

**CITY OF SOUTH JORDAN
CITY COUNCIL MEETING AGENDA
CITY COUNCIL CHAMBERS
TUESDAY, AUGUST 06, 2024 at 6:30 p.m.**



Notice is hereby given that the South Jordan City Council will hold a City Council Meeting at 6:30 p.m. on Tuesday, August 6, 2024, in person in the City Council Chambers, located at 1600 W. Towne Center Drive, South Jordan, Utah, and virtually via Zoom phone and video conferencing. Persons with disabilities requesting assistance should contact the City Recorder at least 24 hours prior to the Meeting. The Agenda may be amended and an Executive Session may be held at the end of the Meeting. Times listed are approximate and may be accelerated or delayed.

In addition to in-person attendance, individuals may join virtually, using Zoom. Attendees joining virtually may not comment during public comment. Virtual participants may only comment on items scheduled for a public hearing. Video must be enabled during comment period. Attendees who wish to present photos or documents to the City Council must attend in person.

In the event the Meeting is disrupted in any way that the City in its sole discretion deems inappropriate, the City reserves the right to immediately remove the individual(s) from the Meeting and, if needed, end virtual access to the Meeting. Reasons for removing an individual or ending virtual access to the Meeting include but are not limited to the posting of offensive pictures, remarks, or making offensive statements, disrespectful statements or actions, and other any action deemed inappropriate.

Ability to participate virtually is dependent on an individual's internet connection. To ensure comments are received regardless of technical issues, please have them submitted in writing to the City Recorder, Anna Crookston, at acrookston@sjc.utah.gov by 3:00 p.m. on the day of the meeting. Instructions on how to join virtually are below.

Join South Jordan City Council Meeting Virtually:

- Join on any device that has internet capability.
- Zoom link, Meeting ID and Password will be provided 24 hours prior to meeting start time.
- Zoom instructions are posted <https://ut-southjordan.civicplus.com/241/City-Council>.

Regular Meeting Agenda: 6:30 p.m.

- A. Welcome, Roll Call, and Introduction:** By Mayor, Dawn R. Ramsey
- B. Invocation:** By Council Member, Patrick Harris
- C. Pledge of Allegiance:** Police Chief, Jeff Carr
- D. Minute Approval:**
 - [D.1.](#) July 16, 2024 City Council Study Meeting
 - [D.2.](#) July 16, 2024 City Council Meeting
- E. Mayor and Council Reports: 6:35 p.m.**

F. Public Comment: 6:50 p.m.

This is the time and place on the agenda for any person who wishes to comment. Any person or group wishing to comment on any item not otherwise scheduled for public hearing on the agenda may address the City Council at this point by stepping to the microphone, and giving their name and address for the record. Note, to participate in public comment you must attend City Council Meeting in-person. Comments should be limited to not more than three (3) minutes, unless additional time is authorized by the Chair. Groups wishing to comment will be asked to appoint a spokesperson. Items brought forward to the attention of the City Council will be turned over to staff to provide a response outside of the City Council Meeting. Time taken on non-agenda items, interrupts the process of the noticed agenda. In rare cases where it is determined appropriate to address items raised from public comments, these items will be noted and may be brought back at the conclusion of the printed agenda.

G. Public Hearing Items: 7:00 p.m.

G.1. Resolution R2024-31, Adopting the Transportation Master Plan for South Jordan City. RCV (*By Deputy City Engineer, Jeremy Nielson*)

G.2. Ordinance 2024-15, Adopting an amended and updated Transportation Impact Fee Facilities Plan and Impact Fee Analysis; adopting an amended and updated Impact Fee for Transportation; establishing certain policies related to Impact Fees for Road Infrastructure; establishing certain policies related to Impact Fees for Road Infrastructure; establishing certain policies related to Impact Fees for Transportation Infrastructure; establishing service areas; and/or other related matters. RCV (*By Deputy City Engineer, Jeremy Nielson*)

H. Staff Reports and Calendaring Items: 7:30 p.m.

ADJOURNMENT

CERTIFICATE OF POSTING

STATE OF UTAH)
: §
COUNTY OF SALT LAKE)

I, Anna Crookston, the duly appointed City Recorder of South Jordan City, Utah, certify that the foregoing City Council Agenda was emailed to at least one newspaper of general circulation within the geographic jurisdiction of the public body. The agenda was also posted at the principal office of the public body and also posted on the Utah State Public Notice Website <http://www.utah.gov/pmn/index.html> and on South Jordan City's website at www.sjc.utah.gov. Published and posted August 2, 2024.

SOUTH JORDAN CITY
CITY COUNCIL STUDY MEETING

July 16, 2024

Present: Mayor Dawn R. Ramsey, Council Member Don Shelton, Council Member Jason McGuire, Council Member Patrick Harris, Council Member Kathie Johnson, Council Member Tamara Zander, City Manager Dustin Lewis, City Attorney Ryan Loose, Director of Strategy & Budget Don Tingey, IS Systems Administrator Ken Roberts, GIS Coordinator Matt Jarman, Deputy City Recorder Cindy Valdez, Meeting Transcriptionist Diana Baun, IS Senior System Administrator Phill Brown

Absent:

Others:

4:40 P.M.
STUDY MEETING

A. Welcome, Roll Call, and Introduction: *By Mayor, Dawn R. Ramsey*

Mayor Ramsey welcomed everyone present and introduced the meeting.

B. Invocation: *By Council Member, Tamara Zander*

Council Member Zander offered the invocation.

C. Mayor and Council Coordination

Council Member McGuire shared that WFRC sent an email about a workshop in October related to transportation needs in the area; advised everyone to check for that email.

D. Discussion/Review of Regular Council Meeting

Presentation Item

- Annual Risk Assessment Report.

Public Hearing Items

- Resolution R2024-38, Amending the South Jordan Moderate Income Housing Plan as part of the South Jordan General Plan.
- Ordinance 2024-11, Vacating several small portions of Right-of-Way within the Daybreak Town Center Area.
- Ordinance 2024-18, Vacating two municipal easements located on a parcel of the Bison Ridge Subdivision.

Council Member Johnson motioned to recess the City Council Study Meeting and move to Executive Closed Session. Council Member Zander seconded the motion; vote was 5-0, unanimous in favor.

RECESS CITY COUNCIL STUDY MEETING AND MOVE TO EXECUTIVE CLOSED SESSION

E. Executive Closed Session

E.1. Discussion of the purchase, exchange, or lease of real property.

E.2. Discussion of the purchase, exchange, or lease of real property and conduct a strategy session to discuss market conditions relevant to a business decision.

E.3. Discussion of the purchase, exchange, or lease of real property.

Council Member McGuire motioned to adjourn the Executive Closed Session and return to the City Council Study Meeting. Council Member Zander seconded the motion; vote was 5-0, unanimous in favor.

Council Member Harris motioned to amend the agenda to note the Executive Closed Session was for both the Council and the Redevelopment Agency, with the purpose being to discuss strategies and market conditions relevant to business decisions. Council Member Johnson seconded the motion; vote was 5-0, unanimous in favor.

Council Member McGuire motioned to recess the City Council Study Meeting and move to Executive Closed Session. Council Member Zander seconded the motion; vote was 5-0, unanimous in favor.

E.4. Discuss the character, professional competence, or physical or mental health of an individual.

Council Member McGuire motioned to adjourn the Executive Closed Session and return to the City Council Study Meeting. Council Member Zander seconded the motion; vote was 5-0, unanimous in favor.

ADJOURN EXECUTIVE CLOSED SESSION AND RETURN TO CITY COUNCIL STUDY MEETING

ADJOURNMENT

Council Member Zander motioned to adjourn the July 16, 2024 City Council Study Meeting. Council Member McGuire seconded the motion; vote was 5-0 unanimous in favor.

The July 16, 2024 City Council Study meeting adjourned at 6:37 p.m.

SOUTH JORDAN CITY
CITY COUNCIL MEETING

July 16, 2024

Present: Mayor Dawn R. Ramsey, Council Member Don Shelton, Council Member Jason McGuire, Council Member Patrick Harris, Council Member Kathie Johnson, Council Member Tamara Zander, City Manager Dustin Lewis, City Attorney Ryan Loose, Director of Strategy & Budget Don Tingey, Director of Commerce Brian Preece, Director of Public Works Raymond Garrison, CFO Sunil Naidu, City Engineer Brad Klavano, Director of Administrative Services Melinda Seager, Director of Planning Steven Schaefermeyer, Police Chief Jeff Carr, Fire Chief Chris Dawson, Communications Manager Rachael Van Cleave, Recreation Director Janell Payne, IS Systems Administrator Ken Roberts, GIS Coordinator Matt Jarman, Deputy City Recorder Cindy Valdez, Meeting Transcriptionist Diana Baun, IS Senior System Administrator Phill Brown

Absent:

Others: Marilyn Thompson, Carol Ross, Larry Ross, Elizabeth and Laurie Howell, Terry Fowler, Mike K., Owner's iPad (2)

6:45 P.M.
REGULAR MEETING

A. Welcome, Roll Call, and Introduction to Electronic Meeting - By Mayor, Dawn Ramsey

Mayor Ramsey welcomed everyone and introduced the meeting, thanking everyone for their patience while the council concluded their previous meeting later than planned.

B. Invocation – By Director of Strategy & Budget, Don Tingey

Director Tingey offered the invocation.

C. Pledge of Allegiance – By CFO, Sunil Naidu

CFO Naidu led the audience in the Pledge of Allegiance.

D. Minute Approval

D.1. June 18, 2024 City Council Study Meeting

D.2. June 18, 2024 City Council Meeting

Council Member Harris motioned to approve the June 18, 2024 City Council Study Meeting and June 18, 2024 City Council Meeting minutes as published. Council Member Johnson seconded the motion; vote was 5-0, unanimous in favor.

E. Mayor and Council Reports

Council Member Tamara Zander – Nothing to report

Council Member Harris

- Attended South Valley Sewer Board Meeting, everything going well there.
- Attended the SoJo Glow Race.

Council Member Kathie Johnson – Nothing to report

Council Member Jason McGuire

- Lots of recent interactions with residents, which he loves as his main reason for serving is to make South Jordan a better place to live. He also thanked city staff for their quick responses to resident concerns.
- Had his monthly meeting with the City Manager.
- Current Art's Council Events
 - Artventure, encouraging residents to get out and visit different art installations throughout the city and its parks.
 - August 16, recommended the Dueling Pianos event. Get tickets now because it sold out last year.

Mayor Dawn Ramsey

- Met as a Council of Mayors in Salt Lake County, and meeting again on Thursday. There will also be an additional Council of Governments meeting which includes representatives from Salt Lake County, to make some final decisions on this year's winter overflow shelter.
- Met as a Unified Economic Opportunities Commission, where she represents all the cities and towns in the State of Utah. At that meeting an update was given on the Olympic Subcommittee, which she also serves on. League leadership has already had some conversations, and there will be more in the future with the members of the League, about what they want Utah to look like in 10 years. In particular, they discussed what they think their communities will look like, and what they can do to bring the Olympic Spirit to the various communities around the state. Our city will not be a venue city, but there is a lot we could do to celebrate the Olympic Spirit here with the residents. They also discussed the most successful ideas in terms of community engagement and involvement from the last Olympic hosting.
- Met with Congressman Owens and fellow mayors during a meeting where he gave updates on what's going on in Washington.
- Had meetings with the Larry H. Miller Company, representatives from Rio Tinto, and different landowners as the city continues to work on big projects. Rio Tinto specifically

was invited recently to bring an update to the City Council and where they are in their current projects.

- Meeting with Jordan Valley Water.
- Attended the Jordan Education Foundation Golf Tournament.
- Completed 10 performances of Joseph and the Amazing Technicolor Dreamcoat, which was sponsored by the South Jordan Art's Council.

Council Member Don Shelton

- Shared that the Joseph show was remarkable, he very much enjoyed sharing it with his family.
- Attended an Executive Board Meeting for the Jordan River Commission, inviting them to tour the Pure SoJo project.
- Met with the Senior Advisory Committee, who is making their plans for the next several months; everything is doing great there.

F. Public Comment

Mayor Ramsey opened the public comment portion of the meeting.

Marilyn Thompson (Resident) – I am here to present some information about a problem in our neighborhood. She read excerpts from a neighbor's letter who could not attend tonight (Attachment A) in reference to two homes, 10336 S. Temple View Circle which is the primary residence and an AirBnB, as well as 10328 S. Temple View Circle, referred to as "the party house" and also owned by Anne Simmons. The cars that come to these events add to the congestion. The letter references requests the city investigate the parties and consider them as an unlicensed business that needs to be shut down and removed from the residential area. The letter highlights the irony of the AirBnB claims about respecting the neighborhood by allowing disruptive events. The letter concludes with a strong appeal to the Council to take action, to restore peace and safety to our neighborhood.

Mayor Ramsey closed the public comment portion of the meeting, noting that this was the first time she was hearing of the issues.

City Manager Dustin Lewis was first made aware of this yesterday, and has since asked both Fire Chief Chris Dawson, Police Chief Jeff Carr, Public Works Director Raymond Garrison, and Engineering Director Brad Klavano to look into this; they have all started preliminary investigations into the allegations. He spoke with Chief Carr earlier today and he has pulled all responses received from that address over the last several years. The event on the 12th that was mentioned in the letter is the only incident found in 2024, but they will continue looking into it. City staff will work to correct any violations occurring and he encouraged the neighbors to please call the city if these events are occurring, so there is a record made of the complaint and appropriate actions can be taken.

Mayor Ramsey invited Ms. Thompson back up to speak after noting she had a few more things to add that she forgot during her comments.

Ms. Thompson added the other thing we want you to be aware of is that there is another event scheduled for July 25, according to partygoers as they left and gave the information to someone else. There is a cover fee being paid, which is interesting because some of the people are only there for maybe 10-15 minutes and leaving. I don't see too many teenagers that want to fork out money to go to something, and not get something from it. I have no idea what is happening there, I am just concerned that there could be drugs or maybe that's a handoff point and that's where this is coming from.

G. Presentation Item

G.1. Annual Risk Assessment Report. (By CFO, Sunil Naidu)

CFO Naidu reviewed background information from the Council Packet.

H. Public Hearing Items

H.1. Resolution R2024-38, Amending the South Jordan Moderate Income Housing Plan as part of the South Jordan General Plan. (By Director of Planning, Steven Schaefermeyer)

Planning Director Steven Schaefermeyer reviewed background information from the Council Staff Report.

Mayor Ramsey opened the Public Hearing for comments; there were no comments and the hearing was closed.

Council Member Harris spoke with Dr. Bob Paxton, who has some valid concerns. The home prices throughout the state are high and he shares the same concerns about that. Everyone here is aware of those concerns, and the council is doing their best to address that, and follow the laws. The council also recognizes that developers, builders and the free market are going to dictate those prices. Council Member Harris is very proud of the work the city is doing, especially with the senior center, to have impacts for residents. The council is always encouraging developers to look for ways to provide affordable housing when they are asking for special considerations.

Mayor Ramsey noted they are doing everything they can to try and help, it is a delicate balance. There are plenty of residents who don't want any zoning to change in the city, but that is part of growth. The city does agree with those at the state level that we need more housing and want to keep young people here.

Council Member Zander motioned to approve Resolution R2024-38, Amending the South Jordan Moderate Income Housing Plan as part of the South Jordan General Plan. Council Member McGuire seconded the motion.

Roll Call Vote

Yes - Council Member Zander

Yes – Council Member McGuire

Yes – Council Member Harris
Yes – Council Member Johnson
Yes – Council Member Shelton
Motion passes 5-0, vote in favor.

H.2. Ordinance 2024-11, Vacating several small portions of Right-of-Way within the Daybreak Town Center Area. *(By Director of Planning, Steven Schaefermeyer)*

Director Schaefermeyer reviewed background information from the Council Report and his prepared presentation (Attachment B).

John Warnick (Applicant) – He explained that doing things like this ahead of time is making it easier to stay ahead and make everything uniform in the Urban Center setting.

Mayor Ramsey opened the Public Hearing for comments; there were no comments and the hearing was closed.

Council Member Johnson asked if they are moving the utilities or vacating them completely.

Director Schaefermeyer replied that the utility companies will maintain any installed utilities, but they will not be at that location. Public utility easements will end up on a plat, available for all public utilities, allowing for more strategic planning with things like buried power lines when development begins.

Mayor Ramsey said she understands that the purpose of the easement vacation is to accommodate the urban design of the street and sidewalk sections and the urban core of the Daybreak Town Center; she has no concern over that. Her question is whether this where the sidewalks are meant to be, how does this vacation affect that and the future curb and gutter placement.

Director Schaefermeyer responded that they are all within the same area, this currently exists behind the curb. This is more a matter of conflict between future intended plans, and whether the city wants to be responsible for maintaining that infrastructure. This also gives the developer more flexibility to do things that we normally don't allow on a right of way that has been dedicated to the city, due to the associated challenges. There are different reasons in this area for things like this, but ultimately it comes down to whether or not we want these things on public or private property.

Council Member McGuire motioned to approve Ordinance 2024-11, Vacating several small portions of Right-of-Way within the Daybreak Town Center Area. Council Member Johnson seconded the motion.

Roll Call Vote
Yes - Council Member McGuire
Yes – Council Member Johnson
Yes – Council Member Harris

Yes – Council Member Zander
Yes – Council Member Shelton
Motion passes 5-0, vote in favor.

H.3. Ordinance 2024-18, Vacating two municipal easements located on a parcel of the Bison Ridge Subdivision. *(By Director of Planning, Steven Schaefermeyer)*

Director Schaefermeyer reviewed background information from the Council Staff Report and Attachment C.

Mayor Ramsey opened the Public Hearing for comments; there were no comments and the hearing was closed.

Mayor Ramsey asked to clarify that the current zoning would not have to be changed if this landowner wanted to develop it.

Director Schaefermeyer responded that is correct. There have been several owners, and proposals, for this property over the years. In talking with Shane Greenwood in Engineering, who has been the main contact for the various owners over the years, this new proposal includes providing a new detention basin, rather than a retention basin. The intent of a detention basin is to detain the water, which could then move to the canal, which is an unusual plan. The proposal indicates the owners have spoken with the canal company and have approval; that approval has been requested in writing, by staff, as a correction on the subdivision application. It is not uncommon to have a detention basin behind a lot in a subdivision, but discharging that water into the canal is uncommon. What makes this so unusual is the fact that this has always received public water, as the streets are public. When water drains off lots, into the gutter and to this detention basin, it would be public water sitting in a private detention basin. He is sure there are other examples of that elsewhere, but it would be rare and something the city would try to avoid. If they are successful in developing this, it does solve the problem of the city having to properly maintain the storm drain system. When looking at the aerial views of the area, you can see it is quite wooded, which indicates it wasn't being maintained well previously, as many in the HOA didn't even know it was previously owned by the HOA. The new Parcel A would be the location of the detention basin. He discussed prior proposals and their problems. Of the proposals staff has seen, this is the one that makes the most sense in terms of storm water maintenance.

Council Member McGuire asked how this would be accessed in the future, once divided.

Director Schaefermeyer showed where there would be an easement, in favor of the city, to access and maintain the detention basin.

Attorney Loose clarified that all they are being asked to consider tonight is the turnaround, which was necessary on a dead end road, but is no longer necessary as the road will continue through. The next steps before development will not come before the council, as there is no zoning or legislative act involvement.

Director Schaefermeyer added there is a current application for a preliminary plat to subdivide the property. Part of that review, by Engineering specifically, is to make sure that the appropriate public infrastructure is in place for things like storm water and its connection to our system.

Attorney Loose noted that from a legal standpoint, they should be asking whether the turnaround is necessary anymore, either due to legal or engineering requirements, now that the street is not a dead end. If it is not necessary, that answers the question regarding whether or not there is good cause to vacate it.

Council Member Harris asked about potential engineering revisions that could be needed in the future.

Director Klavano responded that there would be additional engineering needs in the future, and the applicant has already done some of that research and had those discussions ahead of time.

Mayor Ramsey asked if there are any risks in the future to those nearby with this change in water storage.

Director Klavano responded that after looking at the low point, if it did go over the top it would just flow into the canal. Again, this is the 3rd or 4th proposal, so this area has been reviewed multiple times prior to this proposal.

Mayor Ramsey understands the discussion here tonight is whether the city will vacate this turnaround area or not. She agrees it appears the turnaround is no longer needed with the road changes, but she believes the basin changes would be a ripple effect of the decision to vacate, and as such should be discussed. If this turns into a home, how would the city physically access the area. There can be an invisible easement for access, but does that actually ensure physical access to the area.

Director Schaefermeyer responded a note would be placed on the plat, showing where the basin would be and requirements for access by the city. He believes it would be where the driveway is, with notes about keeping specific areas clear. A detention basin would not be maintained on a daily basis, but it would be similar to many others around the city with the same maintenance standards applied.

Council Member Harris noted that as land becomes scarcer, it becomes more valuable, and some of these retention areas can be quite sizable. They were engineered and designed a certain way, with homeowners being made aware of them when they bought their homes. Will this be the start of the city getting requests to convert retention areas to detention areas so people can build more homes. He also has concerns about potential hazards with detention areas like this being owned and maintained by the city.

Council Member Johnson shared her biggest concern, having private property with public water onsite; would that create additional liability the city would have to try and control.

Director Schaefermeyer noted the property will be dedicated to the city, the developer/property owner doesn't own the retention basin.

Council Member McGuire asked who the liability falls to if there is flooding.

Attorney Loose added it is not uncommon for the city to have easements through yards for access to city maintained lines or manholes; this would be a little different depending on how the driveways are done. Regarding discretion, he doesn't know how much discretion the council has legislatively if the developer has met the requirements of the vacation. If those requirements are not met, the planning commission and staff do have the discretion to tell the developer they don't meet the requirements to subdivide. He shared some of his own questions, including whether or not this impacts the overall zoning of the area, including setbacks. There is still a lot of work that has been done but is not being seen tonight as part of the vacation application, but if they meet the requirements and this proposal is the way the land is developed, he doesn't believe the city would hold any more liability than they do today. The city would have more control to maintain and clean the area.

Mayor Ramsey said with the clarification of the property being deeded to the city, she is much more agreeable to this vacation. Her biggest concern was it being on private property and the city having to maintain it.

Council Member Zander asked those involved in the approval of development in the future to be mindful of how things are placed for access in the future, to help avoid potential issues with access. She was also comfortable with the vacation as presented.

Council Member Shelton said the discussion has been helpful in making him feel comfortable with the idea and moving forward with the vacation, especially since the developer meets the requirements for the vacation.

Council Member McGuire motioned to approve Ordinance 2024-18, Vacating two municipal easements located on a parcel of the Bison Ridge Subdivision. Council Member Zander seconded the motion.

Attorney Loose noted that, in rereading the statute, it notes the legislative body may adopt an ordinance granting the petition to vacate; it is not a must.

Mayor Ramsey added that with the discussion tonight and the acknowledgment that there is a lot more work to do on this, she trusts staff to do the work and make sure it is right.

Roll Call Vote

Yes - Council Member McGuire

Yes – Council Member Zander

Yes – Council Member Harris

Yes – Council Member Johnson

Yes – Council Member Shelton

Motion passes 5-0, vote in favor.

I. Staff Reports and Calendaring Items

City Manager Lewis had nothing for this item.

Council Member Zander motioned to recess City Council Meeting and move to Executive Closed Session. Council Member Harris seconded the motion; vote was unanimous in favor.

RECESS CITY COUNCIL MEETING AND MOVE TO EXECUTIVE CLOSED SESSION

J. Executive Closed Session

J.1. Discuss the character, professional competence, or physical or mental health of an individual.

Council Member Shelton left the meeting during the Executive Closed Session.

Council Member Harris motioned to adjourn the Executive Closed Session and return to the City Council Meeting. Council Member Johnson seconded the motion; vote was 4-0, unanimous in favor. Council Member Shelton was absent from the vote.

ADJOURN EXECUTIVE CLOSED SESSION AND RETURN TO CITY COUNCIL MEETING

Council Member Harris motioned to adjourn the July 16, 2024 City Council Meeting. Council Member Zander seconded the motion; vote was 4-0, unanimous in favor. Council Member Shelton was absent from the vote.

ADJOURNMENT

The July 16, 2024 City Council Meeting adjourned at 9:47 p.m.

SOUTH JORDAN CITY CITY COUNCIL REPORT

Meeting Date: 8/6/24

Issue: A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SOUTH JORDAN, UTAH, ADOPTING THE TRANSPORTATION MASTER PLAN FOR THE CITY OF SOUTH JORDAN

Submitted By: Brad Klavano / Jeremy Nielson
Presented By: Jeremy Nielson

Department: Engineering

Staff Recommendation (Motion Ready): Approval Resolution 2024-31 adopting the Transportation Master Plan for the City of South Jordan.

BACKGROUND: A Transportation Master Plan has been prepared by Wall Consulting Group and is now ready for adoption by City Council.

TEAM FINDINGS, CONCLUSIONS & RECOMMENDATIONS:

FINDINGS: The Transportation Master Plan will provide specific direction to South Jordan City based on City demand data and standards regarding traffic flow, for decisions that will be made over the next twenty years to help the City provide adequate transportation to residents and businesses to the City of South Jordan.

CONCLUSIONS: The Transportation Master Plan will ensure that a coordinated, master-planned effort is undertaken to plan for the transportation needs of the City given the current future land use planning.

RECOMMENDATIONS: For reasons outlined in the Transportation Master Plan and staff presentation, staff recommends that the City Council approve Resolution 2024-31, the Transportation Master Plan for the City of South Jordan.

FISCAL IMPACT: As outlined in the Transportation Master Plan

ALTERNATIVES:

1. Deny Resolution 2024-31
2. Hold on Resolution 2024-31, if further analysis is warranted

SUPPORT MATERIALS:

1. Resolution 2024-31
2. Storymap of Transportation Master Plan
3. Master Transportation Plan, dated July, 2024 by Wall Consulting Group

RESOLUTION NO. 2024-31**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SOUTH JORDAN, UTAH, ADOPTING THE TRANSPORTATION MASTER PLAN FOR SOUTH JORDAN CITY**

WHEREAS, a Transportation Master Plan has been prepared by Wall Consultant Group in July, 2024; and

WHEREAS, the Master Transportation Plan update will provide specific direction to South Jordan City, based on City demand data and standards regarding traffic flow, for decisions that will be made over the next twenty years to help the City provide adequate transportation to residents and businesses; and

WHEREAS, the City Council finds and determines that the Transportation Master Plan will support the best interests of the City and will promote the public health, safety, and welfare of the citizens and businesses of South Jordan City.

WHEREAS, the Master Transportation Plan update will replace the previous plan in Appendix B of the South Jordan General Plan, dated Sep, 2019.

NOW THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF SOUTH JORDAN CITY, STATE OF UTAH that the document entitled Transportation Master Plan prepared by Wall Consultant Group, dated July, 2024, a copy of which is attached, is hereby adopted as the Master Transportation Plan of South Jordan City.

APPROVED BY THE CITY COUNCIL OF THE CITY OF SOUTH JORDAN, STATE OF UTAH, ON THIS _____ DAY OF _____, 2024, BY THE FOLLOWING VOTE:

	YES	NO	ABSTAIN	ABSENT
Patrick Harris	_____	_____	_____	_____
Kathie Johnson	_____	_____	_____	_____
Donald Shelton	_____	_____	_____	_____
Tamara Zander	_____	_____	_____	_____
Jason McGuire	_____	_____	_____	_____

Mayor: _____
Dawn R. Ramsey

Attest: _____
City Recorder

Approved as to form:



Gregory Simonsen (Jul 31, 2024 14:07 MDT)

Office of the City Attorney



TRANSPORTATION MASTER PLAN

JULY 2024



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I. INTRODUCTION

A. Overview

South Jordan City (City) continues to see rapid growth with the construction of the Daybreak Development and many other residential and commercial developments throughout the City. Additionally, significant growth in neighboring cities is also impacting South Jordan roadways and facilities. The most recent 2020 census shows that South Jordan has experienced a population increase of approximately 27,000 since the previous 2010 census, and this significant growth is expected to continue for the foreseeable future.

This Transportation Master Plan (TMP) guides transportation infrastructure investments for the future by addressing several goals identified by South Jordan City. Key to planning for South Jordan's transportation needs is an understanding of the roadway network's existing and future operation. Once existing conditions are established, roadway conditions are forecasted to future year 2033 and 2050 to identify deficiencies in the roadway network that may occur due to land development and the resulting population growth.

Additionally, this TMP also covers City transportation management-related best practices, such as access management standards, safety analyses, identifying policy and ordinance changes, truck routes, traffic calming, and livable street standards. This TMP meets all requirements outlined in the Utah State Code 10-9a-403. An [interactive online mapping website](#) has been created to summarize this TMP.

This transportation master plan will be a guide for the City to properly plan, budget and maintain a safe and efficient multi-modal transportation network into the future by:

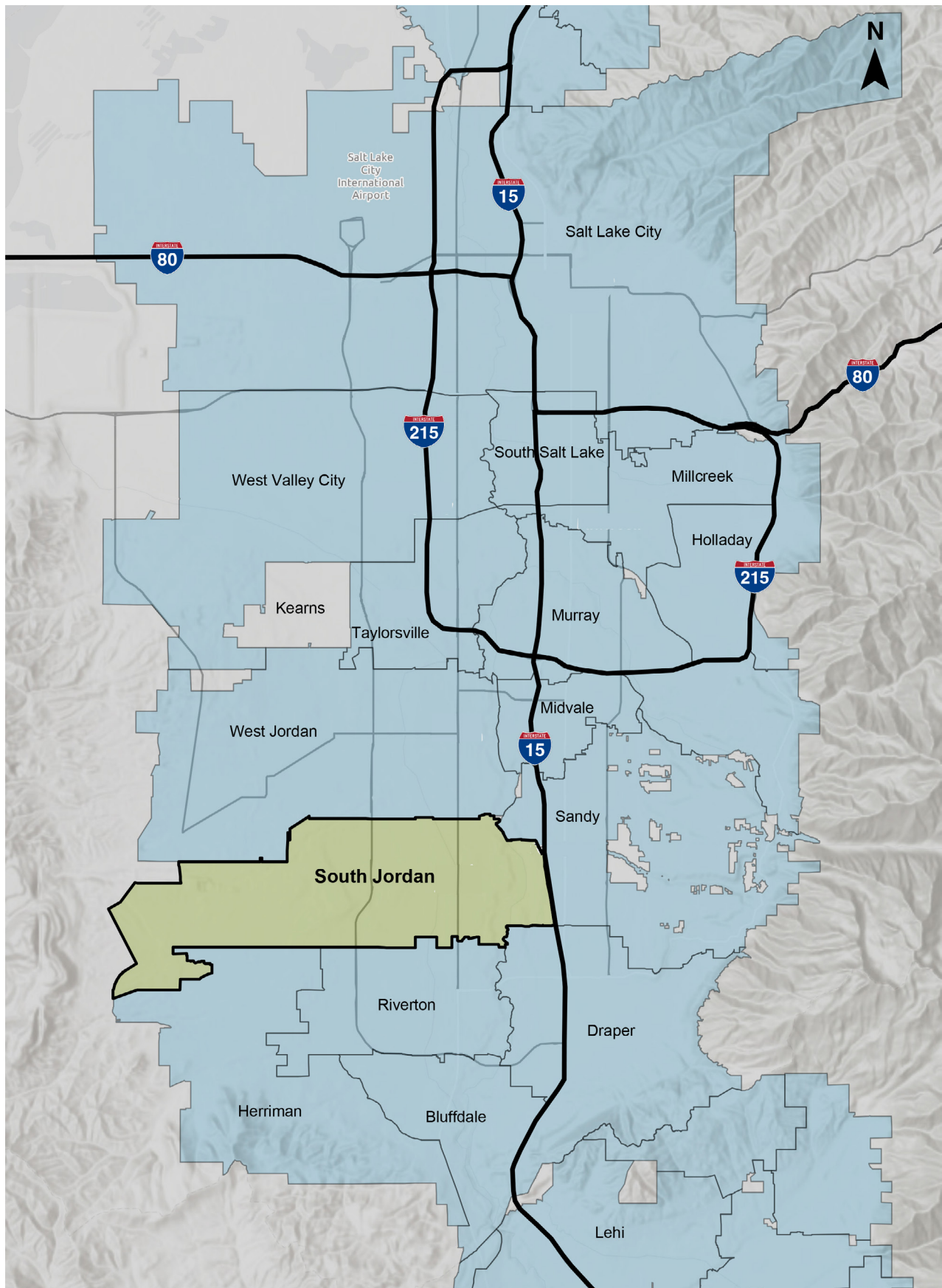
- Improving active transportation infrastructure (SC-4, RPI-3, DAOS-1, ED-4, FRG-6)
- Developing a connected road network (SC-4, RPI-3, ED-4, FRG-6)
- Improving the public transit network (SC-4, RPI-3, ED-4, SG-4, FRG-6)
- Enhancing transportation safety within the city (SC-4, RPI-3, FRG-6)
- Engaging and coordinating with the community and stakeholders through the planning process (SC-5, RPI-1, BRE-3, EC-3)

The goal and vision corresponds with the South Jordan City Strategic Priorities which are listed on the City's [website](#).

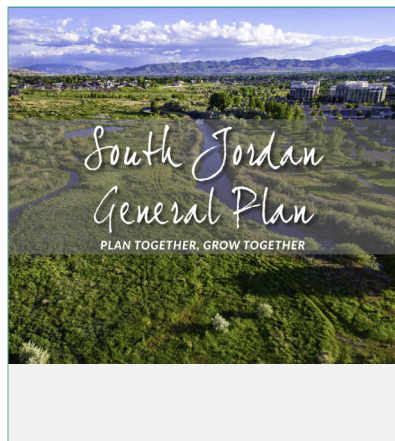
South Jordan City Mission

South Jordan City provides service-oriented, responsible government, consistent with the community's values, priorities, and expectations for a high quality of life, enhancing the City's fiscal health, providing professional and innovative services, and managing the City's resources, while planning for the future.

Figure 1: Vicinity Map

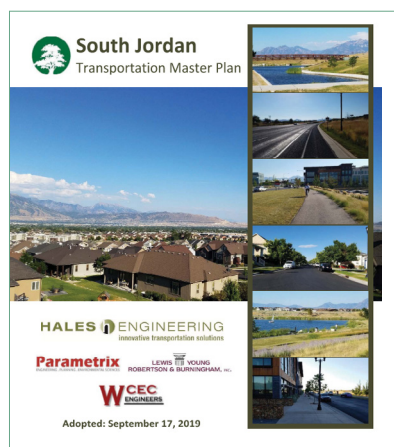


B. Previous Studies



South Jordan 2020 General Plan

The South Jordan General Plan serves as a guide for future growth and investment while preserving the City's high quality of life and unique character. The 2020 South Jordan General Plan includes existing conditions, a vision statement, framework maps, and goals and strategies for South Jordan as it continues to develop. A future land use map is provided, as well as a discussion on future housing needs and growth patterns. The General Plan states that the transportation vision for South Jordan is to offer numerous choices for safe and efficient travel by creating connected development patterns and walkable destinations. Employment in South Jordan is discussed, such as employment centers and how many employees reside within South Jordan. Implementation actions for future growth are included at the end of the document.



South Jordan TMP (2019)

The 2019 South Jordan Transportation Master Plan assists in planning for the future multi-modal transportation needs of South Jordan City. These plans are based on the future land use plans. The document provides recommended projects for both 2024 and 2040 traffic conditions. The level of service for the roadways is determined for 2018, 2024, and 2040 conditions. Roadway functional classification, access management, traffic calming, transportation technology, and connectivity are all discussed.

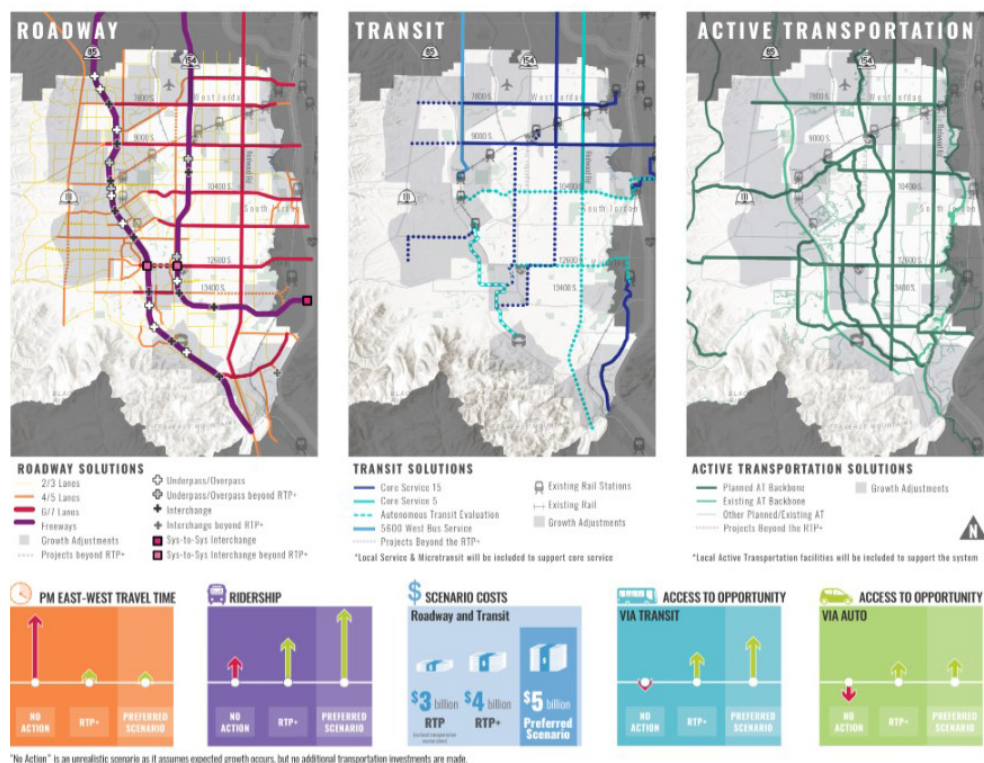


South Jordan Active Transportation Plan

The 2019 South Jordan Active Transportation Plan was created in a joint effort between West Jordan and South Jordan. This document discusses the existing active transportation infrastructure, how South Jordan residents feel about active transportation, existing plans, and planned projects. A prioritized list of active transportation projects in South Jordan is included. Pedestrian and bicycle data is also included, demonstrating which intersections have higher pedestrian volumes. Crash data involving pedestrians and bicyclists and a concept design for buffered bike lanes on 2700 West is also provided.

Southwest Salt Lake County – Transportation Solutions Story Map

The Southwest Salt Lake County Transportation Solutions study examines current and anticipated transportation challenges in the region along with suggested measures to address them. Traffic trends are identified, as well as the top traveled routes. The three alternative scenarios address a connectivity focus, a freeway focus, and a transit focus, with the preferred scenario representing a combination of all three. Costs associated with the preferred scenario are \$1-\$2 billion greater than the adopted WFRC Regional Transportation Plan.



C. TMP Development

To help ensure existing and future needs are met while providing a clear vision for South Jordan to grow and change, Wall Consultant Group (WCG) facilitated a TMP project team, coordinated with neighboring jurisdictions, met with the planning commission and city council, and held coordination meetings with additional entities. Each of these efforts are summarized below.

Project Team

A project team was established with City personnel and WCG. This group met throughout the planning process and conducted a kickoff meeting, monthly coordination meetings, neighboring jurisdiction coordination, and planning commission/city council coordination.

Neighboring Jurisdiction Coordination

The process of putting together this Transportation Master Plan involved a meeting with stakeholders in South Jordan and the surrounding region. This included a neighboring agency coordination meeting that occurred on Thursday October 5th, 2023, and included the following organizations: WCG, South Jordan City, Salt Lake County, Jordan School District, West Jordan City, Copperton Town, Sandy City, Draper City, Riverton City, Herriman City, UDOT, WFRC, and UTA. Meeting topics included future roadway plans in neighboring cities, coordinating cross section dimensions on regional roadways, outlining regional transit plans, discussing the regional active transportation network, and discussing plans for future schools in the City.

Planning Commission and City Council

To assist with the adoption of the TMP, IFFP, and IFA, WCG presented their analysis findings and recommendations to the City Council and Planning Commission.



Daybreak Coordination

WCG reached out to Larry H. Miller (LHM) regarding coordination on Daybreak specific transportation plans. Since WCG has managed all transportation master planning and traffic operations for LHM since 2009, LHM deferred to WCG to coordinate Daybreak's specific transportation planning efforts related to the TMP.

Rio Tinto

The TMP project team met with Rio Tinto on Thursday July 20, 2023. The purpose of this meeting was to understand the latest development plans and project phasing for this project area and how they may impact the City plans for future transportation facilities in this area. Rio Tinto's internal roadway network and signal/access locations were also discussed. Information provided by Rio Tinto was included in the travel demand modeling effort for the TMP. An additional follow-up coordination meeting with Rio Tinto was held on Monday December 4, 2023.

Shoreline Development Plan

The TMP project team met with the Shoreline development team on Tuesday August 1, 2023. The purpose of this meeting was to understand the latest development plans for this project area and how they may impact the City plans for future transportation facilities in this area. Potential future transit facilities and signal/access locations were also discussed. Information provided by the Shoreline team was included in the travel demand modeling effort for the TMP.

Herriman Coordination

The TMP project team met with engineering staff from Herriman City on February 29, 2024 to review project recommendations on the South Jordan / Herriman border. The location, scale, and phasing of projects along the two city's shared boundary were discussed and refined through this coordination.

D. South Jordan Characteristics

The purpose of this section is to discuss the existing and future land use and demographics of South Jordan City. The land use and demographic characteristics are used in the travel demand modeling process to project traffic volumes and determine future transportation needs.

Land Use

As land-use directly drives the quantity and location of new vehicle/bike/transit trips, it is essential to pinpoint changes in future land-use to understand the needs of the future transportation network. As new areas develop and existing areas redevelop over time, changes to the transportation network are often needed to accommodate the associated growth and changes in travel demand. The zoning and future land use maps can be found on the City's [website](#).

Given South Jordan's location in the Wasatch Front, direct access to Mountain View Corridor, Bangerter Highway, and I-15, and the large tracts of vacant land on the western side of the City, it is primed for continued development. Due to these factors, the Wasatch Front Regional Transportation Plan 2023-2050 forecasts that number of households in South Jordan will increase by approximately 25,000 by 2050—nearly doubling the existing number of households.

While a majority of South Jordan is either existing or planned residential, significant mixed-use, industrial, and commercial areas are also present and are expected to grow. It is expected that the City will build upon its existing mixed-use and commercial areas on the City's east side. Additional mixed-use growth is expected adjacent to the Mountain View Corridor and in the southwest areas of the City along 11800 South and the planned extension of U-111. Expanded industrial use is expected along 10200 South.

Demographics

This section discusses the demographics of South Jordan City and provides statistical characteristics of human populations, such as age, race, gender, income, education, and employment. These characteristics have a direct impact on the transportation needs of the City.

Population

South Jordan has experienced dramatic population growth over the past 40 years. The most recent 2020 census shows that South Jordan has a population of 77,487 (or an increase of approximately 27,069 since the previous 2010 survey). Historic population census data is shown below in Table 1. The population of South Jordan is expected to increase by 79% by 2050. This population growth projection is based on data from WFRC, Kem C. Gardner Policy Institute, and from a historical analysis of previous growth patterns within the City performed by South Jordan City staff. Table 2 below shows a breakdown of expected population growth between 2023 and 2050. Figure 2 shows a summary of the historical and projected South Jordan population.



TABLE 1: HISTORIC POPULATION GROWTH

Year	Population
1980	7,492
1990	12,220
2000	29,437
2010	50,418
2020	77,487

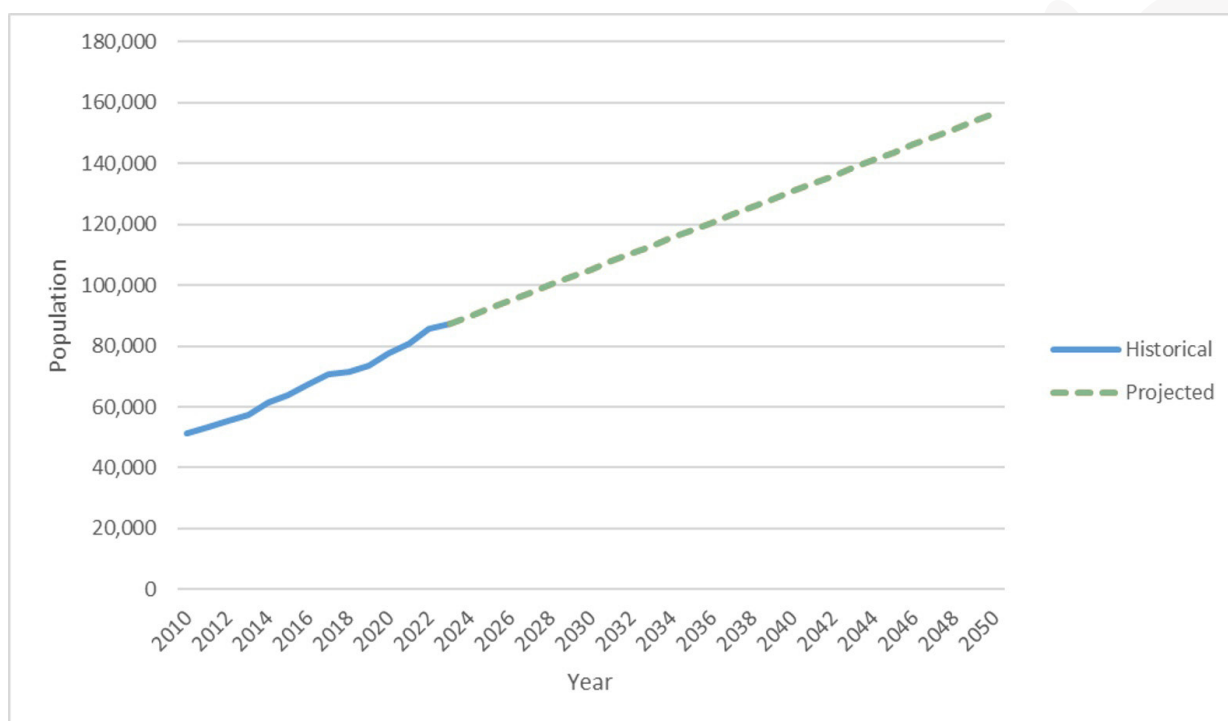
Population growth
from 2010 to 2020 =

53.7%

TABLE 2: PROJECTED POPULATION FORECAST

Year	Population	% Change
2023	87,356	-
2033	112,956	29% (2.9% per year)
2050	156,476	79% (2.9% per year)

Figure 2: Historical and Projected South Jordan Population



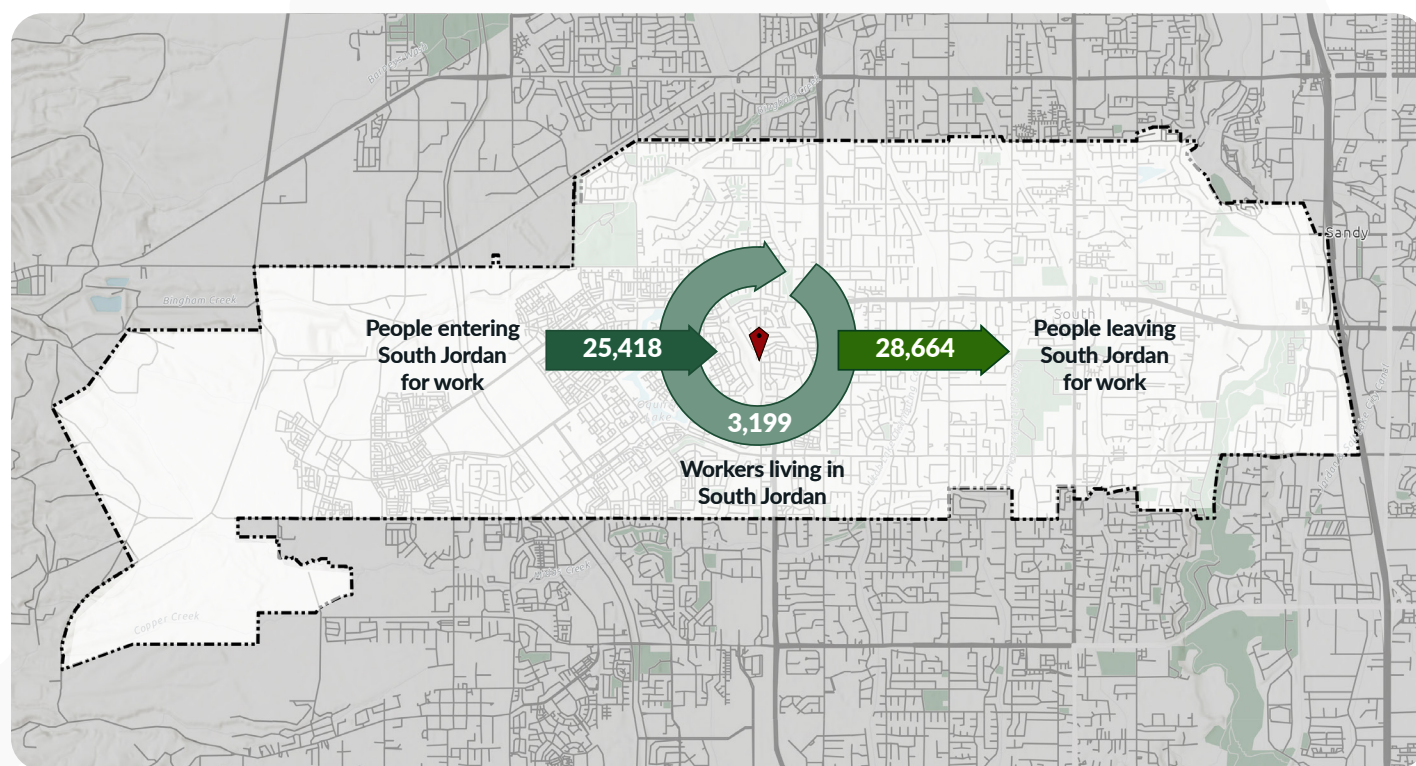
Households

In 2020 it was estimated there were 28,192 housing units. Most of the housing in South Jordan is single-family homes. As of the 2020 census, there is an average of 3.20 persons per household. Additionally, the median income for each household in 2022 was \$119,822 (2022 dollars). Approximately 93% of households have at least one vehicle available for use.

Employment & Journey to Work

The median income for each household in 2022 was \$119,822 (2022 dollars). The average travel time to work for those who are 16 and older is 24.4 minutes. Based on data from the US Census Bureau's Center for Economics, Figure 3 shows that the number of workers who live in South Jordan and travel elsewhere for work is slightly higher than those workers living elsewhere who travel in to the City for work. 5.6% of the City's workforce both live and work in the City.

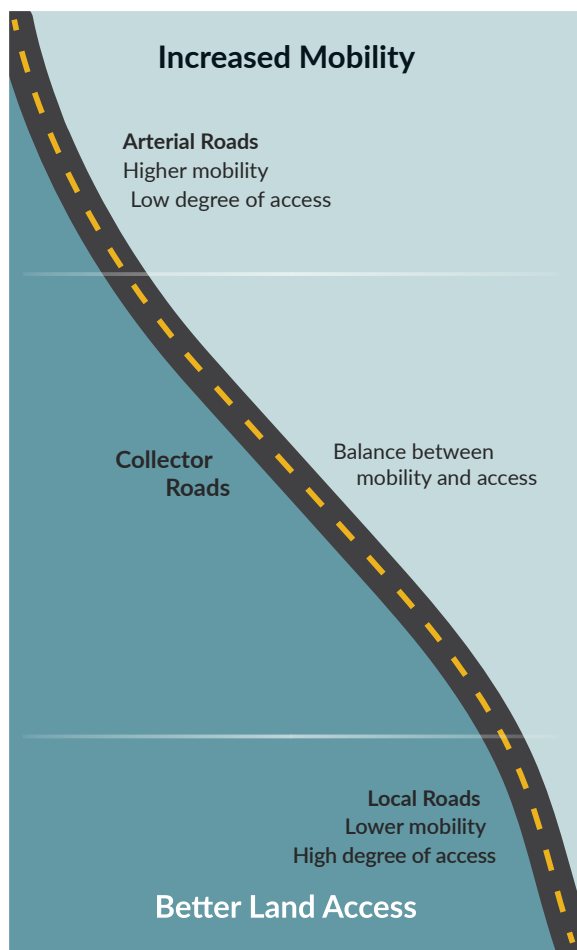
Figure 3: Worker In-Flow and Out-Flow (2021)



II. TRANSPORTATION NETWORK

A. Purpose

The purpose of the transportation network analysis is to identify existing and future deficiencies in the roadway network that may occur due to increased vehicular traffic associated with land development and population growth. Traffic conditions are examined for the base year (2023) and two future years (2033 and 2050), and recommendations for future improvements are discussed.



B. Roadway Functional Classification

Roads are categorized into a hierarchal system based on roadway attributes such as speed, access and right-of-way (ROW) width. The higher a street classification, the more mobility it provides with limited access. Lower street classifications have less mobility, but more access. The functional classification of a roadway indicates the road's role within the transportation system, which in turn helps determine when increased travel demand or change in the road's use could lead to negative impacts on its intended function in terms of speed, capacity, and relationship to existing and future land use (FHWA, 2013).

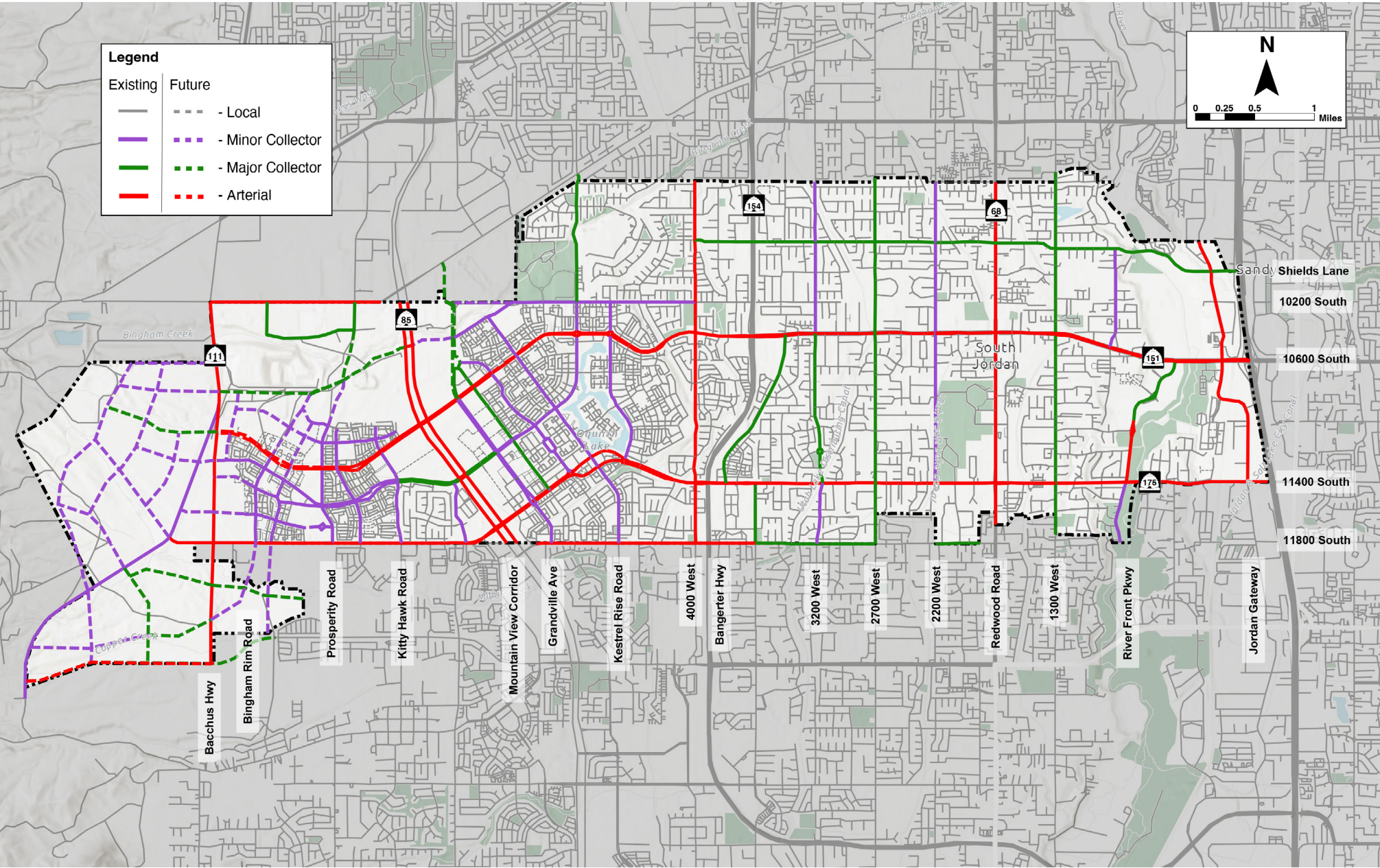
The City's functional classifications used in this TMP are arterial, major collector, minor collector, and residential streets. Key cross sectional elements for each of these classifications are summarized in Table 3 and are accurate as of the publication of this document. See the most recent South Jordan Standard Drawings for the most up-to-date cross sections. South Jordan City classifies street facilities based primarily on the right-of-way (ROW) widths provided. The future functional classification map is shown in the Figure below.

Roadways in the Daybreak Development have been designed with unique cross-sections that vary from the other roadways in the City. In general, the cross-sections are kept to minimum widths. Many of the roadways also have bulb-outs to calm traffic and provide safe crossings for pedestrians. Overall, these features promote walkability and safety in the unique Daybreak Development. Unlike the other City roadways, the Daybreak roadways have varying ROW widths.

TABLE 3: SOUTH JORDAN KEY CROSS SECTION ELEMENTS

Functional Classification	# Lanes	ROW Width (ft)	Asphalt Width (ft)
Arterial	5	111	84
Major Collector	3	85	58
Minor Collector	3/2	71	44
Residential	2	55 or less	28 or less

Figure 4: Future Functional Classification



C. Level of Service Definitions

Roadway traffic congestion is reported using Level of Service (LOS), which is a planning term that describes the roadways operating performance. LOS for roadway segments is a categorical classification of roadway conditions assigned to degrees of congestion calculated quantitatively as the density of flow on a roadway, or the volume-to-capacity (VC) ratio. LOS is reported on a scale from A to F, with A representing free-flow conditions and F representing traffic congestion. For this analysis, daily LOS is calculated for study roadway segments using the projected Average Daily Traffic (ADT) for the given roadway segments and capacities informed by lane count and functional classification. Level of service descriptions for each LOS letter designation and the accompanying range of volume-to-capacity ratios are shown below (Table 4).¹ Level of service standards for local roads and alleyways can be found in the [Livable Street Standards](#) section of the report.

For the purposes of this study, a minimum overall roadway performance of LOS D is considered acceptable. If LOS E or F for a roadway is calculated, explanations and/or mitigation measures are presented.

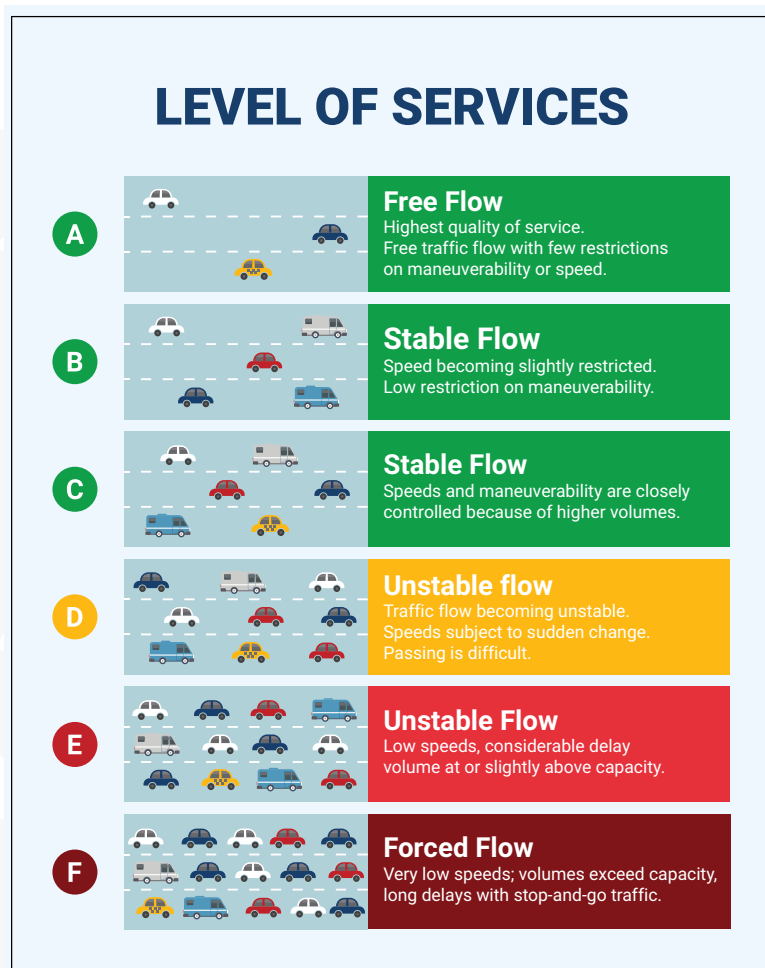


TABLE 4: LEVEL OF SERVICE CAPACITY RANGES

Functional Classification	Lanes	LOS A-C	LOS D	LOS E	LOS F
Collectors & Arterials	2	< 9,375	9,375 to 10,625	10,625 to 12,500	> 12,500
	3	< 13,350	13,350 to 15,130	15,130 to 17,800	> 17,800
	5	< 28,500	28,500 to 32,300	32,300 to 38,000	> 38,000
	7	< 43,500	43,500 to 49,300	49,300 to 58,000	> 58,000

¹Level of service volume ranges reflect assumed capacity levels for typical sections of the roadway type and cross-section indicated. In select locations, capacity adjustments are applied for this analysis based on local conditions including the presence of turn lanes, intersection spacing, access management, and engineering judgment.

D. Existing (2023) Conditions

In order to accurately identify existing conditions on the roadway network in South Jordan City, the consultant team gathered traffic data. South Jordan City maintains a robust annual [traffic count program](#) with short-term automatic traffic counts on City roadways. Figure 5 presents a map of the 169 individual traffic count locations from 2021, 2022, and 2023 that were reviewed for this analysis.

Traffic data from UDOT's Automated Traffic Signal Performance Metrics (ATSPM) were used to identify traffic volumes on state roads. Where City or UDOT data were not available, the consultant team used data collected for previous projects in the area. These data were collected in the form of two-way roadway counts or turning movement counts at intersections.

The volumes from these sources were compiled, and (2023) levels of service have been calculated for study area roadways using criteria from Table 4 and are presented below in Figure 6. All roadways in South Jordan are currently operating at an acceptable LOS D or higher with the exception of the following roadway segments, which operate at LOS E or F:

- 11800 South; Copper Rose Way to 4000 West
- 11400 South; 4000 West to River Heights Drive
- 11400 South; Redwood Road to 700 West
- 11400 South; Engelmann Drive to Jordan Gateway
- 10600 South; Bangerter Highway to 3200 West
- 10600 South; Culmination Street to Redwood Road
- 10600 South; River Front Parkway to I-15



Figure 5: South Jordan Traffic Count Coverage

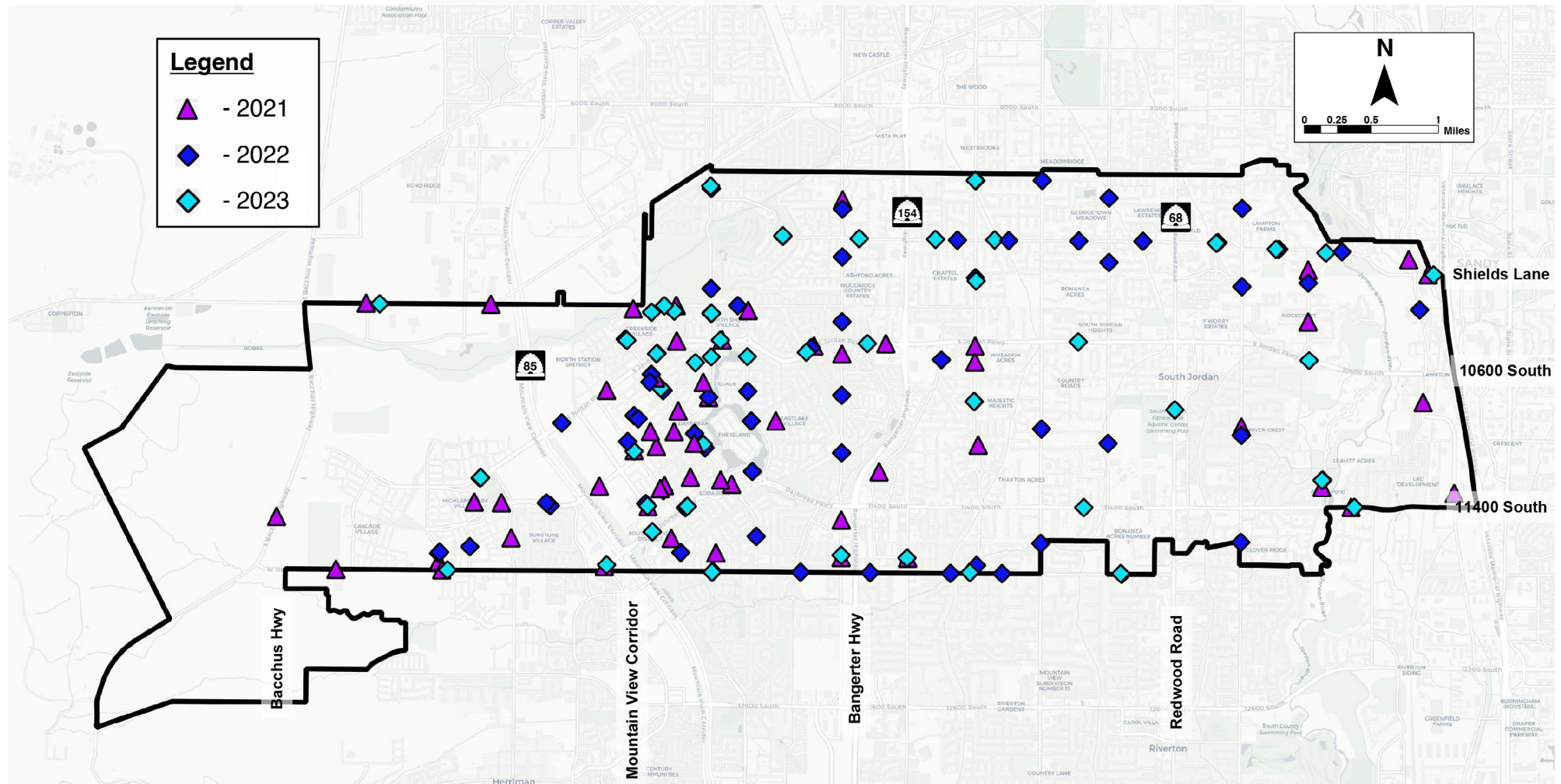
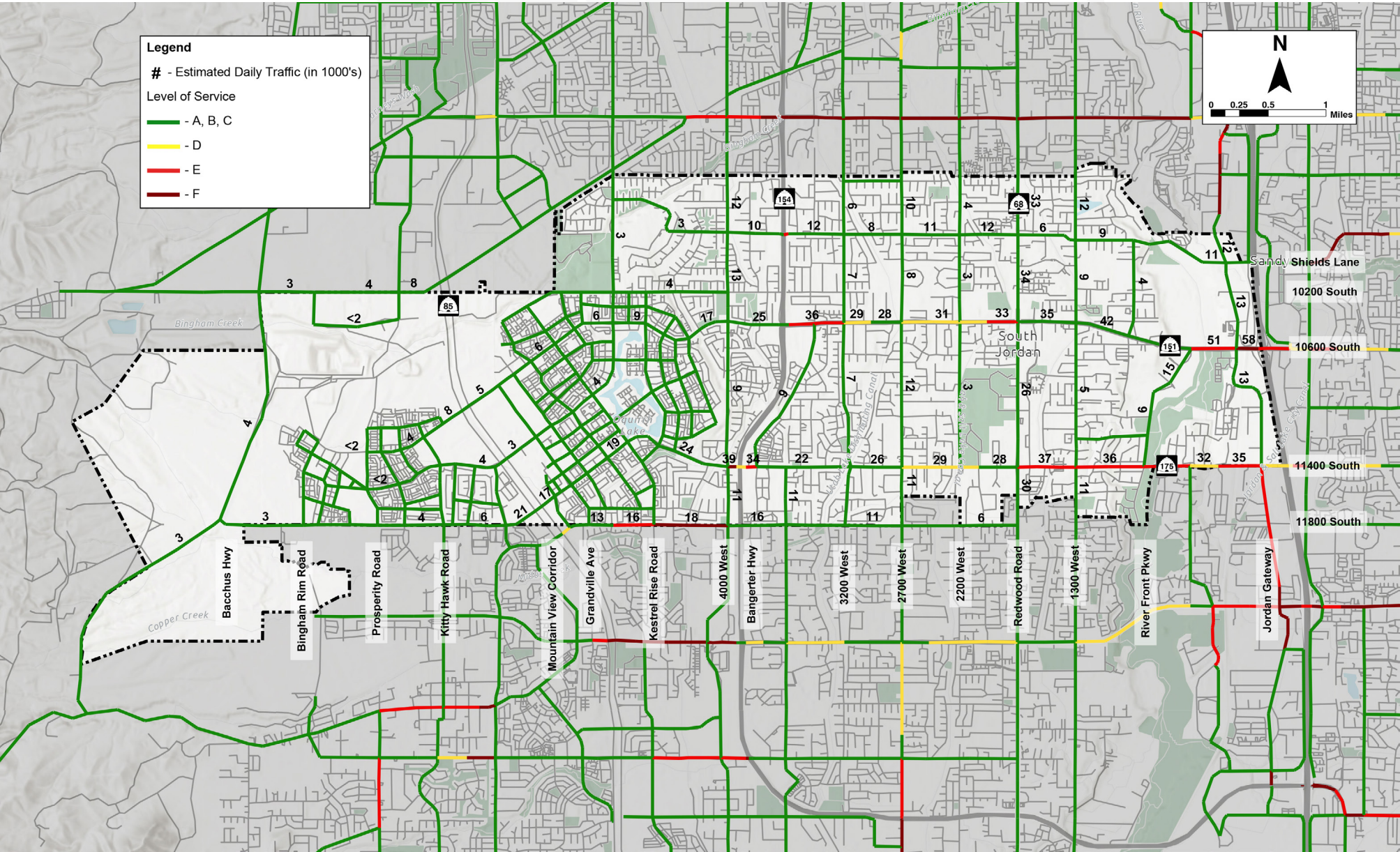


Figure 6: Existing (2023) Roadway LOS and ADT



E. Travel Demand Model

The transportation network analysis was performed using a locally-refined version of the latest Wasatch Front Regional Council (WFRC) model (v9.0.0, dated September 20, 2023). The WFRC model was updated to include a more detailed transportation analysis zone (TAZ) and roadway network, and more refined base and future-year socio-economic data for South Jordan and neighboring West Jordan. Specifically within Daybreak, significant TAZ and roadway network details were added to align with previous modeling efforts completed in this area. Travel demand modeling was performed in Bentley Cube version 6.5.0.

WCG reviewed and updated the roadway network to reflect 2023 conditions. This included adding recently constructed roadways, refining TAZ centroid connections, and adding detail to the roadway network in areas of increased land use density. Study area roadway link speeds were also reviewed and adjusted to reflect local operating conditions, particularly on the narrower roadways located within the Daybreak area.

Base year (2023) household and employment estimates were developed by Wasatch Front Regional Council (WFRC) for the Wasatch Front 2023 Regional Transportation Plan, and is shown below in figure 7. These Wasatch Front land-use estimates were combined with previously developed land-use data developed for refined zones in the Daybreak community. Additional study-area refinements were made based on input from South Jordan planning staff and a review of aerial imagery to account for recent construction. Zonal land-use estimates were then adjusted to reflect 2023 South Jordan City household and employment control totals.

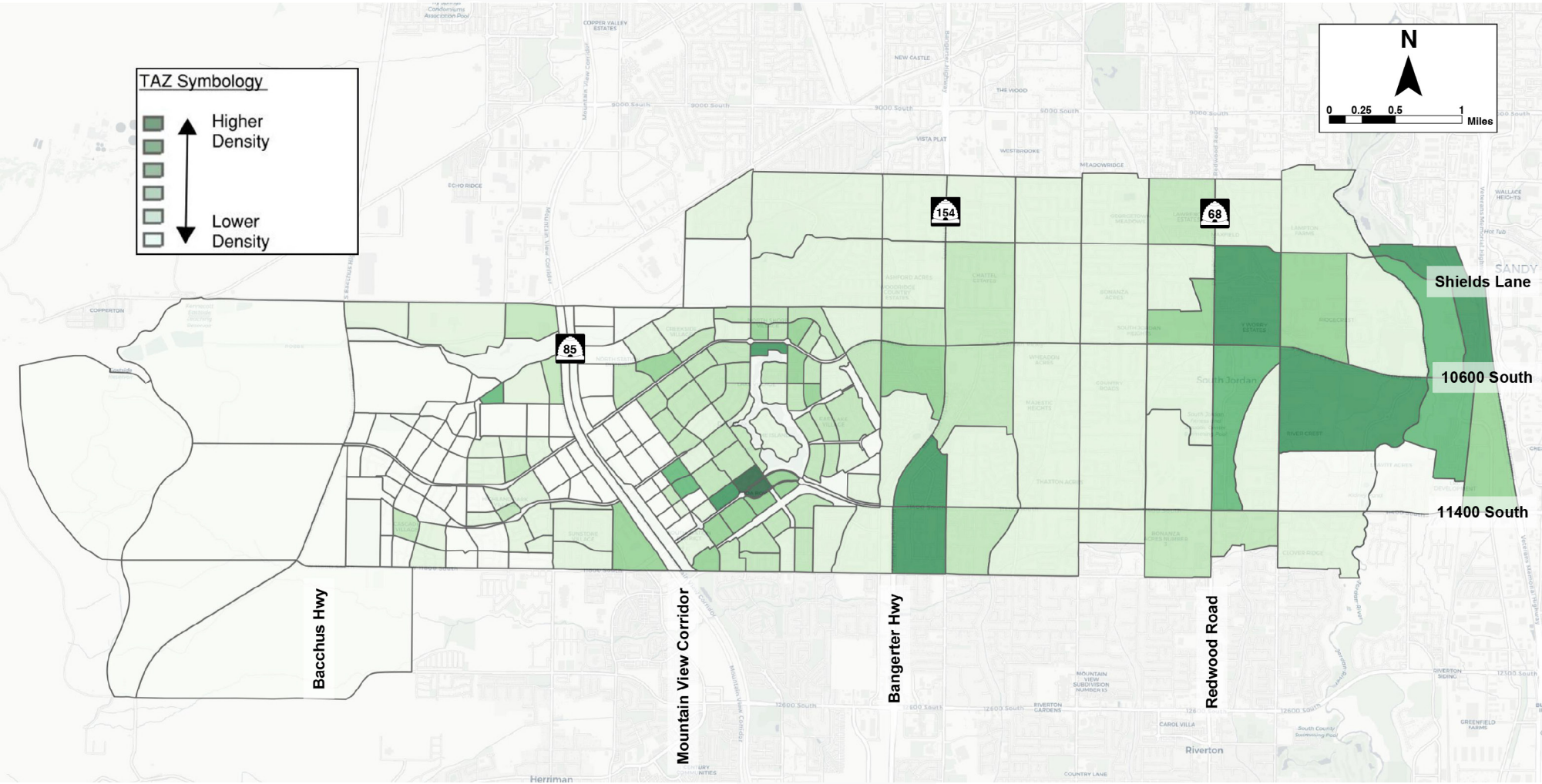
Base year ADT estimates from the refined travel model were compared with the recent count data. Where the travel demand model over or under-predicted current traffic volumes, adjustment factors were identified and applied to both base-year and future traffic projections to account for inherent imperfections in the travel demand model and to provide the best possible future traffic volume projections.

Details regarding modeling specifics such as roadway network, demographics, and scenario testing are described in the sections below.

A map of the 2023 WFRC regional transportation projects listed above can be seen [here](#). The WFRC roadway projects were incorporated into the creation of the project lists and travel demand modeling in this TMP.



Figure 7: 2023 Combined Household and Employment Density



F. Future (2033) Conditions

This section discusses the future (2033) roadway conditions in South Jordan City. Future roadway projects and network updates to the travel demand model are discussed. A no-build scenario LOS is completed. The LOS of each major road is analyzed, improvements are recommended, and a build scenario LOS analysis is completed.

a. 2033 Roadway Network

The local roadway network was updated for the 2033 analysis to include new roadways and grid connections that have been planned to occur within South Jordan during the 10-year planning window. WFRC lists the following projects in the Regional Transportation Plan (RTP) 2023-2050. It was assumed these projects were completed when running the 2033 travel demand model:

- **Riverfront Parkway Widening** from 11050 South to 11400 South : A three-lane to five-lane roadway widening project expected to take place between 2023 and 2032
- **10600 South / 10400 South Widening** from Bangerter Highway to Redwood Road : A five-lane to seven-lane roadway widening project expected to take place between 2023 and 2032
- **4000 West Operations** from 9000 South to 11400 South: An operational improvement project expected to occur between 2023 and 2032
- **Mountain View Corridor Widening** from Old Bingham Highway to Porter Rockwell Boulevard: A roadway widening project from four-lanes to eight-lanes expected to take place between 2023 and 2032
- **Prosperity Road New Construction** from Crimson View Drive (10400 South) to 11000 South: A new three-lane roadway planned between 2023 and 2032
- **7300 West New Construction** from South Jordan Parkway to 13300 South / Herriman Highway: A new five-lane roadway planned between 2023 and 2032
- **SR-111 / Bacchus Highway Widening** from 5400 South to South Jordan Parkway (11000 South): A two-lane to five-lane roadway widening project expected to take place between 2023 and 2032
- **10200 South Widening** from Bacchus Highway to Mountain View Corridor: A two-lane to five-lane roadway widening project expected to take place between 2023 and 2032
- **Herriman Parkway** (12600 South) New Construction from Oquirrh View Boulevard to 6800 West: A new three-lane roadway project expected to take place between 2023 and 2032

The 2033 analysis also includes major UDOT roadway improvements outside of South Jordan jurisdiction, including the planned access-controlled Mountain View Corridor and continued grade-separation of Bangerter Highway.

Both the no-build and build analyses include new UDOT roadways that are planned to occur within the 10-year planning window and new local roadways in the daybreak area that are designed and planned for near-term construction along known alignments.

b. Anticipated Project Development

The project team coordinated with City planning staff and representatives from the Daybreak and Shoreline developments, located within the existing South Jordan City Limits, and representatives from Rio Tinto who own unincorporated land west and southwest of the existing city limits in areas planned for annexation within South Jordan.

The Daybreak development is located approximately between Bacchus Highway and 4000 W. From 2023 to 2033, Daybreak residential growth is expected to extend westward from the current limits of development and infill development is expected proximate to Mountain View Corridor.

The Shoreline development is located north of 11800 South east of Bacchus Highway, on either side of the future SR-111 alignment. Initial development within Shoreline is anticipated to be concentrated near the SR-111 & 11800 South intersection, with additional development to occur within this area over time.

The recently annexed Rio Tinto area, west of Bacchus Hwy and south of 11800 S, is expected to develop. Development is anticipated to start with the area south of 11800 S and advance from east to west.



c. 2033 Socioeconomic Data

The population in South Jordan is projected to be approximately 113,000 by 2033; approximately 10,000 new households are expected to accommodate this population growth.

Future land-use growth in the 2033 travel model scenario was informed by the 2033 WFRC version nine land-use forecasts and was refined to reflect permitted and planned projects and local planning expertise. Large, planned developments discussed above were incorporated into future land-use estimates. Growth projections were reviewed with City staff and adjusted to reflect their best understanding of future growth patterns.

After distribution of forecast growth to study TAZs, households were adjusted to match the city-wide 2033 South Jordan projection of approximately 37,500, and similar proportional adjustments to employment were applied.

Figure 8 and Figure 9 present the change in combined household and employment densities from 2023 to 2033 and the final 2033 combined household and employment densities, respectively. As can be seen below, 10-year projected growth is concentrated along Mountain View Corridor, South Jordan Parkway, and Lake Avenue and 11800 South.

Figure 8: 2023 to 2033 Combined Household and Employment Density Growth

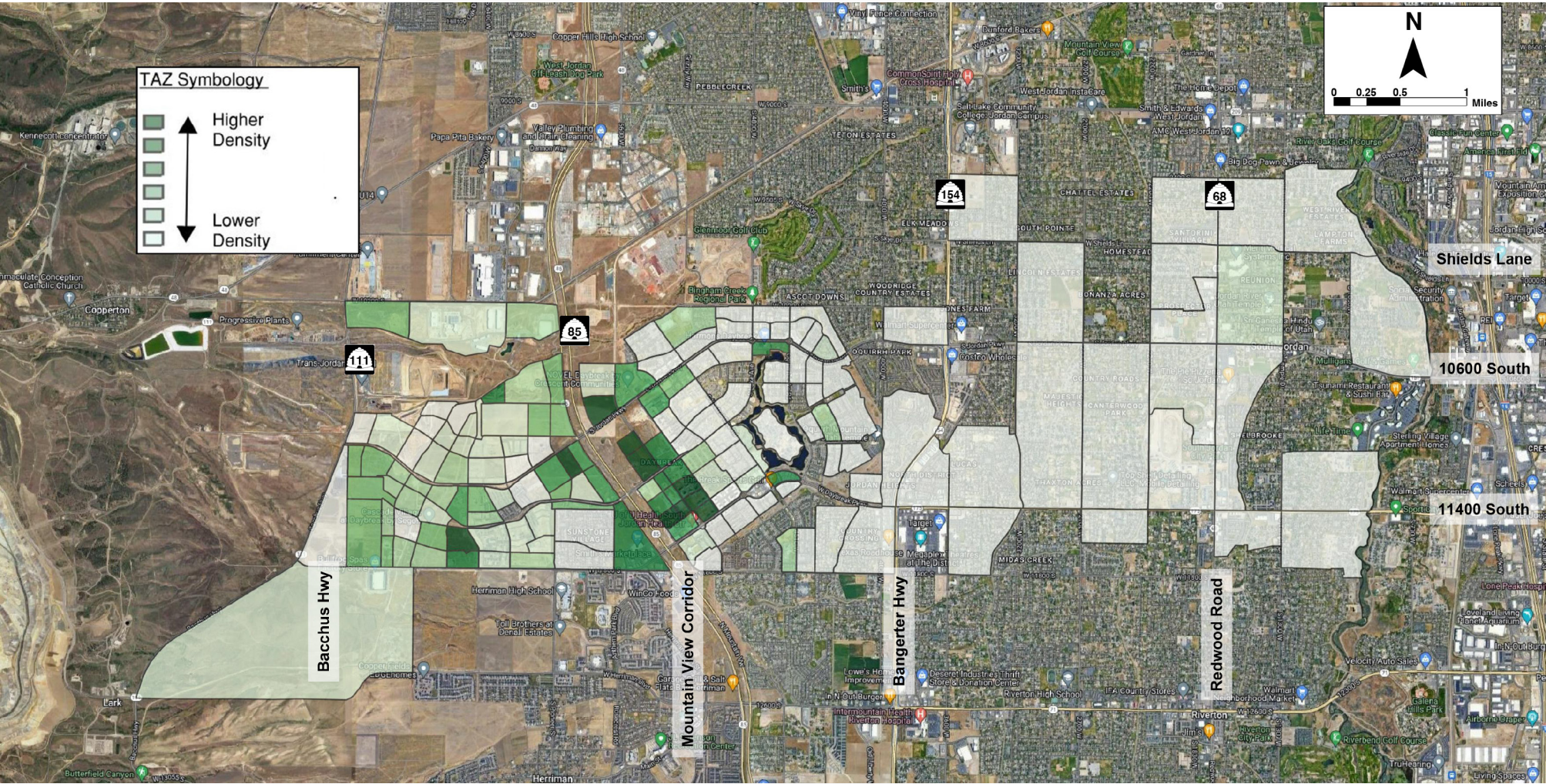
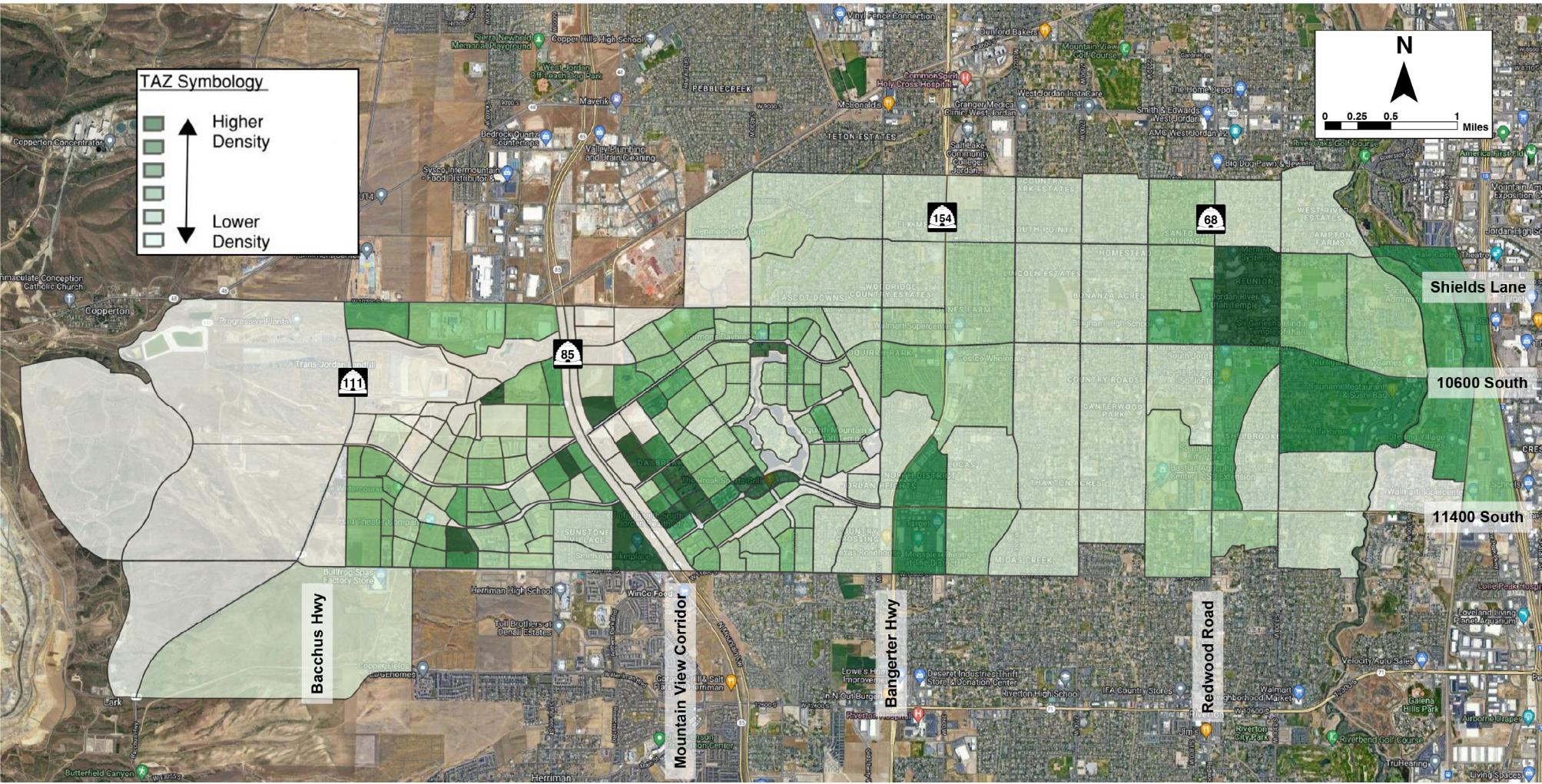


Figure 9: 2033 Combined Household and Employment Density



d. 2033 No-Build Scenario

The no-build scenario provides an analysis of traffic conditions without project roadway improvements. Figure 10 presents the 2033 no-build LOS results obtained by applying LOS thresholds from Table 4 to the projected 2033 no-build traffic volumes from the travel demand modeling.

As shown, the following roadway segments are expected to operate at unacceptable levels of service (LOS E or worse):

- 10200 South; 6200 West to Mountain View Corridor
- SR-111; 10200 South to South Jordan Parkway
- SR-111; South of 11800 South
- South Jordan Parkway; Sage Creek Road to Redwood Road
- Daybreak Parkway; 4000 West to River Heights Drive
- 11400 South; Redwood Road to South Jordan Gateway
- 11800 South; SR-111 to Prosperity Road
- Daybreak Parkway; Trail Crossing Drive to Mountain View Corridor
- 11800 South; Mountain View Corridor to 4000 West

e. 2033 Build Scenario

The 2033 build scenario provides an analysis of traffic conditions after implementation of roadway projects identified to improve areas of unacceptable LOS from the 2033 no-build scenario. Projects shown below in Table 5 and in [Figure 30](#) are recommended to increase roadway capacity and accommodate projected 2033 traffic volumes. Project numbers listed in the table are for identification only and are no indication of project prioritization. Cost estimates are in 2024 dollars and do not take inflation into account. Right-of-way is included in the project cost estimates on developer owned property. The values represent the cost to build the cross sections to the widths described in the South Jordan roadway cross section standards.

Projects are categorized as either being “new roadway” or “widening” projects and indicate the proposed number of lanes, which correspond with typical cross sections referenced above and depicted in the most recent South Jordan Standard Drawings.

An atypical cross section is recommended for 11400 S in project 1-9, with three through lanes in the westbound direction, a center turn lane, and two through lanes in the eastbound direction between 3600 W and South Jordan Gateway. West of here, a typical seven-lane cross section is recommended (project 1-8) on 11400 S between Bangerter Highway and 3600 W and further west an innovative intersection improvement is called for (intersection project 2-F) at 4000 W. Projects identified along this corridor are similar to those identified in an ongoing UDOT [corridor study](#). However, as presented below, project 1-9 calls for widening east through to South Jordan Gateway rather than stopping at 1300 W, as presently in the UDOT study, to ensure continuous capacity from Bangerter Highway through to I-15.

Additionally, while project 1-11 recommends a seven-lane cross section for Daybreak Parkway between Trail Crossing Drive and Mountain View Corridor, this section is envisioned to add right-turn auxiliary lanes between these roadways rather than additional through lanes, as depicted in [Figure 17](#).

The 2033 build scenario LOS is shown below in Figure 11. As shown in the 2033 build scenario, all roadways are expected to operate at an acceptable LOS D or higher with the exception of SR-111 from 11800 South to 12600 South which operate at LOS E or F. UDOT initially planned for a 5-lane cross section to be built on this section of SR-111 but has recently scaled this back to 2-lanes for initial construction due to budget limitations. Analysis suggests a 5-lane cross section would resolve congestion in this area, as seen in the 2050 Build scenario, which includes a project to widen this roadway.

TABLE 5: FUTURE ROADWAY PROJECTS (PHASE #1)

Project Number	Description	Responsibility	Improvement Scope	# of Lanes		Estimated Cost
				2023	Proposed	
PHASE #1 (2023–2032)						
1-1	SR-111: 10200 South to South Jordan Parkway	UDOT	Widening	2	5	\$17,100,000
1-2	SR-111: South Jordan Parkway to Herriman Parkway	UDOT	New Roadway	-	2	\$75,747,808
1-3	10200 South: Bacchus Highway to MVC*	SJC / WJC / WFRC	Widening	2	5	\$17,560,000
1-4	4000 West: 9000 South to 11400 South*	SJC / WFRC	Restriping	3	5	\$178,620
1-5	South Jordan Parkway: Bangerter Highway to Redwood Road	UDOT	Widening	5	7	\$53,000,000
1-6	Riverfront Parkway: 11050 South to 11400 South*	SJC / WFRC	Widening	2	5	\$5,500,000
1-7	Bingham Rim Road: MVC to Stavenger Drive*	UDOT	New Roadway	-	2	\$3,200,000
1-8	11400 South: Bangerter Highway to 3600 West	UDOT	Widening	5	7	\$3,800,000
1-9	11400 South: 3600 West to South Jordan Gateway	UDOT	Widening	5	6 / 7	\$82,606,008
1-10	11800 South: Bacchus Highway to Prosperity Road*	SJC / Herriman / WFRC	Widening	2	5	\$32,225,797
1-11	Daybreak Parkway: Trail Crossing Drive to MVC*	SJC	Widening	5	7	\$5,988,759
1-12	11800 South: MVC to 4000 West*	SJC / Herriman / Riverton	Widening	3	5	\$13,891,543
1-13	Lake Avenue: SR-111 to Lake Avenue*	SJC	New Roadway	-	2	\$2,214,051
1-14	Grandville Avenue: 10200 South to Bingham Rim Road*	UDOT	New Roadway	-	2	\$3,349,045
1-15	Bingham Rim Road: Prosperity Road to MVC*	SJC	New Roadway	-	3	\$4,236,618
1-16	7800 West: Bacchus Highway to Herriman Parkway*	SJC / WFRC	New Roadway	-	3	\$10,285,000
1-17	12150 South: 7800 West to South Jordan Border*	Developer / SJC / WFRC	New Roadway	-	3	\$71,895,000
1-18	Bingham Rim Road: SR-111 to 11800 S*	SJC / Herriman	New Roadway	-	2	\$5,503,679
1-19	Herriman Parkway (12600 S): 7800 W to SR-111*	SJC / WFRC	New Roadway	-	3	\$16,260,000
1-20	Meadowgrass Drive: Bacchus Highway to Bingham Rim Road*	SJC	New Roadway	-	2	\$4,168,269
1-21	Mountain View Corridor	UDOT	New Roadway	-	4	\$125,920,000
1-22	Bingham Rim Road: 7800 W to SR-111*	SJC / Developer	New Roadway	-	3	\$4,099,953
1-23	Prosperity Road: Crimson View Drive to 11000 South	SJC / WFRC	New Roadway	-	3	\$14,780,000
1-24	Bingham Rim Road: South Jordan Parkway to Prosperity Road	SJC	New Roadway	-	2 / 3	\$12,022,093
1-25	Prosperity Road: Bingham Rim Road to Conner Hawk Drive	Daybreak	New Roadway	-	2	\$3,500,000

* Impact Fee Eligible Project

Figure 10: 2033 Roadway LOS and ADT - No Build

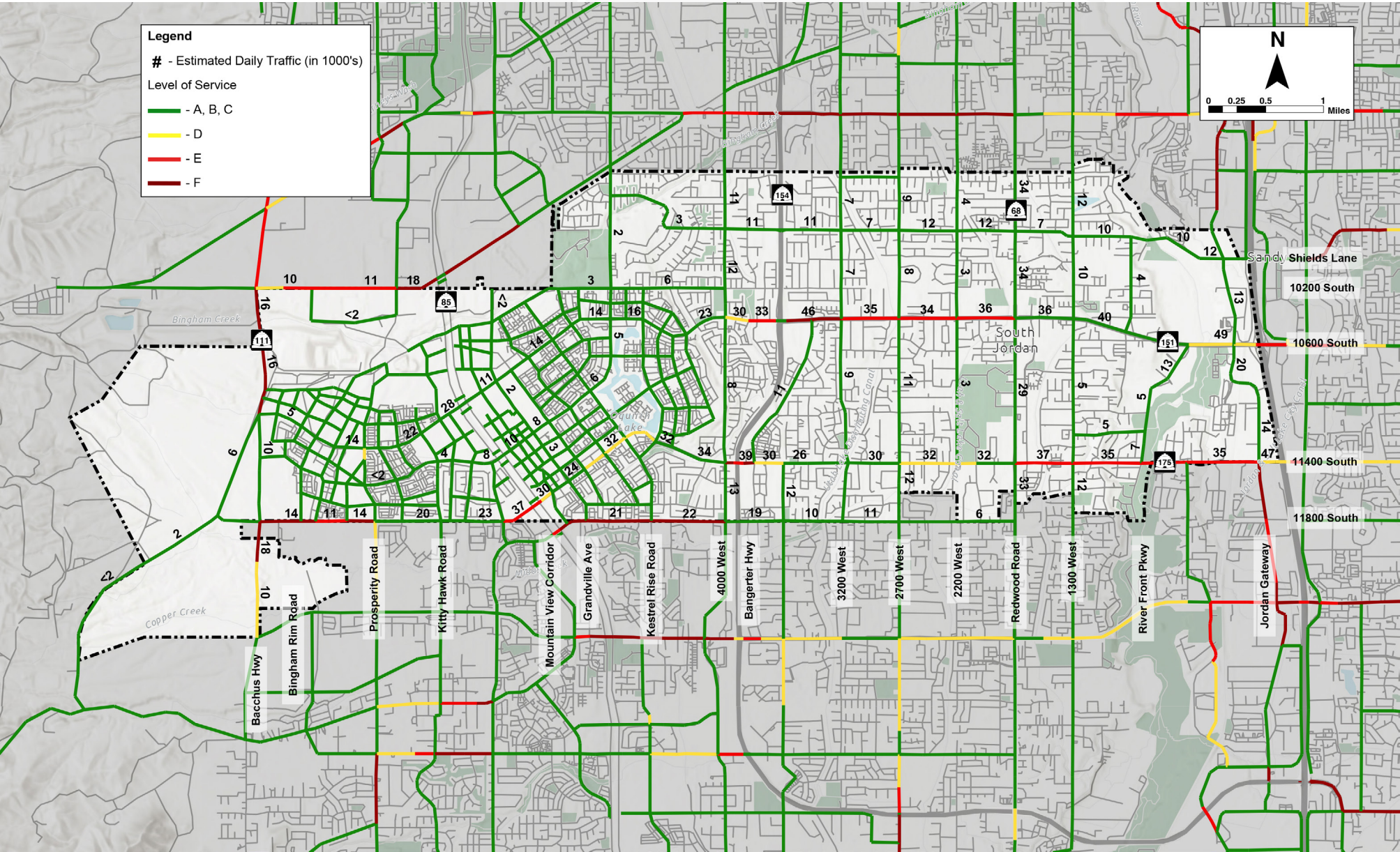
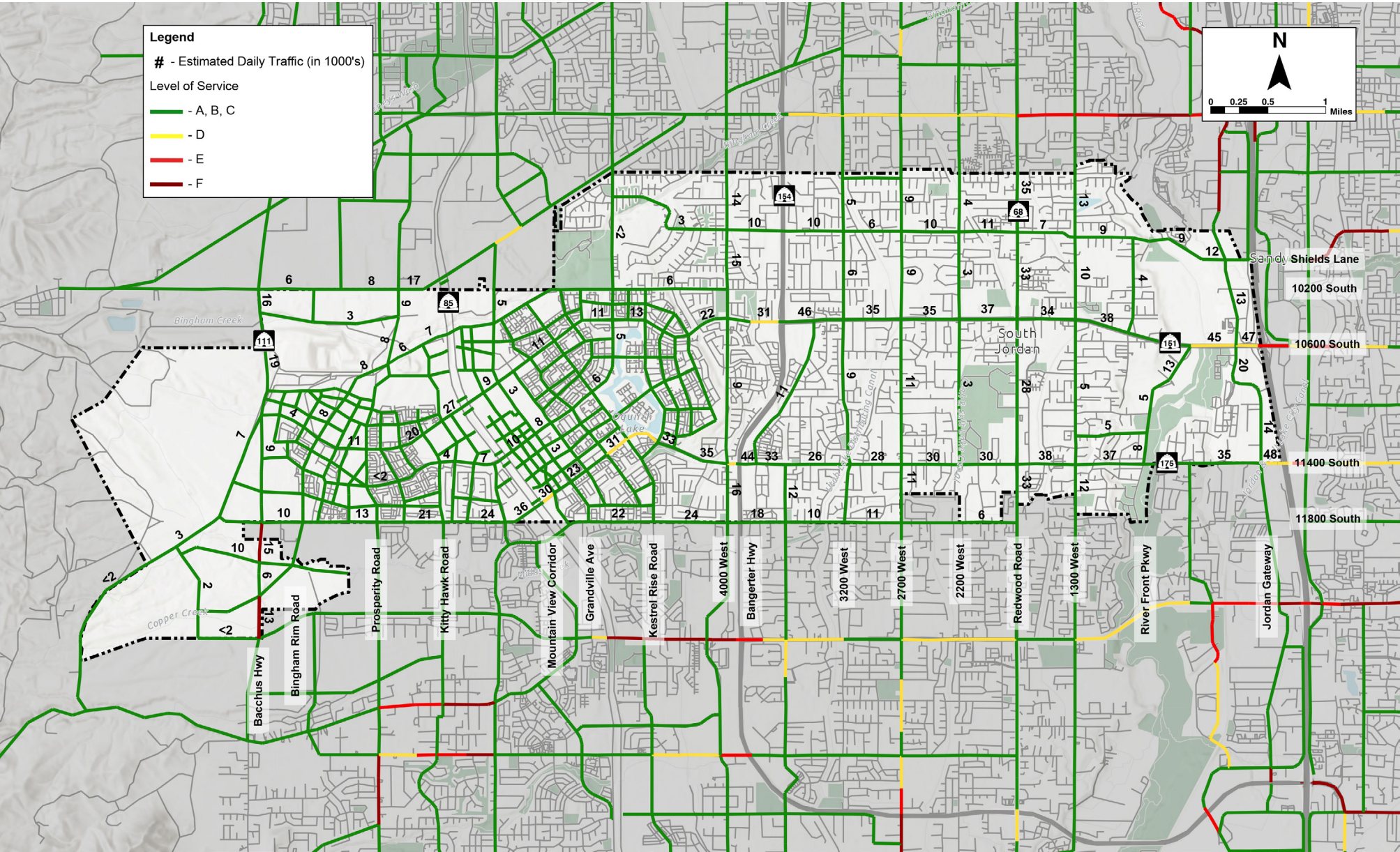


Figure 11: 2033 Roadway LOS and ADT - Build



H. Future (2050) Conditions

This section discusses the future (2050) roadway conditions in South Jordan City. Future roadway projects and network updates to the travel demand model are discussed. A no-build scenario LOS is completed. The LOS of each major road is analyzed, improvements are recommended, and a build scenario LOS analysis is completed.

a. 2050 Roadway Network

The local roadway network was updated for the 2050 analysis to include new roadways and grid connections that have been planned to occur within South Jordan during the planning window. WFRC lists the following projects in the RTP 2023-2050. It was assumed these projects were completed when running the 2050 travel demand model:

- **10600 South / 10400 South Widening** from Silver Mine Road to Bangerter Highway: A five-lane to seven-lane roadway widening project expected to take place between 2033 and 2042
- **7900 West New Construction** from Bacchus Highway to Herriman Highway: A new three-lane roadway project expected to occur between 2033 and 2042
- **11400 South Widening** from 4000 W to Redwood Road: A five-lane to seven-lane roadway widening project expected to take place between 2043 and 2050
- **11400 South Operations** from Oquirrh Lake Road to 4000 W: An operational improvement project expected to take place between 2043 and 2050
- **Bangerter Highway Operations** from SR-201 to 2700 West: An operational improvement project expected to take place between 2043 and 2050
- **10200 South New Construction** from 5600 West to Bingham Rim Road: A new two-lane roadway project expected to occur between 2043 and 2050

The 2050 analysis also includes major UDOT roadway improvements outside of South Jordan jurisdiction, including the planned access-controlled Mountain View Corridor and continued grade-separation of Bangerter Highway.

Both the no-build and build analyses include new UDOT roadways that are planned to occur within the planning window and new local roadways in the daybreak area that are designed and planned for near-term construction along known alignments.

b. 2050 Socioeconomic Data

The population in South Jordan is projected to be approximately 156,000 by 2050; approximately 26,000 new households are expected to accommodate this population growth.

Future land-use growth in the 2050 travel model scenario was informed by the 2050 WFRC version nine land-use forecasts and was refined to reflect permitted and planned projects and local planning expertise. As with the 2033 analysis, large, planned developments from Rio Tinto, Larry H. Miller (Daybreak), and Doug Young (Shoreline) were incorporated into future land-use estimates. Growth projections were reviewed with City staff and adjusted to reflect their best understanding of future growth patterns.

After distribution of forecast growth to study TAZs, households were adjusted to match the city-wide 2050 South Jordan projection of approximately 54,000, and similar proportional adjustments to employment were applied.

Figure 12 and Figure 13 present the change in combined household and employment densities from 2023 to 2050 and the final 2050 scenario densities, respectively. As can be seen below, in addition to concentrated growth along Mountain View Corridor, by 2050 additional growth is projected to extend farther west in the Daybreak community, the southwest annex areas, and south of 10200 S.

Figure 12: 2023 to 2050 Combined Household and Employment Density Growth

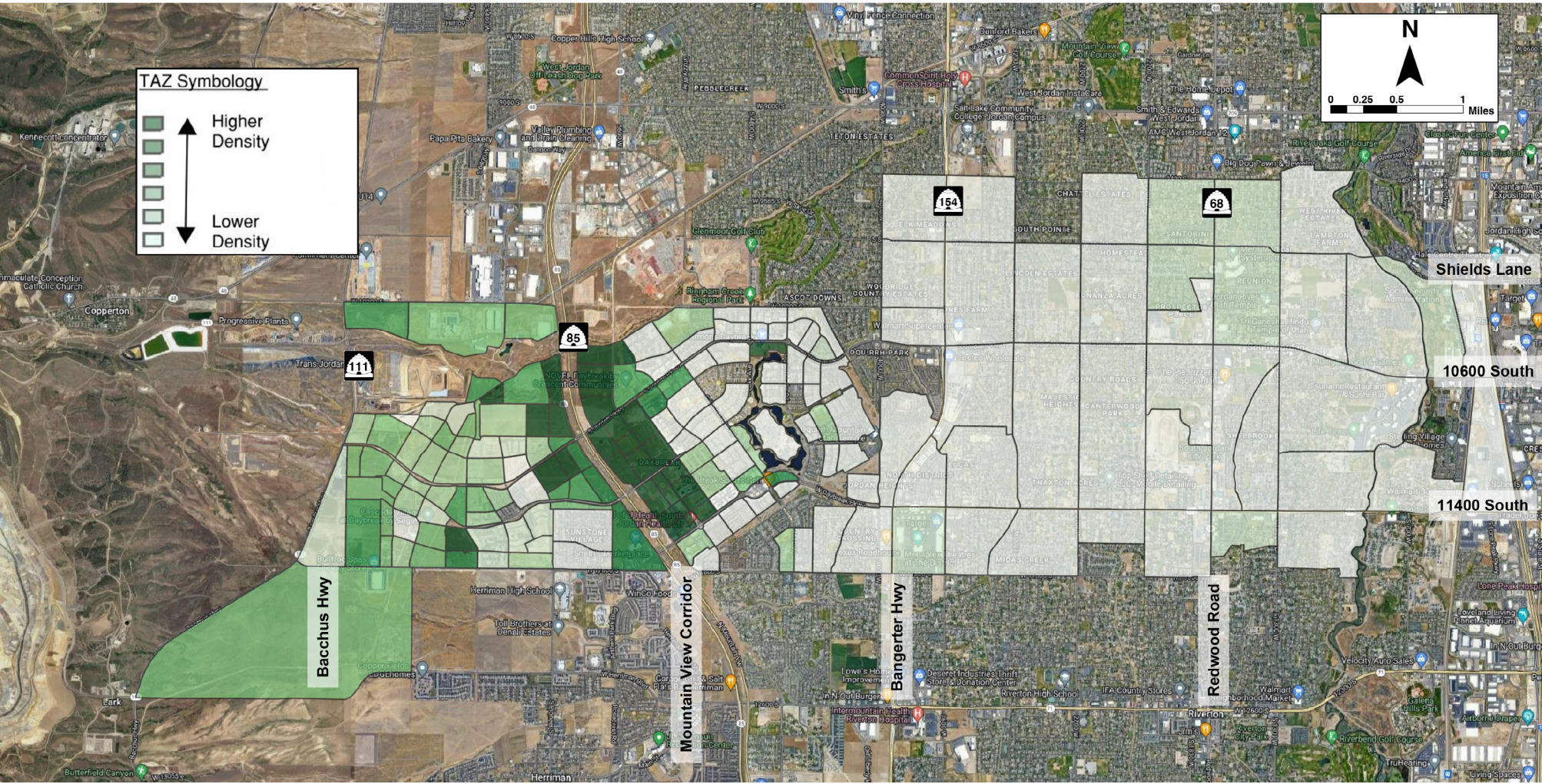
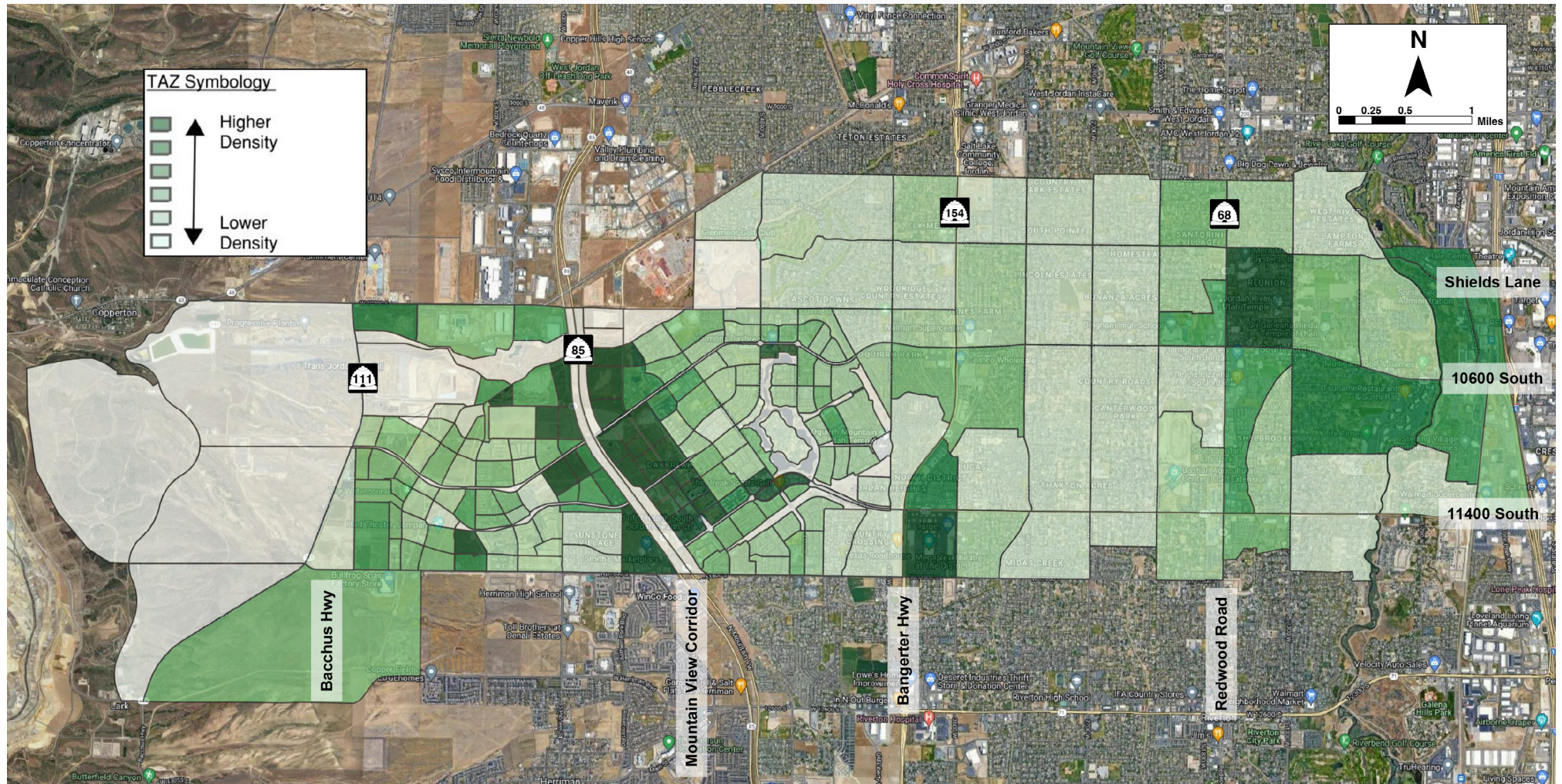


Figure 13: 2050 Combined Household and Employment Density



c. 2050 No-Build Scenario

The no-build scenario provides an analysis of traffic conditions without project roadway improvements. Figure 14 presents the 2050 no-build LOS results obtained by applying LOS thresholds from Table 4 to the projected 2050 no-build traffic volumes from the travel demand modeling.

As shown below, the following roadway segments are expected to operate at unacceptable levels of service (LOS E or worse):

- 10200 South; SR-111 to Mountain View Corridor
- SR-111; 10200 South to South Jordan Parkway
- SR-111; 11800 South to Herriman Boulevard
- South Jordan Parkway; Trocadero Avenue to Mountain View Corridor
- South Jordan Parkway; 4000 West to Redwood Road
- South Jordan Parkway; River Front Parkway to I-15
- 11400 South; Lake Run Road to 3600 West
- 11400 South; 2700 West to I-15
- 11800 South; SR-111 to Prosperity Road
- Daybreak Parkway; Trail Crossing Drive to Grandville Avenue
- 11800 South; Mountain View Corridor to 4000 West
- Bingham Rim Road; East of Mountain View Corridor

d. 2050 Build Scenario

The build scenario provides an analysis of traffic conditions after implementation of the roadway improvements listed in the table below. Due to the unacceptable LOS expected to occur in the 2050 no-build scenario on select roadways, the following projects in Table 6 are recommended between 2033 and 2050 to increase roadway capacity and accommodate future development. The 2050 build scenario LOS is shown below in Figure 15. The project numbers listed in the table are for identification only and are no indication of project prioritization. Cost estimates are in 2024 dollars and do not take inflation into account. Right-of-way is included in the project cost estimates on developer owned property. The values represent the cost to build the cross sections to the widths described in the South Jordan roadway cross section standards.

Similar to project 1-11 in Phase 1, project 3-1 recommends a seven-lane cross section on Daybreak Parkway east of Mountain View Corridor with right-turn auxiliary lanes rather than additional through lanes, as depicted in [Figure 17](#).

As shown in the 2033 build scenario, all roadways are expected to operate at an acceptable LOS D or higher with the exception of the following roadways which are expected to operate at LOS E or F:

- Northern east/west annexation roadway - Assumed to be a 3-lane cross section, analysis indicates additional capacity (5-lanes) or increased grid connectivity in the annexation area will be required.
- Daybreak Parkway from Lane Run Road to Oquirrh Lake Road - Given the downtown nature of this area, which prioritizes maintaining a high quality pedestrian environment, bike infrastructure, and on-street parking, LOS E conditions are assumed to be acceptable in this area in 2050.
- 11400 South from 4000 West to Bangerter Highway, 10600 South from River Front Parkway to South Jordan/Sandy border, 11400 South from Jordan Gateway to South Jordan/Sandy border - Some level of congestion is expected to persist due to the close proximity of signalized arterial intersections to adjacent freeway interchanges.

TABLE 6: FUTURE ROADWAY PROJECTS (PHASES #2 AND #3)

Project Number	Description	Responsibility	Improvement Scope	# of Lanes		Estimated Cost
				2023	Proposed	
PHASE #2 (2033-2042)						
2-1	Prosperity Road: Crimson View Drive to 11000 South	SJC / WFRC	New Roadway	-	3	\$14,780,000
2-2	Bingham Rim Road: South Jordan Parkway to Prosperity Road	SJC	New Roadway	-	2 / 3	\$12,022,093
2-3	N/S Annex Road: Herriman Parkway to Bacchus Highway	SJC	New Roadway	-	2	\$7,932,103
2-4	6900 West: 11800 South to Herriman Parkway	SJC / WFRC	New Roadway	-	2	\$10,410,885
2-5	Dockside Drive: Bacchus Highway to Fordman Way	SJC	New Roadway	-	2	\$3,346,356
2-6	Bingham Rim Road: Bacchus Highway to 7800 West	SJC	New Roadway	-	2	\$13,087,970
2-7	SR-111: South Jordan Parkway to Herriman Parkway	UDOT	Widening (2 to 5)	-	5	\$121,291,839
2-8	Herriman Parkway (12600 South): Bacchus Highway to 7800 West	SJC / WFRC	New Roadway	-	3	\$31,350,000
PHASE #3 (2043-2050)						
3-1	Daybreak Parkway : MVC to Vadiana Drive	SJC	Widening	5	7	\$2,700,663
3-2	10200 South: 5600 West to Bingham Rim Road	SJC / WFRC	New Roadway	-	2	\$42,160,000
3-3	Mountain View Corridor Expansion	UDOT	Widening	4	8	\$40,180,000
3-4	Bingham Rim Road Extension	SJC	New Roadway	-	2	\$10,039,068

* Impact Fee Eligible Project

I. Roadway Projects Summary

Figure 16 below summarizes the planned roadway projects discussed previously in the 2033 and 2050 travel demand modeling analysis. Figure 17 presents conceptual sketches for project 1-11 and project 3-1 lane configurations on Daybreak Parkway.



Figure 14: Future (2050) LOS and ADT - No Build

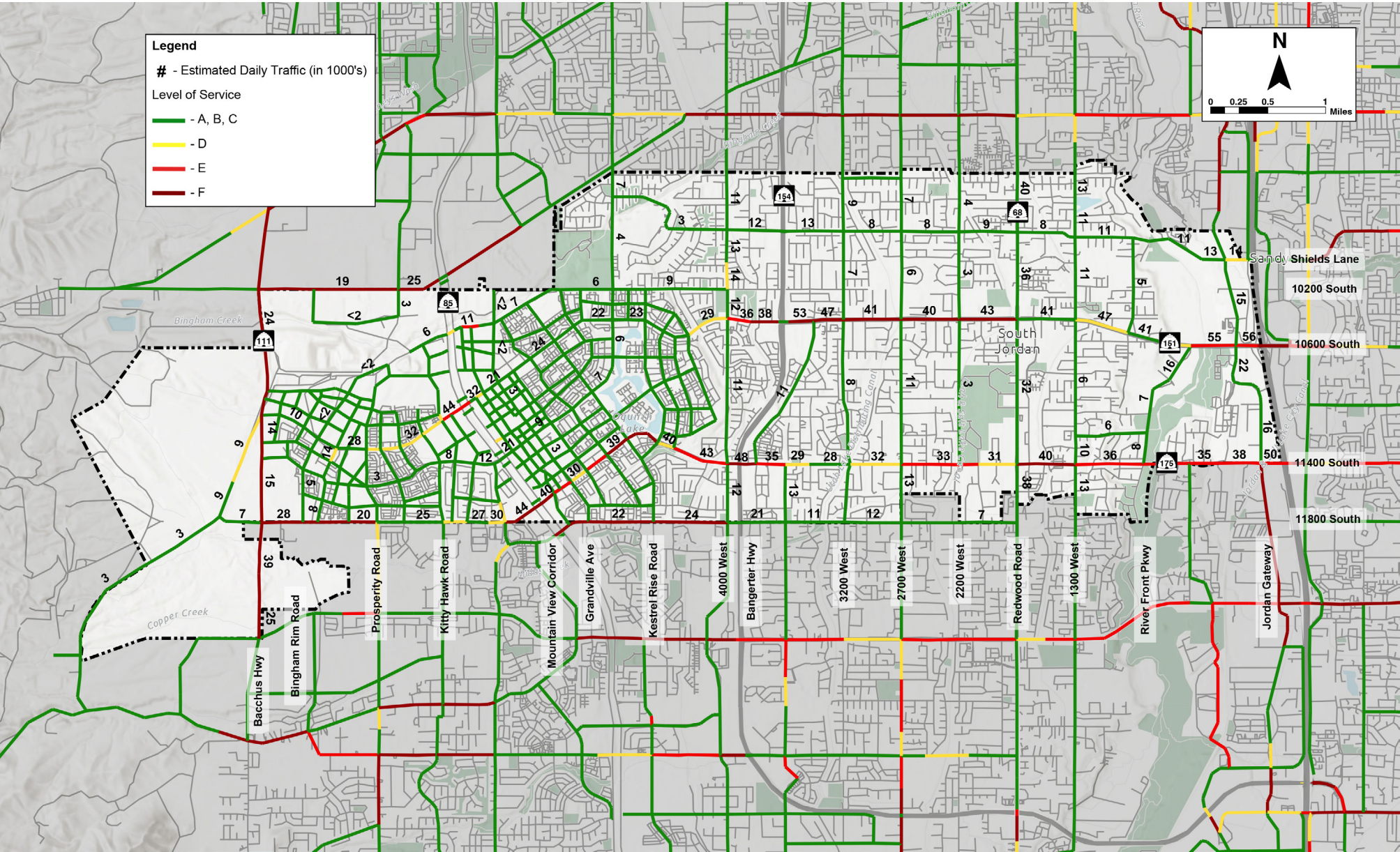


Figure 15: Future (2050) LOS and ADT - Build

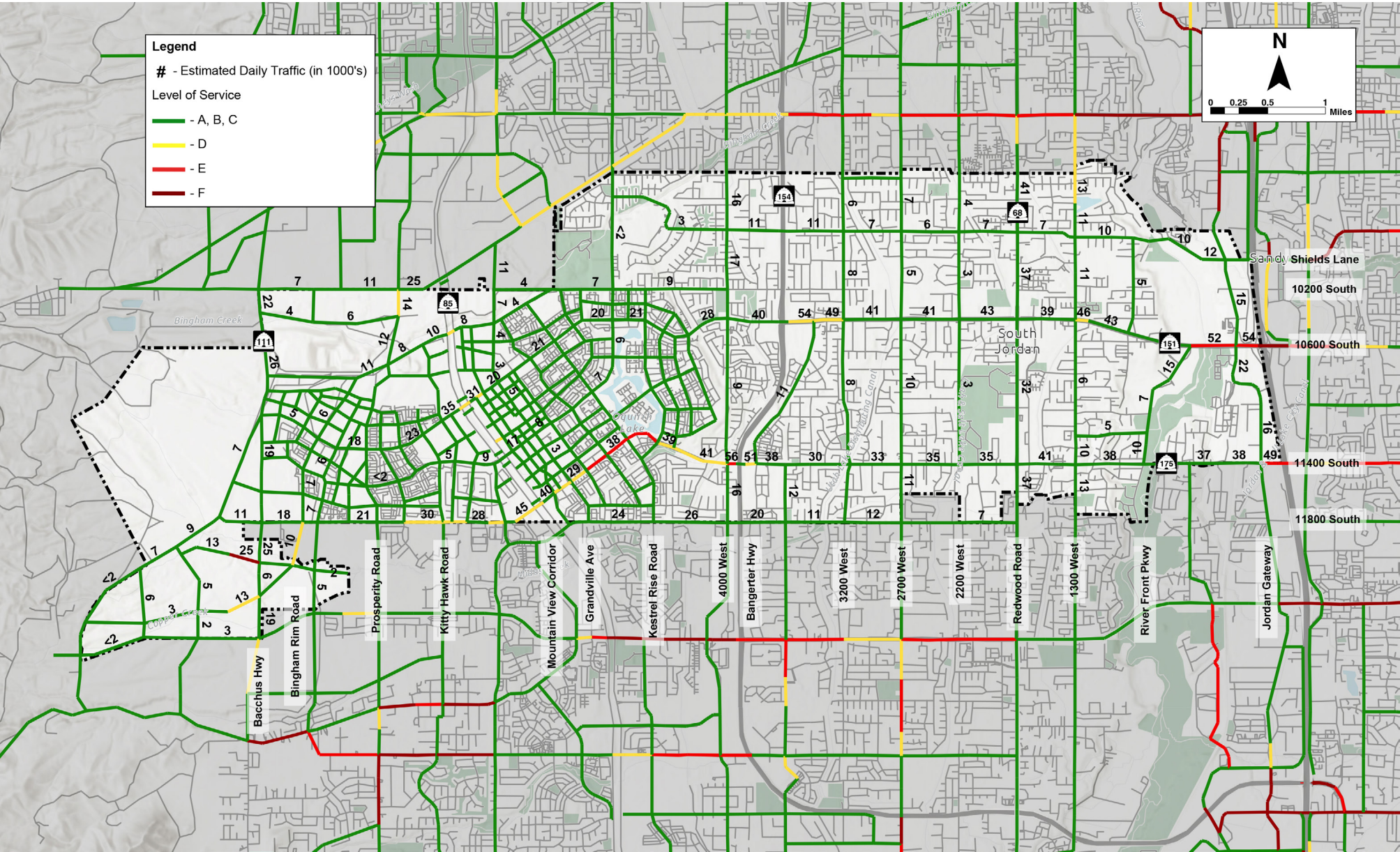


Figure 16: Roadway Projects

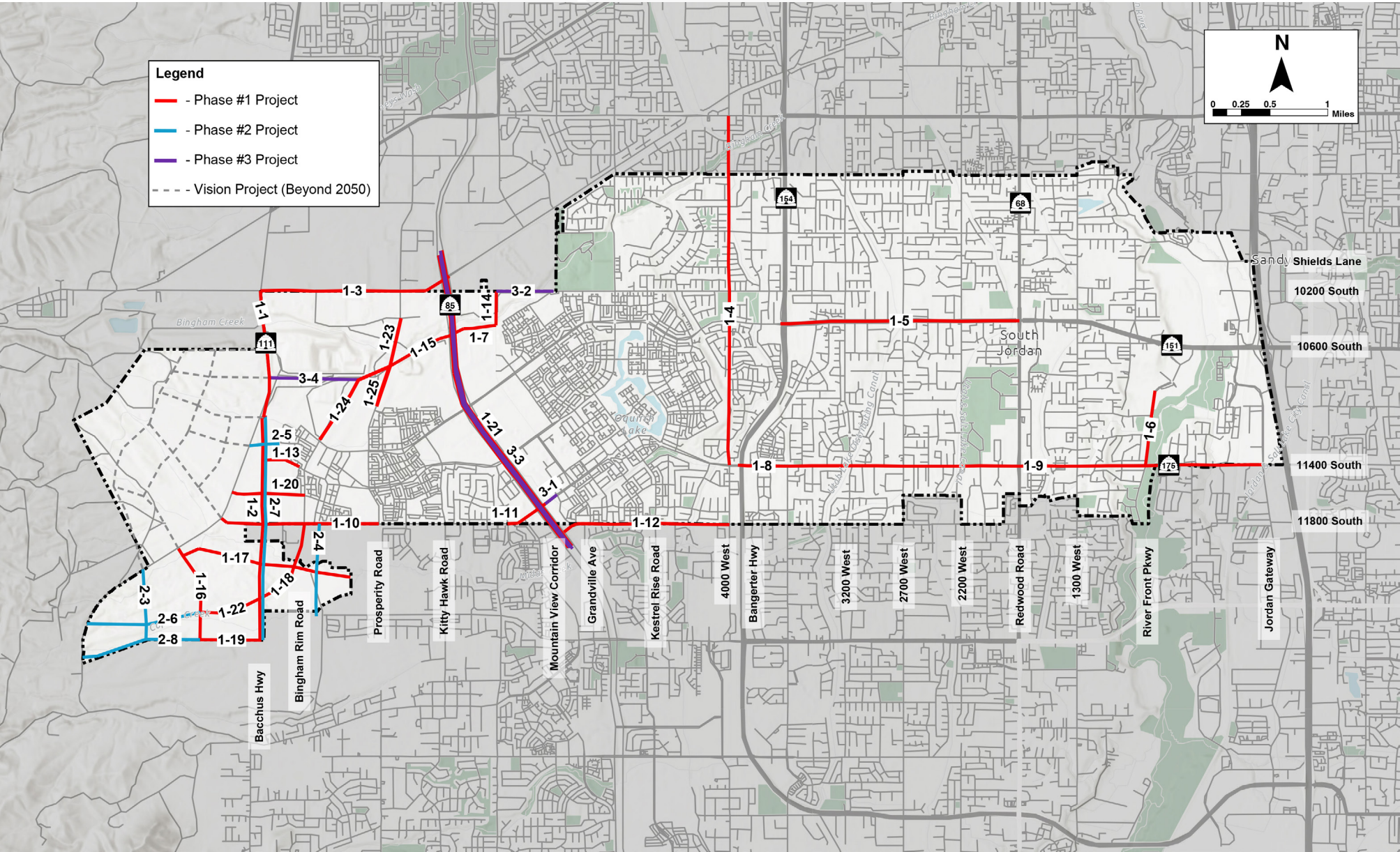
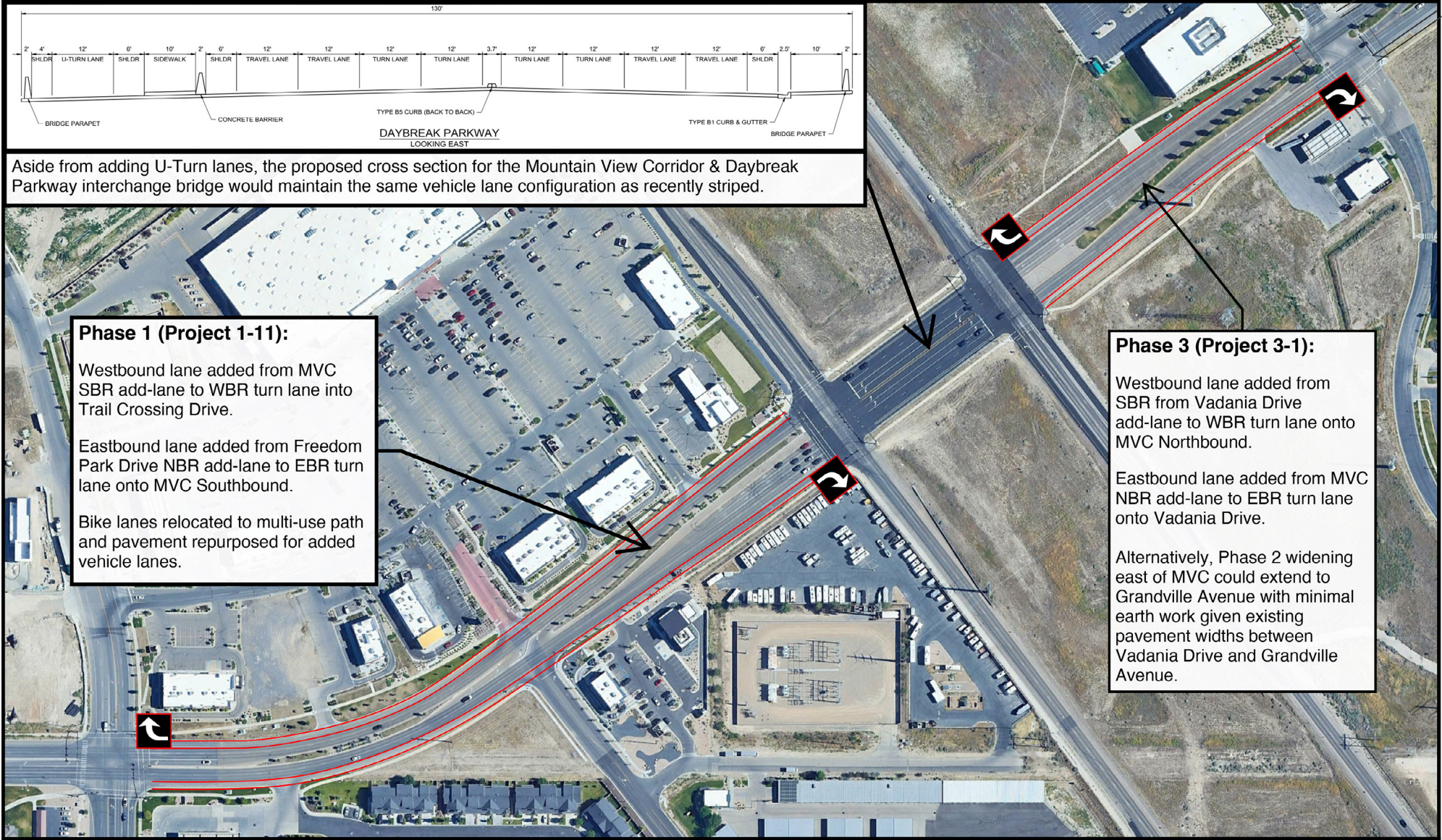


Figure 17: Conceptual Sketch for projects 1-11 and 3-1



J. Intersection Projects

It is recommended the City begin planning for the proposed intersection improvements shown below in Table 7. Project numbers listed in the table are for identification only and are no indication of project prioritization. Cost estimates are in 2024 dollars and do not take inflation into account. Right-of-way is included in the project cost estimates on developer owned property. The values represent the cost to build the cross sections to the widths described in the South Jordan roadway cross section standards. Figure 18 depicts the locations of the proposed intersection improvements. Figure 19 below shows the future (2050) intersection control map of South Jordan. Signal warrant analyses are to be performed prior to the installation of a traffic signal.

The [South Jordan Intersection Configuration Analysis](#) (November 2, 2020) study was reviewed when developing intersection projects. However, many widening projects are scaled down due to lower future growth projects in this TMP compared to the 2019 TMP. The intersection improvement projects provided in the TMP are high-level in nature, and thus additional analysis should be performed before initiating any widening projects.

Intersection improvement scopes for the following projects are described as:

- **1-B:** The addition of a WB right-turn lane
- **1-V:** The addition of EB/WB right turn lanes
- **1-U:** Adding second NB/SB thru lanes (while keeping left/right turn lanes. 4000 W is going to be a 5-lane cross section with just restriping, but thru this intersection there will need to be some widening)
- **1-Z:** Realigning the northeastern extent of Bacchus Highway to reconnect with the new SR-111 & South Jordan Parkway intersection.²



² While anticipated to occur beyond the 2050 planning year, when Rio Tinto lands west of Bacchus Highway ultimately develop, the City plans to continue South Jordan Parkway to the west. At this point tying Bacchus Highway into another location or stubbing it should be considered to avoid creating a 5-leg intersection.

TABLE 7: FUTURE INTERSECTION PROJECTS

Project Number	Description	Responsibility	Improvement Scope	Estimated Cost
PHASE #1 (2023-2032)				
1-A	Shields Lane & 1300 W*	SJC	Intersection Improvement	\$666,925
1-B	SR-111 & South Jordan Parkway	UDOT	Install Signal	\$450,000
1-C	SR-111 & Lake Avenue	UDOT	Install Signal	\$450,000
1-D	SR-111 & Meadowgrass Drive	UDOT	Install Signal	\$450,000
1-E	SR-111 & 11800 S	UDOT	Install Signal	\$450,000
1-F	SR-111 & 12150 S	UDOT	Install Signal	\$450,000
1-G	SR-111 & Annex Area E/W	UDOT	Install Signal	\$450,000
1-H	SR-111 & Herriman Parkway	UDOT	Install Signal	\$450,000
1-I	11800 S & Bingham Rim Road*	SJC	Install Signal	\$400,000
1-J	11800 S & Silver Pond Road*	SJC	Install Signal	\$400,000
1-K	11800 S & Prosperity Road*	SJC	Install Signal	\$400,000
1-L	11800 S & Willow Walk Drive*	SJC	Install Signal	\$400,000
1-M	10200 S & 6200 W*	SJC	Install Signal	\$400,000
1-N	10200 S & Grandville Avenue*	SJC	Install Signal	\$250,000
1-O	11400 S & Andover Road	UDOT	Install Signal	\$350,000
1-P	Bingham Rim Road & MVC SB	UDOT	Install Signal	\$325,000
1-Q	Bingham Rim Road & MVC NB	UDOT	Install Signal	\$325,000
1-R	Bingham Rim Road & Grandville Avenue*	SJC	Install Signal	\$325,000
1-S	Grandville Avenue & Burntside Avenue*	SJC	Install Signal	\$325,000
1-T	10400 S & 4000 W*	WFRC / SJC	Intersection Improvement	\$5,152,400
1-U	4000 W & S Skye Drive/10200 South*	SJC	Intersection Improvement	\$2,592,000
1-V	South Jordan Parkway & Vadiana Drive*	SJC	Install Signal	\$400,000
1-W	11800 S & Flying Fish Drive	Herriman / SJC	Install Signal	\$400,000
1-X	South Jordan Parkway & Cardinal Park Rd*	SJC	Install Signal	\$425,000
1-Y	SR-111 & South Jordan Parkway*	SJC	Roadway Realignment	\$1,600,000
1-Z	Riverfront Parkway & 11400 S*	SJC	Intersection Improvement	\$150,000
PHASE #2 (2033-2042)				
2-A	Shields Lane & Jordan Gateway	SJC	Intersection Improvement	\$3,000,000.00
2-B	Redwood Road & South Jordan Parkway	UDOT	Innovative Intersection	\$10,000,000.00
2-C	Redwood Road & and Daybreak Parkway	UDOT	Innovative Intersection	\$10,000,000.00
2-D	10200 S & 4800 W	SJC	Install Signal	\$375,000.00
2-E	4800 W & 9585 S	SJC	Install Signal	\$350,000.00
2-F	11400 S & 4000 W	SJC	Thru-Turn or Roundabout	\$4,019,800
PHASE #3 (2043-2050)				
3-A	11800 S & 3200 W	SJC	Install Signal	\$475,000.00
3-B	SR-111 & EW Annex Road 2	UDOT / SJC	Install Signal	\$475,000.00

* Impact Fee Eligible Project

Figure 18: Intersection Projects

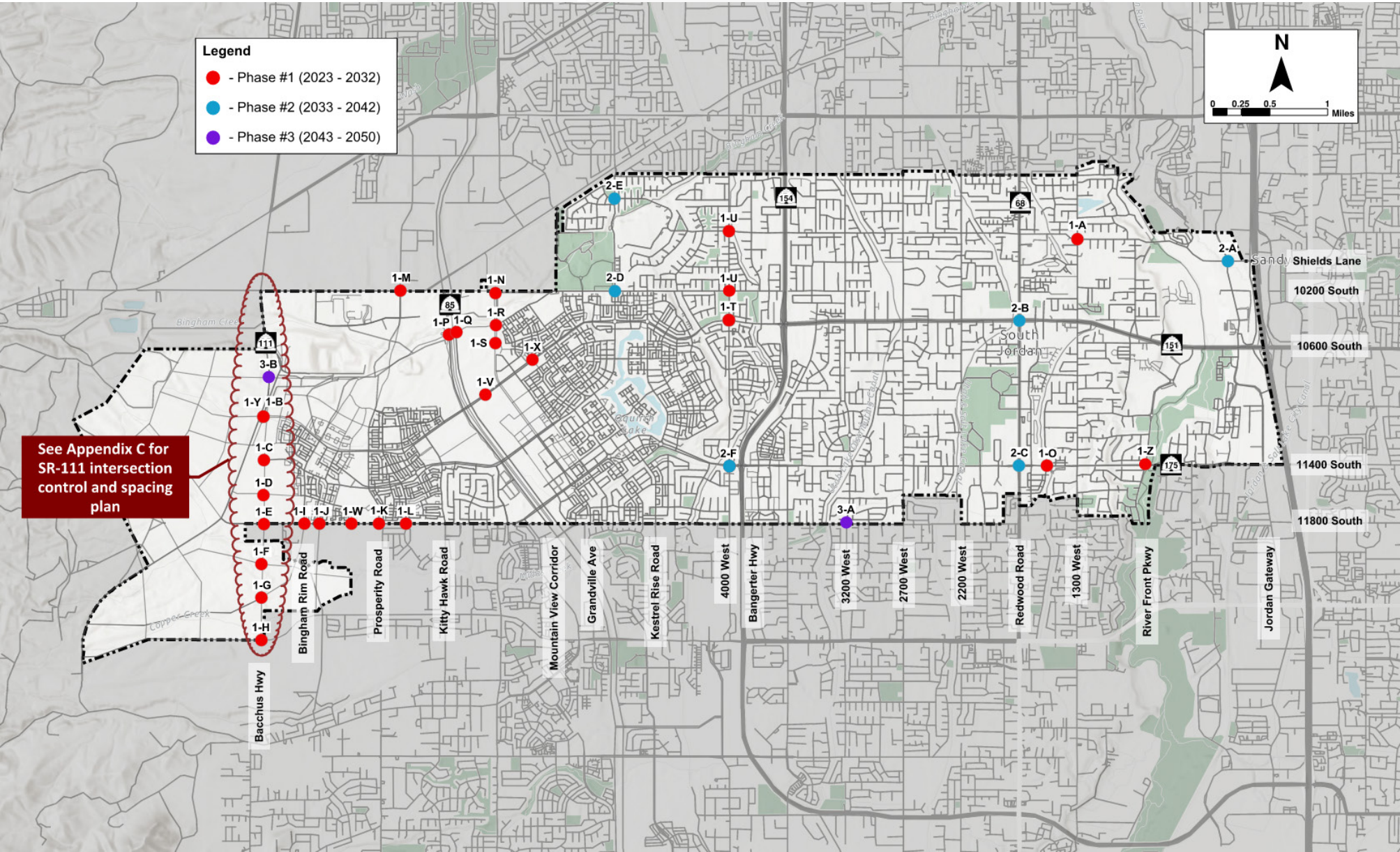
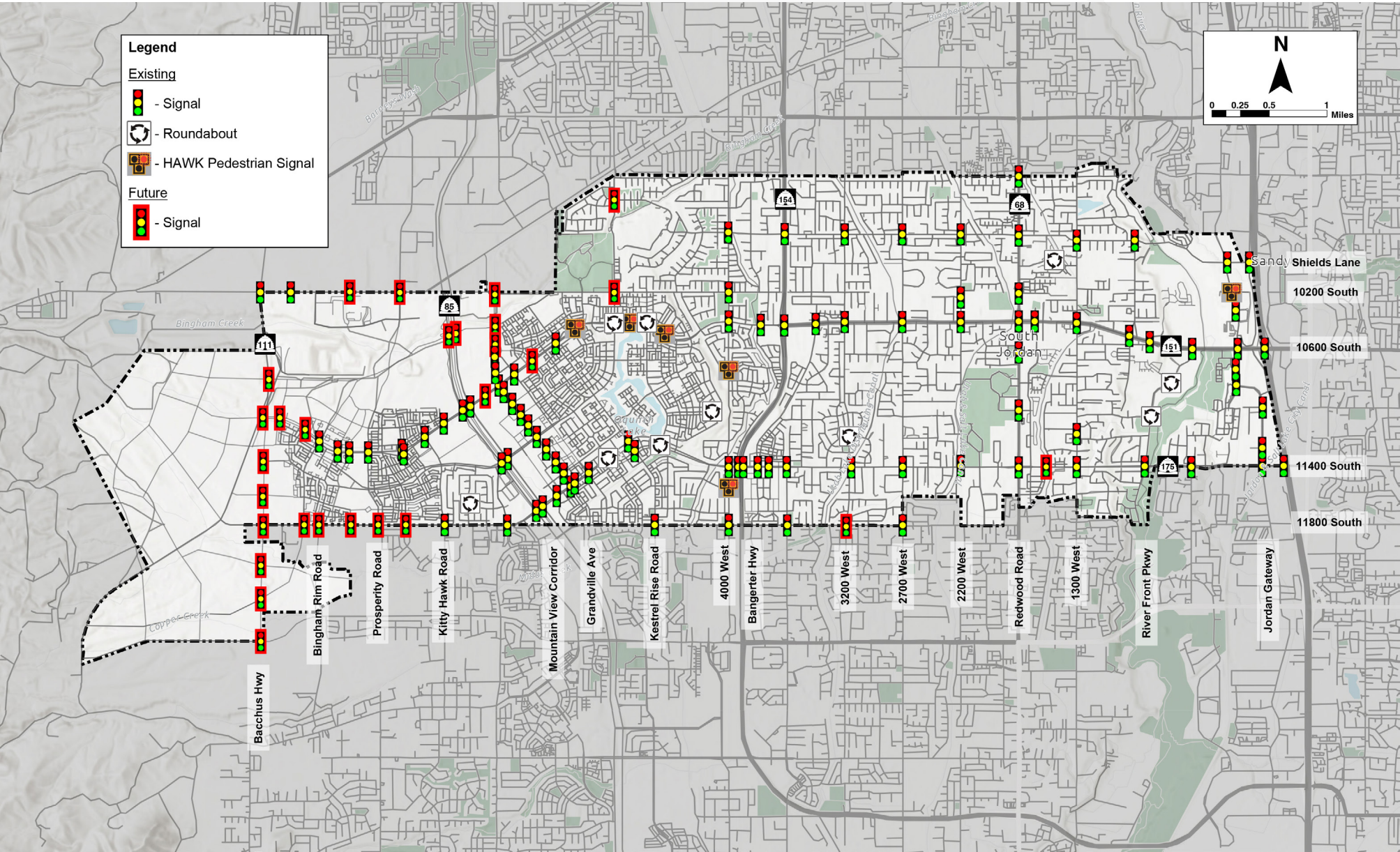


Figure 19: Future (2050) Intersection Control



III. ALTERNATIVE TRANSPORTATION

A. Purpose

Alternative transportation modes, such as transit and active transportation, are an important part of the overall transportation system. Public transit typically includes buses, light rail, and shuttle routes. Active transportation includes any form of non-motorized transportation such as walking or biking. Both transit and active transportation are essential parts of an active and vibrant community.

B. Public Transit

Existing Transit Service

Public transportation in South Jordan City is served by the Utah Transit Authority (UTA). Public transit typically includes buses, light rail, and shuttle routes. According to the American Community Survey (2022), 2.1% of South Jordan residents reported using public transit as their transportation mode to commute to work. This is compared to 1.8% of Utahns and 3.8% of people in the United States who use public transit as their transportation mode to commute to work.

Currently, UTA operates the TRAX Red Line on the west side of South Jordan, and the FrontRunner on the east side. Beyond these two rail services, UTA operates bus Route 218, which runs west from the South Jordan FrontRunner station. Three additional bus services connect to the South Jordan FrontRunner station, but run east from the station and thus offer minimal service to South Jordan City. UTA's Salt Lake County transit map can be viewed [here](#). Figure 20 shows the existing South Jordan transit system.

UTA On Demand currently operates in parts of South Jordan, and has plans to expand its coverage for the entire city within the next five years. UTA On Demand is an innovative form of transportation that connects riders with other transit services like TRAX, FrontRunner, or Bus as well as to other destinations in the community. The app-based technology matches multiple riders headed in a similar direction into a single vehicle, allowing for quick and efficient shared trips. UTA On Demand currently operates in a majority of South Jordan City, a map of the current service area can be found at the following [link](#).



Future Transit Service

South Jordan City should be actively involved in working with UTA, UDOT, and WFRC to support transit as a viable and efficient transportation mode in the city. Planning efforts will help procure funds to support the development and maintenance of a sustainable transit system. With the construction of new major transportation corridors such as the Mountain View Corridor and SR-111, and the build out of the Daybreak urban core, there may be opportunities for additional new transit services.

The [WFRC regional transportation plan](#) lists the following transit improvements in their 2023-2050 long-range transit plans:

PHASE 1

- Mid-Jordan Extension Corridor Preservation from Daybreak Parkway TRAX Station to 12600 South and Bangerter Highway
- FrontRunner Forward Investment Package I (Salt Lake County)
- Daybreak TRAX Station

PHASE 2

- South Jordan / Sandy Connector Core Route (15 min service) from Sandy Expo TRAX Station to South Jordan FrontRunner Station
- FrontRunner Forward Investment Package II (Salt Lake County)
- Daybreak Transit Hub

PHASE 3

- FrontRunner Fleet Upgrades I (Salt Lake County)

The [UTA regional transportation plan](#) lists the following transit projects in their 2024-2050 long-range transit plans:

PHASE 1

- Existing TRAX Red Line improvement, every 15 minutes
- New local bus route on Lake Avenue up to every 30 minute frequency
- New local bus route on Daybreak Pkwy up to every 30 minutes frequency
- FrontRunner Forward Investment Package I every 15 minutes peak, 30 minutes off-peak

PHASE 2

- South Jordan / Sandy Connector Core Route 15 minute service from Sandy Expo TRAX Station to South Jordan FrontRunner Station

PHASE 3

- 11400 South new local bus route 30 minute frequency
- New frequent service route connecting Salt Lake and Utah Counties. Existing Route 218 serves part of this corridor. 15 minute frequency

The South Jordan TMP team reviewed the previous transit plans and worked closely with the City to develop a preferred transit plan, shown in Figure 21 below. Changes to the previous transit plans include:

- **Project 2-1:** Re-routing the Lake Ave line to 11800 South and extending the route into Rio Tinto/Olympia, changing the phasing from phase one to phase two.
- **Project 1-2:** Extending the South Jordan Parkway/10600 South line to continue along South Jordan Parkway until U-111 before looping back on itself via Prosperity, changing the phasing from phase two to phase one.
- **Vision Project:** Extending the TRAX Red Line

Figure 20: Existing Transit System

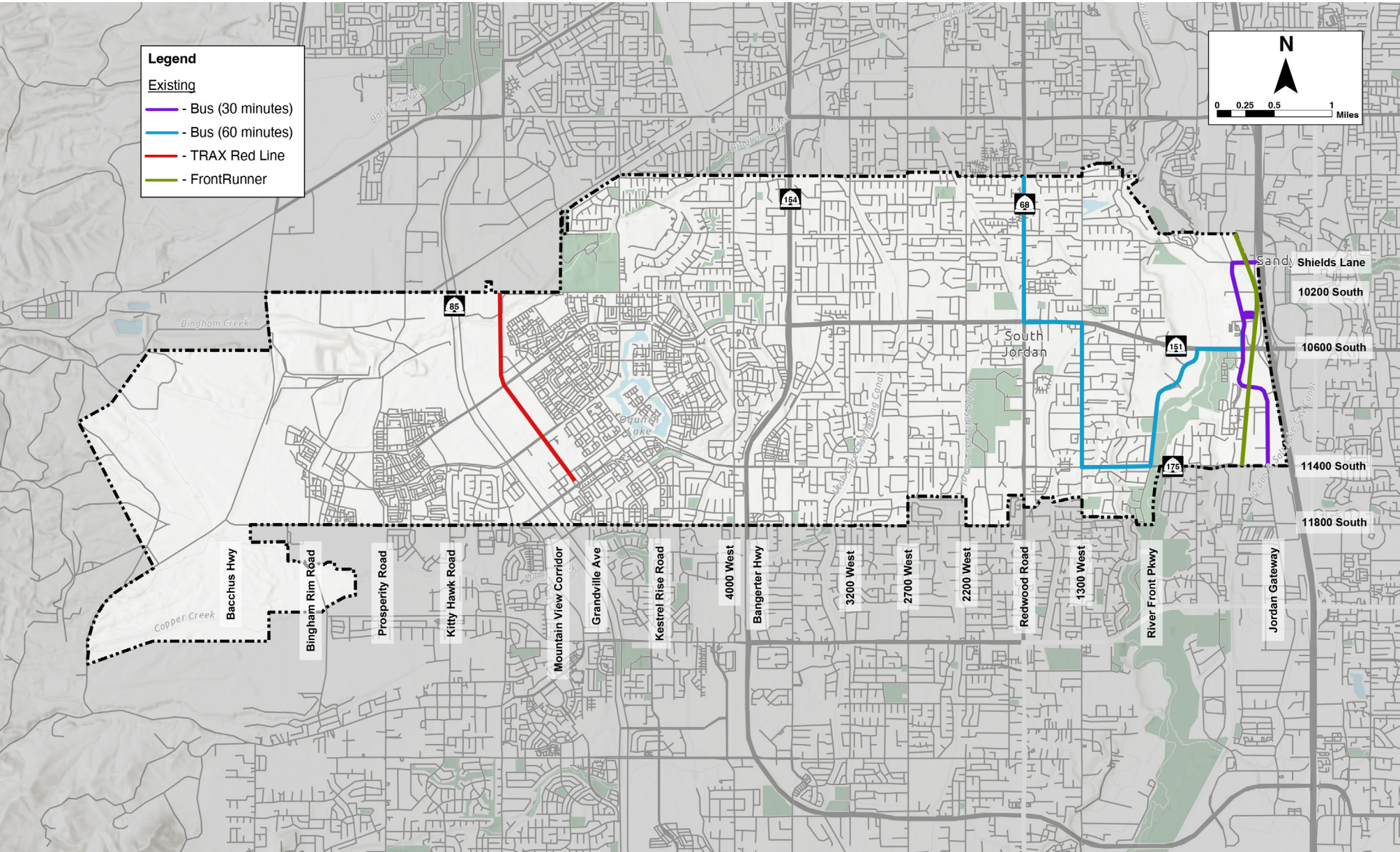
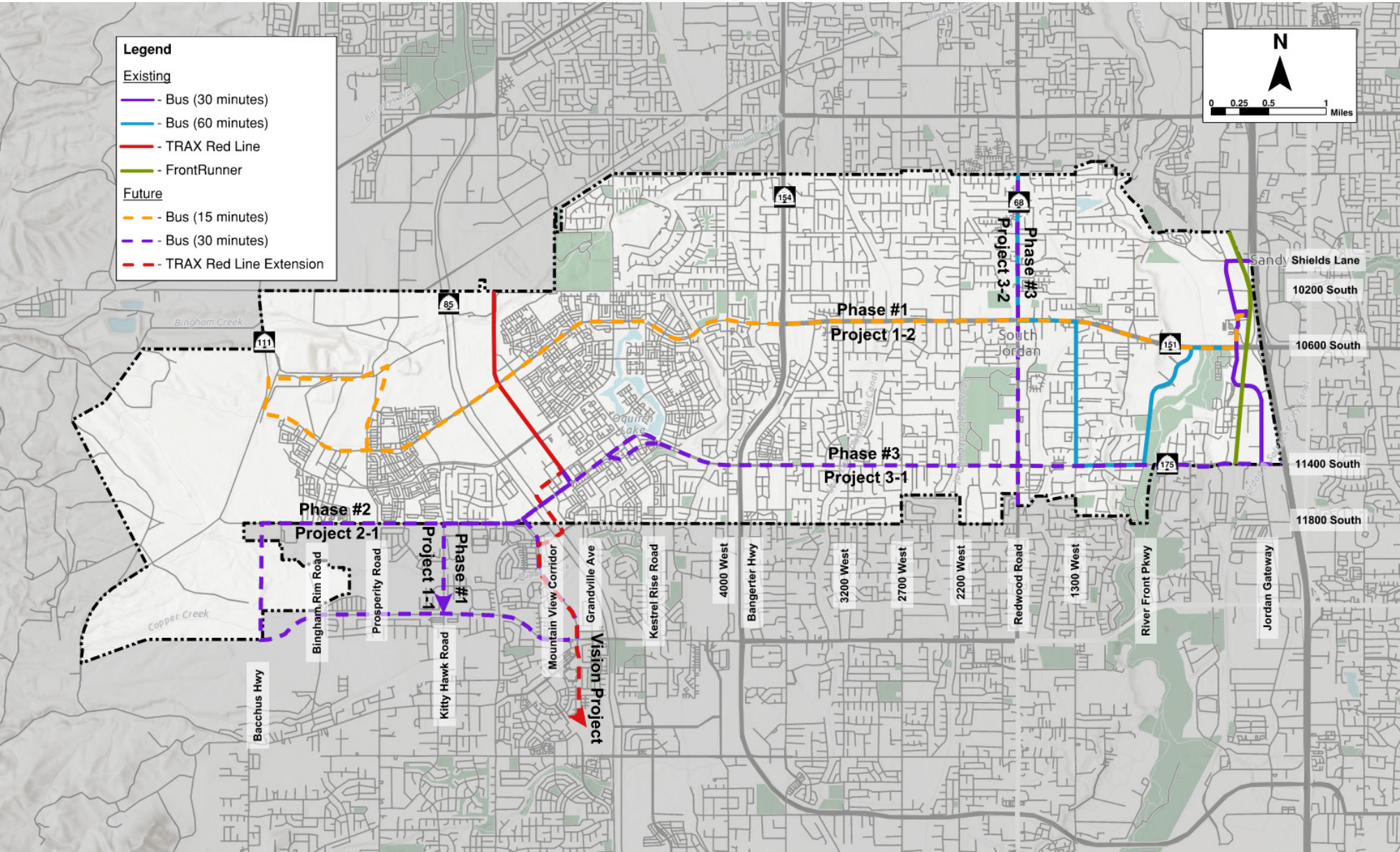


Figure 21: Future Transit Vision



C. Active Transportation

Existing Active Transportation

The existing transportation facility map combined the active transportation plans from the [previous TMP](#) (2019) and the [South Jordan Active Transportation Plan](#) (2020), and was refined in various meetings with the project team. The existing active transportation map is found below in Figure 22. The active transportation network in South Jordan can be divided into facility types such as conventional bike lanes, buffered bike lanes, multi-use pathway, neighborhood byways, and cycle track. Compilation and organization of existing data into a single dataset. The following definitions for active transportation facilities are from the previous ATP which refer to the [Salt Lake County Bikeway Design guidance manual](#).

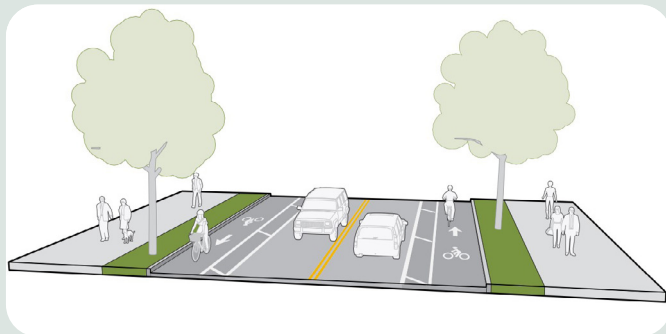
This bikeway type uses signage and striping to allocate dedicated roadway space to bicyclists. Bike lanes encourage predictable movements by bicyclists and motorists. Care must be taken to properly design bike lanes to meet or exceed minimum standards, particularly for operating space, and to properly restrict cars from parking in them. Substandard bike lanes are often worse than no bikeway at all, as such facilities will attract few cyclists, may be perceived as a waste of public funds, and could be hazardous. It is also important that bike lane treatments be carried up to and through intersections (see intersection treatments on page 16) to provide continuity and guidance for bicyclists where the potential for conflicts is highest. Where bike lanes must end due to space constrictions or must transition to another facility type, advance warning and/or wayfinding signage for an alternative route should be provided to instruct bicyclists how to proceed. Bike lanes generally need to be swept periodically to keep debris from accumulating in them, especially if they are located adjacent to a curb.

Conventional Bike Lanes



Where bike lanes must end due to space constrictions or must transition to another facility type, advance warning and/or wayfinding signage for an alternative route should be provided to instruct bicyclists how to proceed. Bike lanes generally need to be swept periodically to keep debris from accumulating in them, especially if they are located adjacent to a curb.

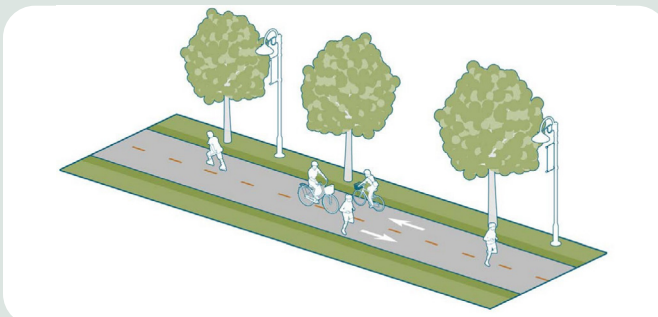
Buffered Bike Lanes



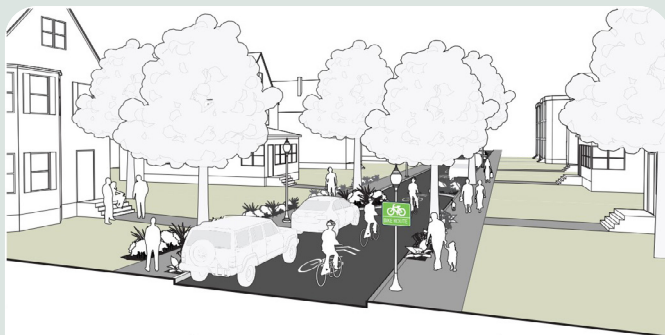
Buffered Bike Lanes provide a greater sense of comfort for bicyclists than conventional bike lanes by way of a lateral painted buffer between the bike lane and either the travel lane or parked cars (or both). The buffer is demarcated with two longitudinal strips and diagonal pavement (i.e., gore) striping. A raised profile stripe or rumble strip may also deter motor vehicles from encroaching into the bike lane while being more compatible with snow plows, but would make access to and from the buffered lanes more difficult for bicyclists. Maintenance considerations are similar to regular bike lanes except that buffered lanes have more striping that needs to be refreshed.

Multi-use paths are typically located in rights-of-way separate from roadways, or adjacent to high-speed roads with very few roadway crossings of the path. They are preferred by less experienced cyclists because of their separation from traffic. More experienced cyclists may avoid them if pedestrians and slower cyclists are present. Snow removal and sweeping of these paths may require specialized equipment. Additionally, tree roots growing under the pavement may require periodic maintenance to preserve a comfortably smooth pathway surface.

Multi-Use Pathway

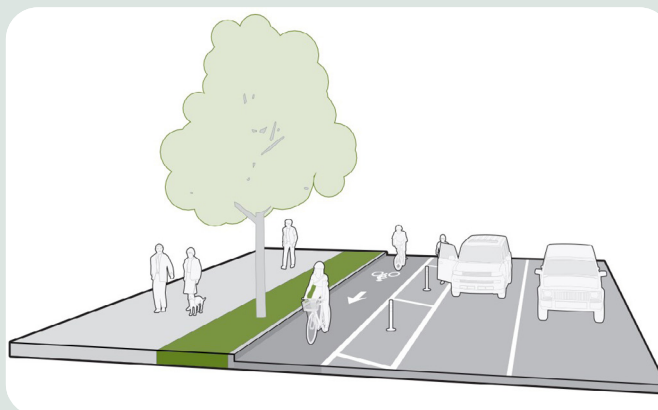


Neighborhood Byways



Neighborhood byways (also referred to as bicycle boulevards or neighborhood greenways) are low-speed, low-volume shared roadways that create a high comfort bicycling environment. Traffic calming or diversion treatments are sometimes used to promote speed and volume reductions but they are not required. Shared lane markings and wayfinding signs are often used to help the user navigate the route and raise awareness that bicyclists are present. Neighborhood byways also feature enhanced treatments at arterial/collector street intersections to provide safe and convenient crossings. Maintenance requirements are generally low because cars share the same space and assist with sweeping of debris from the travel path, although traffic calming elements would add some upkeep needs if they are installed.

Cycle Track



This bikeway type combines the user experience of a separated path with the on-street infrastructure of bike lanes. They may be one-way or two-way, level with the travel lane or raised above the level of the adjacent travel lane. Separation from traffic can be achieved with vertical separation or physical elements such as a lane of parallel parking, planters, curbing, or flexposts. Protected bike lanes have added design considerations at driveways, transit stops, and intersections (especially for two-way protected bike lanes) to manage conflicts with turning vehicles and crossing pedestrians. Protected bike lanes may require bicycle-specific signals or phasing. Colored pavement or other visual treatments may be used to enhance visibility and raise awareness of the bike lane.



Future Active Transportation

This plan updates the active transportation plans from the previous TMP (2019) and the South Jordan AT (2020). The following process was followed to update the active transportation plan:

- Compilation and organization of existing data into a single dataset
- Completion of various city-wide trail maps iterations with revisions and changes as directed by the project team
- The project team identified active transportation-related safety concerns and mitigation measures
- Recommendations for project phasing and the updating of the comprehensive active transportation plan

The future active transportation projects map is found below in Figure 23. Active transportation phasing recommendations were developed by the TMP project team together with South Jordan City and are found in the table below.



TABLE 8: ACTIVE TRANSPORTATION PHASING RECOMMENDATIONS

Project Number	Project Name	Improvement Type
PHASE #1		
1	11400 South; 4000 West to Jordan River Multi-Use Pathway	Multi Use Pathway
2	Skye Drive / Shields Lane Active Transportation Improvement from 4000 West to 300 West	Active Transportation Improvement
3	2700 West Buffered Bike Lane	Buffered Bike Lane
4	1300 West Buffered Bike Lane from South Jordan Parkway to City Limits	Buffered Bike Lane
5	Beckstead Canal; SJP Connection	Multi Use Pathway
6	Herriman Boulevard Buffered Bike Lane from Bacchus Highway	Buffered Bike Lane
7	10200 South Buffered Bike Lane from Jordan Gateway to TRAX FrontRunner Connector	Buffered Bike Lane
8	Bingham Creek Trail Shared Use Path from City Limits to Bingham Creek Park	Multi Use Pathway
9	7300 West Shared Use Path from Old Bingham Hwy to 11800 South	Multi Use Pathway
10	Welby Canal Shared Use Path from Yorkshire Drive to 9800 South	Multi Use Pathway
11	Utah Distribution Canal Trail Shared Use Path	Multi Use Pathway
12	Utah and Salt Lake Canal Shared Use Path	Multi Use Pathway
13	South Jordan Canal Trail Shared Use Path	Multi Use Pathway
14	Ultradent Drive Shared Use Path from Jordan River Parkway to FrontRunner	Multi Use Pathway
15	Sandy to South Jordan FrontRunner Station I-15 and Tracks Crossing	Multi Use Pathway
16	Prosperity Road Byway	Byway
17	Bingham Rim Road Byway	Byway
18	Otter Trail Drive; Vermillion Dr. to 10200 South Byway	Byway
19	Lake Ave; Prosperity Rd to Bacchus Hwy Shared Use Path	Multi Use Pathway
20	Copper Creek/Midas Creek Shared Use Path	Multi Use Pathway
21	Rio Tinto Bike Lanes	Bike Lane
22	Jordan River Drive; 1300 West to River Front Pkwy Byway	Byway
23	South Jordan Parkway Bike Lane from Bacchus Highway	Bike Lane
24	11800 South Shared Use Path from Bacchus Highway to Bingham Rim Road	Multi Use Pathway
25	3200 West; Daybreak Parkway to West Jordan/South Jordan Border Bike Lane	Bike Lane
26	1055 West Shared Use Path	Multi Use Pathway
27	11800 South Shared Use Path from Flying Fish Drive to Prosperity Road	Multi Use Pathway
PHASE #2		
28	4800 West Buffered Bike Lane from SJP to Old Bingham Hwy	Buffered Bike Lane
29	3600 West Bike Lane from 11400 South to City Limits	Bike Lane
30	Redwood Road Shared Use Path	Multi Use Pathway
31	Dry Creek Trail Shared Use Path	Multi Use Pathway
32	10755 South; 3100 West to 2700 West Byway	Byway
33	2700 West to Beckstead Lane Byway	Byway
34	Beckstead Ln; 11010 South to 10610 South Byway	Byway
35	10610 South/Meridies Drive; 2200 West to Beckstead Lane	Byway
36	Rustic Roads Dr; 2200 West to 2700 West Byway	Byway
37	10775 South; Beckstead Ln to 1300 West Byway	Byway
38	10550 South; 1300 West to South Jordan Pkwy	Byway
39	Canal Shared Use Path from River Heights Dr to 3210 West	Multi Use Pathway
40	10950 South; Canal to 3200 West Byway	Byway
41	9400 South; 2200 West to Redwood Road Bike Lane	Bike Lane
42	2200 West; 9800 South to 10400 South Bike Lane	Bike Lane
43	11800 South; MVC to Redwood Road Buffered Bike Lane	Buffered Bike Lane
PHASE #3		
44	Bonneville Shoreline to Rio Tinto Property Shared Use Path	Multi Use Pathway
45	Future Rio Tinto Bike Lanes (West of Bacchus)	Bike Lane
46	Future Rio Tinto Bike Lanes (West of Bacchus)	Bike Lane
47	Bingham Creek from Bingham Creek Park to City Limits	Dirt Trail

Figure 22: Existing Active Transportation Network

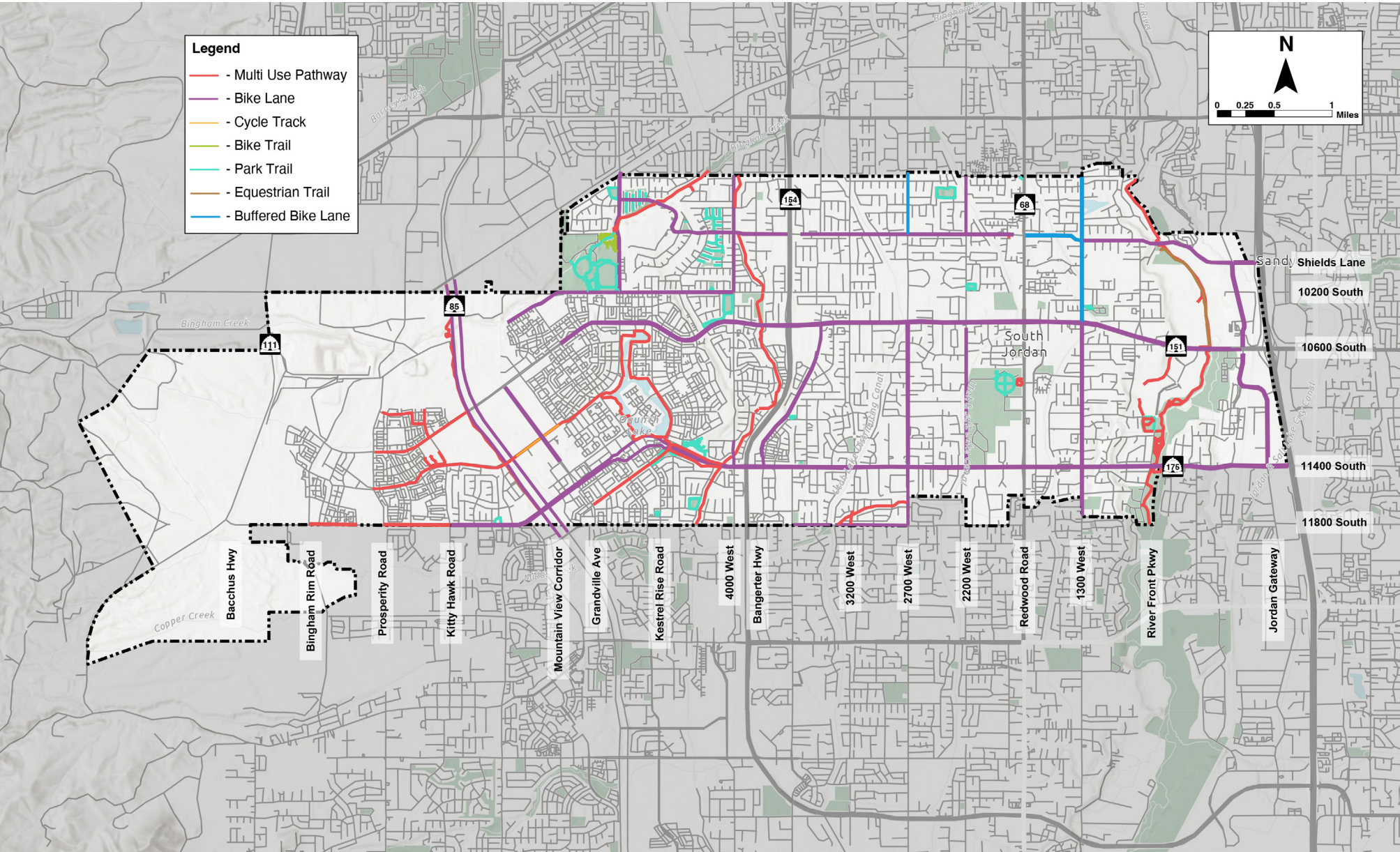
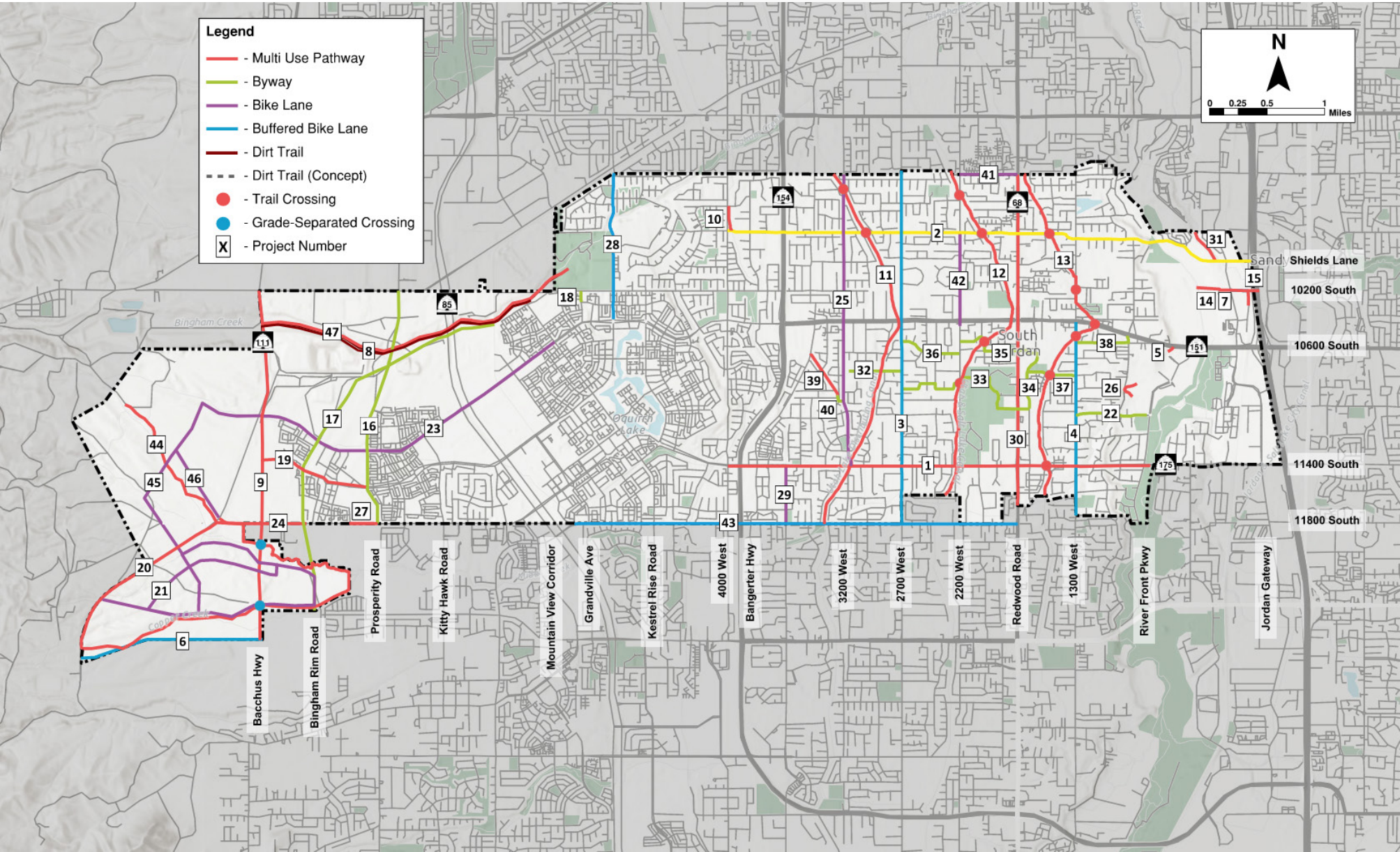


Figure 23: Future Active Transportation Projects



IV. CITY TRANSPORTATION MANAGEMENT

A. Purpose

The City Transportation Management section discusses best practices to ensure the City develops and maintains a safe and efficient transportation network. This section includes the following:

- Transportation safety analysis
- Traffic calming
- Access management standards
- Connectivity
- Truck routes
- Traffic impact study standards
- Livable streets

B. Transportation Safety Analysis

A safety analysis was performed for all roadways within South Jordan City. The most recent five full years of available crash data (January 1, 2018 to December 31, 2022) from UDOT Traffic & Safety were used to perform a safety analysis. Historic crash patterns were analyzed within South Jordan City to develop project and policy recommendations.

In total, there were 5,222 crashes reported within South Jordan City between January 1, 2018 and December 31, 2022. Preliminary 2023 crash data was also analyzed. All of the 2023 severe crashes are validated, while non-severe crashes are not fully validated. Therefore, 2023 non-severe crashes are not included in the chart below. Of these 5,222 crashes reported, 98 involved suspected serious injuries, and 8 were fatal. Crashes have been steadily decreasing in South Jordan City since 2018. Fatal and serious injury crashes have been steadily increasing. However, there was a 33 percent reduction of severe crashes between 2022 and 2023.

Figure 24: 2018 to 2023 Crash Trends

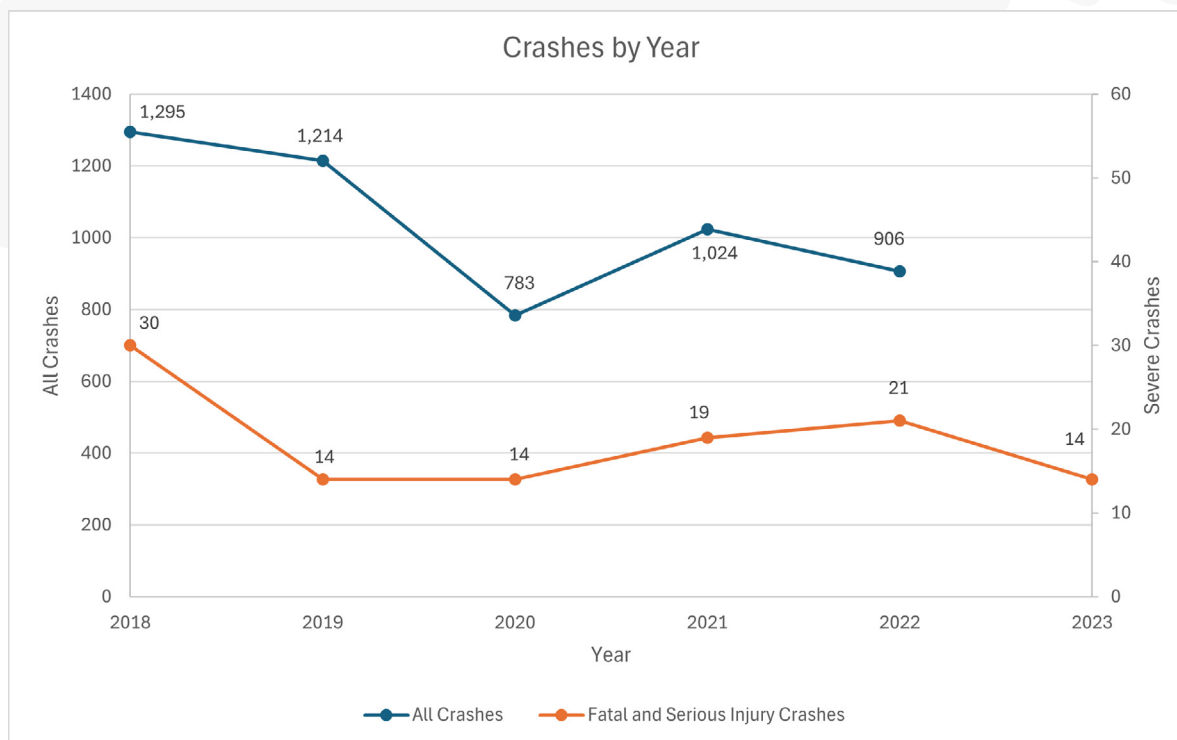
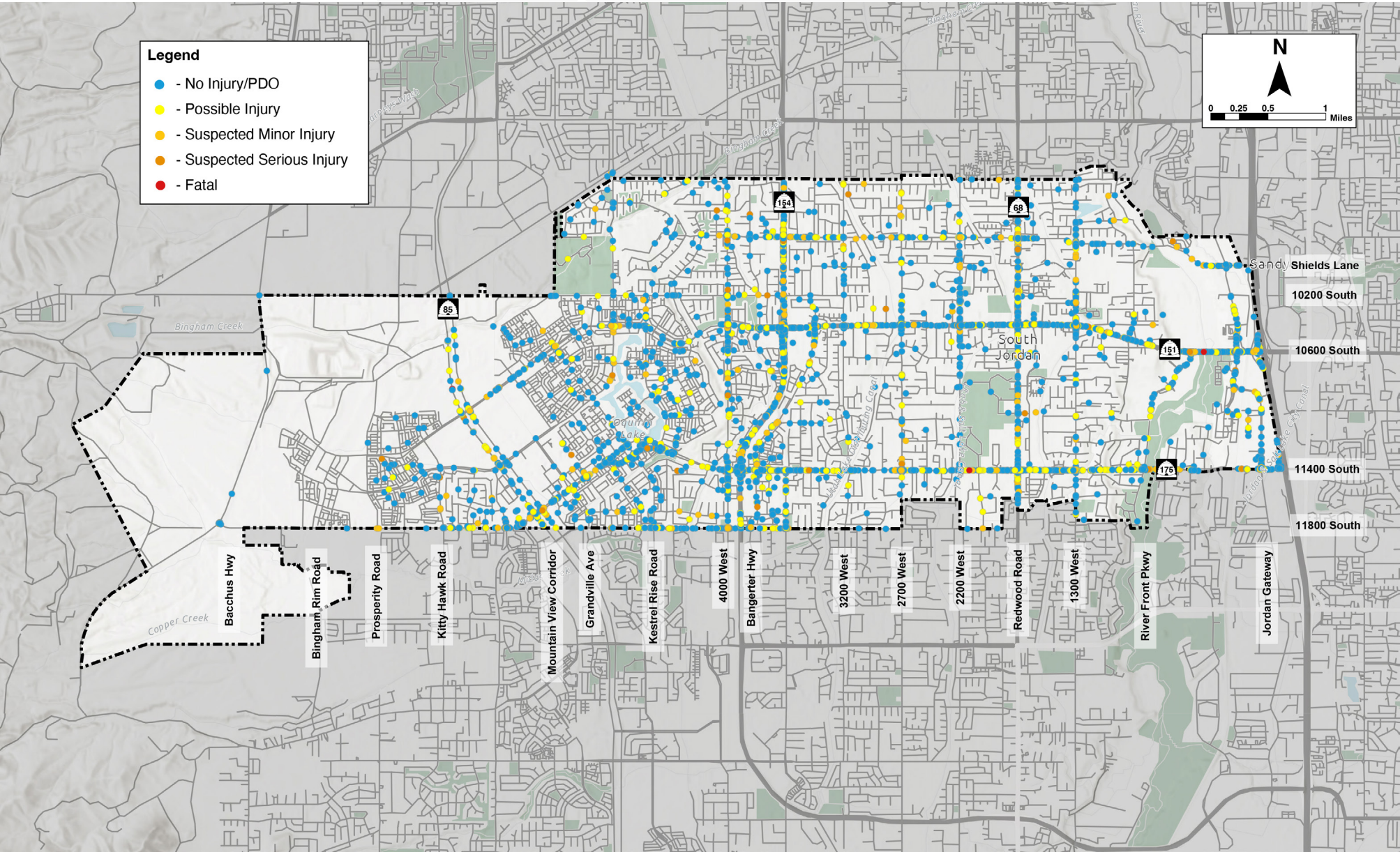




Figure 25: 2018 to 2022 Crash Frequency Summary



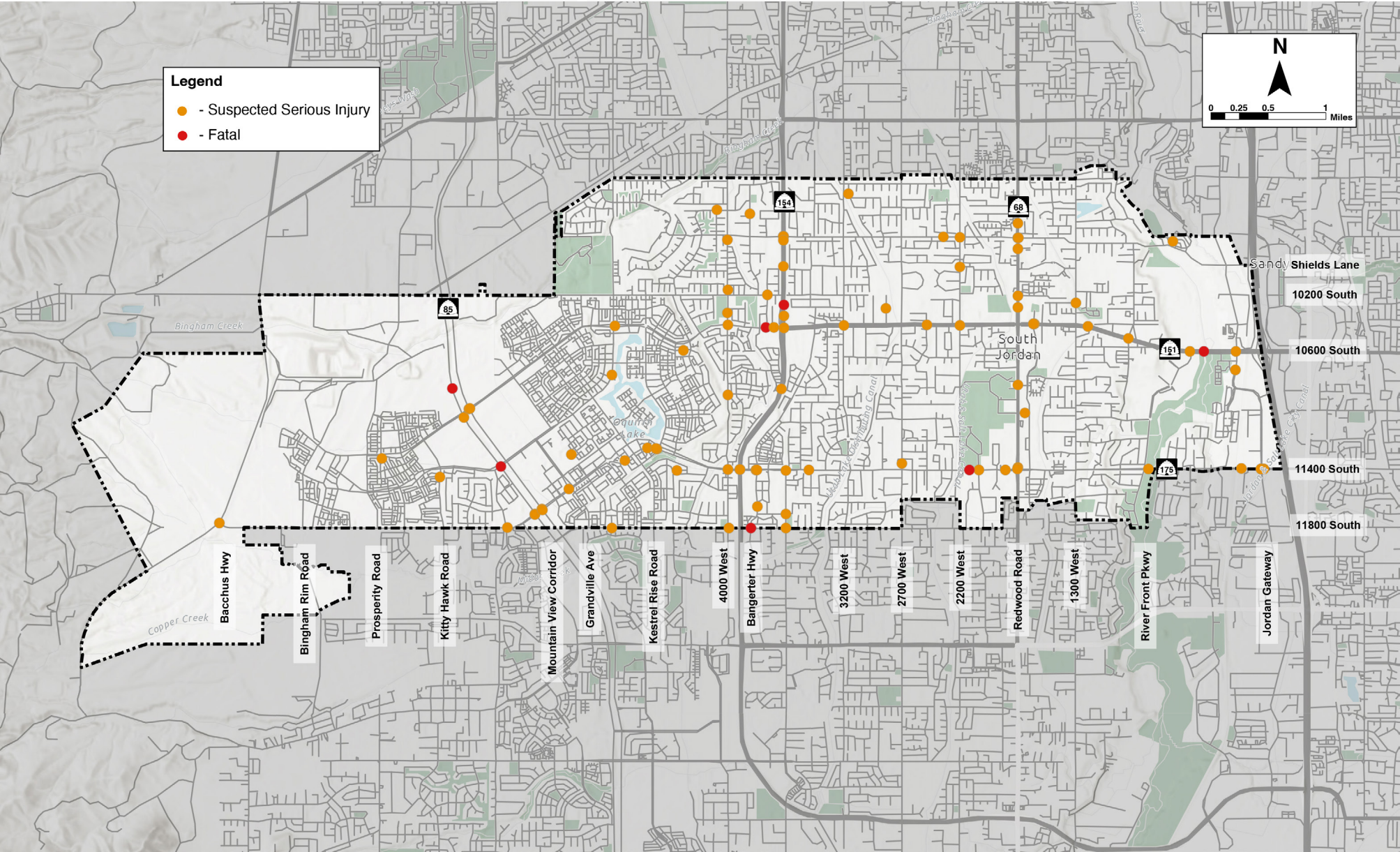
Crash severity is reported according to a five-category scale ranging from no injury to fatality. UDOT, like many other places, has taken on the goal of Zero Fatalities . This [zero fatalities](#) approach is guided by the Safe System framework. The [Safe System approach](#) consists of the following five elements.

Given these goals, and the desire to reduce or eliminate severe crashes (both fatal and serious injury), these crash types are the focus of the analysis.

				
Safe Road Users	Safe Vehicles	Safe Speeds	Safe Roads	Post-Crash Care
The Safe System approach addresses the safety of all road users, including those who walk, bike, drive, ride transit, and travel by other modes.	Vehicles are designed and regulated to minimize the occurrence and severity of collisions using safety measures that incorporate the latest technology.	Humans are unlikely to survive high-speed crashes. Reducing speeds can accommodate human injury tolerances in three ways: reducing impact forces, providing additional time for drivers to stop, and improving visibility.	Designing to accommodate human mistakes and injury tolerances can greatly reduce the severity of crashes that do occur. Examples include physically separating people traveling at different speeds, providing dedicated times for different users to move through a space, and alerting users to hazards and other road users.	When a person is injured in a collision, they rely on emergency first responders to quickly locate them, stabilize their injury, and transport them to medical facilities. Post-crash care also includes forensic analysis at the crash site, traffic incident management, and other activities.

The figure below illustrates the fatal and serious injury crashes in South Jordan City from 2018 to 2022. The number of fatal and serious injury crashes in South Jordan City as a percentage of total crashes is 1.87 percent, which is just below the Salt Lake County average of 1.93 percent during the same time frame. Of these 98 severe crashes, 48 were on UDOT roadways, and 50 were on City roadways.

Figure 26: 2018 to 2022 Severe Crashes

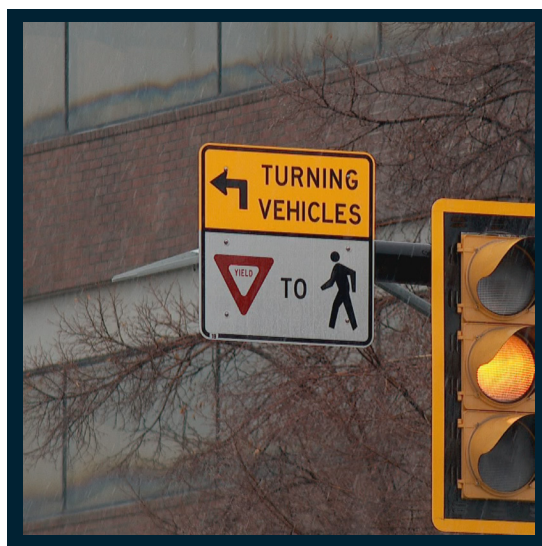


A comparison of severe crash rates between South Jordan City and the other cities in Salt Lake County during the same time frame is below.

TABLE 9: SEVERE CRASH RATES IN SALT LAKE COUNTY CITIES	
City	Severe Crash Rate
South Jordan	1.87%
Midvale	1.29%
Draper	1.34%
Murray	1.40%
Sandy	1.76%
Bluffdale	1.91%
Taylorsville	1.93%
Herriman	2.29%
West Jordan City	3.01%

Of the severe crashes, 16 of them involved a pedestrian or bicycle (26% of all city roadway severe crashes). Based on this review, the following recommendations are made:

- 11800 South & Trail Crossing Drive:** Two severe pedestrian crashes have occurred at this intersection since 2018. As a result, 'Yield to pedestrian' signage is recommended, as well as protected only left turn phasing.



- Daybreak Parkway & Oquirrh Lake Road:** Two severe bike crashes have occurred at or near this roundabout since 2018. It is recommended South Jordan City continue to monitor this intersection.
- 3200 West: Field Haven Way to Blaze Meadows Road:** Remove the passing lane striping and replace with double yellow line striping.

No trends or patterns were observed within fatal and serious injury vehicle crashes. Many of the crashes were related to Bangerter Highway and Mountain View Corridor, which will be or are already grade separated. It is recommended South Jordan City continue to monitor crashes to find any discernible patterns.

C. Access Management

TRB defines access management as “the systematic control of the location, spacing, design, and operation of driveways, median openings, interchanges, and street connections to a roadway” (TRB Access Management Manual, 2nd Edition, 2014).

Because the primary function of arterials is providing mobility and not access, access management techniques generally focus on reducing the number of conflict points on arterial roads in order to maintain a high level of capacity without adding additional through lanes. Reducing conflict points can be accomplished by limiting access points, restricting left-turn movements at access points, providing turn lanes, and locating appropriately-spaced traffic signals.

Access management can also be used on collector roads, although these measures are less restrictive because a collector’s purpose is to provide mobility and access. Collector roads generally have lower volumes and speeds thereby reducing the need for stringent access management as is the case with arterials.

Access management techniques are generally not employed on local roads because their purpose is to provide full access to all adjacent parcels of land. Local roads have low volume and speed and are therefore not negatively affected by the increased quantity of conflict points.

Access management has been documented to include the following safety and operational benefits:

- Lower crash rates
- Less severe crash severity
- Increased traffic signal efficiency
- Decreased delay
- Increased capacity

Positive economic benefits can also result from proper access management, which may improve travel times and congestion. This makes locations more desirable to patrons (Federal Highway Administration, [Safe Access is Good for Business](#), 2006).

Especially applicable to transportation master planning is the fact that improving access management along an arterial corridor can increase the capacity of the roadway. This can result in less need for additional through lanes and thereby significantly reducing the cost of roadway infrastructure.

In South Jordan, most of the arterial roadways are owned by UDOT and therefore access to them is controlled by UDOT’s access management requirements. UDOT has established state highway access management requirements as part of Administrative Rule R930-6. All Utah state roadways are assigned an access category between 1 and 10. Each access category has varying spacing requirements, with lower access category numbers having stricter spacing.

Most collector roadways and some arterials are controlled by South Jordan. Therefore, it is up to City staff to ensure that access is managed along these roadways. This may include making changes to the current roadways to address existing problems as well as requiring good access management as new roads and/or developments are planned.

Establishing corridor agreements and access management standards ahead of new development can help ensure well-planned corridors that will be safer and have higher capacity than roadways without access management. Corridor agreements can also assist developers in knowing ahead of time where and what type of access will be permitted.

Some recommended access management techniques are as follows:

- Provide raised medians to restrict left-turn movements
- Provide Two-Way Left-Turn Lanes on arterial and collector roads
- Provide right-of-way for left-turn pockets at intersections with minor collectors
- Limit signalized intersection, unsignalized intersection, access, and driveway spacing based on roadway type
- Encourage shared access driveways for parcels adjacent to arterials

As applications for access are submitted to South Jordan City, the City Engineer will review the applications based on best practices discussed here and City Code.

D. Connectivity

A roadway system with excellent connectivity allows people multiple options when traveling between points within a city. Strong collector and arterial road connectivity distributes traffic between corridors, and a well-connected local street network allows short-trips to be completed on local roadways rather than relying on regional collectors and arterials. A connected road network improves access and reduces travel times for all users and can reduce the need for future roadway widening. Good network connectivity also improves emergency access and response times, and allows multiple exit routes in the event of emergencies.

South Jordan City has very good connectivity in the north-south direction with frequent collector or arterial north-south roadways. However, there is a lack of east-west connections, especially between South Jordan Parkway and 11400 South. This may be due to the many canals that run north-south in the City.

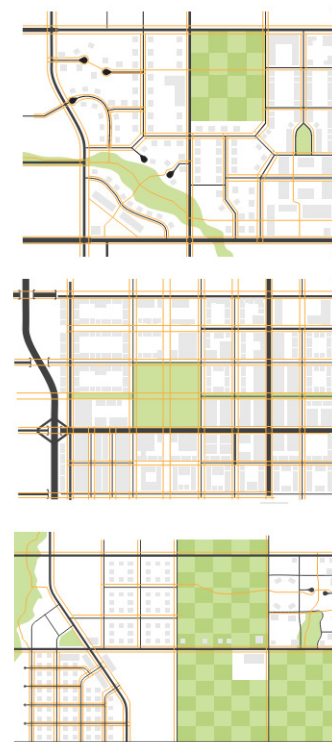
It is recommended that east-west connectivity be improved in the City as development continues. Along with this, it is recommended that the use of cul-de-sacs be minimized where possible and that infill projects connect to all possible stub roads. Disconnected streets, which oftentimes include cul-de-sacs and dead ends, are a major factor in increasing auto dependency and traffic on collectors and arterials. Figure 27 below shows a map of all cul-de-sacs and dead ends in South Jordan City.

South Jordan City does not allow accesses and connections to be gated. This is done to promote connectivity and to reduce vehicle traffic volumes on collector and arterial roadways. Figure 28 shows possible roadway connectivity improvements that can be used to guide the City on what connections may be most beneficial to make in the future. Additionally, not all connections are for vehicles, and in many locations providing active transportation connections only may be sufficient.

It is recommended that the City develop and adopt a connectivity standard to guide future connections and developments. Lehi City recently adopted a [connectivity standard](#) that has been a case study in implementing elements from the [Utah Street Connectivity Guide](#), sponsored by the Wasatch Front Regional Council, and is a good example of what a connectivity standard may contain. It is recommended the City review Lehi's connectivity standard and the Utah Street Connectivity Guide and discuss what may be appropriate for South Jordan City.

A good connectivity standard may require the following:

- A circulation plan to be provided as part of a preliminary subdivision plat application
- A connectivity index calculation that benefits developments that provide trail connections or access to green space such as open space, parks, or natural areas
- A residential connectivity standard that requires a connectivity index, block length, and cul-de-sac length based on development density
- Pedestrian connectivity standards for residential and non-residential developments that focus on providing access to existing and planned trails
- Nonresidential connectivity standards that require nonresidential subdivisions containing the dedication of public roads to meet a connectivity index and block length standard



Utah Street Connectivity Guide

E. Truck Routes

In order to minimize the impact of trucks on most city streets, truck routes have been designated for existing and future roadways. These truck routes are primarily located on arterial roadways, including all state-maintained arterials located in South Jordan City. The South Jordan City Code outlines several public streets that are designated as truck routes. This can be found in Section 10.24.020 of the City Code. Figure 29 shows designated truck routes within South Jordan City.

Figure 27: Immediate Dead End Streets

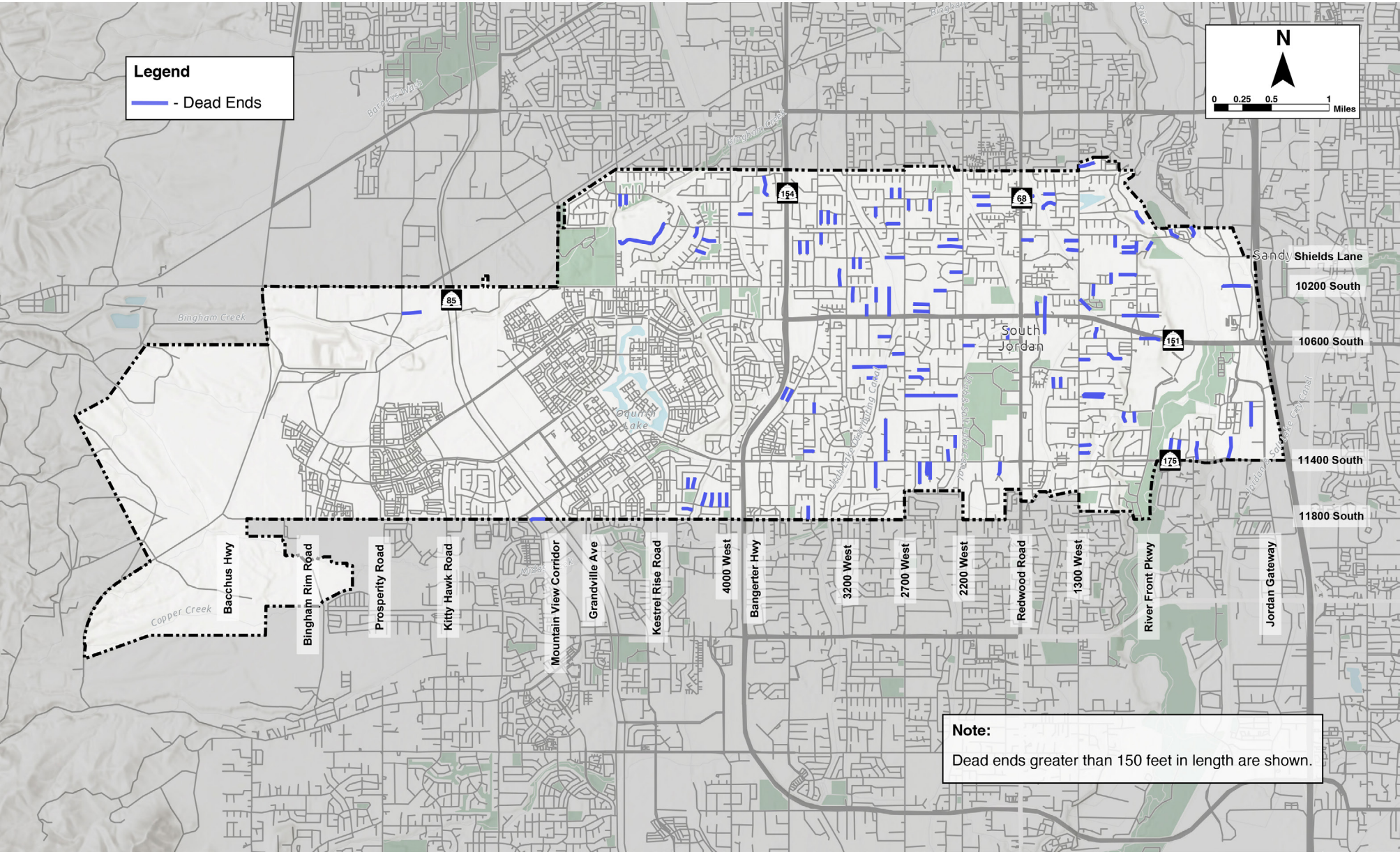


Figure 28: Connectivity Improvement Opportunities

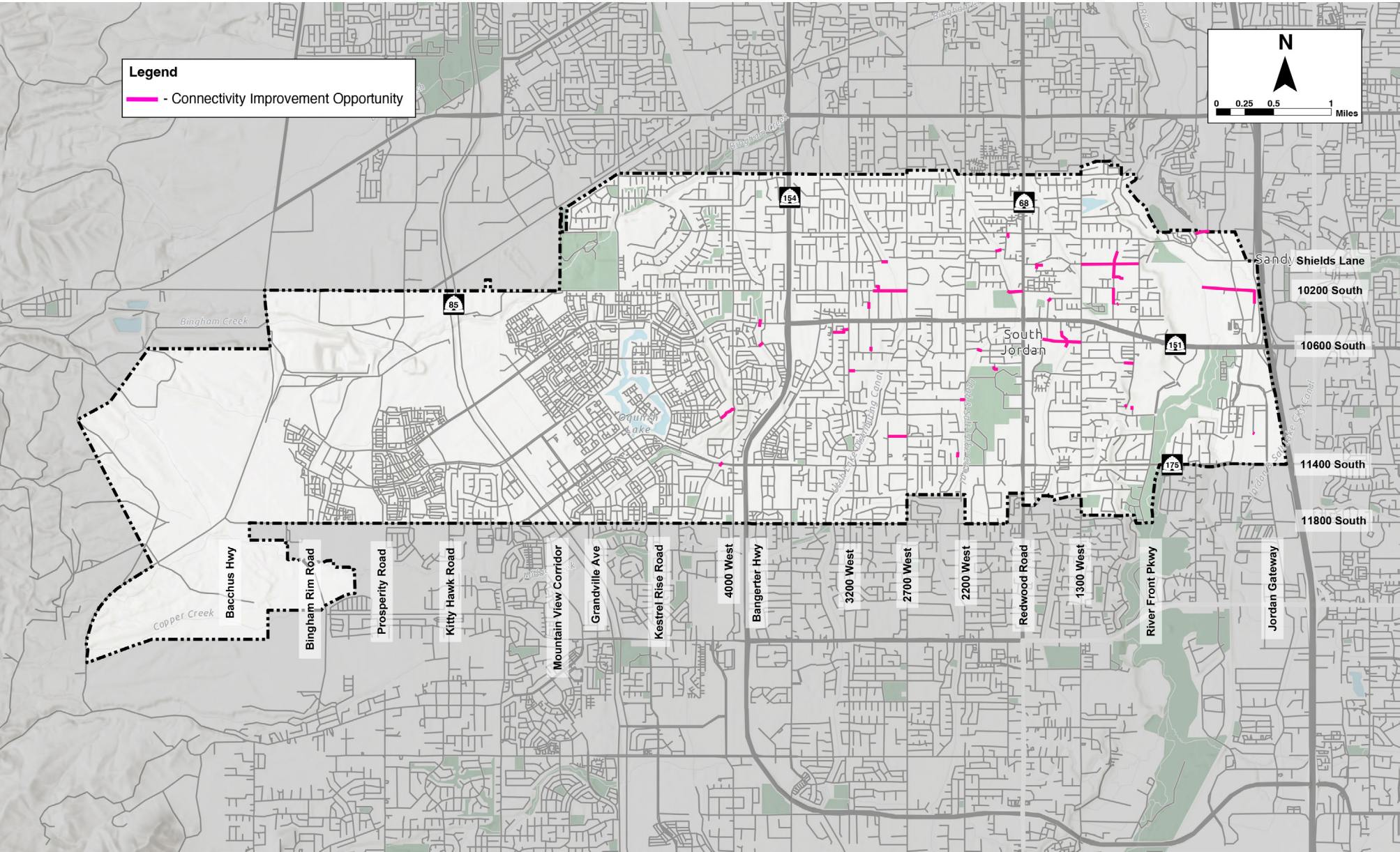
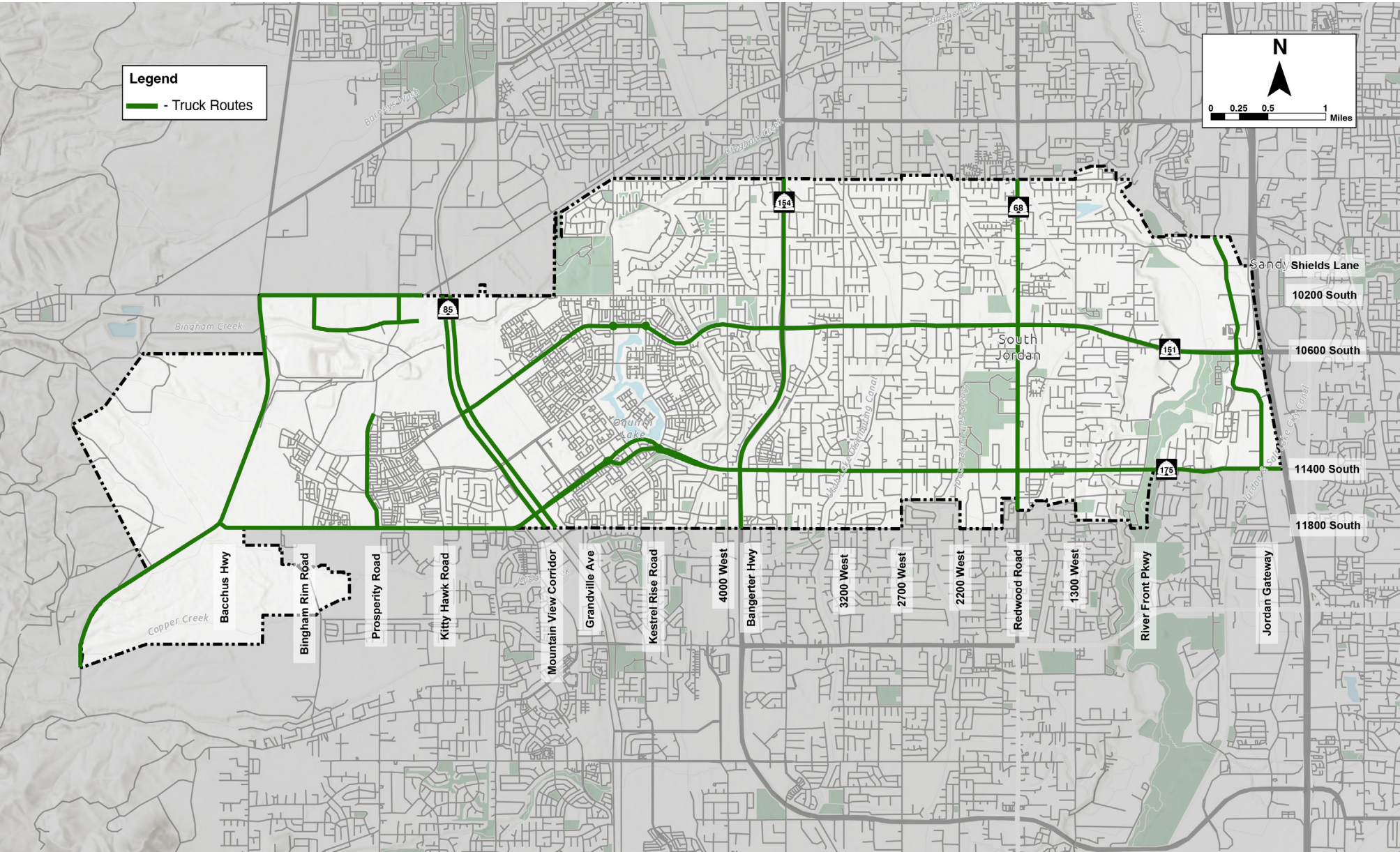


Figure 29: Truck Routes



F. Traffic Impact Studies

As the City continues to grow and develop, traffic-related impacts will need to be addressed. This can be accomplished by requiring future developments to complete a Traffic Impact Study (TIS). The TIS is an important document that can tell City staff how a development will impact the traffic in the project area. The scope of a TIS is dependent on the size and land use of the development, which determines the number of trips that will be generated by the project. The size and scope of a TIS should be determined by the City Engineer on a case by case basis.

The TIS should address items such as poor levels of service, access spacing, internal circulation, adjacent roadway impacts, and mitigation measures. A TIS should identify the improvements that could be made by the City for existing traffic issues and by the developers due to poor levels of service with project traffic added. Developments that access UDOT roadways need to follow the UDOT TIS Guidelines. It is recommended that the City adopt TIS guidelines for all future developments.

G. Livable Streets

South Jordan City has developed guidelines for residential street level-of-service thresholds aimed at preserving quality of life for local residents. The South Jordan [Construction Standards and Specifications](#) document presents these thresholds and notes: "Although each lane of a residential street could carry from 1,000 to 1,600 vehicles per hour, the quality of life along residential streets is impacted at far lower traffic levels"(February 2022).

Table 10 presents the residential street LOS thresholds and descriptions included in the Construction Standards and Specifications document.

TABLE 10: RESIDENTIAL STREET LEVEL OF SERVICE CAPACITY RANGES		
LOS	Daily Traffic	Description
A	< 300	It is very easy to walk across the street, ride bicycles and enter or exit residential driveways. Typical motor vehicle speeds are 25 MPH or less.
B	300 to 600	It is easy to walk across the street, ride bicycles and enter or exit residential driveways. Often residents are concerned about vehicle speeds that have increased to 25-30 MPH.
C	600 to 1,200	It is relatively easy to walk across the street, ride bicycles and enter or exit residential driveways. Residents are concerned about vehicle speeds that have increased to over 30 MPH. Residents are also uncomfortable with vehicle volumes that have risen to 1,200 vehicles per day with 120 vehicles during the peak travel hour.
D	1,200 to 1,800	Increased caution is necessary when walking across the street, riding bicycles and entering or exiting residential driveways. Residents are very concerned about vehicle speeds that have increased to up to 35 MPH. Residents perceive that commuters are shortcutting on their street due to vehicle volumes up to 1,800 vehicles per day with 180 vehicles during the peak travel hour.
E	1,800 to 2,400	Due to elevated vehicle speeds and volumes, a high level of caution is necessary when walking across the street, riding bicycles and entering or exiting residential driveways. Vehicle speeds have increased to 35 MPH or more. There is significant commuter shortcutting with up to 2,400 vehicles per day and 240 vehicles during the peak travel hour. It is increasingly difficult to exit driveways during the peak traffic hour with one car passing down the street every 15 seconds.
F	> 2,400	Due to elevated vehicle speeds and volumes, a high level of caution is necessary when walking across the street, riding bicycles and entering or exiting residential driveways. Vehicle speeds have increased to 35 MPH or more. There is significant commuter shortcutting with over 2,400 vehicles per day and 240 vehicles during the peak travel hour. Exiting and entering driveways is difficult and requires approaching vehicles to stop for driveway traffic.

As with residential streets, it is also important to maintain lower traffic volumes on Lanes (or dead-end alleyways) which provide access and accommodate service vehicles including garbage pickup and deliveries. Following discussion with City staff review of peer agency standards, a target threshold of 500 vehicles per day or less is recommended for Lane roadways in South Jordan City.

H. Traffic Calming

Building on the ideas presented in the Livable Streets standards, traffic calming may be essential to maintain an appropriate level of service. Traffic calming is the means by which the physical and social impacts of motor vehicles on urban life are reduced. This can include the reduction of vehicle traffic and/or vehicle speed. This may be especially important in areas of the City where a high pedestrian presence is desired, such as in residential neighborhoods, in the vicinity of schools, and in village centers. While the goal of arterial-type streets is increasing capacity, it is normally desired that residential and village center streets maintain a “livable” environment. The term “livable” will likely have a different meaning for everyone, but it can generally be interpreted as being a safer road for pedestrians and bikers where vehicle volumes and speeds are lower.

One common form of traffic calming is neighborhood traffic management (NTM). NTM includes physical devices, streetscape treatments, and other non-physical treatments that will influence vehicle operation including the reduction of speed which often translates into a reduction of cut-through traffic. NTM implies changes being made at the neighborhood level, and not necessarily at a broader (corridor or City) level. The TSM and TDM measures discussed in previous sections are examples of traffic calming at these broader levels.

NTM measures can be separated into physical and non-physical (or psychological) treatments. Physical treatments include vertical and horizontal devices that require a driver to slow their travel in order to maintain a comfortable drive. The following are examples of these physical NTM measures:

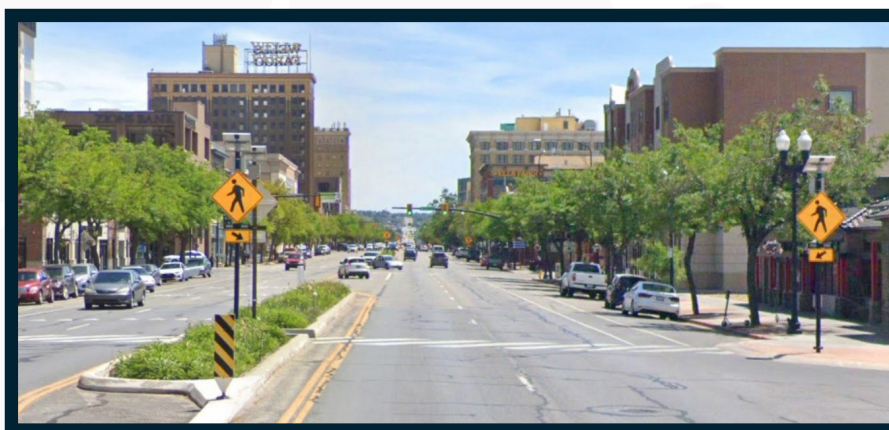
- Raised pedestrian crossings
- Chicanes
- Mid-block islands
- Roundabouts and traffic circles
- Intersection bulb-outs or chokers
- Lateral lane shifts
- On-street parking

There are other physical treatments that are not allowed in South Jordan City, such as speed humps. Speed humps are not allowed because they damage snow plow equipment, increase delay for emergency responders, and increase noise and pollution. Also, there has been a history of damaged vehicle claims in the City due to speed humps.

Non-physical treatments include measures that encourage a driver to slow down that do not involve physical changes to the roadway. These types of measures do not physically require a vehicle to slow down, but many drivers do slow down because of the psychological effect of these measures. The following are examples of non-physical NTM measures:

- Increased speed enforcement
- Driver feedback signs
- Narrow lane striping
- Signs dictating speed limit or various restrictions
- Speed legends on pavement

As South Jordan City continues to increase the connectivity of streets in order to reduce the use of higher-order streets (such as arterials) for shorter trips, the need for NTM will be important to ensure that the livability of residential streets is not adversely affected. As such, city staff should continue to work with residents and implement NTM as needed when the perceived livability of residential streets is adversely impacted by new growth, street connections, and travel patterns.



V. UTAH STATE CODE REQUIREMENTS

The [10-9a-403](#) section of the Utah State Code outlines the requirements of the general plan for the transportation and traffic circulation element.

10-9a-403(2)(a):

- (ii) a transportation and traffic circulation element that:
 - (A) provides the general location and extent of existing and proposed freeways, arterial and collector streets, public transit, active transportation facilities, and other modes of transportation that the planning commission considers appropriate;
 - (B) for a municipality that has access to a major transit investment corridor, addresses the municipality's plan for residential and commercial development around major transit investment corridors to maintain and improve the connections between housing, employment, education, recreation, and commerce;
 - (C) for a municipality that does not have access to a major transit investment corridor, addresses the municipality's plan for residential and commercial development in areas that will maintain and improve the connections between housing, transportation, employment, education, recreation, and commerce; and
 - (D) correlates with the population projections, the employment projections, and the proposed land use element of the general plan;

10-9a-403(2):

(e) In drafting the transportation and traffic circulation element, the planning commission shall:

- (i)
 - (A) consider and coordinate with the regional transportation plan developed by the municipality's region's metropolitan planning organization, if the municipality is within the boundaries of a metropolitan planning organization; or
 - (B) consider and coordinate with the long-range transportation plan developed by the Department of Transportation, if the municipality is not within the boundaries of a metropolitan planning organization; and
- (ii) consider and coordinate with any station area plans adopted by the municipality if required under Section 10-9a-403.1.

This TMP meets all requirements listed above. The City is working with WFRC to get consultants onboard to complete station area planning for the west side TRAX stations and for the eastside FrontRunner station. The TRAX station SAP will be completed by the end of 2024 and the FrontRunner station completed in 2025 at the latest.

The 4800 West Old Bingham Highway Red Line Trax Station has met the SAP requirements by adopting a resolution that summarized prior actions and the impracticability for developing a new station area plan for the station (This resolution is provided in Appendix A.)

VI. CAPITAL FACILITIES PLAN

As shown in Section II - Transportation Network Analysis, future growth due to new development requires South Jordan to make improvements to their transportation network to provide residents with a safe and efficient transportation network and maintain an acceptable Level of Service. Specific intersection and roadway improvements are listed below in Table 11 and 12 and are shown below in Figure 30. The project number listed in the table is for identification only and is no indication of project prioritization. Each project cost estimate represents 2024 cost and is not adjusted for inflation; therefore, estimates will need to be regularly updated by the City as project scopes may change as development occurs. Right-of-way is included in the project cost estimates on developer owned property. The values represent the cost to build the cross sections to the widths described in the South Jordan roadway cross section standards. Only roadway improvements to arterials and collectors are identified, as local roads are typically built by future development. Details for each project cost estimate can be found in the Appendix B.

TABLE 11: CFP INTERSECTION PROJECTS

Project Number	Description	Responsibility	Improvement Scope	Estimated Cost
PHASE #1 (2023-2032)				
1-A	Shields Lane & 1300 W*	SJC	Intersection Improvement	\$666,925
1-B	SR-111 & South Jordan Parkway	UDOT	Install Signal	\$450,000
1-C	SR-111 & Lake Avenue	UDOT	Install Signal	\$450,000
1-D	SR-111 & Meadowgrass Drive	UDOT	Install Signal	\$450,000
1-E	SR-111 & 11800 S	UDOT	Install Signal	\$450,000
1-F	SR-111 & 12150 S	UDOT	Install Signal	\$450,000
1-G	SR-111 & Annex Area E/W	UDOT	Install Signal	\$450,000
1-H	SR-111 & Herriman Parkway	UDOT	Install Signal	\$450,000
1-I	11800 S & Bingham Rim Road*	SJC	Install Signal	\$400,000
1-J	11800 S & Silver Pond Road*	SJC	Install Signal	\$400,000
1-K	11800 S & Prosperity Road*	SJC	Install Signal	\$400,000
1-L	11800 S & Willow Walk Drive*	SJC	Install Signal	\$400,000
1-M	10200 S & 6200 W*	SJC	Install Signal	\$400,000
1-N	10200 S & Grandville Avenue*	SJC	Install Signal	\$250,000
1-O	11400 S & Andover Road	UDOT	Install Signal	\$350,000
1-P	Bingham Rim Road & MVC SB	UDOT	Install Signal	\$325,000
1-Q	Bingham Rim Road & MVC NB	UDOT	Install Signal	\$325,000
1-R	Bingham Rim Road & Grandville Avenue*	SJC	Install Signal	\$325,000
1-S	Grandville Avenue & Burntside Avenue*	SJC	Install Signal	\$325,000
1-T	10400 S & 4000 W*	WFRC / SJC	Intersection Improvement	\$5,152,400
1-U	4000 W & S Skye Drive/10200 South*	SJC	Intersection Improvement	\$2,592,000
1-V	South Jordan Parkway & Vadania Drive*	SJC	Install Signal	\$400,000
1-W	11800 S & Flying Fish Drive	Herriman / SJC	Install Signal	\$400,000
1-X	South Jordan Parkway & Cardinal Park Rd*	SJC	Install Signal	\$425,000
1-Y	SR-111 & South Jordan Parkway*	SJC	Roadway Realignment	\$1,600,000
1-Z	Riverfront Parkway & 11400 S*	SJC	Intersection Improvement	\$150,000

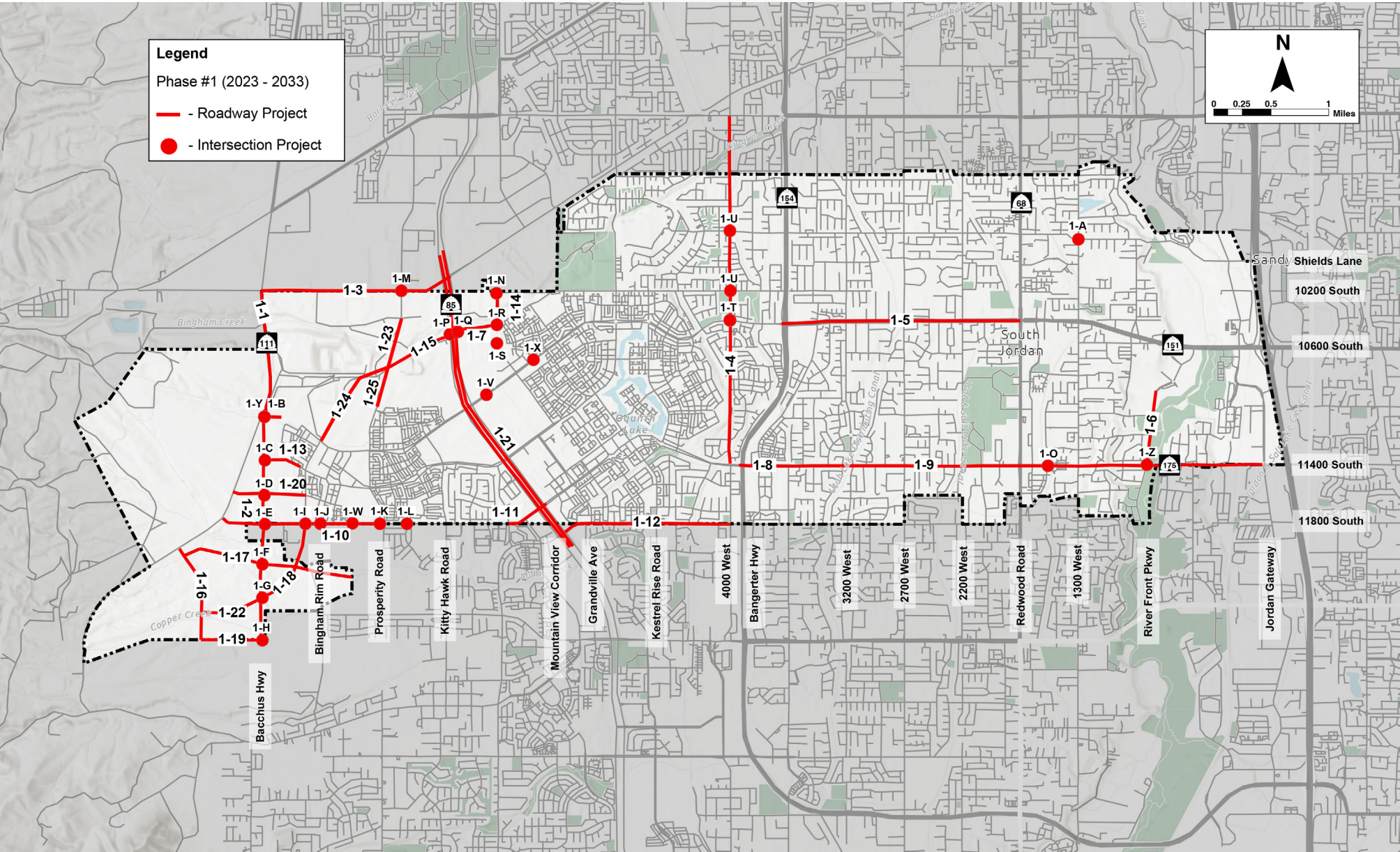
* Impact Fee Eligible Project

TABLE 12: CFP ROADWAY PROJECTS

Project Number	Description	Responsibility	Improvement Scope	# of Lanes		Estimated Cost
				2023	Proposed	
PHASE #1 (2023-2032)						
1-1	SR-111: 10200 South to South Jordan Parkway	UDOT	Widening	2	5	\$17,100,000
1-2	SR-111: South Jordan Parkway to Herriman Parkway	UDOT	New Roadway	-	2	\$75,747,808
1-3	10200 South: Bacchus Highway to MVC*	SJC / WJC / WFRC	Widening	2	5	\$17,560,000
1-4	4000 West: 9000 South to 11400 South*	SJC / WFRC	Restriping	3	5	\$178,620
1-5	South Jordan Parkway: Bangerter Highway to Redwood Road	UDOT	Widening	5	7	\$53,000,000
1-6	Riverfront Parkway: 11050 South to 11400 South*	SJC / WFRC	Widening	2	5	\$5,500,000
1-7	Bingham Rim Road: MVC to Stavenger Drive*	UDOT	New Roadway	-	2	\$3,200,000
1-8	11400 South: Bangerter Highway to 3600 West	UDOT	Widening	5	7	\$3,800,000
1-9	11400 South: 3600 West to South Jordan Gateway	UDOT	Widening	5	6 / 7	\$82,606,008
1-10	11800 South: Bacchus Highway to Prosperity Road*	SJC / Herriman / WFRC	Widening	2	5	\$32,225,797
1-11	Daybreak Parkway: Trail Crossing Drive to MVC*	SJC	Widening	5	7	\$5,988,759
1-12	11800 South: MVC to 4000 West*	SJC / Herriman / Riverton	Widening	3	5	\$13,891,543
1-13	Lake Avenue: SR-111 to Lake Avenue*	SJC	New Roadway	-	2	\$2,214,051
1-14	Grandville Avenue: 10200 South to Bingham Rim Road*	UDOT	New Roadway	-	2	\$3,349,045
1-15	Bingham Rim Road: Prosperity Road to MVC*	SJC	New Roadway	-	3	\$4,236,618
1-16	7800 West: Bacchus Highway to Herriman Parkway*	SJC / WFRC	New Roadway	-	3	\$10,285,000
1-17	12150 South: 7800 West to South Jordan Border*	Developer / SJC / WFRC	New Roadway	-	3	\$71,895,000
1-18	Bingham Rim Road: SR-111 to 11800 S*	SJC / Herriman	New Roadway	-	2	\$5,503,679
1-19	Herriman Parkway (12600 S): 7800 W to SR-111*	SJC / WFRC	New Roadway	-	3	\$16,260,000
1-20	Meadowgrass Drive: Bacchus Highway to Bingham Rim Road*	SJC	New Roadway	-	2	\$4,168,269
1-21	Mountain View Corridor	UDOT	New Roadway	-	4	\$125,920,000
1-22	Bingham Rim Road: 7800 W to SR-111*	SJC / Developer	New Roadway	-	3	\$4,099,953
1-23	Prosperity Road: Crimson View Drive to 11000 South	SJC / WFRC	New Roadway	-	3	\$14,780,000
1-24	Bingham Rim Road: South Jordan Parkway to Prosperity Road	SJC	New Roadway	-	2 / 3	\$12,022,093
1-25	Prosperity Road: Bingham Rim Road to Copper Hawk Drive	Daybreak	New Roadway	-	2	\$3,500,000

* Impact Fee Eligible Project

Figure 30: Future Projects – Capital Facilities Plan



VII. CONCLUSION

Overview

The purpose of the South Jordan TMP is to plan the future transportation needs of South Jordan City. The following tasks were completed as part of this TMP:

- Traffic data was analyzed to help establish existing conditions in the City.
- Future traffic volumes were developed for future planning years 2033 and 2050.
- A travel demand analysis based on existing and future land use was performed.
- A list of needed future roadway and intersection projects was created.
- City street functional classifications were updated based on the future roadway projects.
- The comprehensive active transportation plan was updated with recommendations for project phasing.
- The previous transit plans were reviewed, and we worked closely with the City to develop a preferred transit plan.
- A safety analysis was performed.
- Connectivity improvement opportunities were identified.
- Traffic calming, access management, TIS, and Livable Streets standards are described.
- Truck routes were identified and mapped.
- Utah State Code Requirements for the transportation and traffic circulation element were met.
- The Impact Fee was calculated.
- The City Council implemented the new TMP and Impact Fee.
- An ArcGIS Online Story Map was created that summarized the analysis performed in this TMP.

Next Steps

As a result of this TMP, there are several opportunities for South Jordan City staff to apply the recommendations of this TMP in the coming months and years. It is recommended that South Jordan City complete the following when possible:

- Continue to monitor and collect traffic data to inform transportation planning decisions
- Work to get funding for projects that are not currently funded.
- Work with UTA to implement the preferred transit plan.
- Acquire funding for the phase #1 active transportation projects.
- Monitor crash trends to find discernible patterns.
- Implement the following safety improvements:
 - **11800 South & Trail Crossing Drive:** Two severe pedestrian crashes have occurred at this intersection since 2018. As a result, 'Yield to pedestrian' signage is recommended, as well as protected only left turn phasing.
 - **Daybreak Parkway & Oquirrh Lake Road:** Two severe bike crashes have occurred at or near this roundabout since 2018. It is recommended South Jordan City continue to monitor this intersection.
 - **3200 West: Field Haven Way to Blaze Meadows Road:** Remove the passing lane striping and replace with double yellow line striping
- Develop and adopt a connectivity standard to guide future connections and developments using the resources provided in the 'Connectivity' section of this TMP.
- Improve east-west connectivity as development continues by making key connections as shown in Figure 28 when appropriate.
- Follow the best practices as outlined in section III. City Transportation Management



VIII. APPENDIX

Appendix A – 4800 W. Old Bingham Hwy Trax Red
Line Station SAP

Appendix B – Cost Estimates

Appendix C – SR- 111 Intersection Control and Spacing



VII. APPENDIX

Appendix A – 4800 W. Old Bingham Hwy Trax Red Line Station SAP

RESOLUTION R2023-10

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SOUTH JORDAN, UTAH, REGARDING THE STATION AREA PLAN REQUIREMENTS FOR THE UTA TRAX 4800 W OLD BINGHAM HWY STATION.

WHEREAS, Utah Code Section 10-9a-403.1, requires the South Jordan City Council (the “City Council”) to review and approve a Station Area Plan (“SAP”) as an element of the City of South Jordan’s (the “City”) General Plan for any area of the City that is located within one-half mile of an existing or future fixed-guideway public transit station; and

WHEREAS, the SAP requirement of Utah Code Section 10-9a-403.1 is considered satisfied if the City Council adopts a resolution describing any existing conditions that make satisfying a portion or all of the SAP objectives impracticable, prior actions the City took that substantially promote the SAP objectives if those actions remain relevant and meaningful for achieving the SAP objectives, or a combination of impracticable conditions and the City’s prior actions; and

WHEREAS, City Staff identified the station area in the City for the Utah Transit Authority TRAX 4800 W Old Bingham Hwy Station as satisfying the SAP requirements because of impracticable conditions and the City’s prior actions in the station area, as fully described in the attached Exhibit 1.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SOUTH JORDAN, UTAH:

SECTION 1. Adoption. The City Council hereby approves this Resolution describing in Exhibit 1, for the TRAX 4800 West Old Bingham Highway Station, the conditions that exist to make satisfying a portion or all the SAP requirements impracticable, and prior actions the City took that substantially promote certain SAP objectives and remain relevant and meaningful for achieving the SAP objectives, and forwards it to the Wasatch Front Regional Council for its review and certification.

SECTION 2. Severability. If any section, clause or portion of this Resolution is declared invalid by a court of competent jurisdiction, the remainder shall not be affected thereby and shall remain in full force and effect.

SECTION 3. Effective Date. This Resolution shall become effective immediately upon passage.

[SIGNATURE PAGE FOLLOWS]

APPROVED BY THE CITY COUNCIL OF THE CITY OF SOUTH JORDAN, UTAH,
ON THIS 2 DAY OF May, 2023 BY THE FOLLOWING VOTE:

YES NO ABSTAIN ABSENT

Patrick Harris
Bradley Marlor
Donald Shelton
Tamara Zander
Jason McGuire

<u>X</u>	___	___	___
<u>X</u>	___	___	___
<u>X</u>	___	___	___
<u>X</u>	___	___	___
<u>X</u>	___	___	___

Mayor:

Dawn R. Ramsey
Dawn R. Ramsey

Attest:

Anna Crookston
City Recorder

Approved as to form:

Ryan W. Loose
Ryan W. Loose (Apr 28, 2023 07:03 MDT)

Office of the City Attorney



EXHIBIT 1

(Station Area Plan Impracticability and Prior Actions Review
UTA TRAX 4800 W Old Bingham Hwy)

Station Area Plan Impracticability and Prior Action Review UTA TRAX 4800 W OLD BINGHAM HWY STATION April 2023

The purpose of this review is to demonstrate that the Station Area Plan (“SAP”) requirement is satisfied based on impracticability and prior action for the area of the City of South Jordan (“City”) that is located within one-half mile of the Utah Transit Authority TRAX 4800 W Old Bingham Hwy Station (“Station” and “Station Area”), which is located in the City of West Jordan (“West Jordan”).

Station Area Plan Requirement Summary

SAPs are comprehensive documents drafted to promote the following objectives within a one-half mile radius of public transit stations (rail or bus rapid transit): “(i) increasing the availability and affordability of housing, including moderate income housing; (ii) promoting sustainable environmental conditions; (iii) enhancing access to opportunities; and (iv) increasing transportation choices and connections.”¹ With the passage of Utah House Bill 462 (Housing Affordability Amendments) in 2022, cities that have land within a ½ mile radius of a fixed-guideway public transit station are now required to develop and update SAPs in accordance with their general plan and zoning.

The SAP requirements are satisfied if a city determines that conditions exist that make satisfying a portion or all of the SAP requirements impracticable. These conditions include “existing development, entitlements, land ownership, land uses that make opportunities for new development and long-term redevelopment infeasible, environmental limitations, market readiness, development impediment conditions, or other similar conditions. . . .”²

The SAP requirements are also satisfied if a city has taken actions prior to June 1, 2022, that substantially promote the SAP objectives and the city “can demonstrate that [those actions] are still relevant to making meaningful progress towards achieving those objectives. . . .”³

Station Area Existing Conditions

The Station is located in the City of West Jordan (“West Jordan”) east of 4800 West parallel to Old Bingham Highway, and has vehicle access from Old Bingham Highway. The Station Area includes property primarily located within West Jordan, with less than 40% of the overall station area located in the City. City staff has been in contact with West Jordan and is available to assist West Jordan with its SAP planning efforts related to the station area that is in West Jordan.

The Station Area is built out with single-family neighborhoods, part of a residential condominium community, a small portion of Glenmoor Golf Club, Bingham Creek Trail and

¹ Utah State Code § 10-9a-403.1(7)(a).

² Utah State Code § 10-9a-403.1(2)(b)(ii)(A).

³ Utah State Code § 10-9a-403.1(2)(b)(i)(A).

a 4.5-acre City park. The City, in partnership with Salt Lake County, is also overseeing the construction of the new 160-acre Bingham Creek Regional Park that is located just south of the Station Area. The South Jordan City Council ("City Council") rezoned this park property in 2021 to facilitate the development of the park. When completed, the Bingham Creek Regional Park will connect to the Bingham Creek Trail, which runs diagonally across the southern portion of the Station Area and provides active transportation access in the area.



4800 West is a minor collector and is the main road through the Station Area. The City built the existing 4800 West several years after the Station opened in 2011, by connecting

and improving two dead-end sections of 4800 West. This major road project connected Old Bingham Highway and the Station to 10200 South and the quickly developing area beyond. It also included an underpass in anticipation that the Bingham Creek Trail would continue west of 4800 West. Today it is a fully improved road with existing sidewalks and bike lanes⁴ on both sides of the road. Multiple roads connect the neighborhoods in the Station Area to 4800 West, which intersects in West Jordan with Old Bingham Highway and the Station, and then continues north through West Jordan.

Impracticability and Prior Action Analysis

The SAP requirements for the Station Area are satisfied through a combination of prior actions and existing conditions that make satisfying certain requirements impracticable. These conditions and related information are listed below according to each SAP objective outlined in Utah State Code.

Increasing the availability and affordability of housing, including moderate income housing (Utah State Code § 10-9a-403.1(7)(a)(i)):

- **IMPRACTICABILITY:** Before the Station opened in 2011, the Station Area was built out with single-family subdivisions and a portion of a residential condominium community. These neighborhoods existed a decade or more before the Station opened. In general, unless there is widespread blight, single-family neighborhoods are highly unlikely to redevelop on a broad scale. The City expects these residential neighborhoods to remain for many decades and that individual homeowners will continue to maintain their homes and invest in improvements to the existing homes. It is therefore unlikely there will be opportunities for new development and long-term redevelopment is infeasible.
- **PRIOR ACTION:** In 2012, the City Council passed an ordinance permitting internal accessory dwelling units (“ADUs”) throughout most of the City’s single-family zones.⁵ The City Council has updated this ordinance several times, including in 2020⁶ and 2021⁷ in direct response to new state legislative mandates regarding ADUs. Homes in the single-family neighborhoods in the Station Area are located in a zone that has allowed internal ADUs since 2012. The City expects that homeowners will continue to maintain existing ADUs and build new ADUs throughout the Station Area. As outlined in the City’s Moderate Income Housing Plan (“MIH Plan”), the City is continuing to assess and improve its existing ADU regulations. Any changes to the City’s ADU regulations will have a continuing effect on the housing conditions in the Station Area.

⁴ The bike lanes end at the City’s border with West Jordan.

⁵ See Ord. 2010-09.

⁶ See Ord. 2020-10.

⁷ See Ord. 2021.16.

- **PRIOR ACTION:** The City has a down payment assistance program, and it has provided funding to community partners that support home repairs and rental assistance for low- and moderate-income households. These programs are part of the MIH Plan and are available for residents to use on homes, both single-family and condominium, in the Station Area.

Promoting sustainable environmental conditions (Utah State Code § 10-9a-403.1(7)(a)(ii)):

- **PRIOR ACTION:** The City has worked hard to create and preserve the existing open space in the Station Area because the variety of existing open spaces provide necessary opportunities for active transportation, recreation, and connection to nature and other area amenities.
- **IMPRACTICABILITY:** Development of the Bingham Creek corridor in the Station Area as something other than a trail and open space is impracticable, undesirable and not wise because the natural creek corridor serves as a regional storm drain facility. Not only is the creek a crucial facility for storm water management in the area, removing the creek would have broader negative environmental impacts in the Station Area.
- **PRIOR ACTION:** In 2021, the City Council updated its existing water efficiency standards to better promote conserving water resources by encouraging and requiring more water efficiency inside and outside homes, businesses and other buildings.⁸ The City also encourages efficient water use by providing water conserving rebate programs and by posting related information on the City's website.⁹ The water-saving rebates are available to households in the Station Area, and the Station Area is subject to the water efficiency standards.

Enhancing access to opportunities (Utah State Code § 10-9a-403.1(7)(a)(iii)):

- **PRIOR ACTION:** Because large-scale redevelopment is both impracticable and unlikely in the Station Area, the City makes efforts to inform residents of programs available to them that enhance their access to opportunities. For example, each year the City sends a postcard that outlines housing related services and programs to each household in roughly the eastern half of the Station Area, which qualifies as a low- and moderate-income area according to the U.S. Department of Housing and Urban Development's definitions.
- **PRIOR ACTION:** Although not in the Station Area, the City's investment in the Bingham Creek Regional Park, and its connection to 4800 West and the Bingham Creek Trail, which are in the Station Area, improves access to a variety of recreation opportunities in and out of the Station Area. These connections also provide

⁸ See Ord. 2021-09.

⁹ See sjc.utah.gov/531/Water-Smart-SoJo.

convenient and safe access to the existing and future employment opportunities, educational opportunities, and mixed-use developments located south and southwest of the Bingham Creek Regional Park in the Daybreak Community.

- **PRIOR ACTION:** On October 5, 2021, the City Council approved a license agreement with Google Fiber allowing it to use City rights-of-way to install fiber broadband throughout the City.¹⁰ Construction of Google Fiber is underway and is already expanding access to broadband in the Station Area.¹¹

Increasing transportation choices and connections (Utah State Code § 10-9a-403.1(7)(a)(ii)):

- **PRIOR ACTION:** 4800 West is a fully improved road with sidewalks and bike lanes that provides convenient bike, pedestrian and vehicle access to the Station. Five residential streets intersect with 4800 West in the Station Area and connect the nearby neighborhoods to the Station. Because of the design of these built-out neighborhoods, there are no practical opportunities for providing new road connections to 4800 West and the Station.
- **PRIOR ACTION:** The City Council adopted the City's Transportation Master Plan in 2019.¹² The Transportation Master Plan provides guidance for future investment in the City's transportation infrastructure, including in the Station Area, and aligns with the Wasatch Front Regional Council's Regional Transportation Plan. The Transportation Master Plan also includes a section on active transportation and efforts the City can take to improve active transportation in the Station Area.
- **PRIOR ACTION:** To compliment the City's Transportation Master Plan, the City has a more detailed Active Transportation Plan¹³ based on a study that the City conducted jointly with West Jordan. This plan took a detailed look at the City's bicycle and pedestrian facilities, and provides a groundwork for enhancing active transportation facilities and opportunities throughout the City, including in the Station Area. The Active Transportation Plan identified critical projects throughout the City that would improve active transportation opportunities. One project currently underway that the plan identified that will affect the Station Area, and connects to work already completed in the Station Area, is a paved multi-use trail that will extend Bingham

¹⁰ See R2021-29.

¹¹ See sjc.utah.gov/537/Google-Fiber for a map of construction Google Fiber's progress in the Station Area.

¹² Found at sjc.utah.gov/DocumentCenter/View/806/Appendix-B---South-Jordan-Transportation-Master-Plan-September-2019-PDF.

¹³ Found at [www.sjc.utah.gov/DocumentCenter/View/2969/Active-Transportation-Plan#:~:text=The%20Active%20Transportation%20\(AT\)%20Plan,trail%20and%20bike%20lane%20projects](http://www.sjc.utah.gov/DocumentCenter/View/2969/Active-Transportation-Plan#:~:text=The%20Active%20Transportation%20(AT)%20Plan,trail%20and%20bike%20lane%20projects).

Creek Trail from the west side of 4800 West, through the Bingham Creek Regional Park and to the City's western boundary.¹⁴

- The City's Master Transportation Plan and Active Transportation Plan are both important documents that help the City holistically manage and ensure reliable traffic conditions in the Station Area, and in the surrounding areas that have direct impact on the Station Area. Because the City is rapidly growing, the City regularly updates these plans to ensure alignment with regional plans.
- **PRIOR ACTION:** For years, the City has been systematically retrofitting existing sidewalks with ADA compliant ramps throughout the City, including in the Station Area. This continued investment provides improved transportation choices and connections throughout the Station Area. The City has already improved many intersections in the Station Area and has identified additional intersections that the City will improve with ADA compliant ramps as this effort continues.

¹⁴ This project is a collaboration between the City and the developers of Daybreak, and the County will fund its construction. Preliminary design work by Daybreak is ongoing and is currently in draft form.



VII. APPENDIX

Appendix B – Cost Estimates

ENGINEER'S ESTIMATE (2024 COSTS)
Shields Lane & 1300 W

BID ITEMS**GENERAL**

Description	Quantity	Unit	Unit Price	Amount
Mobilization	1	lump	9.50%	\$32,000.00
Public Information Services	1	lump	1.00%	\$3,400.00
Traffic Control	1	lump	2.00%	\$6,800.00
Survey	1	lump	2.00%	\$6,800.00
				\$49,000.00

ROADWAY

Description	Quantity	Unit	Unit Price	Amount
Remove Concrete Curb and Gutter	250	ft	\$ 12.00	\$3,000.00
Remove Concrete Sidewalk	267	sq yd	\$ 28.00	\$7,466.67
Roadway Excavation (Plan Quantity)	178	cu yd	\$ 24.00	\$4,266.67
Granular Borrow (Plan Quantity)	89	cu yd	\$ 35.00	\$3,111.11
Untreated Base Course	87	Ton	\$ 40.00	\$3,480.00
Remove Concrete Driveway	50	sq yd	\$ 28.00	\$1,400.00
HMA - 1/2 inch	87	Ton	\$ 130.00	\$11,310.00
Pavement Marking Paint	20	gal	\$ 80.00	\$1,600.00
Pavement Message (Preformed Thermoplastic)	4	Each	\$ 250.00	\$1,000.00
Concrete Curb and Gutter Type B1	250	ft	\$ 35.00	\$8,750.00
Perpendicular/Parallel Pedestrian Access Ramp	4	Each	\$ 4,000.00	\$16,000.00
Concrete Sidewalk	1,200	sq ft	\$ 9.00	\$10,800.00
Chip Seal Coat, Type II		sq yd	\$ 3.00	\$0.00
				\$72,184.44

DRAINAGE & IRRIGATION

Description	Quantity	Unit	Unit Price	Amount
24 Inch Irrigation HDPE Pipe	200	ft	\$ 125.00	\$25,000.00
Concrete Drainage Structure 3 ft to 5 ft Deep - CB 9	2	Each	\$ 5,000.00	\$10,000.00
Rectangular Grate And Frame (Bicycle Safe Grating) - GF 3	2	Each	\$ 2,000.00	\$4,000.00
				\$39,000.00

SIGNAL SYSTEM

Description	Quantity	Unit	Unit Price	Amount
New Signal System	1	Lump	\$175,000.00	\$175,000.00
				\$175,000.00

UTILITIES

Description	Quantity	Unit	Unit Price	Amount
Utility contingency	1	lump	\$40,000.00	\$40,000.00
Street Lighting (spaced every 200')	0	Each	\$8,000.00	\$0.00
Ovehead power line relocate		Each	\$20,000.00	\$0.00
				\$40,000.00

LANDSCAPING				
Description	Quantity	Unit	Unit Price	Amount
Landscaping	1	Lump	\$10,000.00	\$10,000.00
				\$10,000.00
Structures				
Description	Quantity	Unit	Unit Price	Amount
				\$0.00
			BID ITEMS \$	\$385,184.44
			Contingency (30%) \$	\$115,555.33
			BID ITEMS TOTAL \$	\$500,739.78
NON-BID ITEMS				
Description	Quantity	Unit	Unit Price	Amount
Right of Way (assuming full roadway area to 1' behind walk)	2,400	sq ft	\$15.00	\$36,000.00
Assuming 5' wide construction easement required for length of project	1,000	sq ft	\$5.00	\$5,000.00
				\$41,000.00
Description	Quantity	Unit	Unit Price	Amount
Design Engineering (15% of Bid Items)	1	lump	\$75,110.97	\$75,110.97
				\$75,110.97
Description	Quantity	Unit	Unit Price	Amount
Construction Management (10% of Bid Items)	1	lump	\$50,073.98	\$50,073.98
				\$50,073.98
			BID ITEMS TOTAL	\$500,739.78
			NON-BID ITEMS TOTAL	\$166,184.94
			GRAND TOTAL	\$666,924.72

ENGINEER'S ESTIMATE (2024 COSTS)
10400 S & 4000 W

BID ITEMS**GENERAL**

Description	Quantity	Unit	Unit Price	Amount
Mobilization	1	lump	9.50%	\$96,200.00
Public Information Services	1	lump	1.00%	\$10,200.00
Traffic Control	1	lump	2.00%	\$20,300.00
Survey	1	lump	2.00%	\$20,300.00
				\$147,000.00

ROADWAY

Description	Quantity	Unit	Unit Price	Amount
Remove Concrete Curb and Gutter	1,000	ft	\$ 12.00	\$12,000.00
Remove Concrete Sidewalk	1,333	sq yd	\$ 28.00	\$37,333.33
Roadway Excavation (Plan Quantity)	889	cu yd	\$ 24.00	\$21,333.33
Granular Borrow (Plan Quantity)	444	cu yd	\$ 35.00	\$15,555.56
Untreated Base Course	435	Ton	\$ 40.00	\$17,400.00
Remove Concrete Driveway	100	sq yd	\$ 28.00	\$2,800.00
HMA - 1/2 inch	435	Ton	\$ 130.00	\$56,550.00
Pavement Marking Paint	50	gal	\$ 80.00	\$4,000.00
Pavement Message (Preformed Thermoplastic)	4	Each	\$ 250.00	\$1,000.00
Concrete Curb and Gutter Type B1	1,000	ft	\$ 35.00	\$35,000.00
Perpendicular/Parallel Pedestrian Access Ramp	4	Each	\$ 4,000.00	\$16,000.00
Concrete Sidewalk	6,000	sq ft	\$ 9.00	\$54,000.00
Chip Seal Coat, Type II	6,000.00	sq yd	\$ 3.00	\$18,000.00
				\$290,972.22

DRAINAGE & IRRIGATION

Description	Quantity	Unit	Unit Price	Amount
24 Inch Irrigation HDPE Pipe	1000	ft	\$ 250.00	\$250,000.00
Concrete Drainage Structure 3 ft to 5 ft Deep - CB 9	4	Each	\$ 7,000.00	\$28,000.00
Rectangular Grate And Frame (Bicycle Safe Grating) - GF 3	4	Each	\$ 2,000.00	\$8,000.00
				\$286,000.00

SIGNAL SYSTEM

Description	Quantity	Unit	Unit Price	Amount
New Signal System	1	Lump	\$300,000.00	\$300,000.00
				\$300,000.00

UTILITIES

Description	Quantity	Unit	Unit Price	Amount
Utility contingency	1	lump	\$100,000.00	\$100,000.00
Street Lighting (spaced every 200')	0	Each	\$8,000.00	\$0.00
Ovehead power line relocate		Each	\$20,000.00	\$0.00
				\$100,000.00

LANDSCAPING				
Description	Quantity	Unit	Unit Price	Amount
Landscaping	1	Lump	\$35,000.00	\$35,000.00
				\$35,000.00
Structures				
Description	Quantity	Unit	Unit Price	Amount
				\$0.00
			BID ITEMS \$	\$1,158,972.22
			Contingency (30%) \$	\$347,691.67
			BID ITEMS TOTAL \$	\$1,506,663.89
NON-BID ITEMS				
Description	Quantity	Unit	Unit Price	Amount
Right of Way (assuming full roadway area to 1' behind walk)	12,000	sq ft	\$15.00	\$180,000.00
Assuming 5' wide construction easement required for length of project	5,000	sq ft	\$5.00	\$25,000.00
				\$205,000.00
Description	Quantity	Unit	Unit Price	Amount
Design Engineering (15% of Bid Items)	1	lump	\$225,999.58	\$225,999.58
				\$225,999.58
Description	Quantity	Unit	Unit Price	Amount
Construction Management (10% of Bid Items)	1	lump	\$150,666.39	\$150,666.39
				\$150,666.39
			BID ITEMS TOTAL	\$1,506,663.89
			NON-BID ITEMS TOTAL	\$581,665.97
			GRAND TOTAL	\$2,088,329.86

ENGINEER'S ESTIMATE (2024 COSTS)
4000 W & S Skye Drive

BID ITEMS**GENERAL**

Description	Quantity	Unit	Unit Price	Amount
Mobilization	1	lump	9.50%	\$61,600.00
Public Information Services	1	lump	1.00%	\$6,500.00
Traffic Control	1	lump	2.00%	\$13,000.00
Survey	1	lump	2.00%	\$13,000.00
				\$94,100.00

ROADWAY

Description	Quantity	Unit	Unit Price	Amount
Remove Concrete Curb and Gutter	500	ft	\$ 12.00	\$6,000.00
Remove Concrete Sidewalk	533	sq yd	\$ 28.00	\$14,933.33
Roadway Excavation (Plan Quantity)	356	cu yd	\$ 24.00	\$8,533.33
Granular Borrow (Plan Quantity)	178	cu yd	\$ 35.00	\$6,222.22
Untreated Base Course	174	Ton	\$ 40.00	\$6,960.00
Remove Concrete Driveway	50	sq yd	\$ 28.00	\$1,400.00
HMA - 1/2 inch	174	Ton	\$ 130.00	\$22,620.00
Pavement Marking Paint	20	gal	\$ 80.00	\$1,600.00
Pavement Message (Preformed Thermoplastic)	4	Each	\$ 250.00	\$1,000.00
Concrete Curb and Gutter Type B1	500	ft	\$ 35.00	\$17,500.00
Perpendicular/Parallel Pedestrian Access Ramp	4	Each	\$ 4,000.00	\$16,000.00
Concrete Sidewalk	2,400	sq ft	\$ 9.00	\$21,600.00
Chip Seal Coat, Type II		sq yd	\$ 3.00	\$0.00
				\$124,368.89

DRAINAGE & IRRIGATION

Description	Quantity	Unit	Unit Price	Amount
24 Inch Irrigation HDPE Pipe	400	ft	\$ 250.00	\$100,000.00
Concrete Drainage Structure 3 ft to 5 ft Deep - CB 9	2	Each	\$ 7,000.00	\$14,000.00
Rectangular Grate And Frame (Bicycle Safe Grating) - GF 3	2	Each	\$ 2,000.00	\$4,000.00
				\$118,000.00

SIGNAL SYSTEM

Description	Quantity	Unit	Unit Price	Amount
New Signal System	1	Lump	\$300,000.00	\$300,000.00
				\$300,000.00

UTILITIES

Description	Quantity	Unit	Unit Price	Amount
Utility contingency	1	lump	\$75,000.00	\$75,000.00
Street Lighting (spaced every 200')	0	Each	\$8,000.00	\$0.00
Ovehead power line relocate		Each	\$20,000.00	\$0.00
				\$75,000.00

LANDSCAPING				
Description	Quantity	Unit	Unit Price	Amount
Landscaping	1	Lump	\$30,000.00	\$30,000.00
				\$30,000.00
Structures				
Description	Quantity	Unit	Unit Price	Amount
				\$0.00
			BID ITEMS \$	\$741,468.89
			Contingency (30%) \$	\$222,440.67
			BID ITEMS TOTAL \$	\$963,909.56
NON-BID ITEMS				
Description	Quantity	Unit	Unit Price	Amount
Right of Way (assuming full roadway area to 1' behind walk)	4,800	sq ft	\$15.00	\$72,000.00
Assuming 5' wide construction easement required for length of project	2,000	sq ft	\$5.00	\$10,000.00
				\$82,000.00
Description	Quantity	Unit	Unit Price	Amount
Design Engineering (15% of Bid Items)	1	lump	\$144,586.43	\$144,586.43
				\$144,586.43
Description	Quantity	Unit	Unit Price	Amount
Construction Management (10% of Bid Items)	1	lump	\$96,390.96	\$96,390.96
				\$96,390.96
			BID ITEMS TOTAL	\$963,909.56
			NON-BID ITEMS TOTAL	\$322,977.39
			GRAND TOTAL	\$1,286,886.94

ENGINEER'S ESTIMATE (2024 COSTS)
4000 West: 9000 South to 11400 South

BID ITEMS**GENERAL**

Description	Quantity	Unit	Unit Price	Amount
Mobilization	1	lump	9.50%	\$9,500.00
Public Information Services	1	lump	1.00%	\$1,000.00
Traffic Control	1	lump	2.00%	\$2,000.00
Survey	1	lump	2.00%	\$2,000.00
				\$14,500.00

ROADWAY

Description	Quantity	Unit	Unit Price	Amount
Remove Concrete Curb and Gutter	0	ft	\$ 12.00	\$0.00
Remove Concrete Sidewalk	0	sq yd	\$ 28.00	\$0.00
Roadway Excavation (Plan Quantity)	0	cu yd	\$ 24.00	\$0.00
Granular Borrow (Plan Quantity)	0	cu yd	\$ 35.00	\$0.00
Untreated Base Course	0	Ton	\$ 40.00	\$0.00
Remove Concrete Driveway	0	sq yd	\$ 28.00	\$0.00
HMA - 1/2 inch	0	Ton	\$ 130.00	\$0.00
Pavement Marking Paint	1,000	gal	\$ 80.00	\$80,000.00
Pavement Message (Preformed Thermoplastic)	80	Each	\$ 250.00	\$20,000.00
Concrete Curb and Gutter Type B1	0	ft	\$ 35.00	\$0.00
Perpendicular/Parallel Pedestrian Access Ramp		Each	\$ 4,000.00	\$0.00
Concrete Sidewalk	0	sq ft	\$ 9.00	\$0.00
				\$100,000.00

DRAINAGE & IRRIGATION

Description	Quantity	Unit	Unit Price	Amount
24 Inch Irrigation HDPE Pipe	0	ft	\$ 125.00	\$0.00
Concrete Drainage Structure 3 ft to 5 ft Deep - CB 9	0	Each	\$ 5,000.00	\$0.00
Rectangular Grate And Frame (Bicycle Safe Grating) - GF 3	0	Each	\$ 2,000.00	\$0.00
				\$0.00

SIGNAL SYSTEM

Description	Quantity	Unit	Unit Price	Amount
None		lump		\$0.00
				\$0.00

UTILITIES

Description	Quantity	Unit	Unit Price	Amount
Utility Contingency (assume minimal utilities since it is a green field road)		lump		
Street Lighting (spaced every 200')	0	Each	\$8,000.00	\$0.00
				\$0.00

LANDSCAPING				
Description	Quantity	Unit	Unit Price	Amount
Landscaping	1	Lump		\$0.00
				\$0.00
Structures				
Description	Quantity	Unit	Unit Price	Amount
		Lump		\$0.00
				\$0.00
				BID ITEMS \$
				\$114,500.00
				Contingency (30%) \$
				\$34,350.00
				BID ITEMS TOTAL \$
				\$148,850.00
NON-BID ITEMS				
Description	Quantity	Unit	Unit Price	Amount
Right of Way (assuming full roadway area to 1' behind walk)	0	sq ft	\$15.00	\$0.00
Assuming 5' wide construction easement required for length of project	0	sq ft	\$3.00	\$0.00
				\$0.00
Description	Quantity	Unit	Unit Price	Amount
Design Engineering (10% of Bid Items)	1	lump	\$14,885.00	\$14,885.00
				\$14,885.00
Description	Quantity	Unit	Unit Price	Amount
Construction Management (10% of Bid Items)	1	lump	\$14,885.00	\$14,885.00
				\$14,885.00
				BID ITEMS TOTAL \$
				\$148,850.00
				NON-BID ITEMS TOTAL \$
				\$29,770.00
				GRAND TOTAL \$
				\$178,620.00

ENGINEER'S ESTIMATE (2023 COSTS)
11400 South: 3600 West to South Jordan Gateway

BID ITEMS**GENERAL**

Description	Quantity	Unit	Unit Price	Amount
Mobilization	1	lump	9.50%	\$2,493,000.00
Public Information Services	1	lump	1.00%	\$262,500.00
Traffic Control	1	lump	2.00%	\$524,900.00
Survey	1	lump	2.00%	\$524,900.00
				\$3,805,300.00

ROADWAY

Description	Quantity	Unit	Unit Price	Amount
Remove Concrete Curb and Gutter	30,900	ft	\$ 12.00	\$370,800.00
Remove Concrete Sidewalk	11,444	sq yd	\$ 28.00	\$320,444.44
Roadway Excavation (Plan Quantity)	10,681	cu yd	\$ 24.00	\$256,355.56
Granular Borrow (Plan Quantity)	17,922	cu yd	\$ 50.00	\$896,100.00
Untreated Base Course	17,922	Ton	\$ 40.00	\$716,880.00
Remove Concrete Driveway	5,000	sq yd	\$ 28.00	\$140,000.00
HMA - 1/2 inch	15,759	Ton	\$ 130.00	\$2,048,670.00
Pavement Marking Paint	1,500	gal	\$ 80.00	\$120,000.00
Pavement Message (Preformed Thermoplastic)	250	Each	\$ 250.00	\$62,500.00
Concrete Curb and Gutter Type B1	30,900	ft	\$ 35.00	\$1,081,500.00
Perpendicular/Parallel Pedestrian Access Ramp	100	Each	\$ 4,000.00	\$400,000.00
Concrete Sidewalk	206,000	sq ft	\$ 16.00	\$3,296,000.00
				\$9,709,250.00

DRAINAGE & IRRIGATION

Description	Quantity	Unit	Unit Price	Amount
24 Inch Irrigation HDPE Pipe	21802	ft	\$ 125.00	\$2,725,250.00
Concrete Drainage Structure 3 ft to 5 ft Deep - CB 9	69	Each	\$ 5,000.00	\$345,000.00
Rectangular Grate And Frame (Bicycle Safe Grating) - GF 3	69	Each	\$ 2,000.00	\$138,000.00
				\$3,208,250.00

SIGNAL SYSTEM

Description	Quantity	Unit	Unit Price	Amount
Reconstruct signals	8	lump	\$300,000.00	\$2,400,000.00
				\$2,400,000.00

UTILITIES

Description	Quantity	Unit	Unit Price	Amount
Utility Contingency (assume minimal utilities since it is a green field road)	1	lump	\$2,000,000.00	\$2,000,000.00
Street Lighting (spaced every 200')	103	Each	\$8,000.00	\$824,000.00
				\$2,824,000.00

ENGINEER'S ESTIMATE (2023 COSTS)
Daybreak Parkway: Trail Crossing Drive to MVC

BID ITEMS**GENERAL**

Description	Quantity	Unit	Unit Price	Amount
Mobilization	1	lump	9.50%	\$165,200.00
Public Information Services	1	lump	1.00%	\$17,400.00
Traffic Control	1	lump	2.00%	\$34,800.00
Survey	1	lump	2.00%	\$34,800.00
				\$252,200.00

ROADWAY

Description	Quantity	Unit	Unit Price	Amount
Remove Concrete Curb and Gutter	2,800	ft	\$ 12.00	\$33,600.00
Remove Concrete Sidewalk	778	sq yd	\$ 28.00	\$21,777.78
Roadway Excavation (Plan Quantity)	726	cu yd	\$ 24.00	\$17,422.22
Granular Borrow (Plan Quantity)	1,218	cu yd	\$ 35.00	\$42,630.00
Untreated Base Course	1,218	Ton	\$ 40.00	\$48,720.00
Remove Concrete Driveway	50	sq yd	\$ 28.00	\$1,400.00
HMA - 1/2 inch	1,071	Ton	\$ 130.00	\$139,230.00
Pavement Marking Paint	200	gal	\$ 80.00	\$16,000.00
Pavement Message (Preformed Thermoplastic)	20	Each	\$ 250.00	\$5,000.00
Concrete Curb and Gutter Type B1	2,800	ft	\$ 35.00	\$98,000.00
Perpendicular/Parallel Pedestrian Access Ramp	16	Each	\$ 4,000.00	\$64,000.00
Concrete Sidewalk	14,000	sq ft	\$ 16.00	\$224,000.00
				\$711,780.00

DRAINAGE & IRRIGATION

Description	Quantity	Unit	Unit Price	Amount
24 Inch Irrigation HDPE Pipe	1482	ft	\$ 125.00	\$185,250.00
Concrete Drainage Structure 3 ft to 5 ft Deep - CB 9	5	Each	\$ 5,000.00	\$25,000.00
Rectangular Grate And Frame (Bicycle Safe Grating) - GF 3	5	Each	\$ 2,000.00	\$10,000.00
				\$220,250.00

SIGNAL SYSTEM

Description	Quantity	Unit	Unit Price	Amount
Reconstruct signals	2	lump	\$300,000.00	\$600,000.00
				\$600,000.00

UTILITIES

Description	Quantity	Unit	Unit Price	Amount
Utility Contingency (assume minimal utilities since it is a green field road)	1	lump	\$100,000.00	\$100,000.00
Street Lighting (spaced every 200')	7	Each	\$8,000.00	\$56,000.00
				\$156,000.00

LANDSCAPING				
Description	Quantity	Unit	Unit Price	Amount
Landscaping	1	Lump	\$50,000.00	\$50,000.00
				\$50,000.00
Structures				
Description	Quantity	Unit	Unit Price	Amount
	1	Lump		\$0.00
	1			\$0.00
				\$0.00
			BID ITEMS \$	\$1,990,230.00
			Contingency (30%) \$	\$597,069.00
			BID ITEMS TOTAL \$	\$2,587,299.00
NON-BID ITEMS				
Description	Quantity	Unit	Unit Price	Amount
Right of Way (assuming full roadway area to 1' behind walk)	93,800	sq ft	\$30.00	\$2,814,000.00
Assuming 5' wide construction easement required for length of project	14,000	sq ft	\$5.00	\$70,000.00
Potential full parcel takes		sq ft	\$700,000.00	\$0.00
				\$2,884,000.00
Description	Quantity	Unit	Unit Price	Amount
Design Engineering (10% of Bid Items)	1	lump	\$258,729.90	\$258,729.90
				\$258,729.90
Description	Quantity	Unit	Unit Price	Amount
Construction Management (10% of Bid Items)	1	lump	\$258,729.90	\$258,729.90
				\$258,729.90
			BID ITEMS TOTAL	\$2,587,299.00
			NON-BID ITEMS TOTAL	\$3,401,459.80
			GRAND TOTAL	\$5,988,758.80

ENGINEER'S ESTIMATE (2023 COSTS)
11800 South: MVC to 4000 West

BID ITEMS**GENERAL**

Description	Quantity	Unit	Unit Price	Amount
Mobilization	1	lump	9.50%	\$737,800.00
Public Information Services	1	lump	1.00%	\$77,700.00
Traffic Control	1	lump	2.00%	\$155,400.00
Survey	1	lump	2.00%	\$155,400.00
				\$1,126,300.00

ROADWAY

Description	Quantity	Unit	Unit Price	Amount
Remove Concrete Curb and Gutter	21,400	ft	\$ 12.00	\$256,800.00
Remove Concrete Sidewalk	5,944	sq yd	\$ 28.00	\$166,444.44
Roadway Excavation (Plan Quantity)	5,548	cu yd	\$ 24.00	\$133,155.56
Granular Borrow (Plan Quantity)	9,309	cu yd	\$ 35.00	\$325,815.00
Untreated Base Course	9,309	Ton	\$ 40.00	\$372,360.00
Remove Concrete Driveway	50	sq yd	\$ 28.00	\$1,400.00
HMA - 1/2 inch	8,186	Ton	\$ 130.00	\$1,064,115.00
Pavement Marking Paint	200	gal	\$ 80.00	\$16,000.00
Pavement Message (Preformed Thermoplastic)	20	Each	\$ 250.00	\$5,000.00
Concrete Curb and Gutter Type B1	21,400	ft	\$ 35.00	\$749,000.00
Perpendicular/Parallel Pedestrian Access Ramp	16	Each	\$ 4,000.00	\$64,000.00
Concrete Sidewalk	107,000	sq ft	\$ 16.00	\$1,712,000.00
				\$4,866,090.00

DRAINAGE & IRRIGATION

Description	Quantity	Unit	Unit Price	Amount
24 Inch Irrigation HDPE Pipe	11325	ft	\$ 125.00	\$1,415,625.00
Concrete Drainage Structure 3 ft to 5 ft Deep - CB 9	36	Each	\$ 5,000.00	\$180,000.00
Rectangular Grate And Frame (Bicycle Safe Grating) - GF 3	36	Each	\$ 2,000.00	\$72,000.00
				\$1,667,625.00

SIGNAL SYSTEM

Description	Quantity	Unit	Unit Price	Amount
Reconstruct signals	2	lump	\$300,000.00	\$600,000.00
				\$600,000.00

UTILITIES

Description	Quantity	Unit	Unit Price	Amount
Utility Contingency (assume minimal utilities since it is a green field road)	1	lump	\$100,000.00	\$100,000.00
Street Lighting (spaced every 200')	54	Each	\$8,000.00	\$432,000.00
				\$532,000.00

LANDSCAPING				
Description	Quantity	Unit	Unit Price	Amount
Landscaping	1	Lump	\$100,000.00	\$100,000.00
				\$100,000.00
Structures				
Description	Quantity	Unit	Unit Price	Amount
	1	Lump		\$0.00
	1			\$0.00
				\$0.00
				BID ITEMS \$8,892,015.00
				Contingency (30%) \$2,667,604.50
				BID ITEMS TOTAL \$11,559,619.50
NON-BID ITEMS				
Description	Quantity	Unit	Unit Price	Amount
Right of Way (assuming full roadway area to 1' behind walk)	1,000	sq ft	\$15.00	\$15,000.00
Assuming 5' wide construction easement required for length of project	1,000	sq ft	\$5.00	\$5,000.00
Potential full parcel takes		sq ft	\$700,000.00	\$0.00
				\$20,000.00
Description	Quantity	Unit	Unit Price	Amount
Design Engineering (10% of Bid Items)	1	lump	\$1,155,961.95	\$1,155,961.95
				\$1,155,961.95
Description	Quantity	Unit	Unit Price	Amount
Construction Management (10% of Bid Items)	1	lump	\$1,155,961.95	\$1,155,961.95
				\$1,155,961.95
				BID ITEMS TOTAL\$11,559,619.50
				NON-BID ITEMS TOTAL\$2,331,923.90
				GRAND TOTAL\$13,891,543.40

ENGINEER'S ESTIMATE (2024 COSTS)
Bingham Rim Road: Prosperity Road to MVC

BID ITEMS**GENERAL**

Description	Quantity	Unit	Unit Price	Amount
Mobilization	1	lump	9.50%	\$87,500.00
Public Information Services	1	lump	1.00%	\$9,300.00
Traffic Control	1	lump	2.00%	\$18,500.00
Survey	1	lump	2.00%	\$18,500.00
				\$133,800.00

ROADWAY

Description	Quantity	Unit	Unit Price	Amount
Remove Concrete Curb and Gutter	0	ft	\$ 12.00	\$0.00
Remove Concrete Sidewalk	0	sq yd	\$ 28.00	\$0.00
Roadway Excavation (Plan Quantity)	1,534	cu yd	\$ 24.00	\$36,814.81
Granular Borrow (Plan Quantity)	1,595	cu yd	\$ 35.00	\$55,825.00
Untreated Base Course	1,595	Ton	\$ 40.00	\$63,800.00
Remove Concrete Driveway	0	sq yd	\$ 28.00	\$0.00
HMA - 1/2 inch	1,403	Ton	\$ 130.00	\$182,325.00
Pavement Marking Paint	50	gal	\$ 80.00	\$4,000.00
Pavement Message (Preformed Thermoplastic)	6	Each	\$ 250.00	\$1,500.00
Concrete Curb and Gutter Type B1	4,000	ft	\$ 35.00	\$140,000.00
Perpendicular/Parallel Pedestrian Access Ramp	8	Each	\$ 4,000.00	\$32,000.00
Concrete Sidewalk	16,000	sq ft	\$ 9.00	\$144,000.00
				\$660,264.81

DRAINAGE & IRRIGATION

Description	Quantity	Unit	Unit Price	Amount
24 Inch Irrigation HDPE Pipe	1059	ft	\$ 125.00	\$132,375.00
Concrete Drainage Structure 3 ft to 5 ft Deep - CB 9	4	Each	\$ 5,000.00	\$20,000.00
Rectangular Grate And Frame (Bicycle Safe Grating) - GF 3	4	Each	\$ 2,000.00	\$8,000.00
				\$160,375.00

SIGNAL SYSTEM

Description	Quantity	Unit	Unit Price	Amount
None		lump		\$0.00
				\$0.00

UTILITIES

Description	Quantity	Unit	Unit Price	Amount
Utility Contingency (assume minimal utilities since it is a green field road)	1	lump	\$20,000.00	\$10,000.00
Street Lighting (spaced every 200')	10	Each	\$8,000.00	\$80,000.00
				\$90,000.00

LANDSCAPING				
Description	Quantity	Unit	Unit Price	Amount
Landscaping	1	Lump	\$10,000.00	\$10,000.00
				\$10,000.00
Structures				
Description	Quantity	Unit	Unit Price	Amount
		Lump	\$200,000.00	\$0.00
				\$0.00
BID ITEMS \$				\$1,054,439.81
Contingency (30%) \$				\$316,331.94
BID ITEMS TOTAL \$				\$1,370,771.76
NON-BID ITEMS				
Description	Quantity	Unit	Unit Price	Amount
Right of Way (assuming full roadway area to 1' behind walk)	71,000	sq ft	\$15.00	\$1,065,000.00
Assuming 5' wide construction easement required for length of project	10,000	sq ft	\$3.00	\$30,000.00
				\$1,095,000.00
Description	Quantity	Unit	Unit Price	Amount
Design Engineering (10% of Bid Items)	1	lump	\$137,077.18	\$137,077.18
				\$137,077.18
Description	Quantity	Unit	Unit Price	Amount
Construction Management (10% of Bid Items)	1	lump	\$137,077.18	\$137,077.18
				\$137,077.18
		Per mile with Right of Way	\$14,466,809.87	
		Per mile without Right of Way	\$8,224,630.56	

ENGINEER'S ESTIMATE (2024 COSTS)
2 Lane New Roadway

BID ITEMS

GENERAL				
Description	Quantity	Unit	Unit Price	Amount
Mobilization	1	lump	9.50%	\$73,600.00
Public Information Services	1	lump	1.00%	\$7,800.00
Traffic Control	1	lump	2.00%	\$15,500.00
Survey	1	lump	2.00%	\$15,500.00
				\$112,400.00

ROADWAY

Description	Quantity	Unit	Unit Price	Amount
Remove Concrete Curb and Gutter	0	ft	\$ 12.00	\$0.00
Remove Concrete Sidewalk	0	sq yd	\$ 28.00	\$0.00
Roadway Excavation (Plan Quantity)	1,534	cu yd	\$ 24.00	\$36,814.81
Granular Borrow (Plan Quantity)	1,595	cu yd	\$ 35.00	\$55,825.00
Untreated Base Course	1,595	Ton	\$ 40.00	\$63,800.00
Remove Concrete Driveway	0	sq yd	\$ 28.00	\$0.00
HMA - 1/2 inch	1,403	Ton	\$ 130.00	\$182,325.00
Pavement Marking Paint	50	gal	\$ 80.00	\$4,000.00
Pavement Message (Preformed Thermoplastic)	6	Each	\$ 250.00	\$1,500.00
Concrete Curb and Gutter Type B1	2,000	ft	\$ 35.00	\$70,000.00
Perpendicular/Parallel Pedestrian Access Ramp	8	Each	\$ 4,000.00	\$32,000.00
Concrete Sidewalk	12,000	sq ft	\$ 9.00	\$108,000.00
				\$554,264.81

DRAINAGE & IRRIGATION

Description	Quantity	Unit	Unit Price	Amount
24 Inch Irrigation HDPE Pipe	1059	ft	\$ 125.00	\$132,375.00
Concrete Drainage Structure 3 ft to 5 ft Deep - CB 9	4	Each	\$ 5,000.00	\$20,000.00
Rectangular Grate And Frame (Bicycle Safe Grating) - GF 3	4	Each	\$ 2,000.00	\$8,000.00
				\$160,375.00

SIGNAL SYSTEM

Description	Quantity	Unit	Unit Price	Amount
None		lump		\$0.00
				\$0.00

UTILITIES

Description	Quantity	Unit	Unit Price	Amount
Utility Contingency (assume minimal utilities since it is a green field road)	1	lump	\$20,000.00	\$10,000.00
Street Lighting (spaced every 200')	5	Each	\$8,000.00	\$40,000.00
				\$50,000.00

LANDSCAPING

Description	Quantity	Unit	Unit Price	Amount
Landscaping	1	Lump	\$10,000.00	\$10,000.00
				\$10,000.00

Structures				
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Description	Quantity	Unit	Unit Price	Amount
		Lump	\$200,000.00	\$0.00
				\$0.00

			BID ITEMS \$	\$887,039.81
			Contingency (30%) \$	\$266,111.94
			BID ITEMS TOTAL \$	\$1,153,151.76

NON-BID ITEMS	
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Description	Quantity	Unit	Unit Price	Amount
Right of Way (assuming full roadway area to 1' behind walk)	71,000	sq ft	\$15.00	\$1,065,000.00
Assuming 5' wide construction easement required for length of project	10,000	sq ft	\$3.00	\$30,000.00
				\$1,095,000.00

Description	Quantity	Unit	Unit Price	Amount
Design Engineering (10% of Bid Items)	1	lump	\$115,315.18	\$115,315.18
				\$115,315.18

Description	Quantity	Unit	Unit Price	Amount
Construction Management (10% of Bid Items)	1	lump	\$115,315.18	\$115,315.18
				\$115,315.18

[illegible]

ENGINEER'S ESTIMATE (2024 COSTS)
2 Lane New Roadway (Daybreak)

BID ITEMS**GENERAL**

Description	Quantity	Unit	Unit Price	Amount
Mobilization	1	lump	9.50%	\$69,300.00
Public Information Services	1	lump	1.00%	\$7,300.00
Traffic Control	1	lump	2.00%	\$14,600.00
Survey	1	lump	2.00%	\$14,600.00
				\$105,800.00

ROADWAY

Description	Quantity	Unit	Unit Price	Amount
Remove Concrete Curb and Gutter	0	ft	\$ 12.00	\$0.00
Remove Concrete Sidewalk	0	sq yd	\$ 28.00	\$0.00
Roadway Excavation (Plan Quantity)	1,534	cu yd	\$ 24.00	\$36,814.81
Granular Borrow (Plan Quantity)	1,450	cu yd	\$ 35.00	\$50,750.00
Untreated Base Course	1,450	Ton	\$ 40.00	\$58,000.00
Remove Concrete Driveway	0	sq yd	\$ 28.00	\$0.00
HMA - 1/2 inch	1,275	Ton	\$ 130.00	\$165,750.00
Pavement Marking Paint	50	gal	\$ 80.00	\$4,000.00
Pavement Message (Preformed Thermoplastic)	6	Each	\$ 250.00	\$1,500.00
Concrete Curb and Gutter Type B1	2,000	ft	\$ 35.00	\$70,000.00
Perpendicular/Parallel Pedestrian Access Ramp	8	Each	\$ 4,000.00	\$32,000.00
Concrete Sidewalk	10,000	sq ft	\$ 9.00	\$90,000.00
				\$508,814.81

DRAINAGE & IRRIGATION

Description	Quantity	Unit	Unit Price	Amount
24 Inch Irrigation HDPE Pipe	1059	ft	\$ 125.00	\$132,375.00
Concrete Drainage Structure 3 ft to 5 ft Deep - CB 9	4	Each	\$ 5,000.00	\$20,000.00
Rectangular Grate And Frame (Bicycle Safe Grating) - GF 3	4	Each	\$ 2,000.00	\$8,000.00
				\$160,375.00

SIGNAL SYSTEM

Description	Quantity	Unit	Unit Price	Amount
None		lump		\$0.00
				\$0.00

UTILITIES

Description	Quantity	Unit	Unit Price	Amount
Utility Contingency (assume minimal utilities since it is a green field road)	1	lump	\$20,000.00	\$10,000.00
Street Lighting (spaced every 200')	5	Each	\$8,000.00	\$40,000.00
				\$50,000.00

LANDSCAPING

Description	Quantity	Unit	Unit Price	Amount
Landscaping	1	Lump	\$10,000.00	\$10,000.00
				\$10,000.00

Structures

Description	Quantity	Unit	Unit Price	Amount
		Lump	\$200,000.00	\$0.00
				\$0.00

BID ITEMS \$ \$834,989.81

Contingency (30%) \$ \$250,496.94

BID ITEMS TOTAL \$ \$1,085,486.76

NON-BID ITEMS

Description	Quantity	Unit	Unit Price	Amount
Right of Way (assuming full roadway area to 1' behind walk)	71,000	sq ft	\$15.00	\$1,065,000.00
Assuming 5' wide construction easement required for length of project	10,000	sq ft	\$3.00	\$30,000.00
				\$1,095,000.00

Description	Quantity	Unit	Unit Price	Amount
Design Engineering (10% of Bid Items)	1	lump	\$108,548.68	\$108,548.68
				\$108,548.68

Description	Quantity	Unit	Unit Price	Amount
Construction Management (10% of Bid Items)	1	lump	\$108,548.68	\$108,548.68
				\$108,548.68

Per mile with Right of Way \$12,659,244.11
Per mile without Right of Way \$6,512,920.56

ENGINEER'S ESTIMATE (2024 COSTS)
3 Lane New Roadway

BID ITEMS**GENERAL**

Description	Quantity	Unit	Unit Price	Amount
Mobilization	1	lump	9.50%	\$76,800.00
Public Information Services	1	lump	1.00%	\$8,100.00
Traffic Control	1	lump	2.00%	\$16,200.00
Survey	1	lump	2.00%	\$16,200.00
				\$117,300.00

ROADWAY

Description	Quantity	Unit	Unit Price	Amount
Remove Concrete Curb and Gutter	0	ft	\$ 12.00	\$0.00
Remove Concrete Sidewalk	0	sq yd	\$ 28.00	\$0.00
Roadway Excavation (Plan Quantity)	1,858	cu yd	\$ 24.00	\$44,592.59
Granular Borrow (Plan Quantity)	1,885	cu yd	\$ 35.00	\$65,975.00
Untreated Base Course	1,885	Ton	\$ 40.00	\$75,400.00
Remove Concrete Driveway	0	sq yd	\$ 28.00	\$0.00
HMA - 1/2 inch	1,658	Ton	\$ 130.00	\$215,475.00
Pavement Marking Paint	75	gal	\$ 80.00	\$6,000.00
Pavement Message (Preformed Thermoplastic)	8	Each	\$ 250.00	\$2,000.00
Concrete Curb and Gutter Type B1	2,000	ft	\$ 35.00	\$70,000.00
Perpendicular/Parallel Pedestrian Access Ramp	8	Each	\$ 4,000.00	\$32,000.00
Concrete Sidewalk	10,000	sq ft	\$ 9.00	\$90,000.00
Asphalt Path		Ton	\$ 130.00	\$0.00
Asphalt Path (UTBC)		Ton	\$ 40.00	\$0.00
				\$601,442.59

DRAINAGE & IRRIGATION

Description	Quantity	Unit	Unit Price	Amount
24 Inch Irrigation HDPE Pipe	1059	ft	\$ 125.00	\$132,375.00
Concrete Drainage Structure 3 ft to 5 ft Deep - CB 9	2	Each	\$ 5,000.00	\$10,000.00
Rectangular Grate And Frame (Bicycle Safe Grating) - GF 3	2	Each	\$ 2,000.00	\$4,000.00
				\$146,375.00

SIGNAL SYSTEM

Description	Quantity	Unit	Unit Price	Amount
None		lump		\$0.00
				\$0.00

UTILITIES

Description	Quantity	Unit	Unit Price	Amount
Utility Contingency (assume minimal utilities since it is a green field road)	1	lump	\$20,000.00	\$10,000.00
Street Lighting (spaced every 200')	5	Each	\$8,000.00	\$40,000.00
				\$50,000.00

LANDSCAPING

Description	Quantity	Unit	Unit Price	Amount
Landscaping	1	Lump	\$10,000.00	\$10,000.00
				\$10,000.00

Structures

Description	Quantity	Unit	Unit Price	Amount
		Lump	\$200,000.00	\$0.00
				\$0.00

BID ITEMS \$ \$925,117.59

Contingency (30%) \$ \$277,535.28

BID ITEMS TOTAL \$ \$1,202,652.87

NON-BID ITEMS

Description	Quantity	Unit	Unit Price	Amount
Right of Way (assuming full roadway area to 1' behind walk)	66,000	sq ft	\$15.00	\$990,000.00
Assuming 5' wide construction easement required for length of project	10,000	sq ft	\$3.00	\$30,000.00
				\$1,020,000.00

Description	Quantity	Unit	Unit Price	Amount
Design Engineering (10% of Bid Items)	1	lump	\$120,265.29	\$120,265.29
				\$120,265.29

Description	Quantity	Unit	Unit Price	Amount
Construction Management (10% of Bid Items)	1	lump	\$120,265.29	\$120,265.29
				\$120,265.29

Per mile with Right of Way \$13,005,608.59

Per mile without Right of Way \$7,215,917.22

ENGINEER'S ESTIMATE (2023 COSTS)
Daybreak Parkway : MVC to Vadania Drive

BID ITEMS**GENERAL**

Description	Quantity	Unit	Unit Price	Amount
Mobilization	1	lump	9.50%	\$130,800.00
Public Information Services	1	lump	1.00%	\$13,800.00
Traffic Control	1	lump	2.00%	\$27,600.00
Survey	1	lump	2.00%	\$27,600.00
				\$199,800.00

ROADWAY

Description	Quantity	Unit	Unit Price	Amount
Remove Concrete Curb and Gutter	700	ft	\$ 12.00	\$8,400.00
Remove Concrete Sidewalk	97	sq yd	\$ 28.00	\$2,722.22
Roadway Excavation (Plan Quantity)	363	cu yd	\$ 30.00	\$10,888.89
Granular Borrow (Plan Quantity)	1,218	cu yd	\$ 40.00	\$48,720.00
Untreated Base Course	508	Ton	\$ 45.00	\$22,837.50
Remove Concrete Driveway	1,000	sq yd	\$ 28.00	\$28,000.00
HMA - 1/2 inch	187	Ton	\$ 140.00	\$26,239.50
Pavement Marking Paint	100	gal	\$ 80.00	\$8,000.00
Pavement Message (Preformed Thermoplastic)	24	Each	\$ 250.00	\$6,000.00
Concrete Curb and Gutter Type B1	1,540	ft	\$ 35.00	\$53,900.00
Perpendicular/Parallel Pedestrian Access Ramp	12	Each	\$ 4,000.00	\$48,000.00
Concrete Sidewalk	3,850	sq ft	\$ 9.00	\$34,650.00
Chip Seal Coat, Type II		sq yd	\$ 3.00	\$0.00
				\$298,358.11

DRAINAGE & IRRIGATION

Description	Quantity	Unit	Unit Price	Amount
24 Inch Irrigation HDPE Pipe	50	ft	\$ 125.00	\$6,250.00
Concrete Drainage Structure 3 ft to 5 ft Deep - CB 9	2	Each	\$ 5,000.00	\$10,000.00
Rectangular Grate And Frame (Bicycle Safe Grating) - GF 3	2	Each	\$ 2,000.00	\$4,000.00
				\$20,250.00

SIGNAL SYSTEM

Description	Quantity	Unit	Unit Price	Amount
Signal modifications at New Bingham Hwy and Vadania Drive	1	Lump	\$600,000.00	\$600,000.00
				\$600,000.00

UTILITIES

Description	Quantity	Unit	Unit Price	Amount
Utility contingency	1	lump	\$400,000.00	\$400,000.00
Street Lighting (spaced every 200')	1	Each	\$8,000.00	\$8,000.00
				\$408,000.00

LANDSCAPING				
Description	Quantity	Unit	Unit Price	Amount
Landscaping	1	Lump	\$50,000.00	\$50,000.00
				\$50,000.00
Structures				
Description	Quantity	Unit	Unit Price	Amount
				\$0.00
			BID ITEMS \$	\$1,576,408.11
			Contingency (30%) \$	\$472,922.43
			BID ITEMS TOTAL \$	\$2,049,330.54
NON-BID ITEMS				
Description	Quantity	Unit	Unit Price	Amount
It appears the City Owns most right of way (Contingency only	25,000	sq ft	\$5.00	\$125,000.00
Assuming 5' wide construction easement required for length of project	7,000	sq ft	\$2.00	\$14,000.00
				\$139,000.00
Description	Quantity	Unit	Unit Price	Amount
Design Engineering (15% of Bid Items)	1	lump	\$307,399.58	\$307,399.58
				\$307,399.58
Description	Quantity	Unit	Unit Price	Amount
Construction Management (10% of Bid Items)	1	lump	\$204,933.05	\$204,933.05
				\$204,933.05
			BID ITEMS TOTAL \$	\$2,049,330.54
			NON-BID ITEMS TOTAL \$	\$651,332.64
			GRAND TOTAL \$	\$2,700,663.18

ENGINEER'S ESTIMATE (2024 COSTS)

5 Lane New Roadway

BID ITEMS

GENERAL

Description	Quantity	Unit	Unit Price	Amount
Mobilization	1	lump	9.50%	\$109,200.00
Public Information Services	1	lump	1.00%	\$11,500.00
Traffic Control	1	lump	2.00%	\$23,000.00
Survey	1	lump	2.00%	\$23,000.00
				\$166,700.00

ROADWAY

Description	Quantity	Unit	Unit Price	Amount
Remove Concrete Curb and Gutter	0	ft	\$ 12.00	\$0.00
Remove Concrete Sidewalk	0	sq yd	\$ 28.00	\$0.00
Roadway Excavation (Plan Quantity)	2,160	cu yd	\$ 24.00	\$51,851.85
Granular Borrow (Plan Quantity)	2,755	cu yd	\$ 35.00	\$96,425.00
Untreated Base Course	2,755	Ton	\$ 40.00	\$110,200.00
Remove Concrete Driveway	0	sq yd	\$ 28.00	\$0.00
HMA - 1/2 inch	2,423	Ton	\$ 130.00	\$314,925.00
Pavement Marking Paint	20	gal	\$ 80.00	\$1,600.00
Pavement Message (Preformed Thermoplastic)	8	Each	\$ 250.00	\$2,000.00
Concrete Curb and Gutter Type B1	4,000	ft	\$ 35.00	\$140,000.00
Perpendicular/Parallel Pedestrian Access Ramp	8	Each	\$ 4,000.00	\$32,000.00
Concrete Sidewalk	16,000	sq ft	\$ 9.00	\$144,000.00
Asphalt Path		Ton	\$ 130.00	\$0.00
Asphalt Path (UTBC)		Ton	\$ 40.00	\$0.00
				\$893,001.85

DRAINAGE & IRRIGATION

Description	Quantity	Unit	Unit Price	Amount
24 Inch Irrigation HDPE Pipe	1059	ft	\$ 125.00	\$132,375.00
Concrete Drainage Structure 3 ft to 5 ft Deep - CB 9	2	Each	\$ 5,000.00	\$10,000.00
Rectangular Grate And Frame (Bicycle Safe Grating) - GF 3	2	Each	\$ 2,000.00	\$4,000.00
				\$146,375.00

SIGNAL SYSTEM

Description	Quantity	Unit	Unit Price	Amount
None		lump		\$0.00
				\$0.00

UTILITIES

Description	Quantity	Unit	Unit Price	Amount
Utility Contingency (assume minimal utilities since it is a green field road)	1	lump	\$20,000.00	\$10,000.00
Street Lighting (spaced every 200')	10	Each	\$8,000.00	\$80,000.00
				\$90,000.00

LANDSCAPING

Description	Quantity	Unit	Unit Price	Amount
Landscaping	1	Lump	\$20,000.00	\$20,000.00
				\$20,000.00

Structures

Description	Quantity	Unit	Unit Price	Amount
		Lump	\$200,000.00	\$0.00
				\$0.00

BID ITEMS \$ \$1,316,076.85

Contingency (30%) \$ \$394,823.06

BID ITEMS TOTAL \$ \$1,710,899.91

NON-BID ITEMS

Description	Quantity	Unit	Unit Price	Amount
Right of Way (assuming full roadway area to 1' behind walk)	66,000	sq ft	\$15.00	\$990,000.00
Assuming 5' wide construction easement required for length of project	10,000	sq ft	\$3.00	\$30,000.00
				\$1,020,000.00

Description	Quantity	Unit	Unit Price	Amount
Design Engineering (10% of Bid Items)	1	lump	\$171,089.99	\$171,089.99
				\$171,089.99

Description	Quantity	Unit	Unit Price	Amount
Construction Management (10% of Bid Items)	1	lump	\$171,089.99	\$171,089.99
				\$171,089.99

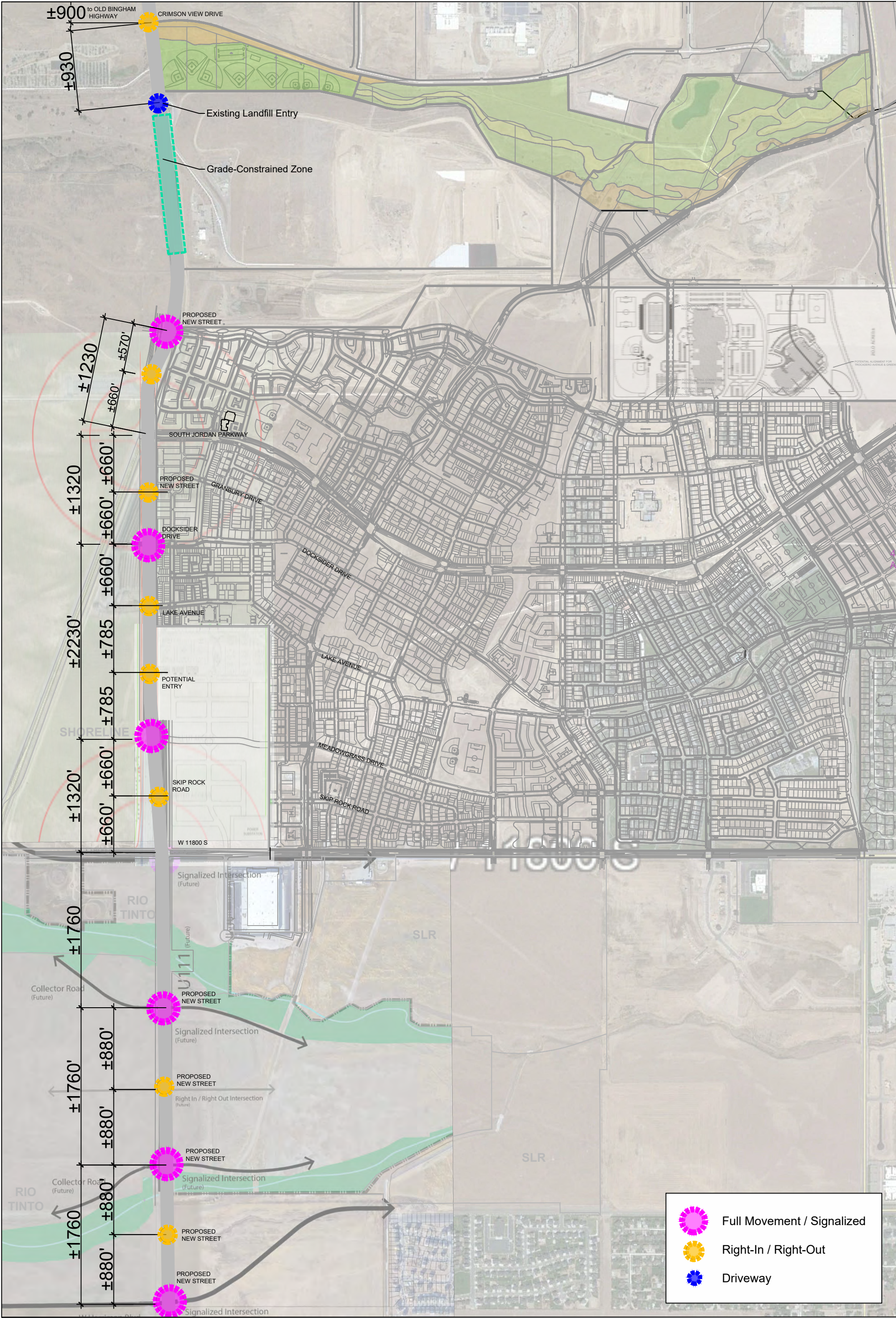
Per mile with Right of Way \$16,225,861.81

Per mile without Right of Way \$10,265,399.44



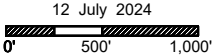
VII. APPENDIX

Appendix C – SR- 111 Intersection Control and Spacing



City of South Jordan
EXHIBIT A: Intersection Control and Spacing Plan

Incorporates Diagrams
Supplied by Rio Tinto,
Shoreline, and LHM Teams



SOUTH JORDAN CITY COUNCIL CITY COUNCIL REPORT

Council Meeting Date: August 6, 2024

Issue: **AN ORDINANCE ADOPTING AN AMENDED AND UPDATED TRANSPORTATION IMPACT FEE FACILITIES PLAN AND IMPACT FEE ANALYSIS; ADOPTING AN AMENDED AND UPDATED IMPACT FEE FOR TRANSPORTATION; ESTABLISHING CERTAIN POLICES RELATED TO IMPACT FEES FOR ROAD INFRASTRUCTURE; ESTABLISHING CERTAIN POLICES RELATED TO IMPACT FEES FOR TRANSPORTATION INFRASTRUCTURE; ESTABLISHING SERVICE AREAS; AND/OR OTHER RELATED MATTERS.**

Submitted By: Brad Klavano / Jeremy Nielson

Department: Engineering

Staff Recommendation (Motion Ready): Approve Ordinance 2024-15 adopting an amended and updated transportation impact fee facilities plan and impact fee analysis.

BACKGROUND: This ordinance will adopt the Transportation Impact Fee Facilities Plan and the Transportation Impact Fee Analysis.

1. The purpose of the Impact Fee Facilities Plan (IFFP) is to identify the demands placed upon the existing public facilities by new development activity and the proposed means by which the local political subdivision will meet these demands.

The calculation for the IFFP considers three service areas: South Jordan Proper Service Area includes all land outside the Kennecott Master Subdivision and recently annexed Rio Tinto property. The Daybreak Service Area includes all the area within the Kennecott Master Subdivision. The Rio Tinto Service Area includes the recently annexed Rio Tinto property. Only City owned roads are considered in this IFFP. UDOT owned roads are mentioned, but not included as an impact fee eligible cost.

Only system improvements are considered in the IFFP which are defined as “collector” and “arterial” streets. Local streets are considered project improvements and are therefore not considered.

The IFFP shows the total impact fee eligible cost for planned South Jordan City projects, expected to be completed by 2033, is \$29,253,777 including \$5,511,993 assigned to South Jordan Proper Service Area, \$15,060,949 assigned to the Daybreak Service Area and \$8,680,836 assigned to Rio tinto Service Area.

2. The purpose of the Transportation Impact Fee Analysis (IFA) is to fulfill the requirements established in Utah Code Title 11 Chapter 36a, the “Impact Fees Act”, and assist South Jordan City to plan, finance and construct necessary capital

improvements related to its municipal transportation system in order to meet the service demands created by development activity.

The information from the IFFP was used to complete the Transportation Impact Fee Analysis (IFA). Based upon the IFA, below is a comparison of the changes to the Transportation Impact Fee for a single family residential unit:

Service Area	2019 IFA	2024 IFA
South Jordan Proper	\$1,806.84	\$3,403.10
Daybreak	\$263.30	\$705.17
Rio Tinto	NA	\$4,736.18

Some of the reasons for the increase include:

- More projects are included in this 6 year horizon period than what was considered previously – 8 projects were included in 2019, whereas 33 projects are included in 2024.
- High inflation over the past 5 years.

TEAM FINDINGS, CONCLUSIONS & RECOMMENDATIONS:

FINDINGS: The Ordinance 2024-15, IFFP and IFA all meet state requirements in regards to the implementation of the Transportation Impact Fees and the City desires to assess development a Transportation Impact fee to offset the impacts to existing City Streets.

CONCLUSIONS: This ordinance will allow the City to collect Transportation Impact fees on new development within the City of South Jordan.

RECOMMENDATIONS: Based on the Findings and Conclusions listed above, Staff recommends that the City Council take comments at the public hearing and approve Ordinance No. 2024-15.

FISCAL IMPACT: As outlined in the IFA

ALTERNATIVES:

- Recommend denial of the Ordinance.
- Postpone a decision to a future date.

SUPPORT MATERIALS:

- Ordinance No. 2024-15
- Transportation Impact Facilities Plan (IFFP)
- Transportation Impact Fee Analysis (IFA)

City Council Action Requested: Brad Klavano
Brad Klavano (Aug 1, 2024 13:19 MDT)

Department Head

8/1/24

Date

ORDINANCE NO. 2024-15

AN ORDINANCE ADOPTING AN AMENDED AND UPDATED TRANSPORTATION IMPACT FEE FACILITIES PLAN AND IMPACT FEE ANALYSIS; ADOPTING AN AMENDED AND UPDATED IMPACT FEE FOR TRANSPORTATION; ESTABLISHING CERTAIN POLICIES RELATED TO IMPACT FEES FOR ROAD INFRASTRUCTURE; ESTABLISHING CERTAIN POLICIES RELATED TO IMPACT FEES FOR TRANSPORTATION INFRASTRUCTURE; ESTABLISHING SERVICE AREAS; AND/OR OTHER RELATED MATTERS

WHEREAS, the City of South Jordan (the “City”) is a political subdivision of the State of Utah, authorized and organized under the provisions of Utah law; and

WHEREAS, the City has legal authority, pursuant to Title 11, Chapter 36a Utah Code Annotated, as amended (“Impact Fees Act” or “Act”), to impose Impact Fees as a condition of development approval, which impact fees are used to defray capital infrastructure costs attributable to growth activity; and

WHEREAS, the City has historically assessed Impact Fees as a condition precedent to development approval in order to assign capital infrastructure costs to development in an equitable and proportionate manner; and

WHEREAS, the City has traditionally provided a high level of service in its transportation infrastructure, which has been a factor in the City’s growth, and high property values due to the unique aesthetics which City residents enjoy; and

WHEREAS, in the exercise of its legislative discretion the City Council desires to take a conservative approach in preparing the Impact Fee Facilities Plan (“IFFP”) and Impact Fee Analysis (“IFA”) and in the assessment of an impact fee which may be less than might otherwise be justified by the IFA and IFFP in order to promote economic development, expand the tax base, allow for more job creation, and respond to current economic realities; and

WHEREAS, the City properly noticed its intent to prepare the IFFP and IFA on July 12, 2023 and the City held the required hearing on August 6, 2024; and

WHEREAS, the City has completed a Transportation IFFP and IFA which meets the requirements of State Law and City Ordinance; and

WHEREAS, the City Council has directed Lewis Young Robertson & Burningham, Inc. to prepare a Written Impact Fee Analysis consistent and in compliance with the Act specifically 11-36a-303; and

WHEREAS, the City and consultants retained by the City have reviewed and evaluated the land within the City boundaries and have determined there shall be three service areas. The South

Jordan Proper Service Area includes all land outside the Kennecott Master Subdivision and recently annexed Rio Tinto property. The Daybreak Service Area includes all the area within the Kennecott Master Subdivision. The Rio Tinto Service Area includes the recently annexed Rio Tinto property; and

WHEREAS, the South Jordan City Council has reviewed the Transportation IFFP and IFA, including the creation of two service areas, and find it in the best interest of the welfare of the residents of the City to adopt the Transportation IFFP and IFA and enact a new Transportation Impact Fee based on the IFFP and IFA.

NOW THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL (the “Council”) OF SOUTH JORDAN CITY, UTAH AS FOLLOWS:

SECTION 1 PURPOSE

This Impact Fee Ordinance establishes the City’s Transportation Impact Fee policies and procedures and repeals certain provisions of prior ordinances related to Transportation Impact Fees and conforms to the requirements of the Utah Impact Fees Act (§ 11-36a, the Act). This Ordinance repeals any prior ordinances related to Transportation facilities within the Service Areas, provides a schedule of Impact Fees for differing types of land-use development, and sets forth direction for challenging, modifying and appealing Impact Fees.

SECTION 2 DEFINITIONS

Words and phrases that are defined in the Act shall have the same definition in this Impact Fee Ordinance. The following words and phrases shall have the following meanings:

1. “City” means a political subdivision of the State of Utah and is referred to herein as City of South Jordan.
2. “Development Activity” means any construction or expansion of building, structure or use, any change in use of building or structure, or any change in the use of land located within the Service Area that creates additional demand and need for Roadway Facilities.
3. “Development Approval” means any written authorization from the City that authorizes the commencement of Development Activity and vests the property owner with the right to commence Development Activity, whether or not a specific building permit has been issued.
4. “Impact Fee” means a payment of money imposed upon Development Activity as a condition of development approval. “Impact Fee” includes development Impact Fees, but is not a tax, a special assessment, a hookup fee, a building permit fee, a fee for project improvements, or other reasonable permit or application fees.

5. “Impact Fee Analysis” or (“IFA”) means the written analysis required by Section 11-36a-201 of the Act and is included in this ordinance by this reference and attached in Exhibit B.
6. “Impact Fee Facilities Plan” or (“IFFP”) means the plan required by Section 11-36a-301 of the Act. In Section 11-36a-301 (3) (a) there is an exception for cities of 5,000 or less in population, based on the latest census. “The City of South caused to be prepared an Impact Fee Facilities Plan in accordance with the Impact Fees Act. The IFFP is to be adopted by passage of this Ordinance, and is included by this reference and attached hereto in Exhibit A.”
7. “Project Improvements” includes but is not limited to site improvements and facilities that are planned and designed to provide service for development resulting from a Development Activity and are necessary solely for the use and convenience of the occupants or users of said Development Activity. “Project Improvements” do not include “System Improvements” as defined below.
8. “Proportionate Share” of the cost of Roadway Facility improvements means an amount that is roughly proportionate and reasonably related to the service demands and needs of a Development Activity.
9. “Roadway Facilities” means a street or road that has been designated on an officially adopted subdivision plat, roadway plan, or general plan of a political subdivision, together with all necessary appurtenances.
10. “Service Area” refers to a geographic area designated by the City based on sound planning and engineering principles in which a defined set of the City’s Roadway Facilities provides service. For purposes of this Ordinance, there will be three service areas. The South Jordan Proper Service Area includes all land outside the Kennecott Master Subdivision and recently annexed Rio Tinto property. The Daybreak Service Area includes all the area within the Kennecott Master Subdivision. The Rio Tinto Service Area includes the recently annexed Rio Tinto property as described in this Ordinance and in the attached IFFP and IFA. A map of each Service Area is included in Exhibit C attached hereto.
11. “System Improvements” refer both to existing Roadway Facilities designed to provide services within the Service Areas and to future Roadway Facilities identified in the Transportation IFFP adopted by the City that are intended to provide service to the Service Area. “System Improvements” do not include “Project Improvements” as defined above.

SECTION 3 WRITTEN IMPACT FEE ANALYSIS

1. Executive Summary. A summary of the findings of the written impact fee analysis that is designed to be understood by a lay person is included in the attached

Transportation IFFP and IFA and demonstrates the need for Impact Fees to be assessed on Development Activity. The Executive Summary has been available for public inspection at least ten (10) days prior to the adoption of this Ordinance.

2. Impact Fee Analysis. The City has commissioned the IFFP and IFA for the Transportation Impact Fees which identifies the impacts upon Roadway Facilities required by the Development Activity, demonstrates how those impact the City and the facilities required by Development Activity, demonstrates how those impacts on System Improvements are reasonably related to Development Activity, estimates the proportionate share of the costs of impacts on System Improvements that are reasonably related to the Development Activity and identifies how the Impact Fees are calculated. A copy of the Transportation IFFP and IFA has been available for public inspection at least ten (10) days prior to the adoption of this Ordinance.
3. Proportionate Share Analysis. In connection with the IFFP and IFA, the City has prepared a Proportionate Share analysis which determines the cost assignable to new development based on the proposed capital projects and the new growth served by the proposed projects. A copy of the Proportionate Share analysis is included in the written Transportation Impact Fee Analysis and has been available for public inspection at least ten (10) days prior to the adoption of this Ordinance.

SECTION 4 IMPACT FEE CALCULATIONS

1. Ordinance Enacting Impact Fees. The City Council does, by this Ordinance, approve Impact Fees in accordance with the Transportation IFFP and IFA.
 - a. Elements. In calculating the Impact Fee, the City has included the construction costs, land acquisition costs, costs of improvements, fees for planning, surveying, and engineering services provided for and directly related to the construction of System Improvements, and outstanding or future debt service charges if the City might use Impact Fees as a revenue stream to pay principal and interest on bonds or other obligations to finance the cost of System Improvements.
 - b. Notice and Hearing. In conjunction with the approval of this, the City held a public hearing on August 6, 2024, and made a copy of the Ordinance available to the public in the South Jordan City Library and Daybreak Library, at least ten (10) days before the date of the hearing, all in conformity with the requirements of Utah Code Annotated 11-36a-502 (1). After the public hearing, the Council adopted this Impact Fee Ordinance as presented herein.
 - c. Contents of the Ordinance. The Ordinance adopting or modifying an Impact Fee contains such detail and elements as deemed appropriate by the

Council, including a designation of the Service Areas within which the Impact Fees are to be calculated and imposed. The South Jordan Proper, Daybreak and Rio Tinto Service Areas are the only service areas, with a map defining their boundaries included in the Transportation IFFP and IFA. The Ordinance herein includes (i) a schedule of Impact Fees to be imposed for Transportation and (ii) the formula to be used by the City in calculating the Impact Fee.

- d. Adjustments. The standard Impact Fee may be adjusted at the time the fee is assessed due to inflation and/or in response to unusual circumstances or to fairly allocate costs associated with impacts created by a Development Activity or project. The standard Impact Fee may also be adjusted to ensure that Impact Fees are imposed fairly for affordable housing projects, in accordance with the local government's affordable housing policy, and other development activities with broad public purposes. The Impact Fee assessed to a particular development may also be adjusted should the developer supply sufficient written information and/or data to the City showing a discrepancy between the fee being assessed and the actual impact on the system.
 - e. Previously Incurred Costs. To the extent that new growth and Development Activity will be served by previously constructed improvements, the City's Impact Fees may include Roadway Facility costs and outstanding bond costs related to the Transportation improvements previously incurred by the City. These costs may include all projects included in the Impact Fee Facilities Plan which are under construction or completed but have not been utilized to their capacity, as evidenced by outstanding debt obligations. Any future debt obligations determined to be necessitated by growth activity may also be included to offset the costs of future capital projects.
2. Developer Credits. Development Activity may be allowed a credit against Impact Fees for any dedication or improvement to land or new construction of System Improvements provided by the Development Activity provided that the Development Activity is (i) identified in the City's Impact Fee Facilities Plans and (ii) required by the City as a condition of Development Approval. Otherwise, no credit may be given.
 3. Impact Fees Accounting. The City will establish a separate interest-bearing ledger account for the Impact Fees collected pursuant to this Ordinance and will conform to the accounting requirements provided in the Impact Fees Act. All interest earned on the collection of Transportation Impact Fees shall accrue to the benefit of the segregated account. Impact Fees collected prior to the effective date of this Ordinance need not meet the requirements of this section.

- a. Reporting. At the end of each fiscal year, the City shall prepare a report pursuant to Utah Code Ann, 11-36a-601.
 - b. Impact Fee Expenditures. The City may expend Impact Fees pursuant to Utah Code Ann.§ 11-36-602 the Impact Fees Policy only for System Improvements that are (i) Roadway Facilities identified in the City's Impact Fee Facilities Plans and (ii) of the specific Roadway Facility type for which the fee was collected. Impact Fees will be expended on a First-In First-Out ("FIFO") basis.
 - c. Time of Expenditure. Impact fees collected pursuant to the requirements of this Impact Fees Ordinance are to be expended, dedicated or encumbered for a permissible use within six years of the receipt of those funds by the City, unless the City meets other conditions outlined in the Act. For purposes of this calculation, the first funds received shall be deemed to be the first funds expended.
 - d. Refunds. The City shall refund any Impact Fees paid by a developer plus interest actually earned when (i) the developer does not proceed with the Development Activity and files a written request for a refund; (ii) the fees have not been spent or encumbered; and (iii) no impact has resulted. An impact that would preclude a developer from a refund from the City may include any impact reasonably identified by the City, including, but not limited to, the City having sized facilities and/or paid for, installed and/or caused the installation of facilities based in whole or in part upon the developer's planned Development Activity even though that capacity may, at some future time, be utilized by another development.
4. Other Impact Fees. To the extent allowed by law, the City Council may negotiate or otherwise impose Impact Fees and other fees different from those currently charged. Those charges may, at the discretion of the City Council, include but not be limited to reductions or increases in Impact Fees, all or part of which may be reimbursed to the developer who installed improvements that service the land to be connected with the City's system.
 5. Additional Fees and Costs. The Impact Fees authorized hereby are separate from and in addition to user fees and other charges lawfully imposed by the City and other fees and costs that may not be included as itemized component parts of the Impact Fee Schedule. In charging any such fees as a condition of development approval, the City recognizes that the fees must be a reasonable charge for the service provided.
 6. Fees Effective at Time of Payment. Unless the City is otherwise bound by a contractual requirement, the Impact Fee shall be determined from the fee schedule

in effect at the time of Development Approval and paid in accordance with the provisions of Section 6 below.

7. Imposition of Additional Fee or Refund After Development. Should any developer undertake Development Activities such that the ultimate density or other impact of the Development Activity is not revealed to the City, either through inadvertence, neglect, a change in plans, or any other cause whatsoever, and/or the Impact Fee is not initially charged against all units or the total density within the development, the City shall be entitled to recover the total Impact Fee pursuant the IFFP and IFA from the developer or other appropriate person covering the density for which an Impact Fee was not previously paid.

SECTION 5 IMPACT FEE FACILITIES PLAN

1. Impact Fee Facilities Plan. The City has developed a Transportation IFFP for the City's transportation system. The Transportation IFFP has been prepared based on reasonable growth assumptions for the Service Areas, and analyzes the general demand characteristics of current and future users of the system. Furthermore, the IFFP identifies the impact on System Improvements created by Development Activity and estimates the Proportionate Share of the costs of impacts on System Improvements that are reasonably related to new Development Activity.

SECTION 6 IMPACT FEE SCHEDULES AND FORMULAS.

1. Fee Adoption. The City hereby adopts as the Impact fee for Transportation at the recommended level per trip found in the South Jordan Transportation IFFP & IFA and detailed below.

RECOMMENDED TRANSPORTATION IMPACT FEE SCHEDULE

LAND USE	ITE CODES	ADJUSTED TRIPS	PER	SJP FEE	DB FEE	RT FEE
				\$360.88	\$74.78	\$502.25
Single Family Residential	210	9.43	Unit	\$3,403.10	\$705.17	\$4,736.18
Multifamily Low Rise	220	6.74	Unit	\$2,432.33	\$504.01	\$3,385.14
Multifamily High Rise	222	4.54	Unit	\$1,638.40	\$339.50	\$2,280.20
Senior Adult Housing-Detached	251	4.31	Unit	\$1,555.40	\$322.30	\$2,164.68
Senior Adult Housing-Attached	252	3.24	Occ. Unit	\$1,169.25	\$242.28	\$1,627.28
Assisted Living	254	2.60	Beds	\$938.29	\$194.43	\$1,305.84
Hotel	310	7.99	Rooms	\$2,883.44	\$597.49	\$4,012.94
Light Industrial	110	4.87	KSF	\$1,757.49	\$364.17	\$2,445.94
Industrial Park	130	3.37	KSF	\$1,216.17	\$252.01	\$1,692.57
Mini Warehouse	151	1.45	KSF	\$523.28	\$108.43	\$728.26
Elementary School	520	2.27	Students	\$819.20	\$169.75	\$1,140.10
Middle/Jr. High School	522	2.10	Students	\$757.85	\$157.04	\$1,054.72
High School	530	1.94	Students	\$700.11	\$145.07	\$974.36
Daycare Center	565	26.67	KSF	\$9,623.67	\$1,994.15	\$13,393.48
Nursing Home	620	3.06	Beds	\$1,104.29	\$228.82	\$1,536.87
Clinic	630	37.60	KSF	\$13,569.11	\$2,811.70	\$18,884.44
Church	560	7.60	KSF	\$2,742.69	\$568.32	\$3,817.07
General Office	710	10.84	KSF	\$3,911.94	\$810.61	\$5,444.34
Medical Dental Office	720	36.00	KSF	\$12,991.70	\$2,692.05	\$18,080.84
Free-Standing Discount Store	813	35.87	KSF	\$12,944.50	\$2,682.27	\$18,015.15
Hardware/Paint Store	816	5.97	KSF	\$2,155.11	\$446.57	\$2,999.31
Shopping Center/General Commercial	820	26.28	KSF	\$9,482.89	\$1,964.98	\$13,197.56
New Car Sales	841	27.06	KSF	\$9,765.43	\$2,023.52	\$13,590.77
Tire Store	848	20.77	KSF	\$7,494.59	\$1,552.98	\$10,430.39
Supermarket	850	71.32	KSF	\$25,737.42	\$5,333.13	\$35,819.35
Discount Club	857	27.89	KSF	\$10,065.54	\$2,085.71	\$14,008.43
Home Improvement Superstore	862	17.83	KSF	\$6,434.21	\$1,333.25	\$8,954.64
Department Store	875	22.88	KSF	\$8,256.95	\$1,710.95	\$11,491.38
Pharmacy/Drugstore w/ Drive Thru	881	55.28	KSF	\$19,950.92	\$4,134.09	\$27,766.15
Drive-In Bank	912	65.23	KSF	\$23,539.33	\$4,877.66	\$32,760.23
Quality Restaurant	931	46.95	KSF	\$16,943.49	\$3,510.91	\$23,580.63
High Turnover/Sit Down Restaurant	932	61.10	KSF	\$22,051.24	\$4,569.31	\$30,689.22

1. Maximum Supportable Impact Fees. The fee schedule included in the Transportation IFFP and IFA indicates the maximum Impact Fees which the City may impose on development within the defined Service Area and are based upon general demand characteristics and potential demand that can be created by each class of user. The City reserves the right under the Impact Fees Act (Utah Code §

11-36a-402(1)(c)) to assess an adjusted fee to respond to unusual circumstances to ensure that fees are equitably assessed. The City may also decrease the Impact Fee if the developer can provide documentation that the proposed impact will be less than what could be expected given the type of user (Utah Code § 11-36a-402(1)(d)).

SECTION 7 FEE EXCEPTIONS AND ADJUSTMENTS

1. Waiver for “Public Purpose”. The City Council may, on a project by project basis, authorize exceptions or adjustments to the Impact Fees due from development for those projects the Council determines to be of such benefit to the community as a whole to justify the exception or adjustment. Such projects may include facilities being funded by tax-supported agencies, affordable housing projects, or facilities of a temporary nature. The City Council may elect to waive or adjust Impact Fees in consideration of economic benefits to be received from the Development Activity.
 - a. Procedures. Applications for exceptions are to be filed with the City at the time the applicant first requests the extension of service to the applicant’s development or property.

SECTION 8 APPEAL PROCEDURE

1. Any person or entity that has paid an Impact Fee pursuant to this Ordinance may challenge the Impact Fee by filing:
 - a. An appeal to the City pursuant to South Jordan Municipal Code § 16.32.090. If no decision is issued pursuant to South Jordan Municipal Code §16.32.090 within 30 days of a timely filed appeal the appeal will be deemed denied.
 - b. A request for arbitration as provided in Utah Code Ann. § 11-36a-705 as amended; or
 - c. An action in district court.

SECTION 9 MISCELLANEOUS

1. Severability. If any section, subsection, paragraph, clause or phrase of this Impact Fee Policy shall be declared invalid for any reason, such decision shall not affect the remaining portions of this Impact Fee Policy, which shall remain in full force and effect, and for this purpose, the provisions of this Impact Fee Ordinance are declared to be severable.
2. Interpretation. This Impact Fee Ordinance has been divided into sections, subsections, paragraphs and clauses for convenience only and the interpretation of

this Impact Fee Ordinance shall not be affected by such division or by any heading contained herein.

3. Effective Date. Except as otherwise specifically provided herein, this Impact Fee Ordinance shall not repeal, modify or affect any Impact Fee of the City in existence as of the effective date of this Ordinance, other than those expressly referenced in Section 1 above. All Impact Fees established, including amendments and modifications to previously existing Impact Fees, after the effective date of this Ordinance shall comply with the requirements of this Impact Fee Ordinance.

[SIGNATURE PAGE FOLLOWS]

PASSED AND ADOPTED BY THE CITY COUNCIL OF THE CITY OF SOUTH JORDAN, UTAH, ON THIS _____ DAY OF _____, 2024 BY THE FOLLOWING VOTE:

	YES	NO	ABSTAIN	ABSENT
Patrick Harris	_____	_____	_____	_____
Kathie Johnson	_____	_____	_____	_____
Donald Shelton	_____	_____	_____	_____
Tamara Zander	_____	_____	_____	_____
Jason McGuire	_____	_____	_____	_____

Mayor: _____
Dawn R. Ramsey

Attest: _____
City Recorder

Approved as to form:

Gregory Simonsen
Gregory Simonsen (Jul 31, 2024 15:14 MDT)

Office of the City Attorney

EXHIBIT A
IMPACT FEE FACILITIES PLAN



IMPACT FEE FACILITIES PLAN

JULY 2024



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I. INTRODUCTION

A. Overview

The purpose of the South Jordan City Transportation Impact Fee Facilities Plan (IFFP) is to identify public roadway improvements that are needed to accommodate anticipated development and to evaluate the amount that is impact fee eligible. Utah law requires cities to prepare an IFFP prior to preparing an impact fee analysis (IFA) and establishing an impact fee. According to Utah State Code Title 11, Chapter 36a, Section 302, the IFFP is required to accomplish the following:

- Identify the existing level of service (LOS)
- Establish a proposed LOS
- Identify any excess capacity to accommodate future growth at the proposed LOS
- Identify demands placed upon existing public facilities by new development activity at the proposed LOS
- Identify the means by which the political entity will meet those growth demands
- Include a general consideration of all potential revenue sources to finance system improvements

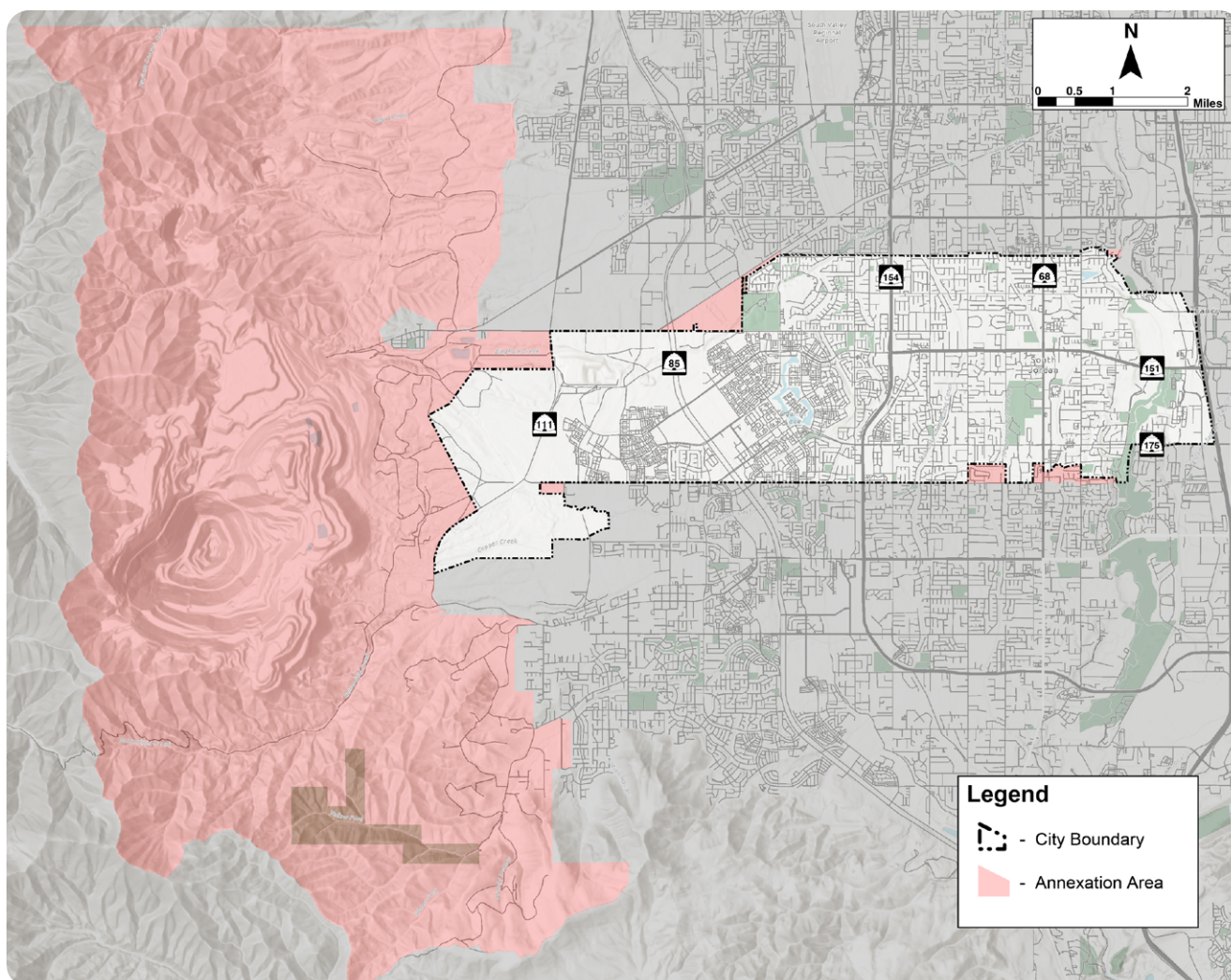
This analysis incorporates information from the South Jordan Transportation Master Plan (TMP) (2024), which was completed by Wall Consultant Group (WCG). The TMP includes information regarding the existing and future demands on the transportation infrastructure and the proposed improvements to provide acceptable levels of service. The TMP provides additional detail regarding the methodology used to determine future travel demand.

This document focuses on the improvements that will be needed over the next six years. Utah law requires that any impact fees collected for these improvements be spent within six years of being collected. Only capital improvements are included in this plan; all other maintenance and operation costs are assumed to be covered through the City's General Fund as tax revenues increase due to additional development. The city council may choose to adopt a fee lower than the maximum impact fee identified, but not higher.

B. Service Area

The planning area for the transportation impact fee is the city of South Jordan. Figure 1 shows the policy annexation area of South Jordan City, which functions as the service area for the impact fee analysis.

Figure 1: Annexation Area



II. ANALYSIS METHODOLOGY

A. Purpose

The purpose of this chapter is to discuss the Level of Service (LOS) methodology and the proposed LOS threshold for South Jordan City roadways. According to Utah State Code Title 11, Chapter 36a, Section 102, LOS is defined as “the defined performance standard or unit of demand for each capital component of a public facility within a service area.” The LOS of a roadway segment or intersection is used to determine if capacity improvements are necessary. LOS is measured on a roadway segment using its daily traffic volume and at an intersection based on a high-level analysis of the intersection.

B. Proposed LOS

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. A visual representation of each LOS is shown in Figure 2.

The Highway Capacity Manual (HCM), 7th ed. (2022) methodology was used in this analysis to remain consistent with “state of the practice” professional standards. The capacity of roadway segments is determined based on the number of lanes and/or functional classification of the roadway. The roadway LOS is then determined by comparing the actual traffic volumes with the capacity. South Jordan City determined that LOS A – D is acceptable for roadway segments within the City. LOS E – F are considered failing and are evaluated for mitigation measures to bring the level of service up to an acceptable level. Table 1 summarizes the maximum acceptable daily capacities (LOS D) for arterial and collector roadway segments used in the South Jordan TMP (2024).

Figure 2: Level of Service Definitions

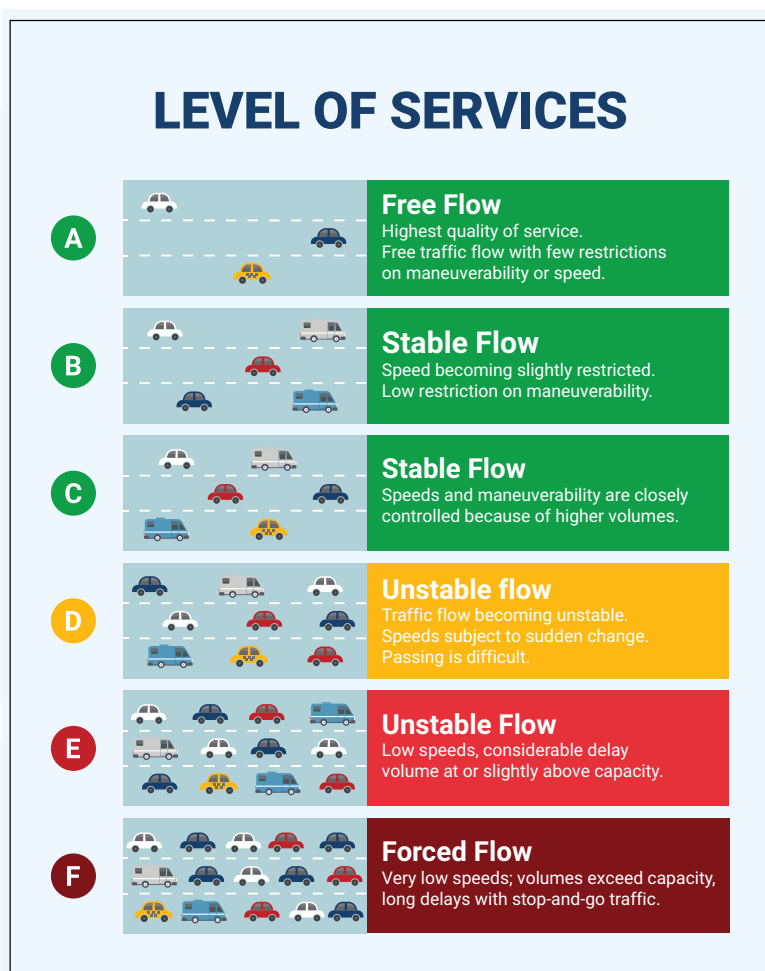


TABLE 1: DAILY MAXIMUM CAPACITIES (TWO WAY DAILY TRIPS)

Functional Classification	Lanes	LOS A-C	LOS D	LOS E	LOS F
Collectors & Arterials	2	< 9,375	9,375 to 10,625	10,625 to 12,500	> 12,500
	3	< 13,350	13,350 to 15,130	15,130 to 17,800	> 17,800
	5	< 28,500	28,500 to 32,300	32,300 to 38,000	> 38,000
	7	< 43,500	43,500 to 49,300	49,300 to 58,000	> 58,000

The proposed LOS provides a standard of evaluation for roadway conditions. This standard will determine whether or not a roadway will need improvements. According to Utah State Code Title 11, Chapter 36a, Section 302:

- “(b) A proposed level of service may diminish or equal the existing level of service.
- (c) A proposed level of service may:
 - (i) exceed the existing level of service if, independent of the use of impact fees, the political subdivision or private entity provides, implements, and maintains the means to increase the existing level of service for existing demand within six years of the date on which new growth is charged for the proposed level of service; or
 - (ii) establish a new public facility if, independent of the use of impact fees, the political subdivision or private entity provides, implements, and maintains the means to increase the existing level of service for existing demand within six years of the date on which new growth is charged for the proposed level of service.”

As noted in the South Jordan TMP (2024), the proposed LOS threshold for South Jordan is LOS D. Therefore, improvements are recommended and eligible for impact fees for roadways that are projected to operate at LOS E or F in the future.

C. Excess Capacity

An important element of the IFFP is the determination of excess capacity on the roadway network. Excess capacity is defined as the amount of available capacity on any given street in the roadway network under existing conditions. This capacity is available for new development in the City before additional infrastructure will be needed. This represents a buy-in component from the City if the existing residents and businesses have already paid for these improvements.

New roads do not have any existing excess capacity, and roads that are not under city jurisdiction have their capacity information removed from the calculations. The excess capacity for roadways that are identified as needing improvements in the IFFP was calculated and accounted for in the impact fee calculations.

Based on this analysis it was found that 10.9% of existing capacity of the roadway network will be utilized by new trips. Details of the full analysis for all city owned collector and above roadways is provided in the Appendix.

TABLE 2: BUY-IN COMPONENT CALCULATIONS	
	Existing Facility
Capacity Miles	930,258
New VMT	101,316
Existing Capacity Used by New Trips	10.9%

D. Trips

The unit of demand for transportation impact is the vehicle trip. A vehicle trip is defined by the Institute of Transportation Engineers (ITE) as a “single or one-direction vehicle movement with either the origin or the destination (exiting or entering) inside a study site”. The total traffic impact of a new development can be determined by the sum of the total number of vehicle trips generated by a development in a typical weekday. This trip generation number or impact can be estimated for an individual development using the ITE Trip Generation Manual, 11th ed. (2021). ITE’s trip data is based on data collection at numerous sites over several decades.

An additional consideration is that certain developments generate pass-by trips. Pass-by trips are stops taken on the way from one development to another. An example of this is someone stopping at a gas station on the way home from work. The pass-by trip is still counted at the gas station access. However, the pass-by trip was completed by a vehicle already on the road due to other developments.

Pass-by trips do not add additional traffic to the roadway and, therefore, do not create additional impact. Many land-use types in the ITE Trip Generation Manual have a suggested reduction for pass-by trips where applicable. In each case, the trip reduction rate will be applied to the trip generation rate used in the IFA.

E. Cut-through Trips

Trips that do not have an origin or destination within South Jordan City need to be removed from the impact fee calculation. For example, if the driver of a vehicle starts a trip in West Jordan, travels through South Jordan City, and ends that trip in Herriman, this trip adds traffic to a South Jordan roadway. However, the cost of the incremental congestion it adds to South Jordan City roadways cannot be recovered through impact fees. The details behind these calculations are described in Chapter 4 of this document.

The travel demand model developed specifically for the South Jordan Transportation Master Plan was utilized to determine cut-through percentages on South Jordan City roadways. A “select link” analysis was performed to determine cut-through percentages. This analysis examines a specific roadway link and traces the origins and destinations of every vehicle trip on that link. All vehicle trips that had both an origin and destination outside of South Jordan City were totaled, then divided by the total link volume to obtain the cut-through percentage. This analysis was performed on all roadways within South Jordan City that have a planned improvement project that is impact fee eligible.

Roadways within South Jordan City were found to have cut-through rates ranging from 0 to 40%. Roadways that will connect adjacent municipalities or straddle city boundaries, such as 10200 South 11800 South, had higher cut-through rates due to connectivity to other jurisdictions.

F. Intersection Projects

If trips resulting from new growth require an intersection to be upgraded, the full cost of the intersection is impact fee eligible. If it weren’t for new development, the existing intersection configuration would be adequate. Thus, excess capacity is not accounted for with intersection projects.

G. System and Project Improvement

There are four primary classifications of roads defined in the South Jordan TMP: Arterial, Major Collector, Minor Collector and Residential. These are defined in the roadway classification map in the South Jordan TMP. South Jordan City classifies street facilities based primarily on the right-of-way (ROW) widths provided.

Improvements made to collectors and arterials are considered system improvements as defined in the Utah Impact Fee Law, as these streets serve users from multiple developments. All intersection improvements on existing and future collectors and arterials are also considered system improvements. System improvements may include anything within the roadway, such as curb and gutter, asphalt, road base, sidewalks/trails, lighting, and signing for collectors and arterials. These projects are eligible to be funded with impact fees and are included in this IFFP.

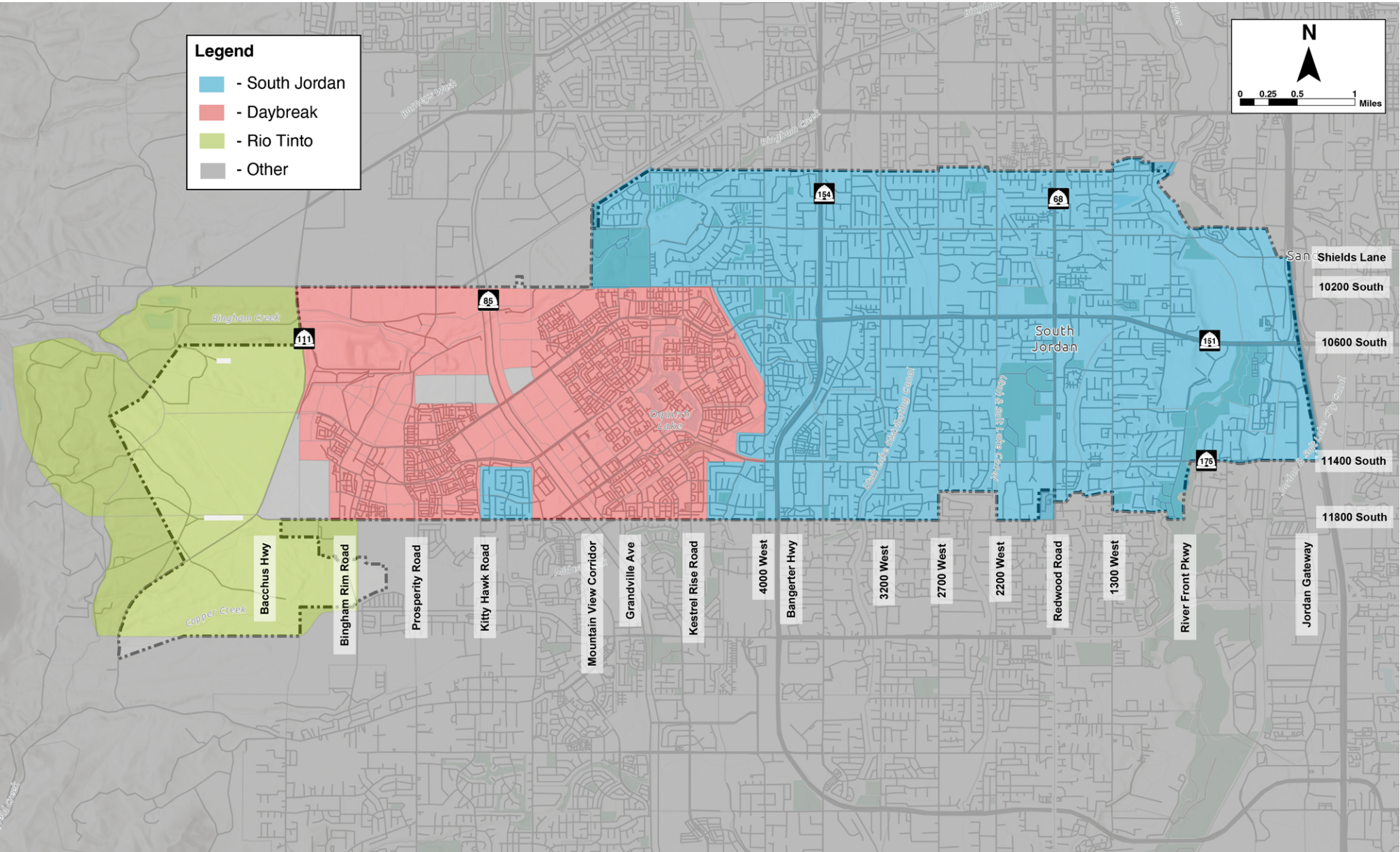
H. Service Areas

South Jordan City has calculated impact fees separately for South Jordan City proper, the Daybreak Development, and Rio Tinto. Any development projects within the Daybreak Development or Rio Tinto will have a different impact fee than projects in South Jordan City proper. However, there are a few properties located within the Daybreak Development zone that are not part of the Daybreak Development which will require separate impact fee agreements. These properties within the Daybreak Development include the following owners and parcel numbers:

- **SOUTH VALLEY WATER RECLAMATION FACILITY**
 - Parcel 26212000010000
 - Parcel 26214000010000
 - Parcel 26223000010000
 - Parcel 26223000060000
- **THE BOARD OF EDUCATION OF THE JORDAN SCHOOL DISTRICT**
 - Parcel 26143000070000
- **The Last Holdout LLC**
 - Parcel 26144000170000



Figure 3: Service Areas



III. TRANSPORTATION DEMANDS

A. Purpose

The purpose of this chapter is to identify the existing and future transportation demands on South Jordan roadway facilities. Future transportation demands are based on new development in the City. Once defined, the transportation demands help identify roadways that have excess capacity and those that require additional capacity due to high transportation demands.

B. Existing Roadway Conditions

Existing roadway conditions were determined by using data collected by South Jordan City, the Utah Department of Transportation (UDOT), the Wasatch Front Regional Council (WFRC) Regional Transportation Plan (RTP) (2023 – 2050), and other previous studies. The traffic volumes were compared with each roadway capacity to identify the LOS of each segment.

The existing LOS of major roadways in South Jordan City is shown in Figure 4. As shown, most of the major City roadways are currently operating at an acceptable LOS (D or better) other than:

- 10600 South; Bangerter Highway to 3200 West
- 10600 South; Culmination Street to Redwood Road
- 10600 South; River Front Parkway to I-15
- 11400 South; 4000 West to River Heights Drive
- 11400 South; Redwood Road to 700 West
- 11400 South; Engelmann Drive to Jordan Gateway
- 11800 South; Copper Rose Way to 4000 West

C. Future Roadway Conditions

Future traffic volumes were projected using the travel demand model. WCG used the latest model from WFRC, which is the local metropolitan planning organization (MPO), and refined it to better reflect conditions in South Jordan and the surrounding areas. The existing traffic volumes and data from planned developments and land uses were used to adjust the model to estimate future traffic volumes. The model was developed to estimate future volumes in 2033, assuming a no-build condition, meaning that no City roadway improvements were assumed. A no-build scenario is intended to show what the roadway network would be like in the future if no action is taken to improve the City roadway network. The future (2033) no-build LOS is shown in Figure 5. As shown, there are a number of roadways that are anticipated to deteriorate to LOS E or F. In addition, there are several new roads that will be needed to accommodate future development.

Based on the analysis in the South Jordan TMP, the anticipated growth resulting from new development in South Jordan City from 2023 to 2033 is 155,274 daily trips. 123,450 trips are attributed to Daybreak, 17,546 trips are attributed to Rio Tinto, and 14,277 trips are attributed to the South Jordan service area.

Figure 4: Existing (2023) Roadway LOS

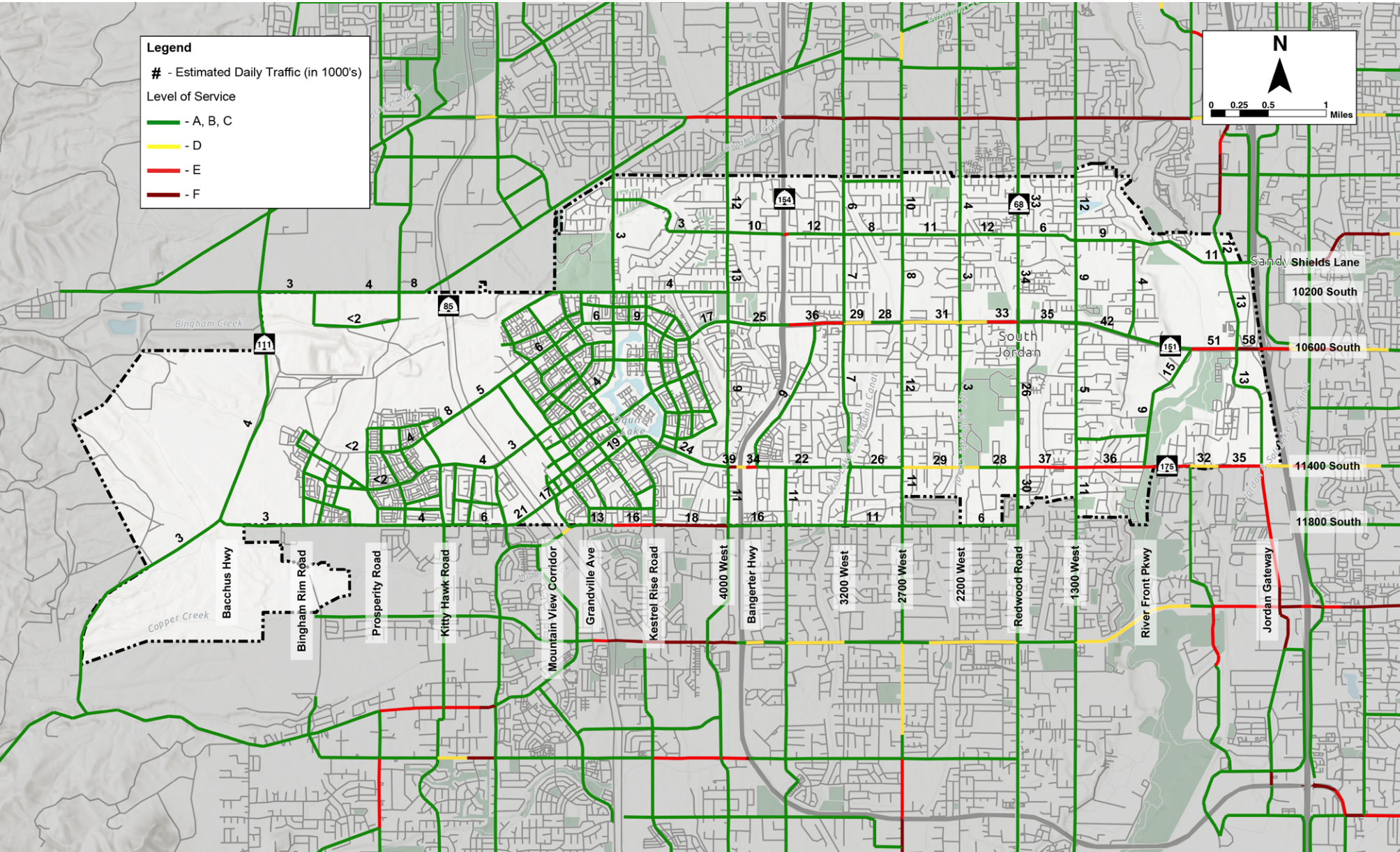
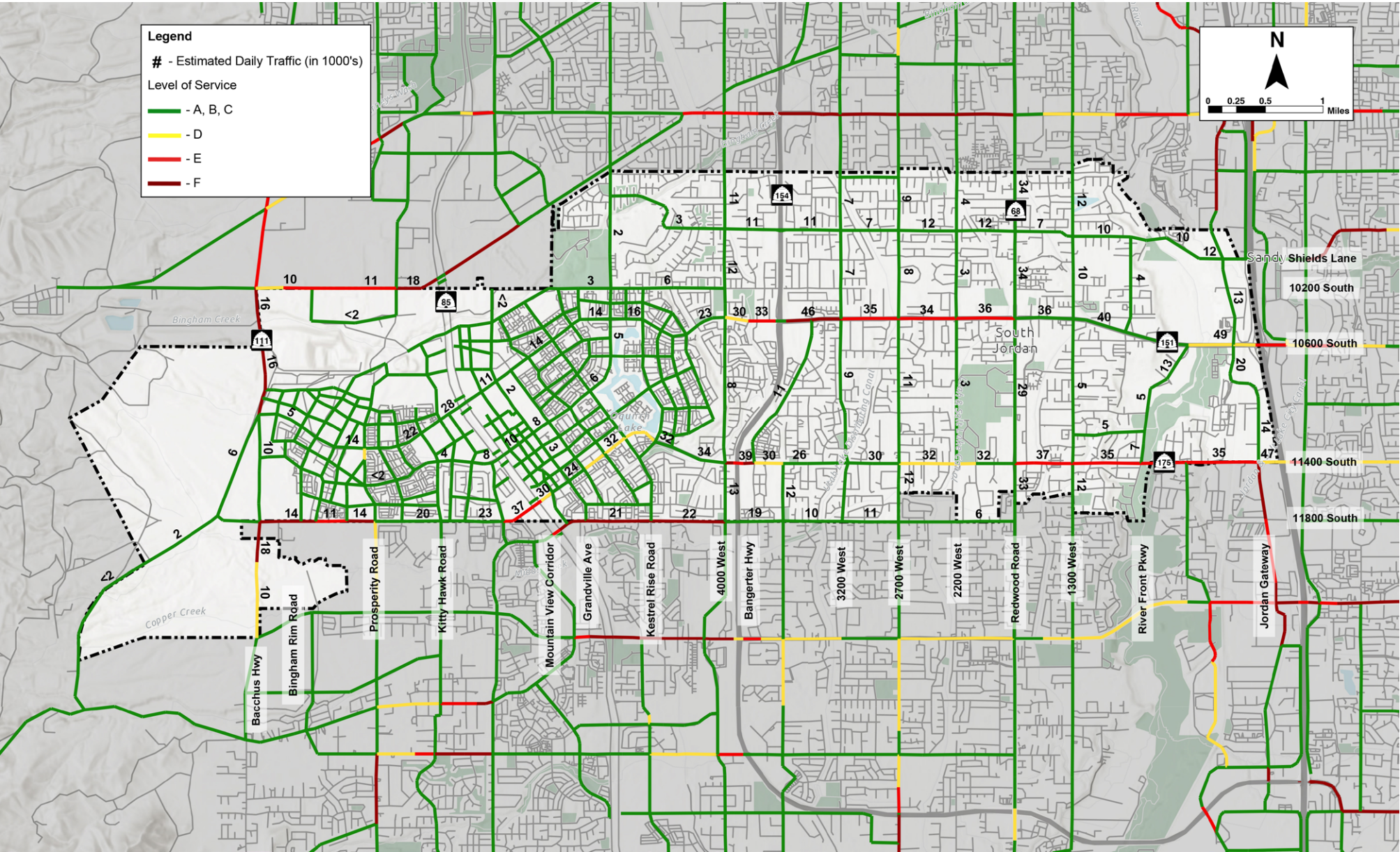


Figure 5: Future 2033 No Build LOS



IV. MITIGATION PROJECTS

A. Purpose

The purpose of this chapter is to discuss the recommended improvements and new roadways that will mitigate capacity deficiencies on City roadways, as well as the cost of those improvements. The cost of the recommended improvements is critical in the calculation of the impact fees.

B. Future Projects

Poor levels of service on roadways are generally mitigated by building new roads or adding travel lanes. In some cases, additional lanes can be gained by re-striping the existing pavement width. This can be accomplished by eliminating on-street parking, creating narrower travel lanes, or adding two-way left-turn lanes where they don't currently exist. Improvements can also be made at intersections to improve LOS by adding turn lanes or by changing the intersection type or the intersection control. At signalized intersections, methods to improve intersection LOS include additional left- and right-turn lanes and signal-timing improvements.

The existing and future (2033) no-build scenarios were used as a basis to predict the necessary projects to include in the IFFP. For the purposes of this IFFP, only projects that are planned to be completed by 2033 will be considered. Table 3 and Table 4 shows all City projects expected to be constructed by 2033 to meet the demands placed on the roadway network by new development. These projects are included in the IFFP analysis. UDOT projects will be funded entirely with state funds and are therefore not eligible for impact fee expenditure and are not included in this analysis. The projects planned to be completed by 2033 are shown in Figure 6.

The Impact Fees Act allows for the inclusion of a time price differential to ensure the future value of costs incurred at a later date are accurately calculated to include the costs of construction inflation. The costs shown herein represent current 2023 costs, but the Impact Fee Analysis (IFA) includes an inflation component to reflect the future cost of facilities. The impact fee analysis should be updated regularly to account for changes in cost estimates over time.



TABLE 3: SOUTH JORDAN CITY 2033 ROADWAY PROJECT LIST

Project Number	Description	Responsibility	Improvement Scope	# of Lanes		Estimated Cost
				2023	Proposed	
PHASE #1 (2023-2032)						
1-1	SR-111: 10200 South to South Jordan Parkway	UDOT	Widening	2	5	\$17,100,000
1-2	SR-111: South Jordan Parkway to Herriman Parkway	UDOT	New Roadway	-	2	\$75,747,808
1-3	10200 South: Bacchus Highway to MVC*	SJC / WJC / WFRC	Widening	2	5	\$17,560,000
1-4	4000 West: 9000 South to 11400 South*	SJC / WFRC	Restriping	3	5	\$178,620
1-5	South Jordan Parkway: Bangerter Highway to Redwood Road	UDOT	Widening	5	7	\$53,000,000
1-6	Riverfront Parkway: 11050 South to 11400 South*	SJC / WFRC	Widening	2	5	\$5,500,000
1-7	Bingham Rim Road: MVC to Stavenger Drive*	UDOT	New Roadway	-	2	\$3,200,000
1-8	11400 South: Bangerter Highway to 3600 West	UDOT	Widening	5	7	\$3,800,000
1-9	11400 South: 3600 West to South Jordan Gateway	UDOT	Widening	5	6 / 7	\$82,606,008
1-10	11800 South: Bacchus Highway to Prosperity Road*	SJC / Herriman / WFRC	Widening	2	5	\$32,225,797
1-11	Daybreak Parkway: Trail Crossing Drive to MVC*	SJC	Widening	5	7	\$5,988,759
1-12	11800 South: MVC to 4000 West*	SJC / Herriman / Riverton	Widening	3	5	\$13,891,543
1-13	Lake Avenue: SR-111 to Lake Avenue*	SJC	New Roadway	-	2	\$2,214,051
1-14	Grandville Avenue: 10200 South to Bingham Rim Road*	UDOT	New Roadway	-	2	\$3,349,045
1-15	Bingham Rim Road: Prosperity Road to MVC*	SJC	New Roadway	-	3	\$4,236,618
1-16	7800 West: Bacchus Highway to Herriman Parkway*	SJC / WFRC	New Roadway	-	3	\$10,285,000
1-17	12150 South: 7800 West to South Jordan Border*	Developer / SJC / WFRC	New Roadway	-	3	\$71,895,000
1-18	Bingham Rim Road: SR-111 to 11800 S*	SJC / Herriman	New Roadway	-	2	\$5,503,679
1-19	Herriman Parkway (12600 S): 7800 W to SR-111*	SJC / WFRC	New Roadway	-	3	\$16,260,000
1-20	Meadowgrass Drive: Bacchus Highway to Bingham Rim Road*	SJC	New Roadway	-	2	\$4,168,269
1-21	Mountain View Corridor	UDOT	New Roadway	-	4	\$125,920,000
1-22	Bingham Rim Road: 7800 W to SR-111*	SJC / Developer	New Roadway	-	3	\$4,099,953
1-23	Prosperity Road: Crimson View Drive to 11000 South*	SJC / WFRC	New Roadway	-	3	\$14,780,000
1-24	Bingham Rim Road: South Jordan Parkway to Prosperity Road*	SJC	New Roadway	-	2 / 3	\$12,022,093
1-25	Prosperity Road: Bingham Rim Road to Copper Hawk Drive*	SJC	New Roadway	-	2	\$3,500,000

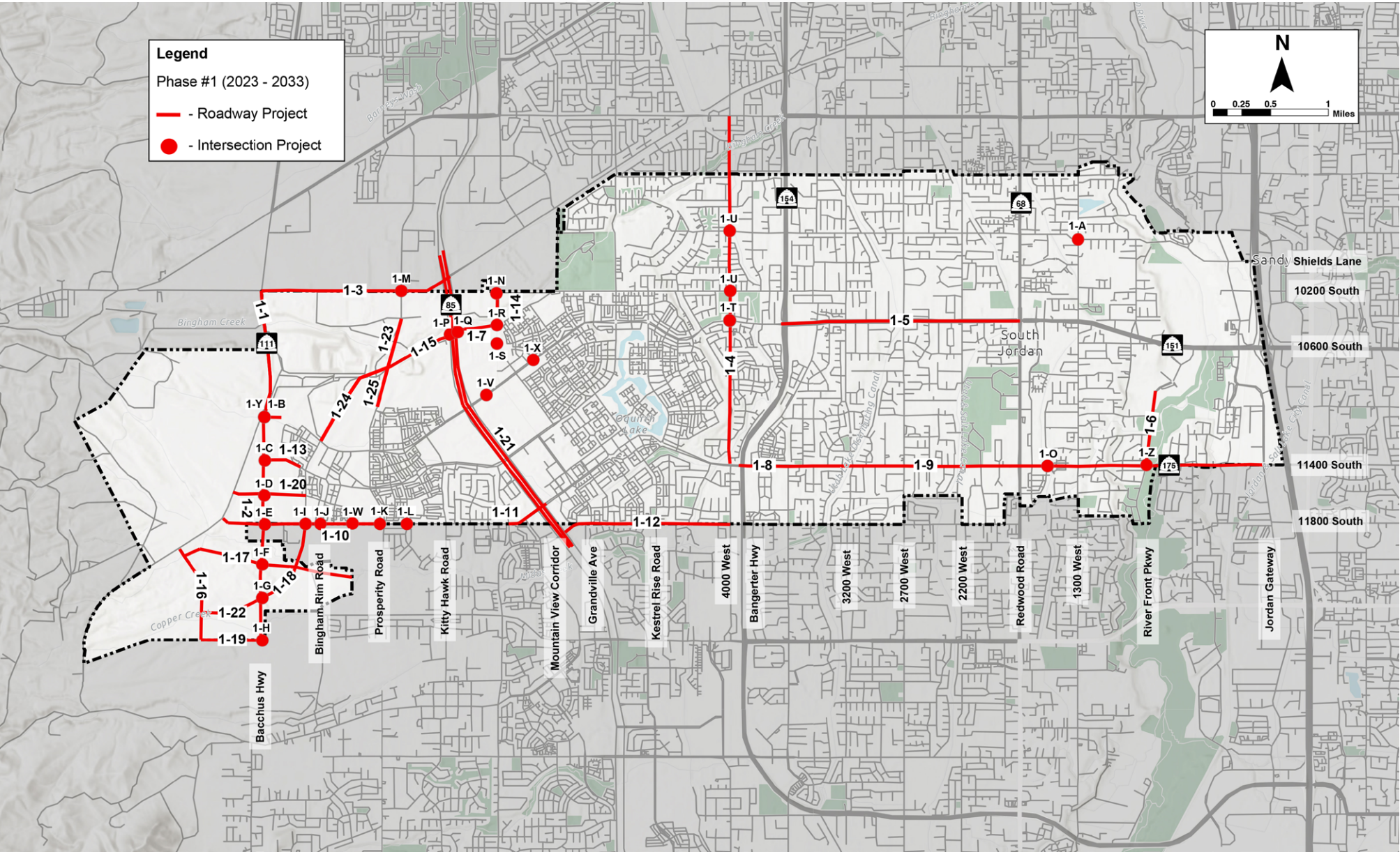
* Impact Fee Eligible Project

TABLE 4: SOUTH JORDAN CITY 2033 INTERSECTION PROJECT LIST

Project Number	Description	Responsibility	Improvement Scope	Estimated Cost
PHASE #1 (2023-2032)				
1-A	Shields Lane & 1300 W*	SJC	Intersection Improvement	\$666,925
1-B	SR-111 & South Jordan Parkway	UDOT	Install Signal	\$450,000
1-C	SR-111 & Lake Avenue	UDOT	Install Signal	\$450,000
1-D	SR-111 & Meadowgrass Drive	UDOT	Install Signal	\$450,000
1-E	SR-111 & 11800 S	UDOT	Install Signal	\$450,000
1-F	SR-111 & 12150 S	UDOT	Install Signal	\$450,000
1-G	SR-111 & Annex Area E/W	UDOT	Install Signal	\$450,000
1-H	SR-111 & Herriman Parkway	UDOT	Install Signal	\$450,000
1-I	11800 S & Bingham Rim Road*	SJC	Install Signal	\$400,000
1-J	11800 S & Silver Pond Road*	SJC	Install Signal	\$400,000
1-K	11800 S & Prosperity Road*	SJC	Install Signal	\$400,000
1-L	11800 S & Willow Walk Drive*	SJC	Install Signal	\$400,000
1-M	10200 S & 6200 W*	SJC	Install Signal	\$400,000
1-N	10200 S & Grandville Avenue*	SJC	Install Signal	\$250,000
1-O	11400 S & Andover Road	UDOT	Install Signal	\$350,000
1-P	Bingham Rim Road & MVC SB	UDOT	Install Signal	\$325,000
1-Q	Bingham Rim Road & MVC NB	UDOT	Install Signal	\$325,000
1-R	Bingham Rim Road & Grandville Avenue*	SJC	Install Signal	\$325,000
1-S	Grandville Avenue & Burntside Avenue*	SJC	Install Signal	\$325,000
1-T	10400 S & 4000 W*	WFRC / SJC	Intersection Improvement	\$5,152,400
1-U	4000 W & S Skye Drive/10200 South*	SJC	Intersection Improvement	\$2,592,000
1-V	South Jordan Parkway & Vadania Drive*	SJC	Install Signal	\$400,000
1-W	11800 S & Flying Fish Drive*	Herriman / SJC	Install Signal	\$400,000
1-X	South Jordan Parkway & Cardinal Park Rd*	SJC	Install Signal	\$425,000
1-Y	SR-111 & South Jordan Parkway*	SJC	Roadway Realignment	\$1,600,000
1-Z	Riverfront Parkway & 11400 S*	SJC	Intersection Improvement	\$150,000

* Impact Fee Eligible Project

Figure 6: Phase 1 Future Projects



C. Project Costs Attributable to Future Growth

Table 5 and Table 6 represent all projects expected to be constructed by 2033 based on the analysis in the TMP. The total cost for all projects is estimated to be \$607,468,569. Only a portion of the total cost is impact fee eligible. Some projects are expected to be partially or fully funded by developers. Funding for regional projects can also come through other sources, such as the local metropolitan planning organization, UDOT, or the County. The City will need to find funding to cover the portion of the projects that are not impact fee eligible, and are not fully funded by developers or outside sources. The cost due to future growth can be shared by new development through the assessment of transportation impact fees.

The amount of each project to be funded by impact fees varies depending on the cut-through traffic, projected traffic volumes, and capacity of each roadway. A vehicle trip is considered cut-through when the origin and the destination for a specific trip occurs outside the city limits. A cut-through traffic analysis was completed on key roadways where projects are planned in the city using a select-link analysis within the travel demand model. Specific cut-through values were assigned to each project roadway based on this analysis. The select-link analysis is described in the cut-through section in Chapter 2. A select-link analysis was also used to estimate the portion of traffic on project roadways generated by South Jordan City proper, the Daybreak development, and the Rio Tinto development.

The impact fee eligibility of each project was calculated by dividing the total new development-related traffic volume of the future (2033) traffic volume by roadway capacity added by the proposed project. This eligibility percentage was then multiplied by the project cost to calculate the impact fee eligible cost for each project. The following formulas outline how the impact fee eligible cost was calculated.

$$2033 \text{ ADT in Excess of } 2023 \text{ Capacity} = 2033 \text{ ADT} - 2023 \text{ Capacity} - \text{Existing Trips shifted to New Road}$$

¹ If 2033 ADT is greater than 2033 capacity, then use 2033 capacity

$$\% \text{ Impact Fee Eligible} = \frac{2033 \text{ ADT in Excess of } 2023 \text{ Capacity}}{\text{New Capacity}} \times (1 - \% \text{ cut through})$$

$$\text{Impact Fee Eligible Cost} = \% \text{ Impact Fee Eligible} \times \text{Total Project Cost}$$

A summary of the costs and impact fee eligibility of each project is shown in Table 5 and Table 6. As shown, the total impact fee eligible cost for planned South Jordan City projects expected to be completed by 2033 is **\$29,253,777** including \$5,511,993 assigned to South Jordan City proper, \$15,060,949 assigned to the Daybreak development, and \$8,680,836 assigned to the Rio Tinto development.

TABLE 5: SOUTH JORDAN CITY 2033 ROADWAY PROJECT IMPACT FEE ELIGIBLE COST SUMMARY																							
#	Project	Type	Future Functional Class	Cost ²	Outside Funding Sources ¹	Outside Funding Amount	2023 ADT	2033 ADT	2023 Capacity	2033 Capacity	'33 ADT in Excess of '23 Capacity	New Capacity	% Cut-through	% Impact Fee Eligible Until 2033	Impact Fees Beyond 2033	Impact Fee Eligible Cost (Until 2033)	SJC Proper		Daybreak		Rio Tinto		
																	%	\$	%	\$	%	\$	
Phase 1 (2023 - 2032)																							
1-1	SR-111: 10200 South to South Jordan Parkway	Widening	Arterial (5-lanes)	\$ 17,100,000	UDOT	\$ 17,100,000											UDOT Funded						
1-2	SR-111: South Jordan Parkway to Herriman Parkway	New Roadway	Arterial (2-lanes)	\$ 75,747,808	UDOT	\$ 75,747,808											UDOT Funded						
1-3	10200 South: Bacchus Highway to MVC	Widening	Arterial (5-lanes)	\$ 17,560,000	WJC / WFRC	\$ 16,243,000	8,000	17,000	10,625	32,300	6,375	21,675	40%	18%	42%	\$ 237,060	12%	\$ 27,798	78%	\$ 185,810	10%	\$ 23,452	
1-4	4000 West: 9000 South to 11400 South	Restriping	Arterial (5-lanes)	\$ 178,620	WFRC	\$ 151,827	13,000	15,000	15,130	32,300	0	17,170	9%	0%	91%	\$ -	86%	\$ -	14%	\$ -	0%	\$ -	
1-5	South Jordan Parkway: Bangerter Highway to Redwood Road	Widening	Arterial (7-lanes)	\$ 53,000,000	UDOT	\$ 53,000,000											UDOT Funded						
1-6	Riverfront Parkway: 11050 South to 11400 South	Widening	Arterial (5-lanes)	\$ 5,500,000	WFRC	\$ 4,675,000	7,000	8,000	10,625	32,300	0	21,675	28%	0%	72%	\$ -	92%	\$ -	7%	\$ -	1%	\$ -	
1-7	Bingham Rim Road: MVC to Stavenger Drive	New Roadway	Minor Collector (2-Lane)	\$ 3,200,000	UDOT	\$ 3,200,000											UDOT Funded						
1-8	11400 South: Bangerter Highway to 3600 West	Widening	Arterial (7-lanes)	\$ 3,800,000	UDOT	\$ 3,800,000											UDOT Funded						
1-9	11400 South: 3600 West to South Jordan Gateway	Widening	Arterial (6/7-lanes)	\$ 82,606,008	UDOT	\$ 82,606,008											UDOT Funded						
1-10	11800 South: Bacchus Highway to Prosperity Road	Widening	Arterial (5-lanes)	\$ 32,225,797	Herriman / WFRC	\$ 28,832,156	4,000	13,000	10,625	32,300	2,375	21,675	24%	8%	68%	\$ 271,491	10%	\$ 26,444	41%	\$ 110,685	49%	\$ 134,362	
1-11	Daybreak Parkway: Trail Crossing Drive to MVC	Widening	Arterial (7-lanes)	\$ 5,988,759			21,000	36,000	32,300	49,300	3,700	17,000	39%	13%	48%	\$ 778,539	19%	\$ 147,149	69%	\$ 539,028	12%	\$ 92,362	
1-12	11800 South: MVC to 4000 West	Widening	Arterial (5-lanes)	\$ 13,891,543	Herriman / Riverton	\$ 7,640,349	18,000	24,000	15,130	32,300	8,870	17,170	32%	35%	33%	\$ 2,187,918	41%	\$ 895,910	58%	\$ 1,259,546	1%	\$ 32,462	
1-13	Lake Avenue: SR-111 to Lake Avenue	New Roadway	Minor Collector (2-Lane)	\$ 2,214,051			0	2,000	0	10,625	2,000	10,625	0%	19%	81%	\$ 420,670	0.1%	\$ 324	87%	\$ 366,567	13%	\$ 53,779	
1-14	Grandville Avenue: 10200 South to Bingham Rim Road	New Roadway	Major Collector (2-Lane)	\$ 3,349,045	UDOT	\$ 3,349,045											UDOT Funded						
1-15	Bingham Rim Road: Prosperity Road to MVC	New Roadway	Major Collector (3-Lane)	\$ 4,236,618			0	2,000	0	15,130	2,000	15,130	34%	9%	57%	\$ 381,296	8%	\$ 30,818	87%	\$ 331,413	5%	\$ 19,065	
1-16	7800 West: Bacchus Highway to Herriman Parkway	New Roadway	Major Collector (3-Lane)	\$ 10,285,000	WFRC	\$ 8,742,250	0	2,000	0	15,130	2,000	15,130	5%	13%	82%	\$ 200,558	4%	\$ 8,292	16%	\$ 32,094	80%	\$ 160,171	
1-17	12150 South: 7800 West to South Jordan Border	New Roadway	Major Collector (3-Lane)	\$ 71,895,000	WFRC	\$ 61,110,750	0	10,000	0	15,130	10,000	15,130	5%	63%	32%	\$ 6,794,078	4%	\$ 280,915	16%	\$ 1,087,210	80%	\$ 5,425,952	
1-18	Bingham Rim Road: SR-111 to 11800 S	New Roadway	Minor Collector (2-Lane)	\$ 5,503,679	Herriman	\$ 2,201,472	0	2,000	0	10,625	2,000	10,625	5%	18%	77%	\$ 594,397	4%	\$ 24,577	16%	\$ 95,117	80%	\$ 474,703	
1-19	Herriman Parkway (12600 S): 7800 W to SR-111	New Roadway	Major Collector (3-Lane)	\$ 16,260,000	WFRC / Herriman	\$ 15,040,500	0	2,000	0	15,130	2,000	15,130	5%	13%	82%	\$ 158,535	4%	\$ 6,555	16%	\$ 25,369	80%	\$ 126,611	
1-20	Meadowgrass Drive: Bacchus Highway to Bingham Rim Road	New Roadway	Minor Collector (2-Lane)	\$ 4,168,269			0	2,000	0	10,625	2,000	10,625	4%	18%	78%	\$ 750,288	0%	\$ -	96%	\$ 719,465	4%	\$ 30,823	
1-21	Mountain View Corridor	New Roadway	Highway (4-lane)	\$ 125,920,000	UDOT	\$ 125,920,000											UDOT Funded						
1-22	Bingham Rim Road: 7800 W to SR-111	New Roadway	Major Collector (3-Lane)	\$ 4,099,953			0	6,000	0	15,130	6,000	15,130	5%	38%	57%	\$ 1,557,982	4%	\$ 64,418	16%	\$ 249,313	80%	\$ 1,244,251	
1-23	Prosperity Road: Crimson View Drive to Bingham Rim Road	New Roadway	Major Collector (3-Lane)	\$ 14,780,000	WFRC	\$ 12,563,000	0	8,000	0	15,130	8,000	15,130	34%	35%	31%	\$ 775,950	8%	\$ 62,715	87%	\$ 674,437	5%	\$ 38,798	
1-24	Bingham Rim Road: South Jordan Parkway to Prosperity Road	New Roadway	Minor Collector (2-Lane)	\$ 12,022,093			0	8,000	0	10,625	8,000	10,625	34%	49%	17%	\$ 5,890,826	8%	\$ 476,121	87%	\$ 5,120,163	5%	\$ 294,541	
1-25	Prosperity Road: Bingham Rim Road to Copper Hawk Drive	New Roadway	Minor Collector (2-Lane)	\$ 3,500,000			0	5,000	0	10,625	5,000	10,625	34%	31%	35%	\$ 1,085,000	8%	\$ 87,694	87%	\$ 943,056	5%	\$ 54,250	
TOTAL				\$ 589,032,244	\$521,923,164												\$ 22,084,587		\$ 2,139,730		\$ 11,739,276		\$ 8,205,581

1. WFRC STIP (State Transportation Improvement Program), UDOT, adjacent cities, or other external funding sources

2. Widening costs estimates represent the cost of widening for new growth.

TABLE 6: SOUTH JORDAN CITY 2033 INTERSECTION PROJECT IMPACT FEE ELIGIBLE COST SUMMARY

#	Intersection	Improvement	Cost	Other Outside Funding Sources ¹	Outside Funding Amount	% Cut-through	% Impact Fee Eligible	Impact Fee Eligible Cost	SJC Proper		Daybreak		Rio Tinto	
									%	\$	%	\$	%	\$
Phase 1 (2023 - 2032)														
1-A	Shields Lane & 1300 W	Intersection Improvement	\$ 666,925			13%	87%	\$ 582,147	85%	\$ 494,566	15%	\$ 86,112	0.3%	\$ 1,469
1-B	SR-111 & South Jordan Parkway	Install Signal	\$ 450,000	UDOT	\$ 450,000	UDOT Funded								
1-C	SR-111 & Lake Avenue	Install Signal	\$ 450,000	UDOT	\$ 450,000	UDOT Funded								
1-D	SR-111 & Meadowgrass Drive	Install Signal	\$ 450,000	UDOT	\$ 450,000	UDOT Funded								
1-E	SR-111 & 11800 S	Install Signal	\$ 450,000	UDOT	\$ 450,000	UDOT Funded								
1-F	SR-111 & 12150 S	Install Signal	\$ 450,000	UDOT	\$ 450,000	UDOT Funded								
1-G	SR-111 & Annex Area E/W	Install Signal	\$ 450,000	UDOT	\$ 450,000	UDOT Funded								
1-H	SR-111 & Herriman Parkway	Install Signal	\$ 450,000	UDOT	\$ 450,000	UDOT Funded								
1-I	11800 S & Bingham Rim Road	Install Signal	\$ 400,000	Herriman	\$ 200,000	24%	76%	\$ 151,207	10%	\$ 14,728	41%	\$ 61,646	49%	\$ 74,833
1-J	11800 S & Silver Pond Road	Install Signal	\$ 400,000	Herriman	\$ 200,000	24%	76%	\$ 151,207	10%	\$ 14,728	41%	\$ 61,646	49%	\$ 74,833
1-K	11800 S & Prosperity Road	Install Signal	\$ 400,000	Herriman	\$ 200,000	24%	76%	\$ 151,207	10%	\$ 14,728	41%	\$ 61,646	49%	\$ 74,833
1-L	11800 S & Willow Walk Drive	Install Signal	\$ 400,000	Herriman	\$ 200,000	24%	76%	\$ 151,207	10%	\$ 14,728	41%	\$ 61,646	49%	\$ 74,833
1-M	10200 S & 6200 W	Install Signal	\$ 400,000	WJC	\$ 200,000	40%	60%	\$ 120,339	12%	\$ 14,111	78%	\$ 94,323	10%	\$ 11,905
1-N	10200 S & Grandville Avenue	Install Signal	\$ 250,000			12%	88%	\$ 221,192	5%	\$ 11,718	95%	\$ 209,473	0%	\$ -
1-O	11400 S & Andover Road	Install Signal	\$ 350,000	UDOT	\$ 350,000	UDOT Funded								
1-P	Bingham Rim Road & MVC SB	Install Signal	\$ 325,000	UDOT	\$ 325,000	UDOT Funded								
1-Q	Bingham Rim Road & MVC NB	Install Signal	\$ 325,000	UDOT	\$ 325,000	UDOT Funded								
1-R	Bingham Rim Road & Grandville Avenue	Install Signal	\$ 325,000			12%	88%	\$ 287,549	5%	\$ 15,234	95%	\$ 272,316	0%	\$ -
1-S	Grandville Avenue & Burntside Avenue	Install Signal	\$ 325,000			12%	88%	\$ 287,549	5%	\$ 15,234	95%	\$ 272,316	0%	\$ -
1-T	10400 S & 4000 W	Intersection Improvements	\$ 5,152,400	WFRC	\$ 4,715,816	9%	91%	\$ 396,276	86%	\$ 342,233	13%	\$ 52,864	0.3%	\$ 1,180
1-U	4000 W & S Skye Drive/10200 South	Intersection Improvements	\$ 2,592,000			9%	91%	\$ 2,352,693	86%	\$ 2,031,835	13%	\$ 313,851	0.3%	\$ 7,006
1-V	South Jordan Parkway & Vadania Drive	Install Signal	\$ 400,000			14%	86%	\$ 345,106	29%	\$ 101,317	69%	\$ 237,084	2%	\$ 6,705
1-W	11800 S & Flying Fish Drive	Install Signal	\$ 400,000	Herriman	\$ 200,000	24%	76%	\$ 151,207	10%	\$ 14,728	41%	\$ 61,646	49%	\$ 74,833
1-X	South Jordan Parkway & Cardinal Park Rd	Install Signal	\$ 425,000			14%	86%	\$ 366,675	29%	\$ 107,649	69%	\$ 251,902	2%	\$ 7,124
1-Y	SR-111 & South Jordan Parkway	Roadway Realignment	\$ 1,600,000			16%	84%	\$ 1,346,355	5%	\$ 66,246	90%	\$ 1,216,047	5%	\$ 64,063
1-Z	Riverfront Parkway & 11400 S	Intersection Improvement	\$ 150,000			28%	72%	\$ 107,275	92%	\$ 98,481	7%	\$ 7,156	2%	\$ 1,638
TOTAL			\$ 18,436,325		\$10,065,816			\$7,169,190		\$ 3,372,263		\$ 3,321,673		\$ 475,254

1. WFRC STIP (State Transportation Improvement Program), UDOT, adjacent cities, or other external funding sources

V. FUNDING SOURCES

A. Purpose

The purpose of this chapter is to identify the funding sources that are available for roadway improvement projects. All possible revenue sources have been considered as a means of financing transportation capital improvements needed as a result of new growth. Funding sources for transportation are essential to enable the recommended improvements in South Jordan City to be built. This chapter discusses the potential revenue sources that could be used to fund transportation needs.

Transportation routes often span multiple jurisdictions and provide regional significance to the transportation network. As a result, other government jurisdictions or agencies often help pay for such regional benefits. Those jurisdictions and agencies could include the Federal Government, the State (UDOT), the County, and the local MPO (WFRC). The City will need to continue to partner and work with these other jurisdictions to ensure adequate funds are available for the specific improvements necessary to maintain an acceptable LOS. The City will also need to partner with adjacent communities to ensure corridor continuity across jurisdictional boundaries (i.e., arterials connect with arterials, collectors connect with collectors, etc.).

B. Federal Funding

Federal money is available to cities and counties through the federal-aid program. In Utah, UDOT administers these funds. To be eligible, a project must be listed on the five-year Statewide Transportation Improvement Program (STIP).

The Surface Transportation Program (STP) funds projects for any roadway with a functional classification of a collector street or higher as established on the Statewide Functional Classification Map. STP funds can be used for both rehabilitation and new construction. The Joint Highway Committee programs a portion of the STP funds for projects around the state in urban areas. Another portion of the STP funds can be used for projects in any area of the state at the discretion of the State Transportation Commission. Transportation Enhancement funds are allocated based on a competitive application process. The Transportation Enhancement Committee reviews all applications and then a portion of the applications are passed to the State Transportation Commission. Transportation enhancements include twelve categories ranging from historic preservation, bicycle and pedestrian facilities, and water runoff mitigation.

WFRC accepts applications for federal funds from local and regional government jurisdictions. The WFRC Technical Advisory and Regional Planning Committees select projects for funding every two years. The selected projects form the Transportation Improvement Program (TIP). In order to receive funding, projects should include one or more of the following aspects:

- **Congestion relief** – spot improvement and corridor improvement projects intended to improve levels of service and/or reduce average delay along those corridors identified in the Regional Transportation Plan as high-congestion areas
- **Mode choice** – projects improving the diversity and/or usefulness of travel modes other than single-occupant vehicles
- **Air quality improvements** – projects showing demonstrable air quality benefits
- **Safety** – improvements to vehicular, pedestrian, and bicyclist safety

C. State/County Funding

The distribution of State Class B and C program funds is established by State Legislation and is administered by UDOT. Revenues for the program are derived from State fuel taxes, registration fees, driver license fees, inspection fees, and transportation permits. Seventy-five percent of these funds are kept by UDOT for their construction and maintenance programs. The rest is made available to counties and cities. As some of the roads in South Jordan fall under UDOT jurisdiction, it is in the interest of the City that staff are aware of the procedures used by UDOT to allocate those funds and to be active in requesting the funds be made available for UDOT-owned roadways in the City.

Class B and C funds are allocated to each city and county based on the following formula: 50 percent based on the percentage that the population of the county or municipality bears to the total population of the state, and 50 percent based on the percentage that the B and C road weighted mileage of the county or municipality bears to the total Class B and Class C road total weighted mileage. Class B and C funds can be used for maintenance and construction projects.

D. City Funding

Some cities utilize general fund revenues for their transportation programs. Another option for transportation funding is to create special improvement districts. These districts are organized for the purpose of funding a single specific project that benefits an identifiable group of properties. Another source of funding used by cities is revenue bonding for projects intended to benefit the entire community.

Private interests often provide resources for transportation improvements. Developers construct the local streets within subdivisions and often dedicate right-of-way and participate in the construction of collector/arterial streets adjacent to their developments. Developers can also be considered a possible source of funds for projects through the use of impact fees. These fees are assessed as a result of the impacts a particular development will have on the surrounding roadway system, such as the need for traffic signals or street widening.

General fund revenues are typically reserved for operation and maintenance purposes as they relate to transportation. However, general funds can be used, if available, to fund the expansion or introduction of specific services. Providing a line item in the City budgeted general funds to address roadway improvements that are not impact fee eligible is a recommended practice to fund transportation projects, should other funding options fall short of the needed amount.

General obligation bonds are debt paid for or backed by the City's taxing power. In general, facilities paid for through this revenue stream are in high demand amongst the community. Typically, general obligation bonds are not used to fund facilities that are needed as a result of new growth because existing residents would be paying for the impacts of new growth. As a result, general obligation bonds are not considered a fair means of financing future facilities needed as a result of new growth. They may be considered as a reasonable method to address existing deficiencies.

Certain areas might have different needs or require different methods of funding than traditional revenue sources. A Special Assessment Area (SAA) can be created for infrastructure needs that benefit or encompass specific areas of the City. The municipality can create an SAA through a resolution declaring that public health, convenience, and necessity require the creation of an SAA. The boundaries and services provided by the district must be specified and a public hearing must be held before the SAA is created. Once the SAA is created, funding can be obtained from tax levies, bonds, and fees when approved by the majority of the qualified electors of the SAA. These funding mechanisms allow the costs to be spread out over time. Through the SAA, tax levies and bonding can apply to specific areas in the City needing to benefit from the improvements.

E. Interfund Loans

Since infrastructure generally must be built ahead of growth, it is sometimes funded before expected impact fees are collected. Bonds are the solution to this problem in some cases. In other cases, funds from existing user rate revenue will be loaned to the impact fee fund to complete initial construction of the project. As impact fees are received, they will be reimbursed. Consideration of these loans will be included in the impact fee analysis and should be considered in subsequent accounting of impact fee expenditures.

F. Developer Dedications and Exactions

Developer dedications and exactions can both be credited against the developer's impact fee analysis. If the value of the developer's dedications and/or exactions are less than the developer's impact fee liability, the developer will owe the balance of the liability to the City. If the dedications and/or exactions of the developer are greater than the impact fee liability, the City may reimburse the developer the difference.

G. Developer Impact Fees

Impact fees are a way for a community to obtain funds to assist in the construction of infrastructure improvements resulting from and needed to serve new growth. The premise behind impact fees is that if no new development occurred, the existing infrastructure would be adequate. Therefore, new development should pay for the portion of required improvements that result from new growth. Impact fees are assessed for many types of infrastructure and facilities that are provided by a community, such as roadways. According to state law, impact fees can only be used to fund growth-related system improvements.

According to State statute, impact fees must only be used to fund projects that will serve needs caused by future development. They are not to be used to address present deficiencies. Only project costs that address future needs are included in this IFFP. This ensures a fair fee since developers will not be expected to address present deficiencies.

Legislation requires that impact fees should be spent or encumbered within six years after each impact fee is paid. Impact fees collected in the next six years should be spent on those projects outlined in the IFFP as growth related costs to maintain the City established LOS. Impact fees collected as buy-in to existing facilities can be allocated to the General Fund to repay the City for historic investment.



VI. IMPACT FEE CERTIFICATION

A. Overview

This report has been prepared in accordance with Utah Code Title 11, Chapter 36a, "Impact Fees Act." This report (including its results and projections) relies upon the planning, engineering, land use, and other source data provided in the South Jordan City TMP (2024).

In accordance with Utah Code Annotate, 11-36a-306(1), WCG certifies that this impact fee facilities plan:

1. Includes only the cost of public facilities that are:
 - a. allowed under the Impact Fees Act; and
 - b. actually incurred; or
 - c. are projected to be incurred or encumbered within six years of the day on which each impact fee is paid;
2. Does not include:
 - a. costs of operation and maintenance of public facilities; or
 - b. costs for qualifying public facilities that will raise the level of service for the facilities, through impact fees, above the LOS supported by existing residents; and
3. Complies in each and every relevant respect with the Impact Fees Act.

This certification is made with the following limitations:

- All of the recommendations for implementing this IFFP and IFA are followed in their entirety by the City.
- If any portion of the IFFP is modified or amended in any way, this certification is no longer valid.

All information presented and used in the creation of this IFFP is assumed to be complete and correct, including any information received from the City or other outside sources.



VII. APPENDIX

Buy-In Analysis

Existing Facility Buy-In Percentage												
LINKID ¹	Street Name	From	To	Length (mi)	LOS D Capacity	2023 ADT	2033 ADT	% Cut-Through	New ADT ²	% Attributed to New Growth	Capacity Miles	New VMT
21162_21206	Skye Dr	4800 W	4000 W	0.23	10,625	5,000	5,000	13%	0	0%	2,450	0
21194_21200	Skye Dr	4800 W	4000 W	0.05	10,625	1,000	1,000	13%	0	0%	493	0
21194_21292	Skye Dr	4800 W	4000 W	0.51	15,130	1,000	1,000	13%	0	0%	7,780	0
21200_21225	Skye Dr	4800 W	4000 W	0.10	10,625	3,000	2,000	13%	0	0%	1,107	0
21206_21214	Skye Dr	4800 W	4000 W	0.04	10,625	5,000	5,000	13%	0	0%	433	0
21214_21231	Skye Dr	4800 W	4000 W	0.22	10,625	3,000	2,000	13%	0	0%	2,314	0
21225_21231	Skye Dr	4800 W	4000 W	0.05	10,625	3,000	2,000	13%	0	0%	566	0
21292_21350	Skye Dr	4000 W	Bangerter Hwy	0.24	15,130	6,000	7,000	13%	873	6%	3,650	211
21350_21393	Skye Dr	4000 W	Bangerter Hwy	0.21	15,130	10,000	11,000	13%	873	6%	3,114	180
21393_21402	Skye Dr	4000 W	Bangerter Hwy	0.04	15,130	10,000	11,000	13%	873	6%	620	36
21393_21406	Skye Dr	4000 W	Bangerter Hwy	0.08	15,130	1,000	3,000	13%	1,746	12%	1,204	139
21402_21406	Skye Dr	4000 W	Bangerter Hwy	0.04	15,130	18,000	11,000	13%	0	0%	597	0
21933_21955	Shields Ln	1000 W	Jordan Gateway	0.14	15,130	9,000	10,000	13%	873	6%	2,166	125
21955_22005	Shields Ln	1000 W	Jordan Gateway	0.17	15,130	9,000	10,000	13%	873	6%	2,606	150
22005_22043	Shields Ln	1000 W	Jordan Gateway	0.34	15,130	9,000	10,000	13%	873	6%	5,070	292
22043_22081	Shields Ln	1000 W	Jordan Gateway	0.21	15,130	11,000	12,000	13%	873	6%	3,126	180
21838_21892	Shields Ln	1300 W	1000 W	0.30	15,130	6,000	7,000	13%	873	6%	4,607	266
21892_21933	Shields Ln	1300 W	1000 W	0.20	15,130	9,000	10,000	13%	873	6%	2,971	171
21406_21451	Shields Ln	Bangerter Hwy	3200 W	0.22	15,130	12,000	11,000	13%	0	0%	3,384	0
21451_21486	Shields Ln	Bangerter Hwy	3200 W	0.25	15,130	9,000	8,000	13%	0	0%	3,838	0
21486_21522	Shields Ln	3200 W	2700 W	0.24	15,130	7,000	6,000	13%	0	0%	3,704	0
21522_21579	Shields Ln	3200 W	2700 W	0.26	15,130	8,000	7,000	13%	0	0%	3,883	0
21579_21631	Shields Ln	2700 W	2200 W	0.26	15,130	10,000	11,000	13%	873	6%	3,893	225
21631_21681	Shields Ln	2700 W	2200 W	0.24	15,130	11,000	12,000	13%	873	6%	3,676	212
21681_21708	Shields Ln	2200 W	Redwood Rd	0.20	15,130	12,000	12,000	13%	0	0%	3,009	0
21708_21758	Shields Ln	2200 W	Redwood Rd	0.31	15,130	11,000	10,000	13%	0	0%	4,618	0
21758_21830	Shields Ln	Redwood Rd	1300 W	0.40	15,130	6,000	7,000	13%	873	6%	6,040	348
21830_21833	Shields Ln	Redwood Rd	1300 W	0.06	15,130	10,000	11,000	13%	873	6%	891	51
21833_21838	Shields Ln	Redwood Rd	1300 W	0.05	15,130	10,000	11,000	13%	873	6%	767	44
22081_22114	10000 S	Jordan Gateway	I-15	0.16	15,130	11,000	13,000	13%	1,746	12%	2,444	282
22114_22122	10000 S	Jordan Gateway	I-15	0.02	32,300	16,000	18,000	13%	1,746	5%	502	27
20480_29706	10200 S	Bacchus Hwy	6200 W	0.12	10,625	3,000	9,000	40%	3,610	34%	1,254	426
20627_20660	10200 S	Bacchus Hwy	6200 W	0.10	10,625	4,000	10,000	40%	3,610	34%	1,017	345
20627_29705	10200 S	Bacchus Hwy	6200 W	0.12	10,625	3,000	10,000	40%	4,212	40%	1,235	489
20660_20714	10200 S	Bacchus Hwy	6200 W	0.15	10,625	4,000	10,000	40%	3,610	34%	1,624	552
29705_29706	10200 S	Bacchus Hwy	6200 W	0.12	10,625	3,000	10,000	40%	4,212	40%	1,307	518
20714_20743	10200 S	6200 W	North City Limits	0.11	10,625	8,000	16,000	40%	1,579	15%	1,162	173
20921_20939	10200 S	Bingham Rim Rd	4800 W	0.08	10,625	1,000	2,000	13%	873	8%	825	68
20939_20973	10200 S	Bingham Rim Rd	4800 W	0.17	10,625	1,000	2,000	13%	873	8%	1,846	152
20973_21014	10200 S	Bingham Rim Rd	4800 W	0.28	10,625	2,000	3,000	13%	873	8%	3,008	247
21014_21042	10200 S	4800 W	4000 W	0.13	10,625	4,000	6,000	13%	1,746	16%	1,387	228
21042_21074	10200 S	4800 W	4000 W	0.15	10,625	4,000	6,000	13%	1,746	16%	1,593	262
21074_21100	10200 S	4800 W	4000 W	0.26	10,625	4,000	6,000	13%	1,746	16%	2,798	460
21100_21190	10200 S	4800 W	4000 W	0.44	15,130	4,000	6,000	13%	1,746	12%	6,695	773
20349_29707	South Jordan Pkwy	Bacchus Hwy	Bingham Rim Rd	0.13	32,300	1,000	5,000	14%	3,451	11%	4,065	434
20349_29708	South Jordan Pkwy	Bacchus Hwy	Bingham Rim Rd	0.11	32,300	1,000	5,000	14%	3,451	11%	3,628	388
20359_29708	South Jordan Pkwy	Bacchus Hwy	Bingham Rim Rd	0.16	32,300	1,000	5,000	14%	3,451	11%	5,009	535
20359_20373	South Jordan Pkwy	Bingham Rim Rd	Prosperity Rd	0.18	32,300	1,000	8,000	14%	6,039	19%	5,838	1,092
20373_29718	South Jordan Pkwy	Bingham Rim Rd	Prosperity Rd	0.10	32,300	1,000	12,000	14%	9,490	29%	3,142	923
20403_29718	South Jordan Pkwy	Bingham Rim Rd	Prosperity Rd	0.16	32,300	1,000	14,000	14%	11,216	35%	5,299	1,840
20403_20416	South Jordan Pkwy	Prosperity Rd	Kitty Hawk Rd	0.12	32,300	1,000	19,000	14%	15,530	48%	3,895	1,873
20416_20434	South Jordan Pkwy	Prosperity Rd	Kitty Hawk Rd	0.10	32,300	2,000	20,000	14%	15,530	48%	3,180	1,529
20434_20448	South Jordan Pkwy	Prosperity Rd	Kitty Hawk Rd	0.07	32,300	2,000	20,000	14%	15,530	48%	2,245	1,079
20448_20474	South Jordan Pkwy	Prosperity Rd	Kitty Hawk Rd	0.10	32,300	4,000	22,000	14%	15,530	48%	3,269	1,572
20474_20505	South Jordan Pkwy	Prosperity Rd	Kitty Hawk Rd	0.13	32,300	4,000	22,000	14%	15,530	48%	4,200	2,019
20505_20575	South Jordan Pkwy	Kitty Hawk Rd	MVC	0.20	32,300	7,000	24,000	14%	14,667	45%	6,568	2,982
20575_29712	South Jordan Pkwy	Kitty Hawk Rd	MVC	0.09	42,500	8,000	28,000	14%	17,255	41%	3,847	1,562
20621_20650	South Jordan Pkwy	Kitty Hawk Rd	MVC	0.11	42,500	6,000	24,000	14%	15,530	37%	4,715	1,723
20621_29712	South Jordan Pkwy	Kitty Hawk Rd	MVC	0.09	42,500	8,000	29,000	14%	18,118	43%	3,667	1,563
20650_29790	South Jordan Pkwy	MVC	Grandville Ave	0.07	42,500	5,000	12,000	14%	6,039	14%	2,814	400
20675_29790	South Jordan Pkwy	MVC	Grandville Ave	0.08	32,300	5,000	12,000	14%	6,039	19%	2,460	460
20675_29795	South Jordan Pkwy	MVC	Grandville Ave	0.08	32,300	5,000	10,000	14%	4,314	13%	2,490	333
20720_29795	South Jordan Pkwy	MVC	Grandville Ave	0.08	32,300	5,000	10,000	14%	4,314	13%	2,564	342
20720_29805	South Jordan Pkwy	Grandville Ave	Lake Run Rd	0.11	32,300	5,000	12,000	14%	6,039	19%	3,394	635

Existing Facility Buy-In Percentage													Item G.2.
LINKID ¹	Street Name	From	To	Length (mi)	LOS D Capacity	2023 ADT	2033 ADT	% Cut-Through	New ADT ²	% Attributed to New Growth	Capa Mill		
20757_29805	South Jordan Pkwy	Grandville Ave	Lake Run Rd	0.06	32,300	5,000	12,000	14%	6,039	19%	1,813	339	
20757_20793	South Jordan Pkwy	Lake Run Rd	Kestrel Rise Rd	0.18	32,300	5,000	13,000	14%	6,902	21%	5,925	1,266	
20793_20846	South Jordan Pkwy	Lake Run Rd	Kestrel Rise Rd	0.26	32,300	6,000	13,000	14%	6,039	19%	8,322	1,556	
20846_20876	South Jordan Pkwy	Kestrel Rise Rd	4800 W	0.16	32,300	6,000	13,000	14%	6,039	19%	5,093	952	
20876_20890	South Jordan Pkwy	Kestrel Rise Rd	4800 W	0.05	32,300	6,000	13,000	14%	6,039	19%	1,722	322	
20890_20923	South Jordan Pkwy	Kestrel Rise Rd	4800 W	0.09	32,300	6,000	13,000	14%	6,039	19%	2,791	522	
20923_20968	South Jordan Pkwy	Kestrel Rise Rd	4800 W	0.26	32,300	6,000	13,000	14%	6,039	19%	8,510	1,591	
20968_29901	South Jordan Pkwy	4800 W	Oquirrh Lake Rd	0.13	32,300	7,000	14,000	14%	6,039	19%	4,318	807	
21015_29901	South Jordan Pkwy	4800 W	Oquirrh Lake Rd	0.15	32,300	9,000	15,000	14%	5,177	16%	4,738	759	
21032_21049	South Jordan Pkwy	Oquirrh Lake Rd	4000 W	0.11	32,300	11,000	17,000	14%	5,177	16%	3,591	576	
21049_21080	South Jordan Pkwy	Oquirrh Lake Rd	4000 W	0.12	32,300	15,000	22,000	14%	6,039	19%	3,831	716	
21080_21099	South Jordan Pkwy	Oquirrh Lake Rd	4000 W	0.14	32,300	16,000	23,000	14%	6,039	19%	4,395	822	
21099_21111	South Jordan Pkwy	Oquirrh Lake Rd	4000 W	0.06	32,300	17,000	23,000	14%	5,177	16%	1,966	315	
21111_21128	South Jordan Pkwy	Oquirrh Lake Rd	4000 W	0.08	32,300	17,000	23,000	14%	5,177	16%	2,438	391	
21128_21147	South Jordan Pkwy	Oquirrh Lake Rd	4000 W	0.11	32,300	17,000	23,000	14%	5,177	16%	3,430	550	
21015_21032	South Jordan Pkwy	Oquirrh Lake Rd	4000 W	0.19	32,300	9,000	15,000	14%	5,177	16%	6,031	967	
21147_21179	South Jordan Pkwy	4000 W	Bangerter Hwy	0.20	32,300	22,000	30,000	14%	6,902	21%	6,568	1,403	
21179_21220	South Jordan Pkwy	4000 W	Bangerter Hwy	0.24	32,300	25,000	33,000	14%	6,298	19%	7,729	1,507	
20361_20378	Lake Ave	Prosperity Rd	Kitty Hawk Rd	0.11	10,625	1,000	1,000	1%	0	0%	1,173	0	
20378_20394	Lake Ave	Prosperity Rd	Kitty Hawk Rd	0.17	10,625	1,000	1,000	1%	0	0%	1,826	0	
20394_20421	Lake Ave	Prosperity Rd	Kitty Hawk Rd	0.11	10,625	1,000	2,000	1%	988	9%	1,208	112	
20421_20440	Lake Ave	Prosperity Rd	Kitty Hawk Rd	0.07	10,625	1,000	2,000	1%	988	9%	769	72	
20440_20467	Lake Ave	Prosperity Rd	Kitty Hawk Rd	0.13	10,625	1,000	2,000	1%	988	9%	1,330	124	
20467_20486	Lake Ave	Prosperity Rd	Kitty Hawk Rd	0.09	10,625	1,000	2,000	1%	988	9%	986	92	
20486_20514	Lake Ave	Kitty Hawk Rd	Trail Crossing Dr	0.13	32,300	1,000	4,000	1%	2,965	9%	4,161	382	
20514_20542	Lake Ave	Kitty Hawk Rd	Trail Crossing Dr	0.17	32,300	1,000	3,000	1%	1,976	6%	5,472	335	
20542_20564	Lake Ave	Kitty Hawk Rd	Trail Crossing Dr	0.10	32,300	4,000	6,000	1%	1,976	6%	3,269	200	
20564_20582	Lake Ave	Kitty Hawk Rd	Trail Crossing Dr	0.07	32,300	4,000	6,000	1%	1,976	6%	2,377	145	
20582_20589	Lake Ave	Trail Crossing Dr	MVC	0.04	32,300	6,000	8,000	1%	1,976	6%	1,416	87	
20589_20618	Lake Ave	Trail Crossing Dr	MVC	0.08	32,300	4,000	11,000	1%	6,918	21%	2,564	549	
20618_29772	Lake Ave	MVC	Grandville Ave	0.07	32,300	3,000	10,000	1%	6,918	21%	2,208	473	
20659_29772	Lake Ave	MVC	Grandville Ave	0.10	32,300	3,000	10,000	1%	6,918	21%	3,104	665	
20659_29773	Lake Ave	MVC	Grandville Ave	0.06	32,300	3,000	10,000	1%	6,918	21%	1,980	424	
20697_29773	Lake Ave	MVC	Grandville Ave	0.09	32,300	3,000	9,000	1%	5,929	18%	2,913	535	
20697_20712	Lake Ave	Grandville Ave	Lake Run Rd	0.09	10,625	3,000	8,000	1%	4,941	47%	989	460	
20734_20751	Lake Ave	Lake Run Rd	Kestrel Rise Rd	0.08	10,625	2,000	4,000	1%	1,976	19%	828	154	
20751_20780	Lake Ave	Lake Run Rd	Kestrel Rise Rd	0.14	10,625	2,000	4,000	1%	1,976	19%	1,531	285	
20780_20809	Lake Ave	Lake Run Rd	Kestrel Rise Rd	0.12	10,625	3,000	5,000	1%	1,976	19%	1,273	237	
20809_20825	Lake Ave	Lake Run Rd	Kestrel Rise Rd	0.10	10,625	3,000	5,000	1%	1,976	19%	1,092	203	
20496_20509	Daybreak Pkwy	Trail Crossing Dr	MVC	0.04	32,300	19,000	35,000	39%	8,111	25%	1,425	358	
20509_20570	Daybreak Pkwy	Trail Crossing Dr	MVC	0.20	32,300	21,000	37,000	39%	6,891	21%	6,409	1,367	
20570_20594	Daybreak Pkwy	Trail Crossing Dr	MVC	0.09	32,300	19,000	35,000	39%	8,111	25%	3,027	760	
20594_20642	Daybreak Pkwy	MVC	Grandville Ave	0.13	32,300	17,000	30,000	15%	11,080	34%	4,067	1,395	
20642_29887	Daybreak Pkwy	MVC	Grandville Ave	0.06	32,300	16,000	26,000	15%	8,523	26%	2,004	529	
20678_29887	Daybreak Pkwy	MVC	Grandville Ave	0.11	32,300	16,000	26,000	15%	8,523	26%	3,500	924	
20678_20717	Daybreak Pkwy	Grandville Ave	Lake Run Rd	0.17	32,300	15,000	24,000	15%	7,671	24%	5,391	1,280	
20717_20767	Daybreak Pkwy	Lake Run	Kestrel Rise Rd	0.22	32,300	15,000	29,000	15%	11,932	37%	7,175	2,651	
20767_29883	Daybreak Pkwy	Lake Run	Kestrel Rise Rd	0.11	32,300	18,000	31,000	15%	11,080	34%	3,438	1,179	
20814_29883	Daybreak Pkwy	Lake Run	Kestrel Rise Rd	0.11	32,300	19,000	32,000	15%	11,080	34%	3,665	1,257	
20814_20826	Daybreak Pkwy	Kestrel Rise Rd	Oquirrh Lake Rd	0.09	32,300	20,000	32,000	15%	10,228	32%	2,843	900	
20826_20843	Daybreak Pkwy	Kestrel Rise Rd	Oquirrh Lake Rd	0.10	32,300	21,000	32,000	15%	9,375	29%	3,310	961	
20843_20845	Daybreak Pkwy	Kestrel Rise Rd	Oquirrh Lake Rd	0.12	32,300	21,000	32,000	15%	9,375	29%	3,804	1,104	
20845_20859	Daybreak Pkwy	Oquirrh Lake Rd	4000 W	0.15	42,500	24,000	34,000	15%	8,523	20%	6,274	1,258	
20859_20875	Daybreak Pkwy	Oquirrh Lake Rd	4000 W	0.27	42,500	27,000	36,000	15%	7,671	18%	11,384	2,055	
20875_20919	Daybreak Pkwy	Oquirrh Lake Rd	4000 W	0.22	42,500	27,000	36,000	15%	7,671	18%	9,347	1,687	
20919_20933	Daybreak Pkwy	4000 W	Bangerter Hwy	0.07	32,300	39,000	48,000	15%	0	0%	2,328	0	
20125_20126	11800 S	Bacchus Hwy	SR-111	0.06	10,625	3,000	6,000	37%	1,903	18%	628	112	
20126_20172	11800 S	Bacchus Hwy	SR-111	0.25	10,625	3,000	6,000	37%	1,903	18%	2,608	467	
20172_20229	11800 S	SR-111	Bingham Rim Rd	0.09	10,625	3,000	14,000	37%	4,838	46%	937	427	
20229_20255	11800 S	SR-111	Bingham Rim Rd	0.09	10,625	3,000	14,000	37%	4,838	46%	944	430	
20255_29719	11800 S	Bingham Rim Rd	Silver Pond Rd	0.06	10,625	3,000	14,000	37%	4,838	46%	667	304	
20310_20339	11800 S	Silver Pond Rd	Prosperity Rd	0.12	10,625	4,000	14,000	37%	4,203	40%	1,274	504	
20310_29754	11800 S	Silver Pond Rd	Prosperity Rd	0.08	10,625	3,000	11,000	37%	4,838	46%	845	385	
29719_29754	11800 S	Silver Pond Rd	Prosperity Rd	0.06	10,625	3,000	11,000	37%	4,838	46%	621	283	
20339_20363	11800 S	Prosperity Rd	Kitty Hawk Rd	0.12	32,300	4,000	17,000	37%	8,248	26%	3,813	974	
20363_20406	11800 S	Prosperity Rd	Kitty Hawk Rd	0.17	32,300	6,000	20,000	37%	8,883	28%	5,459	1,501	
20406_29850	11800 S	Kitty Hawk Rd	Trail Crossing Dr	0.04	32,300	5,000	20,000	37%	9,517	29%	1,204	355	

Existing Facility Buy-In Percentage													Item G.2.
LINKID ¹	Street Name	From	To	Length (mi)	LOS D Capacity	2023 ADT	2033 ADT	% Cut-Through	New ADT ²	% Attributed to New Growth	Capacity Miles		
20427_20464	11800 S	Kitty Hawk Rd	Trail Crossing Dr	0.09	32,300	6,000	20,000	37%	8,883	28%	2,950	811	
20427_29850	11800 S	Kitty Hawk Rd	Trail Crossing Dr	0.07	32,300	5,000	20,000	37%	9,517	29%	2,127	627	
20464_20496	11800 S	Kitty Hawk Rd	Trail Crossing Dr	0.08	32,300	10,000	23,000	37%	8,248	26%	2,429	620	
20626_20648	11800 S	South City Limits	Grandville Ave	0.06	15,130	13,000	18,000	37%	1,351	9%	912	81	
20648_20690	11800 S	Grandville Ave	Kestrel Rise Rd	0.10	15,130	13,000	19,000	37%	1,351	9%	1,579	141	
20690_20736	11800 S	Grandville Ave	Kestrel Rise Rd	0.18	15,130	16,000	21,000	37%	0	0%	2,661	0	
20736_20776	11800 S	Kestrel Rise Rd	4000 W	0.14	15,130	18,000	22,000	37%	0	0%	2,153	0	
20776_20827	11800 S	Kestrel Rise Rd	4000 W	0.18	15,130	18,000	21,000	37%	0	0%	2,689	0	
20827_20882	11800 S	4000 W	3600 W	0.18	32,300	16,000	19,000	37%	1,903	6%	5,780	341	
20882_20916	11800 S	4000 W	3600 W	0.07	32,300	14,000	16,000	37%	1,269	4%	2,328	91	
20916_20954	11800 S	3600 W	3200 W	0.11	15,130	8,000	9,000	37%	634	4%	1,664	70	
20954_21007	11800 S	3600 W	3200 W	0.15	15,130	9,000	10,000	37%	634	4%	2,200	92	
21007_21054	11800 S	3200 W	2700 W	0.12	15,130	10,000	10,000	37%	0	0%	1,777	0	
21054_21098	11800 S	3200 W	2700 W	0.13	15,130	11,000	11,000	37%	0	0%	1,937	0	
21178_21221	11800 S	2700 W	Redwood Rd	0.10	15,130	6,000	6,000	37%	0	0%	1,551	0	
21221_21281	11800 S	2700 W	Redwood Rd	0.08	15,130	3,000	3,000	37%	0	0%	1,175	0	
20857_20921	Bingham Rim Rd	Kestrel Rise Rd	10200 S	0.24	10,625	1,000	2,000	4%	956	9%	2,602	234	
20857_29895	Bingham Rim Rd	Grandville Ave	Kestrel Rise Rd	0.26	10,625	1,000	4,000	4%	2,867	27%	2,736	738	
20309_29836	Bingham Rim Rd	South Jordan Pkwy	Lake Ave	0.09	10,625	1,000	2,000	27%	732	7%	990	68	
20359_29713	Bingham Rim Rd	South Jordan Pkwy	Lake Ave	0.12	10,625	1,000	3,000	27%	1,464	14%	1,286	177	
29713_29836	Bingham Rim Rd	South Jordan Pkwy	Lake Ave	0.08	10,625	1,000	2,000	27%	732	7%	878	61	
20255_29839	Bingham Rim Rd	Lake Ave	11800 S	0.12	10,625	1,000	3,000	27%	1,464	14%	1,281	177	
20292_29837	Bingham Rim Rd	Lake Ave	11800 S	0.09	10,625	1,000	2,000	27%	732	7%	911	63	
20292_29839	Bingham Rim Rd	Lake Ave	11800 S	0.13	10,625	1,000	2,000	27%	732	7%	1,334	92	
20309_29837	Bingham Rim Rd	Lake Ave	11800 S	0.13	10,625	1,000	2,000	27%	732	7%	1,340	92	
20373_29833	Silver Pond Rd	South Jordan Pkwy	Lake Ave	0.06	10,625	1,000	6,000	27%	3,661	34%	637	219	
29724_29725	Silver Pond Rd	South Jordan Pkwy	Lake Ave	0.05	10,625	1,000	3,000	27%	1,464	14%	501	69	
29724_29835	Silver Pond Rd	South Jordan Pkwy	Lake Ave	0.08	10,625	1,000	4,000	27%	2,197	21%	826	171	
29733_29833	Silver Pond Rd	South Jordan Pkwy	Lake Ave	0.07	10,625	1,000	6,000	27%	3,661	34%	712	245	
29733_29835	Silver Pond Rd	South Jordan Pkwy	Lake Ave	0.07	10,625	1,000	4,000	27%	2,197	21%	768	159	
29719_29841	Silver Pond Rd	Lake Ave	11800 S	0.09	10,625	1,000	4,000	27%	2,197	21%	949	196	
29725_29732	Silver Pond Rd	Lake Ave	11800 S	0.16	10,625	1,000	3,000	27%	1,464	14%	1,671	230	
29732_29841	Silver Pond Rd	Lake Ave	11800 S	0.10	10,625	1,000	4,000	27%	2,197	21%	1,090	225	
20403_29960	Prosperity Rd	Copper Hawk Dr	South Jordan Pkwy	0.10	10,625	1,000	1,000	27%	0	0%	1,096	0	
20437_20473	Prosperity Rd	Copper Hawk Dr	South Jordan Pkwy	0.15	10,625	1,000	1,000	27%	0	0%	1,564	0	
20437_29960	Prosperity Rd	Copper Hawk Dr	South Jordan Pkwy	0.10	10,625	1,000	1,000	27%	0	0%	1,064	0	
20361_29855	Prosperity Rd	South Jordan Pkwy	Lake Ave	0.12	10,625	1,000	4,000	27%	2,197	21%	1,228	254	
20403_29720	Prosperity Rd	South Jordan Pkwy	Lake Ave	0.10	10,625	1,000	10,000	27%	6,590	62%	1,061	658	
29720_29855	Prosperity Rd	South Jordan Pkwy	Lake Ave	0.10	10,625	1,000	4,000	27%	2,197	21%	1,108	229	
20339_20352	Prosperity Rd	Lake Ave	11800 S	0.15	15,130	1,000	6,000	27%	3,661	24%	2,195	531	
20352_20358	Prosperity Rd	Lake Ave	11800 S	0.13	10,625	1,000	6,000	27%	3,661	34%	1,424	491	
20358_20361	Prosperity Rd	Lake Ave	11800 S	0.06	10,625	1,000	6,000	27%	3,661	34%	586	202	
20486_29710	Kitty Hawk Rd	South Jordan Pkwy	Lake Ave	0.06	10,625	4,000	3,000	8%	0	0%	655	0	
20497_20505	Kitty Hawk Rd	South Jordan Pkwy	Lake Ave	0.10	10,625	4,000	3,000	8%	0	0%	1,107	0	
20497_29710	Kitty Hawk Rd	South Jordan Pkwy	Lake Ave	0.12	10,625	4,000	3,000	8%	0	0%	1,269	0	
20406_20419	Kitty Hawk Rd	Lake Ave	11800 S	0.14	10,625	4,000	3,000	8%	0	0%	1,461	0	
20419_20436	Kitty Hawk Rd	Lake Ave	11800 S	0.13	10,625	4,000	3,000	8%	0	0%	1,355	0	
20436_20451	Kitty Hawk Rd	Lake Ave	11800 S	0.10	10,625	4,000	4,000	8%	0	0%	1,091	0	
20451_20476	Kitty Hawk Rd	Lake Ave	11800 S	0.09	10,625	4,000	4,000	8%	0	0%	909	0	
20476_20486	Kitty Hawk Rd	Lake Ave	11800 S	0.06	10,625	4,000	4,000	8%	0	0%	669	0	
20496_29851	Trail Crossing Dr	Lake Ave	11800 S	0.18	15,130	5,000	12,000	8%	6,429	42%	2,765	1,175	
20528_20566	Trail Crossing Dr	Lake Ave	11800 S	0.14	10,625	2,000	2,000	8%	0	0%	1,480	0	
20528_29851	Trail Crossing Dr	Lake Ave	11800 S	0.12	10,625	2,000	6,000	8%	3,674	35%	1,222	423	
20566_20582	Trail Crossing Dr	Lake Ave	11800 S	0.08	10,625	2,000	2,000	8%	0	0%	860	0	
20720_20725	Grandville Ave	North City Limits	South Jordan Pkwy	0.11	15,130	1,000	1,000	12%	0	0%	1,701	0	
20725_20745	Grandville Ave	North City Limits	South Jordan Pkwy	0.14	15,130	1,000	1,000	12%	0	0%	2,061	0	
20745_29807	Grandville Ave	North City Limits	South Jordan Pkwy	0.11	15,130	1,000	1,000	12%	0	0%	1,606	0	
20792_29807	Grandville Ave	North City Limits	South Jordan Pkwy	0.16	15,130	1,000	1,000	12%	0	0%	2,420	0	
20697_29782	Grandville Ave	South Jordan Pkwy	Lake Ave	0.06	15,130	1,000	3,000	12%	1,770	12%	972	114	
20706_29782	Grandville Ave	South Jordan Pkwy	Lake Ave	0.07	15,130	1,000	3,000	12%	1,770	12%	1,006	118	
20706_29788	Grandville Ave	South Jordan Pkwy	Lake Ave	0.10	15,130	1,000	2,000	12%	885	6%	1,555	91	
20713_20720	Grandville Ave	South Jordan Pkwy	Lake Ave	0.09	15,130	1,000	2,000	12%	885	6%	1,338	78	
20713_29730	Grandville Ave	South Jordan Pkwy	Lake Ave	0.11	15,130	1,000	2,000	12%	885	6%	1,635	96	
29729_29730	Grandville Ave	South Jordan Pkwy	Lake Ave	0.07	15,130	1,000	2,000	12%	885	6%	1,075	63	
29729_29788	Grandville Ave	South Jordan Pkwy	Lake Ave	0.05	15,130	1,000	2,000	12%	885	6%	753	44	
20678_29865	Grandville Ave	Lake Ave	Daybreak Pkwy	0.13	15,130	1,000	5,000	12%	3,539	23%	1,913	448	
20685_20689	Grandville Ave	Lake Ave	Daybreak Pkwy	0.14	15,130	1,000	1,000	12%	0	0%	2,067	0	

Existing Facility Buy-In Percentage												Item G.2.
LINKID ¹	Street Name	From	To	Length (mi)	LOS D Capacity	2023 ADT	2033 ADT	% Cut-Through	New ADT ²	% Attributed to New Growth	Capacity Miles	
20685_29865	Grandville Ave	Lake Ave	Daybreak Pkwy	0.12	15,130	1,000	4,000	12%	2,654	18%	1,771	311
20689_29953	Grandville Ave	Lake Ave	Daybreak Pkwy	0.06	15,130	1,000	3,000	12%	1,770	12%	950	111
20697_29953	Grandville Ave	Lake Ave	Daybreak Pkwy	0.07	15,130	1,000	3,000	12%	1,770	12%	1,079	126
20648_20669	Grandville Ave	Daybreak Pkwy	11800 S	0.14	10,625	1,000	2,000	12%	885	8%	1,499	125
20669_29878	Grandville Ave	Daybreak Pkwy	11800 S	0.07	10,625	1,000	2,000	12%	885	8%	710	59
20678_29878	Grandville Ave	Daybreak Pkwy	11800 S	0.19	10,625	1,000	2,000	12%	885	8%	1,978	165
20734_29799	Lake Run Rd	South Jordan Pkwy	Lake Ave	0.07	10,625	1,000	2,000	0%	996	9%	698	65
20737_20740	Lake Run Rd	South Jordan Pkwy	Lake Ave	0.11	10,625	1,000	2,000	0%	996	9%	1,129	106
20737_29799	Lake Run Rd	South Jordan Pkwy	Lake Ave	0.06	10,625	1,000	2,000	0%	996	9%	666	62
20740_29798	Lake Run Rd	South Jordan Pkwy	Lake Ave	0.13	10,625	1,000	1,000	0%	0	0%	1,372	0
20750_20757	Lake Run Rd	South Jordan Pkwy	Lake Ave	0.09	10,625	1,000	1,000	0%	0	0%	967	0
20750_29798	Lake Run Rd	South Jordan Pkwy	Lake Ave	0.10	10,625	1,000	1,000	0%	0	0%	1,010	0
20717_29881	Lake Run Rd	Lake Ave	Daybreak Pkwy	0.07	15,130	3,000	8,000	0%	4,982	33%	1,002	330
20727_29866	Lake Run Rd	Lake Ave	Daybreak Pkwy	0.10	10,625	2,000	6,000	0%	3,985	38%	1,071	402
20727_29870	Lake Run Rd	Lake Ave	Daybreak Pkwy	0.13	10,625	1,000	3,000	0%	1,993	19%	1,365	256
20734_29870	Lake Run Rd	Lake Ave	Daybreak Pkwy	0.16	10,625	1,000	3,000	0%	1,993	19%	1,678	315
29866_29881	Lake Run Rd	Lake Ave	Daybreak Pkwy	0.06	15,130	2,000	8,000	0%	5,978	40%	933	369
20846_20851	Kestrel Rise Rd	Bingham Rim Rd	South Jordan Pkwy	0.14	10,625	2,000	4,000	0%	1,993	19%	1,449	272
20851_29925	Kestrel Rise Rd	Bingham Rim Rd	South Jordan Pkwy	0.13	10,625	2,000	4,000	0%	1,993	19%	1,411	265
20857_29925	Kestrel Rise Rd	Bingham Rim Rd	South Jordan Pkwy	0.14	10,625	1,000	2,000	0%	996	9%	1,445	136
20825_20830	Kestrel Rise Rd	South Jordan Pkwy	Lake Ave	0.18	10,625	3,000	3,000	0%	0	0%	1,900	0
20830_20833	Kestrel Rise Rd	South Jordan Pkwy	Lake Ave	0.05	10,625	2,000	3,000	0%	996	9%	565	53
20833_20871	Kestrel Rise Rd	South Jordan Pkwy	Lake Ave	0.17	10,625	2,000	3,000	0%	996	9%	1,796	168
20840_20846	Kestrel Rise Rd	South Jordan Pkwy	Lake Ave	0.08	10,625	3,000	4,000	0%	996	9%	877	82
20840_20871	Kestrel Rise Rd	South Jordan Pkwy	Lake Ave	0.06	10,625	3,000	4,000	0%	996	9%	642	60
20814_29867	Kestrel Rise Rd	Lake Ave	Daybreak Pkwy	0.12	10,625	7,000	7,000	0%	0	0%	1,325	0
20819_29867	Kestrel Rise Rd	Lake Ave	Daybreak Pkwy	0.10	10,625	7,000	8,000	0%	996	9%	1,022	96
20819_29871	Kestrel Rise Rd	Lake Ave	Daybreak Pkwy	0.12	10,625	6,000	6,000	0%	0	0%	1,307	0
20825_29871	Kestrel Rise Rd	Lake Ave	Daybreak Pkwy	0.16	10,625	5,000	5,000	0%	0	0%	1,742	0
20736_29873	Kestrel Rise Rd	Daybreak Pkwy	11800 S	0.14	10,625	3,000	4,000	0%	996	9%	1,495	140
20799_29873	Kestrel Rise Rd	Daybreak Pkwy	11800 S	0.20	10,625	2,000	2,000	0%	0	0%	2,143	0
20799_29945	Kestrel Rise Rd	Daybreak Pkwy	11800 S	0.09	10,625	2,000	3,000	0%	996	9%	910	85
20806_20810	Kestrel Rise Rd	Daybreak Pkwy	11800 S	0.11	10,625	1,000	2,000	0%	996	9%	1,218	114
20806_29945	Kestrel Rise Rd	Daybreak Pkwy	11800 S	0.14	10,625	3,000	4,000	0%	996	9%	1,492	140
20810_20814	Kestrel Rise Rd	Daybreak Pkwy	11800 S	0.10	10,625	1,000	2,000	0%	996	9%	1,038	97
21015_29930	Oquirrh Lake Rd	10200 S	South Jordan Pkwy	0.08	10,625	2,000	3,000	0%	996	9%	847	79
21047_21074	Oquirrh Lake Rd	10200 S	South Jordan Pkwy	0.12	10,625	2,000	2,000	0%	0	0%	1,307	0
21047_29930	Oquirrh Lake Rd	10200 S	South Jordan Pkwy	0.06	10,625	2,000	2,000	0%	0	0%	679	0
20845_20881	Oquirrh Lake Rd	South Jordan Pkwy	Daybreak Pkwy	0.10	10,625	3,000	3,000	0%	0	0%	1,020	0
20881_29934	Oquirrh Lake Rd	South Jordan Pkwy	Daybreak Pkwy	0.10	10,625	3,000	3,000	0%	0	0%	1,081	0
20906_20926	Oquirrh Lake Rd	South Jordan Pkwy	Daybreak Pkwy	0.21	10,625	2,000	2,000	0%	0	0%	2,230	0
20906_29934	Oquirrh Lake Rd	South Jordan Pkwy	Daybreak Pkwy	0.10	10,625	3,000	3,000	0%	0	0%	1,076	0
20926_20930	Oquirrh Lake Rd	South Jordan Pkwy	Daybreak Pkwy	0.19	10,625	2,000	2,000	0%	0	0%	2,015	0
20930_20958	Oquirrh Lake Rd	South Jordan Pkwy	Daybreak Pkwy	0.09	10,625	3,000	2,000	0%	0	0%	990	0
20958_29938	Oquirrh Lake Rd	South Jordan Pkwy	Daybreak Pkwy	0.10	10,625	2,000	2,000	0%	0	0%	1,062	0
20988_21015	Oquirrh Lake Rd	South Jordan Pkwy	Daybreak Pkwy	0.17	10,625	2,000	2,000	0%	0	0%	1,842	0
20988_29938	Oquirrh Lake Rd	South Jordan Pkwy	Daybreak Pkwy	0.04	10,625	2,000	2,000	0%	0	0%	468	0
21014_21078	4800 W	North City Limits	10200 S	0.30	15,130	3,000	2,000	1%	0	0%	4,503	0
21078_21162	4800 W	North City Limits	10200 S	0.50	15,130	3,000	2,000	1%	0	0%	7,580	0
21162_21213	4800 W	North City Limits	10200 S	0.24	15,130	7,000	6,000	1%	0	0%	3,620	0
20968_29958	4800 W	10200 S	South Jordan Pkwy	0.07	10,625	5,000	6,000	1%	988	9%	771	72
20995_21014	4800 W	10200 S	South Jordan Pkwy	0.13	10,625	5,000	6,000	1%	988	9%	1,346	125
20995_29958	4800 W	10200 S	South Jordan Pkwy	0.06	10,625	5,000	6,000	1%	988	9%	655	61
20825_20860	4800 W	South Jordan Pkwy	Kestrel Rise Rd	0.16	10,625	4,000	6,000	1%	1,976	19%	1,693	315
20860_20884	4800 W	South Jordan Pkwy	Kestrel Rise Rd	0.12	10,625	4,000	6,000	1%	1,976	19%	1,299	242
20884_20907	4800 W	South Jordan Pkwy	Kestrel Rise Rd	0.09	10,625	4,000	6,000	1%	1,976	19%	967	180
20907_20941	4800 W	South Jordan Pkwy	Kestrel Rise Rd	0.16	10,625	4,000	5,000	1%	988	9%	1,654	154
20941_20951	4800 W	South Jordan Pkwy	Kestrel Rise Rd	0.07	10,625	4,000	5,000	1%	988	9%	726	68
20951_20968	4800 W	South Jordan Pkwy	Kestrel Rise Rd	0.10	10,625	4,000	5,000	1%	988	9%	1,028	96
21292_21347	4000 W	North City Limits	Skye Dr	0.22	15,130	11,000	10,000	9%	0	0%	3,272	0
21347_21418	4000 W	North City Limits	Skye Dr	0.28	15,130	12,000	11,000	9%	0	0%	4,249	0
21190_21238	4000 W	Skye Dr	10200 S	0.23	15,130	13,000	12,000	9%	0	0%	3,507	0
21238_21292	4000 W	Skye Dr	10200 S	0.28	15,130	12,000	12,000	9%	0	0%	4,270	0
21147_21173	4000 W	10200 S	South Jordan Pkwy	0.12	15,130	11,000	11,000	9%	0	0%	1,744	0
21173_21190	4000 W	10200 S	South Jordan Pkwy	0.13	15,130	11,000	10,000	9%	0	0%	2,021	0
20919_29947	4000 W	South Jordan Pkwy	Daybreak Pkwy	0.14	32,300	9,000	8,000	9%	0	0%	4,489	0
21034_21102	4000 W	South Jordan Pkwy	Daybreak Pkwy	0.55	15,130	9,000	7,000	9%	0	0%	8,299	0

Existing Facility Buy-In Percentage													Item G.2.
LINKID ¹	Street Name	From	To	Length (mi)	LOS D Capacity	2023 ADT	2033 ADT	% Cut-Through	New ADT ²	% Attributed to New Growth	Capacity Miles	New Growth	
21034_29947	4000 W	South Jordan Pkwy	Daybreak Pkwy	0.32	15,130	9,000	8,000	9%	0	0%	4,776	0	
21102_21147	4000 W	South Jordan Pkwy	Daybreak Pkwy	0.25	15,130	8,000	7,000	9%	0	0%	3,790	0	
20827_20863	4000 W	Daybreak Pkwy	11800 S	0.23	32,300	10,000	12,000	9%	1,815	6%	7,448	419	
20863_20919	4000 W	Daybreak Pkwy	11800 S	0.28	32,300	11,000	13,000	9%	1,815	6%	9,012	506	
20916_20956	3600 W	11400 S	11800 S	0.22	15,130	11,000	12,000	23%	775	5%	3,385	173	
20956_21005	3600 W	11400 S	11800 S	0.27	15,130	11,000	11,000	23%	0	0%	4,108	0	
21486_21519	3200 W	North City Limits	Shields Ln	0.23	15,130	6,000	5,000	15%	0	0%	3,497	0	
21519_21566	3200 W	North City Limits	Shields Ln	0.23	15,130	6,000	5,000	15%	0	0%	3,440	0	
21566_21641	3200 W	North City Limits	Shields Ln	0.04	15,130	7,000	7,000	15%	0	0%	658	0	
21345_21403	3200 W	Shields Ln	10400 S	0.26	10,625	4,000	4,000	15%	0	0%	2,741	0	
21403_21424	3200 W	Shields Ln	10400 S	0.14	10,625	4,000	4,000	15%	0	0%	1,512	0	
21424_21486	3200 W	Shields Ln	10400 S	0.36	10,625	7,000	6,000	15%	0	0%	3,816	0	
21107_21122	3200 W	10400 S	11400 S	0.08	15,130	5,000	5,000	15%	0	0%	1,243	0	
21122_21182	3200 W	10400 S	11400 S	0.36	15,130	5,000	5,000	15%	0	0%	5,386	0	
21182_21192	3200 W	10400 S	11400 S	0.11	15,130	5,000	5,000	15%	0	0%	1,685	0	
21192_21259	3200 W	10400 S	11400 S	0.34	15,130	6,000	5,000	15%	0	0%	5,202	0	
21259_21345	3200 W	10400 S	11400 S	0.36	15,130	7,000	6,000	15%	0	0%	5,454	0	
21007_21096	3200 W	11400 S	11800 S	0.44	10,625	2,000	2,000	15%	0	0%	4,642	0	
21096_21107	3200 W	11400 S	11800 S	0.07	10,625	3,000	3,000	15%	0	0%	739	0	
21579_21632	2700 W	North City Limits	Shields Ln	0.25	15,130	9,000	9,000	15%	0	0%	3,761	0	
21632_21674	2700 W	North City Limits	Shields Ln	0.21	15,130	10,000	9,000	15%	0	0%	3,180	0	
21674_21725	2700 W	North City Limits	Shields Ln	0.06	15,130	10,000	10,000	15%	0	0%	846	0	
21443_21503	2700 W	Shields Ln	10400 S	0.41	15,130	7,000	6,000	15%	0	0%	6,132	0	
21503_21579	2700 W	Shields Ln	10400 S	0.35	15,130	8,000	6,000	15%	0	0%	5,312	0	
21184_21355	2700 W	10400 S	11400 S	0.82	15,130	8,000	7,000	15%	0	0%	12,335	0	
21355_21443	2700 W	10400 S	11400 S	0.43	15,130	12,000	11,000	15%	0	0%	6,581	0	
21098_21123	2700 W	11400 S	South City Limits	0.15	15,130	10,000	9,000	15%	0	0%	2,271	0	
21123_21152	2700 W	11400 S	South City Limits	0.18	15,130	11,000	10,000	15%	0	0%	2,732	0	
21152_21184	2700 W	11400 S	South City Limits	0.17	15,130	12,000	11,000	15%	0	0%	2,596	0	
21681_21717	2200 W	North City Limits	Shields Ln	0.25	10,625	2,000	2,000	5%	0	0%	2,661	0	
21717_21759	2200 W	North City Limits	Shields Ln	0.25	10,625	4,000	4,000	5%	0	0%	2,656	0	
21517_21557	2200 W	Shields Ln	10400 S	0.20	10,625	1,000	1,000	5%	0	0%	2,086	0	
21557_21611	2200 W	Shields Ln	10400 S	0.27	10,625	2,000	2,000	5%	0	0%	2,821	0	
21611_21681	2200 W	Shields Ln	10400 S	0.29	10,625	3,000	3,000	5%	0	0%	3,113	0	
21284_21379	2200 W	10400 S	11400 S	0.42	10,625	1,000	1,000	5%	0	0%	4,456	0	
21379_21426	2200 W	10400 S	11400 S	0.27	10,625	1,000	1,000	5%	0	0%	2,852	0	
21426_21517	2200 W	10400 S	11400 S	0.56	10,625	3,000	3,000	5%	0	0%	5,971	0	
21838_21890	1300 W	North City Limits	9800 S	0.29	15,130	9,000	11,000	15%	1,697	11%	4,429	497	
21890_22022	1300 W	North City Limits	9800 S	0.29	15,130	12,000	13,000	15%	848	6%	4,419	248	
21712_21788	1300 W	9800 S	10400 S	0.40	15,130	8,000	9,000	15%	848	6%	6,100	342	
21788_21838	1300 W	9800 S	10400 S	0.31	15,130	9,000	10,000	15%	848	6%	4,644	260	
21479_21501	1300 W	10400 S	11400 S	0.16	15,130	9,000	9,000	15%	0	0%	2,419	0	
21501_21512	1300 W	10400 S	11400 S	0.09	15,130	8,000	8,000	15%	0	0%	1,343	0	
21512_21642	1300 W	10400 S	11400 S	0.55	15,130	3,000	4,000	15%	848	6%	8,374	470	
21642_21712	1300 W	10400 S	11400 S	0.44	15,130	5,000	5,000	15%	0	0%	6,724	0	
21372_21437	1300 W	11400 S	South City Limits	0.09	15,130	9,000	11,000	15%	1,697	11%	1,316	148	
21437_21479	1300 W	11400 S	South City Limits	0.25	15,130	11,000	12,000	15%	848	6%	3,792	213	
21772_21803	1000 W	9800 S	10400 S	0.13	10,625	4,000	4,000	0%	0	0%	1,429	0	
21803_21847	1000 W	9800 S	10400 S	0.24	10,625	4,000	4,000	0%	0	0%	2,542	0	
21847_21933	1000 W	9800 S	10400 S	0.45	10,625	1,000	1,000	0%	0	0%	4,826	0	
21655_21722	River Front Pkwy	10400 S	Park Palisade Dr	0.38	32,300	6,000	5,000	28%	0	0%	12,174	0	
21722_21760	River Front Pkwy	10400 S	Park Palisade Dr	0.17	32,300	6,000	5,000	28%	0	0%	5,344	0	
21760_21852	River Front Pkwy	10400 S	Park Palisade Dr	0.35	32,300	15,000	13,000	28%	0	0%	11,160	0	
21589_21626	River Front Pkwy	Park Palisade Dr	11400 S	0.17	10,625	7,000	7,000	28%	0	0%	1,799	0	
21626_21655	River Front Pkwy	Park Palisade Dr	11400 S	0.10	10,625	6,000	6,000	28%	0	0%	1,107	0	
22081_22106	Jordan Gateway	North City Limits	Shields Ln	0.25	32,300	12,000	13,000	14%	864	3%	8,190	219	
22106_22117	Jordan Gateway	North City Limits	Shields Ln	0.01	32,300	12,000	13,000	14%	864	3%	482	13	
21915_21973	Jordan Gateway	Shields Ln	10400 S	0.23	32,300	13,000	13,000	14%	0	0%	7,583	0	
21973_21998	Jordan Gateway	Shields Ln	10400 S	0.13	32,300	13,000	13,000	14%	0	0%	4,275	0	
21998_22027	Jordan Gateway	Shields Ln	10400 S	0.09	32,300	13,000	13,000	14%	0	0%	2,989	0	
22027_22061	Jordan Gateway	Shields Ln	10400 S	0.20	32,300	11,000	12,000	14%	864	3%	6,466	173	
22061_22081	Jordan Gateway	Shields Ln	10400 S	0.09	32,300	11,000	12,000	14%	864	3%	2,966	79	
21776_21867	Jordan Gateway	10400 S	11400 S	0.50	32,300	11,000	14,000	14%	2,591	8%	16,304	1,308	
21862_21868	Jordan Gateway	10400 S	11400 S	0.06	32,300	13,000	16,000	14%	2,591	8%	1,917	154	
21862_21870	Jordan Gateway	10400 S	11400 S	0.06	32,300	16,000	20,000	14%	3,454	11%	1,977	211	
21867_21877	Jordan Gateway	10400 S	11400 S	0.06	32,300	13,000	16,000	14%	2,591	8%	2,042	164	
21868_21882	Jordan Gateway	10400 S	11400 S	0.10	32,300	13,000	16,000	14%	2,591	8%	3,122	250	

Existing Facility Buy-In Percentage													Item G.2.
LINKID ¹	Street Name	From	To	Length (mi)	LOS D Capacity	2023 ADT	2033 ADT	% Cut-Through	New ADT ²	% Attributed to New Growth	Capacity Miles	New VMT	
21870_21894	Jordan Gateway	10400 S	11400 S	0.13	32,300	16,000	20,000	14%	3,454	11%	4,148	444	
21877_21885	Jordan Gateway	10400 S	11400 S	0.08	32,300	13,000	16,000	14%	2,591	8%	2,717	218	
21882_21885	Jordan Gateway	10400 S	11400 S	0.06	32,300	13,000	16,000	14%	2,591	8%	1,838	147	
21894_21915	Jordan Gateway	10400 S	11400 S	0.13	32,300	16,000	20,000	14%	3,454	11%	4,114	440	

1. Rows represent travel demand model links. Precise traffic loading locations and minor street intersections may result in variation in traffic volumes across links with similar "From" and "To" segmentation.

2. New ADT is the amount of new non-cut-through traffic added in 2033, up to the LOS D capacity.

		Capacity Miles	New VMT
Total		930,258	101,316
Existing Capacity Used by New Trips		10.9%	

EXHIBIT B

TRANSPORTATION IMPACT FEE ANALYSIS



LEWIS | ROBERTSON | BURNINGHAM



SOUTH JORDAN CITY, UTAH

JULY 2024

IMPACT FEE ANALYSIS (IFA) TRANSPORTATION

PREPARED BY:

LRB PUBLIC FINANCE ADVISORS

FORMERLY LEWIS YOUNG ROBERTSON & BURNINGHAM INC.

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IMPACT FEE CERTIFICATION

IFA CERTIFICATION

LRB Public Finance Advisors certifies that the Impact Fee Analysis (IFA) prepared for transportation:

1. includes only the costs of public facilities that are:
 - a. allowed under the Impact Fees Act; and
 - b. actually incurred; or
 - c. projected to be incurred or encumbered within six years after the day on which each impact fee is paid;
2. does not include:
 - a. costs of operation and maintenance of public facilities;
 - b. costs for qualifying public facilities that will raise the level of service for the facilities, through impact fees, above the level of service that is supported by existing residents;
 - c. an expense for overhead, unless the expense is calculated pursuant to a methodology that is consistent with generally accepted cost accounting practices and the methodological standards set forth by the federal Office of Management and Budget for federal grant reimbursement;
 - d. offsets costs with grants or other alternate sources of payment; and
3. complies with every relevant respect with the Impact Fees Act.

LRB Public Finance Advisors makes this certification with the following caveats:

1. All the recommendations for implementation of the IFFP made in the IFFP documents or in the IFA documents are followed by City Staff and elected officials.
2. If all or a portion of the IFFP or IFA are modified or amended, this certification is no longer valid.
3. All information provided to LRB is assumed to be correct, complete, and accurate. This includes information provided by the City as well as outside sources.

LRB PUBLIC FINANCE ADVISORS

DEFINITIONS

The following acronyms or abbreviations are used in this document:

AADT:	Average Annual Daily Trips
DB:	Daybreak Service Area
CFP:	Capital Facilities Plan
FT:	Feet
HH:	Household
ITE:	Institute of Traffic Engineers
IFA:	Impact Fee Analysis
IFFP:	Impact Fee Facilities Plan
KSF:	1,000 Square Feet
LOS:	Level of Service
LRB:	LRB Public Finance Advisors
RT:	Rio Tinto Service Area
SJP:	South Jordan Proper Service Area
SF:	Square Feet
VMT:	Vehicle Miles Traveled (VMT)

SECTION I: EXECUTIVE SUMMARY

The purpose of the Transportation Impact Fee Analysis (IFA) is to fulfill the requirements established in Utah Code Title 11 Chapter 36a, the "Impact Fee Act," and help the City of South Jordan (the City) plan necessary capital improvements for future growth. This document will determine the appropriate impact fee the City may charge to new growth to maintain the level of service (LOS) for the transportation system. This analysis is supported by the 2024 South Jordan Impact Fee Facilities Plan (IFFP).

- **Impact Fee Service Areas:** The impact fees related to transportation will be assessed within the proposed Service Area, which incorporates the entire municipal boundaries and the City's annexation areas. The Service Area is further refined based on the Daybreak Service Area (DB), the South Jordan Proper Service Area (SJP), the Rio Tinto Service Area (RT), and other areas not included in this analysis.
- **Demand Analysis:** The demand unit utilized in this analysis are trips on existing and proposed roadways. As residential and commercial growth occurs within the City, it generates new trips on existing and proposed roadways. The capital improvements identified in this study are designed to maintain the current level of service for new growth.
- **Level of Service:** LOS assesses the level of congestion on a roadway segment or intersection. LOS is measured using a letter grade A through F, where A represents free flowing traffic with absolutely no congestion and F represents grid lock. The City has adopted an acceptable standard of LOS D for its street network and intersections.
- **Excess Capacity:** It is anticipated that new development will benefit from the existing roadways that have been constructed within the service area. Approximately 11 percent of the system is attributed to the demand within the IFFP planning horizon.
- **Capital Facilities Analysis:** The IFFP identifies the public facilities that will allow the City to maintain the current level of service for future development. Approximately \$4.7M of growth-related infrastructure is included related to the SJP Service Area, \$6.3M for the DB Service Area, and \$8.2M for the RT Service Area.
- **Financing of Future Facilities:** The future capital projects which are intended to serve new growth will be financed using impact fees, transportation funding, general fund revenues, or inter-fund loans. The costs associated with future debt are not included in the Impact Fee Analysis.

PROPORTIONATE SHARE ANALYSIS

The proportionate share analysis determines the cost assignable to new development based on the proposed capital projects and the new growth served by the proposed projects. The average impact fee per trip service area is shown in **Table 1.1** below.

TABLE 1.1: PROPORTIONATE SHARE ANALYSIS

	TOTAL QUALIFIED COST	% TO NEW GROWTH	COST TO NEW GROWTH	TRIPS	COST PER TRIP
SOUTH JORDAN PROPER SERVICE AREA					
Existing Facilities	\$48,489,108	10.9%	\$5,281,042	155,274	\$34.01
Future Facilities (IFFP Planning Horizon)	\$1,544,773	100.0%	\$1,544,773	14,277	\$108.20
Future Intersections (IFFP Planning Horizon)	\$3,121,111	100.0%	\$3,121,111	14,277	\$218.61
Professional Expense	\$10,080	100.0%	\$10,080	155,274	\$0.06
SOUTH JORDAN SERVICE AREA IMPACT FEE			\$9,957,006		\$360.88
DAYBREAK SERVICE AREA					
Existing Facilities	\$48,489,108	10.9%	\$5,281,042	155,274	\$34.01
Future Facilities (IFFP Planning Horizon)	\$4,258,609	100.0%	\$4,258,609	123,450	\$34.50
Future Intersections (IFFP Planning Horizon)	\$2,078,583	100.0%	\$2,078,583	123,450	\$16.84

	TOTAL QUALIFIED COST	% TO NEW GROWTH	COST TO NEW GROWTH	TRIPS	COST PER TRIP
Professional Expense	\$10,080	100.0%	\$10,080	155,274	\$0.06
DAYBREAK SERVICE AREA IMPACT FEE			\$11,628,314		\$85.41
Accounting Credit for Traffic on DB Roads	(\$1,312,396)	100.0%	(\$1,312,396)	123,450	(\$10.63)
Daybreak Net Cost Per Trip					\$74.78
RIO TINTO SERVICE AREA					
Existing Facilities	\$48,489,108	10.9%	\$5,281,042	155,274	\$34.01
Future Facilities (IFFP Planning Horizon)	\$7,753,124	100.0%	\$7,753,124	17,546	\$441.87
Future Intersections (IFFP Planning Horizon)	\$461,424	100.0%	\$461,424	17,546	\$26.30
Professional Expense	\$10,080	100.0%	\$10,080	155,274	\$0.06
RIO TINTO SERVICE AREA IMPACT FEE			\$13,505,670		\$502.25

IMPACT FEE SUMMARY BY LAND USE TYPE

The impact fee by land use type is illustrated in **Table 1.2**.

TABLE 1.2: IMPACT FEE SUMMARY BY LAND USE TYPE

LAND USE	ITE CODES	ADJUSTED TRIPS	PER	SJP FEE	DB FEE	RT FEE
Fee Per Trip				\$360.88	\$74.78	\$502.25
Single Family Residential	210	9.43	Unit	\$3,403.10	\$705.17	\$4,736.18
Multifamily Low Rise	220	6.74	Unit	\$2,432.33	\$504.01	\$3,385.14
Multifamily High Rise	222	4.54	Unit	\$1,638.40	\$339.50	\$2,280.20
Senior Adult Housing-Detached	251	4.31	Unit	\$1,555.40	\$322.30	\$2,164.68
Senior Adult Housing-Attached	252	3.24	Occ. Unit	\$1,169.25	\$242.28	\$1,627.28
Assisted Living	254	2.60	Beds	\$938.29	\$194.43	\$1,305.84
Hotel	310	7.99	Rooms	\$2,883.44	\$597.49	\$4,012.94
Light Industrial	110	4.87	KSF	\$1,757.49	\$364.17	\$2,445.94
Industrial Park	130	3.37	KSF	\$1,216.17	\$252.01	\$1,692.57
Mini Warehouse	151	1.45	KSF	\$523.28	\$108.43	\$728.26
Elementary School	520	2.27	Students	\$819.20	\$169.75	\$1,140.10
Middle/Jr. High School	522	2.10	Students	\$757.85	\$157.04	\$1,054.72
High School	530	1.94	Students	\$700.11	\$145.07	\$974.36
Daycare Center	565	26.67	KSF	\$9,623.67	\$1,994.15	\$13,393.48
Nursing Home	620	3.06	Beds	\$1,104.29	\$228.82	\$1,536.87
Clinic	630	37.60	KSF	\$13,569.11	\$2,811.70	\$18,884.44
Church	560	7.60	KSF	\$2,742.69	\$568.32	\$3,817.07
General Office	710	10.84	KSF	\$3,911.94	\$810.61	\$5,444.34
Medical Dental Office	720	36.00	KSF	\$12,991.70	\$2,692.05	\$18,080.84
Free-Standing Discount Store	813	35.87	KSF	\$12,944.50	\$2,682.27	\$18,015.15
Hardware/Paint Store	816	5.97	KSF	\$2,155.11	\$446.57	\$2,999.31
Shopping Center/General Commercial	820	26.28	KSF	\$9,482.89	\$1,964.98	\$13,197.56
New Car Sales	841	27.06	KSF	\$9,765.43	\$2,023.52	\$13,590.77
Tire Store	848	20.77	KSF	\$7,494.59	\$1,552.98	\$10,430.39
Supermarket	850	71.32	KSF	\$25,737.42	\$5,333.13	\$35,819.35
Discount Club	857	27.89	KSF	\$10,065.54	\$2,085.71	\$14,008.43
Home Improvement Superstore	862	17.83	KSF	\$6,434.21	\$1,333.25	\$8,954.64
Department Store	875	22.88	KSF	\$8,256.95	\$1,710.95	\$11,491.38
Pharmacy/Drugstore w/ Drive Thru	881	55.28	KSF	\$19,950.92	\$4,134.09	\$27,766.15
Drive-In Bank	912	65.23	KSF	\$23,539.33	\$4,877.66	\$32,760.23
Quality Restaurant	931	46.95	KSF	\$16,943.49	\$3,510.91	\$23,580.63

LAND USE	ITE CODES	ADJUSTED TRIPS	PER	SJP FEE	DB FEE	RT FEE
Fee Per Trip				\$360.88	\$74.78	\$502.25
High Turnover/Sit Down Restaurant	932	61.10	KSF	\$22,051.24	\$4,569.31	\$30,689.22

NON-STANDARD IMPACT FEES

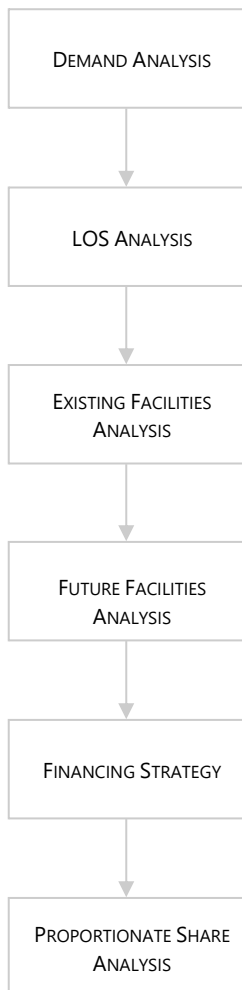
The City reserves the right under the Impact Fees Act to assess an adjusted fee that more closely matches the true impact that the land use will have upon public facilities.¹ This adjustment could result in a different impact fee if the City determines that a particular user may create a different impact than what is standard for its land use. The City may also decrease the impact fee if the developer can provide documentation, evidence, or other credible analysis that the proposed impact will be lower than what is proposed in this analysis. The formula for a non-standard impact fee is as follows:

FORMULA FOR NON-STANDARD TRANSPORTATION IMPACT FEES:
Total Demand Units x Estimate Trips per Unit x Service Area Cost per Trip = Impact Fee per Unit

¹ 11-36a-402(1)(c)

SECTION II: GENERAL IMPACT FEE METHODOLOGY

FIGURE 2.1: IMPACT FEE METHODOLOGY



The purpose of this study is to fulfill the requirements of the Impact Fees Act regarding the establishment of an IFFP and IFA. The IFFP is designed to identify the demands placed upon existing facilities by future development and evaluate how these demands will be met. The IFFP is also intended to outline the improvements which are intended to be funded by impact fees. The IFA is designed to proportionately allocate the cost of the new facilities and any excess capacity to new development, while ensuring that all methods of financing are considered. Each component must consider the historic level of service provided to existing development and ensure that impact fees are not used to raise that level of service. The following elements are important considerations when completing an IFFP and IFA.

DEMAND ANALYSIS

The demand analysis serves as the foundation for the IFFP. This element focuses on a specific demand unit related to each public service – the existing demand on public facilities and the future demand as a result of new development that will impact public facilities.

LEVEL OF SERVICE ANALYSIS

The demand placed upon existing public facilities by existing development is known as the existing “Level of Service” (“LOS”). Through the inventory of existing facilities, combined with the growth assumptions, this analysis identifies the level of service which is provided to a community’s existing residents and ensures that future facilities maintain these standards. Any excess capacity identified within existing facilities can be apportioned to new development. Any demand generated from new development that overburdens the existing system beyond the existing capacity justifies the construction of new facilities.

EXISTING FACILITY INVENTORY

In order to quantify the demands placed upon existing public facilities by new development activity, to the extent possible, the Impact Fee Facilities Plan provides an inventory of the existing **system** facilities. The inventory valuation should include the original construction cost and estimated useful life of each facility. The inventory of existing facilities is important to properly determine the excess capacity of existing facilities and the utilization of excess capacity by new development.

FUTURE CAPITAL FACILITIES ANALYSIS

The demand analysis, existing facility inventory, and LOS analysis allow for the development of a list of capital projects necessary to serve new growth and to maintain the existing system. This list includes any excess capacity of existing facilities as well as future **system improvements** necessary to maintain the level of service. Any demand generated from new development that overburdens the existing system beyond the existing capacity justifies the construction of new facilities.

FINANCING STRATEGY

This analysis must also include a consideration of all revenue sources, including impact fees, future debt costs, alternative funding sources, and the dedication of system improvements,

which may be used to finance system improvements.² In conjunction with this revenue analysis, there must be a determination that impact fees are necessary to achieve an equitable allocation of the costs of the new facilities between the new and existing users.³

PROPORTIONATE SHARE ANALYSIS

The written impact fee analysis is required under the Impact Fees Act and must identify the impacts placed on the facilities by development activity and how these impacts are reasonably related to the new development. The written impact fee analysis must include a proportionate share analysis, clearly detailing each cost component and the methodology used to calculate each impact fee. A local political subdivision or private entity may only impose impact fees on development activities when its plan for financing system improvements establishes that impact fees are necessary to achieve an equitable allocation to the costs borne in the past and to be borne in the future (UCA 11-36a-302).

² 11-36a-302(2)

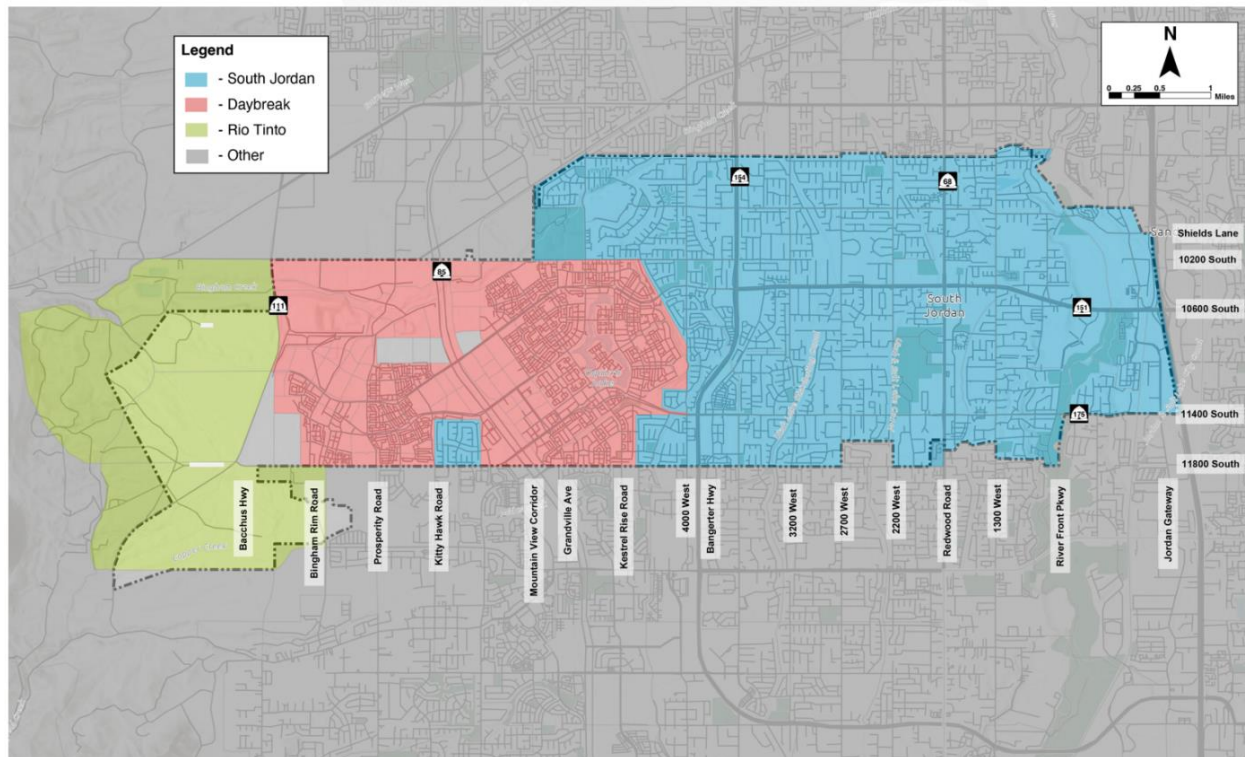
³ 11-36a-302(3)

SECTION III: OVERVIEW OF SERVICE AREA, DEMAND AND LEVEL OF SERVICE

SERVICE AREA

Figure 3.1 illustrates the proposed impact fee service area, which incorporates the entire municipal boundary of the City. The impact fees related to transportation will be assessed within the proposed Service Area, which incorporates the entire municipal boundaries and the City's annexation areas. The Service Area is further refined based on the Daybreak Service Area (DB), the South Jordan Proper Service Area (SJP), the Rio Tinto Service Area (RT), and other service areas not included in this analysis.

FIGURE 3.1: PROPOSED SERVICE AREA



DEMAND UNITS

The demand units utilized in this analysis are based on undeveloped residential and commercial land and the new trips generated from these land-use types. As residential and commercial growth occurs within the City, additional trips will be generated on the City's roadways. The transportation capital improvements identified in this study are based on maintaining the current level of service as defined by the City. The proposed impact fees are based upon the projected growth in demand units which are used as a means to quantify the impact that future users will have upon the City's system. The demand unit used in the calculation of the transportation impact fee is based upon each land use category's impact and road usage characteristics expressed in the number of trips generated. The existing and future trip statistics used in this analysis were prepared by the City and their engineers based on existing modeling software.

To determine the proportionate impact from each land use type, the existing trips are allocated to the different land use types based on trip statistics as presented in the Institute of Traffic Engineers (ITE) Trip Generation Manual, 11th Edition. The most common method of determining growth is measuring the number of trips within a community based on existing and future land uses. Appropriate adjustment factors are applied to remove pass-by traffic. Based on the growth in trips, the City will need to expand its current facilities to accommodate new growth. Growth from new development will create an additional 155,274 trips by 2034, as show in **Table 3.1**.

TABLE 3.1: PROJECTED TRAFFIC FOR EACH SERVICE AREA

	TRIPS	PROPORTIONATE SHARE
SJP	14,277	9%
Daybreak	123,450	80%
Rio Tinto	17,546	11%
TOTAL	155,274	100%

Source: IFFP p. 10

LEVEL OF SERVICE

LOS assesses the level of congestion on a roadway segment or intersection. LOS is measured using a letter grade A through F, where A represents free flowing traffic with absolutely no congestion and F represents grid lock. South Jordan City has adopted an acceptable standard of LOS D for its street network and intersections.⁴

⁴ See South Jordan Transportation Impact Fee Facilities Plan, 2024 p.5

SECTION IV: EXISTING FACILITIES INVENTORY

EXCESS CAPACITY & BUY-IN

Transportation impact fees are justified when trips are added to system-wide roadways that are at or nearing capacity or when new system-wide roadways are needed to meet the demands of growth. A buy-in component is contemplated for the roadways that have sufficient capacity to handle new growth while maintaining safe and acceptable levels of service.

EXISTING TRANSPORTATION SYSTEM BUY-IN

The determination of a buy-in component related to existing roadways is based on a capacity utilization analysis of existing roadways. According to the analysis shown in **Table 4.1**, approximately 11 percent of the existing system roadways will be used by new demand in the IFFP planning horizon. This analysis excludes State or County owned road facilities, as well as project improvements (neighborhood roadways).

TABLE 4.1: ALLOCATION OF BUY-IN COMPONENT

	CAPACITY MILES	NEW VMT
Total Vehicle Miles Traveled (VMT)	930,258	101,316
Length	52.29	
EXISTING CAPACITY USED BY NEW TRIPS		10.9%

Source: IFFP p. 6

Total length of facilities evaluated for buy-in 52.29 miles.

The City's existing roadway facilities are valued at \$315 million. The inventory of existing facilities is important to properly determine the excess capacity of existing facilities and the utilization of excess capacity by new development. **Table 4.2** illustrates the process for evaluating existing facilities. According to Utah Department of Transportation, there is a total of 340 road miles in the City. This produces an average cost per land mile of \$927,373. Multiplying the average cost per mile by the linear feet of roadways in each service area, produces the buy-in values shown in **Table 4.2**. A value of \$48,489,108 is included in this analysis as eligible system value.

TABLE 4.2: COST PER LANE MILE

CITY	TOTAL ACTUAL MILES	TRANSPORTATION COSTS	COST PER MILE	MILES EVALUATED AS SYSTEM BUY IN	VALUE INCLUDED IN IFA
South Jordan	340.12	\$315,417,969	\$927,372	52.26	\$48,489,108

VALUATION OF EXCESS CAPACITY

As stated previously, a value of \$48,489,108 is included in this analysis as eligible buy-in value. The average existing capacity used by new demand within the IFFP planning horizon is 11 percent, or \$5,281,042 impact fee eligible buy-in value.

FUNDING MECHANISM OF EXISTING FACILITIES

No outstanding debt is included in this analysis.

SECTION V: CAPITAL FACILITY ANALYSIS

FUTURE CAPITAL PROJECTS

The IFFP has identified the growth-related projects needed within the next 10 years. Capital projects related to curing existing deficiencies were not included in the calculation of the impact fees. Total future projects applicable to new development are shown below. **Table 5.1** illustrates the projected roadway capital costs allocated to new development within each Service Area, as identified in the IFFP.

TABLE 5.1: SUMMARY OF FUTURE ROADWAY SYSTEM IMPROVEMENTS WITHIN IFFP PLANNING HORIZON

#	PROJECT	SJC PROPER		DAYBREAK		RIO TINTO	
		%	\$	%	\$	%	\$
1-3	10200 South: Bacchus Highway to MVC	12%	\$27,798	78%	\$185,810	10%	\$23,452
1-10	11800 South: Bacchus Highway to Prosperity Road	10%	\$26,444	41%	\$110,685	49%	\$134,362
1-11	Daybreak Parkway: Trail Crossing Drive to MVC	19%	\$147,149	69%	\$539,028	12%	\$92,362
1-12	11800 South: MVC to 4000 West	41%	\$895,910	58%	\$1,259,546	1%	\$32,462
1-13	Lake Avenue: SR-111 to Lake Avenue	0%	\$324	87%	\$366,567	13%	\$53,779
1-15	Bingham Rim Road: Prosperity Road to MVC	8%	\$30,818	87%	\$331,413	5%	\$19,065
1-16	7800 West: Bacchus Highway to Herriman Parkway	4%	\$8,292	16%	\$32,094	80%	\$160,171
1-17	12150 South: 7800 West to South Jordan Border	4%	\$280,915	16%	\$1,087,210	80%	\$5,425,952
1-18	Bingham Rim Road: SR-111 to 11800 S	4%	\$24,577	16%	\$95,117	80%	\$474,703
1-19	Herriman Parkway (12600 S): 7800 W to SR-111	4%	\$6,555	16%	\$25,369	80%	\$126,611
1-20	Meadowgrass Drive: Bacchus Highway to Bingham Rim Road	0%	\$0	96%	\$719,465	4%	\$30,823
1-22	Bingham Rim Road: 7800 W to SR-111	4%	\$64,418	16%	\$249,313	80%	\$1,244,251
1-23	Prosperity Road: Crimson View Drive to Bingham Rim Road	8%	\$62,715	87%	\$674,437	5%	\$38,798
1-24	Bingham Rim Road: South Jordan Parkway to Prosperity Road	8%	\$476,121	87%	\$5,120,163	5%	\$294,541
1-25	Prosperity Road: Bingham Rim Road to Copper Hawk Drive	8%	\$87,694	87%	\$943,056	5%	\$54,250
	TOTAL		\$2,139,730		\$11,739,273		\$8,205,582

The City anticipates the Daybreak Service Area will fund several of the proposed roadway improvements. **Table 5.2** illustrates the allocation of cost excluding Daybreak funding. The Daybreak Service Area will receive a credit for the cost attributable to the other service areas for these projects.

TABLE 5.2: SUMMARY OF FUTURE ROADWAY SYSTEM IMPROVEMENTS WITHIN IFFP PLANNING HORIZON – EXCLUDING DAYBREAK FUNDING

#	PROJECT	SJC PROPER		DAYBREAK		RIO TINTO		DAYBREAK FUNDING
		%	\$	%	\$	%	\$	
1-3	10200 South: Bacchus Highway to MVC	12%	\$27,798	78%	\$185,810	10%	\$23,452	0%
1-10	11800 South: Bacchus Highway to Prosperity Road	10%	\$26,444	41%	\$110,685	49%	\$134,362	0%

#	PROJECT	SJC PROPER		DAYBREAK		RIO TINTO		DAYBREAK FUNDING
		%	\$	%	\$	%	\$	
1-11	Daybreak Parkway: Trail Crossing Drive to MVC	19%	\$147,149	69%	\$539,028	12%	\$92,362	0%
1-12	11800 South: MVC to 4000 West	41%	\$895,910	58%	\$1,259,546	1%	\$32,462	0%
1-13	Lake Avenue: SR-111 to Lake Avenue	0%	\$0	0%	\$0	0%	\$0	100%
1-15	Bingham Rim Road: Prosperity Road to MVC	0%	\$0	0%	\$0	0%	\$0	100%
1-16	7800 West: Bacchus Highway to Herriman Parkway	4%	\$8,292	16%	\$32,094	80%	\$160,171	0%
1-17	12150 South: 7800 West to South Jordan Border	4%	\$280,915	16%	\$1,087,210	80%	\$5,425,952	0%
1-18	Bingham Rim Road: SR-111 to 11800 S	4%	\$24,577	16%	\$95,117	80%	\$474,703	0%
1-19	Herriman Parkway (12600 S): 7800 W to SR-111	4%	\$6,555	16%	\$25,369	80%	\$126,611	0%
1-20	Meadowgrass Drive: Bacchus Highway to Bingham Rim Road	0%	\$0	0%	\$0	0%	\$0	100%
1-22	Bingham Rim Road: 7800 W to SR-111	4%	\$64,418	16%	\$249,313	80%	\$1,244,251	0%
1-23	Prosperity Road: Crimson View Drive to Bingham Rim Road	8%	\$62,715	87%	\$674,437	5%	\$38,798	0%
1-24	Bingham Rim Road: South Jordan Parkway to Prosperity Road	0%	\$0	0%	\$0	0%	\$0	100%
1-25	Prosperity Road: Bingham Rim Road to Copper Hawk Drive	0%	\$0	0%	\$0	0%	\$0	100%
TOTAL EXCLUDING DAYBREAK FUNDING			\$1,544,773		\$4,258,609		\$7,753,124	

Table 5.3 illustrates the projected intersection costs allocated to future development within each Service Area, as identified in the IFFP.

TABLE 5.3: SUMMARY OF FUTURE SIGNALIZATION SYSTEM IMPROVEMENTS WITHIN IFFP PLANNING HORIZON

#	INTERSECTION	SJC PROPER		DAYBREAK		RIO TINTO	
		%	\$	%	\$	%	\$
1-B	Shields Lane & 1300 W	85%	\$494,566	15%	\$86,112	0%	\$1,469
1-J	11800 S & Bingham Rim Road	10%	\$14,728	41%	\$61,646	49%	\$74,833
1-K	11800 S & Silver Pond Road	10%	\$14,728	41%	\$61,646	49%	\$74,833
1-L	11800 S & Prosperity Road	10%	\$14,728	41%	\$61,646	49%	\$74,833
1-M	11800 S & Willow Walk Drive	10%	\$14,728	41%	\$61,646	49%	\$74,833
1-N	10200 S & 6200 W	12%	\$14,111	78%	\$94,323	10%	\$11,905
1-O	10200 S & Grandville Avenue	5%	\$11,718	95%	\$209,473	0%	\$0
1-S	Bingham Rim Road & Grandville Avenue	5%	\$15,234	95%	\$272,316	0%	\$0
1-T	Grandville Avenue & Burntside Avenue	5%	\$15,234	95%	\$272,316	0%	\$0
1-U	10400 S & 4000 W	86%	\$342,233	13%	\$52,864	0%	\$1,180
1-V	4000 W & S Skye Drive/10200 South	86%	\$2,031,835	13%	\$313,851	0%	\$7,006
1-W	South Jordan Parkway & Vadiana Drive	29%	\$101,317	69%	\$237,084	2%	\$6,705
1-X	11800 S & Flying Fish Drive	10%	\$14,728	41%	\$61,646	49%	\$74,833
1-Y	South Jordan Parkway & Cardinal Park Rd	29%	\$107,649	69%	\$251,902	2%	\$7,124

#	INTERSECTION	SJC PROPER		DAYBREAK		RIO TINTO	
		%	\$	%	\$	%	\$
1-Z	SR-111 & South Jordan Parkway	5%	\$66,246	90%	\$1,216,047	5%	\$64,063
1-AA	Riverfront Parkway & 11400 S	92%	\$98,481	7%	\$7,156	2%	\$1,638
	TOTAL		\$3,372,263		\$3,321,673		\$475,254

The City anticipates the Daybreak Service Area will fund several of the proposed intersection improvements. **Table 5.4** illustrates the allocation of cost excluding Daybreak funding. The Daybreak Service Area will receive a credit for the cost attributable to the other service areas for these projects.

TABLE 5.4: SUMMARY OF FUTURE INTERSECTION SYSTEM IMPROVEMENTS WITHIN IFFP PLANNING HORIZON – EXCLUDING DAYBREAK FUNDING

#	INTERSECTION	SJC PROPER		DAYBREAK		RIO TINTO		DAYBREAK FUNDING
		%	\$	%	\$	%	\$	
1-B	Shields Lane & 1300 W	85%	\$494,566	15%	\$86,112	0%	\$1,469	0%
1-J	11800 S & Bingham Rim Road	10%	\$14,728	41%	\$61,646	49%	\$74,833	0%
1-K	11800 S & Silver Pond Road	10%	\$14,728	41%	\$61,646	49%	\$74,833	0%
1-L	11800 S & Prosperity Road	10%	\$14,728	41%	\$61,646	49%	\$74,833	0%
1-M	11800 S & Willow Walk Drive	10%	\$14,728	41%	\$61,646	49%	\$74,833	0%
1-N	10200 S & 6200 W	12%	\$14,111	78%	\$94,323	10%	\$11,905	0%
1-O	10200 S & Grandville Avenue	0%	\$0	0%	\$0	0%	\$0	100%
1-S	Bingham Rim Road & Grandville Avenue	0%	\$0	0%	\$0	0%	\$0	100%
1-T	Grandville Avenue & Burntside Avenue	0%	\$0	0%	\$0	0%	\$0	100%
1-U	10400 S & 4000 W	86%	\$342,233	13%	\$52,864	0%	\$1,180	0%
1-V	4000 W & S Skye Drive/10200 South	86%	\$2,031,835	13%	\$313,851	0%	\$7,006	0%
1-W	South Jordan Parkway & Vadiana Drive	0%	\$0	0%	\$0	0%	\$0	100%
1-X	11800 S & Flying Fish Drive	10%	\$14,728	41%	\$61,646	49%	\$74,833	0%
1-Y	South Jordan Parkway & Cardinal Park Rd	0%	\$0	0%	\$0	0%	\$0	100%
1-Z	SR-111 & South Jordan Parkway	5%	\$66,246	90%	\$1,216,047	5%	\$64,063	0%
1-AA	Riverfront Parkway & 11400 S	92%	\$98,481	7%	\$7,156	2%	\$1,638	0%
	TOTAL		\$3,121,111		\$2,078,583		\$461,424	

SYSTEM VS. PROJECT IMPROVEMENTS

System improvements are defined as existing and future public facilities designed to provide services to service areas within the community at large.⁵ Project improvements are improvements and facilities that are planned and designed to provide service for a specific development (resulting from a development activity) and considered

⁵ 11-36a-102(21)

necessary for the use and convenience of the occupants or users of that development.⁶ To the extent possible, this analysis only includes the costs of system improvements related to new growth within the proportionate share analysis.

FUNDING OF FUTURE FACILITIES

The IFFP must also include a consideration of all revenue sources, including impact fees and the dedication of system improvements, which may be used to finance system improvements.⁷ In conjunction with this revenue analysis, there must be a determination that impact fees are necessary to achieve an equitable allocation of the costs of the new facilities between the new and existing users.⁸

In considering the funding of future facilities, the IFFP has identified the portion of each project that is intended to be funded by the City, as well as funding sources from other government agencies. The capital projects that will be constructed to cure the existing system deficiencies will be funded through general fund revenues. All other capital projects within the IFFP planning horizon which are intended to serve new growth will be funded through impact fees or on a pay-as-you-go approach. Where these revenues are not sufficient, the City may need to issue bonds or issue inter-fund loans to construct the proposed projects. At this time, **the cost associated with future debt is not included in the Impact Fee Analysis.** If bonding is used in the future, this cost can be included in the analysis.

The City does not anticipate any donations from new development for future system-wide capital improvements related to transportation facilities. A donor will be entitled to a reimbursement for the negotiated value of system improvements funded through impact fees if donations are made by new development. The impact fees should also be adjusted if grant monies are received. New development may be entitled to a reimbursement for any grants or donations received by the City for growth related projects or for developer funded IFFP projects.

Impact fees are an ideal mechanism for funding growth-related infrastructure. Impact fees will be charged to ensure that new growth pays its proportionate share of the costs for the development of public infrastructure. Impact fee revenues can also be attributed to the future expansion of public infrastructure if the revenues are used to maintain an existing LOS. Increases to an existing LOS cannot be funded with impact fee revenues.

PROPOSED CREDITS OWED TO DEVELOPMENT

The Impact Fees Act requires a local political subdivision or private entity to ensure that the impact fee enactment allows a developer, including a school district or a charter school, to receive a credit against or proportionate reimbursement of an impact fee if the developer: (a) dedicates land for a system improvement; (b) builds and dedicates some or all of a system improvement; or (c) dedicates a public facility that the local political subdivision or private entity and the developer agree will reduce the need for a system improvement.⁹ The facilities must be considered system improvements or be dedicated to the public and offset the need for an improvement identified in the IFFP.

EQUITY OF IMPACT FEES

⁶ 11-36a-102(14)

⁷ 11-36a-302(2)

⁸ 11-36a-302(3)

⁹ 11-36a-402(2)

Impact fees are intended to recover the costs of capital infrastructure that relate to future growth. The impact fee calculations are structured for impact fees to fund 100 percent of the growth-related facilities identified in the proportionate share analysis as presented in the impact fee analysis. Even so, there may be years that impact fee revenues cannot cover the annual growth-related expenses. In those years, other revenues such as general fund revenues will be used to make up any annual deficits. Any borrowed funds are to be repaid in their entirety through impact fees.

NECESSITY OF IMPACT FEES

An entity may only impose impact fees on development activity if the entity’s plan for financing system improvements establishes that impact fees are necessary to achieve parity between existing and new development. This analysis has identified the improvements to public facilities and the funding mechanisms to complete the suggested improvements. Impact fees are identified as a necessary funding mechanism to help offset the costs of new capital improvements related to new growth.

SECTION VI: TRANSPORTATION IMPACT FEE CALCULATION

The transportation impact fees proposed in this analysis will be assessed to the Service Area as defined in **Section III**. The impact fee calculations include the costs of constructing future transportation improvements (including an annual inflation rate for projects constructed after 2019).

PROPOSED TRANSPORTATION IMPACT FEE

The proportionate share analysis determines the cost assignable to new development based on the proposed capital projects and the new growth served by the proposed projects. The average impact fee per trip by service area is shown in **Table 6.1** below.

TABLE 6.1: PROPORTIONATE SHARE ANALYSIS

	TOTAL QUALIFIED COST	% TO NEW GROWTH	COST TO NEW GROWTH	TRIPS	COST PER TRIP
SOUTH JORDAN PROPER SERVICE AREA					
Existing Facilities	\$48,489,108	10.9%	\$5,281,042	155,274	\$34.01
Future Facilities (IFFP Planning Horizon)	\$1,544,773	100.0%	\$1,544,773	14,277	\$108.20
Future Intersections (IFFP Planning Horizon)	\$3,121,111	100.0%	\$3,121,111	14,277	\$218.61
Professional Expense	\$10,080	100.0%	\$10,080	155,274	\$0.06
SOUTH JORDAN SERVICE AREA IMPACT FEE			\$9,957,006		\$360.88
DAYBREAK SERVICE AREA					
Existing Facilities	\$48,489,108	10.9%	\$5,281,042	155,274	\$34.01
Future Facilities (IFFP Planning Horizon)	\$4,258,609	100.0%	\$4,258,609	123,450	\$34.50
Future Intersections (IFFP Planning Horizon)	\$2,078,583	100.0%	\$2,078,583	123,450	\$16.84
Professional Expense	\$10,080	100.0%	\$10,080	155,274	\$0.06
DAYBREAK SERVICE AREA IMPACT FEE			\$11,628,314		\$85.41
Accounting Credit for Traffic on DB Roads	(\$1,312,396)	100.0%	(\$1,312,396)	123,450	(\$10.63)
Daybreak Net Cost Per Trip					\$74.78
RIO TINTO SERVICE AREA					
Existing Facilities	\$48,489,108	10.9%	\$5,281,042	155,274	\$34.01
Future Facilities (IFFP Planning Horizon)	\$7,753,124	100.0%	\$7,753,124	17,546	\$441.87
Future Intersections (IFFP Planning Horizon)	\$461,424	100.0%	\$461,424	17,546	\$26.30
Professional Expense	\$10,080	100.0%	\$10,080	155,274	\$0.06
RIO TINTO SERVICE AREA IMPACT FEE			\$13,505,670		\$502.25

IMPACT FEE SUMMARY BY LAND USE TYPE

The impact fee by land use type is, is illustrated in **Table 6.2**.

TABLE 6.2: IMPACT FEE SUMMARY BY LAND USE TYPE

LAND USE	ITE CODES	ADJUSTED TRIPS	PER	SJP FEE	DB FEE	RT FEE
Fee Per Trip				\$360.88	\$74.78	\$502.25
Single Family Residential	210	9.43	Unit	\$3,403.10	\$705.17	\$4,736.18
Multifamily Low Rise	220	6.74	Unit	\$2,432.33	\$504.01	\$3,385.14
Multifamily High Rise	222	4.54	Unit	\$1,638.40	\$339.50	\$2,280.20
Senior Adult Housing-Detached	251	4.31	Unit	\$1,555.40	\$322.30	\$2,164.68
Senior Adult Housing-Attached	252	3.24	Occ. Unit	\$1,169.25	\$242.28	\$1,627.28
Assisted Living	254	2.60	Beds	\$938.29	\$194.43	\$1,305.84
Hotel	310	7.99	Rooms	\$2,883.44	\$597.49	\$4,012.94

LAND USE	ITE CODES	ADJUSTED TRIPS	PER	SJP FEE	DB FEE	RT FEE
Fee Per Trip				\$360.88	\$74.78	\$502.25
Light Industrial	110	4.87	KSF	\$1,757.49	\$364.17	\$2,445.94
Industrial Park	130	3.37	KSF	\$1,216.17	\$252.01	\$1,692.57
Mini Warehouse	151	1.45	KSF	\$523.28	\$108.43	\$728.26
Elementary School	520	2.27	Students	\$819.20	\$169.75	\$1,140.10
Middle/Jr. High School	522	2.10	Students	\$757.85	\$157.04	\$1,054.72
High School	530	1.94	Students	\$700.11	\$145.07	\$974.36
Daycare Center	565	26.67	KSF	\$9,623.67	\$1,994.15	\$13,393.48
Nursing Home	620	3.06	Beds	\$1,104.29	\$228.82	\$1,536.87
Clinic	630	37.60	KSF	\$13,569.11	\$2,811.70	\$18,884.44
Church	560	7.60	KSF	\$2,742.69	\$568.32	\$3,817.07
General Office	710	10.84	KSF	\$3,911.94	\$810.61	\$5,444.34
Medical Dental Office	720	36.00	KSF	\$12,991.70	\$2,692.05	\$18,080.84
Free-Standing Discount Store	813	35.87	KSF	\$12,944.50	\$2,682.27	\$18,015.15
Hardware/Paint Store	816	5.97	KSF	\$2,155.11	\$446.57	\$2,999.31
Shopping Center/General Commercial	820	26.28	KSF	\$9,482.89	\$1,964.98	\$13,197.56
New Car Sales	841	27.06	KSF	\$9,765.43	\$2,023.52	\$13,590.77
Tire Store	848	20.77	KSF	\$7,494.59	\$1,552.98	\$10,430.39
Supermarket	850	71.32	KSF	\$25,737.42	\$5,333.13	\$35,819.35
Discount Club	857	27.89	KSF	\$10,065.54	\$2,085.71	\$14,008.43
Home Improvement Superstore	862	17.83	KSF	\$6,434.21	\$1,333.25	\$8,954.64
Department Store	875	22.88	KSF	\$8,256.95	\$1,710.95	\$11,491.38
Pharmacy/Drugstore w/ Drive Thru	881	55.28	KSF	\$19,950.92	\$4,134.09	\$27,766.15
Drive-In Bank	912	65.23	KSF	\$23,539.33	\$4,877.66	\$32,760.23
Quality Restaurant	931	46.95	KSF	\$16,943.49	\$3,510.91	\$23,580.63
High Turnover/Sit Down Restaurant	932	61.10	KSF	\$22,051.24	\$4,569.31	\$30,689.22

NON-STANDARD IMPACT FEES

The City reserves the right under the Impact Fees Act to assess an adjusted fee that more closely matches the true impact that the land use will have upon public facilities.¹⁰ This adjustment could result in a different impact fee if the City determines that a particular user may create a different impact than what is standard for its land use. The City may also decrease the impact fee if the developer can provide documentation, evidence, or other credible analysis that the proposed impact will be lower than what is proposed in this analysis. The formula for a non-standard impact fee is as follows:

FORMULA FOR NON-STANDARD TRANSPORTATION IMPACT FEES:

Total Demand Units x Estimate Trips per Unit x Service Area Cost Per Trip = Impact Fee per Unit

CONSIDERATION OF ALL REVENUE SOURCES

The Impact Fees Act requires the proportionate share analysis to demonstrate that impact fees paid by new development are the most equitable method of funding growth-related infrastructure. See **Section V** for further discussion regarding the consideration of revenue sources.

EXPENDITURE OF IMPACT FEES

Legislation requires that impact fees should be spent or encumbered within six years after each impact fee is paid. Impact fees collected in the IFFP planning horizon should be spent only on those projects outlined in the IFFP as growth related costs to maintain the LOS.

GROWTH-DRIVEN EXTRAORDINARY COSTS

¹⁰ 11-36a-402(1)(c)

The City does not anticipate any extraordinary costs necessary to provide services to future development.

SUMMARY OF TIME PRICE DIFFERENTIAL

The Impact Fees Act allows for the inclusion of a time price differential to ensure that the future value of costs incurred at a later date are accurately calculated to include the costs of construction inflation. A three percent annual construction inflation adjustment is applied to the proposed capital improvements identified in this analysis. The impact fee analysis should be updated regularly to account for changes in cost estimates over time.

EXHIBIT C

IMPACT FEE SERVICE AREAS MAP

