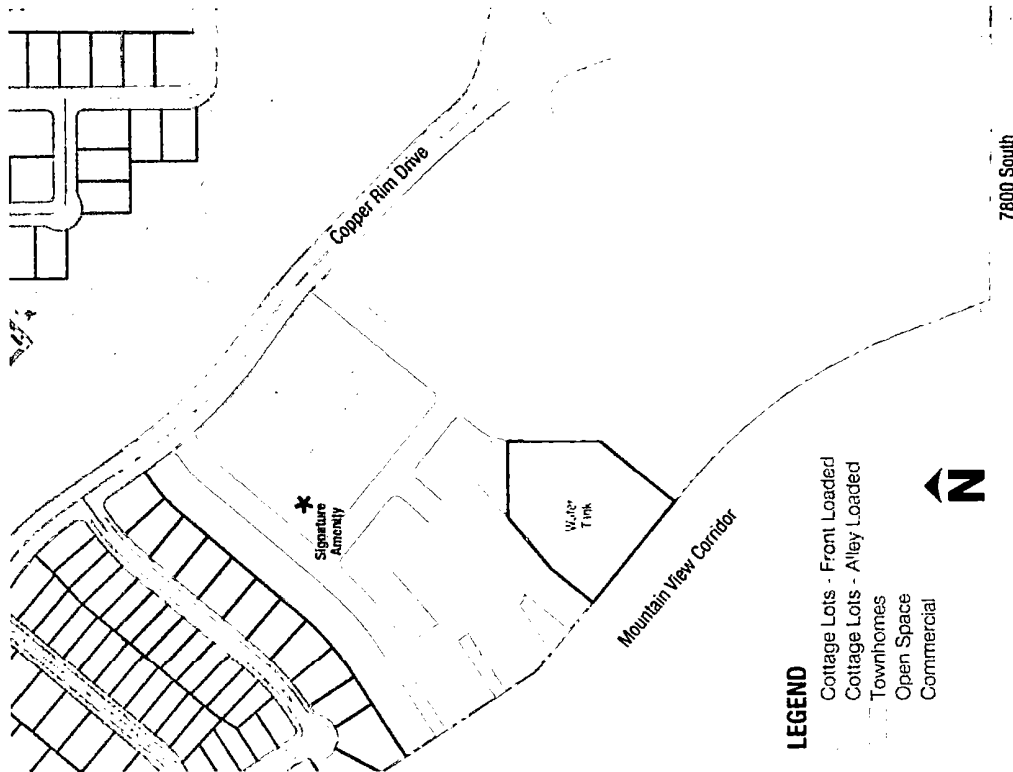
Intersection: 7800 South & South Project Access
Type: Unsignalized

| Approach | Movement | Demand Volume | Volume Served | | Delay/Veh (sec) | |
|--------------|----------|---------------|---------------|-----|-----------------|-----|
| | | | Avg | % | Avg | LOS |
| SB | L | 126 | 6 | 5 | 2899.3 | F |
| | R | 227 | 47 | 21 | 1033.0 | F |
| | Subtotal | 353 | 53 | 15 | 1244.3 | F |
| EB | L | 252 | 233 | 92 | 138.4 | F |
| | T | 1,207 | 1,144 | 95 | 14.7 | B |
| | Subtotal | 1,459 | 1,377 | 94 | 35.6 | E |
| WB | T | 1,251 | 1,239 | 99 | 3.4 | A |
| | R | 163 | 167 | 102 | 2.8 | A |
| | Subtotal | 1,414 | 1,406 | 99 | 3.3 | A |
| Total | | 3,226 | 2,836 | 88 | 100.2 | F |

APPENDIX C

Site Plan

TOWN CENTER AT COPPER RIM I MASTER DEVELOPMENT PLAN I USE MAP & BUILDOUT ALLOCATION



THE FIVE (5) USE TYPES AND THEIR ASSOCIATED UNITS AND ACREAGE AREAS FOLLOWS:

COTTAGE LOTS – FRONT LOADED

These detached single-family lots will act as a transition zone between the larger single family lots immediately to the north and the higher density residential found to the south.

AREA: 1.7 AC
RESIDENTIAL UNITS: 10.0 Units/acre
NON-RESIDENTIAL UNITS: 17
PROJECTED POPULATION: 70 Persons

COTTAGE LOTS – ALLEY LOADED

These detached single family lots also will act as a transition zone between the higher density residential and the lower density residential immediately to the north. Due to the proximity of the regional trail they are also oriented to provide connections from the trail for the greater community.

AREA: 3.5 AC
RESIDENTIAL UNITS: 10.8 Units/acre
PROJECTED POPULATION: 156 Persons

TOWNHOMES – ALLEY LOADED

Attached townhouse lots are envisioned to accommodate a wider demographic and provide a mid-level density option within this portion of the community.

AREA: 4.8 AC
RESIDENTIAL UNITS: 14.0 Units/acre
PROJECTED POPULATION: 275 Persons

LEGEND

- Cottage Lots - Front Loaded
- Cottage Lots - Alley Loaded
- Townhomes
- Open Space
- Commercial

COMMERCIAL

The commercial portion of the site makes the most of easy access and visibility from the interchange and will provide convenient access to both residents and visitors alike.

AREA: 23.6 AC
RESIDENTIAL UNITS: 0
NON-RESIDENTIAL UNITS: 203 ERUs
PROJECTED POPULATION: 0 Persons

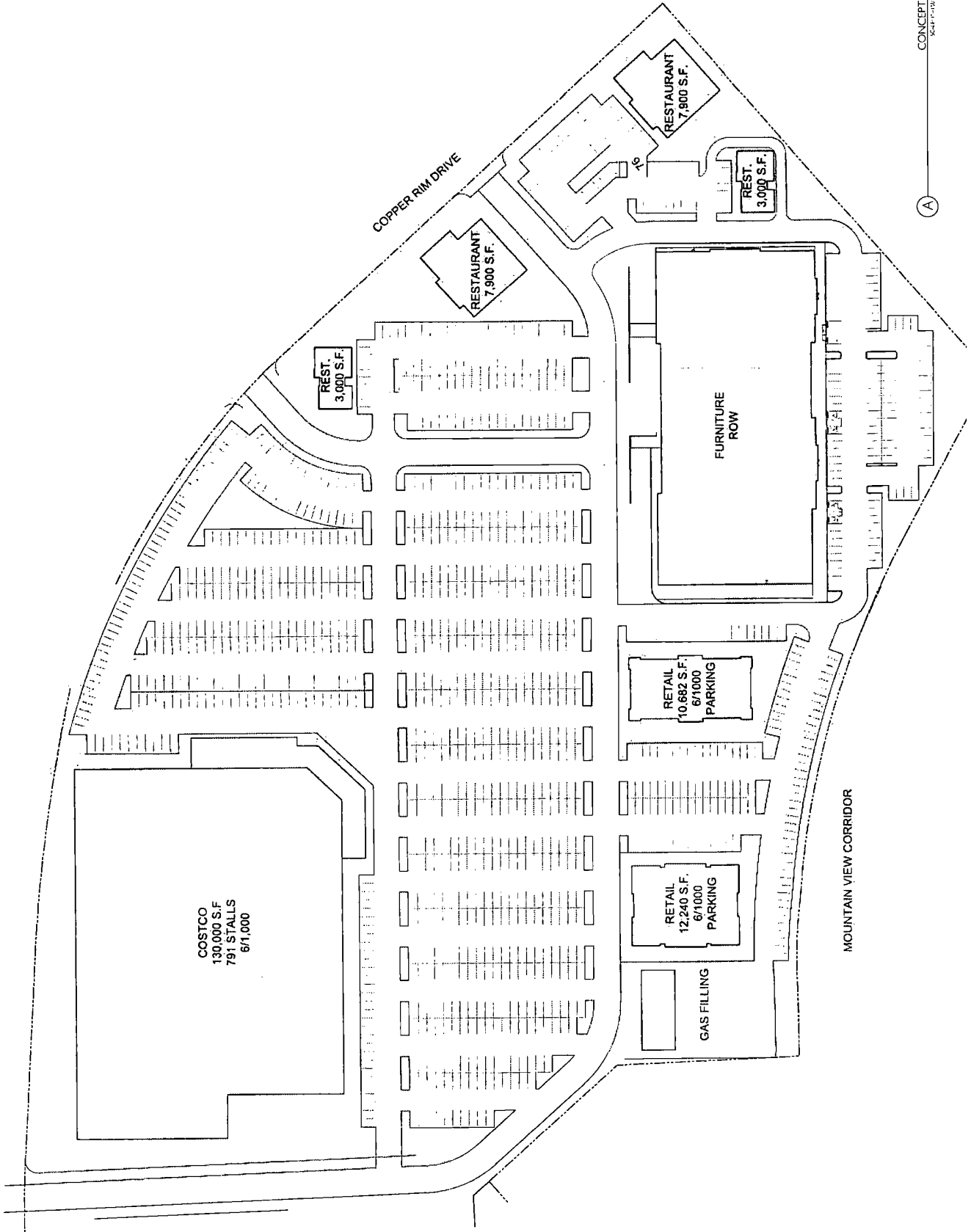
*ERUs= Equivalent Residential Units

OPEN SPACE

Open space is concentrated throughout the residential portion of the development to provide maximum flexibility to potential commercial development, however the focal element of the open space network is shared between the two spaces in order to create a destination that will anchor the commercial and draw residents to the space.

AREA
 In residential areas - 2.0 AC (5.6%)
 In commercial area - 1.6 AC (4.4%)

NOTE: ALL NUMBERS ARE ROUNDED TO THE NEAREST TENTH



APPENDIX D

95th Percentile Queue Length Reports

SimTraffic Queueing Report

Project: West Jordan - Copper Rim TIS Update

Analysis: Existing (2021) Background

Time Period: Morning Peak Hour

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



Project #: UT20-1620

| Intersection | NB | | | SB | | | EB | | | WB | | |
|--------------------------------------|-----|-----|-----|-----|----|-----|-----|-----|-----|-----|-----|-----|
| | L | LT | TR | L | LT | TR | L | LT | TR | L | LT | TR |
| 01: SB MVC FR & 7800 South | 200 | 275 | 575 | 100 | 75 | 275 | 375 | 125 | 250 | 200 | 100 | 100 |
| 02: NB MVC FR & 7800 South | 100 | | | 75 | | | 75 | 175 | | 100 | 125 | 250 |
| 03: Highlands Loop Road & 7800 South | 100 | 100 | 175 | 300 | 50 | 375 | 125 | 50 | 225 | 150 | 75 | 175 |
| 04: 5600 West & 7800 South | 50 | | | | 25 | 75 | | | 75 | | | |
| 05: 5600 West & 7400 South | | | | | | | | | | | | |

SimTraffic Queuing Report

Project: West Jordan - Copper Rim TIS Update

Analysis: Existing (2021) Background

Time Period: Evening Peak Hour

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



Project #: UT20-1620

| Intersection | NB | | | SB | | | EB | | | WB | | |
|--------------------------------------|-----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| | L | LT | R | L | LTR | R | L | LT | R | L | LT | R |
| 01: SB MVC FR & 7800 South | 250 | 75 | 250 | 375 | 400 | 700 | 175 | 125 | 350 | 250 | 750 | 600 |
| 02: NB MVC FR & 7800 South | 100 | 75 | 200 | 300 | 75 | 325 | 175 | 25 | 250 | 275 | 150 | 325 |
| 03: Highlands Loop Road & 7800 South | 75 | | | 25 | 25 | 25 | 50 | | 75 | 50 | 50 | |
| 04: 5600 West & 7800 South | | | | | | | | | | | | |
| 05: 5600 West & 7400 South | | | | | | | | | | | | |

SimTraffic Queuing Report

Project: West Jordan - Copper Rim TIS Update

Analysis: Existing (2021) Plus Project

Time Period: Morning Peak Hour

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



Project #: UT20-1620

| Intersection | NB | | | SB | | | EB | | | WB | | |
|---------------------------------------|-----|-----|-----|-----|----|-----|-----|----|-----|-----|-----|-----|
| | L | R | T | L | R | T | L | R | T | L | R | T |
| 01: SB MVC FR & 7800 South | | | | 100 | 75 | 250 | | | | 200 | 250 | 75 |
| 02: NB MVC FR & 7800 South | 75 | 75 | 350 | | | | 250 | | 75 | | | 200 |
| 03: Highlands Loop Road & 7800 South | | 75 | | | 75 | | | 75 | | | 75 | 250 |
| 04: 5600 West & 7800 South | 125 | 100 | 175 | 275 | 50 | 225 | 125 | 50 | 250 | 150 | 75 | 175 |
| 05: 5600 West & 7400 South | 50 | | 25 | 50 | | | 75 | | | 75 | | |
| 06: 7800 South & South Project Access | | | | 50 | 50 | | 25 | 25 | 75 | | | |

SimTraffic Queuing Report

Project: West Jordan - Copper Rim TIS Update

Analysis: Existing (2021) Mitigated Background

Time Period: Evening Peak Hour

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



Project #: UT20-1620

| Intersection | NB | | | SB | | | EB | | | WB | | | | | | | |
|--------------------------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|----|----|
| | L | LTR | T | L | LTR | T | L | LT | R | T | TR | L | LT | LTR | R | T | TR |
| 01: SB MVC FR & 7800 South | 150 | 125 | 300 | 150 | 175 | 325 | 175 | 150 | 225 | 225 | 150 | 200 | 400 | 425 | 150 | | |
| 02: NB MVC FR & 7800 South | | 75 | | 125 | | | 150 | 50 | 50 | 275 | 75 | 275 | 25 | 25 | 50 | 50 | 50 |
| 03: Highlands Loop Road & 7800 South | 125 | 75 | 175 | 275 | 75 | 275 | 200 | 50 | 275 | 275 | 275 | 175 | 175 | 325 | | | |
| 04: 5600 West & 7800 South | 50 | | | 25 | 25 | 25 | 50 | 50 | 75 | 75 | 75 | 50 | 50 | 50 | 50 | 50 | 50 |
| 05: 5600 West & 7400 South | | | | | | | | | | | | | | | | | |

SimTraffic Queueing Report

Project: West Jordan - Copper Rim TIS Update

Analysis: Existing (2021) Plus Project

Time Period: Morning Peak Hour

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



Project #: UT20-1620

| Intersection | NB | | | SB | | | EB | | | WB | | | |
|---------------------------------------|-----|-----|-----|-----|----|----|----|-----|----|-----|-----|---|-----|
| | L | R | T | L | R | T | L | R | T | L | R | T | |
| 01: SB MVC FR & 7800 South | | | | 100 | | | 75 | | | 200 | | | 75 |
| 02: NB MVC FR & 7800 South | 75 | 75 | 350 | | | | | | | 75 | | | 200 |
| 03: Highlands Loop Road & 7800 South | | 75 | | | 75 | | | 75 | | | 75 | | 250 |
| 04: 5600 West & 7800 South | 125 | 100 | 175 | 275 | | | 50 | 225 | 50 | 250 | 150 | | 75 |
| 05: 5600 West & 7400 South | 50 | | | | | 25 | | | | 75 | | | 75 |
| 06: 7800 South & South Project Access | | | | 50 | | | 50 | | | 25 | | | 175 |

Sim Traffic Queueing Report

Project: West Jordan - Copper Rim TIS Update

Analysis: Existing (2021) Plus Project

Time Period: Evening Peak Hour

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



Project #: UT20-1620

| Intersection | NB | | | SB | | | EB | | | WB | | | |
|---------------------------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| | L | R | T | L | LTR | R | T | TR | L | LT | R | T | TR |
| 01: SB MVC FR & 7800 South | 150 | 125 | 325 | 175 | 200 | 350 | 175 | 225 | 225 | 125 | 175 | 325 | 350 |
| 02: NB MVC FR & 7800 South | 75 | | | 150 | | | 150 | 50 | 150 | 150 | | | 150 |
| 03: Highlands Loop Road & 7800 South | 125 | 75 | 175 | 250 | 75 | 275 | 200 | 25 | 275 | 275 | 175 | 325 | |
| 04: 5600 West & 7800 South | 75 | | | 25 | | | 75 | 75 | 75 | | 50 | | |
| 05: 5600 West & 7400 South | | | | 25 | 50 | | 75 | | | | | | |
| 06: 7800 South & South Project Access | | | | 25 | | | 75 | | | | | | 25 |

SimTraffic Queueing Report

Project: West Jordan - Copper Rim TIS Update

Analysis: Future (2026) Background

Time Period: Morning Peak Hour

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



Project #: UT20-1620

| Intersection | NB | | | SB | | | EB | | | WB | | | | | |
|--------------------------------------|-----|-----|-----|-----|-----|-----|-----|-----|----|-----|-----|-----|-----|-----|-----|
| | L | LTR | T | L | LTR | T | L | LT | R | T | L | LT | LTR | R | T |
| 01: SB MVC FR & 7800 South | 350 | | 375 | 700 | 125 | 75 | 300 | 625 | | 325 | 350 | 375 | 375 | | 75 |
| 02: NB MVC FR & 7800 South | | 125 | | | | 100 | | | 75 | | | | | 100 | 200 |
| 03: Highlands Loop Road & 7800 South | 125 | | 150 | 225 | 300 | 75 | 325 | 125 | | 75 | 275 | 175 | 175 | | 75 |
| 04: 5600 West & 7800 South | 50 | | | | 25 | 25 | | 75 | | | | 75 | | | 200 |
| 05: 5600 West & 7400 South | | | | | | | | | | | | | 50 | | 75 |

Sim Traffic Queuing Report

Project: West Jordan - Copper Rim TIS Update

Analysis: Future (2026) Background

Time Period: Evening Peak Hour

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



Project #: UT20-1620

| Intersection | NB | | | SB | | | EB | | | WB | | | | | | | |
|--------------------------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|---|---|-----|
| | L | LTR | T | T | R | L | L | LT | R | T | TR | L | LT | LTR | R | T | TR |
| 01: SB MVC FR & 7800 South | | | | | | 325 | 300 | 550 | | | | 325 | 300 | | | | 175 |
| 02: NB MVC FR & 7800 South | 200 | | 200 | 400 | | | | | 375 | | | | | | | | 175 |
| 03: Highlands Loop Road & 7800 South | 125 | | | | 150 | | | | | 175 | | | | 175 | | | 175 |
| 04: 5600 West & 7800 South | 125 | | 100 | 225 | | 300 | 75 | 375 | 200 | 75 | 325 | 325 | | 200 | | | 400 |
| 05: 5600 West & 7400 South | 75 | | | | 25 | 25 | 25 | 25 | 50 | | 75 | | | 50 | | | |

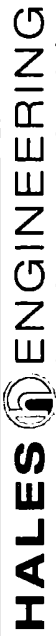
SimTraffic Queueing Report

Project: West Jordan - Copper Rim TIS Update

Analysis: Future (2026) Mitigated Background

Time Period: Morning Peak Hour

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



innovative transportation solutions

Project #: UT20-1620

| Intersection | NB | | | SB | | | EB | | | WB | | | | | |
|--------------------------------------|-----|-----|-----|----|-----|-----|-----|---|-----|-----|-----|-----|-----|-----|-----|
| | L | LTR | T | TR | L | LTR | R | T | TR | L | LT | LTR | R | T | TR |
| 01: SB MVC FR & 7800 South | 350 | 450 | 875 | | 125 | 75 | 300 | | 400 | 375 | 375 | | 125 | 175 | 150 |
| 02: NB MVC FR & 7800 South | | 150 | | | | 100 | | | 275 | | | | | | 75 |
| 03: Highlands Loop Road & 7800 South | | | | | | | | | 75 | 25 | 125 | | | | |
| 04: 5600 West & 7800 South | 125 | 125 | 225 | | 300 | 75 | 325 | | 50 | 275 | 200 | | | 75 | 200 |
| 05: 5600 West & 7400 South | 50 | | | | 25 | 75 | | | | 75 | | | | | 50 |

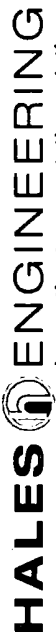
SimTraffic Queuing Report

Project: West Jordan - Copper Rim TIS Update

Analysis: Future (2026) Mitigated Background

Time Period: Evening Peak Hour

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



Project #: UT20-1620

| Intersection | NB | | | SB | | | EB | | | WB | | | | | |
|--------------------------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| | L | LTR | T | L | LTR | T | L | LT | R | T | L | LT | LTR | R | T |
| 01: SB MVC FR & 7800 South | | | | 250 | | 250 | 475 | | | | 375 | 350 | 250 | | 200 |
| 02: NB MVC FR & 7800 South | 200 | | 175 | 375 | | | | 275 | | 175 | | | | 250 | 375 |
| 03: Highlands Loop Road & 7800 South | | 125 | | | 175 | | | | 175 | | | | 175 | | |
| 04: 5600 West & 7800 South | 125 | | 75 | 225 | | 100 | 425 | | 250 | | 100 | 325 | | 200 | 350 |
| 05: 5600 West & 7400 South | 75 | | | | 25 | 25 | 25 | 50 | | | | 75 | | 50 | |

SimTraffic Queuing Report

Project: West Jordan - Copper Rim TIS Update

Analysis: Future (2026) Plus Project

Time Period: Morning Peak Hour

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



Project #: UT20-1620

| Intersection | NB | | | SB | | | EB | | | WB | | |
|---------------------------------------|-----|-----|-----|-----|----|-----|-----|-----|-----|-----|-----|-----|
| | L | TR | T | L | TR | T | L | TR | T | L | TR | T |
| 01: SB MVC FR & 7800 South | 400 | 425 | 900 | 125 | 75 | 300 | 600 | 700 | 325 | 375 | 650 | 50 |
| 02: NB MVC FR & 7800 South | 125 | 125 | 225 | 100 | 75 | 375 | 150 | 50 | 250 | 175 | 25 | 125 |
| 03: Highlands Loop Road & 7800 South | 125 | 125 | 225 | 300 | 75 | 375 | 150 | 50 | 250 | 175 | 75 | 75 |
| 04: 5600 West & 7800 South | 50 | 25 | 25 | 25 | 25 | 25 | 100 | 25 | 75 | 75 | 75 | 200 |
| 05: 5600 West & 7400 South | | | | 50 | 50 | 50 | 50 | | | | | 50 |
| 06: 7800 South & South Project Access | | | | | | | | | | | | |

SimTraffic Queueing Report

Project: West Jordan - Copper Rim TIS Update

Analysis: Future (2026) Plus Project

Time Period: Evening Peak Hour

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



Project #: UT20-1620

| Intersection | NB | | | SB | | | EB | | | WB | | |
|---------------------------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| | L | LT | TR | L | LT | TR | L | LT | TR | L | LT | TR |
| 01: SB MVC FR & 7800 South | 200 | 200 | 375 | 275 | 300 | 525 | 300 | 425 | 400 | 325 | 175 | 425 |
| 02: NB MVC FR & 7800 South | 125 | 150 | 175 | 150 | 150 | 100 | 150 | 175 | 100 | 175 | 325 | 425 |
| 03: Highlands Loop Road & 7800 South | 150 | 75 | 225 | 325 | 75 | 400 | 225 | 50 | 325 | 300 | 200 | 375 |
| 04: 5600 West & 7800 South | 75 | 25 | 25 | 25 | 75 | 25 | 75 | 75 | 75 | 50 | 50 | 25 |
| 05: 5600 West & 7400 South | 50 | 50 | 75 | 50 | 75 | 75 | 75 | 75 | 75 | 75 | 25 | 25 |
| 06: 7800 South & South Project Access | | | | | | | | | | | | |

SimTraffic Queuing Report

Project: West Jordan - Copper Rim TIS Update

Analysis: Future (2041) Background

Time Period: Morning Peak Hour

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



Project #: UT20-1620

| Intersection | NB | | | SB | | | EB | | | WB | | | |
|--------------------------------------|-----|----|-----|-----|-----|-----|-----|----|-----|-----|----|-----|-----|
| | L | LT | RTR | L | LT | RTR | L | LT | RTR | L | LT | RTR | |
| 01: SB MVC FR & 7800 South | | | | 150 | | 100 | | | 100 | 200 | | | 75 |
| 02: NB MVC FR & 7800 South | 125 | | 125 | | | | 325 | | 100 | | | | 75 |
| 03: Highlands Loop Road & 7800 South | | | 275 | | 100 | | 100 | | | 50 | | | 100 |
| 04: 5600 West & 7800 South | 150 | | 175 | 225 | 275 | 75 | 150 | | 75 | 275 | | | 75 |
| 05: 5600 West & 7400 South | 50 | | 25 | 25 | 25 | 25 | 100 | | | 75 | | | 50 |

SimTraffic Queueing Report

Project: West Jordan - Copper Rim TIS Update

Analysis: Future (2041) Background

Time Period: Evening Peak Hour

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



Project #: UT20-1620

| Intersection | NB | | | SB | | | EB | | | WB | | | |
|--------------------------------------|-----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|----|-----|
| | L | LT | TR | L | LT | TR | L | LT | TR | L | LT | TR | |
| 01: SB MVC FR & 7800 South | | | | 175 | | 225 | 550 | | 100 | 250 | 350 | | 125 |
| 02: NB MVC FR & 7800 South | 200 | | 250 | | | | | | 350 | | | | 150 |
| 03: Highlands Loop Road & 7800 South | | | | 325 | | | 200 | | 100 | 325 | 150 | | 325 |
| 04: 5600 West & 7800 South | 150 | | 100 | 225 | 275 | 200 | 275 | 350 | 100 | 325 | 375 | | 400 |
| 05: 5600 West & 7400 South | 75 | | 25 | 50 | 25 | 0 | 75 | 25 | 75 | 75 | 75 | | 50 |

SimTraffic Queuing Report

Project: West Jordan - Copper Rim TIS Update

Analysis: Future (2041) Plus Project

Time Period: Morning Peak Hour

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



Project #: UT20-1620

| Intersection | NB | | | SB | | | EB | | | WB | | |
|---------------------------------------|-----|-----|-----|-----|----|----|-----|----|----|-----|----|-----|
| | L | LT | TR | L | LT | TR | L | LT | TR | L | LT | TR |
| 01: SB MVC FR & 7800 South | | | | 200 | | | 100 | | | 100 | | |
| 02: NB MVC FR & 7800 South | 125 | | 175 | | | | | | | 450 | | |
| 03: Highlands Loop Road & 7800 South | | 325 | | 100 | | | 100 | | | 100 | | |
| 04: 5600 West & 7800 South | 150 | | 200 | 300 | | | 100 | | | 175 | | |
| 05: 5600 West & 7400 South | 50 | | 25 | 25 | | | 25 | | | 175 | | |
| 06: 7800 South & South Project Access | | | | 500 | | | 350 | | | 150 | | |
| | | | | | | | | | | | | |
| | | | | | | | | | | 225 | | |
| | | | | | | | | | | | | 75 |
| | | | | | | | | | | | | 100 |
| | | | | | | | | | | 125 | | |
| | | | | | | | | | | 175 | | |
| | | | | | | | | | | | | 75 |
| | | | | | | | | | | | | 225 |
| | | | | | | | | | | | | 25 |
| | | | | | | | | | | 50 | | |
| | | | | | | | | | | | | 25 |
| | | | | | | | | | | | | 50 |

SimTraffic Queuing Report

Project: West Jordan - Copper Rim TIS Update

Analysis: Future (2041) Plus Project

Time Period: Evening Peak Hour

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



Project #: UT20-1620

| Intersection | NB | | | SB | | | EB | | | WB | | | | | | |
|---------------------------------------|-----|-----|-----|-------|----|-----|-----|----|----|-----|----|-----|-----|--|----|-----|
| | L | LT | TR | L | LT | TR | L | LT | TR | L | LT | TR | | | | |
| 01: SB MVC FR & 7800 South | | | | 300 | | | 500 | | | 200 | | | 400 | | | 150 |
| 02: NB MVC FR & 7800 South | 775 | | 975 | | | | | | | | | | | | | 150 |
| 03: Highlands Loop Road & 7800 South | | 175 | | 425 | | | 225 | | | 225 | | | 300 | | | 325 |
| 04: 5600 West & 7800 South | 200 | | 100 | 225 | | 375 | 275 | | 75 | 325 | | 375 | | | | 800 |
| 05: 5600 West & 7400 South | 75 | | 25 | 25 | | 25 | 125 | | | | | | | | 50 | |
| 06: 7800 South & South Project Access | | | | 1,275 | | | 300 | | | 300 | | | 300 | | | 25 |
| | | | | | | | | | | | | | | | | 50 |

APPENDIX E

Internal Capture Reductions

| NCHRP 684 Internal Trip Capture Estimation Tool | | | |
|---|-----------------------|---------------|-------------------|
| Project Name: | Copper Rim TIS Update | Organization: | Hales Engineering |
| Project Location: | West Jordan, UT | Performed By: | |
| Scenario Description: | Full Build | Date: | |
| Analysis Year: | | Checked By: | |
| Analysis Period: | AM Street Peak Hour | Date: | |

| Table 1-A: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate) | | | | | | |
|--|---|----------|----------|--------------------------------------|----------|---------|
| Land Use | Development Data (For Information Only) | | | Estimated Vehicle-Trips ³ | | |
| | ITE LUCs ¹ | Quantity | Units | Total | Entering | Exiting |
| Office | | | 1,000 SF | 0 | | |
| Retail | | 227 | 1,000 SF | 286 | 164 | 122 |
| Restaurant | | 22 | 1,000 SF | 313 | 167 | 146 |
| Cinema/Entertainment | | | | 0 | | |
| Residential | | 122 | Units | 78 | 19 | 59 |
| Hotel | | | Rooms | 0 | | |
| All Other Land Uses ² | | | | 0 | | |
| | | | | 677 | 350 | 327 |

| Table 2-A: Mode Split and Vehicle Occupancy Estimates | | | | | | |
|---|------------------------|-----------|-----------------|------------------------|-----------|-----------------|
| Land Use | Entering Trips | | | Exiting Trips | | |
| | Veh. Occ. ⁴ | % Transit | % Non-Motorized | Veh. Occ. ⁴ | % Transit | % Non-Motorized |
| Office | 1.06 | 0% | 0% | 1.06 | 0% | 0% |
| Retail | 1.17 | 0% | 0% | 1.17 | 0% | 0% |
| Restaurant | | | | | | |
| Cinema/Entertainment | | | | | | |
| Residential | 1.13 | 0% | 0% | 1.13 | 0% | 0% |
| Hotel | 1.26 | 0% | 0% | 1.26 | 0% | 0% |
| All Other Land Uses ² | 1.15 | 0% | 0% | 1.15 | 0% | 0% |

| Table 3-A: Average Land Use Interchange Distances (Feet Walking Distance) | | | | | | |
|---|------------------|--------|------------|----------------------|-------------|-------|
| Origin (From) | Destination (To) | | | | | |
| | Office | Retail | Restaurant | Cinema/Entertainment | Residential | Hotel |
| Office | | | | | | |
| Retail | | | | | | |
| Restaurant | | | | | | |
| Cinema/Entertainment | | | | | | |
| Residential | | | | | | |
| Hotel | | | | | | |

| Table 4-A: Internal Person-Trip Origin-Destination Matrix* | | | | | | |
|--|------------------|--------|------------|----------------------|-------------|-------|
| Origin (From) | Destination (To) | | | | | |
| | Office | Retail | Restaurant | Cinema/Entertainment | Residential | Hotel |
| Office | | | | | | |
| Retail | 0 | | 19 | 0 | 0 | 0 |
| Restaurant | 0 | 15 | | 0 | 1 | 0 |
| Cinema/Entertainment | 0 | 0 | 0 | | 0 | 0 |
| Residential | 0 | 1 | 13 | 0 | | 0 |
| Hotel | 0 | 0 | 0 | 0 | 0 | |

| Table 5-A: Computations Summary | | | |
|---|-------|----------|---------|
| | Total | Entering | Exiting |
| All Person-Trips | 736 | 380 | 356 |
| Internal Capture Percentage | 13% | 13% | 14% |
| External Vehicle-Trips ⁵ | 586 | 303 | 283 |
| External Transit-Trips ⁶ | 0 | 0 | 0 |
| External Non-Motorized Trips ⁶ | 0 | 0 | 0 |

| Table 6-A: Internal Trip Capture Percentages by Land Use | | |
|--|----------------|---------------|
| Land Use | Entering Trips | Exiting Trips |
| Office | N/A | N/A |
| Retail | 8% | 13% |
| Restaurant | 19% | 11% |
| Cinema/Entertainment | N/A | N/A |
| Residential | 5% | 21% |
| Hotel | N/A | N/A |

¹Land Use Codes (LUCs) from *Trip Generation Manual*, published by the Institute of Transportation Engineers.

²Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.

³Enter trips assuming no transit or non-motorized trips (as assumed in ITE *Trip Generation Manual*).

⁴Enter vehicle occupancy assumed in Table 1-A vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be made to Tables 5-A, 9-A (O and D). Enter transit, non-motorized percentages that will result with proposed mixed-use project complete.

⁵Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A.

⁶Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

| NCHRP 684 Internal Trip Capture Estimation Tool | | | |
|---|-----------------------|---------------|-------------------|
| Project Name: | Copper Rim TIS Update | Organization: | Hales Engineering |
| Project Location: | West Jordan, UT | Performed By: | |
| Scenario Description: | Full Build | Date: | |
| Analysis Year: | | Checked By: | |
| Analysis Period: | PM Street Peak Hour | Date: | |

| Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate) | | | | | | |
|--|---|----------|----------|--------------------------------------|----------|---------|
| Land Use | Development Data (For Information Only) | | | Estimated Vehicle-Trips ³ | | |
| | ITE LUCs ¹ | Quantity | Units | Total | Entering | Exiting |
| Office | | | 1,000 SF | 0 | | |
| Retail | | 227 | 1,000 SF | 694 | 338 | 356 |
| Restaurant | | 22 | 1,000 SF | 286 | 167 | 119 |
| Cinema/Entertainment | | | | 0 | | |
| Residential | | 122 | Units | 100 | 63 | 37 |
| Hotel | | | Rooms | 0 | | |
| All Other Land Uses ² | | | | 0 | | |
| | | | | 1,080 | 568 | 512 |

| Table 2-P: Mode Split and Vehicle Occupancy Estimates | | | | | | |
|---|------------------------|-----------|-----------------|------------------------|-----------|-----------------|
| Land Use | Entering Trips | | | Exiting Trips | | |
| | Veh. Occ. ⁴ | % Transit | % Non-Motorized | Veh. Occ. ⁴ | % Transit | % Non-Motorized |
| Office | 1.11 | 0% | 0% | 1.11 | 0% | 0% |
| Retail | 1.21 | 0% | 0% | 1.21 | 0% | 0% |
| Restaurant | 1.39 | 0% | 0% | 1.39 | 0% | 0% |
| Cinema/Entertainment | | | | | | |
| Residential | 1.15 | 0% | 0% | 1.15 | 0% | 0% |
| Hotel | 1.30 | 0% | 0% | 1.30 | 0% | 0% |
| All Other Land Uses ² | 1.15 | 0% | 0% | 1.15 | 0% | 0% |

| Table 3-P: Average Land Use Interchange Distances (Feet Walking Distance) | | | | | | |
|---|------------------|--------|------------|----------------------|-------------|-------|
| Origin (From) | Destination (To) | | | | | |
| | Office | Retail | Restaurant | Cinema/Entertainment | Residential | Hotel |
| Office | | | | | | |
| Retail | | | | | 800 | |
| Restaurant | | | | | 1300 | |
| Cinema/Entertainment | | | | | | |
| Residential | | 800 | 1300 | | | |
| Hotel | | | | | | |

| Table 4-P: Internal Person-Trip Origin-Destination Matrix* | | | | | | |
|--|------------------|--------|------------|----------------------|-------------|-------|
| Origin (From) | Destination (To) | | | | | |
| | Office | Retail | Restaurant | Cinema/Entertainment | Residential | Hotel |
| Office | | 0 | 0 | 0 | 0 | 0 |
| Retail | 0 | | 67 | 0 | 33 | 0 |
| Restaurant | 0 | 68 | | 0 | 12 | 0 |
| Cinema/Entertainment | 0 | 0 | 0 | | 0 | 0 |
| Residential | 0 | 15 | 6 | 0 | | 0 |
| Hotel | 0 | 0 | 0 | 0 | 0 | |

| Table 5-P: Computations Summary | | | |
|---|-------|----------|---------|
| | Total | Entering | Exiting |
| All Person-Trips | 1,352 | 713 | 639 |
| Internal Capture Percentage | 30% | 28% | 31% |
| External Vehicle-Trips ⁵ | 760 | 406 | 354 |
| External Transit-Trips ⁶ | 0 | 0 | 0 |
| External Non-Motorized Trips ⁶ | 0 | 0 | 0 |

| Table 6-P: Internal Trip Capture Percentages by Land Use | | |
|--|----------------|---------------|
| Land Use | Entering Trips | Exiting Trips |
| Office | N/A | N/A |
| Retail | 20% | 23% |
| Restaurant | 31% | 48% |
| Cinema/Entertainment | N/A | N/A |
| Residential | 63% | 49% |
| Hotel | N/A | N/A |

¹Land Use Codes (LUCs) from *Trip Generation Manual*, published by the Institute of Transportation Engineers.

²Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.

³Enter trips assuming no transit or non-motorized trips (as assumed in ITE *Trip Generation Manual*).

⁴Enter vehicle occupancy assumed in Table 1-P vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be made.

⁵Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P.

⁶Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas A&M Transportation Institute - Version 2013.1

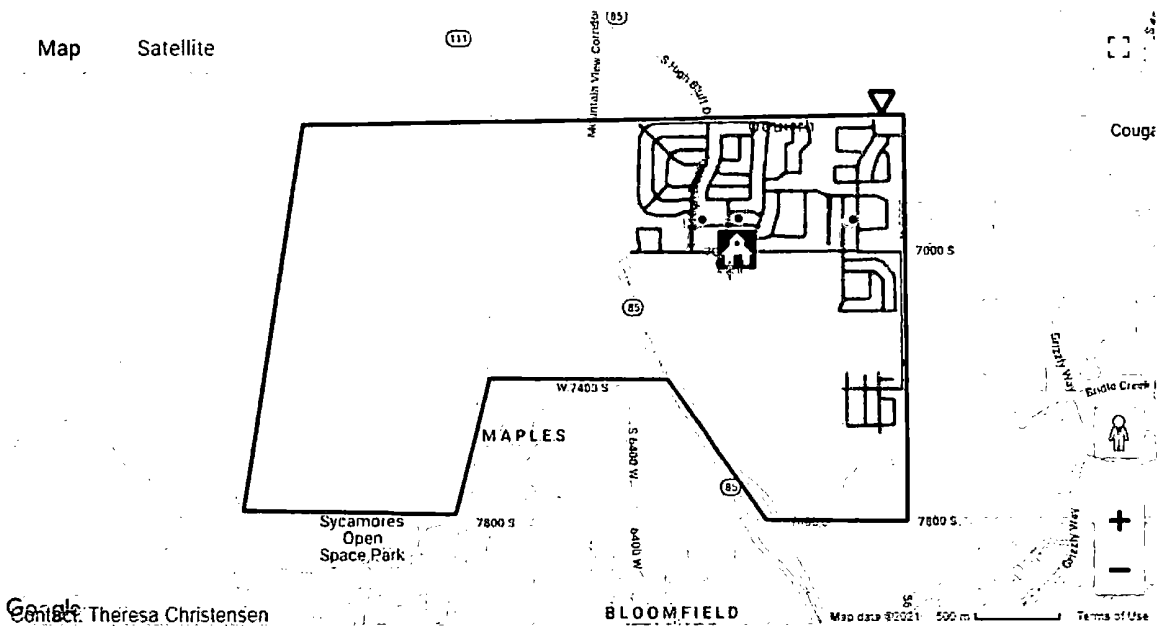
APPENDIX F

Safe Routes Utah School Maps



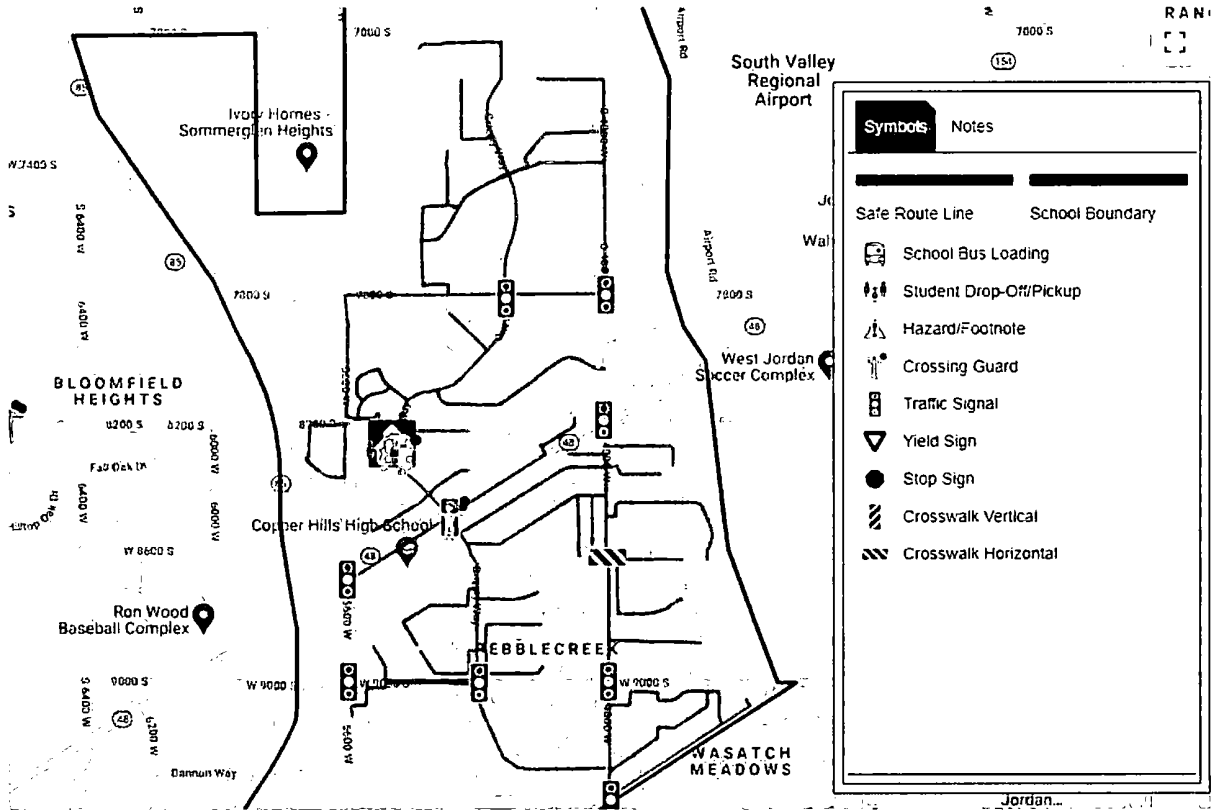
- | | | |
|----------------------|--------------------|-------------------------|
| School | School Bus Loading | Student Drop-Off/Pickup |
| Hazard/Footnote | Crossing Guard | Traffic Signal |
| Yield Sign | Stop Sign | Crosswalk Vertical |
| Crosswalk Horizontal | Boundary | Safe Route |

Falcon Ridge Elementary Map | 6111 West 7000 South, West Jordan 84081



Contact: Theresa Christensen
theresa_christensen@jordanidistrict.com

West Hills Middle Map



THE CITY OF WEST JORDAN, UTAH

ORDINANCE NO. 21-08

AN ORDINANCE FOR 35.66 ACRES OF PROPERTY, PART OF THE COPPER RIM DEVELOPMENT, LOCATED AT APPROXIMATELY 7800 SOUTH AND 5900 WEST/COPPER RIM DRIVE, ON THE EAST SIDE OF MOUNTAIN VIEW CORRIDOR AND NORTH OF 7800 SOUTH;

AMENDING THE GENERAL PLAN LAND USE MAP FOR SAID 35.66 ACRES OF PROPERTY FROM COMMUNITY COMMERCIAL AND MEDIUM DENSITY RESIDENTIAL TO MIXED USE; AND

REZONING SAID 35.66 ACRES OF PROPERTY FROM P-C (PLANNED COMMUNITY) ZONE TO P-C (IOZ) (PLANNED COMMUNITY – INTERCHANGE OVERLAY ZONE) ZONE

WHEREAS, the City of West Jordan (“City”) adopted the Comprehensive General Plan (“General Plan”) in 2012, which provides for a general plan land use map (“General Plan Land Use Map”), which is periodically updated; and the City adopted the West Jordan City Code (“City Code”) in 2009, which provides for a zoning map (“Zoning Map”), which is periodically updated; and

WHEREAS, an application was made by CW Land Co., LLC (“Applicant”) for 35.66 acres of property (“Town Center at Copper Rim Development”), part of the Copper Rim Development, located at approximately 7800 South and 5900 West/Copper Rim Drive, on the east side of Mountain View Corridor and north of 7800 South (“Application” and “Property”) for a General Plan Land Use Map Amendment on said 35.66 acres from Community Commercial and Medium Density Residential to Mixed Use; and Rezone on said 35.66 acres from P-C (Planned Community) Zone to P-C (IOZ) (Planned Community – Interchange Overlay Zone) Zone (collectively the “General Plan Land Use Map Amendment and Rezone”); and

WHEREAS, on January 19, 2021 the Application was considered by the West Jordan Planning Commission (“Planning Commission”), which held a public hearing and which has made a positive recommendation to the West Jordan City Council (“City Council”) concerning the General Plan Land Use Map Amendment and Rezone; and

WHEREAS, public hearings, pursuant to public notice, were held before the City Council on February 24, 2021 and July 28, 2021 concerning the General Plan Land Use Map Amendment and Rezone; and

WHEREAS, consistent with City Code Section 13-7C-6, the City Council has determined the following concerning the General Plan Land Use Map Amendment:

1. The proposed amendment conforms to and is consistent with the adopted goals, objectives and policies set forth in the City General Plan;
2. The development pattern contained on the land use plan inadequately provides the appropriate optional sites for the use and/or change proposed in the amendment;
3. The proposed amendment will be compatible with other land uses, existing or planned, in

- the vicinity;
4. The proposed amendment constitutes an overall improvement to the adopted general land use map and is not solely for the good or benefit of a particular person or entity;
 5. The proposed amendment will not adversely impact the neighborhood and community as a whole by significantly altering acceptable land use patterns and requiring larger and more expensive public infrastructure improvements, including, but not limited to, roads, water, wastewater and public safety facilities, than would otherwise be needed without the proposed change; and
 6. The proposed amendment is consistent with other adopted plans, codes and ordinances; and

WHEREAS, consistent with City Code Section 13-7D-7A, the City Council has determined the following concerning the Rezone:

1. The proposed amendment is consistent with the purposes, goals, objectives and policies of the adopted General Plan and land use map;
2. The proposed amendment will result in compatible land use relationships and does not adversely affect adjacent properties;
3. The proposed amendment furthers the public health, safety and general welfare of the citizens of the City;
4. The proposed amendment will not unduly impact the adequacy of public services and facilities intended to serve the subject zoning area and property than would otherwise be needed without the proposed change, such as, but not limited to, police and fire protection, water, sewer and roadways; and
5. The proposed amendment is consistent with the provisions of any applicable overlay zoning districts which may impose additional standards; and

WHEREAS, House Bill 1003 (2021 Utah Legislature, 1st Special Session), as codified at Utah Code Ann. Section 10-9a-534(3)(h), allows for a land use regulation, including "Building Design Elements", as defined therein, to apply to property in exchange for an increase in density; and

WHEREAS, the Applicant has agreed to and has executed an Amendment to the Copper Rim Master Development Agreement ("AMDA"), with the attached Preliminary Master Development Plan ("PDP") that will govern the development of the Property, should the City Council, in its sole legislative discretion, choose to adopt the General Plan Land Use Map Amendment and Rezone; and

WHEREAS, the City Council has reviewed and approved the AMDA and attached PDP, subject to the adoption of the General Plan Land Use Map Amendment and Rezone; and

WHEREAS, the City Council has found it to be in the best interest of the public health, safety, and welfare of the residents of the City to adopt the following General Plan Land Use Map Amendment and Rezone.

NOW THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF WEST JORDAN, UTAH AS FOLLOWS:

Section 1. Amendment to General Plan Land Use Map. The General Plan Land Use Map of the City of West Jordan, Utah, is hereby amended by changing the general plan land use designation on said 35.66 acres of the Town Center at Copper Rim Development from Community Commercial and Medium Density Residential to Mixed Use; as per the legal description in the Town Center at Copper Rim

Development Preliminary Master Development Plan, which is attached to the Amendment to Master Development Agreement.

Section 2. Amendment to Zoning Map. The Zoning Map of the City of West Jordan, Utah, is hereby amended by changing the zoning on said 35.66 acres of the Town Center at Copper Rim Development from P-C (Planned Community) Zone to P-C (IOZ) (Planned Community – Interchange Overlay Zone) Zone; as per the legal description in the Town Center at Copper Rim Development Preliminary Master Development Plan, which is attached to the Amendment to Master Development Agreement, with the described property being hereafter subjected to the P-C (IOZ) (Planned Community – Interchange Overlay Zone) Zone land use restrictions, limitations, and other requirements, as are stipulated for this zone.

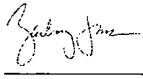
Section 3. Applicability of Building Design Elements. In accordance with Utah Code Ann. Section 10-9a-534(3)(h), and at the request of the Property Owner and Applicant, and in consideration for the increase in density allowed by the Rezone, all applicable Building Design Elements of the City shall apply to the Property and to the dwellings, structures, and buildings constructed thereon.

Section 4. Severability. If any provision of this Ordinance is declared to be invalid by a court of competent jurisdiction, the remainder shall not be affected thereby.

Section 5. Effective Date. This Ordinance shall become effective immediately upon posting or publication as provided by law and either (i) the Mayor signing the Ordinance, (ii) the City Council duly overriding the veto of the Mayor as provided by law, or (iii) the Mayor failing to sign or veto the Ordinance within fifteen (15) days after the City Council presents the Ordinance to him.

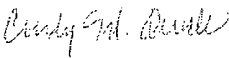
PASSED BY THE CITY COUNCIL OF THE CITY OF WEST JORDAN, UTAH, THIS 28TH DAY OF JULY, 2021.

CITY OF WEST JORDAN

By: 

Zach Jacob
Council Chair

ATTEST:



Cindy M. Quick, MMC
Council Office Clerk

| VOTING BY THE CITY COUNCIL | "YES" | "NO" |
|---------------------------------------|-------------------------------------|--------------------------|
| Council Chair Zach Jacob | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Council Vice Chair Kelvin Green | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Council Member Chad R. Lamb | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Council Member Christopher McConnehey | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Council Member David Pack | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Council Member Kayleen Whitelock | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Council Member Melissa Worthen | ~ Absent ~ | ~ |