Planning Commission Meeting Agenda

August 06, 2025
Council Chambers
07:00 PM

To watch meetings online, visit Tooele County's YouTube or visit this Zoom link: https://us06web.zoom.us/j/88563353385?pwd=Ea1BN5XSOHB8PQzYCQcxpZxki3CCMK.1 To submit a public comment before the meeting, email comments, anytime up until the meeting starts. Pursuant to the Americans with Disability Act, individuals needing special accommodations during this meeting should notify Stephanie Eastburn, Tooele County Community Development, at 435-843-3160 prior to the meeting.

1. **Pledge of Allegiance**
2. **Roll Call**
3. **Minutes**
   A. **Minutes from the July 16, 2025 meeting**

      MOTION AND VOTE

      Attachments
      1. July 16, 2025 Planning Commission Meeting Minutes - Draft.pdf
4. **Subdivisions**
   A. **SUB 2025-001 Matt and Doug Hogan are requesting preliminary plat approval for the West South Rim Subdivision**

      PUBLIC HEARING AND MOTION

      Attachments
      1. SUB 2025-001_Planning_Commission_Agenda_Summary.pdf
      2. SUB 2025-001_Public Notice_Hearing_10 days.pdf
      3. SUB 2025-001_Staff_Report_Final.pdf
5. **Rezones**
   A. **REZ 2025-093 Charles Akerlow is requesting a rezone from MU-40 to M-G**

      PUBLIC HEARING AND MOTION

      Attachments
      1. Planning_Commission_Agenda_Summary 2025-093.pdf
      2. REZ 2025-093_ Public hearing_Notice_10 days.pdf
      3. REZ 2025-093_Staff Report_Draft.pdf
6. **General Plan Amendment**
   A. **GPA 2025-103 Jake McArthur and other property owners are requesting a General Plan Amendment to South Area Map**

      PUBLIC HEARING AND MOTION

Attachments
1. GPA 2025-103_ PUBLIC NOTICE.pdf
2. GPA 2025-103_Staff Report_Final.pdf

7. **Planning Commission Comments**

8. **Adjournment**

Planning Commission Meeting Minutes

July 16, 2025

47 S Main St. Tooele, UT 84074

Council Chambers Room 308

7:00 p.m.

DRAFT

1. **Pledge of Allegiance**

   Commissioner Scott led the group in the Pledge of Allegiance.

2. **Roll Call**

   Commissioner Scott called the meeting to order at 7:01pm showing Commissioner Beckstrom, Commissioner Stetz, Commissioner Dow, Commissioner Alder, Commissioner Mitchell, Commissioner Scott. Commissioner Hope and Commissioner Bartholomew were excused and not in attendance.

3. **Minutes**

   A. **Minutes from the June 4, 2025 Meeting**

   MOTION AND VOTE

   Agenda Attachments
   1. June 4, 2025 Planning Commission Meeting Minutes - Draft.pdf

Commissioner Beckstrom motioned to approve the June 23, 2025, minutes. 2nd by Commissioner Alder. All in favor. Motion passed unanimously.

4. **Conditional Use Permits**

   A. **CUP 2023-116 Richard Ahadjie with Staker Parsons is requesting a Conditional Use Permit for Mining, Quarry, Sand and Gravel Excavations, Trish DuClos**

   MOTION AND VOTE

   Agenda Attachments
   1. CUP 2023-116_Public Meeting notice_24 hours.pdf
   2. CUP 2023-116_2_Planning_Commission_Agenda_Summary.pdf
   3. CUP 2023-116_Staff_report_Final 2.pdf

Trish DuClos, Planning staff, summarized CUP 2023-116 had been seen in a previous meeting and was tabled for acceleration/deceleration traffic concerns in the area. Trish did get confirmation that there are already access lanes off of HWY-36, acceleration/deceleration lanes. The traffic study took care of that.

Commissioner Dow made a motion to approve CUP 2023-116. 2nd by Commissioner Beckstrom. Roll call vote. Commissioner Mitchell – yes. Commissioner Alder – yes. Commissioner Dow – yes. Commissioner Scott – yes. Commissioner Beckstrom – yes. Commissioner Stetz – yes. All in favor. Motion passed unanimously.

5. **Land Use Ordinances**

A. **TCLUO 2025-079 Staff is requesting a text amendment to Tooele County Land Use Chapters 2 and 27, Trish DuClos**

PUBLIC HEARING, MOTION, AND VOTE

Agenda Attachments
1. Public Notice_Hearing_10 days_TCLUO 2025-079.pdf
2. Planning_Commission_Agenda_Summary_2025-079.pdf
3. TCLUO 2025-079_staff report_Final.pdf

Trish DuClos, Planning staff, summarized that staff requests adding definitions of "Landfarming" and "Landfarming-modified" to the land use ordinances: "'Land farming' means a method of treating contaminated soil or sediments by spreading them on a prepared area and processing them to aid in remediation. This process utilizes natural biological and physical processes to degrade and treat contaminants". And "'Landfarming–modified' means land farming that results in a finished soil product that does not remain at the processing site. The finished soil product has a beneficial use with a commercial value and sold to the marketplace." And then adding these terms to Chapter 27, MINING, QUARRY, SAND, AND GRAVEL EXCAVATION ZONE (MG-EX) table 27-8.2. Staff also added the wording of "residential and commercial" to the title block. Trish clarified that these are conditional uses, approved by the Planning Commission. Staff added in the title to make sure this type of use is not any closer than 1300' from a residential or commercial zoning district. These are new state guidelines.

Commissioner Scott opened the public hearing.
Commissioner Scott closed the public hearing.

Commissioner Scott made a motion to give a favorable recommendation to the County Council to approve TCLUO 2025-079 text amendment to Tooele County Land Use Chapters 2 and 27 to adopt the definitions of Land Farming and Land Farming Modified to the Land Use Ordinance as well as adding the terms to Chapter 27 Mining, Quarry, Sand and Gravel Excavations. 2nd by Commissioner Dow. Roll call vote. Commissioner Beckstrom – yes. Commissioner Stetz – yes. Commissioner Alder – yes. Commissioner Mitchell – yes. Commissioner Dow – yes. Commissioner Scott – yes. All in favor. Motion passed unanimously.

B. **TCLUO 2025-082 Brock Brown is requesting a text amendment to Tooele County Land Use Chapter 2, and Land Use tables 15-5-3.5 and 17-5-3.8, Trish DuClos**

PUBLIC HEARING, MOTION, AND VOTE

Agenda Attachments
1. Public Notice_Hearing_10 days_TCLUO 2025-082.pdf
2. Planning_Commission_Agenda_Summary_2025-082.pdf
3. TCLUO 2025-082_staff report_final.pdf

Trish DuClos, Planning staff, summarized that Brock Brown is requesting a text amendment to Tooele County Land Use codes to add a definition to Chapter 2 of "Firearms Training Facility/Outdoor and Indoor Shooting Range" and adding the term to tables 15-5-3.5 and 17-5-3.8 of Recreational uses into our land use table for MU-40 and MG zones as a conditional use permit, approved through the Planning Commission. There have been several requests for this type of use over the years, but it is not listed in our Land Use Code, so it is currently not allowed.

Commissioner Scott asked about MU zone boundaries for residential areas. Trish said that, per state code, any shooting range within 1,000' requires a deed notification. Any developments that come in within 1,000' will have it posted on either PLATS or deeds. Commissioner Mitchell asked about land use, the General Plan and conditional uses. Trish said the land use portion of the zoning codes are just uses that could be allowed in those areas. There are different levels of use. There are permitted uses, staff approval of uses and conditional use permits that come before the Planning Commission. There is a wide range of different uses allowed in different areas.

Commissioner Scott opened the public hearing.
Commissioner Scott closed the public hearing.

Commissioner Dow made a motion to give a favorable recommendation to the County Council to approve TCLUO 2025-082. 2nd by Commissioner Alder. Roll call vote. Commissioner Mitchell – yes. Commissioner Stetz – yes. Commissioner Beckstrom – yes. Commissioner Scott – yes. Commissioner Alder – yes. Commissioner Dow – yes. All in favor. Motion passed unanimously.

C. **TCLUO 2025-092 Staff is requesting a text amendment to Tooele County Land Use Chapter 35, Trish DuClos**

PUBLIC HEARING, MOTION, AND VOTE

Agenda Attachments
1. Public HEARING notice_10 days_TCLUO 2025-092.pdf
2. Planning_Commission_Agenda_Summary_2025-092.pdf
3. TCLUO 2025-092_staff report_FINAL.pdf

Trish DuClos, Planning staff, summarized that staff is requesting a text amendment to Tooele County Land Use Ordinance Chapter 35 to adjust preliminary and final plat requirements in Major Subdivisions and add Boundary Adjustments in accordance with state codes.

Commissioner Scott opened the public hearing.
Commissioner Scott closed the public hearing.

Commissioner Beckstrom made a motion to give a favorable recommendation to the County Council to adopt TCLUO 2025-092. 2nd by Commissioner Stetz. Roll call vote. Commissioner Mitchell – yes. Commissioner Alder – yes. Commissioner Dow – yes. Commissioner Scott – yes. Commissioner Stetz – yes. Commissioner Beckstrom – yes. All in favor. Motion passed unanimously.

6. **Rezones**

A. **REZ 2025-046 Charles Akerlow with the Inland Port is requesting a rezone of 232.52 acres from MU-40 to M-G, Trish DuClos**

PUBLIC HEARING, MOTION, AND VOTE

Agenda Attachments
1. REZ 2025-046_ Public hearing_Notice_10 days.pdf
2. Planning_Commission_Agenda_Summary 2025-046.pdf
3. REZ 2025-046_Staff Report_Final.pdf

Trish DuClos, Planning staff, summarized that Charles Akerlow with the Inland Port is requesting a rezone from MU-40 (Multiple use, 40-acre minimum) to MG (Manufacturing General). This would be part of the already approved extension of the Inland Port Authority project by the County Council. Planning Staff is concerned with the current infrastructure of Higley Road. It will have to be reclassified as a truck route through the transportation plan, and it will have to be improved upon in order to accommodate all the industrial uses. The applicant has submitted a concept plan that adds more roads, not just Higley Road.

Commissioner Dow asked if a recent rezone request was denied because the Planning Commission did not want to dedicate Higley Road as a truck route. He was under the impression that there were several landowners that did not want to designate Higley Road as a truck route. Commissioner Scott said the rezone request wasn't denied, it was tabled. No landowners spoke against it; it was the Planning Commission that tabled it due to concerns regarding the width of the road. Trish said that several of the properties have been bought and when the development comes in, they will be forced to improve the road. Commissioner Mitchell stated the rezone complies with the land use, but the traffic study provided state capacity of 13,683 trips per day. He would like to know how the Planning Commission has influence on the pace of the growth in the area with the current infrastructure. Trish said the study includes a wide range of uses in that area, and we don't know exactly what is going to come in for every property, but there will be a lot of traffic. The total number of trips per day is

at completion, not just for this phase. It will be required to improve the infrastructure on Higley Road before anything can come in. There was further discussion regarding growth, traffic and infrastructure.

Commissioner Scott opened the public hearing.

Teri Durfee lives on Burmester and is concerned with the current traffic as well as the additional traffic it will bring. She doesn't feel that they will be able to control truck traffic as there is currently a lot. She is also concerned about the speed limit and water resources.

Jamie Fitzgerald lives next to one of the rezone properties and wants to know how this rezone is going to affect property taxes in the area and the surrounding properties, because the property taxes are already astronomical.

Michael Drury owns property near this area and is in support of the rezone and the entire Port Project and what it is bringing to Tooele County.
Cameron Ordokowski is a commercial real estate agent and has many clients looking in this area and is excited about the development and jobs it will bring to the area.

Commissioner Scott closed the public hearing.

Commissioner Dow asked if our infrastructure could handle the 13,683 daily trips and how many of those trucks are going to hit I-80. Commissioner Scott said they would all be on I-80. Commissioner Dow said that our infrastructure cannot handle the amount of traffic we currently have and if something doesn't change it will only get worse. Commissioner Scott said that there are already improvements happening, but it takes time. Community Development Director, Rachelle Custer, said that UDOT is currently doing a study of this area and has had several public hearings. They have stated that they will not throw state dollars at infrastructure before growth. The growth and the congestion have to come first. Commissioner Beckstrom is worried that the exit off of I-80 could become a choke point, and it won't be a priority for UDOT until it's already a problem. Rachelle said that the Planning Commissioner could make a condition that the applicant get with UDOT, let UDOT know their plan, and get a letter to the Planning Commission from UDOT.

Charles stated that he has been working on this project for the last four years, organized the Tooele Valley Public Infrastructure District and is a chairman on the board of trustees. They have entered into an interlocal agreement with Tooele County and TVPID will pay for, own, operate, maintain and manage all the site improvements, roads, streets, utilities for water, sewer, wastewater, wetlands, and pay for the extension of gas and electricity to the site. The district has taxing authority; taxes only affect properties within the industrial park; no other taxes go up except within the district. The district pays back the bonds. The district owns sufficient water rights, has drilled wells, and is constructing water infrastructure including pump stations and a water tank. There are no public utilities or sewer plants that this will impact. Utilities have been approved by water, civil, and wastewater engineers. Tooele County does not own all of Higley Road. Part of Higley Road is owned by Arthur Higley. Charles has no intention of using Higley Road for the Inland Port and has three entrances/exits from Burmester Road into the project. Burmester Road is being widened to meet county standards, including acceleration and deceleration lanes. Charles is also working with UDOT on what they are going to do with the rest of Burmester. Commissioner Scott asked Charles when he purchased Higley's property did it not include the road. Charles said that Higley Road was not included in the property purchase; future widening requires payment to Arthur Higley per an agreement. Commissioner Mitchell asked if Charles had a development schedule to grow to capacity and if he had anything set up with UDOT. Charles said he didn't yet. Commissioner Dow asked if UDOT had done any traffic studies and Charles said that he didn't know. The traffic study that Charles provided anticipates approximately 13,683 weekday trips at full build-out that will include rail, and a major truck stop off of I-80.

Commissioner Mitchell made a motion to give a favorable recommendation to the County Council with the condition that the landowner will be required to provide his traffic study to UDOT and that UDOT provide response/feedback back regarding the interchange for I-80 and

Burmester. 2nd by Commissioner Stetz. Roll call vote. Commissioner Alder – yes. Commissioner Dow – yes. Commissioner Scott – yes. Commissioner Beckstrom – yes. Commissioner Stetz – yes. Commissioner Mitchell – yes. All in favor. Motion passed unanimously.

B. **REZ 2025-035 Michael Drury is requesting a rezone for 61.02 acres from MU-40 to M-D, Trish DuClos**

MOTION AND VOTE

Agenda Attachments
1. REZ 2025-035_Public Meeting notice_24 hours.pdf
2. Planning_Commission_Agenda_Summary 2025-035.pdf
3. REZ 2025-035_Staff Report_FINAL_2.pdf

Trish DuClos, Planning staff, summarized that Michael Drury's rezone request from MU-40 (Multiple use, 40-acre minimum) to M-D (Manufacturing Distribution) was tabled previously by the Planning Commission. The Planning Commission requested the applicant get with staff to determine acceptable uses in the area and come up with a plan for infrastructure because Higley Road is currently not able to handle all that traffic. Because it is uncertain if/ when the Inland Port may use/improve Higley Road, staff recommend a condition be placed on the zoning per Hales's traffic study for a maximum of 400 trips per day. Each new business must report on projected daily trips, and the total cannot exceed 250 trips per day only until Higley Road is sufficiently improved to accommodate additional traffic.

Commissioner Scott asked if there was a way to monitor and enforce total trips per day. Trish said annual traffic counts may be needed for up to two years at the county's expense and the condition only be placed until Higley Road is sufficiently improved. There was discussion regarding the uses in MG and MD zones.
Commissioner Mitchell asked the applicant about Higley Road and how he is affected by it. Michael addressed the ownership issue. He is proposing light manufacturing distribution and marketing for businesses with warehouse and storage uses. Commissioner Beckstrom inquired about emergency response access. Trish said that the applicant will have to get approvals before development, so this is not an issue.

Commissioner Mitchell made a motion to give a favorable recommendation to the County Council with the following conditions 1) Each future business use proposed shall provide a number of trips per day that their business will bring. The maximum allowed trips for the entire proposed rezone area be capped at 250 trips per day until Higley Rd is sufficiently improved to provide more traffic. 2) Update the Transportation Plan to add Higley Road as a truck route. 2nd by Commissioner Dow. Roll call vote. Commissioner Beckstrom – yes. Commissioner Stetz – yes. Commissioner Scott – yes. Commissioner Alder – yes. Commissioner Dow – yes. Commissioner Mitchell – yes. All in favor. Motion passed unanimously.

7. **Site Plan Review**

A. **SPR 2025-086 Adobe Rock is requesting reduced setback approval for a pavilion on their commercial property, Trish DuClos**

MOTION AND VOTE

Agenda Attachments
1. SPR 2025-086_Public Meeting notice_24 hours.pdf
2. SPR 2025-086_Planning_Commission_Agenda_Summary.pdf
3. SPR 2025-086_Staff_Report_Final.pdf

Trish DuClos, Planning staff, summarized that Adobe Rock is requesting a smaller setback for their proposed pavilion to be just over 3' from Village Blvd. Our land use code says that commercial zones can have up to 0' setbacks with Planning Commission approval. Village Blvd is dedicated as a 100' ROW and the 3' setback would be from there. Staff have no concerns and recommend approval of the 3' setback.

Commissioner Scott made a motion to approve SPR 2025-086 with the 3' setback. 2nd by

Commissioner Dow. Roll call vote. Commissioner Mitchell – yes. Commissioner Alder – yes. Commissioner Stetz – yes. Commissioner Beckstrom – yes. Commissioner Dow – yes. Commissioner Scott – yes. All in favor. Motion passed unanimously.

8. **Subdivisions**

   A. **AMD SUB 2025-037 Applicants are requesting final plat approval for the amended plat of Prickly Pear Acres Subdivision, Trish DuClos**

      MOTION AND VOTE

      Agenda Attachments
      1. AMD SUB 2025-037_Planning_Commission_Agenda_Summary (1).pdf
      2. AMD SUB 2025-037_Public Meeting notice_24 hours (1).pdf
      3. AMD SUB 2025-037_Staff report_Final (1).pdf

      Trish DuClos, Planning staff, summarized that the applicants are requesting a 4th lot and a private road be added to their existing subdivision, located north of Wendover City. All reviewing agencies have approved. Staff recommends Planning Commission grants approval for the Prickly Pear Acres Subdivision Amendment 1 final plat with a private road "Prickly Pear Ln".

      Commissioner Beckstrom made a motion to approve AMD SUB 2025-037 Prickly Pear Subdivision Amendment 1 to include the private road. 2nd by Commissioner Mitchell. Roll call vote. Commissioner Alder – yes. Commissioner Dow – yes. Commissioner Stetz – yes. Commissioner Scott – yes. Commissioner Mitchell – yes. Commissioner Beckstrom – yes. All in favor. Motion passed unanimously.

9. **Planning Commission Comments**

10. **Adjournment**

    Commissioner Scott adjourned the meeting at 8:33pm.

Tooele County Planning Commission
Agenda Item Summary

Department Making Request:	**Meeting Date:**
Community Development	**August 6, 2025**

Item Title:

2025-001 Preliminary Plat for West South Rim Subdivision

Summary:

Matt and Doug Hogan are requesting preliminary plat approval for the West South Rim Subdivision.

NOTICE OF PUBLIC HEARING

- **SUBJECT:** SUB 2025-001: Preliminary plat approval for West South Rim Subdivision
- **PROJECT SUMMARY:** Preliminary plat approval for a 226-lot phased Subdivision
- **ADDRESS:** Not given. **PARCEL:** 06-018-0-0016
  Unincorporated: Tooele **Planner:** Trish DuClos

On **August 6, 2025** the Tooele County Planning Commission will hold a public hearing regarding the request described above. The meeting will be held at 7:00 p.m. at the Tooele County Administration Building, Council Chambers (Third floor) 47 S. Main Street, Tooele, UT 84074. Also via zoom located on the Tooele County Website: https://tooeleco.gov/index.php under "Meeting agendas" and then the zoom link will be imbedded in the "Agenda Packet."

You have the right to attend and speak at the public hearing. Please be aware, however, that in making its decision the Planning Commission can only rely on evidence, not opinion or conjecture. You may also submit comments in writing, but please do so at least 24 hours before the meeting date so that your comments can be provided to the Planning Commission and to the applicant in an appropriate manner. For questions or additional information, please contact the Planning Office at 435-843-3160.

The future meeting regarding this application will also be posted at the Tooele County Building, posted on the Tooele County Website and Utah Public Noitce Website.

Tooele County
Community Development

Planning and Zoning
47 S. Main Street • Room 208 • Tooele, UT 84074
Phone: (435) 843-3160 • Fax: (435) 843-3252
tooeleco.org/government/county-departments/community-development/

SUB 2025-001

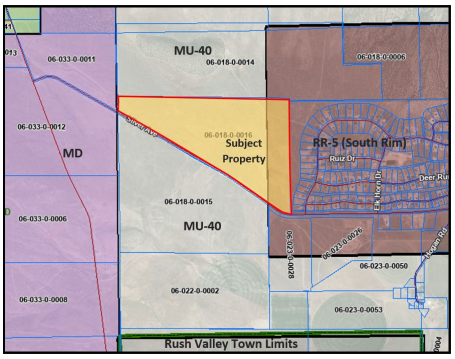
Subdivision Summary and Recommendation

Public Body: Tooele County Planning Commission
Meeting Date: August 6, 2025
Parcel IDs: 06-018-0-0016
Current Zone: RR-1 (rural residential, 1-acre minimum)
Request: Preliminary Plat Approval for the proposed 226-lot West South Rim Subdivision
Unincorporated: Tooele County
Planners: Trish DuClos
Planning Staff Recommendation: Approval
Applicant Name: Matt and Doug Hogan

PROJECT DESCRIPTION

Matt and Doug Hogan are requesting preliminary plat approval for the proposed 226-Lot West South Rim Subdivision. The proposed subdivision also includes 1 detention alpha lot and other alpha lots along the drainage ditch. The final plats and development will be processed in 5 phases.

SITE & VICINITY DESCRIPTION (see attached map)



The subject property is just over 307 acres, and was recently rezoned to RR-1. It is located just West of The Benches at South Rim Subdivision phase 2, and North of Silver Ave. The zone adjacent East is RR-5 with lot sizes between 1.5-3 acres in size (these are part of a PUD). The zones directly North and South of the property are MU-40. And Directly West is a large M-D (Manufacturing Distribution) zone.

LAND USE CONSIDERATIONS (RR-1 Zone)

Requirement	Standard	Compliance Verified
Lot size	Minimum lot size is one (1) acre (43,560 sq. ft.). An up to six percent (6%) reduction in minimum lot size shall be allowed for the dedication of collector class type roads with a cross-section width 80 feet or larger or a portion thereof providing residential access to the proposed development. The collector class type road must be in an appropriate location which the County has determined is useful, and the road shall be finished within 15 years from the approval date of the reduction in lot size. The cumulative square footage reduction in minimum lot size within the subdivision development shall be equal to the square footage of the dedicated portion of the collector class type road, up to a	Complies

	maximum of a six percent (6%) reduction in minimum lot sizes for the development. Residential dwellings are not allowed to front onto collector class roads.	
Minimum width	125 Feet	Complies
Minimum frontage on a public street or an approved private street	**25 Feet**	Complies

Compatibility with existing buildings in terms of size, scale and height.	Yes
Compliance with the General Plan.	Yes

GENERAL PLAN CONSIDERATIONS

The proposed development is consistent with the Tooele County General Plan Update 2022.

ISSUES OF CONCERN/PROPOSED MITIGATION

Because this property is located in proximity to a critical infrastructure area a note on the plat is required to notify potential owners of those uses.

NEIGHBORHOOD RESPONSE

Planning Staff has not received any feedback on the proposed subdivision. Any response that is received from the surrounding neighbors or the general public after this staff report is submitted will be forwarded over to the Tooele County Planning Commission for review and summarized in the meeting.

REVIEWING AGENCIES RESPONSE

All reviewing agencies, such as fire, engineering, health, roads, and planning have approved the Preliminary plat.

PLANNING STAFF ANALYSIS

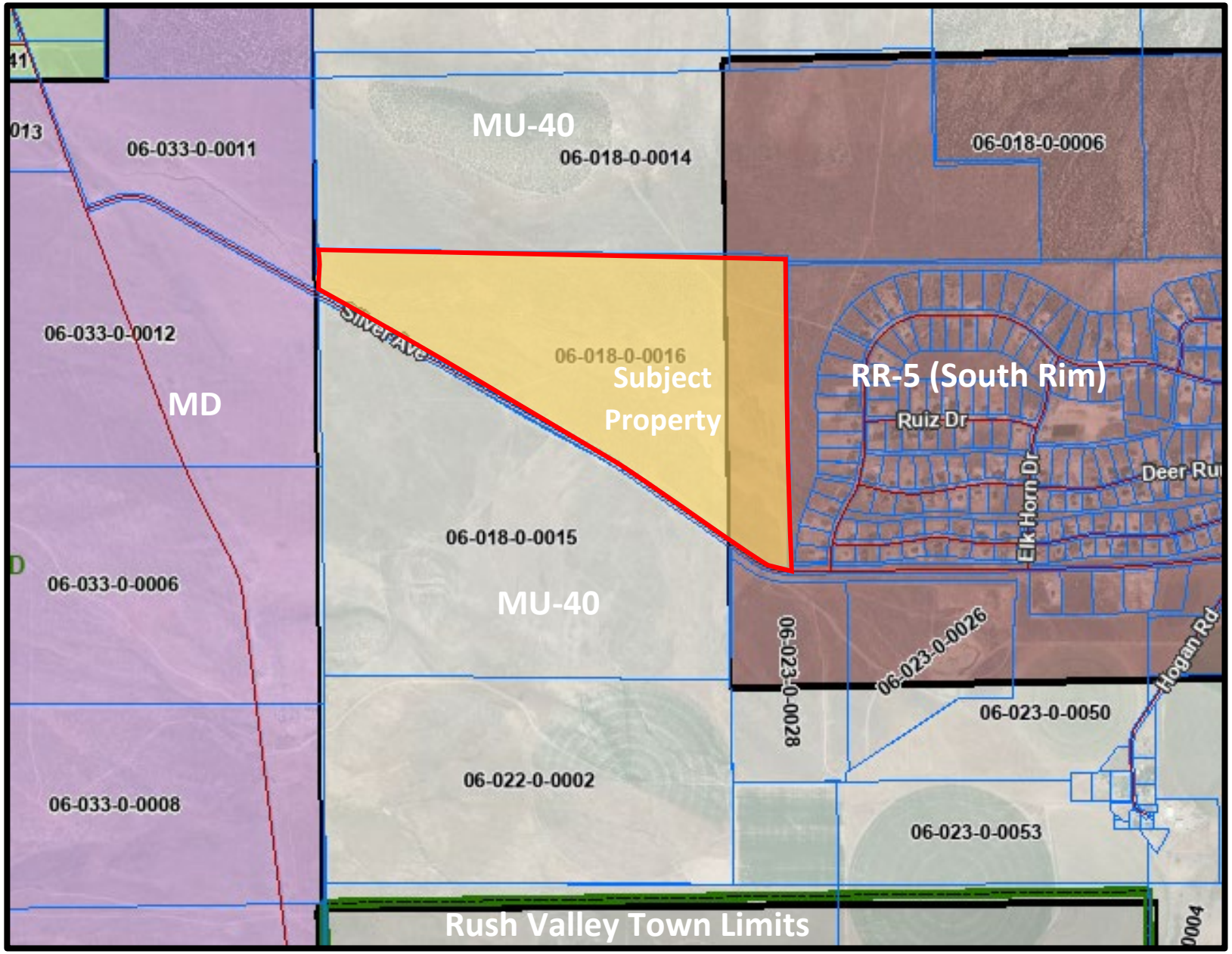
Staff has reviewed the proposed preliminary plat and found it complies with state and local codes. There is a sufficient trail system provided and road connections made to possible Northern development is provided as well. This will be a 5-phased development.

PLANNING STAFF RECOMMENDATION

Staff recommends that the Tooele County Planning Commission makes a motion to grant approval to the Preliminary Plat for the proposed 226-residential-lot West South Rim Subdivision.

SUB 2025-001: Subdivision preliminary plat – West South Rim Subdivision

West of South Rim (Parcel ID: 06-018-0-0016)

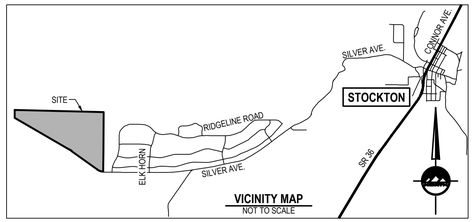


WEST SOUTH RIM SUBDIVISION PHASE 1
PRELIMINARY PLAT

LOCATED IN THE SOUTHWEST QUARTER OF SECTION 29, THE SOUTH HALF OF SECTION 30, THE NORTHEAST QUARTER OF SECTION 31, THE NORTHWEST QUARTER OF SECTION 32, TOWNSHIP 4 SOUTH, RANGE 5 WEST, SALT LAKE BASE & MERIDIAN, TOOELE COUNTY, UTAH

LEGEND

- SECTION CORNER
- EXISTING STREET MONUMENT
- PROPOSED STREET MONUMENT
- SET 5/8" X 24" REBAR WITH YELLOW PLASTIC CAP, OR NAIL STAMPED "ENSIGN ENG. & LAND SURV." AT ALL LOT CORNERS; OFFSET PINS TO BE PLACED IN BACK OF CURBS
- PU&DE = PUBLIC UTILITY & DRAINAGE EASEMENT
- BOUNDARY LINE
- CENTER LINE
- EASEMENTS
- EXISTING CONTOURS
- FIRE HYDRANT



VICINITY MAP
NOT TO SCALE

NORTHWEST CORNER OF SECTION 30, TOWNSHIP 4 SOUTH, RANGE 5 WEST, SALT LAKE BASE & MERIDIAN (FOUND 5" STONE IN CONCRETE POST, NO DATE)

N 0°14'40" E 2643.53'

S 88°44'41" E 2552.36'

CENTER OF SECTION 30, TOWNSHIP 4 SOUTH, RANGE 5 WEST, SALT LAKE BASE & MERIDIAN (CALCULATED POSITION)

BASIS OF BEARING
S 88°43'38" E 5255.84'
(WEST QTR COR TO EAST QTR COR)

NORTH QUARTER CORNER OF SECTION 30, TOWNSHIP 4 SOUTH, RANGE 5 WEST, SALT LAKE BASE & MERIDIAN (CALCULATED POSITION)

2644.06'

S 88°44'41" E 2650.43'

NORTHEAST CORNER OF SECTION 30, TOWNSHIP 4 SOUTH, RANGE 5 WEST, SALT LAKE BASE & MERIDIAN (CALCULATED POSITION)

EAST QUARTER CORNER OF SECTION 30, TOWNSHIP 4 SOUTH, RANGE 5 WEST, SALT LAKE BASE & MERIDIAN (FOUND 3" BRASS DISK TOOELE COUNTY SURVEYORS MONUMENT, DATED 1990)

N 0°14'40" E 2645.29'

WEST QUARTER CORNER OF SECTION 30, TOWNSHIP 4 SOUTH, RANGE 5 WEST, SALT LAKE BASE & MERIDIAN (FOUND 3" BRASS DISK TOOELE COUNTY SURVEYORS MONUMENT, DATED 1989)

N 0°41'25" W 2636.88'

SOUTHWEST CORNER OF SECTION 30, TOWNSHIP 4 SOUTH, RANGE 5 WEST, SALT LAKE BASE & MERIDIAN (FOUND 3" BRASS DISK TOOELE COUNTY SURVEYORS MONUMENT, DATED 1989)

N 88°37'31" W 2571.84'

SOUTH QUARTER CORNER OF SECTION 30, TOWNSHIP 4 SOUTH, RANGE 5 WEST, SALT LAKE BASE & MERIDIAN (FOUND 3" BRASS DISK TOOELE COUNTY SURVEYORS MONUMENT, DATED 1990)

N 88°37'22" W 2647.22'

SOUTH QUARTER CORNER OF SECTION 30, TOWNSHIP 4 SOUTH, RANGE 5 WEST, SALT LAKE BASE & MERIDIAN (FOUND 3" BRASS DISK TOOELE COUNTY SURVEYORS MONUMENT, DATED 1989)

N 89°53'58" W 2650.64'

SOUTHEAST CORNER OF SECTION 30, TOWNSHIP 4 SOUTH, RANGE 5 WEST, SALT LAKE BASE & MERIDIAN (FOUND 3" BRASS DISK TOOELE COUNTY SURVEYORS MONUMENT, DATED 1989)

N 0°07'39" W 2646.29'

WEST QUARTER CORNER OF SECTION 31, TOWNSHIP 4 SOUTH, RANGE 5 WEST, SALT LAKE BASE & MERIDIAN (FOUND 5" STONE IN CONCRETE POST, NO DATE)

N 0°39'24" E 2651.45'

S 88°38'20" E 5198.85'

EAST QUARTER CORNER OF SECTION 31, TOWNSHIP 4 SOUTH, RANGE 5 WEST, SALT LAKE BASE & MERIDIAN (FOUND 3" BRASS DISK TOOELE COUNTY SURVEYORS MONUMENT, DATED 2012)

N 1°05'35" E 2649.94'

PHASE 1
PHASE 2
PHASE 3
PHASE 4
PHASE 5

PARCEL A
PARCEL B DETENTION BASIN
PARCEL C
PARCEL D
PARCEL E
PARCEL F
PARCEL G
PARCEL H
PARCEL I
PARCEL J
PARCEL K
PARCEL L
PARCEL M
PARCEL O
PARCEL P

HICKORY HILL DRIVE
WILLOW RUN BOULEVARD
SILVER AVENUE
FOXTAIL DRIVE
PINE HOLLOW ROAD
MAPLE HILL ROAD
STONEBRIDGE ROAD
BROOKHAVEN DRIVE
BIRCH BEND ROAD
TIMBERCREEK DRIVE
SAGE MEADOW ROAD
LAVENDER LANE
ELENA LANE

NOTES:

1. OPEN SPACE PARCELS A, C-P ARE DEDICATED TO AND MAINTAINED BY THE SOUTH RIM SPECIAL SERVICE DISTRICT.
2. OPEN SPACE PARCEL B IS DEDICATED AS A DETENTION BASIN, AND DEDICATED TO AND MAINTAINED BY THE SOUTH RIM SPECIAL SERVICE DISTRICT.
3. ALL PUBLIC STREETS ARE HEREBY DEDICATED TO TOOELE COUNTY AS RIGHT-OF-WAY ("R.O.W.") FOR PUBLIC USE.
4. 10' PU&DE ALONG THE FRONTAGE OF ALL LOTS.
5. NO DRIVEWAYS SHALL BE CONSTRUCTED SO AS TO SLOPE TOWARD ANY STRUCTURES WITHOUT WRITTEN PERMISSION FROM TOOELE COUNTY ENGINEERING DEPARTMENT.
6. LANDSCAPING WITHIN THE DRAINAGE EASEMENTS TO BE MAINTAINED BY THE RESPECTIVE LOT OWNERS.
7. UTILITIES SHALL HAVE THE RIGHT TO INSTALL, MAINTAIN, AND OPERATE THEIR EQUIPMENT ABOVE AND BELOW GROUND AND ALL OTHER RELATED FACILITIES WITHIN THE PUBLIC UTILITY EASEMENTS IDENTIFIED ON THIS PLAT MAP AS MAY BE NECESSARY OR DESIRABLE IN PROVIDING UTILITY SERVICES WITHIN AND WITHOUT THE LOTS IDENTIFIED HEREIN, INCLUDING THE RIGHT OF ACCESS TO SUCH FACILITIES, AND THE RIGHT TO REQUIRE REMOVAL OF ANY OBSTRUCTIONS INCLUDING STRUCTURES, TREES, AND VEGETATION THAT MAY BE PLACED WITHIN THE P.U.&D.E. AT THE LOT OWNERS EXPENSE, OR THE UTILITY MAY REMOVE SUCH STRUCTURES AT THE LOT OWNERS EXPENSE. AT NO TIME MANY ANY PERMANENT STRUCTURES BE PLACED WITHIN THE P.U.&D.E OR ANY OTHER OBSTRUCTION WHICH INTERFERES WITH THE USE OF THE P.U.&D.E WITHOUT PRIOR WRITTEN APPROVAL OF THE UTILITIES WITH FACILITIES IN THE P.U.&D.E.
8. THE WATER TABLE UNDER THE LOTS HAS HISTORICALLY BEEN CLOSE TO THE LAND SURFACE AND THEREFORE THE LOTS MAY BE INELIGIBLE FOR BASEMENTS IN DWELLINGS. IF OWNERS CHOOSE TO INSTALL BASEMENTS IN DWELLINGS, SUCH OWNERS DO SO AT THEIR OWN RISK.
9. **STORM DRAIN MANAGEMENT.** ALL RUNOFF FROM EACH INDIVIDUAL LOT SHALL BE CONTAINED WITHIN SUCH LOT BY ITS OWNER. RUNOFF SHALL NOT BE ALLOWED TO DISCHARGE ONTO ADJACENT LOTS. GRADING WITHIN EACH LOT WILL LIKELY BE REQUIRED TO CONTAIN THE RUNOFF WITHIN SUCH LOT. RUNOFF CAN EITHER BE RETAINED WITHIN THE LOT, DISCHARGED INTO THE DRAINAGE SWALES CONSTRUCTED ALONG THE DEDICATED PUBLIC ROADS, OR INTO THE DRAINAGE CHANNELS CONSTRUCTED WITHIN THE P.U.&D.E. ALONG THE REAR LOT LINES.
10. **PIPING AND PROTECTION OF DRAINAGE SWALES.** EACH OWNER OF A LOT HEREBY AGREES TO NOT FILL-IN, BLOCK, REGRADE OR IN ANY WAY DECREASE THE CAPACITY OF THE DRAINAGE SWALES THAT ARE CROSSED BY DRIVEWAYS OR OTHER HARD SURFACES MUST BE PIPED AT THE OWNER'S EXPENSE WITH AN EIGHTEEN-INCH (18") REINFORCED CONCRETE PIPE WITH A CONCRETE FLARED END SECTION ON THE INLET END OF THE PIPE.
11. NO SEPTIC TANKS OR SEPTIC DRAINAGE FIELDS CAN BE WITHIN 25' OF A DRY WASH, GULCH, OR GULLY.

NORTH

HORIZONTAL GRAPHIC SCALE

150 0 75 150 300
(IN FEET)
HORZ: 1 inch = 150 ft.

LOCATED IN THE SOUTHWEST QUARTER OF SECTION 29, THE SOUTHEAST QUARTER OF SECTION 30, THE NORTHEAST QUARTER OF SECTION 31, THE NORTHWEST QUARTER OF SECTION 32, TOWNSHIP 4 SOUTH, RANGE 5 WEST, SALT LAKE BASE & MERIDIAN, TOOELE COUNTY, UTAH

ENSIGN
THE STANDARD IN ENGINEERING

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FOR:
ROBERT DREW SULLIVAN
43513 RIDGE PARK DRIVE
TEMECULA, CA 92590

CONTACT:
ROBERT DREW SULLIVAN
PHONE: 951-746-5896

WEST SOUTH RIM PRELIMINARY PLAT
PHASE 1
2799 WEST SILVER AVENUE
STOCKTON, UTAH 84071

PROFESSIONAL LAND SURVEYOR
NO. 334575
DOUGLAS J. KINSMAN
STATE OF UTAH
6-20-25

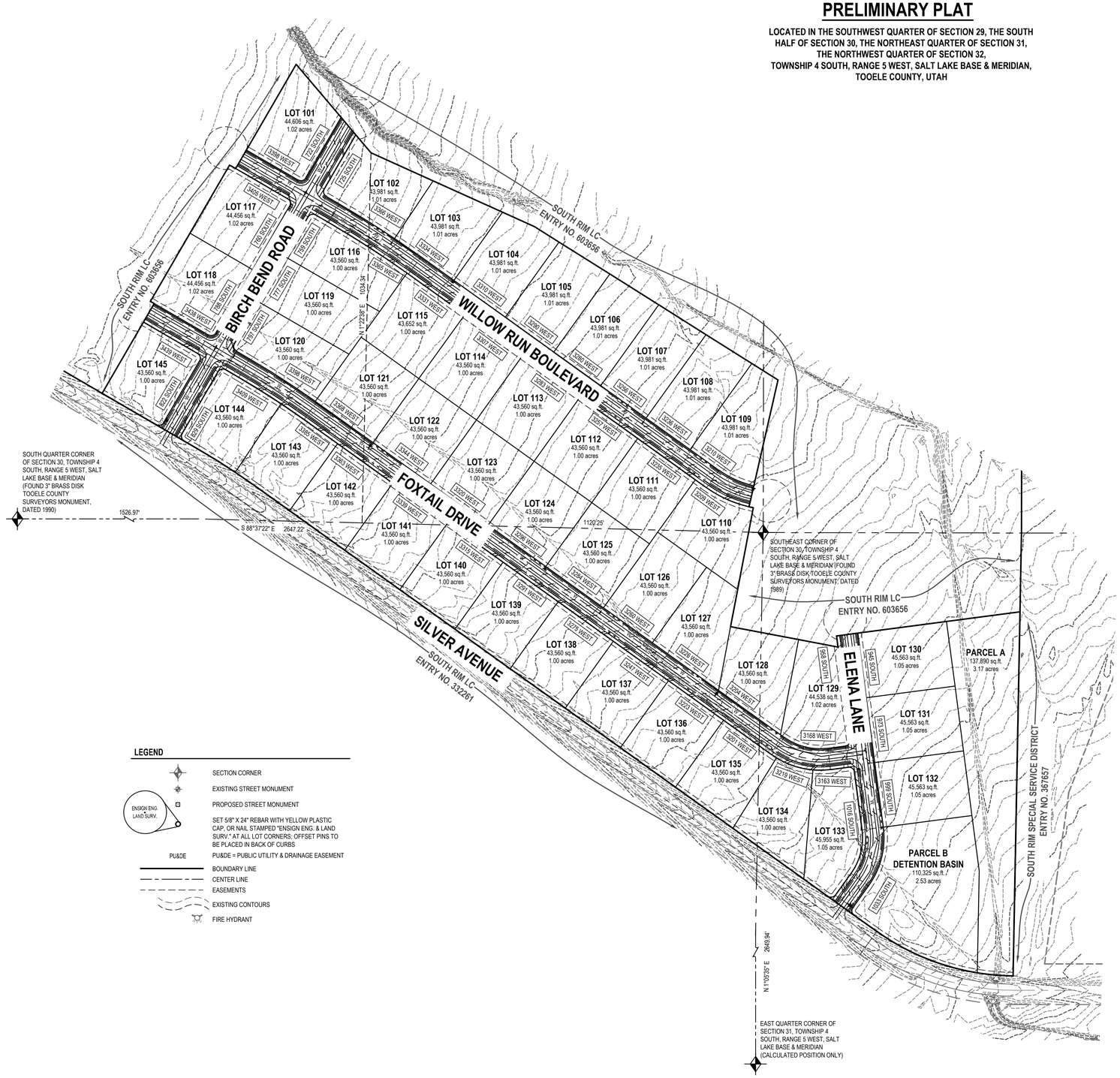
PRELIMINARY PLAT PHASE 1

PROJECT NUMBER T1951N
PRINT DATE 6/20/2025
PROJECT MANAGER D. KINSMAN
DESIGNED BY M. SANDOVAL

1 OF 21

WEST SOUTH RIM SUBDIVISION PHASE 1
PRELIMINARY PLAT

LOCATED IN THE SOUTHWEST QUARTER OF SECTION 29, THE SOUTH HALF OF SECTION 30, THE NORTHEAST QUARTER OF SECTION 31, THE NORTHWEST QUARTER OF SECTION 32, TOWNSHIP 4 SOUTH, RANGE 5 WEST, SALT LAKE BASE & MERIDIAN, TOOELE COUNTY, UTAH

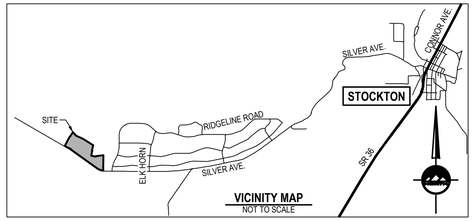


LEGEND

- SECTION CORNER
- EXISTING STREET MONUMENT
- PROPOSED STREET MONUMENT
- ENSIGN ENG. LAND SURV. — SET 5/8" X 24" REBAR WITH YELLOW PLASTIC CAP, OR NAIL STAMPED "ENSIGN ENG. & LAND SURV." AT ALL LOT CORNERS; OFFSET PINS TO BE PLACED IN BACK OF CURBS
- PU&DE — PU&DE = PUBLIC UTILITY & DRAINAGE EASEMENT
- BOUNDARY LINE
- CENTER LINE
- EASEMENTS
- EXISTING CONTOURS
- FIRE HYDRANT

CURVE TABLE

CURVE	RADIUS	LENGTH	DELTA	BEARING	CHORD
C1	15.00'	23.56'	90°00'00"	N75°09'03"E	21.21'
C2	15.00'	23.56'	90°00'00"	S14°50'57"E	21.21'
C3	2830.00'	181.33'	3°40'16"	N58°00'49"W	181.30'
C4	2830.00'	89.84'	1°49'08"	N55°16'07"W	89.84'
C5 (OVERALL)	2830.00'	271.17'	5°29'24"	N57°06'15"W	271.06'
C6	2800.00'	268.29'	5°29'24"	N57°06'15"W	268.19'
C7	270.00'	107.25'	22°45'35"	S65°44'20"E	106.55'
C8	300.00'	119.17'	22°45'35"	S65°44'20"E	118.39'
C9	330.00'	131.09'	22°45'35"	S65°44'20"E	130.23'
C10	2770.00'	5.27'	0°06'33"	N54°24'49"W	5.27'
C11	2770.00'	260.14'	5°22'51"	N57°09'31"W	260.05'
C12 (OVERALL)	2770.00'	265.42'	5°29'24"	N57°06'15"W	265.32'
C13	15.00'	23.56'	90°00'00"	S75°09'03"W	21.21'
C14	15.00'	23.56'	90°00'00"	S14°50'57"E	21.21'
C15	2330.00'	218.82'	5°22'51"	N57°09'31"W	218.74'
C16	2330.00'	4.44'	0°06'33"	N54°24'49"W	4.44'
C17 (OVERALL)	2330.00'	223.26'	5°29'24"	N57°06'15"W	223.17'
C18	2300.00'	220.38'	5°29'24"	N57°06'15"W	220.30'
C19	170.00'	127.87'	43°05'51"	S75°54'28"E	124.88'
C20	200.00'	150.44'	43°05'51"	S75°54'28"E	146.92'
C21	15.00'	23.56'	90°00'00"	N37°32'36"E	21.21'
C22	230.00'	173.00'	43°05'51"	N14°05'32"E	168.95'
C23	200.00'	150.44'	43°05'51"	N14°05'32"E	146.92'
C24	15.00'	23.56'	90°00'00"	S9°21'33"E	21.21'
C25	665.00'	306.49'	26°24'25"	S67°33'45"E	303.79'
C26	665.00'	100.32'	8°38'36"	S85°05'16"E	100.22'
C27 (OVERALL)	665.00'	406.81'	35°03'01"	S71°53'03"E	400.49'
C28	705.00'	438.45'	35°37'58"	S72°10'32"E	431.41'
C29	15.00'	23.56'	90°00'00"	N80°38'27"E	21.21'
C30	170.00'	127.87'	43°05'51"	N14°05'32"E	124.88'
C31	15.00'	23.56'	90°00'00"	N52°27'24"W	21.21'
C32	230.00'	49.21'	12°15'31"	N88°40'22"E	49.12'
C33	230.00'	108.26'	26°58'08"	S71°42'48"E	107.26'
C34	230.00'	15.53'	3°52'11"	S56°17'39"E	15.53'
C35 (OVERALL)	230.00'	173.00'	43°05'51"	S75°54'28"E	168.95'
C36	2270.00'	78.39'	1°58'43"	N55°20'54"W	78.38'
C37	2270.00'	139.12'	3°30'41"	N58°05'36"W	139.10'
C38 (OVERALL)	2270.00'	217.51'	5°29'24"	N57°06'15"W	217.42'
C39	15.00'	23.56'	90°00'00"	S75°09'03"W	21.21'
C40	15.00'	23.56'	90°00'00"	S14°50'57"E	21.21'
C41	15.00'	23.56'	90°00'00"	N75°09'03"E	21.21'
C42	15.00'	23.56'	90°00'00"	N14°50'57"W	21.21'
C43	15.00'	23.56'	90°00'00"	N75°09'03"E	21.21'
C44	15.00'	23.56'	90°00'00"	N14°50'57"W	21.21'
C45	2040.00'	125.01'	3°30'40"	N58°05'36"W	125.00'
C46	2040.00'	70.45'	1°58'43"	N55°20'54"W	70.44'
C47 (OVERALL)	2040.00'	195.46'	5°29'23"	N57°06'14"W	195.39'



BOUNDARY DESCRIPTION
PHASE 1

Located in the Southwest Quarter of Section 29, the Southeast Quarter of Section 30, the Northeast Quarter of Section 31, the Northwest Quarter of Section 32, Township 4 South, Range 5 West, Salt Lake Base and Meridian, said parcel also located in Tooele County, Utah, more particularly described as follows:

Beginning at point located South 88°37'22" East 1526.97 feet and North 1°22'38" East 1034.34 feet from the monument representing the South Quarter Corner of Section 30, Township 4 South, Range 5 West, Salt Lake Base and Meridian, and running;

thence South 65°40'41" East 501.60 feet;
thence South 57°46'37" East 803.04 feet;
thence South 12°52'52" West 363.84 feet;
thence Easterly 12.22 feet along the arc of a 330.00 feet radius non-tangent curve to the left (center bears North 12°52'52" East and the long chord bears South 78°10'48" East 12.22 feet through a central angle of 02°07'20");
thence South 10°45'32" West, a distance of 338.01 feet;
thence South 79°14'28" East 304.96 feet;
thence North 7°27'24" West 31.61 feet;
thence North 82°32'36" East 516.78 feet to the Westerly subdivision line of The Benches at South Rim PUD Phase 2, filed under Entry No. 262133 in the Tooele County Recorder's Office;
thence South 1°05'37" West 1,017.26 feet along said subdivision line and to the Northerly Right of Way line of Silver Avenue;
thence Westerly 406.81 feet along the arc of a 655.00 feet radius non-tangent curve to the right (center bears North 0°35'26" East and the long chord bears North 71°53'03" West 400.49 feet through a central angle of 35°03'01") along said Northerly line;
thence North 54°21'33" West 2,132.05 feet along said Northerly line;
thence Northwesterly 195.46 feet along the arc of a 2,040.00 feet radius tangent curve to the left (center bears South 35°38'27" West and the long chord bears North 57°06'14" West 195.39 feet through a central angle of 05°29'23") along said Northerly line;
thence North 59°50'57" West 307.56 feet along said Northerly line;
thence North 30°09'03" East 290.00 feet;
thence North 59°50'57" West 12.48 feet;
thence North 30°09'03" East 440.00 feet;
thence South 59°50'57" East 19.47 feet;
thence North 30°09'03" East 336.86 feet;
thence South 40°13'12" East 323.28 feet to the Point of Beginning.

Contains 2,567,966 square feet or 58.95 acres.

JUNE 20, 2025
Date
Douglas J. Kinsman
License No. 334575



HORIZONTAL GRAPHIC SCALE

150 0 75 150 300
(IN FEET)
HORZ: 1 inch = 150 ft.

LOCATED IN THE SOUTHWEST QUARTER OF SECTION 29, THE SOUTHEAST QUARTER OF SECTION 30, THE NORTHEAST QUARTER OF SECTION 31, THE NORTHWEST QUARTER OF SECTION 32, TOWNSHIP 4 SOUTH, RANGE 5 WEST, SALT LAKE BASE & MERIDIAN, TOOELE COUNTY, UTAH

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FOR:
ROBERT DREW SULLIVAN
43513 RIDGE PARK DRIVE
TEMECULA, CA 92590

CONTACT:
ROBERT DREW SULLIVAN
PHONE: 951-746-5896

WEST SOUTH RIM PRELIMINARY PLAT
PHASE 1
2799 WEST SILVER AVENUE
STOCKTON, UTAH 84071

PROFESSIONAL LAND SURVEYOR
No. 334575
DOUGLAS J. KINSMAN
STATE OF UTAH
6/20/2025

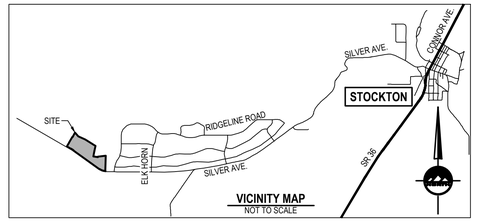
PRELIMINARY
PLAT PHASE 1

PROJECT NUMBER	PRINT DATE
T1951N	6/20/2025
PROJECT MANAGER	DESIGNED BY
D. KINSMAN	M. SANDOVAL

2 OF 21

WEST SOUTH RIM SUBDIVISION PHASE 1
PRELIMINARY PLAT

LOCATED IN THE SOUTHWEST QUARTER OF SECTION 29, THE SOUTH HALF OF SECTION 30, THE NORTHEAST QUARTER OF SECTION 31, THE NORTHWEST QUARTER OF SECTION 32, TOWNSHIP 4 SOUTH, RANGE 5 WEST, SALT LAKE BASE & MERIDIAN, TOOELE COUNTY, UTAH



VICINITY MAP
NOT TO SCALE

LEGEND

- SECTION CORNER
- EXISTING STREET MONUMENT
- PROPOSED STREET MONUMENT
- ENSIGN ENG. LAND SURV. — SET 5/8" X 24" REBAR WITH YELLOW PLASTIC CAP, OR NAIL STAMPED "ENSIGN ENG. & LAND SURV." AT ALL LOT CORNERS; OFFSET PINS TO BE PLACED IN BACK OF CURBS
- PU&DE — PU&DE = PUBLIC UTILITY & DRAINAGE EASEMENT
- BOUNDARY LINE
- CENTER LINE
- EASEMENTS
- EXISTING CONTOURS
- FIRE HYDRANT

LOT 101 — 44,606 sq.ft. 1.02 acres
LOT 102 — 43,981 sq.ft. 1.01 acres
LOT 103 — 43,981 sq.ft. 1.01 acres
LOT 104 — 43,981 sq.ft. 1.01 acres
LOT 105 — 43,981 sq.ft. 1.01 acres
LOT 106 — 43,981 sq.ft. 1.01 acres
LOT 107 — 43,981 sq.ft. 1.01 acres
LOT 112 — 43,560 sq.ft. 1.00 acres
LOT 113 — 43,560 sq.ft. 1.00 acres
LOT 114 — 43,560 sq.ft. 1.00 acres
LOT 115 — 43,652 sq.ft. 1.00 acres
LOT 116 — 43,560 sq.ft. 1.00 acres
LOT 117 — 44,456 sq.ft. 1.02 acres
LOT 118 — 44,456 sq.ft. 1.02 acres
LOT 119 — 43,560 sq.ft. 1.00 acres
LOT 120 — 43,560 sq.ft. 1.00 acres
LOT 121 — 43,560 sq.ft. 1.00 acres
LOT 122 — 43,560 sq.ft. 1.00 acres
LOT 123 — 43,560 sq.ft. 1.00 acres
LOT 124 — 43,560 sq.ft. 1.00 acres
LOT 141 — 43,560 sq.ft.
LOT 142 — 43,560 sq.ft. 1.00 acres
LOT 143 — 43,560 sq.ft. 1.00 acres
LOT 144 — 43,560 sq.ft. 1.00 acres
LOT 145 — 43,560 sq.ft. 1.00 acres

BIRCH BEND ROAD (DEDICATED PUBLIC ROAD)
WILLOW RUN BOULEVARD (DEDICATED PUBLIC ROAD)
FOXTAIL DRIVE (DEDICATED PUBLIC ROAD)
SILVER AVENUE (DEDICATED PUBLIC ROAD)

SOUTH RIM LC ENTRY NO. 603656

POINT OF BEGINNING SET BAR & CAP

SET BAR & CAP

TEMPORARY TURN AROUND EASEMENT ENTRY NO.

S 40°41'12" E 323.28'
N 30°09'03" E 336.86'
S 59°50'57" E 19.47'
N 30°09'03" E 440.00'
N 59°50'57" W 12.48'
N 30°09'03" E 299.00'
N 59°50'57" W 307.56'
S 65°40'41" E 301.60'
S 57°46'37" E 803.04'

D=5°29'23"
R=2040.00
L=195.46'
CB=N 57°06'14" W
C=195.39'

D=5°29'23"
R=2000.00'
L=191.63'
CB=S 57°06'14" E
C=191.55'

SOUTH QUARTER CORNER OF SECTION 30, TOWNSHIP 4 SOUTH, RANGE 5 WEST, SALT LAKE BASE & MERIDIAN (FOUND 3" BRASS DISK TOOELE COUNTY SURVEYORS MONUMENT, DATED 1990)

SOUTHEAST CORNER OF SECTION 30, TOWNSHIP 4 SOUTH, RANGE 5 WEST, SALT LAKE BASE & MERIDIAN (FOUND 3" BRASS DISK TOOELE COUNTY SURVEYORS MONUMENT, DATED 1989)

S 88°37'22" E 2647.22'

SEE SHEET 4 OF 21

HORIZONTAL GRAPHIC SCALE
150 0 75 150 300
(IN FEET)
HORZ: 1 inch = 150 ft.

LOCATED IN THE SOUTHWEST QUARTER OF SECTION 29, THE SOUTHEAST QUARTER OF SECTION 30, THE NORTHEAST QUARTER OF SECTION 31, THE NORTHWEST QUARTER OF SECTION 32, TOWNSHIP 4 SOUTH, RANGE 5 WEST, SALT LAKE BASE & MERIDIAN, TOOELE COUNTY, UTAH

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PROFESSIONAL LAND SURVEYOR
No. 334575
DOUGLAS KINSMAN
STATE OF UTAH
6-20-25

PRELIMINARY PLAT PHASE 1

PROJECT NUMBER	PRINT DATE
T1951N	6/19/2025
PROJECT MANAGER	DESIGNED BY
D. KINSMAN	M. SANDOVAL

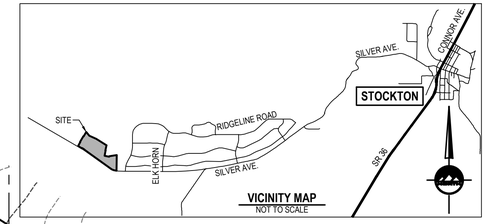
3 OF 21

WEST SOUTH RIM SUBDIVISION PHASE 1
PRELIMINARY PLAT

LOCATED IN THE SOUTHWEST QUARTER OF SECTION 29, THE SOUTH HALF OF SECTION 30, THE NORTHEAST QUARTER OF SECTION 31, THE NORTHWEST QUARTER OF SECTION 32, TOWNSHIP 4 SOUTH, RANGE 5 WEST, SALT LAKE BASE & MERIDIAN, TOOELE COUNTY, UTAH

LEGEND

- SECTION CORNER
- EXISTING STREET MONUMENT
- PROPOSED STREET MONUMENT
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- PU&DE = PUBLIC UTILITY & DRAINAGE EASEMENT
- BOUNDARY LINE
- CENTER LINE
- EASEMENTS
- EXISTING CONTOURS
- FIRE HYDRANT



VICINITY MAP
NOT TO SCALE

SEE SHEET 3 OF 21

SOUTH QUARTER CORNER OF SECTION 30, TOWNSHIP 4 SOUTH, RANGE 5 WEST, SALT LAKE BASE & MERIDIAN (FOUND 3" BRASS DISK TOOELE COUNTY SURVEYORS MONUMENT, DATED 1990)

SOUTHEAST CORNER OF SECTION 30, TOWNSHIP 4 SOUTH, RANGE 5 WEST, SALT LAKE BASE & MERIDIAN (FOUND 3" BRASS DISK TOOELE COUNTY SURVEYORS MONUMENT, DATED 1989)

SEE SHEET 5 OF 21

WILLOW RUN BOULEVARD (DEDICATED PUBLIC ROAD)

SILVER AVENUE (DEDICATED PUBLIC ROAD)

FOXTAIL DRIVE (DEDICATED PUBLIC ROAD)

LOT 107 — 43,981 sq.ft. 1.01 acres
LOT 108 — 43,981 sq.ft. 1.01 acres
LOT 109 — 43,981 sq.ft. 1.01 acres
LOT 110 — 43,560 sq.ft. 1.00 acres
LOT 111 — 43,560 sq.ft. 1.00 acres
LOT 112 — 43,560 sq.ft. 1.00 acres
LOT 124 — 43,560 sq.ft. 1.00 acres
LOT 125 — 43,560 sq.ft. 1.00 acres
LOT 126 — 43,560 sq.ft. 1.00 acres
LOT 127 — 43,560 sq.ft. 1.00 acres
LOT 128 — 43,560 sq.ft. 1.00 acres
LOT 135 — 43,560 sq.ft. 1.00 acres
LOT 136 — 43,560 sq.ft. 1.00 acres
LOT 137 — 43,560 sq.ft. 1.00 acres
LOT 138 — 43,560 sq.ft. 1.00 acres
LOT 139 — 43,560 sq.ft. 1.00 acres
LOT 140 — 43,560 sq.ft. 1.00 acres
LOT 141 — 43,560 sq.ft. 1.00 acres

N 54°21'33" W 2132.05'
S 12°52'52" W 363.84'
S 10°45'32" W 338.01'
S 79°14'28" E 304.96'
N 7°27'24" W 31.61'
S 10°45'32" W 270.34'
S 54°46'01" W 230.35'
S 31°46'16" W 231.05'

D=2°07'20"
R=330.00
L=12.22'
CB=S 78°10'48" E
C=12.22'

TEMPORARY TURN AROUND EASEMENT
ENTRY NO.

SET BAR & CAP

HORIZONTAL GRAPHIC SCALE
150 0 75 150 300
(IN FEET)
HORZ: 1 inch = 150 ft.

LOCATED IN THE SOUTHWEST QUARTER OF SECTION 29, THE SOUTHEAST QUARTER OF SECTION 30, THE NORTHEAST QUARTER OF SECTION 31, THE NORTHWEST QUARTER OF SECTION 32, TOWNSHIP 4 SOUTH, RANGE 5 WEST, SALT LAKE BASE & MERIDIAN, TOOELE COUNTY, UTAH

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FOR:
ROBERT DREW SULLIVAN
43513 RIDGE PARK DRIVE
TEMECULA, CA 92590

CONTACT:
ROBERT DREW SULLIVAN
PHONE: 951-746-5896

WEST SOUTH RIM PRELIMINARY PLAT PHASE 1
2799 WEST SILVER AVENUE
STOCKTON, UTAH 84071

PROFESSIONAL LAND SURVEYOR
No. 334575
DOUGLAS A. KINSMAN
STATE OF UTAH
6-20-25

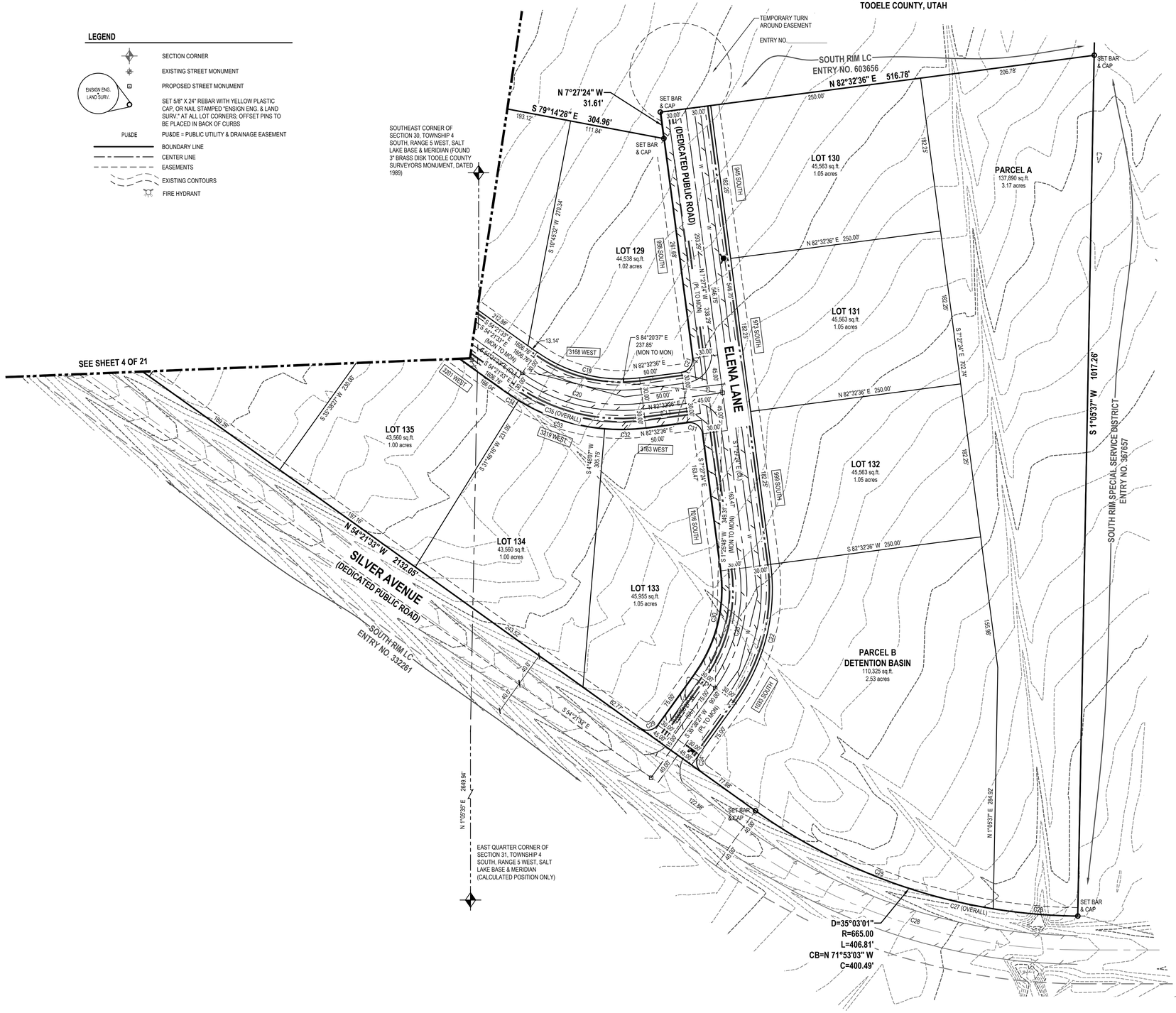
PRELIMINARY PLAT PHASE 1

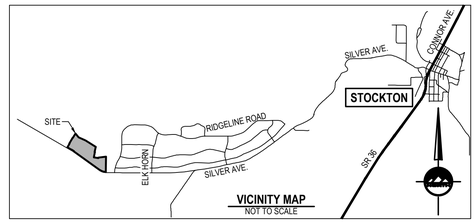
PROJECT NUMBER T195IN
PRINT DATE 6/19/2025
PROJECT MANAGER D. KINSMAN
DESIGNED BY M. SANDOVAL

4 OF 21

WEST SOUTH RIM SUBDIVISION PHASE 1
PRELIMINARY PLAT

LOCATED IN THE SOUTHWEST QUARTER OF SECTION 29, THE SOUTH HALF OF SECTION 30, THE NORTHEAST QUARTER OF SECTION 31, THE NORTHWEST QUARTER OF SECTION 32, TOWNSHIP 4 SOUTH, RANGE 5 WEST, SALT LAKE BASE & MERIDIAN, TOOELE COUNTY, UTAH





CURVE TABLE					
CURVE	RADIUS	LENGTH	DELTA	BEARING	CHORD
C1	15.00'	23.56'	90°00'00"	N75°09'03"E	21.21'
C2	15.00'	23.56'	90°00'00"	S14°50'57"E	21.21'
C3	2830.00'	181.33'	3°40'16"	N58°00'49"W	181.30'
C4	2830.00'	89.84'	1°49'08"	N55°16'07"W	89.84'
C5 (OVERALL)	2830.00'	271.17'	5°29'24"	N57°06'15"W	271.06'
C6	2800.00'	268.29'	5°29'24"	N57°06'15"W	268.19'
C7	270.00'	107.25'	22°45'35"	S65°44'20"E	106.55'
C8	300.00'	119.17'	22°45'35"	S65°44'20"E	118.39'
C9	330.00'	131.09'	22°45'35"	S65°44'20"E	130.23'
C10	2770.00'	5.27'	0°06'33"	N54°24'49"W	5.27'
C11	2770.00'	260.14'	5°22'51"	N57°09'31"W	260.05'
C12 (OVERALL)	2770.00'	265.42'	5°29'24"	N57°06'15"W	265.32'
C13	15.00'	23.56'	90°00'00"	S75°09'03"W	21.21'
C14	15.00'	23.56'	90°00'00"	S14°50'57"E	21.21'
C15	2330.00'	218.82'	5°22'51"	N57°09'31"W	218.74'
C16	2330.00'	4.44'	0°06'33"	N54°24'49"W	4.44'
C17 (OVERALL)	2330.00'	223.26'	5°29'24"	N57°06'15"W	223.17'
C18	2300.00'	220.38'	5°29'24"	N57°06'15"W	220.30'
C19	170.00'	127.87'	43°05'51"	S75°54'28"E	124.88'
C20	200.00'	150.44'	43°05'51"	S75°54'28"E	146.92'
C21	15.00'	23.56'	90°00'00"	N37°32'36"E	21.21'
C22	230.00'	173.00'	43°05'51"	N14°05'32"E	168.95'
C23	200.00'	150.44'	43°05'51"	N14°05'32"E	146.92'
C24	15.00'	23.56'	90°00'00"	S9°21'33"E	21.21'
C25	665.00'	306.49'	26°24'25"	S67°33'45"E	303.79'
C26	665.00'	100.32'	8°38'36"	S85°05'16"E	100.22'
C27 (OVERALL)	665.00'	406.81'	35°03'01"	S71°53'03"E	400.49'
C28	705.00'	438.45'	35°37'58"	S72°10'32"E	431.41'
C29	15.00'	23.56'	90°00'00"	N80°38'27"E	21.21'
C30	170.00'	127.87'	43°05'51"	N14°05'32"E	124.88'
C31	15.00'	23.56'	90°00'00"	N52°27'24"W	21.21'
C32	230.00'	49.21'	12°15'31"	N88°40'22"E	49.12'
C33	230.00'	108.26'	26°58'08"	S71°42'48"E	107.26'
C34	230.00'	15.53'	3°52'11"	S56°17'39"E	15.53'
C35 (OVERALL)	230.00'	173.00'	43°05'51"	S75°54'28"E	168.95'
C36	2270.00'	78.39'	1°58'43"	N55°20'54"W	78.38'
C37	2270.00'	139.12'	3°30'41"	N58°05'36"W	139.10'
C38 (OVERALL)	2270.00'	217.51'	5°29'24"	N57°06'15"W	217.42'
C39	15.00'	23.56'	90°00'00"	S75°09'03"W	21.21'
C40	15.00'	23.56'	90°00'00"	S14°50'57"E	21.21'
C41	15.00'	23.56'	90°00'00"	N75°09'03"E	21.21'
C42	15.00'	23.56'	90°00'00"	N14°50'57"W	21.21'
C43	15.00'	23.56'	90°00'00"	N75°09'03"E	21.21'
C44	15.00'	23.56'	90°00'00"	N14°50'57"W	21.21'
C45	2040.00'	125.01'	3°30'40"	N58°05'36"W	125.00'
C46	2040.00'	70.45'	1°58'43"	N55°20'54"W	70.44'
C47 (OVERALL)	2040.00'	195.46'	5°29'23"	N57°06'14"W	195.39'



HORIZONTAL GRAPHIC SCALE

150 0 75 150 300

(IN FEET)
HORZ: 1 inch = 150 ft.

LOCATED IN THE SOUTHWEST QUARTER OF SECTION 29, THE SOUTHEAST QUARTER OF SECTION 30, THE NORTHEAST QUARTER OF SECTION 31, THE NORTHWEST QUARTER OF SECTION 32, TOWNSHIP 4 SOUTH, RANGE 5 WEST, SALT LAKE BASE & MERIDIAN, TOOELE COUNTY, UTAH

ENSIGN
THE STANDARD IN ENGINEERING

TOOELE
169 N. Main St, Unit 1
Tooele, UT 84074
Phone: 435.843.3590

SANDY
Phone: 801.255.0529

LAYTON
Phone: 801.547.1100

CEDAR CITY
Phone: 435.865.1453

RICHFIELD
Phone: 435.896.2983

WWW.ENSIGNENG.COM

FOR:
ROBERT DREW SULLIVAN
43513 RIDGE PARK DRIVE
TEMECULA, CA 92590

CONTACT:
ROBERT DREW SULLIVAN
PHONE: 951-746-5896

WEST SOUTH RIM PRELIMINARY PLAT PHASE 1

2799 WEST SILVER AVENUE
STOCKTON, UTAH 84071

PROFESSIONAL LAND SURVEYOR
No. 334575
DOUGLAS KINGHAM
STATE OF UTAH
6-20-25

PRELIMINARY PLAT PHASE 1

PROJECT NUMBER T1951N
PRINT DATE 6/19/2025
PROJECT MANAGER D. KINSMAN
DESIGNED BY M. SANDOVAL

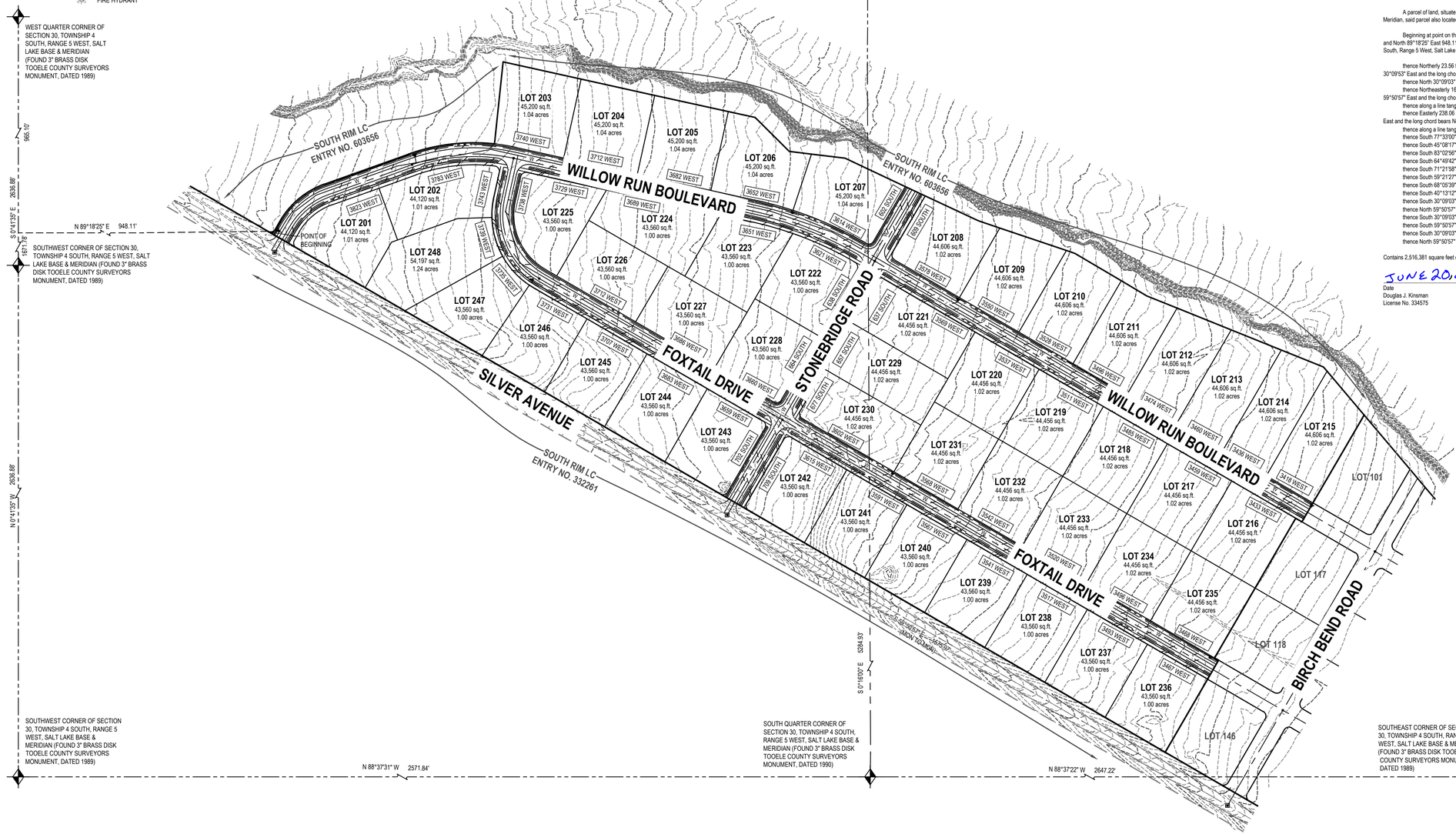
5 OF 21

WEST SOUTH RIM SUBDIVISION PHASE 2
PRELIMINARY PLAT

LOCATED IN THE SOUTHWEST QUARTER OF SECTION 29, THE SOUTH HALF OF SECTION 30, THE NORTHEAST QUARTER OF SECTION 31, THE NORTHWEST QUARTER OF SECTION 32, TOWNSHIP 4 SOUTH, RANGE 5 WEST, SALT LAKE BASE & MERIDIAN, TOOELE COUNTY, UTAH

LEGEND

- SECTION CORNER
- EXISTING STREET MONUMENT
- PROPOSED STREET MONUMENT
- SET 5/8" X 24" REBAR WITH YELLOW PLASTIC CAP, OR NAIL STAMPED "ENSIGN ENG. & LAND SURV." AT ALL LOT CORNERS; OFFSET PINS TO BE PLACED IN BACK OF CURBS
- PU&DE = PUBLIC UTILITY & DRAINAGE EASEMENT
- BOUNDARY LINE
- CENTER LINE
- EASEMENTS
- EXISTING CONTOURS
- FIRE HYDRANT

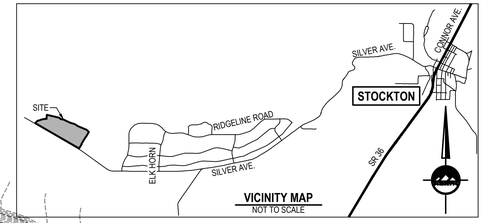

NORTH QUARTER CORNER OF SECTION 30, TOWNSHIP 4 SOUTH, RANGE 5 WEST, SALT LAKE BASE & MERIDIAN (CALCULATED POSITION)
WEST QUARTER CORNER OF SECTION 30, TOWNSHIP 4 SOUTH, RANGE 5 WEST, SALT LAKE BASE & MERIDIAN (FOUND 3" BRASS DISK TOOELE COUNTY SURVEYORS MONUMENT, DATED 1989)
SOUTHWEST CORNER OF SECTION 30, TOWNSHIP 4 SOUTH, RANGE 5 WEST, SALT LAKE BASE & MERIDIAN (FOUND 3" BRASS DISK TOOELE COUNTY SURVEYORS MONUMENT, DATED 1989)
SOUTHWEST CORNER OF SECTION 30, TOWNSHIP 4 SOUTH, RANGE 5 WEST, SALT LAKE BASE & MERIDIAN (FOUND 3" BRASS DISK TOOELE COUNTY SURVEYORS MONUMENT, DATED 1989)
SOUTH QUARTER CORNER OF SECTION 30, TOWNSHIP 4 SOUTH, RANGE 5 WEST, SALT LAKE BASE & MERIDIAN (FOUND 3" BRASS DISK TOOELE COUNTY SURVEYORS MONUMENT, DATED 1990)
SOUTHEAST CORNER OF SECTION 30, TOWNSHIP 4 SOUTH, RANGE 5 WEST, SALT LAKE BASE & MERIDIAN (FOUND 3" BRASS DISK TOOELE COUNTY SURVEYORS MONUMENT, DATED 1989)
POINT OF BEGINNING
N 89°18'25" E 948.11'
965.10'
2636.88'
S 0°41'35" E
167.78'
N 0°41'35" W 2636.88'
N 88°37'31" W 2571.84'
5284.93'
S 0°16'00" E
N 88°37'22" W 2647.22'
SOUTH RIM LC ENTRY NO. 603656
SOUTH RIM LC ENTRY NO. 332261
WILLOW RUN BOULEVARD
FOXTAIL DRIVE
SILVER AVENUE
STONEBRIDGE ROAD
BIRCH BEND ROAD
LOT 101
LOT 118
LOT 146
LOT 147
LOT 201 44,120 sq.ft. 1.01 acres
LOT 202 44,120 sq.ft. 1.01 acres
LOT 203 45,200 sq.ft. 1.04 acres
LOT 204 45,200 sq.ft. 1.04 acres
LOT 205 45,200 sq.ft. 1.04 acres
LOT 206 45,200 sq.ft. 1.04 acres
LOT 207 45,200 sq.ft. 1.04 acres
LOT 208 44,606 sq.ft. 1.02 acres
LOT 209 44,606 sq.ft. 1.02 acres
LOT 210 44,606 sq.ft. 1.02 acres
LOT 211 44,606 sq.ft. 1.02 acres
LOT 212 44,606 sq.ft. 1.02 acres
LOT 213 44,606 sq.ft. 1.02 acres
LOT 214 44,606 sq.ft. 1.02 acres
LOT 215 44,606 sq.ft. 1.02 acres
LOT 216 44,456 sq.ft. 1.02 acres
LOT 217 44,456 sq.ft. 1.02 acres
LOT 218 44,456 sq.ft. 1.02 acres
LOT 219 44,456 sq.ft. 1.02 acres
LOT 220 44,456 sq.ft. 1.02 acres
LOT 221 44,456 sq.ft. 1.02 acres
LOT 222 43,560 sq.ft. 1.00 acres
LOT 223 43,560 sq.ft. 1.00 acres
LOT 224 43,560 sq.ft. 1.00 acres
LOT 225 43,560 sq.ft. 1.00 acres
LOT 226 43,560 sq.ft. 1.00 acres
LOT 227 43,560 sq.ft. 1.00 acres
LOT 228 43,560 sq.ft. 1.00 acres
LOT 229 44,456 sq.ft. 1.02 acres
LOT 230 44,456 sq.ft. 1.02 acres
LOT 231 44,456 sq.ft. 1.02 acres
LOT 232 44,456 sq.ft. 1.02 acres
LOT 233 44,456 sq.ft. 1.02 acres
LOT 234 44,456 sq.ft. 1.02 acres
LOT 235 44,456 sq.ft. 1.02 acres
LOT 236 43,560 sq.ft. 1.00 acres
LOT 237 43,560 sq.ft. 1.00 acres
LOT 238 43,560 sq.ft. 1.00 acres
LOT 239 43,560 sq.ft. 1.00 acres
LOT 240 43,560 sq.ft. 1.00 acres
LOT 241 43,560 sq.ft. 1.00 acres
LOT 242 43,560 sq.ft. 1.00 acres
LOT 243 43,560 sq.ft. 1.00 acres
LOT 244 43,560 sq.ft. 1.00 acres
LOT 245 43,560 sq.ft. 1.00 acres
LOT 246 43,560 sq.ft. 1.00 acres
LOT 247 43,560 sq.ft. 1.00 acres
LOT 248 54,197 sq.ft. 1.24 acres
3783 WEST
3743 WEST
3740 WEST
3712 WEST
3729 WEST
3682 WEST
3652 WEST
3614 WEST
3623 WEST
3788 WEST
3688 WEST
3651 WEST
3621 WEST
3576 WEST
3528 WEST
3731 WEST
3707 WEST
3683 WEST
3659 WEST
3615 WEST
3591 WEST
3561 WEST
3541 WEST
3520 WEST
3496 WEST
3474 WEST
3460 WEST
3438 WEST
3416 WEST
3433 WEST
3485 WEST
3511 WEST
3537 WEST
3563 WEST
3589 WEST
3617 WEST
3641 WEST
3667 WEST
3693 WEST
3712 WEST
3738 WEST
3766 WEST
3788 WEST
3807 WEST
3826 WEST
3852 WEST
3878 WEST
3904 WEST
3930 WEST
3956 WEST
3982 WEST
4008 WEST
4034 WEST
4060 WEST
4086 WEST
4112 WEST
4138 WEST
4164 WEST
4190 WEST
4216 WEST
4242 WEST
4268 WEST
4294 WEST
4320 WEST

WEST SOUTH RIM SUBDIVISION PHASE 2
PRELIMINARY PLAT

LOCATED IN THE SOUTHWEST QUARTER OF SECTION 29, THE SOUTH HALF OF SECTION 30, THE NORTHEAST QUARTER OF SECTION 31, THE NORTHWEST QUARTER OF SECTION 32, TOWNSHIP 4 SOUTH, RANGE 5 WEST, SALT LAKE BASE & MERIDIAN, TOOELE COUNTY, UTAH

LEGEND

- SECTION CORNER
- EXISTING STREET MONUMENT
- PROPOSED STREET MONUMENT
- SET 5/8" X 24" REBAR WITH YELLOW PLASTIC CAP, OR NAIL STAMPED "ENSIGN ENG. & LAND SURV." AT ALL LOT CORNERS; OFFSET PINS TO BE PLACED IN BACK OF CURBS
- PU&DE = PUBLIC UTILITY & DRAINAGE EASEMENT
- BOUNDARY LINE
- CENTER LINE
- EASEMENTS
- EXISTING CONTOURS
- FIRE HYDRANT



VICINITY MAP
NOT TO SCALE

WEST QUARTER CORNER OF SECTION 30, TOWNSHIP 4 SOUTH, RANGE 5 WEST, SALT LAKE BASE & MERIDIAN (FOUND 3" BRASS DISK TOOELE COUNTY SURVEYORS MONUMENT, DATED 1989)

SOUTHWEST CORNER OF SECTION 30, TOWNSHIP 4 SOUTH, RANGE 5 WEST, SALT LAKE BASE & MERIDIAN (FOUND 3" BRASS DISK TOOELE COUNTY SURVEYORS MONUMENT, DATED 1989)

POINT OF BEGINNING SET BAR & CAP

SOUTH RIM LO ENTRY NO. 603656

WILLOW RUN BOULEVARD (DEDICATED PUBLIC ROAD)

FOXTAIL DRIVE (DEDICATED PUBLIC ROAD)

SILVER AVENUE (DEDICATED PUBLIC ROAD)

STONEBRIDGE ROAD (DEDICATED PUBLIC ROAD)

LOT 201 44,120 sq.ft. 1.01 acres
LOT 202 44,120 sq.ft. 1.01 acres
LOT 203 45,200 sq.ft. 1.04 acres
LOT 204 45,200 sq.ft. 1.04 acres
LOT 205 45,200 sq.ft. 1.04 acres
LOT 206 45,200 sq.ft. 1.04 acres
LOT 207 45,200 sq.ft. 1.04 acres
LOT 223 43,560 sq.ft. 1.00 acres
LOT 224 43,560 sq.ft. 1.00 acres
LOT 225 43,560 sq.ft. 1.00 acres
LOT 226 43,560 sq.ft. 1.00 acres
LOT 227 43,560 sq.ft. 1.00 acres
LOT 228 43,560 sq.ft. 1.00 acres
LOT 243 43,560 sq.ft. 1.00 acres
LOT 244 43,560 sq.ft. 1.00 acres
LOT 245 43,560 sq.ft. 1.00 acres
LOT 246 43,560 sq.ft. 1.00 acres
LOT 247 43,560 sq.ft. 1.00 acres
LOT 248 54,197 sq.ft. 1.24 acres

SEE SHEET 8 OF 21

CURVE TABLE

CURVE	RADIUS	LENGTH	DELTA	BEARING	CHORD
C1	15.00'	23.56'	90°00'00"	S14°50'57"E	21.21'
C2	170.00'	119.12'	40°08'51"	S50°13'29"W	116.70'
C3	470.00'	217.18'	26°28'32"	S83°32'10"W	215.25'
C4	15.00'	25.05'	95°40'33"	N35°23'17"W	22.24'
C5	530.00'	59.35'	6°24'57"	N80°45'28"W	59.32'
C6	15.00'	23.56'	90°00'00"	S57°27'00"W	21.21'
C7	230.00'	56.53'	14°04'58"	S5°24'31"W	56.39'
C8	230.00'	110.58'	27°32'46"	S15°24'21"E	109.52'
C9 (OVERALL)	230.00'	110.58'	27°32'46"	S15°24'21"E	109.52'
C10	170.00'	214.52'	72°17'57"	S23°41'58"E	200.56'
C11	230.00'	108.57'	27°02'50"	S42°42'09"E	107.57'
C12	230.00'	14.54'	3°37'23"	S58°02'16"E	14.54'
C13	15.00'	23.56'	90°00'00"	N75°09'03"E	21.21'
C14	15.00'	23.56'	90°00'00"	S14°50'57"E	21.21'
C15	15.00'	23.56'	90°00'00"	S75°09'03"W	21.21'
C16	15.00'	23.56'	90°00'00"	N14°50'57"W	21.21'
C17	15.00'	23.56'	90°00'00"	N75°09'03"E	21.21'
C18	15.00'	23.56'	90°00'00"	S14°50'57"E	21.21'
C19	15.00'	23.56'	90°00'00"	S75°09'03"W	21.21'
C20	15.00'	23.56'	90°00'00"	S14°50'57"E	21.21'
C21	15.00'	23.56'	90°00'00"	N75°09'03"E	21.21'
C22	15.00'	23.56'	90°00'00"	N14°50'57"W	21.21'
C23	970.00'	184.33'	10°53'17"	N65°17'35"W	184.05'
C24	970.00'	115.34'	6°48'46"	N74°08'37"W	115.27'
C25 (OVERALL)	970.00'	115.34'	6°48'46"	N74°08'37"W	115.27'
C26	1030.00'	216.11'	12°01'18"	N65°51'36"W	215.72'
C27	1030.00'	102.09'	5°40'45"	N74°42'38"W	102.05'
C28 (OVERALL)	1030.00'	216.11'	12°01'18"	N65°51'36"W	215.72'
C30	200.00'	140.14'	40°08'51"	S50°13'29"W	137.29'
C31	500.00'	280.58'	32°09'06"	S86°22'27"W	276.91'
C32	200.00'	252.37'	72°17'57"	S23°41'58"E	235.96'
C33	1000.00'	308.94'	17°42'03"	N68°41'58"W	307.71'

HORIZONTAL GRAPHIC SCALE

150 0 75 150 300

(IN FEET)

HORZ: 1 inch = 150 ft.

LOCATED IN THE SOUTH HALF OF SECTION 30, TOWNSHIP 4 SOUTH, RANGE 5 WEST, SALT LAKE BASE AND MERIDIAN, TOOELE COUNTY, UTAH

ENSIGN
THE STANDARD IN ENGINEERING

TOOELE
169 N. Main St, Unit 1
Tooele, UT 84074
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FOR:
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43513 RIDGE PARK DRIVE
TEMECULA, CA 92590

CONTACT:
ROBERT DREW SULLIVAN
PHONE: 951-746-5896

WEST SOUTH RIM PRELIMINARY PLAT
PHASE 2
2799 WEST SILVER AVENUE
STOCKTON, UTAH 84071

PROFESSIONAL ENGINEER No. 334575 DOUGLAS KINSMAN STATE OF UTAH

PRELIMINARY
PLAT PHASE 2

PROJECT NUMBER T1951N
PRINT DATE 6/19/2025
PROJECT MANAGER D. KINSMAN
DESIGNED BY M. SANDOVAL

7 OF 21

WEST SOUTH RIM SUBDIVISION PHASE 2
PRELIMINARY PLAT

LOCATED IN THE SOUTHWEST QUARTER OF SECTION 29, THE SOUTH HALF OF SECTION 30, THE NORTHEAST QUARTER OF SECTION 31, THE NORTHWEST QUARTER OF SECTION 32, TOWNSHIP 4 SOUTH, RANGE 5 WEST, SALT LAKE BASE & MERIDIAN, TOOELE COUNTY, UTAH

CURVE TABLE					
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C16	15.00'	23.56'	90°00'00"	N14°50'57"W	21.21'
C17	15.00'	23.56'	90°00'00"	N75°09'03"E	21.21'
C18	15.00'	23.56'	90°00'00"	S14°50'57"E	21.21'
C19	15.00'	23.56'	90°00'00"	S75°09'03"W	21.21'
C20	15.00'	23.56'	90°00'00"	S14°50'57"E	21.21'
C21	15.00'	23.56'	90°00'00"	N75°09'03"E	21.21'
C22	15.00'	23.56'	90°00'00"	N14°50'57"W	21.21'
C23	970.00'	184.33'	10°53'17"	N65°17'35"W	184.05'
C24	970.00'	115.34'	6°48'46"	N74°08'37"W	115.27'
C25 (OVERALL)	970.00'	115.34'	6°48'46"	N74°08'37"W	115.27'
C26	1030.00'	216.11'	12°01'18"	N65°51'36"W	215.72'
C27	1030.00'	102.09'	5°40'45"	N74°42'38"W	102.05'
C28 (OVERALL)	1030.00'	216.11'	12°01'18"	N65°51'36"W	215.72'
C30	200.00'	140.14'	40°08'51"	S50°13'29"W	137.29'
C31	500.00'	280.58'	32°09'06"	S86°22'27"W	276.91'
C32	200.00'	252.37'	72°17'57"	S23°41'58"E	235.96'
C33	1000.00'	308.94'	17°42'03"	N68°41'58"W	307.71'



VICINITY MAP
NOT TO SCALE

LEGEND

- SECTION CORNER
- EXISTING STREET MONUMENT
- PROPOSED STREET MONUMENT
- SET 5/8" X 24" REBAR WITH YELLOW PLASTIC CAP, OR NAIL STAMPED "ENSIGN ENG. & LAND SURV." AT ALL LOT CORNERS; OFFSET PINS TO BE PLACED IN BACK OF CURBS (ENSIGN ENG. LAND SURV.)
- PU&DE = PUBLIC UTILITY & DRAINAGE EASEMENT (PU&DE)
- BOUNDARY LINE
- CENTER LINE
- EASEMENTS
- EXISTING CONTOURS
- FIRE HYDRANT

HORIZONTAL GRAPHIC SCALE

150 0 75 150 300

(IN FEET)
HORZ: 1 inch = 150 ft.

LOCATED IN THE SOUTH HALF OF SECTION 30, TOWNSHIP 4 SOUTH, RANGE 5 WEST, SALT LAKE BASE AND MERIDIAN, TOOELE COUNTY, UTAH

ENSIGN
THE STANDARD IN ENGINEERING

TOOELE
169 N. Main St, Unit 1
Tooele, UT 84074
Phone: 435.843.3590

SANDY
Phone: 801.255.0529

LAYTON
Phone: 801.547.1100

CEDAR CITY
Phone: 435.865.1453

RICHFIELD
Phone: 435.896.2983

WWW.ENSIGNENG.COM

FOR:
ROBERT DREW SULLIVAN
43513 RIDGE PARK DRIVE
TEMECULA, CA 92590

CONTACT:
ROBERT DREW SULLIVAN
PHONE: 951-746-5896

WEST SOUTH RIM PRELIMINARY PLAT
PHASE 2
2799 WEST SILVER AVENUE
STOCKTON, UTAH 84071

PROFESSIONAL LAND SURVEYOR
No. 334575
DOUGLAS KINSMAN
STATE OF UTAH
6-20-25

PRELIMINARY PLAT PHASE 2

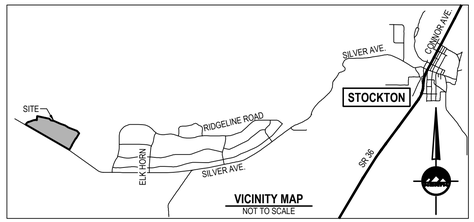
PROJECT NUMBER T1951N
PRINT DATE 6/19/2025
PROJECT MANAGER D. KINSMAN
DESIGNED BY M. SANDOVAL

8 OF 21

WEST SOUTH RIM SUBDIVISION PHASE 2
PRELIMINARY PLAT

LOCATED IN THE SOUTHWEST QUARTER OF SECTION 29, THE SOUTH HALF OF SECTION 30, THE NORTHEAST QUARTER OF SECTION 31, THE NORTHWEST QUARTER OF SECTION 32, TOWNSHIP 4 SOUTH, RANGE 5 WEST, SALT LAKE BASE & MERIDIAN, TOOELE COUNTY, UTAH





CURVE TABLE					
CURVE	RADIUS	LENGTH	DELTA	BEARING	CHORD
C1	15.00'	23.56'	90°00'00"	S14°50'57"E	21.21'
C2	170.00'	119.12'	40°08'51"	S50°13'29"W	116.70'
C3	470.00'	217.18'	26°28'32"	S83°32'10"W	215.25'
C4	15.00'	25.05'	95°40'33"	N35°23'17"W	22.24'
C5	530.00'	59.35'	6°24'57"	N80°45'28"W	59.32'
C6	15.00'	23.56'	90°00'00"	S57°27'00"W	21.21'
C7	230.00'	56.53'	14°04'58"	S5°24'31"W	56.39'
C8	230.00'	110.58'	27°32'46"	S15°24'21"E	109.52'
C9 (OVERALL)	230.00'	110.58'	27°32'46"	S15°24'21"E	109.52'
C10	170.00'	214.52'	72°17'57"	S23°41'58"E	200.56'
C11	230.00'	108.57'	27°02'50"	S42°42'09"E	107.57'
C12	230.00'	14.54'	3°37'23"	S58°02'16"E	14.54'
C13	15.00'	23.56'	90°00'00"	N75°09'03"E	21.21'
C14	15.00'	23.56'	90°00'00"	S14°50'57"E	21.21'
C15	15.00'	23.56'	90°00'00"	S75°09'03"W	21.21'
C16	15.00'	23.56'	90°00'00"	N14°50'57"W	21.21'
C17	15.00'	23.56'	90°00'00"	N75°09'03"E	21.21'
C18	15.00'	23.56'	90°00'00"	S14°50'57"E	21.21'
C19	15.00'	23.56'	90°00'00"	S75°09'03"W	21.21'
C20	15.00'	23.56'	90°00'00"	S14°50'57"E	21.21'
C21	15.00'	23.56'	90°00'00"	N75°09'03"E	21.21'
C22	15.00'	23.56'	90°00'00"	N14°50'57"W	21.21'
C23	970.00'	184.33'	10°53'17"	N65°17'35"W	184.05'
C24	970.00'	115.34'	6°48'46"	N74°08'37"W	115.27'
C25 (OVERALL)	970.00'	115.34'	6°48'46"	N74°08'37"W	115.27'
C26	1030.00'	216.11'	12°01'18"	N65°51'36"W	215.72'
C27	1030.00'	102.09'	5°40'45"	N74°42'38"W	102.05'
C28 (OVERALL)	1030.00'	216.11'	12°01'18"	N65°51'36"W	215.72'
C30	200.00'	140.14'	40°08'51"	S50°13'29"W	137.29'
C31	500.00'	280.58'	32°09'06"	S86°22'27"W	276.91'
C32	200.00'	252.37'	72°17'57"	S23°41'58"E	235.96'
C33	1000.00'	308.94'	17°42'03"	N68°41'58"W	307.71'

LEGEND

- SECTION CORNER
- EXISTING STREET MONUMENT
- PROPOSED STREET MONUMENT
- SET 5/8" X 24" REBAR WITH YELLOW PLASTIC CAP, OR NAIL STAMPED "ENSIGN ENG. & LAND SURV." AT ALL LOT CORNERS; OFFSET PINS TO BE PLACED IN BACK OF CURBS
- PU&DE = PUBLIC UTILITY & DRAINAGE EASEMENT
- BOUNDARY LINE
- CENTER LINE
- EASEMENTS
- EXISTING CONTOURS
- FIRE HYDRANT

HORIZONTAL GRAPHIC SCALE

150 0 75 150 300

(IN FEET)

HORZ: 1 inch = 150 ft.

LOCATED IN THE SOUTH HALF OF SECTION 30, TOWNSHIP 4 SOUTH, RANGE 5 WEST, SALT LAKE BASE AND MERIDIAN, TOOELE COUNTY, UTAH

ENSIGN
THE STANDARD IN ENGINEERING

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FOR:
ROBERT DREW SULLIVAN
43513 RIDGE PARK DRIVE
TEMECULA, CA 92590

CONTACT:
ROBERT DREW SULLIVAN
PHONE: 951-746-5896

WEST SOUTH RIM PRELIMINARY PLAT PHASE 2

2799 WEST SILVER AVENUE
STOCKTON, UTAH 84071

PROFESSIONAL LAND SURVEYOR No. 334575 DOUGLAS M. KINSMAN STATE OF UTAH
6-20-25

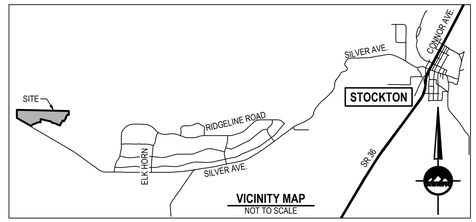
PRELIMINARY PLAT PHASE 2

PROJECT NUMBER T1951N
PRINT DATE 6/19/2025
PROJECT MANAGER D. KINSMAN
DESIGNED BY M. SANDOVAL

9 OF 21

WEST SOUTH RIM SUBDIVISION PHASE 3
PRELIMINARY PLAT

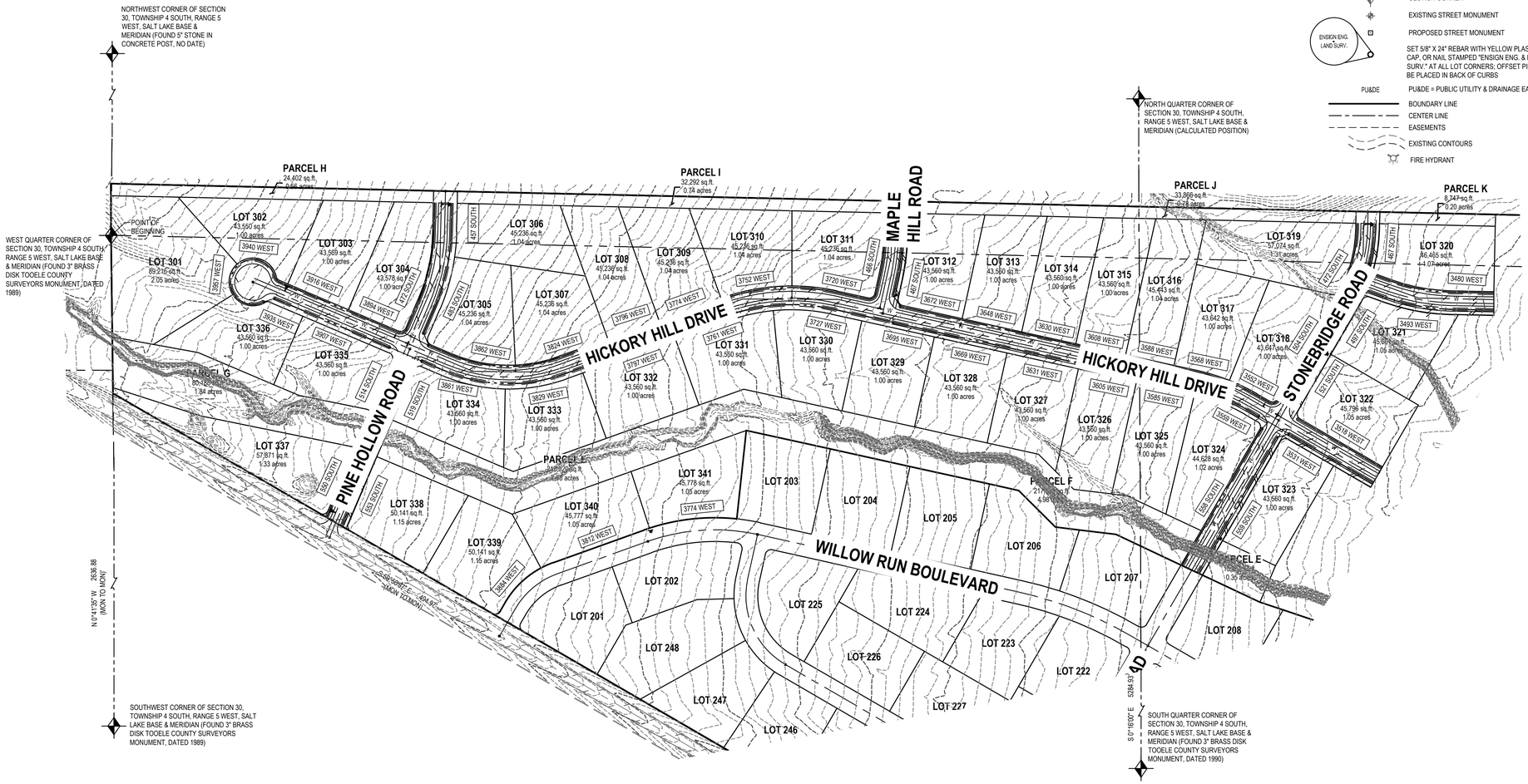
LOCATED IN THE SOUTHWEST QUARTER OF SECTION 29, THE SOUTH HALF OF SECTION 30, THE NORTHEAST QUARTER OF SECTION 31, THE NORTHWEST QUARTER OF SECTION 32, TOWNSHIP 4 SOUTH, RANGE 5 WEST, SALT LAKE BASE & MERIDIAN, TOOELE COUNTY, UTAH



VICINITY MAP
NOT TO SCALE

LEGEND

- SECTION CORNER
- EXISTING STREET MONUMENT
- PROPOSED STREET MONUMENT
- ENSIGN ENG. LAND SURV. — SET 5/8" X 24" REBAR WITH YELLOW PLASTIC CAP, OR NAIL STAMPED "ENSIGN ENG. & LAND SURV." AT ALL LOT CORNERS; OFFSET PINS TO BE PLACED IN BACK OF CURBS
- PU&DE — PU&DE = PUBLIC UTILITY & DRAINAGE EASEMENT
- BOUNDARY LINE
- CENTER LINE
- EASEMENTS
- EXISTING CONTOURS
- FIRE HYDRANT



BOUNDARY DESCRIPTION

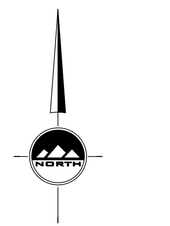
A parcel of land, situate in Section 30, Township 4 South, Range 5 West, Salt Lake Base and Meridian, said parcel also located in Tooele County, Utah, more particularly described as follows:

Beginning at the found closing corner monument representing the West Quarter Corner of Section 30, Township 4 South, Range 5 West, Salt Lake Base and Meridian, and running;

thence North 0°21'03" West 130.05 feet along the North-South running Township line;
thence South 88°43'38" East 3,490.59 feet;
thence South 1°16'22" West 195.00 feet;
thence South 60.00 feet;
thence North 88°43'38" West 89.72 feet;
thence South 30°09'03" West 247.44 feet;
thence South 59°50'57" East 27.56 feet;
thence South 30°09'03" West 239.96 feet;
thence North 59°50'57" West 108.08 feet;
thence South 30°09'03" West 290.66 feet;
thence South 23°13'59" West 100.32 feet;
thence North 64°49'42" West 401.06 feet;
thence North 83°02'56" West 153.15 feet;
thence North 45°08'17" West 130.88 feet;
thence North 77°33'00" West 703.07 feet;
thence South 6°02'03" West 224.88 feet;
thence Westerly 238.06 feet along the arc of a 530.00 foot radius non-tangent curve to the left (center bears South 06°02'05" West and the long chord bears South 83°10'00" West 236.07 feet through a central angle of 25°44'09");
thence along a line non-tangent to said curve, South 70°17'54" West, a distance of 242.65 feet;
thence Southwesterly 161.16 feet along the arc of a 230.00 feet radius non-tangent curve to the left (center bears South 19°42'06" East and the long chord bears South 50°13'29" West 157.89 feet through a central angle of 40°08'51");
thence along a line non-tangent to said curve, South 30°09'03" West, a distance of 25.00 feet;
thence Westerly 23.56 feet along the arc of a 15.00 feet radius non-tangent curve to the right (center bears North 59°52'31" West and the long chord bears South 75°09'03" West 21.21 feet through a central angle of 90°00'00") to the Northerly Right of Way line of Silver Avenue;
thence along a line non-tangent to said curve, North 59°50'57" West, a distance of 1,104.30 feet along said line;
thence North 0°41'35" West 398.93 feet to the Point of Beginning.

Contains 2,641,080 square feet or 60.63 acres.

JUNE 20, 2025
Date
Douglas J. Kinsman
License No. 334575



HORIZONTAL GRAPHIC SCALE

150 0 75 150 300
(IN FEET)
HORZ: 1 inch = 150 ft.

LOCATED IN SECTION 30, TOWNSHIP 4 SOUTH, RANGE 6 WEST, SALT LAKE BASE AND MERIDIAN, TOOELE COUNTY, UTAH

ENSIGN
THE STANDARD IN ENGINEERING

TOOELE
169 N. Main St, Unit 1
Tooele, UT 84074
Phone: 435.843.3590

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WWW.ENSIGNENG.COM

FOR:
ROBERT DREW SULLIVAN
43513 RIDGE PARK DRIVE
TEMECULA, CA 92590

CONTACT:
ROBERT DREW SULLIVAN
PHONE: 951-746-5896

WEST SOUTH RIM PRELIMINARY PLAT PHASE 3
2799 WEST SILVER AVENUE STOCKTON, UTAH 84071

PROFESSIONAL ENGINEER / LAND SURVEYOR
No. 334575
6/20/25
DOUGLAS KINSMAN
STATE OF UTAH

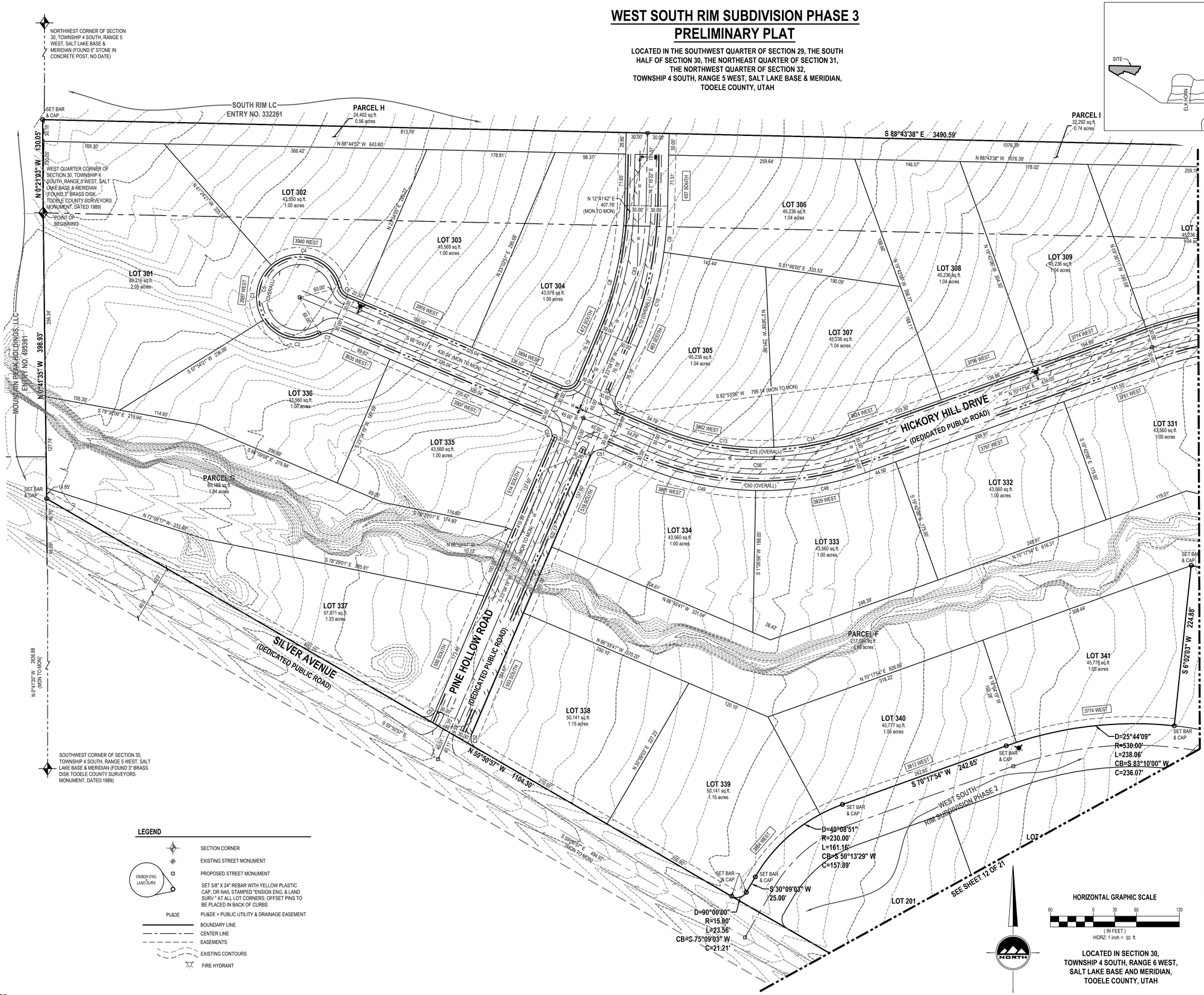
PRELIMINARY PLAT PHASE 3

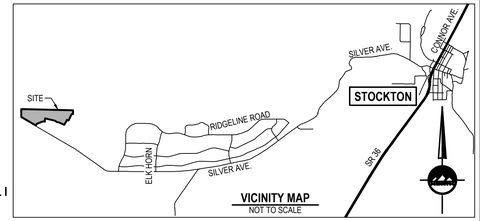
PROJECT NUMBER T1951N
PRINT DATE 6/19/2025
PROJECT MANAGER D. KINSMAN
DESIGNED BY M. SANDOVAL

10 OF 21

WEST SOUTH RIM SUBDIVISION PHASE 3
PRELIMINARY PLAT

LOCATED IN THE SOUTHWEST QUARTER OF SECTION 29, THE SOUTH HALF OF SECTION 30, THE NORTHEAST QUARTER OF SECTION 31, THE NORTHWEST QUARTER OF SECTION 32, TOWNSHIP 4 SOUTH, RANGE 5 WEST, SALT LAKE BASE & MERIDIAN, TOOELE COUNTY, UTAH





CURVE TABLE

CURVE	RADIUS	LENGTH	DELTA	BEARING	CHORD
C1	15.00'	13.91'	53°07'48"	S86°30'25"W	13.42'
C2	60.00'	92.12'	87°57'50"	S76°04'34"E	83.33'
C3	60.00'	84.50'	80°41'18"	S8°15'00"W	77.69'
C4	60.00'	123.16'	117°36'29"	N72°36'07"W	102.65'
C5 (OVERALL)	60.00'	84.50'	80°41'18"	S8°15'00"W	77.69'
C6	15.00'	13.91'	53°07'48"	S40°21'47"E	13.42'
C7	15.00'	23.56'	90°00'00"	N68°04'19"E	21.21'
C8	470.00'	178.82'	21°47'58"	N12°10'20"E	177.74'
C9	530.00'	64.39'	6°57'38"	N4°45'11"E	64.35'
C10	530.00'	137.26'	14°50'20"	N15°39'09"E	136.88'
C11	15.00'	23.56'	90°00'00"	S21°55'41"E	21.21'
C12	530.00'	137.26'	14°50'20"	N15°39'09"E	136.88'
C13	370.00'	166.01'	25°42'27"	S79°46'54"E	164.62'
C14	370.00'	110.21'	17°03'58"	N78°49'53"E	109.80'
C15 (OVERALL)	370.00'	166.01'	25°42'27"	S79°46'54"E	164.62'
C16	530.00'	182.20'	19°41'49"	S80°14'44"W	181.30'
C17	530.00'	114.30'	12°21'22"	N83°43'41"W	114.08'
C18 (OVERALL)	530.00'	114.30'	12°21'22"	N83°43'41"W	114.08'
C19	15.00'	23.56'	90°00'00"	N57°27'00"E	21.21'
C20	470.00'	91.69'	11°10'38"	N6°51'41"E	91.54'
C21	530.00'	103.39'	11°10'38"	N6°51'41"E	103.23'
C22	15.00'	23.56'	89°59'57"	S32°32'59"E	21.21'
C27	370.00'	8.40'	1°18'01"	N29°30'03"E	8.40'
C28	370.00'	178.09'	27°34'41"	N15°03'42"E	176.38'
C29 (OVERALL)	370.00'	178.09'	27°34'41"	N15°03'42"E	176.38'
C30	430.00'	99.90'	13°18'39"	N7°55'41"E	99.67'
C31	15.00'	22.19'	84°46'10"	S27°48'05"E	20.22'
C32	470.00'	152.10'	18°32'29"	S79°27'24"E	151.43'
C33	530.00'	171.51'	18°32'29"	S79°27'24"E	170.76'
C34	15.00'	21.89'	83°37'20"	S68°00'10"W	20.00'
C35	15.00'	23.56'	90°00'00"	S14°50'57"E	21.21'
C36	15.00'	23.56'	90°00'00"	S75°09'03"W	21.21'
C37	15.00'	23.56'	90°00'00"	N14°50'57"W	21.21'
C38	15.00'	23.56'	90°00'00"	N75°09'03"E	21.21'
C39	530.00'	77.70'	8°24'01"	N64°02'57"W	77.63'
C40	530.00'	86.03'	9°18'03"	N72°53'59"W	85.94'
C41 (OVERALL)	530.00'	77.70'	8°24'01"	N64°02'57"W	77.63'
C42	470.00'	138.04'	16°49'39"	N68°15'46"W	137.54'
C43	470.00'	7.16'	0°52'24"	N77°06'48"W	7.16'
C44 (OVERALL)	470.00'	138.04'	16°49'39"	N68°15'46"W	137.54'
C45	470.00'	148.06'	18°03'00"	N86°34'30"W	147.45'
C46	470.00'	115.68'	14°06'06"	S77°20'57"W	115.38'
C47 (OVERALL)	470.00'	115.68'	14°06'06"	S77°20'57"W	115.38'
C48	430.00'	156.23'	20°49'02"	N80°42'25"E	155.37'
C49	430.00'	164.78'	21°57'23"	S77°54'22"E	163.78'
C50 (OVERALL)	430.00'	156.23'	20°49'02"	N80°42'25"E	155.37'
C51	15.00'	23.56'	90°00'00"	S68°04'19"W	21.21'
C52	15.00'	21.71'	82°55'16"	S18°23'19"E	19.86'
C53	15.00'	25.41'	97°04'34"	N71°36'36"E	22.48'
C54	15.00'	23.56'	90°00'00"	N21°55'41"W	21.21'
C55	500.00'	280.58'	32°09'06"	S86°22'27"W	276.91'
C56	400.00'	298.62'	42°46'25"	S88°18'53"E	291.73'
C57	500.00'	97.54'	11°10'38"	N6°51'41"E	97.39'
C58	500.00'	154.47'	17°42'03"	N68°41'58"W	153.86'
C59	430.00'	29.71'	3°57'33"	N28°10'17"E	29.71'
C60	500.00'	161.80'	18°32'29"	S79°27'24"E	161.10'
C61	400.00'	201.61'	28°52'42"	N15°42'42"E	199.48'
C62	400.00'	201.61'	28°52'42"	N15°42'42"E	199.48'
C63	500.00'	190.24'	21°47'58"	N12°10'20"E	189.09'

LEGEND

- SECTION CORNER
- EXISTING STREET MONUMENT
- PROPOSED STREET MONUMENT
- ENSIGN ENG. LAND SURV. — SET 5/8" X 24" REBAR WITH YELLOW PLASTIC CAP, OR NAIL STAMPED "ENSIGN ENG. & LAND SURV." AT ALL LOT CORNERS; OFFSET PINS TO BE PLACED IN BACK OF CURBS
- PU&DE — PU&DE = PUBLIC UTILITY & DRAINAGE EASEMENT
- BOUNDARY LINE
- CENTER LINE
- EASEMENTS
- EXISTING CONTOURS
- FIRE HYDRANT

HORIZONTAL GRAPHIC SCALE

60 0 30 60 120
(IN FEET)
HORZ: 1 inch = 60 ft.

NORTH

LOCATED IN SECTION 30, TOWNSHIP 4 SOUTH, RANGE 6 WEST, SALT LAKE BASE AND MERIDIAN, TOOELE COUNTY, UTAH

ENSIGN
THE STANDARD IN ENGINEERING

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FOR:
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43513 RIDGE PARK DRIVE
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CONTACT:
ROBERT DREW SULLIVAN
PHONE: 951-746-5896

WEST SOUTH RIM PRELIMINARY PLAT
PHASE 3
2799 WEST SILVER AVENUE
STOCKTON, UTAH 84071

PROFESSIONAL LAND SURVEYOR
No. 334575
DOUGLAS R. KINSMAN
STATE OF UTAH
6-20-25

PRELIMINARY
PLAT PHASE 3

PROJECT NUMBER T195IN
PRINT DATE 6/19/2025
PROJECT MANAGER D. KINSMAN
DESIGNED BY M. SANDOVAL

11 OF 21

WEST SOUTH RIM SUBDIVISION PHASE 3
PRELIMINARY PLAT

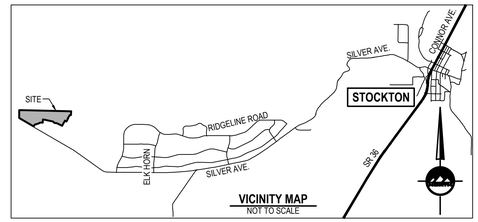
LOCATED IN THE SOUTHWEST QUARTER OF SECTION 29, THE SOUTH HALF OF SECTION 30, THE NORTHEAST QUARTER OF SECTION 31, THE NORTHWEST QUARTER OF SECTION 32, TOWNSHIP 4 SOUTH, RANGE 5 WEST, SALT LAKE BASE & MERIDIAN, TOOELE COUNTY, UTAH

SEE SHEET 11 OF 21

NORTH QUARTER CORNER OF SECTION 30, TOWNSHIP 4 SOUTH, RANGE 5 WEST, SALT LAKE BASE & MERIDIAN (CALCULATED POSITION)

LEGEND

- SECTION CORNER
- EXISTING STREET MONUMENT
- PROPOSED STREET MONUMENT
- ENSIGN ENG. LAND SURV. — SET 5/8" X 24" REBAR WITH YELLOW PLASTIC CAP, OR NAIL STAMPED "ENSIGN ENG. & LAND SURV." AT ALL LOT CORNERS; OFFSET PINS TO BE PLACED IN BACK OF CURBS
- PU&DE — PU&DE = PUBLIC UTILITY & DRAINAGE EASEMENT
- BOUNDARY LINE
- CENTER LINE
- EASEMENTS
- EXISTING CONTOURS
- FIRE HYDRANT



SOUTH RIM LC ENTRY NO. 332261

PARCEL J 33,866 sq.ft. 0.78 acres

PARCEL K 8,749 sq.ft. 0.20 acres

MAPLE HILL ROAD (DEDICATED PUBLIC ROAD)

HICKORY HILL DRIVE (DEDICATED PUBLIC ROAD)

STONEBRIDGE ROAD (DEDICATED PUBLIC ROAD)

FUTURE WEST SOUTH RIM SUBDIVISION PHASE 3

WEST SOUTH RIM SUBDIVISION PHASE 2

LOT 204 — LOT 205 — LOT 206 — LOT 207 — LOT 208

LOT 311 45,236 sq.ft. 1.04 acres

LOT 312 43,560 sq.ft. 1.00 acres

LOT 313 43,560 sq.ft. 1.00 acres

LOT 314 43,560 sq.ft. 1.00 acres

LOT 315 43,560 sq.ft. 1.00 acres

LOT 316 45,443 sq.ft. 1.04 acres

LOT 317 43,642 sq.ft. 1.00 acres

LOT 318 43,647 sq.ft. 1.00 acres

LOT 319 57,074 sq.ft. 1.31 acres

LOT 320 46,465 sq.ft. 1.07 acres

LOT 321 45,563 sq.ft. 1.05 acres

LOT 322 45,796 sq.ft. 1.05 acres

LOT 323 43,560 sq.ft. 1.00 acres

LOT 324 44,628 sq.ft. 1.02 acres

LOT 325 43,560 sq.ft. 1.00 acres

LOT 326 43,560 sq.ft. 1.00 acres

LOT 327 43,560 sq.ft. 1.00 acres

LOT 328 43,560 sq.ft. 1.00 acres

LOT 329 43,560 sq.ft. 1.00 acres

LOT 330 43,560 sq.ft. 1.00 acres

LOT 536 — LOT 538

PARCEL E 21,000 sq.ft. 4.96 acres

PARCEL E 13,377 sq.ft. 0.35 acres

BUILDABLE HOUSE AREA

S 88°43'38" E 3490.59'

N 1°16'22" E 92.95'

S 1°16'22" W 195.00'

N 88°43'38" W 89.72'

S 30°09'03" W 239.96'

S 30°09'03" W 291.44'

S 59°50'57" E 27.56'

N 59°50'57" W 108.08'

N 77°33'00" W 703.07'

N 45°08'17" W 130.88'

N 83°02'56" W 153.15'

N 64°49'42" W 401.08'

S 30°09'03" W 290.66'

S 29°14'58" W 100.32'

SOUTH QUARTER CORNER OF SECTION 30, TOWNSHIP 4 SOUTH, RANGE 5 WEST, SALT LAKE BASE & MERIDIAN (FOUND 3" BRASS DISK TOOELE COUNTY SURVEYORS MONUMENT, DATED 1990)

SET BAR & CAP

HORIZONTAL GRAPHIC SCALE

60 0 30 60 120

(IN FEET)
HORZ: 1 inch = 60 ft.

LOCATED IN SECTION 30, TOWNSHIP 4 SOUTH, RANGE 6 WEST, SALT LAKE BASE AND MERIDIAN, TOOELE COUNTY, UTAH

ENSIGN
THE STANDARD IN ENGINEERING

TOOELE
169 N. Main St, Unit 1
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SANDY
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LAYTON
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FOR:
ROBERT DREW SULLIVAN
43513 RIDGE PARK DRIVE
TEMECULA, CA 92590

CONTACT:
ROBERT DREW SULLIVAN
PHONE: 951-746-5896

WEST SOUTH RIM PRELIMINARY PLAT
PHASE 3
2799 WEST SILVER AVENUE
STOCKTON, UTAH 84071

PROFESSIONAL LAND SURVEYOR
No. 334575
DOUGLAS J. KINSMAN
STATE OF UTAH
6-20-25

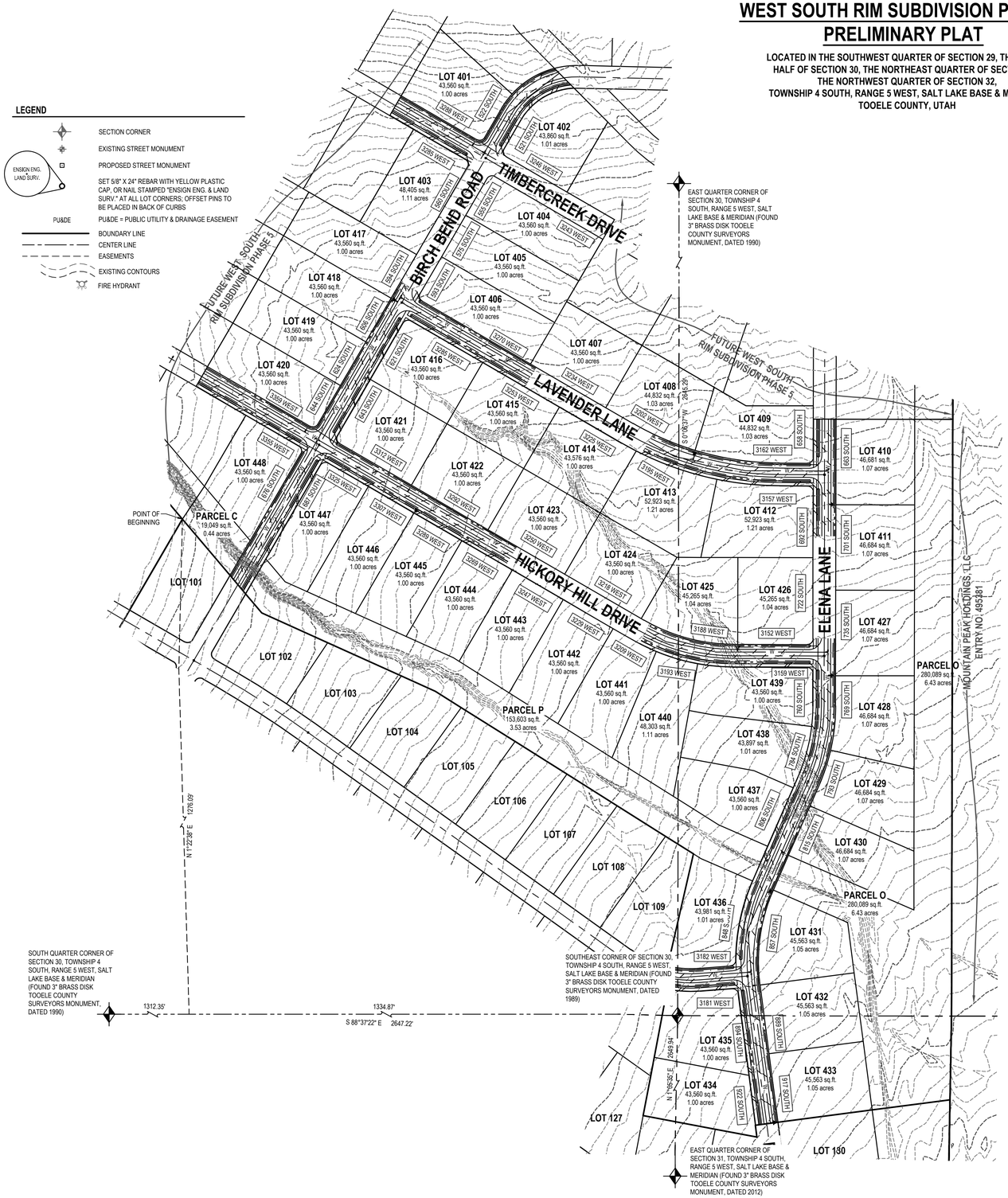
PRELIMINARY
PLAT PHASE 3

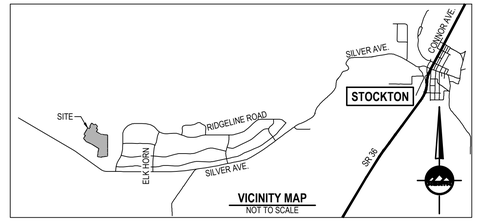
PROJECT NUMBER T1951N
PRINT DATE 6/19/2025
PROJECT MANAGER D. KINSMAN
DESIGNED BY M. SANDOVAL

12 OF 21

WEST SOUTH RIM SUBDIVISION PHASE 4
PRELIMINARY PLAT

LOCATED IN THE SOUTHWEST QUARTER OF SECTION 29, THE SOUTH HALF OF SECTION 30, THE NORTHEAST QUARTER OF SECTION 31, THE NORTHWEST QUARTER OF SECTION 32, TOWNSHIP 4 SOUTH, RANGE 5 WEST, SALT LAKE BASE & MERIDIAN, TOOELE COUNTY, UTAH





BOUNDARY DESCRIPTION

A parcel of land, situate in the Southeast Quarter of Section 30, the Southwest Quarter of Section 29, the Northeast Quarter of Section 31, the Northwest Quarter of Section 32, all in Township 4 South, Range 5 West, Salt Lake Base and Meridian, said parcel also located in Tooele County, Utah, more particularly described as follows:

Beginning at point located South 88°37'22" East 1312.35 feet and North 1°22'38" East 1276.09 feet from the found monument representing the found South Quarter Corner of Section 30, Township 4 South, Range 5 West, Salt Lake Base and Meridian, and running;

thence North 33°54'16" East 103.97 feet;
thence North 30°09'03" East 216.37 feet;
thence North 59°50'57" West 151.49 feet;
thence North 30°09'03" East 592.17 feet;
thence South 59°50'57" East 155.22 feet;
thence North 30°09'03" East 281.25 feet;
thence North 59°50'57" West 72.42 feet;
thence North 30°09'03" East 264.04 feet;
thence South 47°46'32" East 255.44 feet;
thence Northeasterly 132.48 feet along the arc of a 230.00 feet radius non-tangent curve to the right (center bears South 47°46'32" East and the long chord bears North 58°43'33" East 130.66 feet through a central angle of 33°00'09");
thence along a line non-tangent to said curve, South 44°42'00" East, a distance of 199.45 feet;
thence South 30°09'03" West 213.23 feet;
thence South 59°50'57" East 144.05 feet;
thence South 30°09'03" West 250.00 feet;
thence South 59°50'57" East 545.89 feet;
thence South 89°53'22" East 177.20 feet;
thence South 0°06'38" West 34.99 feet;
thence South 89°53'05" East 367.31 feet;
thence South 0°06'38" West 1,571.81 feet;
thence South 1°05'37" West 220.36 feet;
thence North 82°32'36" West 516.78 feet;
thence South 7°27'24" East 31.61 feet;
thence North 79°14'28" West 304.96 feet;
thence North 10°45'32" East 338.01 feet;
thence Northwesterly 12.22 feet along the arc of a 330.00 foot radius non-tangent cure to the right (center bears North 10°44'32" East and the long chord bears North 78°10'48" West 12.22 feet through a central angle of 2°07'20";
thence North 12°52'52" East 363.84 feet;
thence North 57°46'37" West 803.04 feet;
thence North 65°40'41" West 501.60 feet;
thence North 40°13'12" West 323.28 feet to the Point of Beginning.

Contains 3,035,622 square feet or 69.69 acres.

JUNE 20, 2025
Date
Douglas J. Kinsman
License No. 334575

HORIZONTAL GRAPHIC SCALE
150 0 75 150 300
(IN FEET)
HORZ: 1 inch = 150 ft.

LOCATED IN THE SOUTHEAST QUARTER OF SECTION 30, THE SOUTHWEST QUARTER OF SECTION 29, THE NORTHEAST QUARTER OF SECTION 31, THE NORTHWEST QUARTER OF SECTION 32, TOWNSHIP 4 SOUTH, 5 WEST, SALT LAKE BASE AND MERIDIAN, TOOELE COUNTY, UTAH

ENSIGN
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FOR:
ROBERT DREW SULLIVAN
43513 RIDGE PARK DRIVE
TEMECULA, CA 92590

CONTACT:
ROBERT DREW SULLIVAN
PHONE: 951-746-5896

WEST SOUTH RIM PRELIMINARY PLAT
PHASE 4
2799 WEST SILVER AVENUE
STOCKTON, UTAH 84071

PROFESSIONAL LAND SURVEYOR
No. 334575
DOUGLAS J. KINSMAN
STATE OF UTAH
6-20-25

PRELIMINARY PLAT PHASE 4

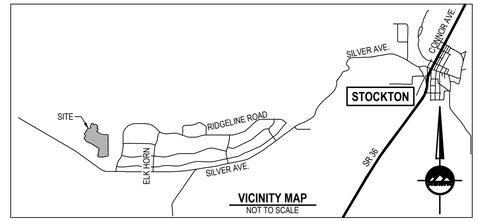
PROJECT NUMBER T1951N
PRINT DATE 6/5/2025
PROJECT MANAGER D. KINSMAN
DESIGNED BY M. SANDOVAL

13 OF 21

WEST SOUTH RIM SUBDIVISION PHASE 4
PRELIMINARY PLAT

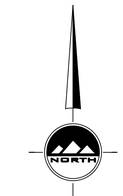
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VICINITY MAP
NOT TO SCALE

CURVE TABLE					
CURVE	RADIUS	LENGTH	DELTA	BEARING	CHORD
C1	15.00'	23.56'	90°00'00"	N14°50'57"W	21.21'
C2	15.00'	23.56'	90°00'00"	N75°09'03"E	21.21'
C3	15.00'	23.56'	90°00'00"	N14°50'57"W	21.21'
C4	15.00'	23.56'	90°00'00"	N75°09'03"E	21.21'
C5	230.00'	48.47'	12°04'25"	S36°11'16"W	48.38'
C6	200.00'	175.22'	50°11'45"	S55°14'56"W	169.67'
C7	170.00'	170.91'	57°36'05"	N58°57'06"E	163.80'
C8	15.00'	23.56'	90°00'00"	S14°50'57"E	21.21'
C9	15.00'	23.56'	90°00'00"	S75°09'03"W	21.21'
C10	15.00'	23.56'	90°00'00"	S14°50'57"E	21.21'
C11	770.00'	178.06'	13°14'57"	S66°28'26"E	177.66'
C12	770.00'	225.66'	16°47'28"	S81°29'38"E	224.85'
C13 (OVERALL)	770.00'	225.66'	16°47'28"	S81°29'38"E	224.85'
C14	800.00'	419.44'	30°02'25"	S74°52'10"E	414.66'
C15	15.00'	23.56'	90°00'00"	N45°06'38"E	21.21'
C16	530.00'	117.47'	12°41'58"	N6°27'37"E	117.23'
C17	530.00'	99.37'	10°44'32"	N18°10'51"E	99.22'
C18 (OVERALL)	530.00'	117.47'	12°41'58"	N6°27'37"E	117.23'
C19	500.00'	204.57'	23°26'30"	N11°49'53"E	203.14'
C20	470.00'	254.37'	31°00'31"	S8°02'52"W	251.27'
C21	500.00'	270.60'	31°00'31"	S8°02'52"W	267.31'
C22	15.00'	22.78'	87°00'02"	N50°57'25"W	20.65'
C23	330.00'	87.64'	15°12'56"	N86°50'56"W	87.38'
C24	300.00'	90.78'	17°20'16"	S85°47'16"E	90.43'
C25	270.00'	81.70'	17°20'16"	N85°47'16"W	81.39'
C26	15.00'	22.32'	85°15'50"	N42°54'41"E	20.32'
C27	530.00'	215.28'	23°16'21"	N11°54'57"E	213.80'
C28	470.00'	138.14'	16°50'26"	N15°07'54"E	137.65'
C29	470.00'	54.15'	6°36'04"	N3°24'40"E	54.12'
C30 (OVERALL)	470.00'	138.14'	16°50'26"	N15°07'54"E	137.65'
C31	15.00'	23.56'	90°00'00"	N44°53'22"W	21.21'
C32	15.00'	23.56'	90°00'00"	N45°06'38"E	21.21'
C33	15.00'	23.56'	90°00'00"	N44°53'22"W	21.21'
C34	830.00'	166.07'	11°27'50"	S84°09'27"E	165.79'
C35	830.00'	225.93'	15°35'47"	S70°37'39"E	225.24'
C36 (OVERALL)	830.00'	225.93'	15°35'47"	S70°37'39"E	225.24'
C37	830.00'	43.17'	2°58'48"	S61°20'21"E	43.17'
C38	15.00'	23.56'	90°00'00"	S75°09'03"W	21.21'
C39	15.00'	23.56'	90°00'00"	S14°50'57"E	21.21'
C40	470.00'	246.42'	30°02'25"	S74°52'10"E	243.61'
C41	500.00'	262.15'	30°02'25"	S74°52'10"E	259.16'
C42	530.00'	94.69'	10°14'10"	S84°46'17"E	94.56'
C43	530.00'	113.79'	12°18'03"	S73°30'11"E	113.57'
C44	530.00'	69.41'	7°30'13"	S63°36'03"E	69.36'
C45 (OVERALL)	530.00'	113.79'	12°18'03"	S73°30'11"E	113.57'
C46	15.00'	23.56'	90°00'00"	S75°09'03"W	21.21'
C47 (OVERALL)	230.00'	132.48'	33°00'09"	S58°43'33"W	130.66'



HORIZONTAL GRAPHIC SCALE

60 0 30 60 120

(IN FEET)
HORZ: 1 inch = 60 ft.

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FOR:
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43513 RIDGE PARK DRIVE
TEMECULA, CA 92590

CONTACT:
ROBERT DREW SULLIVAN
PHONE: 951-746-5896

WEST SOUTH RIM PRELIMINARY PLAT
PHASE 4
2799 WEST SILVER AVENUE
STOCKTON, UTAH 84071

PROFESSIONAL LAND SURVEYOR
No. 334575
DOUGLAS KINSMAN
STATE OF UTAH
2025

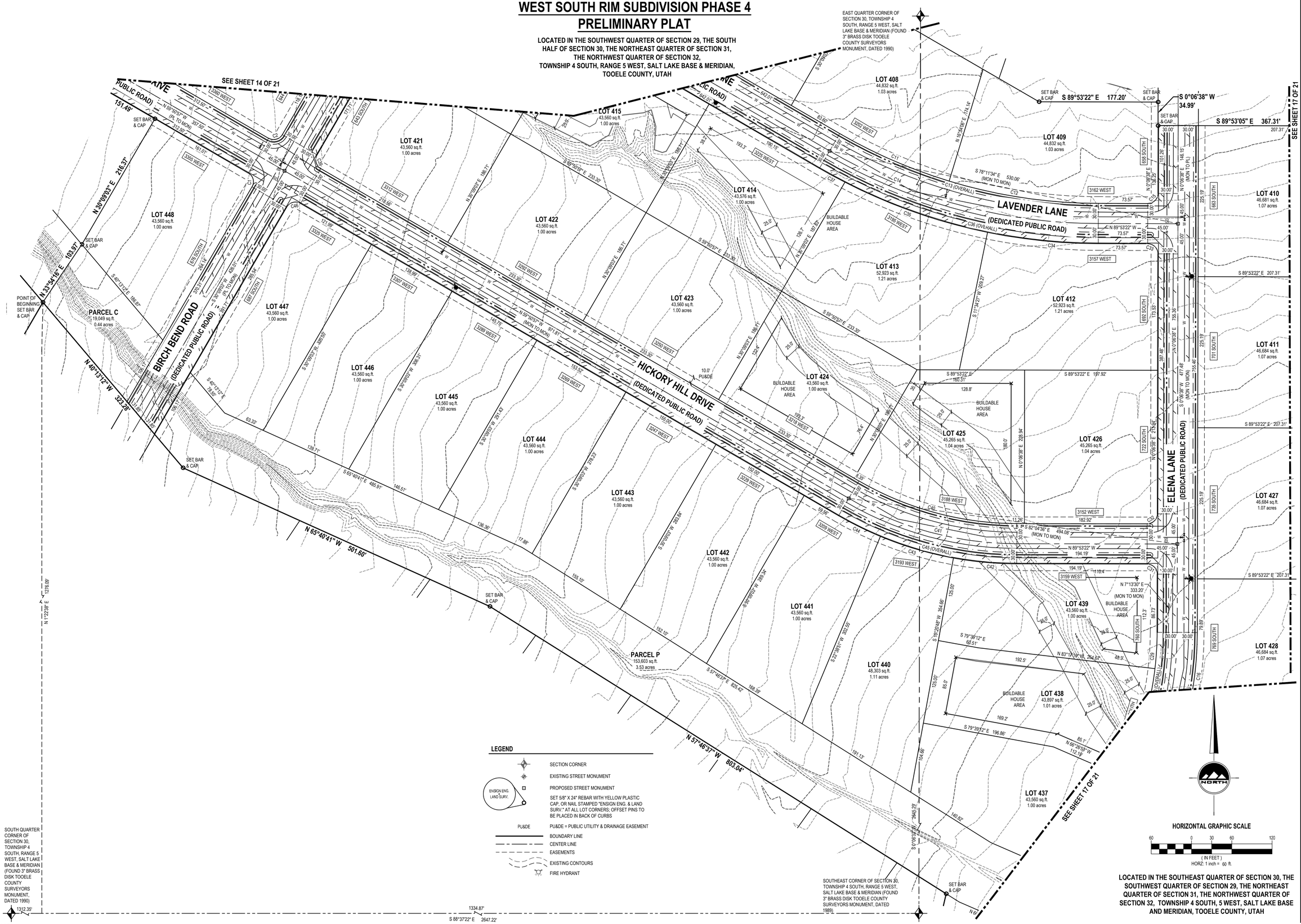
PRELIMINARY
PLAT PHASE 4

PROJECT NUMBER	PRINT DATE
T1951N	6/5/2025
PROJECT MANAGER	DESIGNED BY
D. KINSMAN	M. SANDOVAL

14 OF 21

WEST SOUTH RIM SUBDIVISION PHASE 4
PRELIMINARY PLAT

LOCATED IN THE SOUTHWEST QUARTER OF SECTION 29, THE SOUTH HALF OF SECTION 30, THE NORTHEAST QUARTER OF SECTION 31, THE NORTHWEST QUARTER OF SECTION 32, TOWNSHIP 4 SOUTH, RANGE 5 WEST, SALT LAKE BASE & MERIDIAN, TOOELE COUNTY, UTAH



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PROFESSIONAL LAND SURVEYOR No: 334575 DOUGLAS KINSMAN STATE OF UTAH
6/5/2025

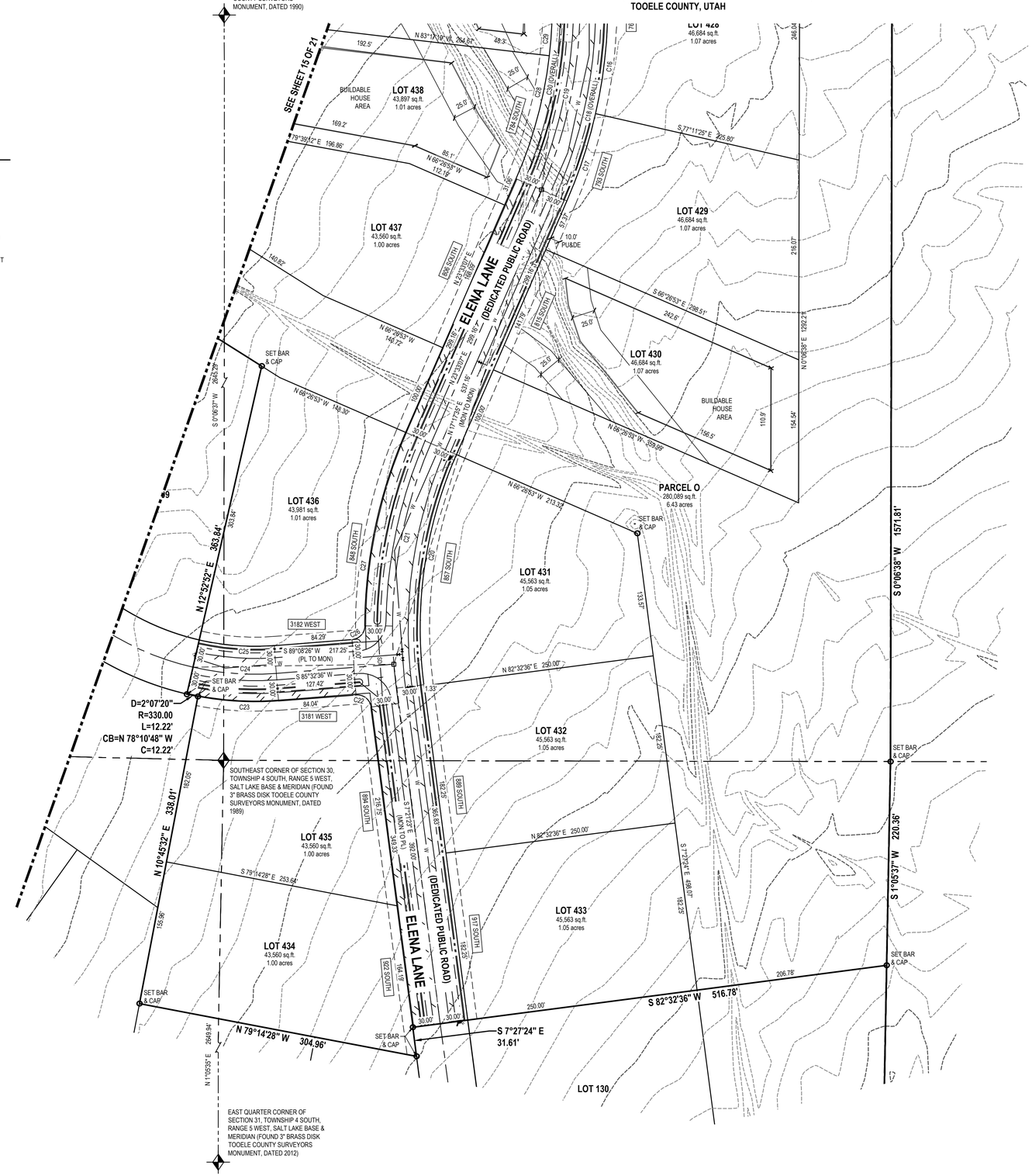
PRELIMINARY PLAT PHASE 4

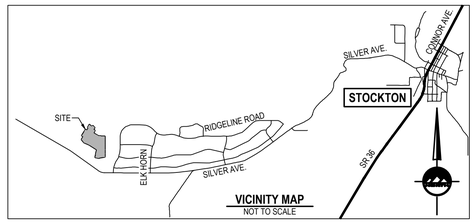
PROJECT NUMBER T1951N
PRINT DATE 6/5/2025
PROJECT MANAGER D. KINSMAN
DESIGNED BY M. SANDOVAL

15 OF 21

WEST SOUTH RIM SUBDIVISION PHASE 4
PRELIMINARY PLAT

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LEGEND

- SECTION CORNER
- EXISTING STREET MONUMENT
- PROPOSED STREET MONUMENT
- SET 5/8" X 24" REBAR WITH YELLOW PLASTIC CAP, OR NAIL STAMPED "ENSIGN ENG. & LAND SURV." AT ALL LOT CORNERS; OFFSET PINS TO BE PLACED IN BACK OF CURBS
- PU&DE = PUBLIC UTILITY & DRAINAGE EASEMENT
- BOUNDARY LINE
- CENTER LINE
- EASEMENTS
- EXISTING CONTOURS
- FIRE HYDRANT

CURVE TABLE					
CURVE	RADIUS	LENGTH	DELTA	BEARING	CHORD
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C7	170.00'	170.91'	57°36'05"	N58°57'06"E	163.80'
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C16	530.00'	117.47'	12°41'58"	N6°27'37"E	117.23'
C17	530.00'	99.37'	10°44'32"	N18°10'51"E	99.22'
C18 (OVERALL)	530.00'	117.47'	12°41'58"	N6°27'37"E	117.23'
C19	500.00'	204.57'	23°26'30"	N11°49'53"E	203.14'
C20	470.00'	254.37'	31°00'31"	S8°02'52"W	251.27'
C21	500.00'	270.60'	31°00'31"	S8°02'52"W	267.31'
C22	15.00'	22.78'	87°00'02"	N50°57'25"W	20.65'
C23	330.00'	87.64'	15°12'56"	N86°50'56"W	87.38'
C24	300.00'	90.78'	17°20'16"	S85°47'16"E	90.43'
C25	270.00'	81.70'	17°20'16"	N85°47'16"W	81.39'
C26	15.00'	22.32'	85°15'50"	N42°54'41"E	20.32'
C27	530.00'	215.28'	23°16'21"	N11°54'57"E	213.80'
C28	470.00'	138.14'	16°50'26"	N15°07'54"E	137.65'
C29	470.00'	54.15'	6°36'04"	N3°24'40"E	54.12'
C30 (OVERALL)	470.00'	138.14'	16°50'26"	N15°07'54"E	137.65'
C31	15.00'	23.56'	90°00'00"	N44°53'22"W	21.21'
C32	15.00'	23.56'	90°00'00"	N45°06'38"E	21.21'
C33	15.00'	23.56'	90°00'00"	N44°53'22"W	21.21'
C34	830.00'	166.07'	11°27'50"	S84°09'27"E	165.79'
C35	830.00'	225.93'	15°35'47"	S70°37'39"E	225.24'
C36 (OVERALL)	830.00'	225.93'	15°35'47"	S70°37'39"E	225.24'
C37	830.00'	43.17'	2°58'48"	S61°20'21"E	43.17'
C38	15.00'	23.56'	90°00'00"	S75°09'03"W	21.21'
C39	15.00'	23.56'	90°00'00"	S14°50'57"E	21.21'
C40	470.00'	246.42'	30°02'25"	S74°52'10"E	243.61'
C41	500.00'	262.15'	30°02'25"	S74°52'10"E	259.16'
C42	530.00'	94.69'	10°14'10"	S84°46'17"E	94.56'
C43	530.00'	113.79'	12°18'03"	S73°30'11"E	113.57'
C44	530.00'	69.41'	7°30'13"	S63°36'03"E	69.36'
C45 (OVERALL)	530.00'	113.79'	12°18'03"	S73°30'11"E	113.57'
C46	15.00'	23.56'	90°00'00"	S75°09'03"W	21.21'
C47 (OVERALL)	230.00'	132.48'	33°00'09"	S58°43'33"W	130.66'



HORIZONTAL GRAPHIC SCALE

60 0 30 60 120

(IN FEET)
HORZ: 1 inch = 60 ft.

LOCATED IN THE SOUTHEAST QUARTER OF SECTION 30, THE SOUTHWEST QUARTER OF SECTION 29, THE NORTHEAST QUARTER OF SECTION 31, THE NORTHWEST QUARTER OF SECTION 32, TOWNSHIP 4 SOUTH, 5 WEST, SALT LAKE BASE AND MERIDIAN, TOOELE COUNTY, UTAH

ENSIGN
THE STANDARD IN ENGINEERING

TOOELE
169 N. Main St, Unit 1
Tooele, UT 84074
Phone: 435.843.3590

SANDY
Phone: 801.255.0529

LAYTON
Phone: 801.547.1100

CEDAR CITY
Phone: 435.865.1453

RICHFIELD
Phone: 435.896.2983

WWW.ENSIGNENG.COM

FOR:
ROBERT DREW SULLIVAN
43513 RIDGE PARK DRIVE
TEMECULA, CA 92590

CONTACT:
ROBERT DREW SULLIVAN
PHONE: 951-746-5896

WEST SOUTH RIM PRELIMINARY PLAT PHASE 4
2799 WEST SILVER AVENUE
STOCKTON, UTAH 84071

PROFESSIONAL LAND SURVEYOR
No. 334575
DOUGLAS K. KINSMAN
STATE OF UTAH
6-2025

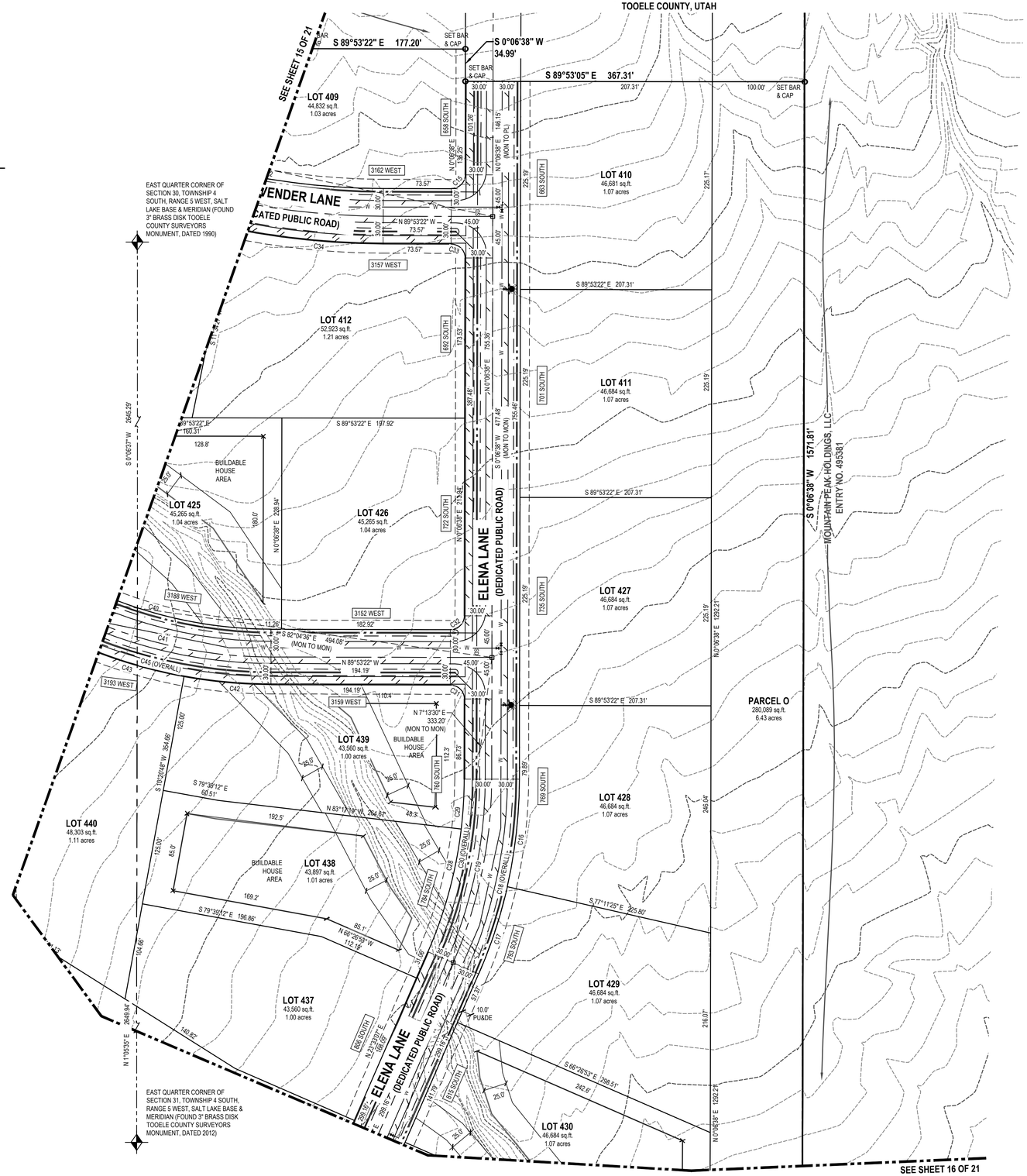
PRELIMINARY PLAT PHASE 4

PROJECT NUMBER T1951N
PRINT DATE 6/5/2025
PROJECT MANAGER D. KINSMAN
DESIGNED BY M. SANDOVAL

16 OF 21

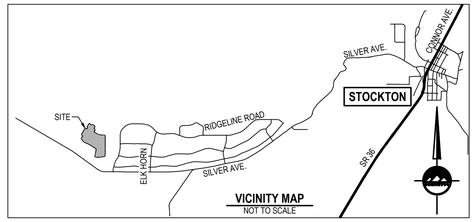
WEST SOUTH RIM SUBDIVISION PHASE 4
PRELIMINARY PLAT

LOCATED IN THE SOUTHWEST QUARTER OF SECTION 29, THE SOUTH HALF OF SECTION 30, THE NORTHEAST QUARTER OF SECTION 31, THE NORTHWEST QUARTER OF SECTION 32, TOWNSHIP 4 SOUTH, RANGE 5 WEST, SALT LAKE BASE & MERIDIAN, TOOELE COUNTY, UTAH



LEGEND

- SECTION CORNER
- EXISTING STREET MONUMENT
- PROPOSED STREET MONUMENT
- SET 5/8" X 24" REBAR WITH YELLOW PLASTIC CAP, OR NAIL STAMPED "ENSIGN ENG. & LAND SURV." AT ALL LOT CORNERS; OFFSET PINS TO BE PLACED IN BACK OF CURBS
- PU&DE = PUBLIC UTILITY & DRAINAGE EASEMENT
- BOUNDARY LINE
- CENTER LINE
- EASEMENTS
- EXISTING CONTOURS
- FIRE HYDRANT



VICINITY MAP
NOT TO SCALE

CURVE TABLE					
CURVE	RADIUS	LENGTH	DELTA	BEARING	CHORD
C1	15.00'	23.56'	90°00'00"	N14°50'57"W	21.21'
C2	15.00'	23.56'	90°00'00"	N75°09'03"E	21.21'
C3	15.00'	23.56'	90°00'00"	N14°50'57"W	21.21'
C4	15.00'	23.56'	90°00'00"	N75°09'03"E	21.21'
C5	230.00'	48.47'	12°04'25"	S36°11'16"W	48.38'
C6	200.00'	175.22'	50°11'45"	S55°14'56"W	169.67'
C7	170.00'	170.91'	57°36'05"	N58°57'06"E	163.80'
C8	15.00'	23.56'	90°00'00"	S14°50'57"E	21.21'
C9	15.00'	23.56'	90°00'00"	S75°09'03"W	21.21'
C10	15.00'	23.56'	90°00'00"	S14°50'57"E	21.21'
C11	770.00'	178.06'	13°14'57"	S66°28'26"E	177.66'
C12	770.00'	225.66'	16°47'28"	S81°29'38"E	224.85'
C13 (OVERALL)	770.00'	225.66'	16°47'28"	S81°29'38"E	224.85'
C14	800.00'	419.44'	30°02'25"	S74°52'10"E	414.66'
C15	15.00'	23.56'	90°00'00"	N45°06'38"E	21.21'
C16	530.00'	117.47'	12°41'58"	N6°27'37"E	117.23'
C17	530.00'	99.37'	10°44'32"	N18°10'51"E	99.22'
C18 (OVERALL)	530.00'	117.47'	12°41'58"	N6°27'37"E	117.23'
C19	500.00'	204.57'	23°26'30"	N11°49'53"E	203.14'
C20	470.00'	254.37'	31°00'31"	S8°02'52"W	251.23'
C21	500.00'	270.60'	31°00'31"	S8°02'52"W	267.31'
C22	15.00'	22.78'	87°00'02"	N50°57'25"W	20.65'
C23	330.00'	87.64'	15°12'56"	N66°50'56"W	87.38'
C24	300.00'	90.78'	17°20'16"	S85°47'16"E	90.43'
C25	270.00'	81.70'	17°20'16"	N85°47'16"W	81.39'
C26	15.00'	22.32'	85°15'50"	N42°54'41"E	20.32'
C27	530.00'	215.28'	23°16'21"	N11°54'57"E	213.80'
C28	470.00'	138.14'	16°50'26"	N15°07'54"E	137.65'
C29	470.00'	54.15'	6°36'04"	N3°24'40"E	54.12'
C30 (OVERALL)	470.00'	138.14'	16°50'26"	N15°07'54"E	137.65'
C31	15.00'	23.56'	90°00'00"	N44°53'22"W	21.21'
C32	15.00'	23.56'	90°00'00"	N45°06'38"E	21.21'
C33	15.00'	23.56'	90°00'00"	N44°53'22"W	21.21'
C34	830.00'	166.07'	11°27'50"	S84°09'27"E	165.79'
C35	830.00'	225.93'	15°35'47"	S70°37'39"E	225.24'
C36 (OVERALL)	830.00'	225.93'	15°35'47"	S70°37'39"E	225.24'
C37	830.00'	43.17'	2°58'48"	S61°20'21"E	43.17'
C38	15.00'	23.56'	90°00'00"	S75°09'03"W	21.21'
C39	15.00'	23.56'	90°00'00"	S14°50'57"E	21.21'
C40	470.00'	246.42'	30°02'25"	S74°52'10"E	243.61'
C41	500.00'	262.15'	30°02'25"	S74°52'10"E	259.16'
C42	530.00'	94.69'	10°14'10"	S84°46'17"E	94.56'
C43	530.00'	113.79'	12°18'03"	S73°30'11"E	113.57'
C44	530.00'	69.41'	7°30'13"	S63°36'03"E	69.36'
C45 (OVERALL)	530.00'	113.79'	12°18'03"	S73°30'11"E	113.57'
C46	15.00'	23.56'	90°00'00"	S75°09'03"W	21.21'
C47 (OVERALL)	230.00'	132.48'	33°00'09"	S58°43'33"W	130.66'

HORIZONTAL GRAPHIC SCALE

60 0 30 60 120

(IN FEET)
HORZ: 1 inch = 60 ft.

LOCATED IN THE SOUTHEAST QUARTER OF SECTION 30, THE SOUTHWEST QUARTER OF SECTION 29, THE NORTHEAST QUARTER OF SECTION 31, THE NORTHWEST QUARTER OF SECTION 32, TOWNSHIP 4 SOUTH, 5 WEST, SALT LAKE BASE AND MERIDIAN, TOOELE COUNTY, UTAH

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TEMECULA, CA 92590

CONTACT:
ROBERT DREW SULLIVAN
PHONE: 951-746-5896

WEST SOUTH RIM PRELIMINARY PLAT
PHASE 4
2799 WEST SILVER AVENUE
STOCKTON, UTAH 84071

PROFESSIONAL LAND SURVEYOR No. 334575 DOUGLAS KINSMAN STATE OF UTAH
6-20-25

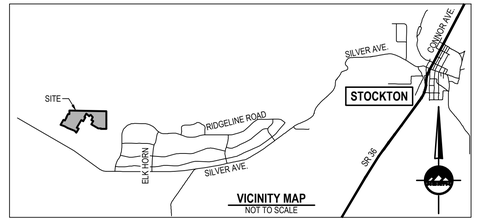
PRELIMINARY
PLAT PHASE 4

PROJECT NUMBER T1951N
PRINT DATE 6/5/2025
PROJECT MANAGER D. KINSMAN
DESIGNED BY M. SANDOVAL

17 OF 21

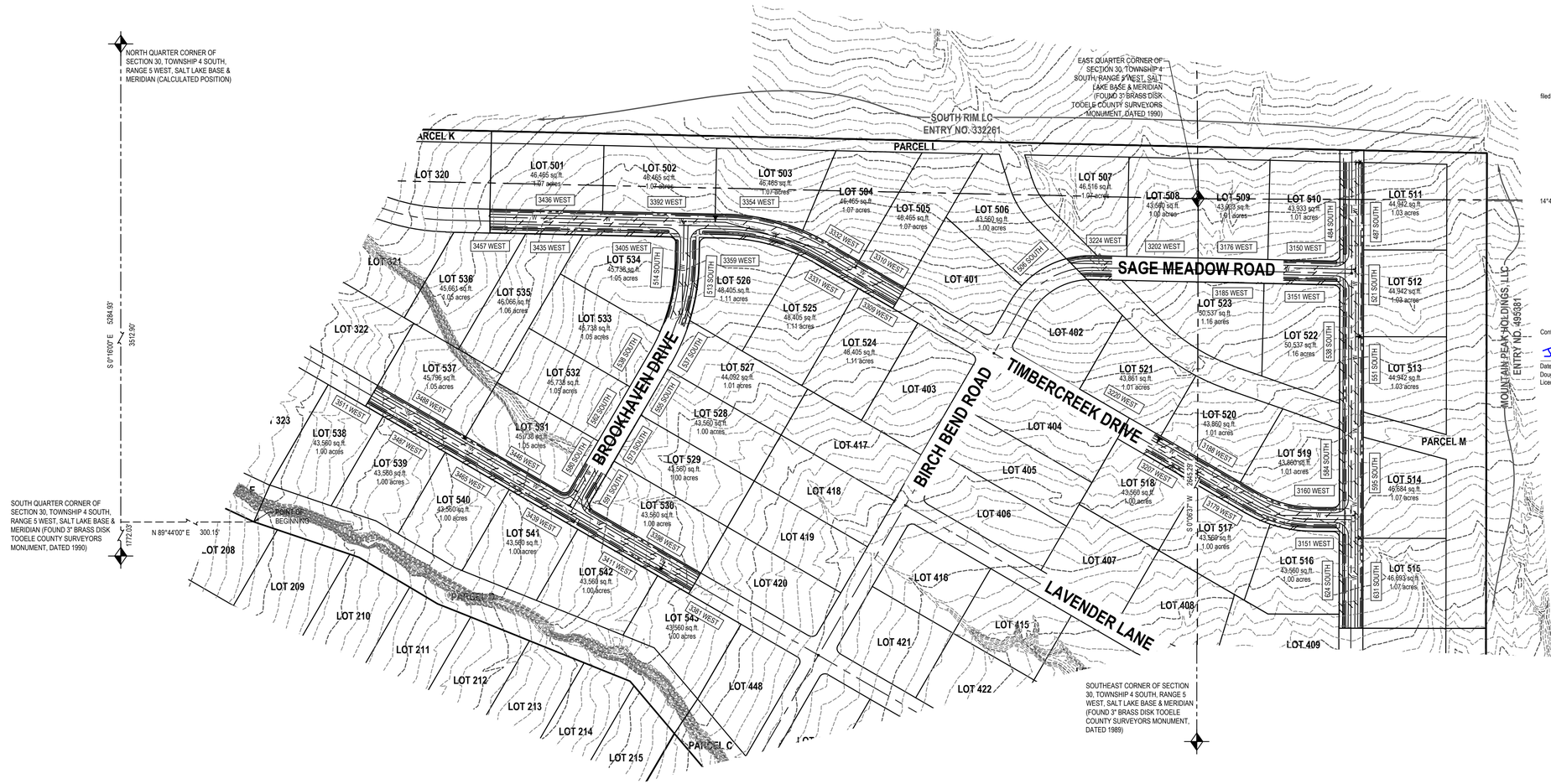
WEST SOUTH RIM SUBDIVISION PHASE 5
PRELIMINARY PLAT

LOCATED IN THE SOUTHWEST QUARTER OF SECTION 29, THE SOUTH HALF OF SECTION 30, THE NORTHEAST QUARTER OF SECTION 31, THE NORTHWEST QUARTER OF SECTION 32, TOWNSHIP 4 SOUTH, RANGE 5 WEST, SALT LAKE BASE & MERIDIAN, TOOELE COUNTY, UTAH



LEGEND

- SECTION CORNER
- EXISTING STREET MONUMENT
- PROPOSED STREET MONUMENT
- SET 5/8" X 24" REBAR WITH YELLOW PLASTIC CAP, OR NAIL STAMPED "ENSIGN ENG. & LAND SURV." AT ALL LOT CORNERS; OFFSET PINS TO BE PLACED IN BACK OF CURBS (ENSIGN ENG. LAND SURV.)
- PU&DE = PUBLIC UTILITY & DRAINAGE EASEMENT
- BOUNDARY LINE
- CENTER LINE
- EASEMENTS
- EXISTING CONTOURS
- FIRE HYDRANT


NORTH QUARTER CORNER OF SECTION 30, TOWNSHIP 4 SOUTH, RANGE 5 WEST, SALT LAKE BASE & MERIDIAN (CALCULATED POSITION)
S 0°16'00" E 5284.93'
351'2.90'
SOUTH QUARTER CORNER OF SECTION 30, TOWNSHIP 4 SOUTH, RANGE 5 WEST, SALT LAKE BASE & MERIDIAN (FOUND 3" BRASS DISK TOOELE COUNTY SURVEYORS MONUMENT, DATED 1990)
N 89°44'00" E 300.15'
1772.00'
POINT OF BEGINNING
EAST QUARTER CORNER OF SECTION 30, TOWNSHIP 4 SOUTH, RANGE 5 WEST, SALT LAKE BASE & MERIDIAN (FOUND 3" BRASS DISK TOOELE COUNTY SURVEYORS MONUMENT, DATED 1990)
SOUTHEAST CORNER OF SECTION 30, TOWNSHIP 4 SOUTH, RANGE 5 WEST, SALT LAKE BASE & MERIDIAN (FOUND 3" BRASS DISK TOOELE COUNTY SURVEYORS MONUMENT, DATED 1989)
S 0°16'00" W 2644.47'
SOUTH RIM LC ENTRY NO. 332261
PARCEL K
PARCEL L
PARCEL M
PARCEL C
SAGE MEADOW ROAD
BROOKHAVEN DRIVE
BIRCH BEND ROAD
TIMBERCREEK DRIVE
LAVENDER LANE
MOUNTAIN PEAK HOLDINGS I, LLC ENTRY NO. 495081
LOT 320
LOT 321
LOT 322
LOT 323
LOT 208
LOT 209
LOT 210
LOT 211
LOT 212
LOT 213
LOT 214
LOT 215
LOT 401
LOT 402
LOT 403
LOT 404
LOT 405
LOT 406
LOT 407
LOT 408
LOT 409
LOT 415
LOT 416
LOT 417
LOT 418
LOT 419
LOT 420
LOT 421
LOT 422
LOT 448
LOT 501 46,465 sq.ft. 1.07 acres
LOT 502 46,465 sq.ft. 1.07 acres
LOT 503 46,465 sq.ft. 1.07 acres
LOT 504 46,465 sq.ft. 1.07 acres
LOT 505 46,465 sq.ft. 1.07 acres
LOT 506 43,560 sq.ft. 1.00 acres
LOT 507 46,516 sq.ft. 1.07 acres
LOT 508 43,560 sq.ft. 1.00 acres
LOT 509 43,903 sq.ft. 1.01 acres
LOT 510 44,042 sq.ft. 1.01 acres
LOT 511 44,942 sq.ft. 1.03 acres
LOT 512 44,942 sq.ft. 1.03 acres
LOT 513 44,942 sq.ft. 1.03 acres
LOT 514 46,584 sq.ft. 1.07 acres
LOT 515 46,893 sq.ft. 1.07 acres
LOT 516 43,560 sq.ft. 1.00 acres
LOT 517 43,560 sq.ft. 1.00 acres
LOT 518 43,560 sq.ft. 1.00 acres
LOT 519 43,860 sq.ft. 1.01 acres
LOT 520 43,860 sq.ft. 1.01 acres
LOT 521 43,861 sq.ft. 1.01 acres
LOT 522 50,537 sq.ft. 1.16 acres
LOT 523 50,537 sq.ft. 1.16 acres
LOT 524 48,405 sq.ft. 1.11 acres
LOT 525 48,405 sq.ft. 1.11 acres
LOT 526 48,405 sq.ft. 1.11 acres
LOT 527 44,092 sq.ft. 1.01 acres
LOT 528 43,560 sq.ft. 1.00 acres
LOT 529 43,560 sq.ft. 1.00 acres
LOT 530 43,560 sq.ft. 1.00 acres
LOT 531 43,560 sq.ft. 1.00 acres
LOT 532 45,738 sq.ft. 1.05 acres
LOT 533 45,738 sq.ft. 1.05 acres
LOT 534 45,736 sq.ft. 1.05 acres
LOT 535 46,066 sq.ft. 1.06 acres
LOT 536 45,661 sq.ft. 1.05 acres
LOT 537 45,796 sq.ft. 1.05 acres
LOT 538 43,560 sq.ft. 1.00 acres
LOT 539 43,560 sq.ft. 1.00 acres
LOT 540 43,560 sq.ft. 1.00 acres
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783 WEST
761 WEST
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431 WEST
409 WEST
387 WEST
365 WEST
343 WEST
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299 WEST
277 WEST
255 WEST
233 WEST
211 WEST
189 WEST
167 WEST
145 WEST
123 WEST
101 WEST
79 WEST
57 WEST
35 WEST
13 WEST
1 WEST
513 SOUTH
537 SOUTH
561 SOUTH
585 SOUTH
609 SOUTH
633 SOUTH
657 SOUTH
681 SOUTH
705 SOUTH
729 SOUTH
753 SOUTH
777 SOUTH
801 SOUTH
825 SOUTH
849 SOUTH
873 SOUTH
897 SOUTH
921 SOUTH
945 SOUTH
969 SOUTH

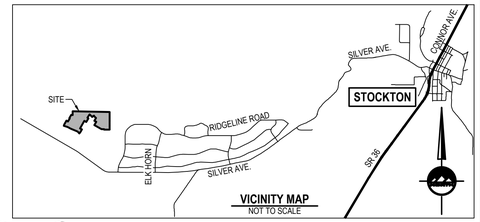
WEST SOUTH RIM SUBDIVISION PHASE 5
PRELIMINARY PLAT

LOCATED IN THE SOUTHWEST QUARTER OF SECTION 29, THE SOUTH HALF OF SECTION 30, THE NORTHEAST QUARTER OF SECTION 31, THE NORTHWEST QUARTER OF SECTION 32, TOWNSHIP 4 SOUTH, RANGE 5 WEST, SALT LAKE BASE & MERIDIAN, TOOELE COUNTY, UTAH

CURVE TABLE					
CURVE	RADIUS	LENGTH	DELTA	BEARING	CHORD
C1	15.00'	23.56'	90°00'00"	N75°09'03"E	21.21'
C2	470.00'	57.53'	7°00'49"	N26°38'38"E	57.50'
C3	470.00'	179.36'	21°51'52"	N12°12'18"E	178.27'
C4 (OVERALL)	470.00'	179.36'	21°51'52"	N12°12'18"E	178.27'
C5	15.00'	23.56'	90°00'00"	N43°43'38"W	21.21'
C6	530.00'	197.46'	21°20'47"	N78°03'15"W	196.32'
C7	530.00'	69.67'	7°31'54"	N63°36'54"W	69.62'
C8 (OVERALL)	530.00'	197.46'	21°20'47"	N78°03'15"W	196.32'
C9	470.00'	48.88'	5°57'32"	N62°49'43"W	48.86'
C10	470.00'	188.01'	22°55'10"	N77°16'04"W	186.76'
C11 (OVERALL)	470.00'	188.01'	22°55'10"	N77°16'04"W	186.76'
C12	15.00'	23.56'	90°00'00"	S46°16'22"W	21.21'
C13	530.00'	147.28'	15°55'19"	N9°14'01"E	146.81'
C14	530.00'	119.85'	12°57'23"	N23°40'22"E	119.59'
C15 (OVERALL)	530.00'	147.28'	15°55'19"	N9°14'01"E	146.81'
C16	15.00'	23.56'	90°00'00"	S14°50'57"E	21.21'
C17	470.00'	212.74'	25°56'02"	S57°40'01"E	210.92'
C18	230.00'	109.48'	27°16'18"	S31°03'51"E	108.44'
C19	530.00'	239.89'	25°56'02"	S57°40'01"E	237.85'
C20	500.00'	252.01'	28°52'42"	N74°17'18"W	249.35'
C21	170.00'	80.92'	27°16'18"	S31°03'51"E	80.15'
C22	15.00'	23.87'	91°09'44"	N45°41'30"E	21.43'
C23	15.00'	23.26'	88°50'16"	N44°18'30"W	21.00'
C24	15.00'	23.56'	90°00'00"	N45°06'38"E	21.21'
C25	330.00'	65.05'	11°17'38"	S65°29'46"E	64.94'
C26	330.00'	107.97'	18°44'47"	S80°30'59"E	107.49'
C27 (OVERALL)	330.00'	107.97'	18°44'47"	S80°30'59"E	107.49'
C28	15.00'	23.56'	90°00'00"	N44°53'22"W	21.21'
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- PU&DE — PU&DE = PUBLIC UTILITY & DRAINAGE EASEMENT
- BOUNDARY LINE
- CENTER LINE
- EASEMENTS
- EXISTING CONTOURS
- FIRE HYDRANT



NORTH QUARTER CORNER OF SECTION 30, TOWNSHIP 4 SOUTH, RANGE 5 WEST, SALT LAKE BASE & MERIDIAN (CALCULATED POSITION)

N 89°44'00" E 300.15' — SOUTH QUARTER CORNER OF SECTION 30, TOWNSHIP 4 SOUTH, RANGE 5 WEST, SALT LAKE BASE & MERIDIAN (FOUND 3" BRASS DISK TOOELE COUNTY SURVEYORS MONUMENT, DATED 1990)

N 0°16'00" W 5284.93' — 3512.95' — 1772.05'

POINT OF BEGINNING SET BAR & CAP

N 23°43'59" E 100.32'

N 71°21'58" W 271.44'

N 39°09'03" E 290.66'

S 59°50'57" E 108.09'

N 59°50'57" W 27.56'

N 30°09'03" E 239.56'

N 30°09'03" E 247.44'

N 59°21'27" W

SEE SHEET 21 OF 21

NORTH 60.00' — S 88°43'38" E 89.72'

N 1°16'22" E 195.00'

(BASIS OF BEARING) S 88°43'38" E 5255.84'

S 30°09'03" W 264.04'

S 30°09'03" W 592.18'

N 59°50'57" W 172.11'

SEE SHEET 21 OF 21

LOT 501 46,465 sq.ft. 1.07 acres

LOT 502 46,465 sq.ft. 1.07 acres

LOT 503 46,465 sq.ft. 1.07 acres

LOT 504 46,465 sq.ft. 1.07 acres

LOT 505 46,465 sq.ft. 1.07 acres

PARCEL L 82,475 sq.ft. 1.89 acres

LOT 534 45,738 sq.ft. 1.05 acres

LOT 535 46,066 sq.ft. 1.06 acres

LOT 536 45,661 sq.ft. 1.05 acres

LOT 537 45,796 sq.ft. 1.05 acres

LOT 538 43,560 sq.ft. 1.00 acres

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LOT 533 45,738 sq.ft. 1.05 acres

LOT 532 45,738 sq.ft. 1.05 acres

LOT 531 45,738 sq.ft. 1.05 acres

LOT 526 48,405 sq.ft. 1.11 acres

LOT 525 48,405 sq.ft. 1.11 acres

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LOT 527 44,092 sq.ft. 1.01 acres

LOT 528 43,560 sq.ft. 1.00 acres

LOT 529 43,560 sq.ft. 1.00 acres

LOT 530 43,560 sq.ft. 1.00 acres

TIMBERCREEK DRIVE (DEDICATED PUBLIC ROAD)

BROOKHAVEN DRIVE (DEDICATED PUBLIC ROAD)

HICKORY HILL DRIVE (DEDICATED PUBLIC ROAD)

BUILDABLE HOUSE AREA

PU&DE

HORIZONTAL GRAPHIC SCALE

60 0 30 60 120

(IN FEET)

HORZ: 1 inch = 60 ft.

LOCATED IN THE EAST HALF OF SECTION 30, AND THE WEST HALF OF SECTION 29, TOWNSHIP 4 SOUTH, RANGE 5 WEST, SALT LAKE BASE AND MERIDIAN, TOOELE COUNTY, UTAH

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FOR:
ROBERT DREW SULLIVAN
43513 RIDGE PARK DRIVE
TEMECULA, CA 92590

CONTACT:
ROBERT DREW SULLIVAN
PHONE: 951-746-5896

WEST SOUTH RIM PRELIMINARY PLAT
PHASE 5

2799 WEST SILVER AVENUE
STOCKTON, UTAH 84071

PROFESSIONAL LAND SURVEYOR
No. 334575
DOUGLAS KINSMAN
STATE OF UTAH
6-20-25

PRELIMINARY PLAT PHASE 5

PROJECT NUMBER T1951N
PRINT DATE 6/5/2025
PROJECT MANAGER D. KINSMAN
DESIGNED BY M. SANDOVAL

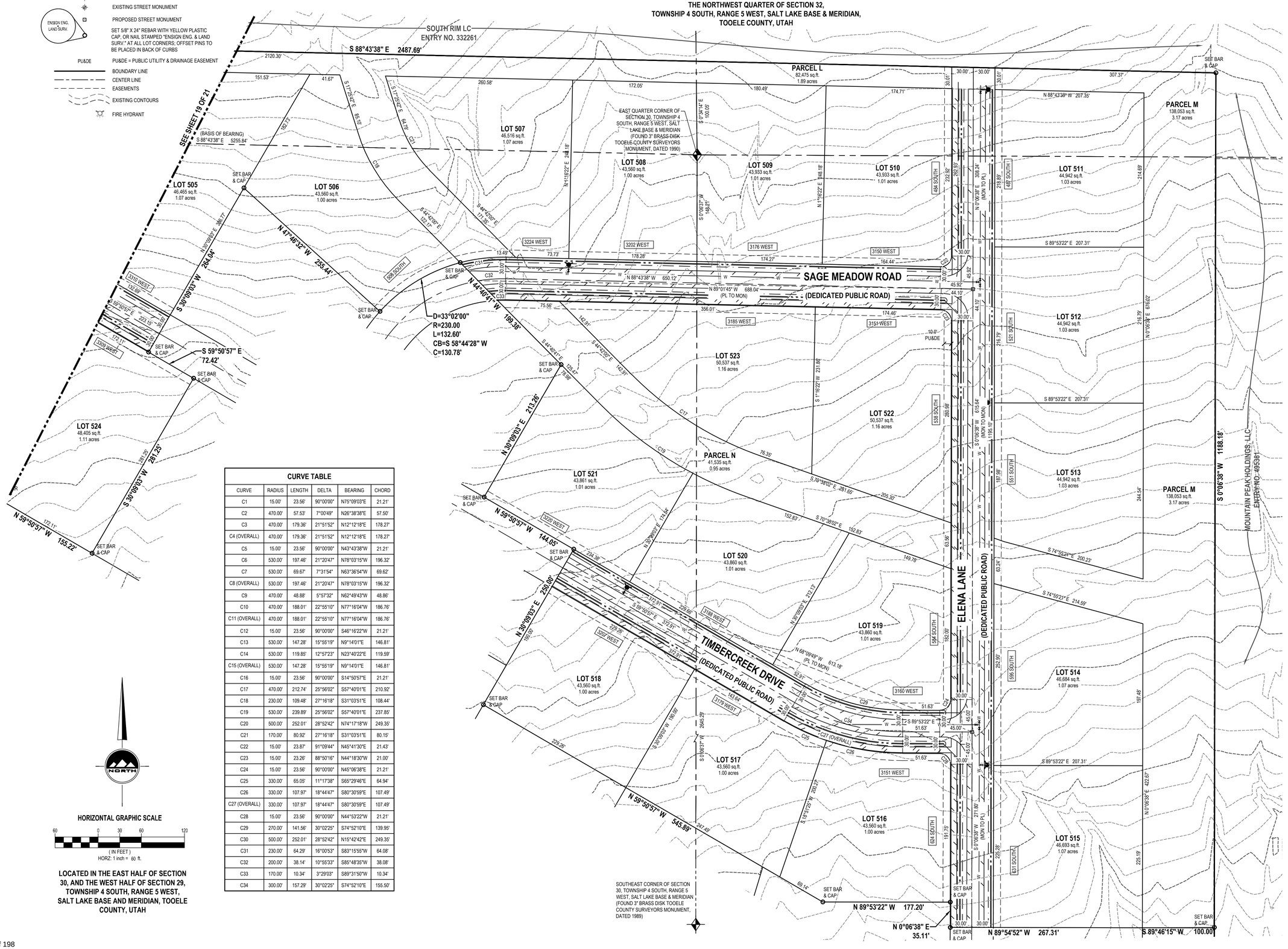
19 OF 21

WEST SOUTH RIM SUBDIVISION PHASE 5
PRELIMINARY PLAT

LOCATED IN THE SOUTHWEST QUARTER OF SECTION 29, THE SOUTH HALF OF SECTION 30, THE NORTHEAST QUARTER OF SECTION 31, THE NORTHWEST QUARTER OF SECTION 32, TOWNSHIP 4 SOUTH, RANGE 5 WEST, SALT LAKE BASE & MERIDIAN, TOOELE COUNTY, UTAH

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NORTH

HORIZONTAL GRAPHIC SCALE

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(IN FEET)

HORZ: 1 inch = 60 ft.

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SOUTHEAST CORNER OF SECTION 30, TOWNSHIP 4 SOUTH, RANGE 5 WEST, SALT LAKE BASE & MERIDIAN (FOUND 3" BRASS DISK TOOELE COUNTY SURVEYORS MONUMENT, DATED 1989)

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43513 RIDGE PARK DRIVE
TEMECULA, CA 92590

CONTACT:
ROBERT DREW SULLIVAN
PHONE: 951-746-5896

WEST SOUTH RIM PRELIMINARY PLAT PHASE 5

2799 WEST SILVER AVENUE
STOCKTON, UTAH 84071

PROFESSIONAL LAND SURVEYOR — No. 334575 — 6-30-25 — DOUGLAS KINSMAN — STATE OF UTAH

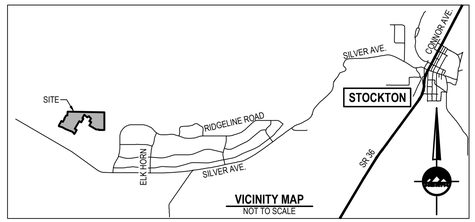
PRELIMINARY PLAT PHASE 5

PROJECT NUMBER	PRINT DATE
T1951N	6/5/2025
PROJECT MANAGER	DESIGNED BY
D. KINSMAN	M. SANDOVAL

20 OF 21

WEST SOUTH RIM SUBDIVISION PHASE 5
PRELIMINARY PLAT

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WEST SOUTH RIM PRELIMINARY PLAT
PHASE 5
2799 WEST SILVER AVENUE
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PROFESSIONAL LAND SURVEYOR
6/5/2025
No. 334575
DOUGLAS R. KINSMAN
STATE OF UTAH

PRELIMINARY PLAT PHASE 5

PROJECT NUMBER T195IN
PRINT DATE 6/5/2025
PROJECT MANAGER D. KINSMAN
DESIGNED BY M. SANDOVAL

21 OF 21

Tooele County Planning Commission
Agenda Item Summary

Department Making Request:	**Meeting Date:**
Community Development	**August 6, 2025**

Item Title:

REZ 2025-093: Rezone from MU-40 (Mulitple use, 40-acre minimum) to M-G (Manufacturing General).

Summary:

Charles Akerlow is requesting a rezone from MU-40 (Mixed use, 40-acre min.) to M-G (Manufacturing, General) of just over 332 acres.

NOTICE OF PUBLIC HEARING

- **SUBJECT:** REZ 2025-093 – Rezone from MU-40 to MG.
- **PROJECT SUMMARY:** Charles Akerlow with the Inland Port is requesting a rezone from MU-40 (Mulitple use, 40-acre minimum) to M-G (Manufacturing General).
- **ADDRESS:** Not yet given.
- **PARCELS:** 05-054-0-0011, 04-075-0-0002, and 04-075-0-000?
  Unincorporated: Tooele **Planner:** Trish DuClos

On **August 6, 2025** the Tooele County Planning Commission will hold a public hearing regarding the request described above. The meeting will be held at 7:00 p.m. at the Tooele County Administration Building (Council Chamber, Third Floor), 47 S. Main Street Tooele, UT 84074. Also via zoom located on the Tooele County Website: https://tooeleco.gov/index.php under "Agendas and meeting" and then the zoom link will be embedded in the "Agenda Packet."

The request is to change just over 332 acres from MU-40 (Mulitple use, 40-acre minimum) to M-G (Manufacturing General).

You have the right to attend and speak at the public hearing. Please be aware, however, that in making its decision the Planning Commission can only rely on evidence, not opinion or conjecture. You may also submit comments in writing, but please do so at least 24 hours before the meeting date so that your comments can be provided to the Planning Commission and to the applicant in an appropriate manner. For questions or additional information, please contact the Planning Office at 435-843-3160.

The future meeting regarding this application will also be posted at the Tooele County Building, posted on the Tooele County Website and Utah Public Noitce Website.

You may access Tooele County's Land Use Ordinances through this link:
https://tooeleco.gov/departments/development/land_use_ordinance.php#outer-193

Tooele County
Community Development

Planning and Zoning
47 S. Main Street • Room 208 • Tooele, UT 84074
Phone: (435) 843-3160 • Fax: (435) 843-3252
https://tooeleco.org

REZ 2025-093

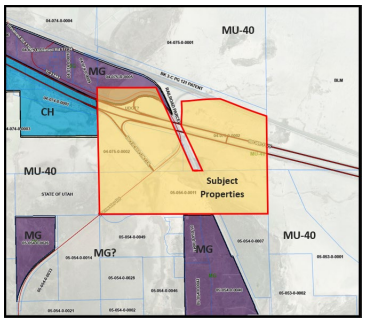
Rezone Summary and Recommendation

Public Body: Tooele County Planning Commission **Meeting Date: August 6, 2025**
Parcel ID: 05-054-0-0011, 04-075-0-0002, and 04-075-0-000?
Property Address: Not yet given. **Unincorporated:** Tooele
Request: Rezone parcels from MU-40 (Mixed use, 40-acre min.) to M-G (Manufacturing, General).
Planner: Trish DuClos
Planning Commission Recommendation: Not Yet Received.
Applicant Name: Charles Akerlow with the Inland Port

PROJECT DESCRIPTION

Charles Akerlow is requesting a rezone from MU-40 (Mixed use, 40-acre min.) to M-G (Manufacturing, General) of just over 332 acres. This would be part of the already approved extension of the Inland Port Authority project.

SITE & VICINITY DESCRIPTION (see attached map)



The subject property is located off Burmester Rd and the I80 exit 88. It is surrounded on 3 sides by the MU-40 zone. Just Northeast of it is an M-G zone, just East is a C-H (Commercial Highway) zone. The currently active Inland port properties are just South.

ZONE CONSIDERATIONS

Requirement	Existing Zone (MU-40)	Proposed zone (M-G)
Height	35 Feet	No max
Setbacks	Front: 30 Feet. Side: 20 Feet. Rear Main Building: 60 Feet Accessory Buildings: *10 Feet	Minimum yard setback requirements shall be established in the conditional use permit or planned unit development approval, except that no commercial building shall be located closer than 50 feet to any residential district boundary line or to any street line which continues as frontage into a residential district, and providing they do not encroach on any easement.
Lot Width	660 Feet	No requirement
Lot Area	40 Acre Minimum	No requirement

Maximum Building Coverage	5%	No more than 50%
Required Improvements	Street grading; street base; on-site surface drainage facilities; culinary water facilities; wastewater disposal; and street monuments.	Street grading; street base; on-site surface drainage facilities; culinary water facilities; wastewater disposal; and street monuments.

Compatibility with existing buildings/lots in terms of size, scale and height.	Yes

GENERAL PLAN CONSIDERATIONS

According to the future land use map of the Tooele County General Plan Update 2022, the subject property is located entirely in a manufacturing area. The planning commission & County Council should determine whether or not the requested rezone fits the general area and General Plan.

ISSUES OF CONCERN/PROPOSED MITIGATION

The Department of Army Corps of Engineers have already identified and addressed the protected wetlands in the area. Only a portion of the rezoned properties will be able to be developable. The traffic impact study recommends that a light be put on the I80 exit and Burmester intersection by 2030. By 2050, at full build-out, if the light is timed right no other mitigation measured were recommended.

NEIGHBORHOOD RESPONSE

Not yet received. Any comments that are received from the surrounding neighbors or affected entities will be addressed at the planning commission meeting.

PLANNING COMMISSION RESPONSE

Not yet received.

PLANNING STAFF ANALYSIS

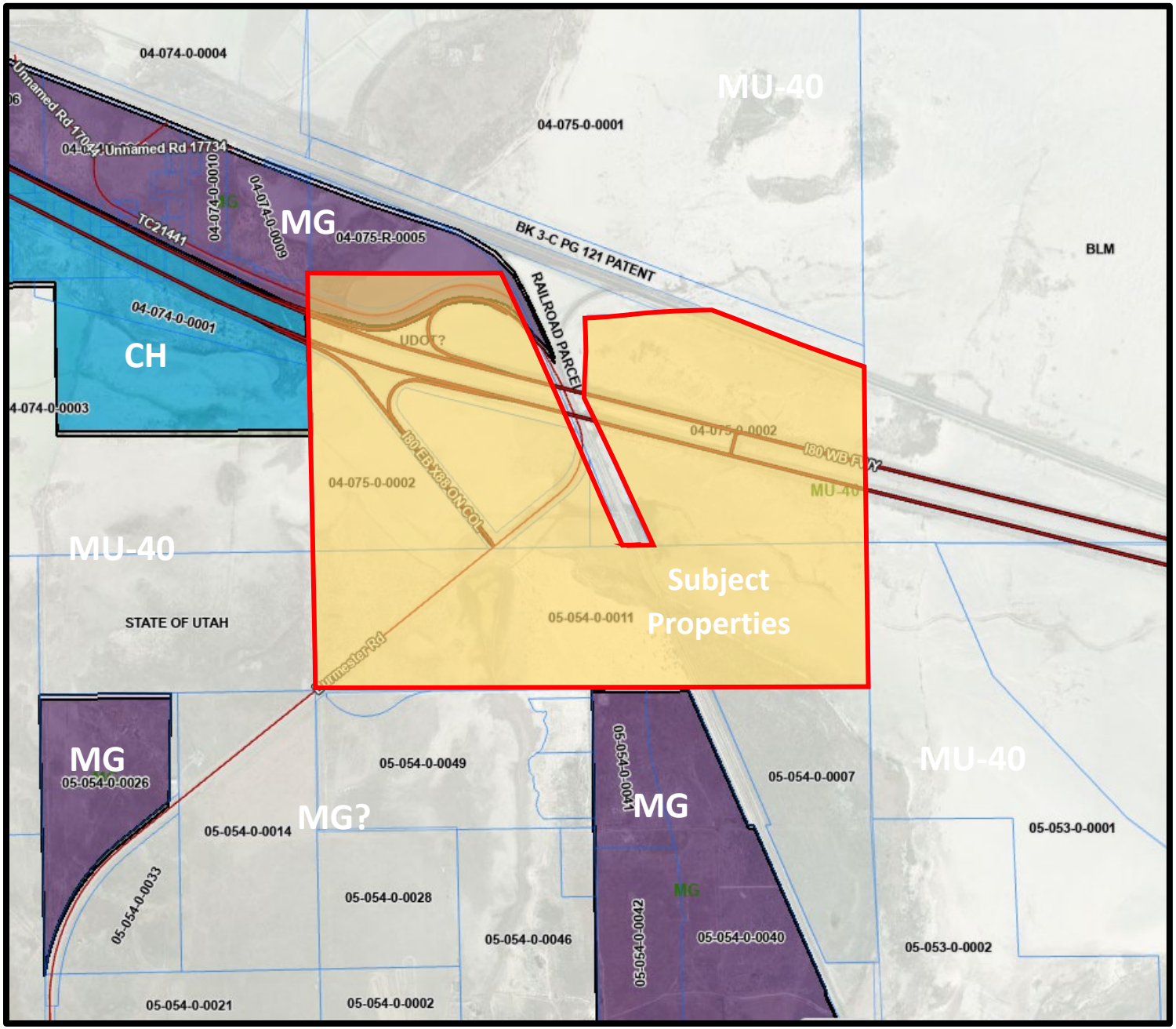
Planning staff found the proposed rezone aligns with the Tooele County General Plan update 2022. The additional roads and infrastructure in the area may require the Transportation Plan be updated.

PLANNING STAFF RECOMMENDATION

Planning Staff recommends that the Tooele County Planning Commission analyzes the information provided in this Staff Report and attachments to ensure that the proposed rezone request would be compatible with existing infrastructure in the surrounding area prior to making a recommendation to the Tooele County Council.

REZ 2025-093: Rezone from MU-40 (Multiple Use, 40-Acre Min.) to M-G (Manufacturing, General).

Surrounding the I80 exit 88 and just North of the currently existing inland port. *(Parcels: 05-054-0-0011, 04-075-0-0002, and 04-075-0-000?)*



Legal Description

05-054-0-0011
LOT 1,2,3,4 SEC 5, T2S, R5W, CONT 160.22 AC LESS 6.66 AC TO RR & FREEWAY, CONT BAL OF 153.56 AC 153.56 AC

04-075-0-0002COM S 1/4 COR SEC 32, T1S, R5W, SLB&M; & RUN TH N 880 FT, M/L, TO A PT WHERE THE N-S CENTER LI OF SD SEC INTERSECTS THE ROW OF THE GRANTS-TOOELE BRANCH LINE OF THE WESTERN PACIFIC RR CO; TH S 23*36' E, ALG SD ROW TO A PT WHERE SD ROW INTERSECTS THE S LI OF SD SEC 32, TH W 477 1/2 FT, M/L, TO THE PLACE OF BEG.. CONT 8.84 AC. ---------- ALSO COM SW COR SEC 32, T1S, R5W, SLB&M; AND RUN TH E 2643 FT TO THE S 1/4 COR OF SD SEC; TH N 880 FT; TH N 23*36' W 1654.5 FT; TH ON A 4* CURVE TO THE LEFT, 300 FT, TH W 1840 FT TO THE W 1/4 COR OF SD SEC; TH S 2642 FT TO THE POB. CONT 149.8 AC ---------- ALSO COM AT A PT 586.2 FT E S 1/4 COR SEC 32, T1S, R5W, SLB&M, AND RUN TH N 23°36' W 1506.4 FT, TH N 854.5 FT, TH E 765.8 FT TO WPRR CO S ROW LINE; TH S 68°47' E ALG SD ROW 2010 FT TO E SEC LI; TH S 1490.5 FT TO THE SE COR OF SD SEC; TH W 2053.8 FT TO BEG, CONT 110.63 AC M/L. ---------LESS 90.35 M/L TO 1-80 FREEWAY. 178.92 AC

Rezone Application

Amendments to the zoning map shall be completed in full, signed, and supplemented with any additional information required by the planning commission. An application which is incomplete or provide insuffiecient data is just cause for denial. No refunds will be given. Submittals must be filed with the Community Development Department for staff and public review.

Fee $1,000.00

Property information and location (All lines applicable to this site must be filled in)

Parcel(s) #: 05-054-0-0011; 04-075-0-0002 Lot(s) #: _____

Subdivision Name: Interstate Business Park (if applicable)

(For office use only)

REZ #: _____ Fee $1,000.00 Receipt #: _____

Date complete application submitted: _____

Application Determination:

Planning Commission recommendation: Favorable ☐ Unfavorable ☐

Presented by: _____ Date: _____

County Council recommendation: Approved ☐ Denied ☐

Presented by: _____ Date: _____

Property Owner(s) Information

Name(s): Interstate I-80 LLC

Address per tax rolls: 8371 South State Street, Suite 202

City/County: Sandy State: Utah Zip: 84070

Office/home phone: _____ Fax: _____

Mobile phone: 801-913-5959 Message phone: _____

Email address: charles@zenithpartners.org

Applicant(s) Information (if different than property owner)

*Property Owner's Authorization notarization needed

Name(s): _____

Address per tax rolls: _____

City/County: _____ State: _____ Zip: _____

Office/home phone: _____ Fax: _____

Mobile phone: _____ Message phone: _____

Email address: _____

Each application for a rezone shall have all required submittals before it is accepted as a complete application. All required information in this application must be completely filled out and signed with required paperwork submitted or application will be denied

There shall be no presumption of approval of any aspect of the process.

APPLICATION IS HEREBY MADE TO THE PLANNING COMMISSION REQUESTING THAT:

We request that Tooele County change the zoning of these two parcels from MU-40 to MG. The purpose of the request is to bring the property in line with the Tooele County General plan calling for this area to be a site for industrial, manufacturing and distribution uses as well as Hiway Commercial use for truck stops.

****ADDITIONAL INFORMATION OR SUBMITTALS MAY BE REQUIRED****

An application to amend the zoning map shall address:

(Must list in detail specific section and language to be amended, giving the original zoning and what is allowed there and the proposed zoning and what could be allowed in that zone)

Applicant check	County check		
☑		a)	General existing site characteristics including ownership, topography, soils, drainage, vegetation, and other physical characteristics of the area proposed to be changed;
☑		b)	A legal description of the area to be zoned;
☑		c)	Types of land uses permitted, conditional or prohibited in the current zoning district and the proposed zoning district;
☑		d)	Existing transportation patterns to include public and private roads and internal and external circulation patterns, rights-of-way, easements, and parking;
☑		e)	Existing and proposed land uses, open spaces, impervious surfaces including streets, parking areas, structures, and buildings with a general description of size area, intensities/densities, and height, and proposed storm-water drainage facilities;
☑		f)	Existing and proposed utilities and infrastructure;
☑		g)	Relationship of proposed zone change with Tooele County General Plan and how specifically the proposed zone change would conflict, conform, complement, or otherwise affect the Tooele County General Plan as well as any special studies that are designed to further detail the Tooele County General Plan in a specific area;
☑		h)	An area map showing adjacent property owners and existing land uses within 1,000 feet of the area proposed to be rezoned; property owner labels printed from the recorder's office.
☑		i)	The location, description, and acreage of land uses;
☐		j)	Approximate location and number of residential units along with approximate square footage, density, and height;
☑		k)	Approximate location and square footage of non-residential buildings;

- [ ] l) Calculation of approximate amount of open space both before and after buildout construction, indicating areas of expected open space and new landscaping, and including maintenance plans for these areas;
- [x] m) If the site has unusual or unique natural features, a demonstration of how proposed development preserves and utilizes natural topography and geologic features, scenic vistas, trees, and other vegetation, and prevents the disruption of natural draining patterns, and if appropriate, geotechnical studies submitted to indicate soil types, depth of bedrock and slope stability;
- [x] n) A description of the availability of culinary and irrigation water, community facilities such as schools, fire protection services and other types of facilities that would serve the re-zoned area and how these facilities are affected by this proposal;
- [x] o) Approximate location and size of storm water detention and retention areas and calculations on the impact to those systems as a result of the change in density and use of land;
- [x] p) An indication of the construction schedule of any project proposed;
- [x] q) For multi-phased projects, a phasing plan that describes the anticipated timing and geographical extent of each phase;
- [x] r) A detailed traffic study showing the vehicle trips per day on average at buildout and a determination how the project would significantly alter existing traffic patterns or volume;
- [x] s) For applications involving a PUD, a table of proposed dimensional standards for the proposed land uses or phases including lot sizes and frontages, building heights and intensities, and setbacks and a description of any requested exceptions to the requirements of the underlying zone; and
- [x] t) Any other study or information required by the planning commission or Zoning Administrator.

I (We) understand that the Planning Commission and/or County Council may or may not adopt such changes listed. The fees associated with this application will not be refunded or returned once the notice of this application is submitted to planning commission. I (We) understand the process of this requested change must first go through Planning Commission for a recommendation to the County Council. The process will then proceed to go through County Council. Knowing this process, I (We) understand the application will take the needed time to ensure all processes are properly met and either board may make further changes to the request, or possible denial in whole.

PROPERTY OWNER'S SIGNATURE — DATE: 6/24/40

APPLICANT'S SIGNATURE — DATE

AFFIDAVIT

PROPERTY OWNER'S AUTHORIZATION

I (we), Interstate I-80 LLC the owner(s) of the real property located as follows: the intersection of I-80 and Burmester Rd and further described in the attached application, do authorize the applicant(s) listed in this application permissions to represent me (us) regarding the attached application and to appear on my (our) behalf before any administrative or legislative body in the County considering this application and to act in all respects as our agent in matters pertaining to the attached application.

Interstate I-80 LLC

(Property owner) Manager

(Property owner)

(Property owner)

(Property owner)

Notary

STATE OF UTAH)

:ss

County of Tooele)

Dated this 24 day of June, 20 25, the property owners above personally appeared before me and acknowledged that he/she signed the above Notice and that the statements contained therein are true.

12/6/28
My Commission Expires

Notary Public

ADAM SAPERS
Notary Public - State of Utah
Comm. No. 740509
My Commission Expires on
Dec 6, 2028

ALTA COMMITMENT FOR TITLE INSURANCE
issued by
OLD REPUBLIC NATIONAL TITLE INSURANCE COMPANY

NOTICE

IMPORTANT – READ CAREFULLY: THIS COMMITMENT IS AN OFFER TO ISSUE ONE OR MORE TITLE INSURANCE POLICIES. ALL CLAIMS OR REMEDIES SOUGHT AGAINST THE COMPANY INVOLVING THE CONTENT OF THIS COMMITMENT OR THE POLICY MUST BE BASED SOLELY IN CONTRACT.

THIS COMMITMENT IS NOT AN ABSTRACT OF TITLE, REPORT OF THE CONDITION OF TITLE, LEGAL OPINION, OPINION OF TITLE, OR OTHER REPRESENTATION OF THE STATUS OF TITLE. THE PROCEDURES USED BY THE COMPANY TO DETERMINE INSURABILITY OF THE TITLE, INCLUDING ANY SEARCH AND EXAMINATION, ARE PROPRIETARY TO THE COMPANY, WERE PERFORMED SOLELY FOR THE BENEFIT OF THE COMPANY, AND CREATE NO EXTRACONTRACTUAL LIABILITY TO ANY PERSON, INCLUDING A PROPOSED INSURED.

THE COMPANY'S OBLIGATION UNDER THIS COMMITMENT IS TO ISSUE A POLICY TO A PROPOSED INSURED IDENTIFIED IN SCHEDULE A IN ACCORDANCE WITH THE TERMS AND PROVISIONS OF THIS COMMITMENT. THE COMPANY HAS NO LIABILITY OR OBLIGATION INVOLVING THE CONTENT OF THIS COMMITMENT TO ANY OTHER PERSON.

COMMITMENT TO ISSUE POLICY

Subject to the Notice; Schedule B, Part I – Requirements; Schedule B, Part II – Exceptions; and the Commitment Conditions, Old Republic National Title Insurance Company, a(n) Florida corporation (the "Company"), commits to issue the Policy according to the terms and provisions of this Commitment. This Commitment is effective as of the Commitment Date shown in Schedule A for each Policy described in Schedule A, only when the Company has entered in Schedule A both the specified dollar amount as the Proposed Amount of Insurance and the name of the Proposed Insured.

If all of the Schedule B, Part I – Requirements have not been met within 180 days after the Commitment Date, this Commitment terminates and the Company's liability and obligation end.

COMMITMENT CONDITIONS

1. DEFINITIONS

a. "Discriminatory Covenant": Any covenant, condition, restriction, or limitation that is unenforceable under applicable law because it illegally discriminates against a class of individuals based on personal characteristics such as race, color, religion, sex, sexual orientation, gender identity, familial status, disability, national origin, or other legally protected class.

b. "Knowledge" or "Known": Actual knowledge or actual notice, but not constructive notice imparted by the Public Records.

c. "Land": The land described in Item 5 of Schedule A and improvements located on that land that by State law constitute real property. The term "Land" does not include any property beyond that described in Schedule A, nor any right, title, interest, estate, or easement in any abutting street, road, avenue, alley, lane, right-of-way, body of water, or waterway, but does not modify or limit the extent that a right of access to and from the Land is to be insured by the Policy.

d. "Mortgage": A mortgage, deed of trust, trust deed, security deed, or other real property security instrument, including one evidenced by electronic means authorized by law.

e. "Policy": Each contract of title insurance, in a form adopted by the American Land Title Association, issued or to be issued by the Company pursuant to this Commitment.

f. "Proposed Amount of Insurance": Each dollar amount specified in Schedule A as the Proposed Amount of Insurance of each Policy to be issued pursuant to this Commitment.

g. "Proposed Insured": Each person identified in Schedule A as the Proposed Insured of each Policy to be issued pursuant to this Commitment.

h. "Public Records": The recording or filing system established under State statutes in effect at the Commitment Date under which a document must be recorded or filed to impart constructive notice of matters relating to the Title to a purchaser for value without Knowledge. The term "Public Records" does not include any other recording or filing

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system, including any pertaining to environmental remediation or protection, planning, permitting, zoning, licensing, building, health, public safety, or national security matters.

i. "State": The state or commonwealth of the United States within whose exterior boundaries the Land is located. The term "State" also includes the District of Columbia, the Commonwealth of Puerto Rico, the U.S. Virgin Islands, and Guam.

j. "Title": The estate or interest in the Land identified in Item 3 of Schedule A.

2. If all of the Schedule B, Part I – Requirements have not been met within the time period specified in the Commitment to Issue Policy, this Commitment terminates and the Company's liability and obligation end.

3. The Company's liability and obligation is limited by and this Commitment is not valid without:

a. the Notice;
b. the Commitment to Issue Policy;
c. the Commitment Conditions;
d. Schedule A;
e. Schedule B, Part I – Requirements;
f. Schedule B, Part II – Exceptions; and
g. a counter-signature by the Company or its issuing agent that may be in electronic form.

4. COMPANY'S RIGHT TO AMEND

The Company may amend this Commitment at any time. If the Company amends this Commitment to add a defect, lien, encumbrance, adverse claim, or other matter recorded in the Public Records prior to the Commitment Date, any liability of the Company is limited by Commitment Condition 5. The Company is not liable for any other amendment to this Commitment.

5. LIMITATIONS OF LIABILITY

a. The Company's liability under Commitment Condition 4 is limited to the Proposed Insured's actual expense incurred in the interval between the Company's delivery to the Proposed Insured of the Commitment and the delivery of the amended Commitment, resulting from the Proposed Insured's good faith reliance to:
   i. comply with the Schedule B, Part I – Requirements;
   ii. eliminate, with the Company's written consent, any Schedule B, Part II – Exceptions; or
   iii. acquire the Title or create the Mortgage covered by this Commitment.
b. The Company is not liable under Commitment Condition 5.a. if the Proposed Insured requested the amendment or had Knowledge of the matter and did not notify the Company about it in writing.
c. The Company is only liable under Commitment Condition 4 if the Proposed Insured would not have incurred the expense had the Commitment included the added matter when the Commitment was first delivered to the Proposed Insured.
d. The Company's liability does not exceed the lesser of the Proposed Insured's actual expense incurred in good faith and described in Commitment Condition 5.a. or the Proposed Amount of Insurance.
e. The Company is not liable for the content of the Transaction Identification Data, if any.
f. The Company is not obligated to issue the Policy referred to in this Commitment unless all of the Schedule B, Part I – Requirements have been met to the satisfaction of the Company.
g. The Company's liability is further limited by the terms and provisions of the Policy to be issued to the Proposed Insured.

6. LIABILITY OF THE COMPANY MUST BE BASED ON THIS COMMITMENT; CHOICE OF LAW AND CHOICE OF FORUM

a. Only a Proposed Insured identified in Schedule A, and no other person, may make a claim under this Commitment.
b. Any claim must be based in contract under the State law of the State where the Land is located and is restricted to the terms and provisions of this Commitment. Any litigation or other proceeding brought by the Proposed Insured against the Company must be filed only in a State or federal court having jurisdiction.

c. This Commitment, as last revised, is the exclusive and entire agreement between the parties with respect to the subject matter of this Commitment and supersedes all prior commitment negotiations, representations, and proposals of any kind, whether written or oral, express or implied, relating to the subject matter of this Commitment.
d. The deletion or modification of any Schedule B, Part II – Exception does not constitute an agreement or obligation to provide coverage beyond the terms and provisions of this Commitment or the Policy.

This page is only a part of a 2021 ALTA Commitment for Title Insurance issued by Old Republic National Title Insurance Company. This Commitment is not valid without the Notice; the Commitment to Issue Policy; the Commitment Conditions; Schedule A; Schedule B, Part I – Requirements; and Schedule B, Part II – Exceptions; and a counter-signature by the Company or its issuing agent that may be in electronic form.

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e. Any amendment or endorsement to this Commitment must be in writing and authenticated by a person authorized by the Company.
f. When the Policy is issued, all liability and obligation under this Commitment will end and the Company's only liability will be under the Policy.

7. IF THIS COMMITMENT IS ISSUED BY AN ISSUING AGENT
The issuing agent is the Company's agent only for the limited purpose of issuing title insurance commitments and policies. The issuing agent is not the Company's agent for closing, settlement, escrow, or any other purpose.

8. PRO-FORMA POLICY
The Company may provide, at the request of a Proposed Insured, a pro-forma policy illustrating the coverage that the Company may provide. A pro-forma policy neither reflects the status of Title at the time that the pro-forma policy is delivered to a Proposed Insured, nor is it a commitment to insure.

9. CLAIMS PROCEDURES
This Commitment incorporates by reference all Conditions for making a claim in the Policy to be issued to the Proposed Insured. Commitment Condition 9 does not modify the limitations of liability in Commitment Conditions 5 and 6.

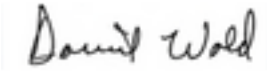
10. CLASS ACTION
ALL CLAIMS AND DISPUTES ARISING OUT OF OR RELATING TO THIS COMMITMENT, INCLUDING ANY SERVICE OR OTHER MATTER IN CONNECTION WITH ISSUING THIS COMMITMENT, ANY BREACH OF A COMMITMENT PROVISION, OR ANY OTHER CLAIM OR DISPUTE ARISING OUT OF OR RELATING TO THE TRANSACTION GIVING RISE TO THIS COMMITMENT, MUST BE BROUGHT IN AN INDIVIDUAL CAPACITY. NO PARTY MAY SERVE AS PLAINTIFF, CLASS MEMBER, OR PARTICIPANT IN ANY CLASS OR REPRESENTATIVE PROCEEDING. ANY POLICY ISSUED PURSUANT TO THIS COMMITMENT WILL CONTAIN A CLASS ACTION CONDITION.

11. ARBITRATION
The Policy contains an arbitration clause. All arbitrable matters when the Proposed Amount of Insurance is $2,000,000 or less may be arbitrated at the election of either the Company or the Proposed Insured as the exclusive remedy of the parties. A Proposed Insured may review a copy of the arbitration rules at http://www.alta.org/arbitration.

OLD REPUBLIC NATIONAL TITLE INSURANCE COMPANY
1408 North Westshore Blvd, Suite 900, Tampa, FL 33607



By:_____
President



By:_____
Secretary

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Transaction Identification Data, for which the Company assumes no liability as set forth in Commitment Condition 5.e.:
Issuing Agent: Eagle Gate Title Insurance Agency, Inc.
Issuing Office: 7135 South Highland Drive, Suite 204
Cottonwood Heights, UT 84121
Issuing Office's ALTA® Registry ID: 1122536
Loan ID Number:
Commitment Number: CH-105402-JB
Issuing Office File Number: CH-105402-JB
Property Address: No address assigned, Unincorporated, UT 84029
Revision Number: 2

SCHEDULE A

1. Commitment Date: April 23, 2025 at 8:00 AM

2. Policy to be issued:

(a) 2021 ALTA Owner's Policy

Proposed Insured:	**Interstate I-80, LLC, a Delaware Limited Liability Company**
Proposed Amount of Insurance:	**$4,695,000.00**
Policy Premium:	**$9,131.00**
The estate or interest to be insured:	**fee simple**

3. The estate or interest in the Land at the Commitment Date is:
fee simple

4. The Title is, at the Commitment Date, vested in**:**
Speedway ENT, LLC, a Delaware Limited Liability Company

5. The land is described as follows:
The land is described as set forth in Exhibit A attached hereto and made a part hereof.

EAGLE GATE TITLE INSURANCE AGENCY, INC.
7135 South Highland Drive, Suite 204, Cottonwood Heights, UT 84121
Telephone: (801) 901-3780

Countersigned by:

_____
Matthew T Pettey, License #194823
Eagle Gate Title Insurance Agency, Inc., License #380298

OLD REPUBLIC NATIONAL TITLE INSURANCE COMPANY
1408 North Westshore Blvd, Suite 900, Tampa, FL 33607

By:_____
President

By:_____
Secretary

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SCHEDULE B, PART I – Requirements

All of the following Requirements must be met:

1. The Proposed Insured must notify the Company in writing of any party not referred to in this Commitment who will obtain an interest in the Land or who will make a loan on the Land. The Company may then make additional Requirements and Exceptions.

2. Pay the agreed amount for the estate or interest to be insured

3. Pay the premiums, fees, and charges for the Policy to the Company

4. Documents satisfactory to the Company that convey the Title or create the Mortgage to be insured, or both, must be properly authorized, executed, delivered, and recorded in the Public Records

5. If the subject property will be changed in legal description or in use, or if a party to the transaction otherwise requests that roll-back taxes under the greenbelt applications shown in Schedule B2 are to be addressed and/or paid at closing, the party must make a request in writing to the Company before closing.

6. Provide to the Company a signed progress waiver and proof for payment for all claimants who have filed Preliminary Notices for the subject property on the Utah State Construction Registry. Such progress waivers must have a "paid through" date that is even with the date of recording of the instrument to be insured and be in a form that is satisfactory to the company

7. Provide to the company, or cause to be recorded, a Deed of Reconveyance to release the Trust Deed(s) referenced in Schedule B II.

8. Provide or cause to have filed a Termination of the UCC Financing Statement(s) shown in Schedule B II.

9. Provide a copy of the Articles of Incorporation, any Amendments, Operating Agreements, By-Laws or other pertinent directives for review. The company reserves the right, upon review of said items, to make additional requirements or exceptions to this commitment.

10. Record a Warranty Deed from Speedway ENT, LLC, a Delaware Limited Liability Company, vesting fee simple title to Interstate I-80, LLC, a Delaware Limited Liability Company.

11. Record Trust Deed or Mortgage to secure the loan to be insured.

12. Obtain Approval from the Title Underwriter for issue of a policy that exceeds agent's High-Policy Limit/High Liability Transaction Limit

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SCHEDULE B, PART II – Exceptions

Some historical land records contain Discriminatory Covenants that are illegal and unenforceable by law. This Commitment and the Policy treat any Discriminatory Covenant in a document referenced in Schedule B as if each Discriminatory Covenant is redacted, repudiated, removed, and not republished or recirculated. Only the remaining provisions of the document will be excepted from coverage.

The Policy will not insure against loss or damage resulting from the terms and conditions of any lease or easement identified in Schedule A, and will include the following Exceptions unless cleared to the satisfaction of the Company:

1. Rights or claims of parties in possession not shown by the public records

2. Easements, or claims of easements, not shown by the public record

3. Any lien or right to a lien, for services, labor, or material heretofore or hereafter furnished, imposed by law and not shown by the public records

4. (a) Unpatented mining claims; (b) reservations or exceptions in patents or in acts authorizing the issuance thereof; (c) Indian treaty or aboriginal rights including, but not limited to, easements or equitable servitudes; (d) water rights, claims to water or water rights, whether or not the matters excepted in (a), (b), (c), or (d) are shown by the public records.

5. Taxes or assessments which are not now payable or which are not shown as existing liens by the records of any taxing authority that levies taxes or assessment on real property or by the public records.

6. Any service, installation, connection, maintenance or construction charges for sewer, water, electricity, or garbage collection or disposal or other utilities unless shown as an existing lien by the public records.

7. Any defect, lien, encumbrance, adverse claim, or other matter that appears for the first time in the Public Records or is created, attaches, or is disclosed between the Commitment Date and the date on which all of the Schedule B, Part I Requirements are met.

8. Encroachments, gaps, overlaps, boundary line disputes, or other matters which would be disclosed by an accurate survey or inspection of the premises

   Note: Exceptions 1-8 above will be omitted from an ALTA Extended or Expanded Coverage Lenders Policy

9. Taxes or assessments which are not shown as existing liens by the records of any taxing authority that levies taxes or assessments on real property or by the public records

   Property taxes for the 2024 tax year are paid in full in the amount of $22.01. (County Tax Parcel Number 04-074-0-0003)

   Property taxes for the 2024 tax year are paid in full in the amount of $11.37. (County Tax Parcel Number 04-075-0-0002)

   Property taxes for the 2024 tax year are paid in full in the amount of $9.76. (County Tax Parcel Number 05-054-0-0011)

10. The subject property is located within the boundaries of Unincorporated City, and Tooele County and is subject to

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any charges and assessments levied thereunder.

11. Claim, right title or interest to water or water rights whether or not shown by the Public Records.

12. Leases, grants, exceptions or reservations of minerals or mineral rights appearing in the public records.

13. Subject to all existing roads, streets, alleys, ditches, reservoirs, utilities, canals, pipe lines, power telephone, sewer, gas or water lines, and right of way and easements thereof.

14. Rights-of-way for railroad, switch tracks, spur tracks, railway facilities and other related easements, if any, on and across the Land.

15. Any increase or decrease in the area of the land and any adverse claim to any portion of the land which has been created by or caused by accretion or reliction, whether natural or artificial; and the effect of gain or loss of area by accretion or reliction upon the marketability of the land, including but not limited to any rights, interests restrictions or reservations for wetlands or easement in favor of the United States, the State of Utah or the Public, which exists or are claimed to exist in and over the present and past bed, banks or waters of the canals, streams, rivers, lakes, reservoirs or tributaries that are located on or run along the boundaries of the subject property.

16. Grant of Right of Way, recorded August 25, 1917, as Entry No. 157587, in Book 3-K, at Page 501 .pdf), of Official Records.

17. Easement, recorded November 18, 1949, as Entry No. 226821 , in Book 4-D, at Page 251, of Official Records.

18. Easement, recorded August 17, 1970, as Entry No. 291127 .pdf), in Book 97, at Page 52, of Official Records.

19. A Right of Way Easement in favor of THE MOUNTAIN STATES TELEPHONE AND TELEGRAPH COMPANY, for the right to construct, operate, maintain and remove such communication and other facilities, upon, under, over and across the subject property, recorded January 4, 1982, Entry No. 349444 .pdf), Book 199 Page 498, official records of Tooele County, State of UT

20. Right of Way Easement, in favor of PacifiCorp, recorded April 24, 2001, as Entry No. 162426 .pdf), in Book 676, at Page 257, of Official Records.

21. Easement Deed by Court Order in Settlement of Landowner Action, recorded October 2, 2013, as Entry No. 390127 , of Official Records.

22. Easement Deed by Court Order in Settlement of Landowner Action, recorded October 9, 2013, as Entry No. 390449 , of Official Records.

23. Easement Deed by Court Order in Settlement of Landowner Action, recorded November 4, 2013, as Entry No. 391391 , of Official Records.

24. Easement Deed by Court Order in Settlement of Landowner Action, recorded November 25, 2013, as Entry No. 392161 , of Official Records.

25. Certificate of Reorganization of the North Tooele Fire Protection Service District, recorded August 5, 2014, as Entry No. 401705 , of Official Records.

26. Resolution 2013-18, recorded August 5, 2014, as Entry No. 401706 , of Official Records.

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27. Resolution 2014-01 Amended, recorded August 5, 2014, as Entry No. 401707 , of Official Records.

28. Resolution 2014-01, recorded August 5, 2014, as Entry No. 401708 , of Official Records.

29. Items filed in the Utah State Construction Registry .pdf) that encumber the subject property or may reserve priority of a future lien that may encumber the subject property .

30. Approval of Exchange recorded April 2, 2025 as Entry No. 616581 in the Office of the Tooele County Recorder.

31. A Deed of Trust dated May 1, 2025, executed by Speedway ENT, LLC, as Trustor in the amount of $500,000.00 in favor of Meridian Title Company as Trustee and Clearwing, LC as Beneficiary, recorded May 5, 2025, as Entry No. 618032, official records of Tooele County, State of UT

    NOTE: THIS PRELIMINARY TITLE REPORT OR TITLE COMMITMENT MAY NOT BE ISSUED AND IS NOT VALID WITHOUT "HIGH LIABILITY AUTHORIZATION" AS DEFINED BY THE HOME OFFICE OF THE TITLE INSURANCE UNDERWRITER.

    NOTE:
    The following have been checked for outstanding judgment liens and bankruptcy:

    Interstate I-80, LLC, a Delaware Limited Liability Company
    Speedway ENT, LLC, a Delaware Limited Liability Company

    There were none found.

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EXHIBIT "A"

The Land referred to herein below is situated in the County of Tooele, State of Utah and is described as follows:

PARCEL 1: (04-074-0-0003)

Township 1 South, Range 5 West:

Tract commencing at the West quarter corner of Section 31 and running thence North along said Section line, 1,100 feet; thence South 74°24' East 2,559 feet to center line of said Section; thence South 396 feet to center of said Section; thence West 2,465 feet to the point of beginning, including such portions of Blocks 7, 17, 18, 34, 35 and 36 of Burmester Townsite as may be included in the above described tract of land.

Together with:
The South half of Section 31, excepting the following described tract: Commencing at the center of Section 31 and running thence East 2,640 feet to the East quarter corner of said Section; thence South 825 feet; thence North 76°46' West, 2,712 feet to the center line of said Section; thence North 198 feet to the point of beginning.

Together with:
Tract beginning at the Northwest corner of Section 31, thence South along the West line of said Section 1,230 feet; thence North 75°48' East 1,068 feet; thence North 57°35' East 400 feet; thence North 34°15' East 560.3 feet to the South right of way line of Western Pacific Railroad; thence North 68°17' West along said right of way line 786 feet to point on the North Section line of said Section 31; thence West along said Section line 958.2 feet, to the Northwest corner of said Section 31, the place of beginning. Also such portions of Blocks 37, 38, 39, 49, 50 and 56 of Burmester Townsite as may be included in the above described tract of land.

LESS AND EXCEPTING any portion lying within the boundaries of the Interstate 80 Freeway.

PARCEL 2: (04-075-0-0002 and part of 05-054-0-0011)

Township 1 South, Range 5 West:

Tract beginning at the South quarter corner of Section 32 and running thence North 880 feet, more or less, to a point where the North-South center line of said Section intersects the right of way of the Grants- Tooele Branch Line of the Western Pacific Railroad Company; thence South 23°36' East, along said right of way, to a point where said right of way intersects the South line of said Section 32; thence West 477.5 feet, more or less, to the place of beginning.

Together with:
Tract commencing at the Southwest corner of Section 32 and running thence East 2,643 feet to the South quarter corner of said Section; thence North 880 feet; thence North 23°36' West 1,645.5 feet; thence on a 4° curve to the left, 300 feet; thence West 1,840 feet to the West quarter comer of said Section; thence South 2,642 feet to the point of beginning.

Together with:
A parcel of land, being all of Lot 1 and a portion of Lot 2 of Section 5, Township 2 South, Range 5 West, Salt Lake Base and Meridian, and a portion of the Southeast Quarter of Section 32, Township 1 South, Range 5 West, Salt Lake Base and Meridian, said parcel also being located in Tooele County, Utah, more particularly described as follows:

Beginning at the Northeast Corner of Lot 1 and running thence: South 00°25'52" East 1324.39 feet along the East line of said Lot 1 to the Southeast Corner of Lot 1 thence South 89°44'44" West 1510.53 feet along the South Line of Lots 1 and 2 to a point on the easterly right-of- way line of the Grants-Tooele Branch Line of the Western Pacific Railroad Company; thence North 23°09'58" West 2923.94 feet along said easterly right-of-way line to a point where it intersects with the

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North-South Quarter Section Line of said Section 32 and a found Dominion Rebar and Cap; thence North 00°03'59" East 867.50 feet along said Quarter Section Line; thence East 795.47 feet to a point on the southerly right-of-way line of the Main Line of the Western Pacific Railroad Company; thence South 68°21'23" East 1994.71 feet along said southerly line to a point on the East Line of said Section 32; thence South 00°00'38" East 1488.90 feet along said East Line to the Point of Beginning.

LESS AND EXCEPTING THE FOLLOWING TRACTS OF LAND:
Parcel No. 80-2:11:A
A parcel of land consisting of four tracts in fee for a freeway known as Project No. 80-2, being part of an entire tract of property in the Southwest quarter and South half of the Southeast quarter of Section 25 and the North half of the Northeast quarter of Section 36, Township 1 South, Range 6 West, Lot 1 of Section 31, the Southwest quarter, the Northwest quarter of the Southeast quarter, and the South half of the Southwest quarter of Section 32, Township 1 South, Range 5 West, and Lot 3 of Section 5, Township 2 South, Range 5 West, Salt Lake Base and Meridian, The boundaries of said four tracts of land are described as follows:

Beginning on the West line of said Section 25 at a point 105.0 feet radially distant Southwesterly from the center line of the East bound lane of said project, which point is approximately 579 feet North from the Southwest corner of the Northwest quarter of the Southwest quarter of said Section 25; thence Southeasterly 870 feet, more or less, along the arc of an 11,354.16 foot radius curve to the right to a point perpendicularly opposite Southwesterly from said center line at Engineer Station 4544-98.21 back which equals Engineer Station 4544+98.32 ahead (Note: Tangent to said curve at the point of beginning bears approximately South 66°54' East); thence South 62°34'18" East 5702 feet, more or less, to a Southeasterly boundary line of said entire tract; thence North 75°48' East 438.1 feet to a Southeasterly corner of said entire tract; thence North 57°35' East 134.8 feet to a point 305.0 feet perpendicularly distant Northeasterly from said center line; thence North 62°34'18" West 6102 feet, more or less, to a point perpendicularly opposite from said center line at Engineer Station 4544+98.32 back which equals Engineer Station 4544+98.21 ahead; thence North 62°34'18" West 24.69 feet to a point of tangency with an 11,564.16 foot radius curve to the left; thence Northwesterly 1041 feet, more or less, along the arc of said curve to said West line of Section 25; thence South 432 feet, more or less, to the point of beginning.

ALSO Beginning on the West line of said Section 32 at a point 50.0 feet radially distant Northeasterly from the center line of Frontage Road No. 4 of said project, which point is 145.39 feet South from the West Quarter corner of said Section 32; thence Southeasterly 163.3 feet along the arc of an 8036.54 foot radius curve to the left to a point perpendicularly opposite Northeasterly from said center line at Engineer station 51+54.43 (Note: Tangent to said curve at the point of beginning bears approximately South 9°56'55" East); thence South 71°05'33" East 282.39 feet to a point of tangency with a 630.51 foot radius curve to the left; thence Easterly 515.56 feet along the arc of said curve; thence North 62°03'29" East 56.34 feet to a point of tangency with a 760.95 foot radius curve to the right; thence Easterly and Southeasterly 839.91 feet along the arc of said curve; thence South 54°42'06" East 47 feet, more or less, 0 a point on the existing Southwesterly right of way line of the Western Pacific Railroad (Grants-Tooele ranch Line); thence Southeasterly 1431 feet, more or less, along said Southwesterly right of way line of aid railroad to a point 175.0 feet perpendicularly distant Southerly from the center line of the East bound lane of said project; thence North 75°24'33" West 1344.07 feet to a point of tangency with an 11,634.16 foot radius curve to the right; thence Westerly 358,67 feet along the arc of said curve; thence Southerly and Southeasterly 283.34 feet along the arc of a 167.00 foot radius curve to a point 75.0 feet perpendicularly distant Northeasterly from the center line of Ramp G of said project at Engineer Station 7+00.10 (Note: Tangent to said curve at the point of beginning bears South 59°00'22" West); thence South 38°12'15" East 1462.49 feet; thence South 51°47'45" West 150.0 feet; thence North 38°12'15" East 1943.10 feet to a point of tangency with a 1016.35 foot radius curve to the left; thence Northwesterly 90.40 feet along the arc of said curve; thence North 65°51'00" West 55.70 feet to the West line of said Section 32; thence North 582.33 feet to the point of beginning.

ALSO beginning at a point 75.0 feet perpendicularly distant Northwesterly from the center line of the Burmester Cross Road at Engineer Station 332+38.85, said point being approximately 1635 feet East and 70 feet North from the Southwest

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corner of said Section 32; thence North 51°47’45” East 893.50 feet to a point of tangency with a 497.96 foot radius curve to the left; thence Northeasterly and Northerly 560 feet, more or less, along the arc of said curve to a point 175.0 feet perpendicularly distant Southwesterly from the center line of East bound lane of said project; thence South 75°24’33” East 25 feet, more or less, to the Southwesterly right of way line of the Western Pacific Railroad (Warren Spur); thence Southeasterly 295.9 feet along said Southwesterly railroad right of way line to a point 75.0 feet radially distant Easterly from the center line of said Burmester Cross Road at Engineer Station 345+05/75; thence Southwesterly 422.28 feet along the arc of a 647.96 foot radius curve to the right to a point opposite Engineer Station 341_32.35 of said Burmester Cross Road (Note: Tangent to said curve at the point of beginning bears South 14°27’20” West); thence South 51°47’45” West 893.50 feet; thence North 38°12’15” West 150.0 feet to the point of beginning.

ALSO beginning on the East line of said Section 32 at a point 105.0 feet perpendicularly distant Southerly from the center line of the East bound lane of said project, which point is 451.6 feet North from the Southeast corner of said Section 32; thence North 75°24'33" West 1170.9 feet to a point perpendicularly opposite Southerly from said center line at Engineer Station 4695+00; thence Westerly 1002.4 feet along a straight line to a point 175.0 feet perpendicularly distant Southerly from said center line at Engineer Station 4685+00; thence North 75°24'33" West 400 feet, more or less, to a point on the existing Northeasterly right of way line of the Western Pacific Railroad (Grants-Tooele Branch Line); thence Northwesterly and Northerly 639 feet, more or less, along said Northeasterly right of way line to a point 375.0 feet perpendicularly distant Northerly from said center line; thence South 75°24'33" East 690 feet, more or less, to a point perpendicularly opposite Northerly from said center line at Engineer Station 4685+00; thence Easterly 1002.4 feet along a straight line to a point 305.0 feet perpendicularly distant Northerly from said center line at Engineer Station 4695+00; thence South 75°24'33" East 1063.6 feet to said East line of Section 32; thence South 423.8 feet to the point of beginning.

ALSO LESS AND EXCEPTING a parcel of land for a connection road incident to the construction of a freeway known as Project No. 80-2, being part of an entire tract of property, in the Southeast quarter of the Southwest quarter of Section 32, Township 1 South, Range 5 West, and in Lot 3 and Lot 4 of Section 5, Township 2 South, Range 5 West, Salt Lake Base and Meridian. The boundaries of said parcel of land are described as follows:

Beginning at the Southwest corner of said Lot 4; thence North 108 feet, more or less, along the West line of said Lot 4 to a point 75.0 feet perpendicularly distant Northwesterly from the center line of said connection road; thence North 51°47'45" East 2075 feet, more or less, to a point 75.0 feet perpendicularly distant Northwesterly from said center line at Engineer Station 332+38.85; thence South 38°12'15" East 150.0 feet; thence South 51°47'45" West 2058 feet, more or less, to the South line of said Lot 4; thence West 105 feet, more or less, along said South line to the point of beginning as shown on the official map of said project on file in the office of the State Road Commission of Utah.

ALSO LESS AND EXCEPTING any portion lying within the boundaries of the Western Pacific Railroad lines and spurs.

PARCEL 3: (Part of 05-054-0-0011)

A parcel of land, being all of Lots 3 and 4, and a portion of Lot 2, Section 5, Township 2 South, Range 5 West, Salt Lake Base and Meridian, said parcel also located in Tooele County, Utah, more particularly described as follows:

Beginning at the Northwest Corner of said Lot 4 and running thence: North 89°44'35" East 2646.76 feet along the North Line of said Lots 4 and 3 to the Northwest Corner of said Lot 2; thence North 89°42'52" East 586.63 feet along the North line of said Lot 2 to a point where it intersects with the easterly right-of-way line of the Grants-Tooele Branch Line of the Western Pacific Railroad Company; thence South 23°10'09" East 1436.64 feet along said easterly line to a point it intersects with the South Line of said Lot 2; thence South 89°44'44" West 1139.20 feet along said South Line to the Southwest Corner of said Lot 2; thence South 89°45'43" West 2646.91 feet along the South line of said Lots 3 and 4 to the Southwest Corner of said Lot 4; thence North 00°32'33" West 1322.09 feet along the West line of said Lot 4 to the Point of Beginning.

LESS AND EXCEPTING the following described tract of land:

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A parcel of land for a connection road incident to the construction of a freeway known as Project No. 80- 2, being part of an entire tract of property, in the Southeast quarter of the Southwest quarter of Section 32, Township 1 South, Range 5 West, and in Lot 3 and Lot 4 of Section 5, Township 2 South, Range 5 West, Salt Lake Base and Meridian. The boundaries of said parcel of land are described as follows:

Beginning at the Southwest corner of said Lot 4; thence North 108 feet, more or less, along the West line of said Lot 4 to a point 75.0 feet perpendicularly distant Northwesterly from the center line of said connection road; thence North 51°47'45" East 2075 feet, more or less, to a point 75.0 feet perpendicularly distant Northwesterly from said center line at Engineer Station 332+38.85; thence South 38°12'15" East 150.0 feet; thence South 51°47'45" West 2058 feet, more or less, to the South line of said Lot 4; thence West 105 feet, more or less, along said South line to the point of beginning as shown on the official map of said project on file in the office of the State Road Commission of Utah.

Also less and excepting any and all portions lying within the Western Pacific Railroad Lines and Spurs.

Also less and excepting any portion lying within the boundaries of Burmester Road.

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CHAIN OF TITLE

The only conveyances affecting said land, which recorded within twenty-four (24) months of the date of this report, are as follows:

Property: No address assigned, Unincorporated, UT 84029

Morton Salt Inc. to Morton Salt, Inc. by quit claim deed dated 03/26/2025 and recorded on 04/02/2025 in Book n/a at Page n/a as Instrument Number 616582 in the Official Records of the Tooele County Recorder.

Morton Salt, Inc. to Speedway ENT, LLC, a Delaware Limited Liability Company by warranty deed dated 05/01/2025 and recorded on 05/05/2025 in Book n/a at Page n/a as Instrument Number 618044 in the Official Records of the Tooele County Recorder.

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Recording requested by:
Eagle Gate Title Insurance Agency, Inc.

Mail Tax Notice To:
Interstate I-80, LLC
8371 South State Street
Suite 202
Sandy, UT 84070

File Number: CH-105402-JB
Parcel ID:
04-074-0-0003, 04-075-0-0002, & 05-054-0-0011

Entry #: 618293
05/08/2025 03:47 PM WARRANTY DEED
Page: 1 of 8
FEE: $40.00 BY: EAGLE GATE TITLE INSURANCE AGENCY, IN
Jerry Houghton, Tooele County, Recorder

Warranty Deed

SPEEDWAY ENT, LLC, A DELAWARE LIMITED LIABILITY COMPANY,

Grantor, hereby CONVEY(S) IN WARRANTY to

Interstate I-80, LLC, a Delaware Limited Liability Company,

Grantee, for the sum of TEN AND NO/DOLLARS and other good and valuable consideration, the following tract of land in Tooele County, State of Utah, to-wit

PARCEL 1: (04-074-0-0003)

Township 1 South, Range 5 West:

Tract commencing at the West quarter corner of Section 31 and running thence North along said Section line, 1,100 feet; thence South 74°24' East 2,559 feet to center line of said Section; thence South 396 feet to center of said Section; thence West 2,465 feet to the point of beginning, including such portions of Blocks 7, 17, 18, 34, 35 and 36 of Burmester Townsite as may be included in the above described tract of land.

Together with:
The South half of Section 31, excepting the following described tract: Commencing at the center of Section 31 and running thence East 2,640 feet to the East quarter corner of said Section; thence South 825 feet; thence North 76°46' West, 2,712 feet to the center line of said Section; thence North 198 feet to the point of beginning.

Together with:
Tract beginning at the Northwest corner of Section 31, thence South along the West line of said Section 1,230 feet; thence North 75°48' East 1,068 feet; thence North 57°35' East 400 feet; thence North 34°15' East 560.3 feet to the South right of way line of Western Pacific Railroad; thence North 68°17' West along said right of way line 786 feet to point on the North Section line of said Section 31; thence West along said Section line 958.2 feet, to the Northwest corner of said Section 31, the place of beginning. Also such portions of Blocks 37, 38, 39, 49, 50 and 56 of Burmester Townsite as may be included in the above described tract of land.

LESS AND EXCEPTING any portion lying within the boundaries of the Interstate 80 Freeway.

PARCEL 2: (04-075-0-0002 and part of 05-054-0-0011)

Township 1 South, Range 5 West:

Tract beginning at the South quarter corner of Section 32 and running thence North 880 feet, more or less, to a point where the North-South center line of said Section intersects the right of way of the Grants- Tooele Branch Line of the Western Pacific Railroad Company; thence South 23°36' East, along said right of way, to a point where said right of way intersects the South line of said Section 32; thence West 477.5 feet, more or less, to the place of beginning.

Together with:
Tract commencing at the Southwest corner of Section 32 and running thence East 2,643 feet to the South quarter corner of said Section; thence North 880 feet; thence North 23°36' West 1,645.5 feet; thence on a 4° curve to the left, 300 feet; thence West 1,840 feet to the West quarter comer of said Section; thence South 2,642 feet to the point of beginning.

Together with:
A parcel of land, being all of Lot 1 and a portion of Lot 2 of Section 5, Township 2 South, Range 5 West, Salt Lake Base and Meridian, and a portion of the Southeast Quarter of Section 32, Township 1 South, Range 5 West, Salt Lake Base and Meridian, said parcel also being located in Tooele County, Utah, more particularly described as follows:

Beginning at the Northeast Corner of Lot 1 and running thence: South 00°25'52" East 1324.39 feet along the East line of said Lot 1 to the Southeast Corner of Lot 1 thence South 89°44'44" West 1510.53 feet along the South Line of Lots 1 and 2 to a point on the easterly right-of- way line of the Grants-Tooele Branch Line of the Western Pacific Railroad Company; thence North 23°09'58" West 2923.94 feet along said easterly right-of-way line to a point where it intersects with the North-South Quarter Section Line of said Section 32 and a found Dominion Rebar and Cap; thence North 00°03'59" East 867.50 feet along said Quarter Section Line; thence East 795.47 feet to a point on the southerly right-of-way line of the Main Line of the Western Pacific Railroad Company; thence South 68°21'23" East 1994.71 feet along said southerly line to a point on the East Line of said Section 32; thence South 00°00'38" East 1488.90 feet along said East Line to the Point of Beginning.

LESS AND EXCEPTING THE FOLLOWING TRACTS OF LAND:
Parcel No. 80-2:11:A
A parcel of land consisting of four tracts in fee for a freeway known as Project No. 80-2, being part of an entire tract of property in the Southwest quarter and South half of the Southeast quarter of Section 25 and the North half of the Northeast quarter of Section 36, Township 1 South, Range 6 West, Lot 1 of Section 31, the Southwest quarter, the Northwest quarter of the Southeast quarter, and the South half of the Southwest quarter of Section 32, Township 1 South, Range 5 West, and Lot 3 of Section 5, Township 2 South, Range 5 West, Salt Lake Base and Meridian, The boundaries of said four tracts of land are described as follows:

Beginning on the West line of said Section 25 at a point 105.0 feet radially distant Southwesterly from the center line of the East bound lane of said project, which point is approximately 579 feet North from the Southwest corner of the Northwest quarter of the Southwest quarter of said Section 25; thence Southeasterly 870 feet, more or less, along the arc of an 11,354.16 foot radius curve to the right to a point perpendicularly opposite Southwesterly from said center line at Engineer Station 4544-98.21 back which equals Engineer Station 4544+98.32 ahead (Note: Tangent to said curve at the point of beginning bears approximately South 66°54' East); thence South 62°34'18" East 5702 feet, more or less, to a Southeasterly boundary line of said entire tract; thence North 75°48' East 438.1 feet to a Southeasterly corner of said entire tract; thence North 57°35' East 134.8 feet to a point

305.0 feet perpendicularly distant Northeasterly from said center line; thence North 62°34'18" West 6102 feet, more or less, to a point perpendicularly opposite from said center line at Engineer Station 4544+98.32 back which equals Engineer Station 4544+98.21 ahead; thence North 62°34'18" West 24.69 feet to a point of tangency with an 11,564.16 foot radius curve to the left; thence Northwesterly 1041 feet, more or less, along the arc of said curve to said West line of Section 25; thence South 432 feet, more or less, to the point of beginning.

ALSO Beginning on the West line of said Section 32 at a point 50.0 feet radially distant Northeasterly from the center line of Frontage Road No. 4 of said project, which point is 145.39 feet South from the West Quarter corner of said Section 32; thence Southeasterly 163.3 feet along the arc of an 8036.54 foot radius curve to the left to a point perpendicularly opposite Northeasterly from said center line at Engineer station 51+54.43 (Note: Tangent to said curve at the point of beginning bears approximately South 9°56'55" East); thence South 71°05'33" East 282.39 feet to a point of tangency with a 630.51 foot radius curve to the left; thence Easterly 515.56 feet along the arc of said curve; thence North 62°03'29" East 56.34 feet to a point of tangency with a 760.95 foot radius curve to the right; thence Easterly and Southeasterly 839.91 feet along the arc of said curve; thence South 54°42'06" East 47 feet, more or less, 0 a point on the existing Southwesterly right of way line of the Western Pacific Railroad (Grants-Tooele ranch Line); thence Southeasterly 1431 feet, more or less, along said Southwesterly right of way line of aid railroad to a point 175.0 feet perpendicularly distant Southerly from the center line of the East bound lane of said project; thence North 75°24'33" West 1344.07 feet to a point of tangency with an 11,634.16 foot radius curve to the right; thence Westerly 358,67 feet along the arc of said curve; thence Southerly and Southeasterly 283.34 feet along the arc of a 167.00 foot radius curve to a point 75.0 feet perpendicularly distant Northeasterly from the center line of Ramp G of said project at Engineer Station 7+00.10 (Note: Tangent to said curve at the point of beginning bears South 59°00'22" West); thence South 38°12'15" East 1462.49 feet; thence South 51°47'45" West 150.0 feet; thence North 38°12'15" East 1943.10 feet to a point of tangency with a 1016.35 foot radius curve to the left; thence Northwesterly 90.40 feet along the arc of said curve; thence North 65°51'00" West 55.70 feet to the West line of said Section 32; thence North 582.33 feet to the point of beginning.

ALSO beginning at a point 75.0 feet perpendicularly distant Northwesterly from the center line of the Burmester Cross Road at Engineer Station 332+38.85, said point being approximately 1635 feet East and 70 feet North from the Southwest corner of said Section 32; thence North 51°47'45" East 893.50 feet to a point of tangency with a 497.96 foot radius curve to the left; thence Northeasterly and Northerly 560 feet, more or less, along the arc of said curve to a point 175.0 feet perpendicularly distant Southwesterly from the center line of East bound lane of said project; thence South 75°24'33" East 25 feet, more or less, to the Southwesterly right of way line of the Western Pacific Railroad (Warren Spur); thence Southeasterly 295.9 feet along said Southwesterly railroad right of way line to a point 75.0 feet radially distant Easterly from the center line of said Burmester Cross Road at Engineer Station 345+05/75; thence Southwesterly 422.28 feet along the arc of a 647.96 foot radius curve to the right to a point opposite Engineer Station 341_32.35 of said Burmester Cross Road (Note: Tangent to said curve at the point of beginning bears South 14°27'20" West); thence South 51°47'45" West 893.50 feet; thence North 38°12'15" West 150.0 feet to the point of beginning.

ALSO beginning on the East line of said Section 32 at a point 105.0 feet perpendicularly distant Southerly from the center line of the East bound lane of said project, which point is 451.6 feet North from the Southeast corner of said Section 32; thence North 75°24'33" West 1170.9 feet to a point perpendicularly opposite Southerly from said center line at Engineer Station 4695+00; thence Westerly 1002.4 feet along a straight line to a point 175.0 feet perpendicularly distant Southerly from said center line at Engineer Station 4685+00; thence North 75°24'33" West 400 feet, more or less, to a point on the existing Northeasterly right of way line of the Western Pacific Railroad (Grants-Tooele Branch Line); thence Northwesterly and Northerly 639 feet, more or less, along said Northeasterly right of way line to a point 375.0 feet perpendicularly distant Northerly from said center line; thence South 75°24'33" East 690 feet, more or less, to a point perpendicularly opposite Northerly from said center line at Engineer Station 4685+00; thence Easterly 1002.4 feet along a straight line to a point 305.0 feet perpendicularly distant Northerly from said center line at Engineer Station 4695+00; thence South 75°24'33" East 1063.6 feet to said East line of Section 32; thence South 423.8 feet to the point of beginning.

ALSO LESS AND EXCEPTING a parcel of land for a connection road incident to the construction of a freeway known as Project No. 80-2, being part of an entire tract of property, in the Southeast quarter of the Southwest quarter of Section 32, Township 1 South, Range 5 West, and in Lot 3 and Lot 4 of Section 5, Township 2 South, Range 5 West, Salt Lake Base and Meridian. The boundaries of said parcel of land are described as follows:

Beginning at the Southwest corner of said Lot 4; thence North 108 feet, more or less, along the West line of said Lot 4 to a point 75.0 feet perpendicularly distant Northwesterly from the center line of said connection road; thence North 51°47'45" East 2075 feet, more or less, to a point 75.0 feet perpendicularly distant Northwesterly from said center line at Engineer Station 332+38.85; thence South 38°12'15" East 150.0 feet; thence South 51°47'45" West 2058 feet, more or less, to the South line of said Lot 4; thence West 105 feet, more or less, along said South line to the point of beginning as shown on the official map of said project on file in the office of the State Road Commission of Utah.

ALSO LESS AND EXCEPTING any portion lying within the boundaries of the Western Pacific Railroad lines and spurs.

PARCEL 3: (Part of 05-054-0-0011)

A parcel of land, being all of Lots 3 and 4, and a portion of Lot 2, Section 5, Township 2 South, Range 5 West, Salt Lake Base and Meridian, said parcel also located in Tooele County, Utah, more particularly described as follows:

Beginning at the Northwest Corner of said Lot 4 and running thence: North 89°44'35" East 2646.76 feet along the North Line of said Lots 4 and 3 to the Northwest Corner of said Lot 2; thence North 89°42'52" East 586.63 feet along the North line of said Lot 2 to a point where it intersects with the easterly right-of-way line of the Grants-Tooele Branch Line of the Western Pacific Railroad Company; thence South 23°10'09" East 1436.64 feet along said easterly line to a point it intersects with the South Line of said Lot 2; thence South 89°44'44" West 1139.20 feet along said South Line to the Southwest Corner of said Lot 2; thence South 89°45'43" West 2646.91 feet along the South line of said Lots 3 and 4 to the Southwest Corner of said Lot 4; thence North 00°32'33" West 1322.09 feet along the West line of said Lot 4 to the Point of Beginning.

LESS AND EXCEPTING the following described tract of land:
A parcel of land for a connection road incident to the construction of a freeway known as Project No. 80- 2, being part of an entire tract of property, in the Southeast quarter of the Southwest quarter of Section 32, Township 1 South, Range 5 West, and in Lot 3 and Lot 4 of Section 5, Township 2 South, Range 5 West, Salt Lake Base and Meridian. The boundaries of said parcel of land are described as follows:

Beginning at the Southwest corner of said Lot 4; thence North 108 feet, more or less, along the West line of said Lot 4 to a point 75.0 feet perpendicularly distant Northwesterly from the center line of said connection road; thence North 51°47'45" East 2075 feet, more or less, to a point 75.0 feet perpendicularly distant Northwesterly from said center line at Engineer Station 332+38.85; thence South 38°12'15" East 150.0 feet; thence South 51°47'45" West 2058 feet, more or less, to the South line of said Lot 4; thence West 105 feet, more or less, along said South line to the point of beginning as shown on the official map of said project on file in the office of the State Road Commission of Utah.

Also less and excepting any and all portions lying within the Western Pacific Railroad Lines and Spurs.

Also less and excepting any portion lying within the boundaries of Burmester Road.

APN(s): 04-074-0-0003 & 04-075-0-0002 & 05-054-0-0011

Subject to easements, restrictions and rights of way appearing of record and enforceable in law and subject to 2025 taxes and thereafter.

WITNESS, the hand of said grantor, this 8 day of MAY, 2025

Speedway ENT, LLC, a Delaware Limited Liability Company
MRP 1 LLC, it's Manager

By: _____
Matt Smock, Manager

STATE OF UTAH
COUNTY OF SALT LAKE

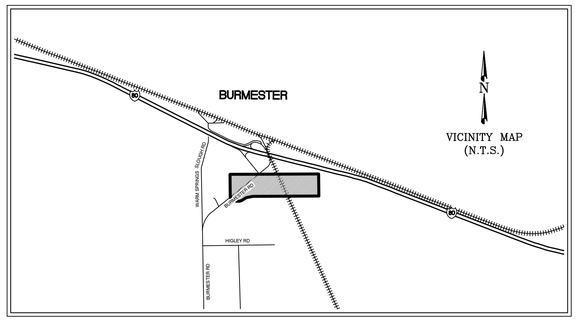
On this 8th day of May, 2025, personally appeared Matt Smock, Manager of MRP 1 LLC, which is Manager of Speedway ENT, LLC, whose identity is personally known to me or proved on the basis of satisfactory evidence and who by me duly sworn or affirm, did say he is Manager of Speedway ENT, LLC and said document was signed by him on behalf of said Limited Liability Company by Authority of its Bylaws or Resolution of its Board of Directors, and said Manager acknowledged to me said Limited Liability Company executed the same.

Witness my hand and official seal.

_____
Notary Public

JENNIFER BOWEN
NOTARY PUBLIC - STATE OF UTAH
My Commission Expires August 11, 2026
COMMISSION NUMBER 726217

BOUNDARY & TOPOGRAPHIC SURVEY
GRANTSVILLE – MORTON
LOCATED IN THE NORTH HALF OF SECTION 5, TOWNSHIP 2 SOUTH, RANGE 5 WEST, SALT LAKE BASE AND MERIDIAN BURMESTER, TOOELE COUNTY, UTAH



Benchmark Info

The Benchmark for the project is the Northwest Corner of Section 5, T.2S. R.5W., SLB&M
Elevation= 4222.98'
Datum is NAVD 88 derived from UTAH TURN GPS System

Legal Description from Title Commitment

PARCEL 3: (05-054-0-0011)

Township 2 South, Range 5 West:

Section 5; Lots 1, 2, 3 and 4

LESS AND EXCEPTING the following described tract of land:

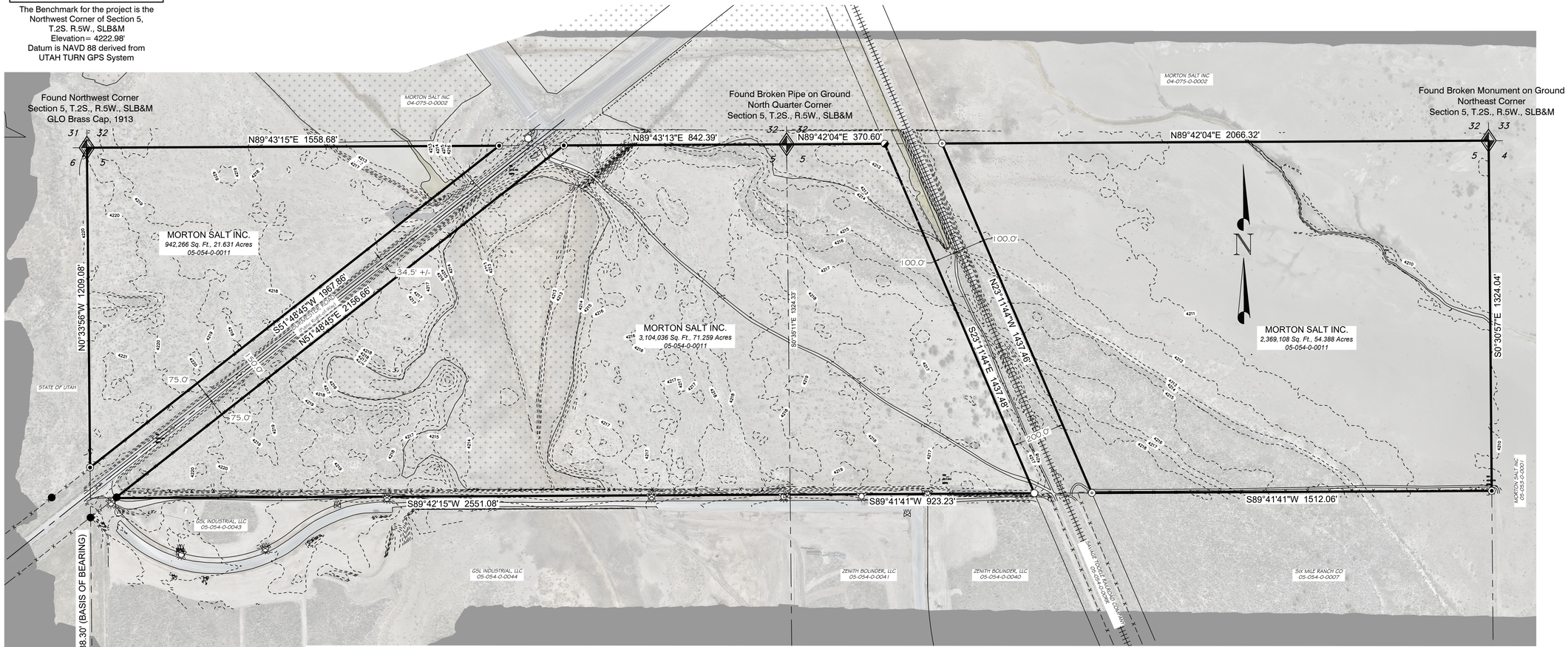
A parcel of land for a connection road incident to the construction of a freeway known as Project No. 80-2, being part of an entire tract of property, in the Southeast quarter of the Southwest quarter of Section 32, Township 1 South, Range 5 West, and in Lot 3 and Lot 4 of Section 5, Township 2 South, Range 5 West, Salt Lake Base and Meridian. The boundaries of said parcel of land are described as follows:

Beginning at the Southwest corner of said Lot 4; thence North 108 feet, more or less, along the West line of said Lot 4 to a point 75.0 feet perpendicularly distant Northwesterly from the center line of said connection road; thence North 51°47'45" East 2075 feet, more or less, to a point 75.0 feet perpendicularly distant Northwesterly from said center line at Engineer Station 332+38.85; thence South 38°12'15" East 150.0 feet; thence South 51°47'45" West 2058 feet, more or less, to the South line of said Lot 4; thence West 105 feet, more or less, along said South line to the point of beginning as shown on the official map of said project on file in the office of the State Road Commission of Utah.

Also less and excepting any and all portions lying within the Western Pacific Railroad Lines and Spurs.

Also less and excepting any portion lying within the boundaries of Burmester Road.

The above described entire tract of land contains 6,415,410 sq. ft. in area or 147.278 acres, more or less.



Legend of Symbols & Abbreviations

- Boundary Line
- Section Line
- Road Center Line
- Adjacent Parcel
- Railroad Tracks
- Right-of-Way Line
- Existing Wire Fence
- Existing Asphalt
- Existing Overhead Power (OHP)
- Wetland Area

- Set yellow rebar/cap stamped "CIR"
- Found rebar/cap stamped "Dominion" (Held)
- Found rebar/cap stamped "Ridgeline" (Held)
- Found rebar/cap stamped "Ensign" (Held)
- Found rebar (Held)
- Overhead Light
- Sign (as labeled)
- Water Valve
- Fire Hydrant
- Sewer Manhole
- Water Manhole
- Power and Telephone Pole

Survey Narrative

This survey was requested by Speedway Enterprises, LLC for the purpose of re-establishing the boundary of that entire tract located in the North Half of Section 5, Township 2 South, Range 5 West, Salt Lake Base and Meridian.

This surveyor relied heavily on that Record of Survey filed as 2024-0105 in the Office of the Tooele County Recorder prepared by Dominion Engineering Associates, L.C. and certified by James Dale Pitkin, PLS.

The basis of bearing is S. 00°33'56" E. between the Northwest Corner and the Southwest Corner of said Section 5, Township 2 South, Range 5 West, SLB&M.

Surveyor's Certification

I, Cameron J. Lister, certify that I am a licensed Professional Land Surveyor in the State of Utah, License No. 12286353, in accordance with Title 58, Chapter 22, Professional Engineers and Professional Land Surveyors Licensing Act. I further certify that a survey of the land shown hereon is a correct representation of the land surveyed and has been prepared in conformity with the minimum standard and requirements of the law.

PROFESSIONAL LAND SURVEYOR
CAMERON J. LISTER
No. 12286353
STATE OF UTAH

PRELIMINARY

CAMERON LISTER
PLS 12286353

NO.	DATE	DESCRIPTION OF REVISION	INITIAL
		REVISIONS	

PREPARED BY:
CIR
CIVIL ENGINEERING + SURVEYING
10718 South Beckstead Lane, Suite 102, South Jordan, Utah 84095
Phone: 435-503-7641

BOUNDARY & TOPOGRAPHIC SURVEY
GRANTSVILLE – MORTON

Prepared for:
SPEEDWAY ENTERPRISES, LLC
North Half, Section 5, T2S., R5W., S.L.B. & M.

GRAPHIC SCALE
(IN FEET)
1"=200'
0 200 400 600

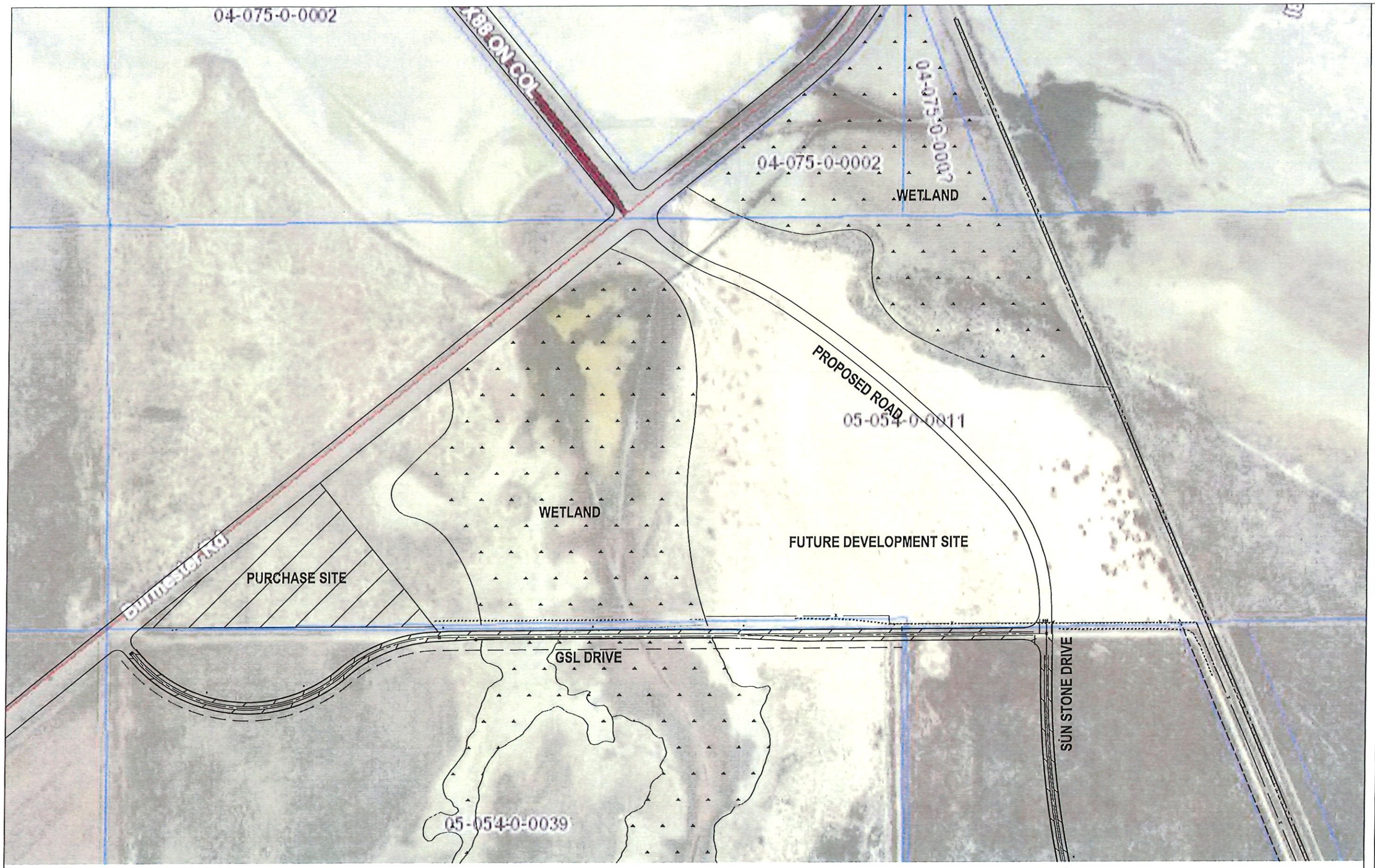
Prepared By: CJL	Date: 04/14/2025	
Surveyed By: SO, CC	Date: 03/21/2025	
Checked By: BFM	Date: XXX	

SHEET NO. 1 OF 1

SVY

PROJECT ID: S25–106
DATE: 04/14/2025
FILE NAME:

G:\Users\cjl>~1\OB Dropbox\PROJECTS\Grantsville - Morton Survey\Survey\OFFICE\ALTA Survey\Grantsville - Morton Survey.dwg Apr 14, 2025 - 4:30pm



POTENTIAL ROAD LAYOUT

NTS

NORTH

APPLE STREET APARTMENTS

ENGINEER OF RECORD

DRAWING TITLE

PROJECT NUMBER

REVISION NUMBER

DATE:

DRAWN BY:

CHECKED BY:

LATITUDE: 40°40'36.35"N
LONGITUDE: 112°26'30.80"W

UDOT

04-074-0-0003

04-075-0-0002

04-075-0-0002

FIBER TRUNK LINE

I-80

180 WB FWY

180 EB FWY

STATE OF UTAH

05-054-0-0030

05-054-0-0039

POWER

RAIL

05-054-0-0026

05-054-0-0035

05-054-0-0007

WASTE WATER TREATMENT

HIGH PRESSURE GAS LINE

05-054-0-0014

05-054-0-0033

05-054-0-0028

INTERSTATE TECHNOLOGY PARK 260 AC

05-054-0-0008

INTERSTATE INDUSTRIAL PARK 150 AC

05-054-0-0034

05-054-0-0013

WELL/PUMP STATION

05-053-0-0002

RAILROAD 3K/345

05-054-0-0021

05-054-0-0002

WELL

Rigley Rd

WATER TANK

05-055-0-0003

NORTH

PRELIMINARY SITE LAYOUT

NTS

TOOELE VALLEY INDUSTRIAL

ENGINEER OF RECORD

PROJECT NUMBER

REVISION NUMBER

DRAWING TITLE

DATE:

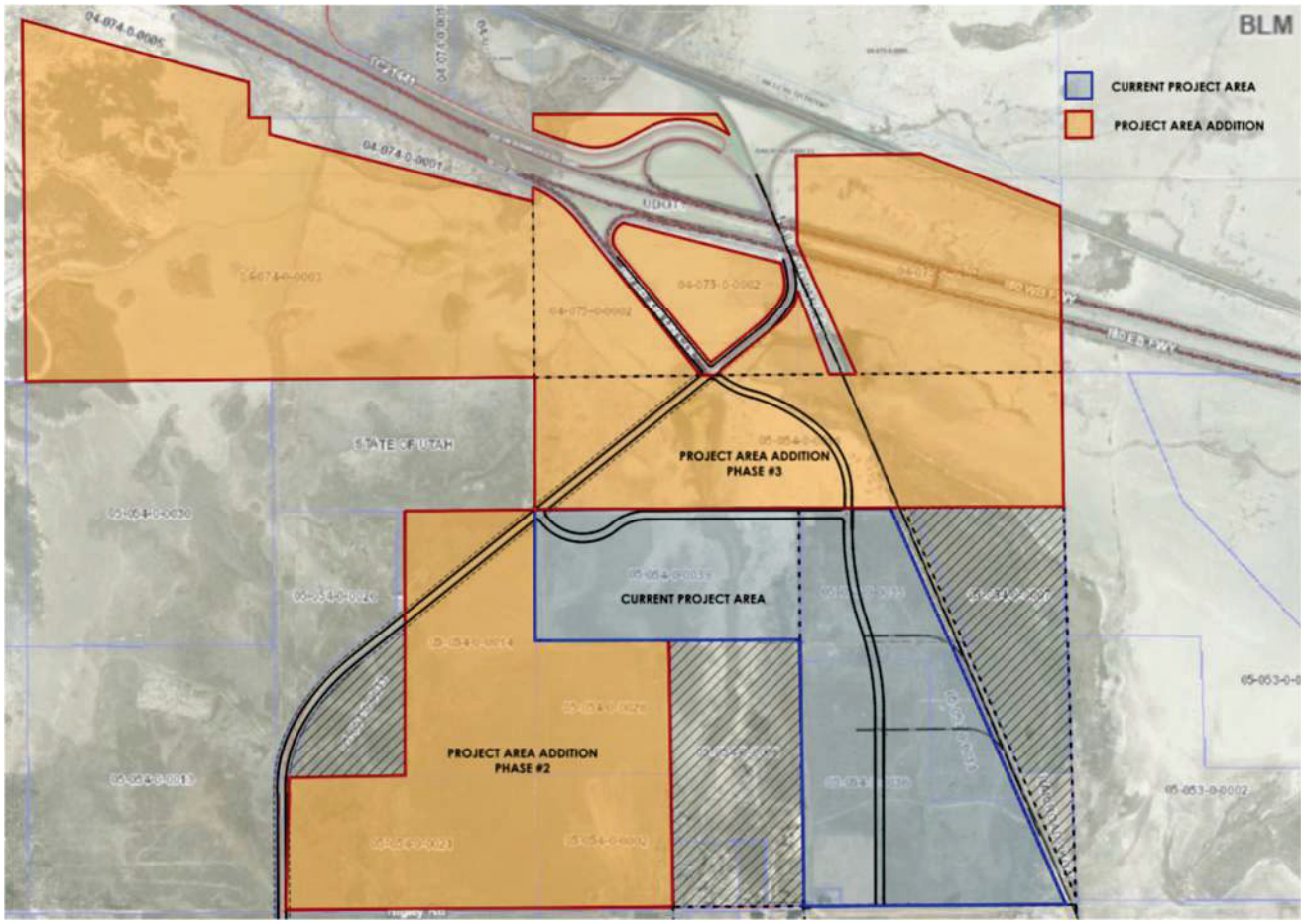
DRAWN BY:

CHECKED BY:

HALES ENGINEERING
innovative transportation solutions

Burmester Road

Traffic Impact Study



Tooele County, Utah

June 23, 2025

UT25-3026

LICENSED PROFESSIONAL ENGINEER
NO. 12890754
Jordi J. Berrett
06/23/2025
STATE OF UTAH

1220 North 500 West, Ste. 202 Lehi, UT 84043 p 801.766.4343
www.halesengineering.com

EXECUTIVE SUMMARY

This study addresses the traffic impacts associated with the proposed Burmester Road development located in Tooele County, Utah. The development is located just off the I-80 Eastbound Ramps between Burmester Road and Higley Road.

The purpose of this traffic impact study is to analyze traffic operations at key intersections for existing (2025), future (2030), and future (2050) conditions with and without the proposed project and to recommend mitigation measures as needed. The peak hour level of service (LOS) results are shown in Table ES-1. Recommended storage lengths are shown in Table ES-2. An exhibit of the proposed mitigated roadway network is shown in Figure ES-1. A site plan of the project is provided in Appendix A.

Table ES-1: Peak Hour Level of Service Results

	Intersection	Level of Service													
		Existing (2025)				Future (2030)						Future (2050)			
		BG		+P		BG		+P		+P Mit		BG		+P	
		AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
1	Morton Access Rd & I-80 EB Ramps / Burmester Rd	a	a	c	b	a	a	f	f	C	C	a	a	C	D
2	Higley Ln / Burmester Rd	a	a	a	a	a	a	a	a	a	a	a	a	a	a
3	SITLA Access Rd / Burmester Rd	-	-	a	a	-	-	a	b	a	b	-	-	b	c
4	Higley North Access Rd / Burmester Rd	-	-	-	-	-	-	b	b	b	b	-	-	c	c
5	Higley South Access Rd / Burmester Rd	-	-	-	-	-	-	b	a	b	a	-	-	c	b

1. Intersection LOS values represent the overall intersection average for roundabout, signalized, and all-way stop-controlled (AWSC) intersections (uppercase letter) and the worst movement for all other unsignalized intersections (lowercase letter)
2. BG = Background (without project traffic), +P = Plus Project (with project traffic), Mit = Mitigation

Source: Hales Engineering, June 2025

Table ES-2: Recommended Storage Length

	Intersection	Recommended Storage Lengths (feet)													
		Northeast-bound				Northwest-bound				Southeast-bound				Southwest-bound	
		LT		RT		LT		RT		LT		RT		LT		RT	
		E	P	E	P	E	P	E	P	E	P	E	P	E	P	E	P
1	Morton Access Rd & I-80 EB Ramps / Burmester Rd	-	200	-	-	-	125	-	250	-	100	-	100	-	575	-	-
3	SITLA Access Rd / Burmester Rd	-	-	-	100	-	-	-	125	-	100	-	-	-	-	-	-
4	Higley North Access Rd / Burmester Rd	-	-	-	-	-	-	-	-	-	100	-	-	-	-	-	-
5	Higley South Access Rd / Burmester Rd	-	-	-	-	-	-	-	-	-	100	-	-	-	-	-	-

1. Storage lengths are based on 2050 95th percentile queue lengths and do not include required deceleration / taper distances
2. E = Existing storage length (approximate), if applicable; P = proposed storage length for new turn lanes or changes to existing turn lanes, if applicable

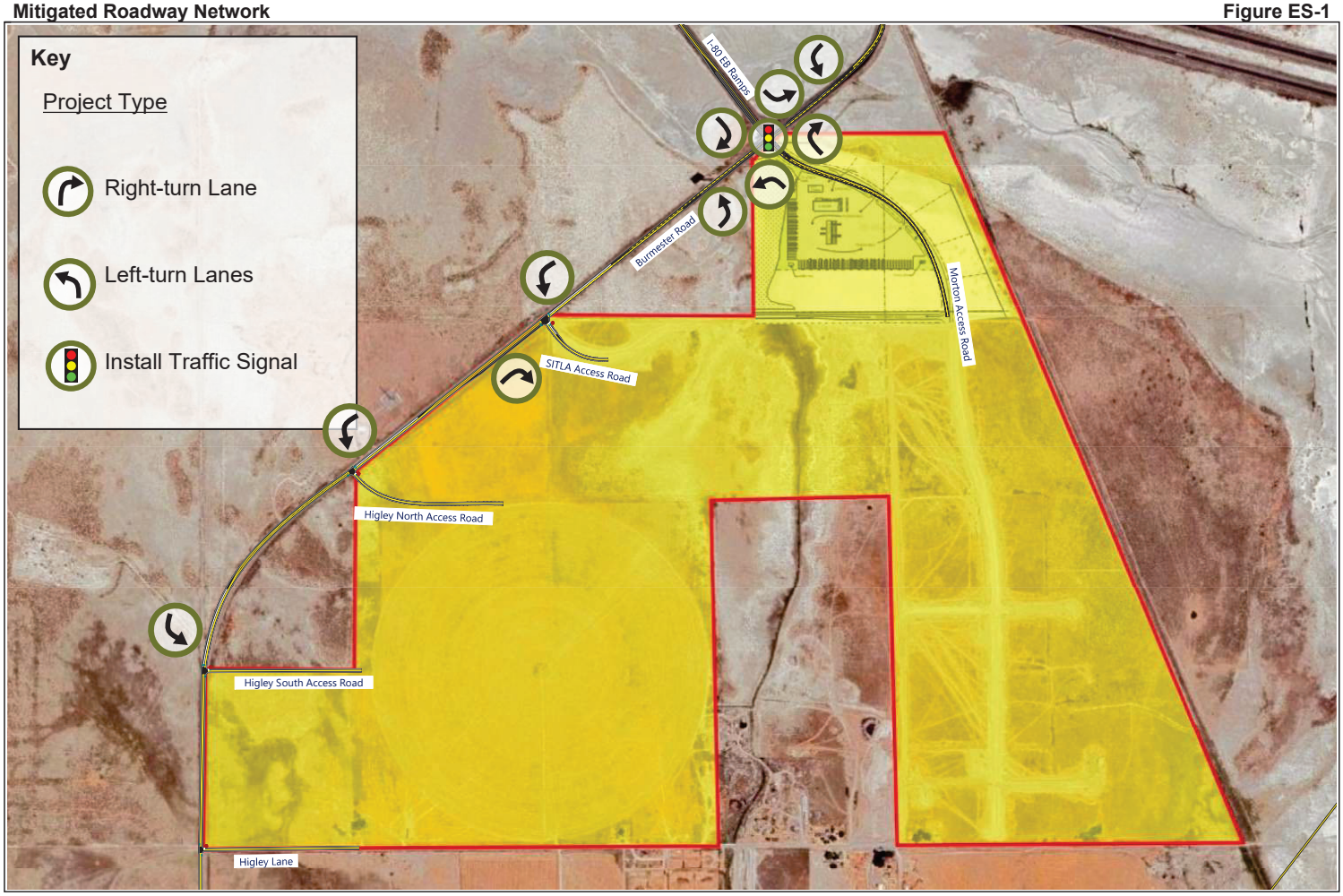
Source: Hales Engineering, June 2025

SUMMARY OF KEY FINDINGS & RECOMMENDATIONS

Project Conditions		
• The development will consist of warehousing and manufacturing space, a business park, a data center, a gas station with a convenience store, and a fast-food restaurant spread throughout multiple properties. • The project is anticipated to generate approximately 13,683 weekday daily trips, including 1,676 trips in the morning peak hour, and 1,867 trips in the evening peak hour. • Auxiliary lanes are recommended at several locations in the project study area where there are at least 50 right-turn vehicles or 25 left-turn vehicles in an hour.		
2025	**Background**	**Plus Project**
Assumptions	• None	• Partial land use intensity • Project accessed by Morton Access Rd and SITLA Access Rd • Auxiliary lanes installed where applicable
Findings	• Acceptable LOS	• Acceptable LOS
2030	**Background**	**Plus Project**
Assumptions	• Background vehicle counts increased according to the Utah Statewide Annual Average Daily Traffic Forecast	• Full land use intensity • Higley North Access Rd and Higley South Access Rd added to project area
Findings	• Acceptable LOS	• Poor LOS at Morton Access Road & I-80 EB Ramps / Burmester Road
Mitigations	• None	• Install a traffic signal at Morton Access Road & I-80 EB Ramps / Burmester Road
2050	**Background**	**Plus Project**
Assumptions	• Background vehicle counts increased according to the Utah Statewide Annual Average Daily Traffic Forecast	• Full land use intensity
Findings	• Acceptable LOS	• Acceptable LOS
Mitigations	• None	• None. ○ If queue lengths become too long, permissive-protective left-turn phasing can be added to the traffic signal

Tooele County - Burmester Road TIS
Mitigated Roadway Network

Figure ES-1



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

801.766.4343
06/17/2025

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I. INTRODUCTION

A. Purpose

This study addresses the traffic impacts associated with the proposed Burmester Road development located in Tooele County, Utah. The proposed project is located just off the I-80 eastbound ramps between Burmester Road and Higley Road. Figure 1 shows a vicinity map of the proposed development.

The purpose of this traffic impact study is to analyze traffic operations at key intersections for existing (2025), future (2030), and future (2050) conditions with and without the proposed project and to recommend mitigation measures as needed.

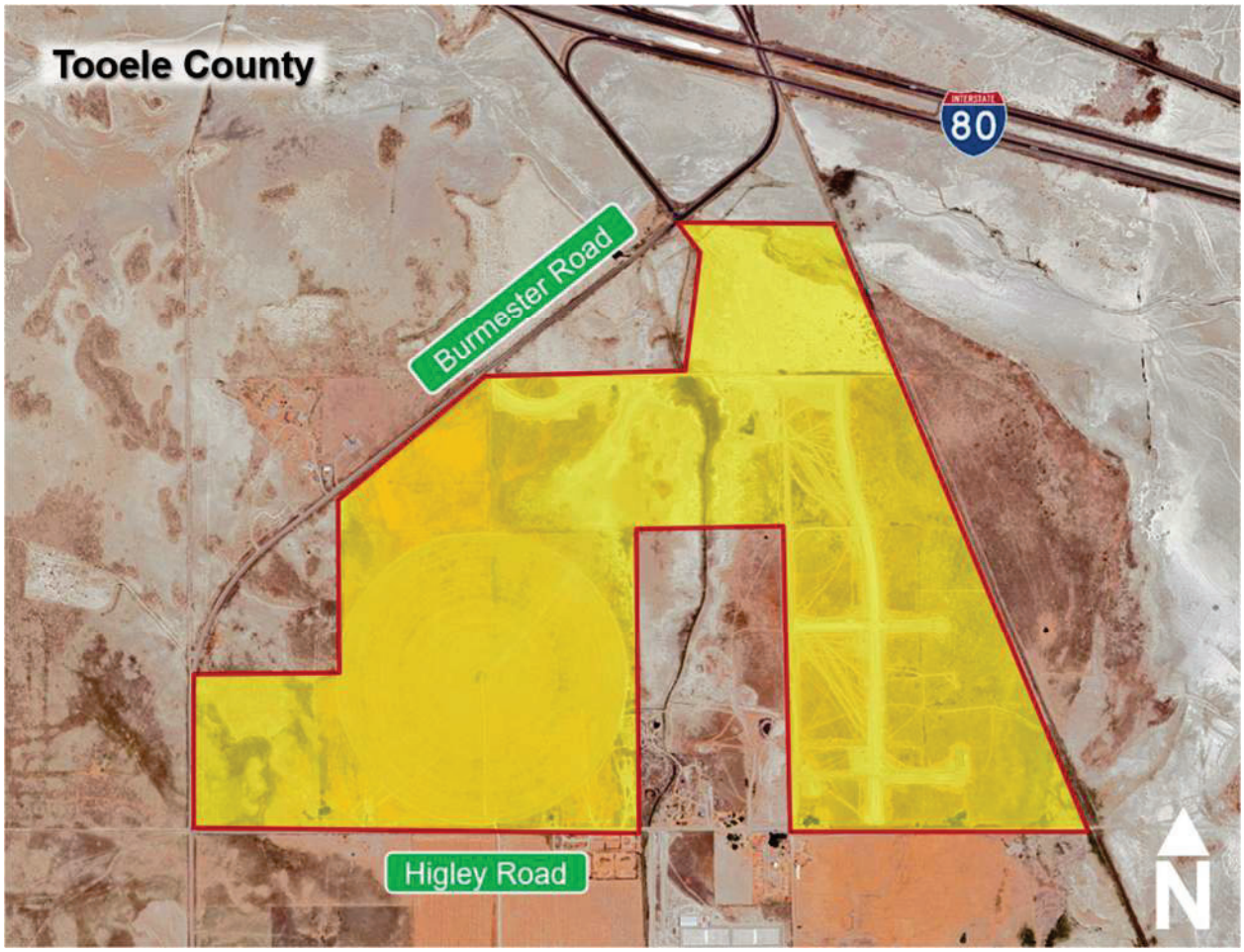


Figure 1: Vicinity map showing the project location in Tooele County, Utah

B. Scope

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

- I-80 EB Ramps / Burmester Road
- Higley Lane / Burmester Road
- SITLA Access Road / Burmester Road
- Higley North Access Road / Burmester Road
- Higley South Access Road / Burmester Road

C. Analysis Methodology

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

The *Highway Capacity Manual* (HCM), 7th Edition, 2022 methodology was used in this study to remain consistent with "state-of-the-practice" professional standards. This methodology has different quantitative evaluations for signalized and unsignalized intersections. For signalized, roundabout, and all-way stop-controlled (AWSC) intersections, the LOS is provided for the overall intersection (weighted average of all approach delays). For all other unsignalized intersections, LOS is reported based on the worst movement.

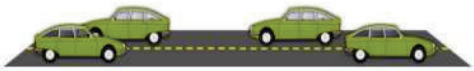
Using Synchro/SimTraffic software, which follow the HCM methodology, the peak hour LOS was computed for each study intersection. Multiple runs of SimTraffic were used to provide a statistical evaluation of the interaction between the intersections. The detailed LOS reports are provided in Appendix C.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

Many of the figures in this report are printouts of the Synchro model. These figures are not meant to be a design exhibit for exact lane striping and design, due to the limitations of the Synchro software. Instead, the purpose of these figures is to show assumed peak hour turning movement volumes and the conceptual travel lane configuration of the study roadway network.

D. Level of Service Standards

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

Table 1: Level of Service Description

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

Source: Hales Engineering Descriptions, based on the *Highway Capacity Manual* (HCM), 7th Edition, 2022 Methodology (Transportation Research Board)

II. EXISTING (2025) BACKGROUND CONDITIONS

A. Purpose

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

B. Roadway System

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

Burmester Road – is a county-maintained roadway which is classified by the Tooele County Transportation Plan (2015) as a major collector. The roadway has one travel lane in each direction. The posted speed limit is 40 mph in the study area.

Higley Lane – is a county-maintained roadway which is classified by the Tooele County Transportation Plan (2015) as a minor collector. The roadway has one travel lane in each direction. The posted speed limit is 25 mph in the study area.

C. Crash Data Summary

Hales Engineering obtained crash data within 250 feet of the study intersections. Five years of crash data were collected between January 1, 2019, and June 8, 2025, and the data is summarized by crash severity in Table 2 and by crash type in Table 3. As shown, there were a total of 4 crashes within the study area. The detailed crash data reports are provided in Appendix E. There were no suspected serious injury or fatal crashes reported in the study area within the last 5 years. Due to the use of crash data, this report may be protected by 23 USC 407.

Table 2: Crash Severity by Intersection

Intersection	Crash Severity					Total Crashes at Intersection
	Fatal	Suspected Serious Injury	Suspected Minor Injury	Possible Injury	Property Damage Only	
I-80 EB Ramps / Burmester Road	0	0	1	1	0	**2**
Higley Lane / Burmester Road	0	0	0	1	1	**2**
TOTAL	**0**	**0**	**1**	**1**	**1**	**4**

Source: UDOT Numetric AASHTOWare, June 2025

Table 3: Crash Type by Intersection

Intersection	Crash Type					Total Crashes at Intersection
	Front to Rear	Single Vehicle	Angle	Sideswipe	Other	
I-80 EB Ramps / Burmester Road	0	1	0	1	0	**2**
Higley Lane / Burmester Road	1	1	0	0	0	**2**
TOTAL	**1**	**2**	**0**	**1**	**0**	**4**

Source: UDOT Numetric AASHTOWare, June 2025

D. Traffic Volumes

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

- I-80 EB Ramps / Burmester Road
- Higley Lane / Burmester Road

The counts at the I-80 EB Ramps were performed on Thursday, May 29, 2025. The morning peak hour was determined to be between 7:00 and 8:00 a.m., and the evening peak hour was determined to be between 5:00 and 6:00 p.m. The evening peak hour volumes were approximately 110% higher than the morning peak hour volumes. Both the morning and evening peak hour volumes were used in the analysis. The Higley Lane counts were performed in June 2024 and grown to reflect 2025 traffic volumes. Detailed count data are included in Appendix B.

Hales Engineering considered potential seasonal adjustments to the observed traffic volumes. Monthly traffic volume data were obtained from a nearby UDOT automatic traffic recorder (ATR) on I-80 (ATR #321). In recent years, traffic volumes in May and June have been equal to approximately 123% and 106% of average traffic volumes, respectively. As a conservative measure, observed traffic volumes were not adjusted for seasonality.

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

E. Level of Service Analysis

Hales Engineering determined that all study intersections are currently operating at acceptable levels of service during the peak hours, as shown in **Error! Reference source not found.**. These results serve as a baseline condition for the impact analysis of the proposed development during existing (2025) conditions.


I-80 EB Ramps
Burmester Road
Higley Lane
Burmester Road


I-80 EB Ramps
Burmester Road
Higley Lane
Burmester Road
2
7
5
14
39
5
70
8
15
4
21
4

Table 4: Existing (2025) Background Peak Hour LOS

Intersection		LOS (Sec. Delay / Veh.) / Movement[1]	
Description	Control	Morning Peak	Evening Peak
I-80 EB Ramps / Burmester Road	SEB Stop	a (1.0) / SER	a (0.9) / NET
Higley Lane / Burmester Road	WB Stop	a (4.8) / WBL	a (4.5) / WBL

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

Source: Hales Engineering, June 2025

F. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. No significant queueing was observed during the peak hours.

G. Mitigation Measures

No mitigation measures are recommended.

III. PROJECT CONDITIONS

A. Purpose

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

B. Project Description

The proposed Burmester Road developments are located just off the I-80 eastbound ramps between Burmester Road and Higley Road. A concept plan for the proposed development is provided in Appendix A. The proposed land use for the development has been identified in Table 5.

Table 5: Project Land Uses

Land Use	Intensity	
	2025	2030, 2050
Warehousing	360,700 sq. ft.	1,214,100 sq. ft.
Manufacturing	360,700 sq. ft.	1,214,100 sq. ft.
Business Park	150,900 sq .ft	150,900 sq .ft
Data Center	-	1,844,900 sq .ft
Gas Station and Convenience Store	36 Fueling Stations	36 Fueling Stations
Fast Food Restaurant	5,000 sq. ft.	5,000 sq. ft.

C. Trip Generation

Trip generation for the development was calculated using trip generation rates published in the Institute of Transportation Engineers (ITE), *Trip Generation*, 11th Edition, 2021. Trip reductions for pass-by trips and internal capture were estimated and applied to the project.

Pass-by trips are trips already on the road that visit the site before continuing the original route. For the proposed has station and convenience store, Hales Engineering referenced average ITE pass-by rates and assumed higher percentages due to the proximity to the I-80 Interchange, as shown in Table 6.

Internal capture trips are trips that stay within the development due to a mix of land uses instead of entering or exiting the site externally. As shown in Table 6, Hales Engineering assumed an internal capture of 90% for the fast food restaurant due to the proximity of the gas station and convenience store, as well as the proximity of the nearby land uses being included in the study.

It is anticipated that the fast-food restaurant will serve as an auxiliary land use to the gas station / c-store.

Table 6: Trip Reductions

Time Period	Land Use	Pass-by		Internal Capture
		ITE	Assumed	Assumed
Daily	Gas Station and Convenience Store	-	70%	-
	Fast Food Restaurant	-	-	90%
Morning	Gas Station and Convenience Store	76%	70%	-
	Fast Food Restaurant	-	-	90%
Evening	Gas Station and Convenience Store	75%	70%	-
	Fast Food Restaurant	-	-	90%

Trip generation for the proposed project is included in Table 7. The new trip generation for the development at full build is as follows:

- Daily Trips: 13,683
- Morning Peak Hour Trips: 1,676
- Evening Peak Hour Trips: 1,867

Table 7: Trip Generation

Property	Land Use[1]	# of Units	Unit Type	Trip Generation					Reductions		New Trips		
				Total	% In	% Out	In	Out	Internal Capture	Pass-by	In	Out	Total
Weekday Daily													
Rail	Warehousing (150)	950.0	KSF	1,540	50%	50%	770	770	0%	0%	770	770	1,540
	Manufacturing (140)	950.0	KSF	3,784	50%	50%	1,892	1,892	0%	0%	1,892	1,892	3,784
Higley	Data Center (160)	1,844.9	KSF	1,828	50%	50%	914	914	0%	0%	914	914	1,828
Morton	Convenience Store/Gas Station, 4-5.5 KSF (945)	36	Pumps	9,258	50%	50%	4,629	4,629	0%	70%	1,388	1,389	2,777
	Fast-Food Restaurant with Drive-Through Window (934)	5.0	KSF	2,338	50%	50%	1,169	1,169	90%	0%	117	117	234
	Business Park (770)	150.0	KSF	1,866	50%	50%	933	933	0%	0%	933	933	1,866
SITLA	Warehousing (150)	264.1	KSF	456	50%	50%	228	228	0%	0%	228	228	456
	Manufacturing (140)	264.1	KSF	1,198	50%	50%	599	599	0%	0%	599	599	1,198
TOTAL				**22,268**			**11,134**	**11,134**			**6,841**	**6,842**	**13,683**
AM Peak Hour													
Rail	Warehousing (150)	950.0	KSF	138	77%	23%	106	32	0%	0%	106	32	138
	Manufacturing (140)	950.0	KSF	590	76%	24%	448	142	0%	0%	448	142	590
Higley	Data Center (160)	1,844.9	KSF	204	55%	45%	112	92	0%	0%	112	92	204
Morton	Convenience Store/Gas Station, 4-5.5 KSF (945)	36	Pumps	974	50%	50%	487	487	0%	70%	146	146	292
	Fast-Food Restaurant with Drive-Through Window (934)	5.0	KSF	224	51%	49%	114	110	90%	0%	11	11	22
	Business Park (770)	150.0	KSF	202	85%	15%	172	30	0%	0%	172	30	202
SITLA	Warehousing (150)	264.1	KSF	56	77%	23%	43	13	0%	0%	43	13	56
	Manufacturing (140)	264.1	KSF	172	76%	24%	131	41	0%	0%	131	41	172
TOTAL				**2,560**			**1,613**	**947**			**1,169**	**507**	**1,676**
PM Peak Hour													
Rail	Warehousing (150)	950.0	KSF	142	28%	72%	40	102	0%	0%	40	102	142
	Manufacturing (140)	950.0	KSF	810	31%	69%	251	559	0%	0%	251	559	810
Higley	Data Center (160)	1,844.9	KSF	168	30%	70%	50	118	0%	0%	50	118	168
Morton	Convenience Store/Gas Station, 4-5.5 KSF (945)	36	Pumps	820	50%	50%	410	410	0%	70%	123	123	246
	Fast-Food Restaurant with Drive-Through Window (934)	5.0	KSF	166	52%	48%	86	80	90%	0%	9	8	17
	Business Park (770)	150.0	KSF	210	26%	74%	55	155	0%	0%	55	155	210
SITLA	Warehousing (150)	264.1	KSF	60	28%	72%	17	43	0%	0%	17	43	60
	Manufacturing (140)	264.1	KSF	214	31%	69%	66	148	0%	0%	66	148	214
TOTAL				**2,590**			**975**	**1,615**			**611**	**1,256**	**1,867**

1. Land Use Code from the Institute of Transportation Engineers (ITE) *Trip Generation*, 11th Edition, 2021.
SOURCE: Hales Engineering, June 2025

D. Trip Distribution and Assignment

Trip distribution percentages for new trips were based on the type of trip and the proximity of project access points to major streets, high population densities, and regional trip attractions. Existing travel patterns observed during data collection were also used to establish these distribution percentages, especially near the site. The assumed distribution of new trips during the peak hour is shown in Table 8.

Trip distribution percentages for pass-by trips were calculated based on the existing directional traffic on the major roads near the project, as summarized in Table 9.

Table 8: New Trip Distribution

Direction	% To/From Project
South	25%
East	55%
West	20%

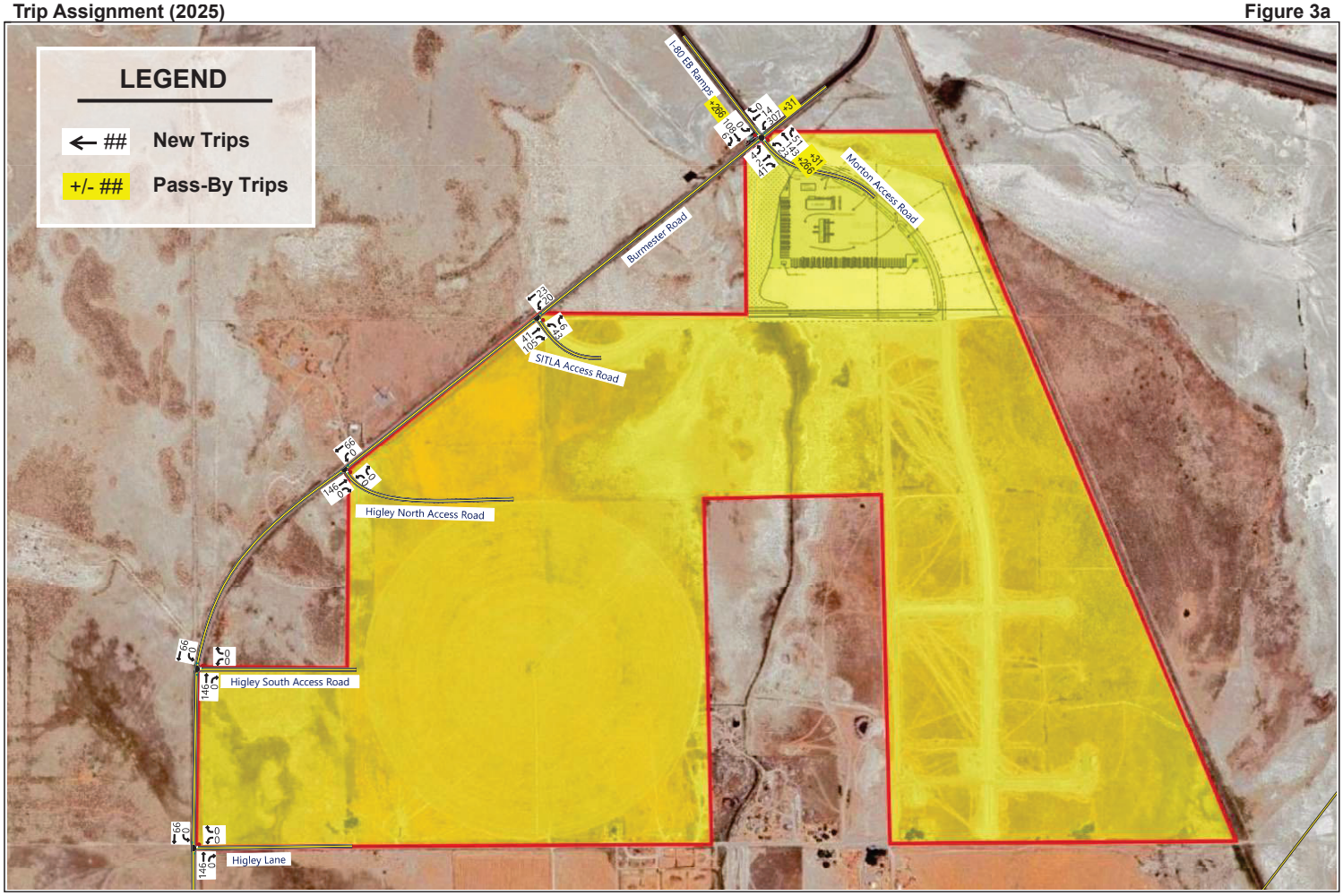
Table 9: Pass-by Trip Distribution

Direction	AM %	PM %
Westbound I-80	10%	15%
Eastbound I-80	70%	60%
Internal to Morton Access Road Project Trips	20%	25%

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

Tooele County - Burmester Road TIS
Trip Assignment (2025)

Morning Peak Hour
Figure 3a

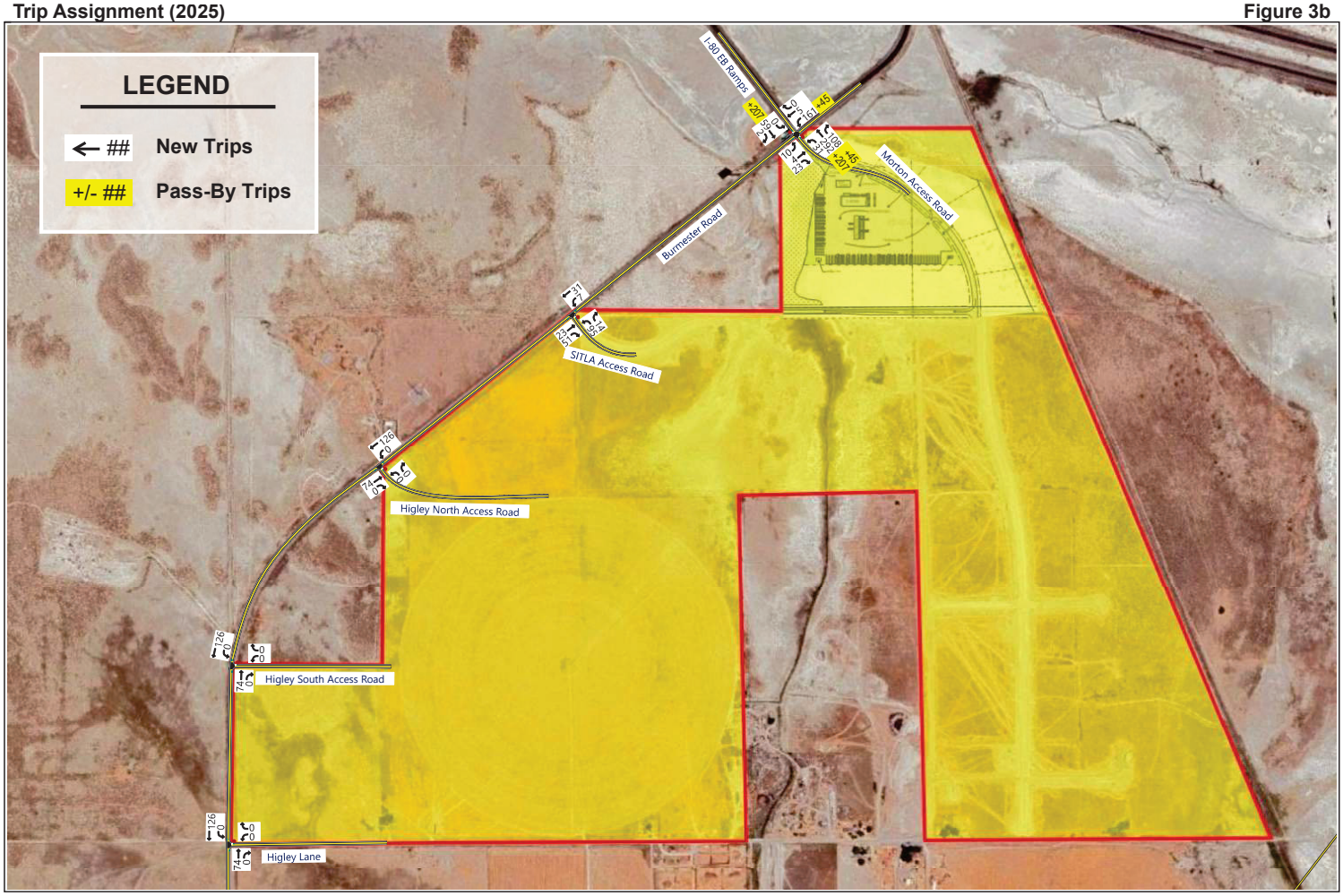


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Tooele County - Burmester Road TIS
Trip Assignment (2025)

Morning Peak Hour
Figure 3b

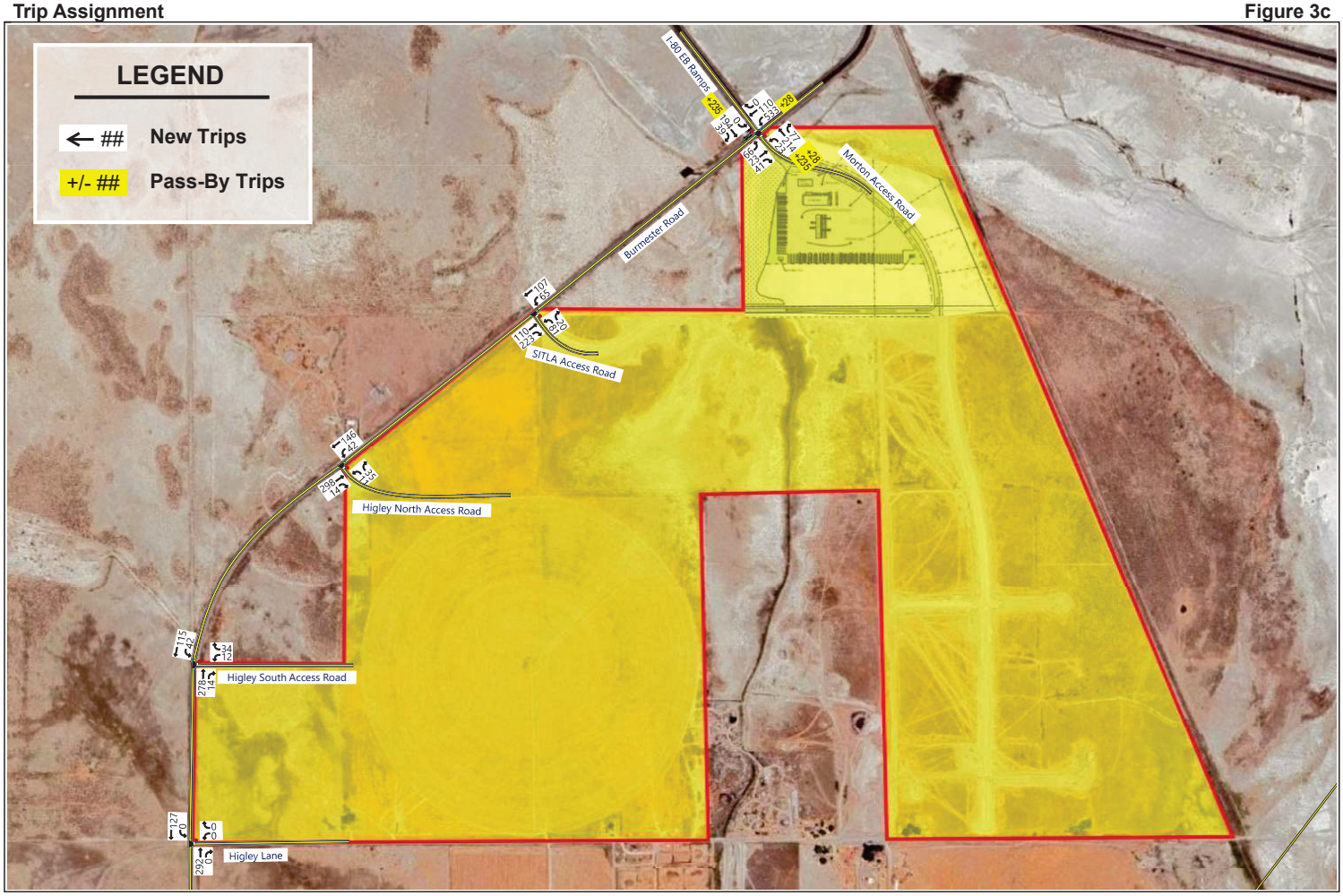


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Tooele County - Bolinder TIS Update
Trip Assignment

Morning Peak Hour
Figure 3c

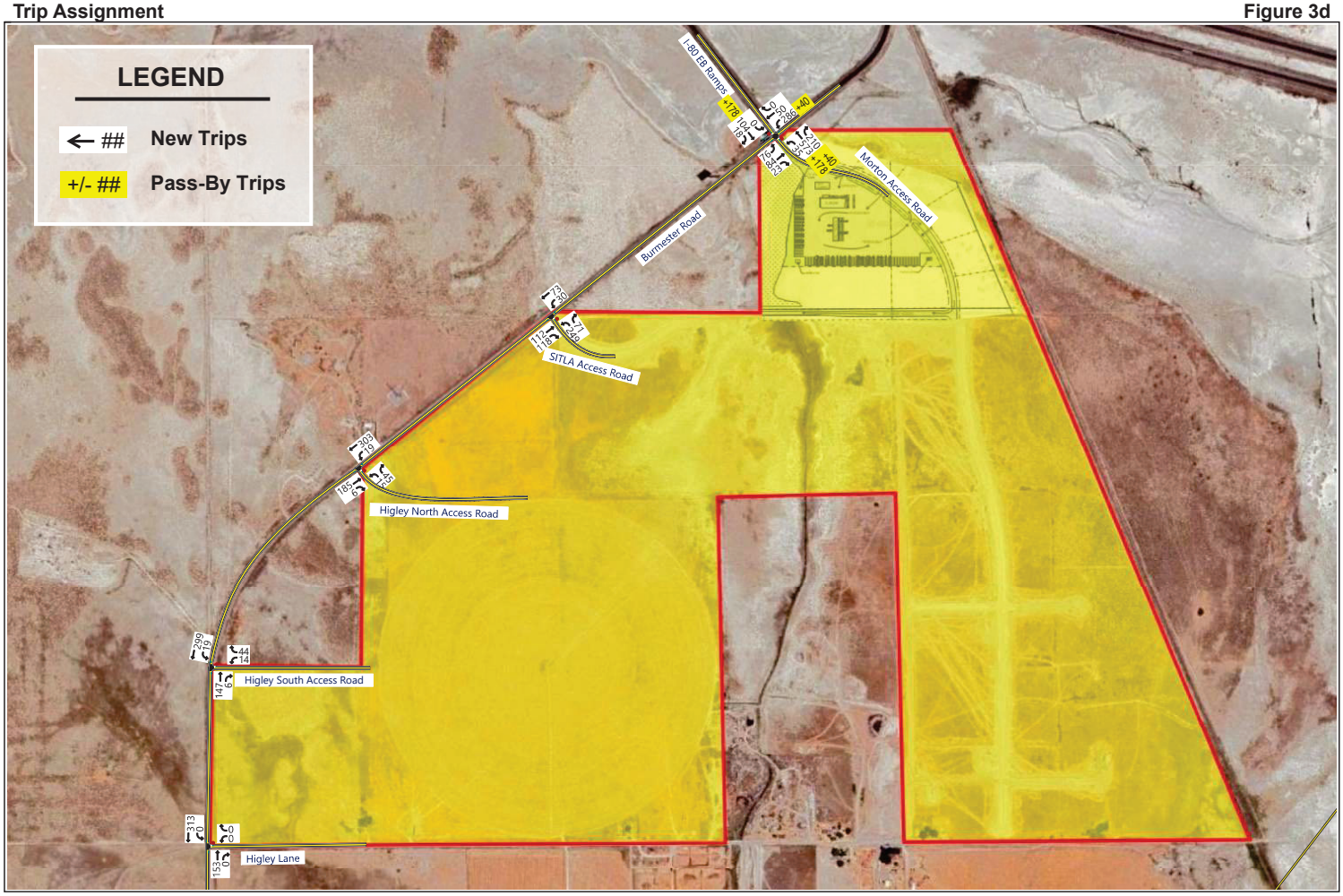


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Tooele County - Bolinder TIS Update
Trip Assignment

Evening Peak Hour
Figure 3d



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E. Access

The proposed access for the site will be gained at the following locations:

Burmester Road:

- Morton Access Road will be located across from the I-80 Eastbound Ramps / Burmester Road intersection. It will access the project on the southeast side of Burmester Road. It is anticipated that the access will be stop-controlled.
- SITLA Access Road will be located approximately 2,130 feet southwest of the I-80 Eastbound Ramps / Burmester Road intersection. It will access the project on the southeast side of Burmester Road. It is anticipated that the access will be stop-controlled.
- Higley North Access Road will be located approximately 4,000 feet southwest of the I-80 Eastbound Ramps / Burmester Road intersection. It will access the project on the southeast side of Burmester Road. It is anticipated that the access will be stop-controlled.
- Higley South Access Road will be located approximately 1,350 feet north of the Higley Lane / Burmester Road intersection. It will access the project on the east side of Burmester Road. It is anticipated that the access will be stop-controlled.

F. Auxiliary Lanes

Auxiliary lanes are deceleration (ingress) or acceleration (egress) turn lanes that provide for safe turning movements that have less impact on through traffic. These lanes are sometimes needed at accesses or roadway intersections if right- or left-turn volumes are high enough.

Deceleration (ingress) lanes are generally needed when there are at least 50 right-turn vehicles or 25 left-turn vehicles in an hour. These guidelines were used for the county roadways in the study area.

Based on these guidelines and the anticipated project traffic, it is recommended that the following deceleration (ingress) lanes be installed:

- Morton Access Road & I-80 Eastbound Ramps / Burmester Road:
  - Southwest bound left-turn
- SITLA Access Road / Burmester Road:
  - Northeast bound right-turn
  - Southwest bound left-turn
- Higley North Access Road / Burmester Road:
  - Southwest bound left-turn
- Higley South Access Road / Burmester Road:
  - Southbound left-turn

Some additional turn lanes were assumed at study intersections in preparation for future signalization and heavy egress volumes from the project.

IV. EXISTING (2025) PLUS PROJECT CONDITIONS

A. Purpose

The purpose of the existing (2025) plus project analysis is to study the intersections and roadways during the peak travel periods of the day for existing background traffic and geometric conditions plus the net trips generated by the proposed development. This scenario provides valuable insight into the potential impacts of the proposed project on background traffic conditions.

B. Traffic Volumes

Hales Engineering added the project trips discussed in Chapter III to the existing (2025) background traffic volumes to predict turning movement volumes for existing (2025) plus project conditions. Existing (2025) plus project peak hour turning movement volumes are shown in Figure 4.

C. Level of Service Analysis

Hales Engineering determined that all intersections are anticipated to operate at acceptable levels of service during the peak hours with project traffic added, as shown in Table 10.

Table 10: Existing (2025) Plus Project Peak Hour LOS

Intersection		LOS (Sec. Delay / Veh.) / Movement[1]	
Description	Control	Morning Peak	Evening Peak
Morton Access Rd & I-80 EB / Burmester Rd	NW/SE Stop	c (19.7) / SEL	b (12.3) / NWT
Higley Lane / Burmester Road	WB Stop	a (7.2) / WBL	a (6.2) / WBL
SITLA Access Road / Burmester Road	NWB Stop	a (5.4) / NBL	a (5.2) / NWL

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

Source: Hales Engineering, June 2025

D. Queuing Analysis

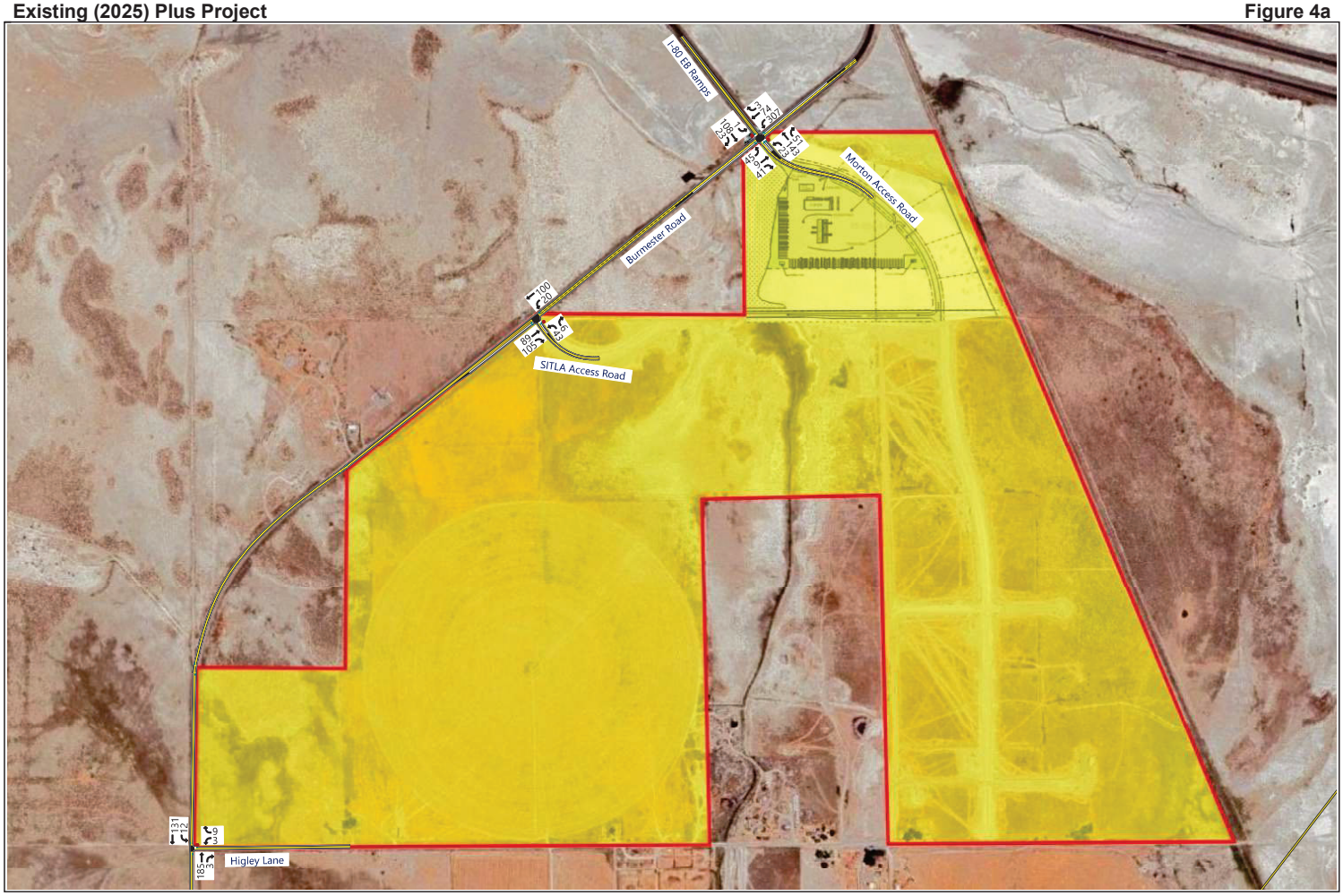
Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. With the recommended auxiliary lanes installed in the plus project scenario, no significant queueing is anticipated during the peak hours.

E. Mitigation Measures

No mitigation measures are recommended.

Tooele County - Burmester Road TIS
Existing (2025) Plus Project

Morning Peak Hour
Figure 4a

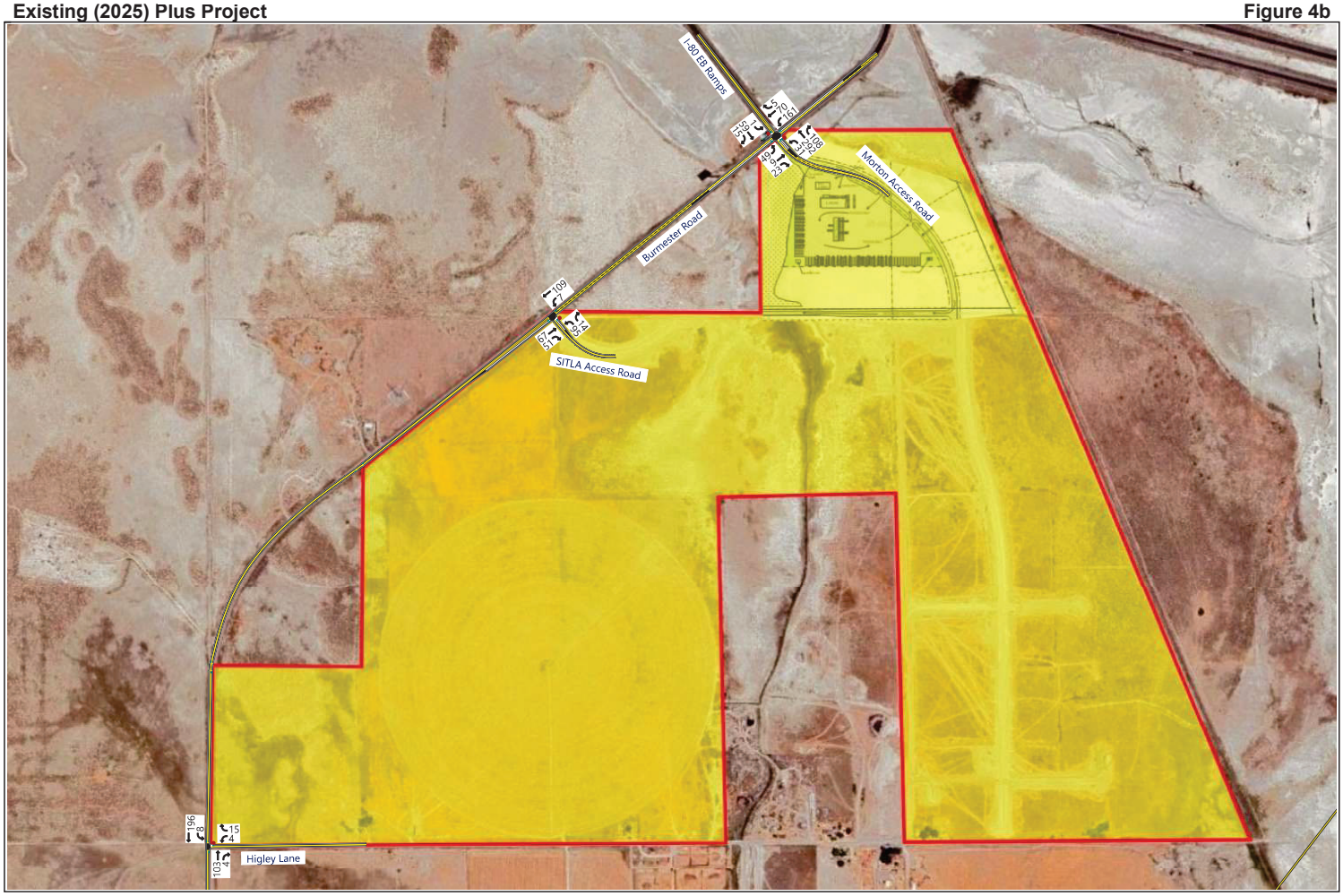


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Tooele County - Burmester Road TIS
Existing (2025) Plus Project

Evening Peak Hour
Figure 4b



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V. FUTURE (2030) BACKGROUND CONDITIONS

A. Purpose

The purpose of the future (2030) background analysis is to study the intersections and roadways during the peak travel periods of the day for future background traffic and geometric conditions. Through this analysis, future background traffic operational deficiencies can be identified, and potential mitigation measures recommended.

B. Roadway Network

According to the Utah Unified Transportation Plan, there are no projects planned before 2030 in the study area. Therefore, no changes were made to the roadway network for the future (2030) analysis.

C. Traffic Volumes

Hales Engineering obtained future (2030) forecasted volumes from the Utah Statewide Annual Average Daily Traffic Forecast. Peak period turning movement counts were estimated using National Cooperative Highway Research Program (NCHRP) 255 methodologies which utilize existing peak period turn volumes and future average weekday daily traffic (AWDT) volumes to project the future turn volumes at the major intersections. Future (2030) peak hour turning movement volumes are shown in Figure 5.

D. Level of Service Analysis

Hales Engineering determined that all study intersections are anticipated to operate at acceptable levels of service during the peak hours in future (2030) background conditions, as shown in Table 11. These results serve as a baseline condition for the impact analysis of the proposed development for future (2030) conditions.

Table 11: Future (2030) Background Peak Hour LOS

Intersection		LOS (Sec. Delay / Veh.) / Movement[1]	
Description	Control	Morning Peak	Evening Peak
I-80 EB Ramps / Burmester Road	SEB Stop	a (2.2) / SEL	a (2.2) / SEL
Higley Lane / Burmester Road	WB Stop	a (5.0) / WBL	a (5.0) / WBL

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

Source: Hales Engineering, June 2025


I-80 EB Ramps
5
20
Burmester Road
35
10
15
85
10
5
5
105
Higley Lane
Burmester Road


I-80 EB Ramps
5
5
5
30
Burmester Road
45
10
10
95
15
5
25
5
Higley Lane
Burnester Road

E. Queuing Analysis

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

F. Mitigation Measures

No mitigation measures are recommended.

VI. FUTURE (2030) PLUS PROJECT CONDITIONS

A. Purpose

The purpose of the future (2030) plus project analysis is to study the intersections and roadways during the peak travel periods of the day for future background traffic and geometric conditions plus the net trips generated by the proposed development. This scenario provides valuable insight into the potential impacts of the proposed project on future background traffic conditions.

B. Traffic Volumes

Hales Engineering added the project trips discussed in Chapter III to the future (2030) background traffic volumes to predict turning movement volumes for future (2030) plus project conditions. Future (2030) plus project peak hour turning movement volumes are shown in Figure 6.

C. Level of Service Analysis

Hales Engineering determined that the Morton Access Road & I-80 EB Ramps / Burmester Road intersection is not anticipated to operate at an acceptable level of service during the peak hours in future (2030) plus project conditions, as shown in Table 12.

Table 12: Future (2030) Plus Project Peak Hour LOS

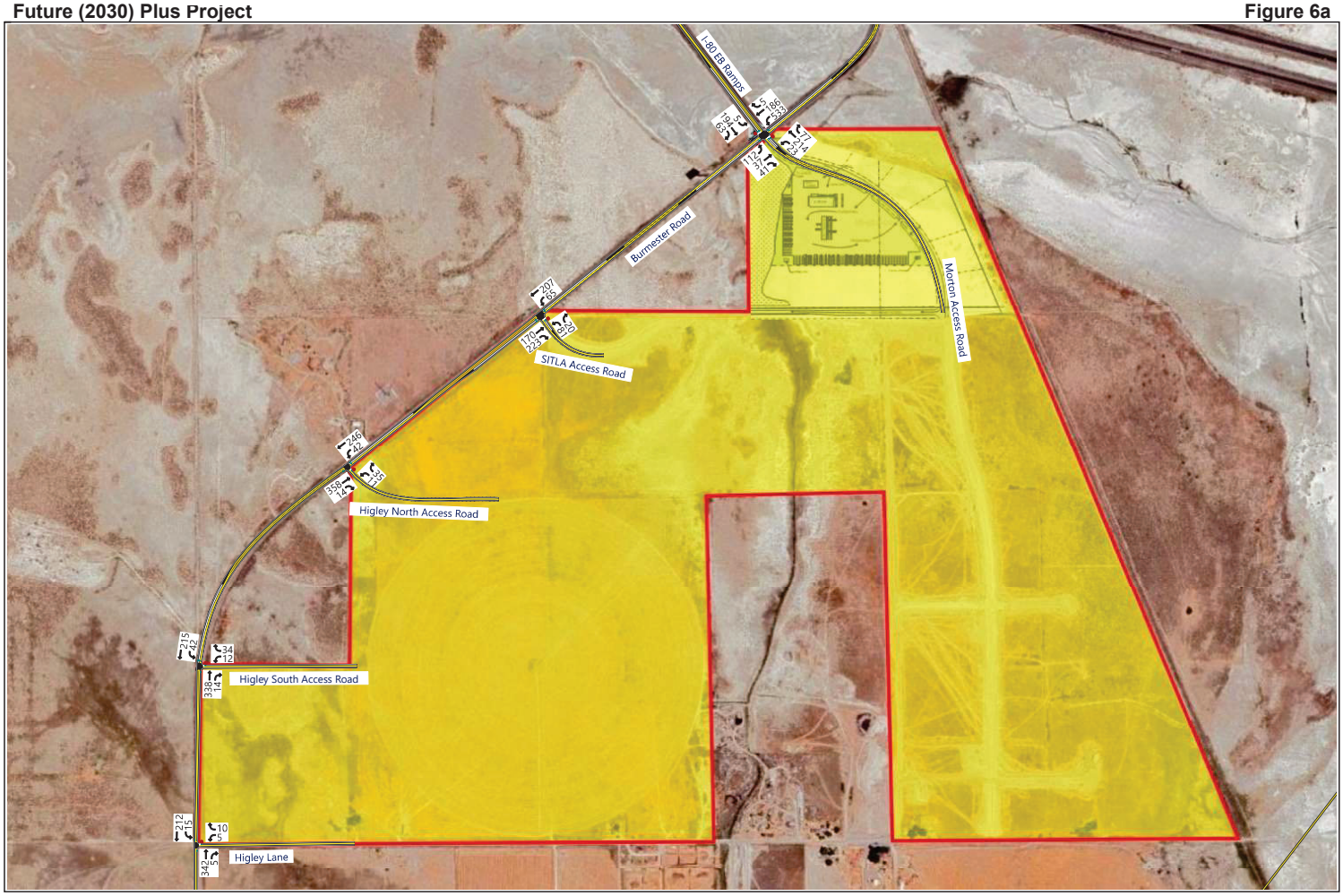
Intersection		LOS (Sec. Delay / Veh.) / Movement[1]	
Description	Control	Morning Peak	Evening Peak
Morton Access Rd & I-80 EB / Burmester Rd	NW/SE Stop	f (>50) / NWT	f (>50) / NWT
Higley Lane / Burmester Road	WB Stop	a (6.9) / WBL	a (7.4) / WBL
SITLA Access Road / Burmester Road	NWB Stop	a (9.5) / NBL	b (10.9) / NBL
Higley North Access Road / Burmester Road	NWB Stop	b (10.3) / NWL	b (11.4) / NWL
Higley South Access Road / Burmester Road	WB Stop	b (10.9) / WBL	a (9.8) / WBL

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

Source: Hales Engineering, June 2025

Tooele County - Burmester Road TIS
Future (2030) Plus Project

Morning Peak Hour
Figure 6a

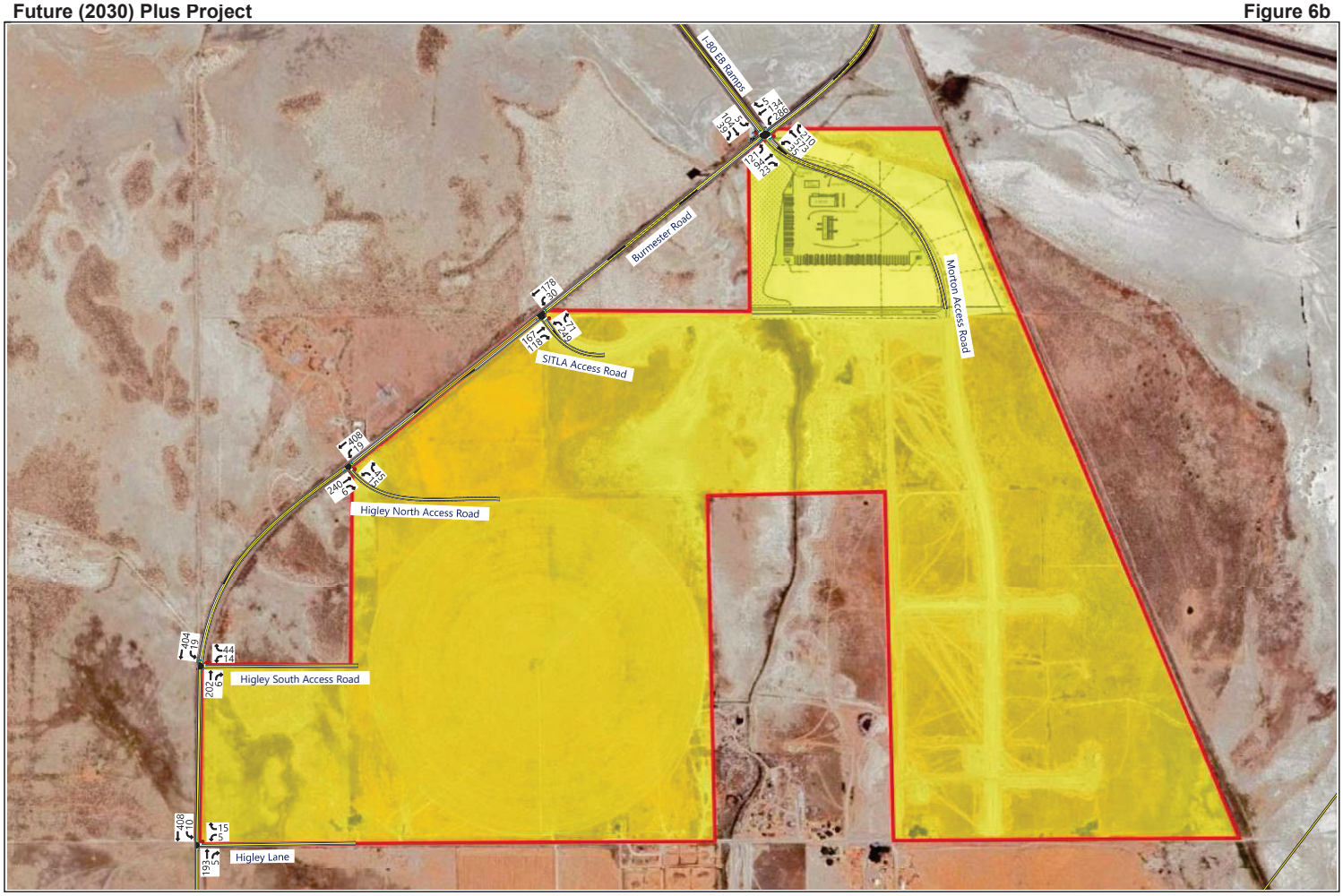


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Tooele County - Burmester Road TIS
Future (2030) Plus Project

Evening Peak Hour
Figure 6b



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D. Queuing Analysis

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

- Morton Access Road & I-80 EB Ramps / Burmester Road:
  - Northwest bound: >1000 feet (AM & PM)
  - Southeast bound: >1000 feet (AM)

E. Mitigation Measures

With the project trips added to the project intersections, it is anticipated that a traffic signal will be warranted at the Morton Access Road & I-80 EB Ramps / Burmester Road intersection. It is recommended that a signal be installed at this location.

F. Mitigation Results

With the traffic signal installed at Morton Access Road & I-80 EB Ramps / Burmester Road, all intersections in the study area are anticipated to operate at an acceptable LOS during the morning and evening peak hours. The queues at the intersection are also cut down to an acceptable length.

Table 13: Future (2030) Plus Project Peak Hour LOS Mitigation Results

Intersection		LOS (Sec. Delay / Veh.) / Movement[1]	
Description	Control	Morning Peak	Evening Peak
Morton Access Road & I-80 EB Ramps / Burmester Road	Signal	C (22.9)	C (25.1)
Higley Lane / Burmester Road	WB Stop	a (7.2) / WBL	a (7.3) / WBL
SITLA Access Road / Burmester Road	NWB Stop	a (10.0) / NBL	b (11.1) / NBL
Higley North Access Road / Burmester Road	NWB Stop	b (10.2) / NWL	b (11.6) / NWL
Higley South Access Road / Burmester Road	WB Stop	b (11.2) / WBL	a (9.8) / WBL

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

Source: Hales Engineering, June 2025

VII. FUTURE (2050) BACKGROUND CONDITIONS

A. Purpose

The purpose of the future (2050) background analysis is to study the intersections and roadways during the peak travel periods of the day for future background traffic and geometric conditions. Through this analysis, future background traffic operational deficiencies can be identified, and potential mitigation measures recommended.

B. Roadway Network

According to the Utah Unified Transportation Plan, there are no projects planned before 2050 in the study area. Therefore, no changes were made to the roadway network for the future (2050) analysis.

C. Traffic Volumes

Hales Engineering obtained future (2050) forecasted volumes from the Utah Statewide Annual Daily Traffic Forecast. Peak period turning movement counts were estimated using NCHRP 255 methodologies which utilize existing peak period turn volumes and future AWDT volumes to project the future turn volumes at the major intersections. Future (2050) background peak hour turning movement volumes are shown in Figure 7.

D. Level of Service Analysis

Hales Engineering determined that all study intersections are anticipated to operate at acceptable levels of service during the peak hours in future (2050) background conditions, as shown in Table 14. These results serve as a baseline condition for the impact analysis of the proposed development for future (2050) conditions.

Table 14: Future (2050) Background Peak Hour LOS

Intersection		LOS (Sec. Delay / Veh.) / Movement[1]	
Description	Control	Morning Peak	Evening Peak
I-80 EB Ramps / Burmester Road	SEB Stop	a (2.8) / SEL	a (3.2) / SEL
Higley Lane / Burmester Road	WB Stop	a (5.0) / WBL	a (5.5) / WBL

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

Source: Hales Engineering, June 2025


I-80 EB Ramps
10
110
5
5
Burmester Road
35
65
15
195
10
5
125
5
Higley Lane
Burmester Road


I-80 EB Ramps
10
160
5
5
Burmester Road
45
60
10
215
15
5
5
59
Higley Lane
Burmester Road

E. Queuing Analysis

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

F. Mitigation Measures

No mitigation measures are recommended.

VIII. FUTURE (2050) PLUS PROJECT CONDITIONS

A. Purpose

The purpose of the future (2050) plus project analysis is to study the intersections and roadways during the peak travel periods of the day for future background traffic and geometric conditions plus the net trips generated by the proposed development. This scenario provides valuable insight into the potential impacts of the proposed project on future background traffic conditions.

B. Traffic Volumes

Hales Engineering added the project trips discussed in Chapter III to the future (2050) background traffic volumes to predict turning movement volumes for future (2050) plus project conditions. Future (2050) plus project peak hour turning movement volumes are shown in Figure 8.

C. Level of Service Analysis

Hales Engineering determined that all intersections are anticipated to operate at acceptable levels of service during the peak hours in future (2050) plus project conditions, as shown in Table 15.

Table 15: Future (2050) Plus Project Peak Hour LOS

Intersection		LOS (Sec. Delay / Veh.) / Movement[1]	
Description	Control	Morning Peak	Evening Peak
Morton Access Rd & I-80 EB / Burmester Rd	Signal	C (27.0)	D (36.7)
Higley Lane / Burmester Road	WB Stop	a (7.5) / WBL	a (7.7) / WBL
SITLA Access Road / Burmester Road	NWB Stop	b (13.0) / NBL	c (19.4) / NBL
Higley North Access Road / Burmester Road	NWB Stop	c (16.2) / NWL	c (16.5) / NWL
Higley South Access Road / Burmester Road	WB Stop	c (15.4) / WBL	b (10.4) / WBL

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

Source: Hales Engineering, June 2025

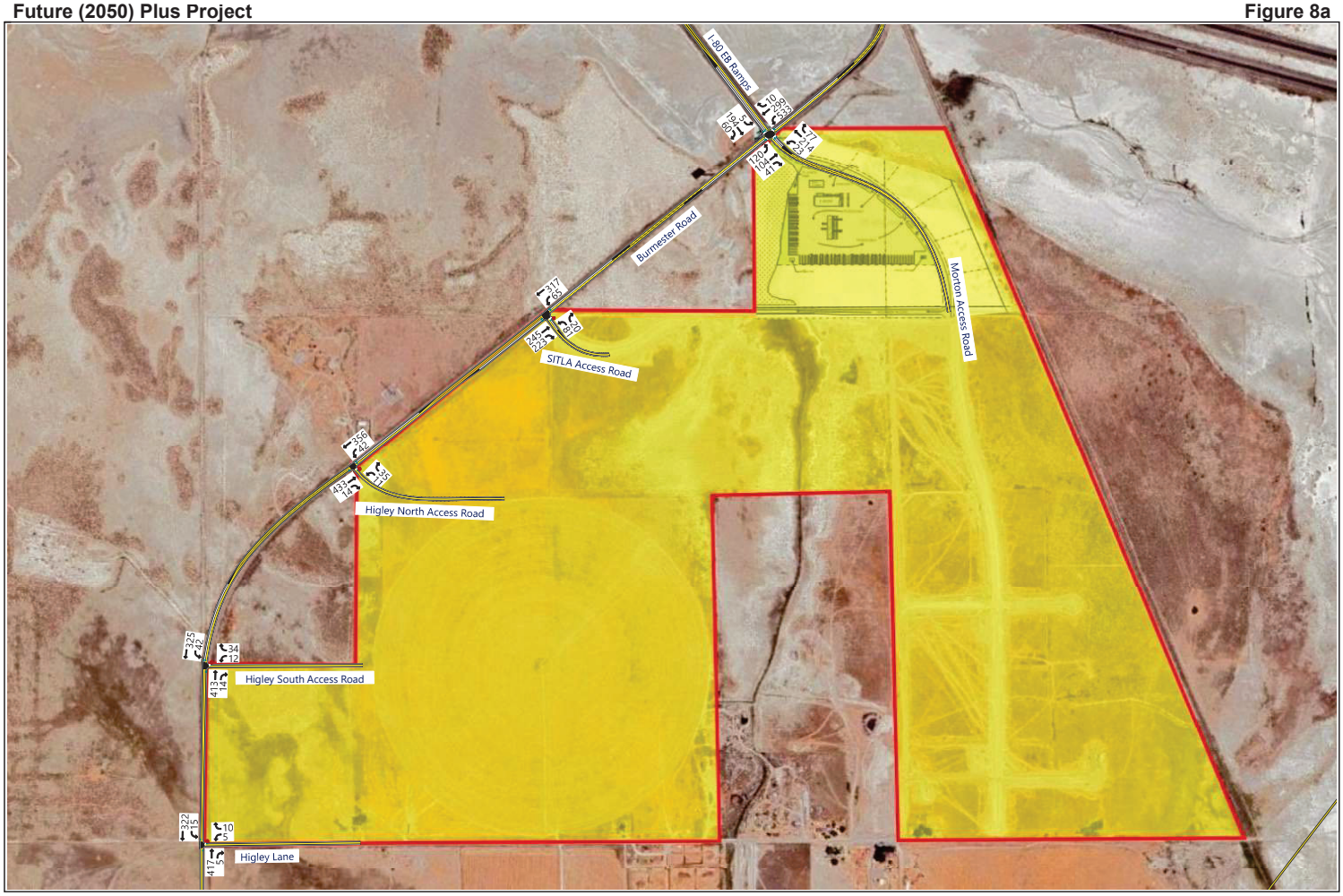
D. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. Potentially significant 95th percentile queue lengths during the peak hours are summarized as follows:

- Morton Access Road & I-80 EB Ramps / Burmester Road:
  - Northwest bound: 500 feet (PM)
  - Southwest bound: 575 feet (AM & PM)

Tooele County - Burmester Road TIS
Future (2050) Plus Project

Morning Peak Hour
Figure 8a

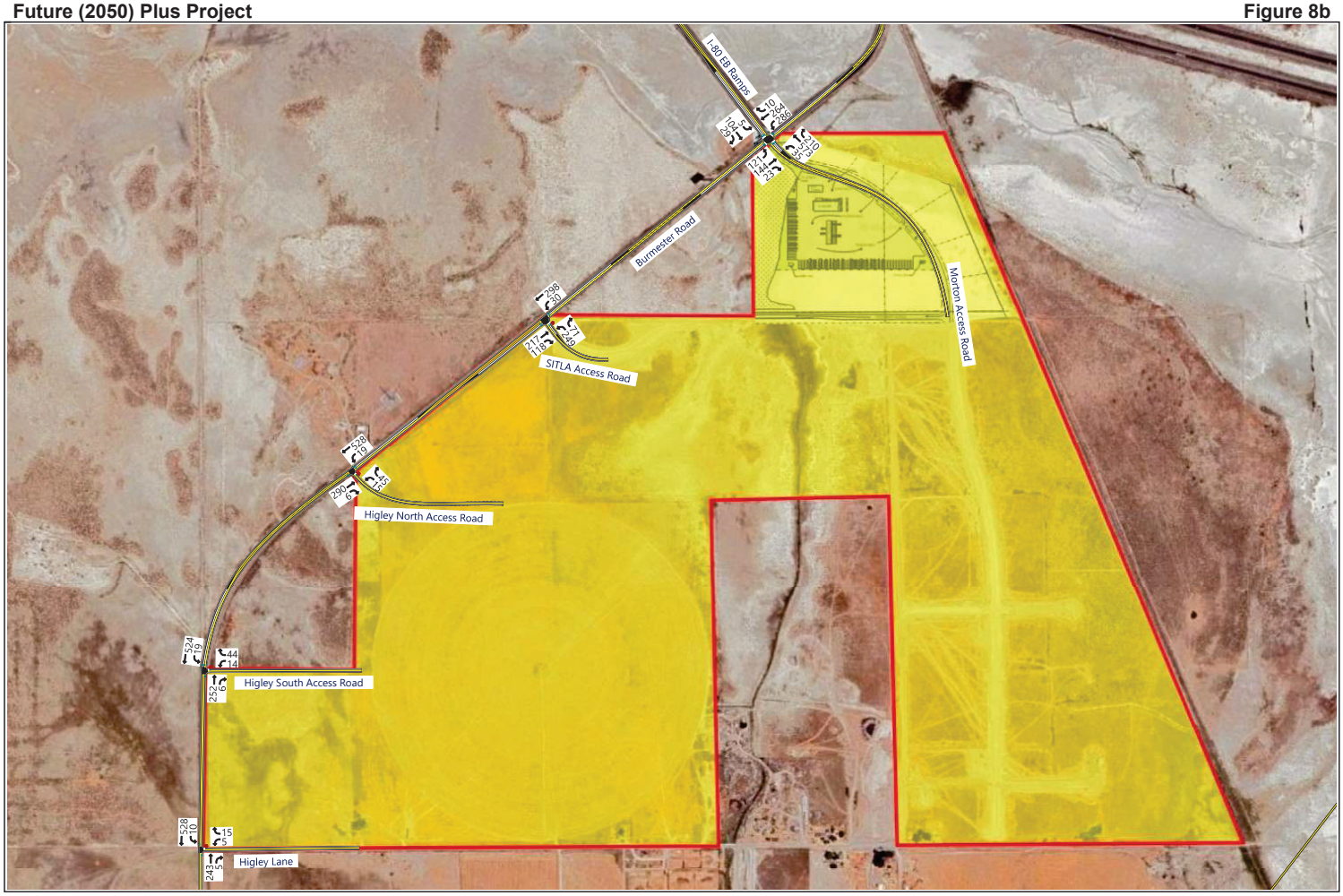


Hales Engineering
1220 North 500 West, Ste. 202 Lehi UT 84043

801.766.4343
06/17/2025

Tooele County - Burmester Road TIS
Future (2050) Plus Project

Evening Peak Hour
Figure 8b



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

801.766.4343
06/17/2025

E. Mitigation Measures

No further mitigation measures are recommended. Although queues at the northwest bound and southwest bound approaches of Morton Access Road & I-80 EB Ramps / Burmester Road may be a cause of concern, most of the vehicles move through the intersection within one cycle. Installing permissive protective left-turn phasing or extending the right and left-turn storage length at the northwest bound approach will likely mitigate potential congestion concerns.

F. Recommended Storage Lengths

Hales Engineering determined recommended storage lengths based on the 95th percentile queue lengths given in the future (2050) plus project scenario. These storage lengths do not include the taper length. Recommended storage lengths for the study intersections are shown in Table 16. Intersections shown in Table 16 include new intersections and existing intersections that have recommended storage length changes.

Table 16: Recommended Storage Lengths

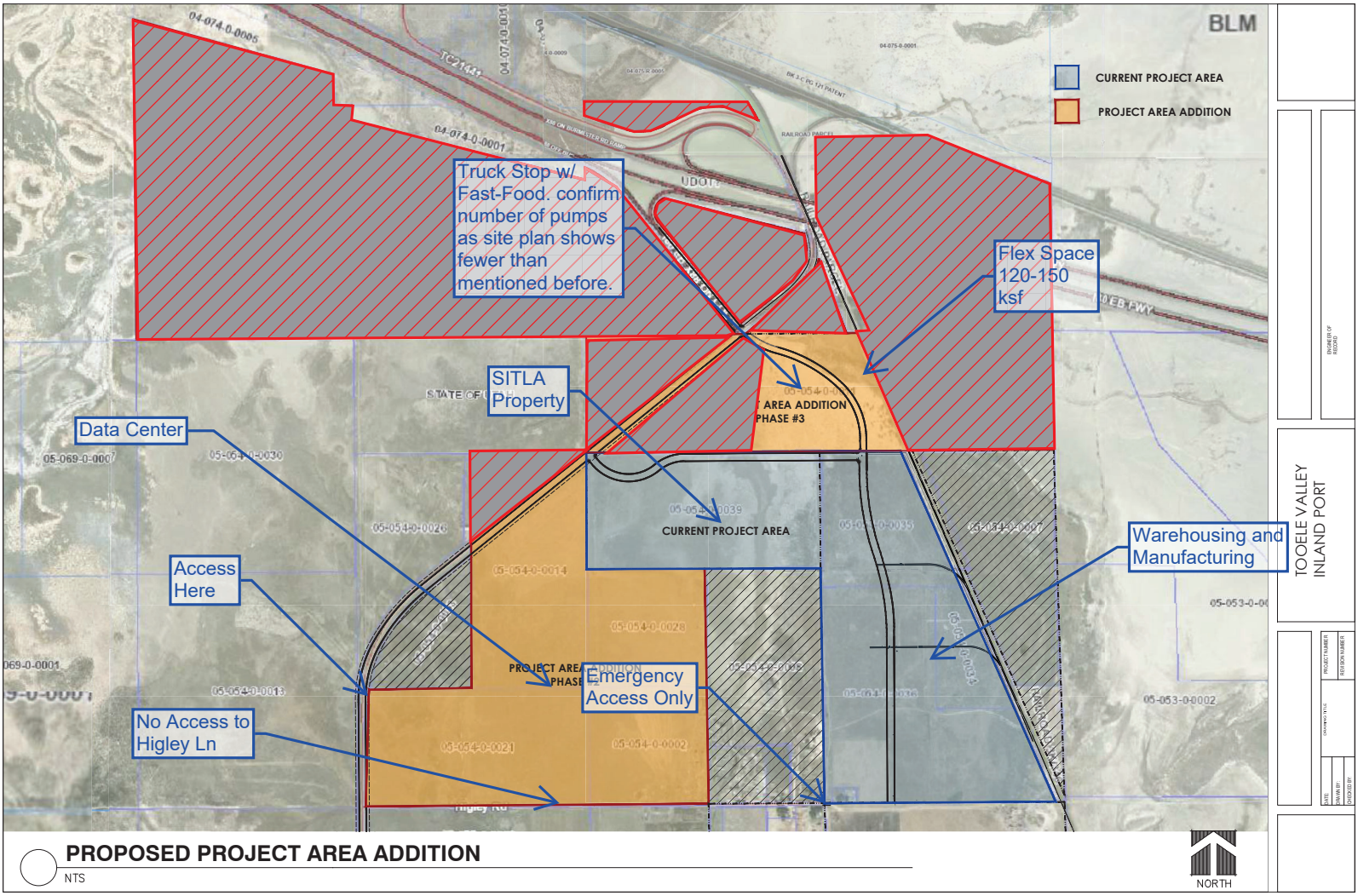
	Intersection	Recommended Storage Lengths (feet)															
		Northeast-bound				Northwest-bound				Southeast-bound				Southwest-bound			
		LT		RT		LT		RT		LT		RT		LT		RT	
		E	P	E	P	E	P	E	P	E	P	E	P	E	P	E	P
1	Morton Access Rd & I-80 EB Ramps / Burmester Rd	-	200	-	-	-	125	-	250	-	100	-	100	-	575	-	-
2	Higley Ln / Burmester Rd	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3	SITLA Access Rd / Burmester Rd	-	-	-	100	-	-	-	125	-	100	-	-	-	-	-	-
4	Higley North Access Rd / Burmester Rd	-	-	-	-	-	-	-	-	-	100	-	-	-	-	-	-
5	Higley South Access Rd / Burmester Rd	-	-	-	-	-	-	-	-	-	100	-	-	-	-	-	-

1. Storage lengths are based on 2050 95th percentile queue lengths and do not include required deceleration / taper distances
2. E = Existing storage length (approximate), if applicable; P = proposed storage length for new turn lanes or changes to existing turn lanes, if applicable

Source: Hales Engineering, June 2025

APPENDIX A

Site Plan


BLM
CURRENT PROJECT AREA
PROJECT AREA ADDITION
Truck Stop w/ Fast-Food. confirm number of pumps as site plan shows fewer than mentioned before.
Flex Space 120-150 ksf
SITLA Property
Data Center
Access Here
No Access to Higley Ln
Emergency Access Only
Warehousing and Manufacturing
AREA ADDITION PHASE #3
CURRENT PROJECT AREA
UDOT
TOOELE VALLEY INLAND PORT
PROPOSED PROJECT AREA ADDITION
NTS
NORTH

APPENDIX B

Turning Movement Counts

Intersection Turning Movement Summary

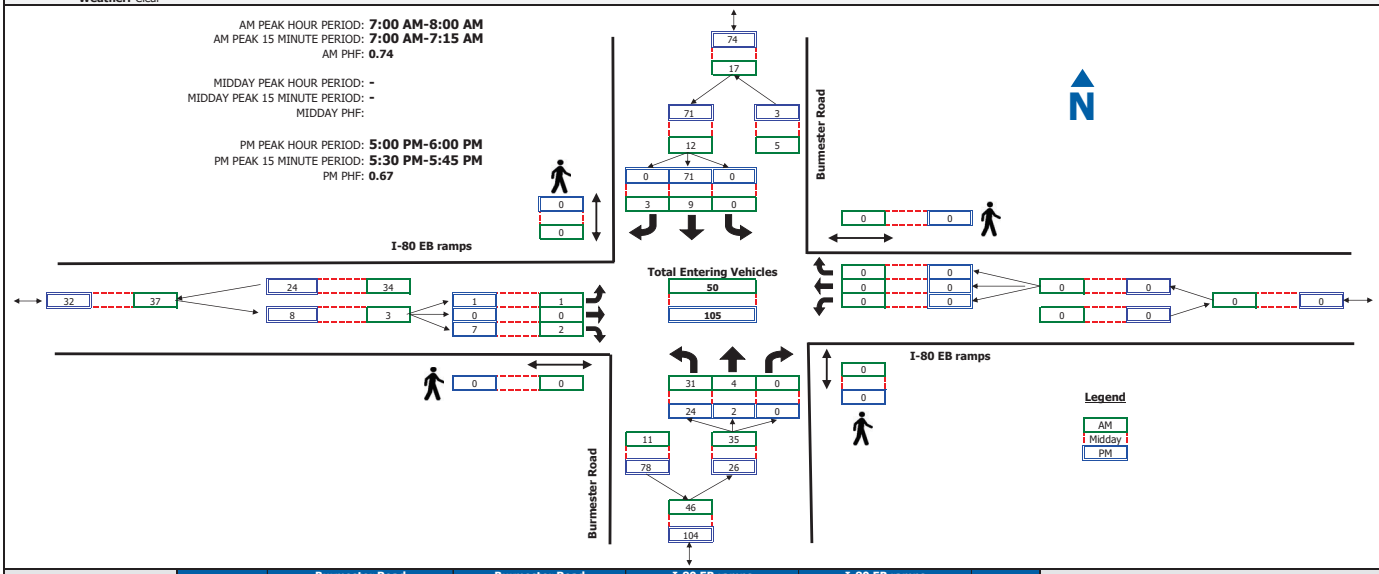
Intersection: Burmester Road / I-80 EB ramps
North/South Road: Burmester Road
East/West Road: I-80 EB ramps
Jurisdiction: Tooele County
Project Title: Tooele County Burmester TIS
Project No: UT25-3026
Weather: Clear

Date: 5-29-25, Thu
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 100.0%
Adjustment Station #: 0
Growth Rate: 0.0%
Number of Years: 0

AM PEAK HOUR PERIOD: **7:00 AM-8:00 AM**
AM PEAK 15 MINUTE PERIOD: **7:00 AM-7:15 AM**
AM PHF: **0.74**

MIDDAY PEAK HOUR PERIOD: **-**
MIDDAY PEAK 15 MINUTE PERIOD: **-**
MIDDAY PHF:

PM PEAK HOUR PERIOD: **5:00 PM-6:00 PM**
PM PEAK 15 MINUTE PERIOD: **5:30 PM-5:45 PM**
PM PHF: **0.67**



COUNT SUMMARY	Burmester Road Northbound				Burmester Road Southbound				I-80 EB ramps Eastbound				I-80 EB ramps Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
AM PERIOD COUNTS																	
Period	**A**	**B**	**C**	**D**	**E**	**F**	**G**	**H**	**I**	**J**	**K**	**L**	**M**	**N**	**O**	**P**	**TOTAL**
7:00 - 7:15	12	1	0	0	0	3	1	0	0	0	0	0	0	0	0	0	17
7:15 - 7:30	10	1	0	0	0	3	1	0	1	0	0	0	0	0	0	0	16
7:30 - 7:45	6	2	0	0	0	3	1	0	0	0	2	0	0	0	0	0	14
7:45 - 8:00	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
8:00 - 8:15	2	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	6
8:15 - 8:30	9	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
8:30 - 8:45	3	2	0	0	0	5	0	0	0	0	0	0	0	0	0	0	10
8:45 - 9:00	5	0	0	0	0	5	0	0	0	0	1	0	0	0	0	0	11
MIDDAY PERIOD COUNTS																	
Period	**A**	**B**	**C**	**D**	**E**	**F**	**G**	**H**	**I**	**J**	**K**	**L**	**M**	**N**	**O**	**P**	**TOTAL**
9:00 - 9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 - 9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 - 9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00 - 13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00 - 14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM PERIOD COUNTS																	
Period	**A**	**B**	**C**	**D**	**E**	**F**	**G**	**H**	**I**	**J**	**K**	**L**	**M**	**N**	**O**	**P**	**TOTAL**
16:00 - 16:15	4	0	0	0	0	8	1	0	0	0	4	0	0	0	0	0	17
16:15 - 16:30	5	0	0	0	0	14	1	0	0	0	2	0	0	0	0	0	22
16:30 - 16:45	0	0	0	0	0	16	3	0	1	0	2	0	0	0	0	0	22
16:45 - 17:00	5	1	0	0	0	11	0	0	0	0	0	0	0	0	0	0	17
17:00 - 17:15	6	1	0	0	0	13	0	0	0	0	1	0	0	0	0	0	21
17:15 - 17:30	6	1	0	0	0	16	0	0	0	0	2	0	0	0	0	0	25
17:30 - 17:45	8	0	0	0	0	28	0	0	0	0	3	0	0	0	0	0	39
17:45 - 18:00	4	0	0	0	0	14	0	0	1	0	1	0	0	0	0	0	20

Intersection Turning Movement Summary

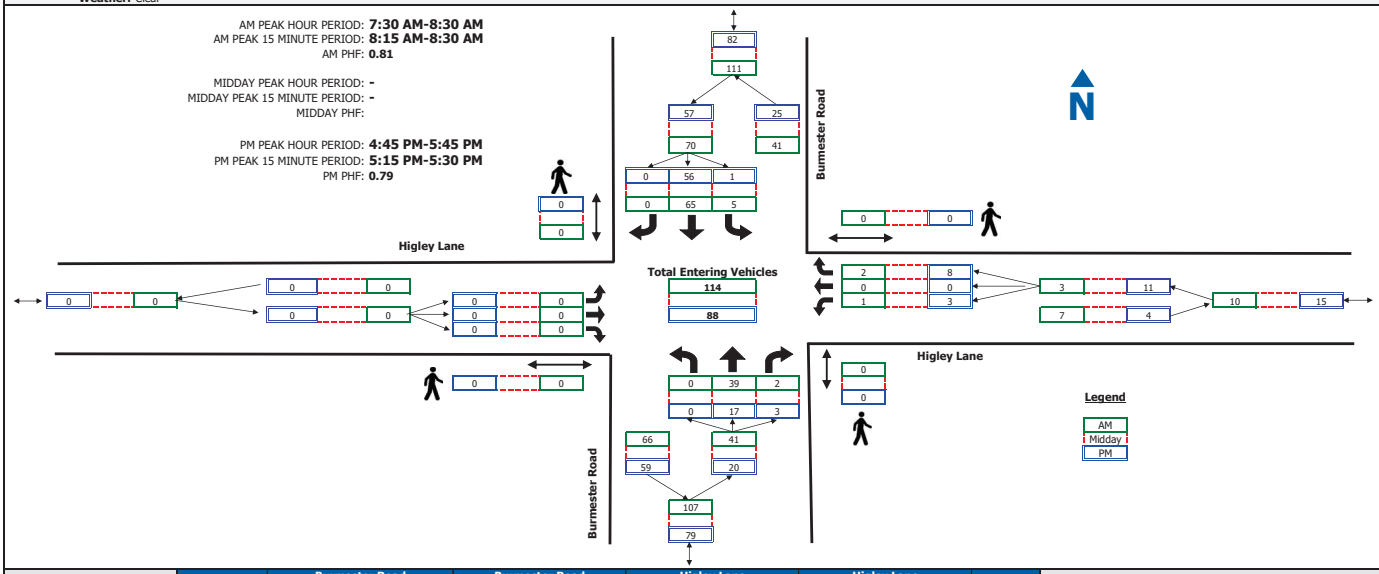
Intersection: Burmester Road / Higley Lane
North/South Road: Burmester Road
East/West Road: Higley Lane
Jurisdiction: Tooele County
Project Title: Tooele County GRE Industrial Park TIS
Project No: UT24-2779
Weather: Clear

Date: 6-6-24, Thu
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 100.0%
Adjustment Station #: 0
Growth Rate: 3.5%
Number of Years: 1

AM PEAK HOUR PERIOD: **7:30 AM-8:30 AM**
AM PEAK 15 MINUTE PERIOD: **8:15 AM-8:30 AM**
AM PHF: **0.81**

MIDDAY PEAK HOUR PERIOD: **-**
MIDDAY PEAK 15 MINUTE PERIOD: **-**
MIDDAY PHF:

PM PEAK HOUR PERIOD: **4:45 PM-5:45 PM**
PM PEAK 15 MINUTE PERIOD: **5:15 PM-5:30 PM**
PM PHF: **0.79**



COUNT SUMMARY	Burmester Road Northbound				Burmester Road Southbound				Higley Lane Eastbound				Higley Lane Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
AM PERIOD COUNTS																	
Period	**A**	**B**	**C**	**D**	**E**	**F**	**G**	**H**	**I**	**J**	**K**	**L**	**M**	**N**	**O**	**P**	**TOTAL**
7:00 - 7:15	0	8	0	0	2	5	0	0	0	0	0	0	0	0	1	0	16
7:15 - 7:30	0	12	1	0	0	1	0	0	0	0	0	0	0	0	0	0	14
7:30 - 7:45	0	9	0	0	0	9	0	0	0	0	0	0	0	0	1	0	19
7:45 - 8:00	0	8	0	0	1	17	0	0	0	0	0	0	0	0	0	0	26
8:00 - 8:15	0	9	1	0	2	19	0	0	0	0	0	0	0	0	0	0	31
8:15 - 8:30	0	12	1	0	2	18	0	0	0	0	0	0	1	0	1	0	35
8:30 - 8:45	0	9	0	0	0	6	0	0	0	0	0	0	1	0	0	0	16
8:45 - 9:00	0	6	1	0	0	7	0	0	0	0	0	0	0	0	0	0	14
MIDDAY PERIOD COUNTS																	
Period	**A**	**B**	**C**	**D**	**E**	**F**	**G**	**H**	**I**	**J**	**K**	**L**	**M**	**N**	**O**	**P**	**TOTAL**
9:00 - 9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 - 9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 - 9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00 - 13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00 - 14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM PERIOD COUNTS																	
Period	**A**	**B**	**C**	**D**	**E**	**F**	**G**	**H**	**I**	**J**	**K**	**L**	**M**	**N**	**O**	**P**	**TOTAL**
16:00 - 16:15	0	5	1	0	0	10	0	0	0	0	0	0	0	0	0	0	16
16:15 - 16:30	0	4	0	0	2	13	0	0	0	0	0	0	0	0	3	0	22
16:30 - 16:45	0	4	2	0	0	10	0	0	0	0	0	0	0	0	1	0	17
16:45 - 17:00	0	1	1	0	0	15	0	0	0	0	0	0	0	0	1	0	18
17:00 - 17:15	0	4	1	0	0	8	0	0	0	0	0	0	1	0	3	0	17
17:15 - 17:30	0	5	1	0	1	15	0	0	0	0	0	0	2	0	4	0	28
17:30 - 17:45	0	6	0	0	0	16	0	0	0	0	0	0	0	0	0	0	22
17:45 - 18:00	0	3	0	0	0	13	0	0	0	0	0	0	0	0	0	0	16

APPENDIX C

LOS Results

SimTraffic LOS Report

Project: Tooele County - Burmester Road TIS
Analysis Period: *Existing (2025) Background*
Time Period: *Morning Peak Hour* **Project #:** *UT25-3026*

Intersection: Burmester Road & I-80 EB Ramps
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SE	L	1	0	0		
	R	***2***	***3***	***150***	***1.0***	***A***
	Subtotal	3	3	100	1.0	*A*
NE	L	36	34	94	0.5	*A*
	T	5	5	105	0.9	*A*
	Subtotal	41	39	95	0.6	*A*
SW	T	10	12	114	0.5	*A*
	R	4	4	107	0.0	*A*
	Subtotal	14	16	114	0.4	*A*
Total		58	58	100	0.5	*A*

Intersection: Burnester Road & Higley Lane
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	46	46	101	0.2	*A*
	R	4	5	133	0.1	*A*
	Subtotal	50	51	102	0.2	*A*
SB	L	14	12	84	0.3	*A*
	T	76	76	100	0.3	*A*
	Subtotal	90	88	98	0.3	*A*
WB	***L***	***4***	***3***	***80***	***4.8***	***A***
	R	10	11	105	2.3	*A*
	Subtotal	14	14	100	2.8	*A*
Total		154	153	99	0.5	*A*

SimTraffic LOS Report

Project: Tooele County - Burmester Road TIS
Analysis Period: *Existing (2025) Background*
Time Period: *Evening Peak Hour* **Project #:** *UT25-3026*

Intersection: Burmester Road & I-80 EB Ramps
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SE	L	1	0	0		
	R	3	4	145	0.8	*A*
	Subtotal	4	4	100	0.8	*A*
NE	L	37	36	97	0.5	*A*
	T	***5***	***6***	***126***	***0.9***	***A***
	Subtotal	42	42	100	0.6	*A*
SW	T	10	10	95	0.6	*A*
	R	4	3	80	0.0	*A*
	Subtotal	14	13	93	0.5	*A*
Total		60	59	99	0.6	*A*

Intersection: Burnester Road & Higley Lane
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	21	20	96	0.3	*A*
	R	5	6	126	0.0	*A*
	Subtotal	26	26	100	0.2	*A*
SB	L	10	9	95	0.4	*A*
	T	67	66	98	0.2	*A*
	Subtotal	77	75	97	0.2	*A*
WB	***L***	***5***	***5***	***105***	***4.5***	***A***
	R	18	19	106	2.5	*A*
	Subtotal	23	24	104	2.9	*A*
Total		125	125	100	0.8	*A*

SimTraffic LOS Report

Project: Tooele County - Burmester Road TIS
Analysis Period: *Existing (2025) Plus Project*
Time Period: *Morning Peak Hour* **Project #:** *UT25-3026*

Intersection: Burmester Road & Morton Access Road/I-80 EB Ramps
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	25	26	103	13.6	*B*
	T	158	160	101	16.6	*C*
	R	56	54	96	3.7	*A*
	Subtotal	239	240	100	13.4	*B*
SE	***L***	***1***	***1***	***100***	***19.7***	***C***
	T	119	117	98	17.3	*C*
	R	25	26	103	6.2	*A*
	Subtotal	145	144	99	15.3	*C*
NE	L	50	53	107	1.4	*A*
	T	10	9	92	2.8	*A*
	R	46	47	103	0.7	*A*
	Subtotal	106	109	103	1.2	*A*
SW	L	338	344	102	3.3	*A*
	T	82	83	102	1.2	*A*
	R	3	4	133	0.2	*A*
	Subtotal	423	431	102	2.9	*A*
Total		913	924	101	7.3	*A*

Intersection: Burnester Road & Higley Lane
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	204	208	102	0.4	*A*
	R	3	4	133	0.1	*A*
	Subtotal	207	212	102	0.4	*A*
SB	L	14	13	96	1.3	*A*
	T	144	144	100	1.1	*A*
	Subtotal	158	157	99	1.1	*A*
WB	***L***	***3***	***1***	***33***	***7.2***	***A***
	R	10	10	103	3.1	*A*
	Subtotal	13	11	85	3.5	*A*
Total		378	380	101	0.8	*A*

SimTraffic LOS Report

Project: Tooele County - Burmester Road TIS
Analysis Period: *Existing (2025) Plus Project*
Time Period: *Morning Peak Hour* **Project #:** *UT25-3026*

Intersection: Burmester Road & SITLA Access Road
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	***L***	***48***	***45***	***95***	***5.4***	***A***
	R	7	6	89	2.9	*A*
	Subtotal	55	51	93	5.1	*A*
NE	T	98	103	105	1.3	*A*
	R	116	117	101	1.1	*A*
	Subtotal	214	220	103	1.2	*A*
SW	L	22	21	94	1.9	*A*
	T	110	114	103	1.4	*A*
	Subtotal	132	135	102	1.5	*A*
Total		401	406	101	1.8	*A*

SimTraffic LOS Report

Project: Tooele County - Burmester Road TIS
Analysis Period: *Existing (2025) Plus Project*
Time Period: *Evening Peak Hour* **Project #:** *UT25-3026*

Intersection: Burmester Road & Morton Access Road/I-80 EB Ramps
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	33	32	96	8.5	*A*
	T	***311***	***308***	***99***	***12.3***	***B***
	R	115	115	100	4.0	*A*
	Subtotal	459	455	99	9.9	*A*
SE	L	1	1	100	7.3	*A*
	T	63	62	99	11.4	*B*
	R	16	17	108	3.3	*A*
	Subtotal	80	80	100	9.6	*A*
NE	L	52	51	98	1.2	*A*
	T	10	10	103	2.3	*A*
	R	24	28	114	0.6	*A*
	Subtotal	86	89	103	1.1	*A*
SW	L	172	166	97	1.5	*A*
	T	74	74	99	1.1	*A*
	R	5	5	100	0.2	*A*
	Subtotal	251	245	98	1.4	*A*
Total		876	869	99	6.6	*A*

Intersection: Burnester Road & Higley Lane
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	110	111	101	0.4	*A*
	R	4	5	125	0.1	*A*
	Subtotal	114	116	102	0.4	*A*
SB	L	9	9	103	1.2	*A*
	T	209	211	101	1.1	*A*
	Subtotal	218	220	101	1.1	*A*
WB	***L***	***4***	***4***	***100***	***6.2***	***A***
	R	16	16	102	2.5	*A*
	Subtotal	20	20	100	3.2	*A*
Total		351	356	101	1.0	*A*

SimTraffic LOS Report

Project: Tooele County - Burmester Road TIS
Analysis Period: *Existing (2025) Plus Project*
Time Period: *Evening Peak Hour* **Project #:** *UT25-3026*

Intersection: Burmester Road & SITLA Access Road
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	***L***	***101***	***103***	***102***	***5.2***	***A***
	R	15	16	108	2.6	*A*
	Subtotal	116	119	103	4.9	*A*
NE	T	72	74	102	0.9	*A*
	R	54	52	96	0.7	*A*
	Subtotal	126	126	100	0.8	*A*
SW	L	8	7	90	1.0	*A*
	T	117	117	100	1.4	*A*
	Subtotal	125	124	99	1.4	*A*
Total		367	369	101	2.3	*A*

SimTraffic LOS Report

Project: Tooele County - Burmester Road TIS
Analysis Period: *Future (2030) Background*
Time Period: *Morning Peak Hour* **Project #:** *UT25-3026*

Intersection: Burmester Road & I-80 EB Ramps
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SE	***L***	***6***	***5***	***87***	***2.2***	***A***
	R	6	6	104	1.1	*A*
	Subtotal	12	11	92	1.6	*A*
NE	L	41	44	107	0.7	*A*
	T	12	14	122	1.2	*A*
	Subtotal	53	58	109	0.8	*A*
SW	T	24	22	93	0.6	*A*
	R	6	5	87	0.0	*A*
	Subtotal	30	27	90	0.5	*A*
Total		94	96	103	0.8	*A*

Intersection: Burnester Road & Higley Lane
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	59	57	97	0.3	*A*
	R	6	6	104	0.2	*A*
	Subtotal	65	63	97	0.3	*A*
SB	L	18	18	100	0.6	*A*
	T	100	107	107	0.5	*A*
	Subtotal	118	125	106	0.5	*A*
WB	***L***	***6***	***5***	***87***	***5.0***	***A***
	R	12	11	96	2.6	*A*
	Subtotal	18	16	89	3.4	*A*
Total		200	204	102	0.7	*A*

SimTraffic LOS Report

Project: Tooele County - Burmester Road TIS
Analysis Period: *Future (2030) Background*
Time Period: *Evening Peak Hour* **Project #:** *UT25-3026*

Intersection: Burmester Road & I-80 EB Ramps
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SE	***L***	***6***	***5***	***87***	***2.2***	***A***
	R	6	5	87	1.0	*A*
	Subtotal	12	10	83	1.6	*A*
NE	L	54	57	106	0.9	*A*
	T	12	14	114	1.3	*A*
	Subtotal	66	71	108	1.0	*A*
SW	T	36	37	103	0.6	*A*
	R	6	5	87	0.0	*A*
	Subtotal	42	42	100	0.5	*A*
Total		120	123	103	0.9	*A*

Intersection: Burnester Road & Higley Lane
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	30	30	99	0.2	*A*
	R	6	6	104	0.2	*A*
	Subtotal	36	36	100	0.2	*A*
SB	L	12	11	90	0.4	*A*
	T	114	113	99	0.4	*A*
	Subtotal	126	124	98	0.4	*A*
WB	***L***	***6***	***5***	***87***	***5.0***	***A***
	R	18	19	106	2.7	*A*
	Subtotal	24	24	100	3.2	*A*
Total		186	184	99	0.7	*A*

SimTraffic LOS Report

Project: Tooele County - Burmester Road TIS
Analysis Period: *Future (2030) Plus Project*
Time Period: *Morning Peak Hour* **Project #:** *UT25-3026*

Intersection: Burmester Road & Morton Access Road/I-80 EB Ramps
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	25	15	59	802.2	*F*
	T	***236***	***163***	***69***	***815.2***	***F***
	R	85	56	66	715.2	*F*
	Subtotal	346	234	68	790.4	*F*
SE	L	6	3	52	517.3	*F*
	T	214	172	81	555.5	*F*
	R	70	61	87	146.3	*F*
	Subtotal	290	236	81	449.2	*F*
NE	L	123	124	101	2.7	*A*
	T	41	41	101	3.5	*A*
	R	46	44	97	1.0	*A*
	Subtotal	210	209	100	2.5	*A*
SW	L	588	596	101	7.3	*A*
	T	205	202	99	3.6	*A*
	R	6	6	104	1.6	*A*
	Subtotal	799	804	101	6.3	*A*
Total		1,643	1,483	90	241.0	*F*

Intersection: Burnester Road & Higley Lane
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	377	375	99	0.8	*A*
	R	6	6	104	0.4	*A*
	Subtotal	383	381	99	0.8	*A*
SB	L	16	13	79	1.8	*A*
	T	234	224	96	1.2	*A*
	Subtotal	250	237	95	1.2	*A*
WB	***L***	***6***	***4***	***70***	***6.9***	***A***
	R	11	12	112	3.5	*A*
	Subtotal	17	16	94	4.4	*A*
Total		650	634	97	1.0	*A*

SimTraffic LOS Report

Project: Tooele County - Burmester Road TIS
Analysis Period: *Future (2030) Plus Project*
Time Period: *Morning Peak Hour* **Project #:** *UT25-3026*

Intersection: Burmester Road & SITLA Access Road
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	***L***	***89***	***83***	***93***	***9.5***	***A***
	R	22	24	108	3.4	*A*
	Subtotal	111	107	96	8.1	*A*
NE	T	188	185	98	2.1	*A*
	R	246	255	104	2.4	*A*
	Subtotal	434	440	101	2.3	*A*
SW	L	72	67	93	4.6	*A*
	T	229	212	93	1.8	*A*
	Subtotal	301	279	93	2.5	*A*
Total		846	826	98	3.1	*A*

Intersection: Higley North Access Road & Burmester Road
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	***L***	***12***	***13***	***104***	***10.3***	***B***
	R	39	41	106	4.8	*A*
	Subtotal	51	54	106	6.1	*A*
NE	T	396	398	101	2.5	*A*
	R	16	14	90	2.3	*A*
	Subtotal	412	412	100	2.5	*A*
SW	L	46	40	86	3.2	*A*
	T	272	254	94	3.6	*A*
	Subtotal	318	294	92	3.5	*A*
Total		780	760	97	3.2	*A*

SimTraffic LOS Report

Project: Tooele County - Burmester Road TIS
Analysis Period: *Future (2030) Plus Project*
Time Period: *Morning Peak Hour* **Project #:** *UT25-3026*

Intersection: Burnester Road & Higley South Access Road
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	373	373	100	3.8	*A*
	R	16	14	90	0.4	*A*
	Subtotal	389	387	99	3.7	*A*
SB	L	46	41	88	5.5	*A*
	T	238	226	95	1.5	*A*
	Subtotal	284	267	94	2.1	*A*
WB	***L***	***14***	***13***	***96***	***10.9***	***B***
	R	38	38	101	6.1	*A*
	Subtotal	52	51	98	7.3	*A*
Total		724	705	97	3.3	*A*

SimTraffic LOS Report

Project: Tooele County - Burmester Road TIS
Analysis Period: *Future (2030) Plus Project*
Time Period: *Evening Peak Hour* **Project #:** *UT25-3026*

Intersection: Burmester Road & Morton Access Road/I-80 EB Ramps
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	37	21	56	463.4	*F*
	T	***610***	***334***	***55***	***483.6***	***F***
	R	224	123	55	429.5	*F*
	Subtotal	871	478	55	468.8	*F*
SE	L	5	3	60	28.4	*D*
	T	111	113	102	22.9	*C*
	R	41	38	92	5.0	*A*
	Subtotal	157	154	98	18.6	*C*
NE	L	129	127	98	2.6	*A*
	T	100	96	96	3.4	*A*
	R	24	27	110	1.1	*A*
	Subtotal	253	250	99	2.7	*A*
SW	L	305	303	99	3.6	*A*
	T	143	141	99	2.2	*A*
	R	5	6	120	1.0	*A*
	Subtotal	453	450	99	3.1	*A*
Total		1,735	1,332	77	187.7	*F*

Intersection: Burnester Road & Higley Lane
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	206	198	96	0.5	*A*
	R	5	4	80	0.2	*A*
	Subtotal	211	202	96	0.5	*A*
SB	L	11	10	93	1.9	*A*
	T	434	422	97	1.7	*A*
	Subtotal	445	432	97	1.7	*A*
WB	***L***	***5***	***4***	***80***	***7.4***	***A***
	R	16	15	95	2.9	*A*
	Subtotal	21	19	90	3.8	*A*
Total		677	653	96	1.4	*A*

SimTraffic LOS Report

Project: Tooele County - Burmester Road TIS
Analysis Period: *Future (2030) Plus Project*
Time Period: *Evening Peak Hour* **Project #:** *UT25-3026*

Intersection: Burmester Road & SITLA Access Road
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	***L***	***266***	***264***	***99***	***10.9***	***B***
	R	76	76	101	4.2	*A*
	Subtotal	342	340	99	9.4	*A*
NE	T	179	175	98	2.0	*A*
	R	126	126	100	1.2	*A*
	Subtotal	305	301	99	1.7	*A*
SW	L	32	28	87	2.9	*A*
	T	189	173	91	2.5	*A*
	Subtotal	221	201	91	2.6	*A*
Total		867	842	97	5.0	*A*

Intersection: Higley North Access Road & Burmester Road
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	***L***	***16***	***14***	***89***	***11.4***	***B***
	R	48	52	108	4.2	*A*
	Subtotal	64	66	103	5.7	*A*
NE	T	256	247	96	1.5	*A*
	R	7	7	104	1.3	*A*
	Subtotal	263	254	97	1.5	*A*
SW	L	20	17	83	2.1	*A*
	T	435	421	97	4.4	*A*
	Subtotal	455	438	96	4.3	*A*
Total		782	758	97	3.4	*A*

SimTraffic LOS Report

Project: Tooele County - Burmester Road TIS
Analysis Period: *Future (2030) Plus Project*
Time Period: *Evening Peak Hour* **Project #:** *UT25-3026*

Intersection: Burnester Road & Higley South Access Road
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	216	207	96	3.1	*A*
	R	7	8	119	0.3	*A*
	Subtotal	223	215	96	3.0	*A*
SB	L	20	18	88	4.5	*A*
	T	430	418	97	2.3	*A*
	Subtotal	450	436	97	2.4	*A*
WB	***L***	***15***	***14***	***95***	***9.8***	***A***
	R	47	46	98	4.3	*A*
	Subtotal	62	60	97	5.6	*A*
Total		735	711	97	2.8	*A*

SimTraffic LOS Report

Project: Tooele County - Burmester Road TIS
Analysis Period: *Future (2030) Plus Project Mitigation*
Time Period: *Morning Peak Hour* **Project #:** *UT25-3026*

Intersection: Burmester Road & Morton Access Road/I-80 EB Ramps
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	25	23	91	26.6	C
	T	236	242	103	21.8	C
	R	85	85	100	5.8	A
	Subtotal	346	350	101	18.2	B
SE	L	6	4	70	23.9	C
	T	214	215	101	24.3	C
	R	70	69	99	4.3	A
	Subtotal	290	288	99	19.5	B
NE	L	123	124	101	15.8	B
	T	41	41	101	11.5	B
	R	46	43	95	4.4	A
	Subtotal	210	208	99	12.6	B
SW	L	588	595	101	33.5	C
	T	205	201	98	15.6	B
	R	6	6	104	8.8	A
	Subtotal	799	802	100	28.8	C
Total		1,643	1,648	100	22.9	C

Intersection: Burnester Road & Higley Lane
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	377	374	99	0.8	A
	R	6	6	104	0.4	A
	Subtotal	383	380	99	0.8	A
SB	L	16	14	85	1.9	A
	T	234	232	99	1.3	A
	Subtotal	250	246	98	1.3	A
WB	***L***	***6***	***4***	***70***	***7.2***	***A***
	R	11	12	112	3.5	A
	Subtotal	17	16	94	4.4	A
Total		650	642	99	1.1	A

SimTraffic LOS Report

Project: Tooele County - Burmester Road TIS
Analysis Period: *Future (2030) Plus Project Mitigation*
Time Period: *Morning Peak Hour* **Project #:** *UT25-3026*

Intersection: Burmester Road & SITLA Access Road
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	***L***	***89***	***83***	***93***	***10.0***	***A***
	R	22	24	108	3.4	*A*
	Subtotal	111	107	96	8.5	*A*
NE	T	188	185	98	2.1	*A*
	R	246	255	104	2.5	*A*
	Subtotal	434	440	101	2.3	*A*
SW	L	72	70	98	7.2	*A*
	T	229	225	98	4.3	*A*
	Subtotal	301	295	98	5.0	*A*
Total		846	842	100	4.0	*A*

Intersection: Higley North Access Road & Burmester Road
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	***L***	***12***	***13***	***104***	***10.2***	***B***
	R	39	41	106	4.8	*A*
	Subtotal	51	54	106	6.1	*A*
NE	T	396	398	101	2.5	*A*
	R	16	14	90	2.3	*A*
	Subtotal	412	412	100	2.5	*A*
SW	L	46	43	92	3.4	*A*
	T	272	264	97	3.8	*A*
	Subtotal	318	307	97	3.7	*A*
Total		780	773	99	3.3	*A*

SimTraffic LOS Report

Project: Tooele County - Burmester Road TIS
Analysis Period: *Future (2030) Plus Project Mitigation*
Time Period: *Morning Peak Hour* **Project #:** *UT25-3026*

Intersection: Burnester Road & Higley South Access Road
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	373	373	100	3.8	*A*
	R	16	14	90	0.4	*A*
	Subtotal	389	387	99	3.7	*A*
SB	L	46	42	90	5.7	*A*
	T	238	235	99	1.6	*A*
	Subtotal	284	277	98	2.2	*A*
WB	***L***	***14***	***13***	***96***	***11.2***	***B***
	R	38	38	101	6.2	*A*
	Subtotal	52	51	98	7.5	*A*
Total		724	715	99	3.4	*A*

SimTraffic LOS Report

Project: Tooele County - Burmester Road TIS
Analysis Period: *Future (2030) Plus Project Mitigation*
Time Period: *Evening Peak Hour* **Project #:** *UT25-3026*

Intersection: Burmester Road & Morton Access Road/I-80 EB Ramps
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	37	38	102	23.7	C
	T	610	621	102	24.1	C
	R	224	222	99	14.9	B
	Subtotal	871	881	101	21.8	C
SE	L	5	3	60	26.8	C
	T	111	113	102	12.1	B
	R	41	39	95	2.5	A
	Subtotal	157	155	99	10.0	A
NE	L	129	127	98	25.7	C
	T	100	97	97	19.4	B
	R	24	27	110	6.1	A
	Subtotal	253	251	99	21.2	C
SW	L	305	304	100	49.0	D
	T	143	142	99	18.7	B
	R	5	6	120	11.8	B
	Subtotal	453	452	100	39.0	D
Total		1,735	1,739	100	25.1	C

Intersection: Burnester Road & Higley Lane
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	206	199	97	0.5	A
	R	5	4	80	0.2	A
	Subtotal	211	203	96	0.5	A
SB	L	11	10	93	2.1	A
	T	434	435	100	1.8	A
	Subtotal	445	445	100	1.8	A
WB	***L***	***5***	***4***	***80***	***7.3***	***A***
	R	16	15	95	2.9	A
	Subtotal	21	19	90	3.8	A
Total		677	667	99	1.5	A

SimTraffic LOS Report

Project: Tooele County - Burmester Road TIS
Analysis Period: *Future (2030) Plus Project Mitigation*
Time Period: *Evening Peak Hour* **Project #:** *UT25-3026*

Intersection: Burmester Road & SITLA Access Road
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	***L***	***266***	***264***	***99***	***11.1***	***B***
	R	76	76	101	4.2	*A*
	Subtotal	342	340	99	9.6	*A*
NE	T	179	175	98	2.1	*A*
	R	126	126	100	1.2	*A*
	Subtotal	305	301	99	1.7	*A*
SW	L	32	30	93	5.5	*A*
	T	189	189	100	5.3	*A*
	Subtotal	221	219	99	5.3	*A*
Total		867	860	99	5.7	*A*

Intersection: Higley North Access Road & Burmester Road
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	***L***	***16***	***14***	***89***	***11.6***	***B***
	R	48	52	108	4.2	*A*
	Subtotal	64	66	103	5.8	*A*
NE	T	256	247	96	1.5	*A*
	R	7	7	104	1.3	*A*
	Subtotal	263	254	97	1.5	*A*
SW	L	20	18	88	2.6	*A*
	T	435	436	100	4.5	*A*
	Subtotal	455	454	100	4.4	*A*
Total		782	774	99	3.6	*A*

SimTraffic LOS Report

Project: Tooele County - Burmester Road TIS
Analysis Period: *Future (2030) Plus Project Mitigation*
Time Period: *Evening Peak Hour* **Project #:** *UT25-3026*

Intersection: Burnester Road & Higley South Access Road
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	216	208	96	3.0	*A*
	R	7	8	119	0.3	*A*
	Subtotal	223	216	97	2.9	*A*
SB	L	20	19	93	4.1	*A*
	T	430	432	100	2.4	*A*
	Subtotal	450	451	100	2.5	*A*
WB	***L***	***15***	***14***	***95***	***9.8***	***A***
	R	47	46	98	4.3	*A*
	Subtotal	62	60	97	5.6	*A*
Total		735	727	99	2.9	*A*

SimTraffic LOS Report

Project: Tooele County - Burmester Road TIS
Analysis Period: *Future (2050) Background*
Time Period: *Morning Peak Hour* **Project #:** *UT25-3026*

Intersection: Burmester Road & I-80 EB Ramps
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SE	***L***	***6***	***6***	***104***	***2.8***	***A***
	R	6	6	104	1.2	*A*
	Subtotal	12	12	100	2.0	*A*
NE	L	41	41	100	1.0	*A*
	T	76	80	105	1.3	*A*
	Subtotal	117	121	103	1.2	*A*
SW	T	130	127	98	0.8	*A*
	R	12	13	113	0.0	*A*
	Subtotal	142	140	99	0.7	*A*
Total		270	273	101	1.0	*A*

Intersection: Burnester Road & Higley Lane
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	147	148	101	0.5	*A*
	R	6	7	122	0.1	*A*
	Subtotal	153	155	101	0.5	*A*
SB	L	18	17	94	0.8	*A*
	T	230	241	105	0.7	*A*
	Subtotal	248	258	104	0.7	*A*
WB	***L***	***6***	***5***	***87***	***5.0***	***A***
	R	12	12	104	3.0	*A*
	Subtotal	18	17	94	3.6	*A*
Total		417	430	103	0.8	*A*

SimTraffic LOS Report

Project: Tooele County - Burmester Road TIS
Analysis Period: *Future (2050) Background*
Time Period: *Evening Peak Hour* **Project #:** *UT25-3026*

Intersection: Burmester Road & I-80 EB Ramps
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SE	***L***	***6***	***6***	***104***	***3.2***	***A***
	R	6	6	104	1.4	*A*
	Subtotal	12	12	100	2.3	*A*
NE	L	54	51	94	1.5	*A*
	T	72	79	110	1.5	*A*
	Subtotal	126	130	103	1.5	*A*
SW	T	192	197	102	0.9	*A*
	R	12	15	122	0.1	*A*
	Subtotal	204	212	104	0.8	*A*
Total		342	354	104	1.1	*A*

Intersection: Burnester Road & Higley Lane
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	78	77	99	0.3	*A*
	R	6	7	122	0.0	*A*
	Subtotal	84	84	100	0.3	*A*
SB	L	12	13	106	0.6	*A*
	T	258	254	99	0.6	*A*
	Subtotal	270	267	99	0.6	*A*
WB	***L***	***6***	***6***	***104***	***5.5***	***A***
	R	18	19	106	2.8	*A*
	Subtotal	24	25	104	3.4	*A*
Total		377	376	100	0.7	*A*

SimTraffic LOS Report

Project: Tooele County - Burmester Road TIS
Analysis Period: *Future (2050) Plus Project*
Time Period: *Morning Peak Hour* **Project #:** *UT25-3026*

Intersection: Burmester Road & Morton Access Road/I-80 EB Ramps
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	25	26	103	34.9	C
	T	236	241	102	27.7	C
	R	85	82	96	6.8	A
	Subtotal	346	349	101	23.3	C
SE	L	6	4	70	40.6	D
	T	214	212	99	28.8	C
	R	66	69	105	5.3	A
	Subtotal	286	285	100	23.3	C
NE	L	132	137	104	19.3	B
	T	114	116	101	12.8	B
	R	46	47	103	5.7	A
	Subtotal	292	300	103	14.7	B
SW	L	588	570	97	42.7	D
	T	330	328	99	18.4	B
	R	11	12	112	14.8	B
	Subtotal	929	910	98	33.6	C
Total		1,852	1,844	100	27.0	C

Intersection: Burnester Road & Higley Lane
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	460	456	99	0.9	A
	R	6	7	122	0.4	A
	Subtotal	466	463	99	0.9	A
SB	L	16	15	91	3.2	A
	T	356	359	101	2.0	A
	Subtotal	372	374	101	2.0	A
WB	***L***	***6***	***4***	***70***	***7.5***	***A***
	R	11	10	93	3.7	A
	Subtotal	17	14	82	4.8	A
Total		854	851	100	1.4	A

SimTraffic LOS Report

Project: Tooele County - Burmester Road TIS
Analysis Period: *Future (2050) Plus Project*
Time Period: *Morning Peak Hour* **Project #:** *UT25-3026*

Intersection: Burmester Road & SITLA Access Road
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	***L***	***89***	***89***	***100***	***13.0***	***B***
	R	22	22	99	4.0	*A*
	Subtotal	111	111	100	11.2	*B*
NE	T	270	280	104	2.5	*A*
	R	246	236	96	2.6	*A*
	Subtotal	516	516	100	2.5	*A*
SW	L	72	72	100	8.6	*A*
	T	350	353	101	5.0	*A*
	Subtotal	422	425	101	5.6	*A*
Total		1,049	1,052	100	4.7	*A*

Intersection: Higley North Access Road & Burmester Road
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	***L***	***12***	***13***	***104***	***16.2***	***C***
	R	39	40	103	5.8	*A*
	Subtotal	51	53	104	8.4	*A*
NE	T	478	478	100	2.9	*A*
	R	16	16	103	2.2	*A*
	Subtotal	494	494	100	2.9	*A*
SW	L	46	48	103	3.8	*A*
	T	393	395	101	4.4	*A*
	Subtotal	439	443	101	4.3	*A*
Total		984	990	101	3.9	*A*

SimTraffic LOS Report

Project: Tooele County - Burmester Road TIS
Analysis Period: *Future (2050) Plus Project*
Time Period: *Morning Peak Hour* **Project #:** *UT25-3026*

Intersection: Burnester Road & Higley South Access Road
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	456	454	100	4.1	*A*
	R	16	14	90	0.8	*A*
	Subtotal	472	468	99	4.0	*A*
SB	L	46	45	97	7.2	*A*
	T	359	366	102	2.6	*A*
	Subtotal	405	411	101	3.1	*A*
WB	***L***	***14***	***12***	***89***	***15.4***	***C***
	R	38	40	106	6.8	*A*
	Subtotal	52	52	100	8.8	*A*
Total		928	931	100	3.8	*A*

SimTraffic LOS Report

Project: Tooele County - Burmester Road TIS
Analysis Period: *Future (2050) Plus Project*
Time Period: *Evening Peak Hour* **Project #:** *UT25-3026*

Intersection: Burmester Road & Morton Access Road/I-80 EB Ramps
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	37	37	99	24.8	*C*
	T	610	590	97	24.0	*C*
	R	224	223	100	14.2	*B*
	Subtotal	871	850	98	21.5	*C*
SE	L	5	4	80	33.2	*C*
	T	111	111	100	12.7	*B*
	R	31	31	99	3.5	*A*
	Subtotal	147	146	99	11.3	*B*
NE	L	129	134	104	45.7	*D*
	T	154	150	98	19.1	*B*
	R	24	24	98	8.6	*A*
	Subtotal	307	308	100	29.9	*C*
SW	L	305	306	100	98.6	*F*
	T	281	281	100	35.5	*D*
	R	11	12	112	27.9	*C*
	Subtotal	597	599	100	67.6	*E*
Total		1,922	1,903	99	36.7	*D*

Intersection: Burnester Road & Higley Lane
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	259	259	100	0.6	*A*
	R	5	5	100	0.2	*A*
	Subtotal	264	264	100	0.6	*A*
SB	L	11	10	93	2.6	*A*
	T	564	574	102	2.4	*A*
	Subtotal	575	584	102	2.4	*A*
WB	***L***	***5***	***4***	***80***	***7.7***	***A***
	R	16	14	89	3.5	*A*
	Subtotal	21	18	86	4.4	*A*
Total		859	866	101	1.9	*A*

SimTraffic LOS Report

Project: Tooele County - Burmester Road TIS
Analysis Period: *Future (2050) Plus Project*
Time Period: *Evening Peak Hour* **Project #:** *UT25-3026*

Intersection: Burmester Road & SITLA Access Road
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	***L***	***266***	***265***	***100***	***19.4***	***C***
	R	76	75	99	4.9	*A*
	Subtotal	342	340	99	16.2	*C*
NE	T	232	234	101	2.5	*A*
	R	126	125	100	1.5	*A*
	Subtotal	358	359	100	2.2	*A*
SW	L	32	30	93	8.0	*A*
	T	318	321	101	7.3	*A*
	Subtotal	350	351	100	7.4	*A*
Total		1,048	1,050	100	8.4	*A*

Intersection: Higley North Access Road & Burmester Road
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	***L***	***16***	***15***	***95***	***16.5***	***C***
	R	48	48	100	5.4	*A*
	Subtotal	64	63	98	8.0	*A*
NE	T	309	309	100	2.0	*A*
	R	7	7	104	1.5	*A*
	Subtotal	316	316	100	2.0	*A*
SW	L	20	18	88	2.9	*A*
	T	564	569	101	5.2	*A*
	Subtotal	584	587	101	5.1	*A*
Total		963	966	100	4.3	*A*

SimTraffic LOS Report

Project: Tooele County - Burmester Road TIS
Analysis Period: *Future (2050) Plus Project*
Time Period: *Evening Peak Hour* **Project #:** *UT25-3026*

Intersection: Burnester Road & Higley South Access Road
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	269	266	99	3.3	*A*
	R	7	8	119	0.3	*A*
	Subtotal	276	274	99	3.2	*A*
SB	L	20	17	83	4.5	*A*
	T	558	568	102	3.2	*A*
	Subtotal	578	585	101	3.2	*A*
WB	***L***	***15***	***15***	***102***	***10.4***	***B***
	R	47	50	106	5.1	*A*
	Subtotal	62	65	105	6.3	*A*
Total		916	924	101	3.4	*A*

APPENDIX D

95th Percentile Queue Length Reports

SimTraffic Queueing Report
Project: Tooele County - Burmester Road TIS
Analysis: Existing (2025) Background
Time Period: Morning Peak Hour
95th Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft

HALES ENGINEERING
innovative transportation solutions

Project #: UT25-3026

Intersection	NE	SB	SE	WB
	LT	LT	LR	LR
01: Burmester Road & I-80 EB Ramps				
02: Burnester Road & Higley Lane				50

SimTraffic Queueing Report
Project: Tooele County - Burmester Road TIS
Analysis: Existing (2025) Background
Time Period: Evening Peak Hour
95th Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft

HALES ENGINEERING
innovative transportation solutions

Project #: UT25-3026

Intersection	NE	SB	SE	WB
	LT	LT	LR	LR
01: Burmester Road & I-80 EB Ramps				
02: Burnester Road & Higley Lane				50

SimTraffic Queueing Report

Project: Tooele County - Burmester Road TIS

Analysis: Existing (2025) Plus Project

Time Period: Morning Peak Hour

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

HALES ENGINEERING
innovative transportation solutions

Project #: UT25-3026

Intersection	NB		NE			NW			SB	SE	SW		WB
	L	R	L	R	TR	L	R	T	LT	LTR	L	LT	LR
01: Burmester Road & Morton Access Road/I-80 EB Ramps						50	75	150		100	75		
02: Burnester Road & Higley Lane													50
03: Burmester Road & SITLA Access Road	75	50											

SimTraffic Queueing Report

Project: Tooele County - Burmester Road TIS

Analysis: Existing (2025) Plus Project

Time Period: Evening Peak Hour

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

HALES ENGINEERING
innovative transportation solutions

Project #: UT25-3026

Intersection	NE		NW			SB	SE	SW			WB
	L	TR	L	R	T	LT	LTR	L	LT	TR	LR
01: Burmester Road & Morton Access Road/I-80 EB Ramps			75	75	150		75	50			
02: Burnester Road & Higley Lane											50
03: Burmester Road & SITLA Access Road			75	50							

SimTraffic Queueing Report
Project: Tooele County - Burmester Road TIS
Analysis: Future (2030) Background
Time Period: Morning Peak Hour
95th Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft

HALES ENGINEERING
innovative transportation solutions

Project #: UT25-3026

Intersection	NE	SB	SE	WB
	LT	LT	LR	LR
01: Burmester Road & I-80 EB Ramps			50	
02: Burnester Road & Higley Lane				50

SimTraffic Queueing Report

Project: Tooele County - Burmester Road TIS

Analysis: Future (2030) Background

Time Period: Evening Peak Hour

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

HALES ENGINEERING
innovative transportation solutions

Project #: UT25-3026

Intersection	NE	SB	SE	WB
	LT	LT	LR	LR
01: Burmester Road & I-80 EB Ramps			50	
02: Burnester Road & Higley Lane				50

SimTraffic Queueing Report

Project: Tooele County - Burmester Road TIS

Analysis: Future (2030) Plus Project

Time Period: Morning Peak Hour

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

HALES ENGINEERING
innovative transportation solutions

Project #: UT25-3026

Intersection	NB			NE			NW				SB		SE		SW		WB
	L	R	TR	L	R	TR	L	LR	R	T	L	LT	LT	R	L	TR	LR
01: Burmester Road & Morton Access Road/I-80 EB Ramps				50			225		300	2,475			1,750	1,000	150	50	
02: Burnester Road & Higley Lane																	50
03: Burmester Road & SITLA Access Road	75	50													50		
04: Higley North Access Road & Burmester Road								75							50		
05: Burnester Road & Higley South Access Road											75						75

SimTraffic Queueing Report

Project: Tooele County - Burmester Road TIS

Analysis: Future (2030) Plus Project

Time Period: Evening Peak Hour

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

HALES ENGINEERING
innovative transportation solutions

Project #: UT25-3026

Intersection	NB		NE			NW				SB		SE		SW		WB
	L	R	L	R	TR	L	LR	R	T	L	LT	LT	R	L	TR	LR
01: Burmester Road & Morton Access Road/I-80 EB Ramps			50			250		275	2,100			125	50	75		
02: Burnester Road & Higley Lane																50
03: Burmester Road & SITLA Access Road	150	100												50		
04: Higley North Access Road & Burmester Road							75									
05: Burnester Road & Higley South Access Road										50						75

SimTraffic Queueing Report

Project: Tooele County - Burmester Road TIS

Analysis: Future (2030) Plus Project Mitigation

Time Period: Morning Peak Hour

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

HALES ENGINEERING
innovative transportation solutions

Project #: UT25-3026

Intersection	NB		NE			NW				SB		SE			SW		WB
	L	R	L	R	TR	L	LR	R	T	L	LT	L	R	T	L	TR	LR
01: Burmester Road & Morton Access Road/I-80 EB Ramps			100		75	75		125	225				50	175	425	200	
02: Burnester Road & Higley Lane																	50
03: Burmester Road & SITLA Access Road	100	50													75		
04: Higley North Access Road & Burmester Road							75								50		
05: Burnester Road & Higley South Access Road										75							75

SimTraffic Queueing Report

Project: Tooele County - Burmester Road TIS

Analysis: Future (2030) Plus Project Mitigation

Time Period: Evening Peak Hour

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

HALES ENGINEERING
innovative transportation solutions

Project #: UT25-3026

Intersection	NB		NE				NW				SB		SE			SW		WB
	L	R	L	R	T	TR	L	LR	R	T	L	LT	L	R	T	L	TR	LR
01: Burmester Road & Morton Access Road/I-80 EB Ramps			125			100	125		250	575				50	100	350	125	
02: Burnester Road & Higley Lane																		50
03: Burmester Road & SITLA Access Road	150	75														50		
04: Higley North Access Road & Burmester Road								75										
05: Burnester Road & Higley South Access Road											50							75

SimTraffic Queueing Report
Project: Tooele County - Burmester Road TIS
Analysis: Future (2050) Background
Time Period: Morning Peak Hour
95th Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft

HALES ENGINEERING
innovative transportation solutions

Project #: UT25-3026

Intersection	NE	SB	SE	WB
	LT	LT	LR	LR
01: Burmester Road & I-80 EB Ramps			50	
02: Burnester Road & Higley Lane				50

SimTraffic Queueing Report
Project: Tooele County - Burmester Road TIS
Analysis: Future (2050) Background
Time Period: Evening Peak Hour
95th Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft

HALES ENGINEERING
innovative transportation solutions

Project #: UT25-3026

Intersection	NE	SB	SE	WB
	LT	LT	LR	LR
01: Burmester Road & I-80 EB Ramps	50		50	
02: Burnester Road & Higley Lane				75

SimTraffic Queueing Report

Project: Tooele County - Burmester Road TIS

Analysis: Future (2050) Plus Project

Time Period: Morning Peak Hour

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

HALES ENGINEERING
innovative transportation solutions

Project #: UT25-3026

Intersection	NB			NE			NW				SB		SE			SW		WB
	L	R	TR	L	R	TR	L	LR	R	T	L	LT	L	R	T	L	TR	LR
01: Burmester Road & Morton Access Road/I-80 EB Ramps				125		100	100		125	225			50	75	175	525	375	
02: Burnester Road & Higley Lane												50						50
03: Burmester Road & SITLA Access Road	100	50														75		
04: Higley North Access Road & Burmester Road								75								50		
05: Burnester Road & Higley South Access Road											75							75

SimTraffic Queueing Report

Project: Tooele County - Burmester Road TIS

Analysis: Future (2050) Plus Project

Time Period: Evening Peak Hour

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

HALES ENGINEERING
innovative transportation solutions

Project #: UT25-3026

Intersection	NB		NE			NW				SB		SE			SW		WB
	L	R	L	R	TR	L	LR	R	T	L	LT	L	R	T	L	TR	LR
01: Burmester Road & Morton Access Road/I-80 EB Ramps			200		125	125		250	500				50	100	575	525	
02: Burnester Road & Higley Lane																	50
03: Burmester Road & SITLA Access Road	200	125													50		
04: Higley North Access Road & Burmester Road							75										
05: Burnester Road & Higley South Access Road										50							75

APPENDIX E

Crash Data Reports

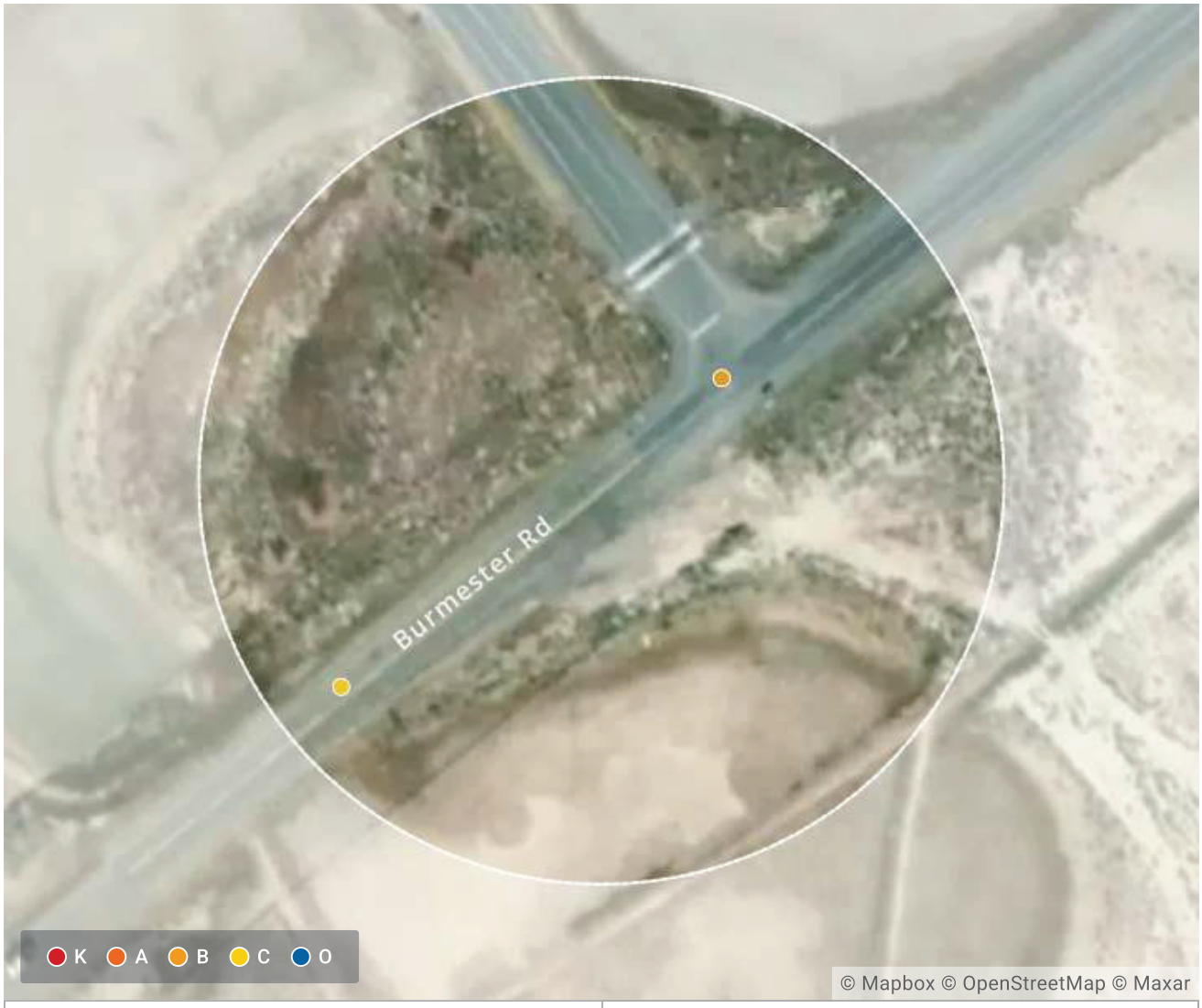
CRASH SUMMARY REPORT

I-80 EB Ramps / Burmester Road

Created on June 9, 2025
Created by Cory Ward
Data extents: January 1, 2019 to June 8, 2025

Applied Filters

Shape: Circle | 250 ft



Total Crashes	2	Fatal Crashes	0

UDOT Crash Summary		Crash_View
Total Crashes	2	100.00%
Intersection Related	1	50.00%
Roadway Departure	1	50.00%

+ 10 more	0	0%

Crash Verified		Crash_View
True	2	100.00%
False	0	0.00%

Crash Severity		Crash_View
Possible injury	1	50.00%
Suspected Minor Injury	1	50.00%
+ 3 more	0	0%

Injury Level		Person_View
No injury	3	60.00%
Possible injury	1	20.00%
Suspected Minor Injury	1	20.00%
+ 3 more	0	0%

Manner of Collision		Crash_View
Not Applicable/Single Vehicle	1	50.00%
Sideswipe Same Direction	1	50.00%
+ 10 more	0	0%

Crash Date Time (Year)		Crash_View
2021	1	50.00%
2019	1	50.00%
+ 14 more	0	0%

V1 & V2 Movement & Direction (Crash Level Only)		Crash_View
Leaving Traffic Lane (Southbound) & Straight Ahead (Southbound)	1	50.00%
+ 999 more	0	0%

Roadway Surface Condition		Crash_View
Dry	2	100.00%
+ 14 more	0	0%

Weather Condition		Crash_View
Clear	2	100.00%
+ 11 more	0	0%

Most Harmful Event		Vehicle_View
Collision With Other Motor Vehicle in Transport	2	66.67%
Other Post, Pole or Support	1	33.33%
+ 54 more	0	0%

Light Condition		Crash_View
Daylight	2	100.00%
+ 8 more	0	0%

Countermeasures		Crash_View
+ 15 more	0	0%

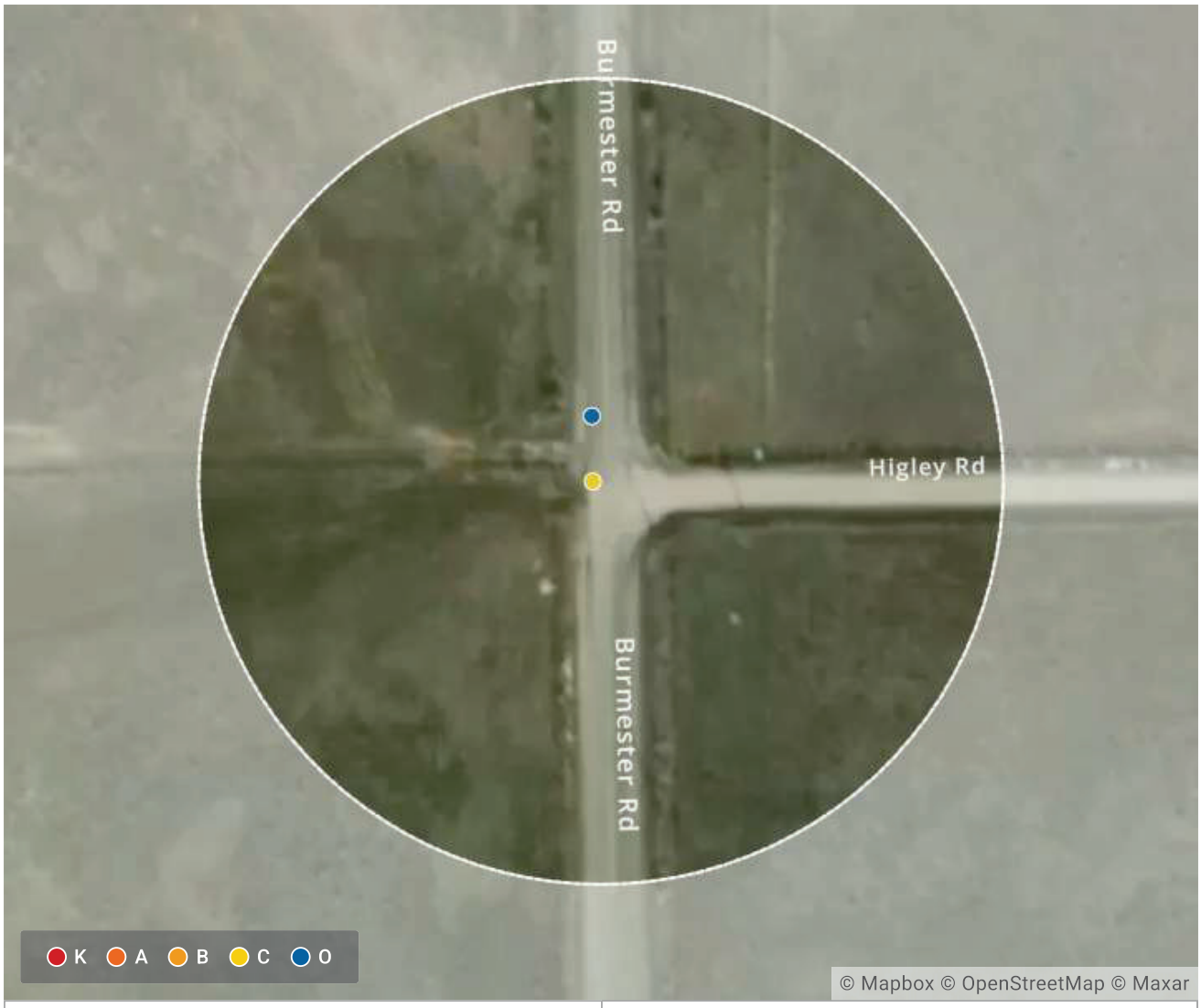
CRASH SUMMARY REPORT

Higley Lane / Burmester Road

Created on June 9, 2025
Created by Cory Ward
Requested by Hales Engineering
Data extents: January 1, 2019 to June 8, 2025

Applied Filters

Shape: Circle | 250 ft



Total Crashes	2	Fatal Crashes	0

UDOT Crash Summary	Crash_View	
Total Crashes	2	100.00%
Animal Related	1	50.00%
Intersection Related	1	50.00%

+ 10 more	0	0%

Crash Verified		Crash_View
True	2	100.00%
False	0	0.00%

Crash Severity		Crash_View
No injury/PDO	1	50.00%
Possible injury	1	50.00%
Fatal	0	0.00%
Suspected Minor Injury		
Suspected Serious Injury		

Injury Level		Person_View
No injury	2	66.67%
Possible injury	1	33.33%
+ 4 more	0	0%

Manner of Collision		Crash_View
Front to Rear	1	50.00%
Not Applicable/Single Vehicle	1	50.00%
+ 10 more	0	0%

Crash Date Time (Year)		Crash_View
2019	2	100.00%
+ 15 more	0	0%

V1 & V2 Movement & Direction (Crash Level Only)		Crash_View
Straight Ahead (Northbound) & Turning Right (Northbound)	1	50.00%
+ 999 more	0	0%

Roadway Surface Condition		Crash_View
Dry	2	100.00%
+ 14 more	0	0%

Weather Condition		Crash_View
Clear	1	50.00%
Cloudy	1	50.00%
+ 10 more	0	0%

Most Harmful Event		Vehicle_View
Collision With Other Motor Vehicle in Transport	2	66.67%
Animal - Domestic	1	33.33%
+ 54 more	0	0%

Light Condition		Crash_View
Dawn	1	50.00%
Daylight	1	50.00%
+ 7 more	0	0%

Countermeasures		Crash_View
Countermeasure: Right Turn Lane	1	50.00%
+ 14 more	0	0%

a) General existing site characteristics including ownership, topography, soils, drainage, vegetation, and other physical characteristics of the area proposed to be changed; **The site contains a large amount of wetlands which are controlled by the US Army Corps of Engineers. Within the confines of the two parcels sits about 70 acres which are suitable for development.**

b) A legal description of the area to be zoned; **Aren't the Parcel Numbers sufficient legal description for a zoning area? We can transfer title based upon a parcel number otherwise. Let's move ahead with the application and I will have legal descriptions for you by the time you are ready to schedule for Planning Commission.**

c) Types of land uses permitted, conditional or prohibited in the current zoning district and the proposed zoning district; **Industrial, manufacturing, warehousing, small office/warehouse space and a truck stop/travel center.**

d) Existing transportation patterns to include public and private roads and internal and external circulation patterns, rights-of-way, easements, and parking; **Immediate Access to I-80 onramp and off-ramp. Building of County Road (Sun Stone Road) which will ultimately connect to SR112 and SR 138.**

e) Existing and proposed land uses, open spaces, impervious surfaces including streets, parking areas, structures, and buildings with a general description of size area, intensities/densities, and height, and proposed storm-water drainage facilities; **Property to be served with water, wastewater and flood control facilities already designed and built in Phase 1 of the Interstate Business Park. Building square footage should not occupy more than 40% of the square footage of the entire lot and all parking spaces will be planned and built on the site of the business not in the public street. Building heights are generally not more than 35'. Total usable in the entire area of zoning is approximately 70 acres of which the Truck Stop/Travel Center occupies 15 acres.**

f) Existing and proposed utilities and infrastructure; **Road access in place, Water wells and tanks will be in place by the end of November 2025. Wastewater will also be in place by November 2025**

g) Relationship of proposed zone change with Tooele County General Plan and how specifically the proposed zone change would conflict, conform, complement, or otherwise affect the Tooele County General Plan as well as any special studies that are designed to further detail the Tooele County General Plan in a specific area; **Intended use conforms to the Tooele County General Plan.**

h) An area map showing adjacent property owners and existing land uses within 1,000 feet of the area proposed to be rezoned; property owner labels printed from the recorder's office. **Will provide**

i) The location, description, and acreage of land uses; **See attached map**

j) Approximate location and number of residential units along with approximate square footage, density, and height; **None**

k) Approximate location and square footage of non-residential buildings; **Determine by approval of site plan by the County**

l) Calculation of approximate amount of open space both before and after buildout construction, indicating areas of expected open space and new landscaping, and including maintenance plans for these areas; **Industrial parks do not usually have open space areas since residents are not living there. However, half of this property is wetlands/open space.**

m) If the site has unusual or unique natural features, a demonstration of how proposed development preserves and utilizes natural topography and geologic features, scenic vistas, trees, and other vegetation, and prevents the disruption of natural draining patterns, and if appropriate, geotechnical studies submitted to indicate soil types, depth of bedrock and slope stability; **The property is essentially flat. Natural drainage to the Great Salt Lake will not be changed or interrupted by this project.**

n) A description of the availability of culinary and irrigation water, community facilities such as schools, fire protection services and other types of facilities that would serve the re- zoned area and how these facilities are affected by this proposal; **Culinary and irrigation water are readily available. No schools need to serve this area. The Fire District is the North Tooele County Fire District. Police protection to be provide by the Tooele County Sheriff's Office.**

o) Approximate location and size of storm water detention and retention areas and calculations on the impact to those systems as a result of the change in density and use of land; **No change in the storm water detention and retention areas other than the main road will improve the flow of rainwater as it flows to the Lake.**

p) An indication of the construction schedule of any project proposed; **The Truck Stop/Travel Center wishes to get into construction in early 2026. One of the office/warehouse small unit project could start this year 2025**

q) For multi-phased projects, a phasing plan that describes the anticipated timing and geographical extent of each phase; **No phasing is expected is this part of the Interstate Business Park.**

r) A detailed traffic study showing the vehicle trips per day on average at buildout and a determination how the project would significantly alter existing traffic patterns or volume; **See attached Traffic Study**

s) For applications involving a PUD, a table of proposed dimensional standards for the proposed land uses or phases including lot sizes and frontages, building heights and intensities, and setbacks and a description of any requested exceptions to the requirements of the underlying zone; and – **Not applicable**

t) Any other study or information required by the planning commission or Zoning Administrator. – **Will provide upon request**

4SIGHT PROPERTIES, LLC
6382 WEST 2100 SOUTH
WEST VALLEY CITY, UT 84128

6800 N, HIGLEY ROAD, LLC
850 A KENILWORTH DR
TOWLSON, MD 21204

TOOELE COUNTY CORPORATION
47 S MAIN ST
TOOELE, UT 84074

GSL INDUSTRIAL LLC
8371 S STATE ST
SUITE 202
SANDY, UT 84070

DIAZ DAVID
836 N STARCREST DR
SALT LAKE CITY, UT 84116

JENNIFER F SCHROFF
7378 BURMESTER RD
GRANTSVILLE, UT 84029

HIGLEY ARTHUR S TRUSTEE
487 E 2400 S
SALT LAKE CITY, UT 84115

HIGLEY ARTHUR S. TRUSTEE
487 E 2400 S
SALT LAKE CITY, UT 84115

BURMISTER 150 LLC
6173 WEST 2100 SOUTH
WEST VALLEY, UT 84128

RODRIGUEZ MONSERRAT G
6101 W PARKWAY BLVD
WEST VALLEY CITY, UT 84128

MUD FLAT RANCH, LLC
487 E 2400 S
SALT LAKE CITY, UT 84115

CAROLEE HIGLEY TRUST 11/12/2024
5667 W HIGLEY LN
GRANTSVILLE, UT 84029

STEVEN IVIE CO-TRUSTEE
5605 W HIGLEY RD
GRANTSVILLE, UT 84029

SECURITY INVESTMENT LLC
320 W 500 S STE. 200
BOUNTIFUL, UT 84010

MORTON SALT INC
444 W LAKE STREET, SUITE 3000
CHICAGO, IL 60606

HIGLEY JARED JT
5758 HIGLEY ROAD
GRANTSVILLE, UT 84029

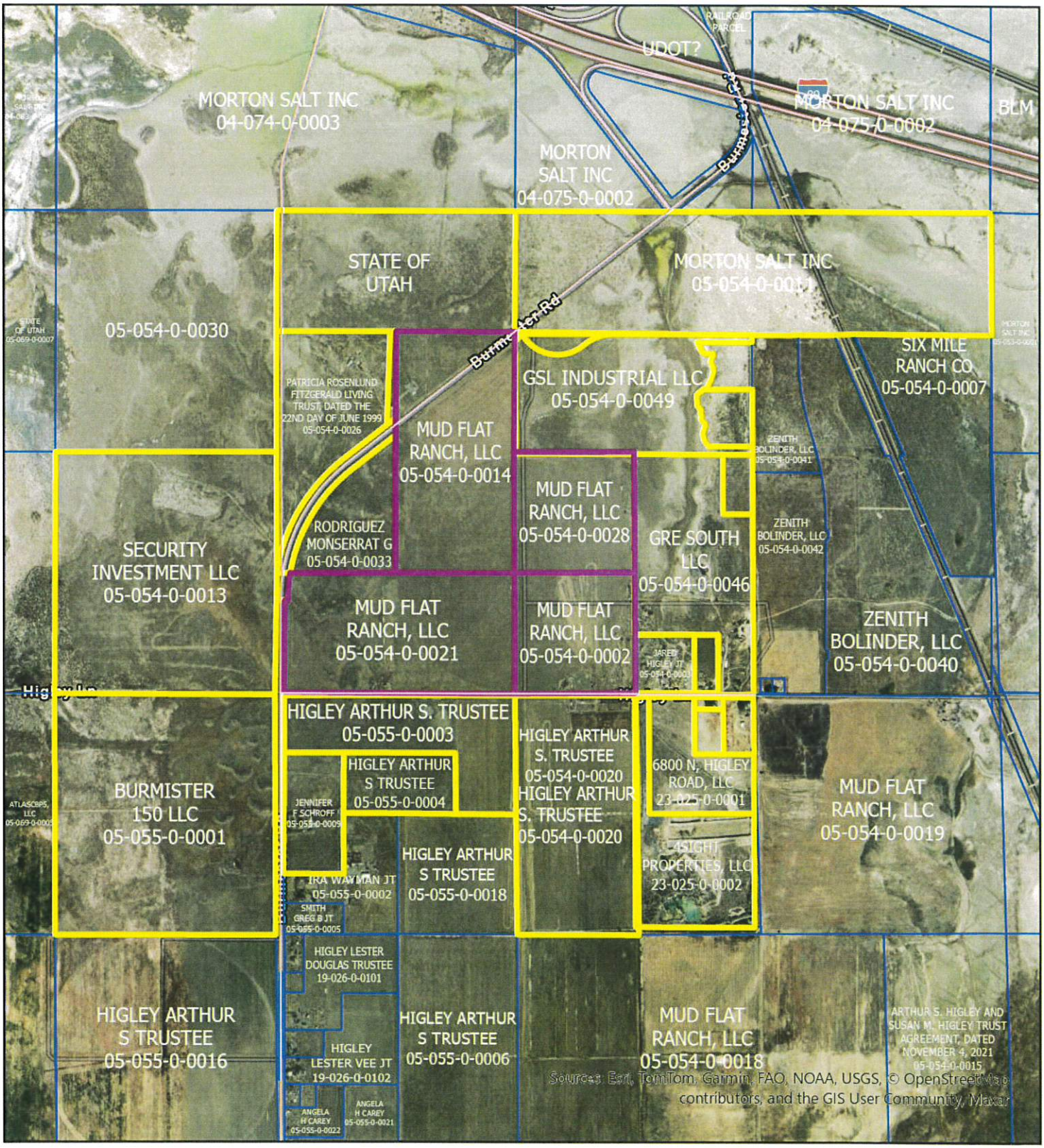
JARED HIGLEY JT
5758 HIGLEY LANE
GRANTSVILLE, UT 84029

PATRICIA ROSENLUND FITZG TRUST
3584 W. 12600 S.
RIVERTON, UT 84065

MCRAE DANIEL ERIC JT
4092 S 3670 W
WVC, UT 84120

GRE SOUTH LLC
PO BOX 71369
SALT LAKE CITY, UT 84171

SUN STONE INFRASTRUCTURE FIN DIS
8371 SOUTH STATE
SUITE 202
SANDY, UT 84070



RADIUS REPORT

CHARLES AKERLOW
05-054-0-0014, 05-054-0-0002,
05-054-0-0028, 05-054-0-0021

N
W E
S

GIS Map Disclaimer: TOOELE COUNTY

This is not an official map but for reference use only. The data was compiled from the best sources available, but various errors from the sources may be inherent on the map. All boundaries and features therein should be treated as such. For boundary information, the pertinent County Departments or Municipalities should be contacted. This map is a representation of ground features and is not a legal document of their locations. The scale represented is approximate, so this is NOT a Survey or Engineering grade map and should by no means be used as such. This map is not intended for all uses. Tooele County is not responsible or liable for any derivative or misuse of this map.

0 485 970 1,940 US Feet

ate Exported: 7/11/2025 2:37 PM

Request for Surrounding Property Owners

Description: Please allow our mapping department 2 business days to complete your request	**Created by:**	Charles Akerlow
	Created on:	April 17, 2025
	Status:	Closed
	Case ID:	f91p6f3q

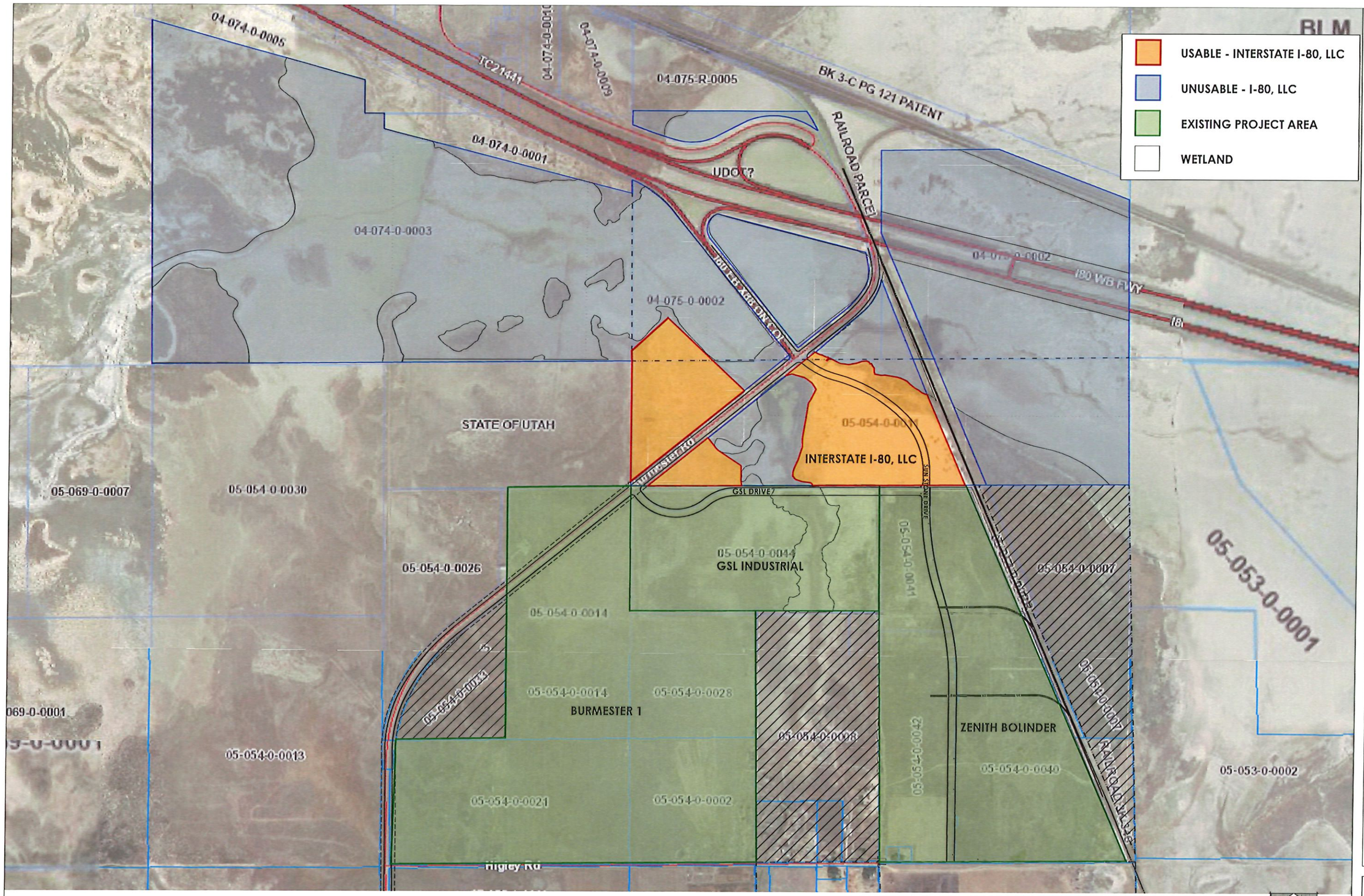
Submit Request Information

Completed by Charles Akerlow on July 10, 2025 at 04:11 PM

Property Address	Burmester Road, Grantsville, Utah 84029
Parcel #	05-054-0-0014; 05-054-0-0002; 05-054-0-0028; 05-054-0-0021
Contact Information	Charles Akerlow State Street 202, Sandy, Utah 84070 charles@zenithpartners.org 8019135959
Please choose one of the following	Other
If other, please describe	1,000 feet
How do you want your boundary map and mailing labels sent to you?	Pick up in person

Pending Review

Completed by Gracie Greene on July 11, 2025 at 07:57 PM



INTERSTATE I-80 PROJECT AREA

NTS

NORTH

NOTICE OF PUBLIC HEARING

- **SUBJECT: GPA 2025-103** – General Plan Amendment to South Area map
- **PROJECT SUMMARY:** General Plan Amendment to change some Open Space to Agriculture.
- **ADDRESS:** Not yet given. **PARCELS:** Area around Rush Lake
  Unincorporated: Tooele **Planner:** Trish DuClos

On **August 6, 2025** the Tooele County Planning Commission will hold a public hearing regarding the request described above. The meeting will be held at 7:00 p.m. at the Tooele County Administration Building (Council Chamber, Third Floor), 47 S. Main Street Tooele, UT 84074. Also via zoom located on the Tooele County Website: https://tooeleco.gov/index.php under "Agendas and meeting" and then the zoom link will be embedded in the "Agenda Packet."

You have the right to attend and speak at the public hearing. Please be aware, however, that in making its decision the Planning Commission can only rely on evidence, not opinion or conjecture. You may also submit comments in writing, but please do so at least 48 hours before the meeting date so that your comments can be provided to the Planning Commission and to the applicant in an appropriate manner. For questions or additional information, please contact the Planning Office at 435-843-3160.

The future meeting regarding this application will also be posted at the Tooele County Building, posted on the Tooele County Website and Utah Public Noitce Website. The full staff report will be provided on the County's website under that same path provided in the first paragraph.

You may access Tooele County's Land Use Ordinances through this link:
https://tooeleco.gov/departments/development/land_use_ordinance.php#outer-193

You may access the General Plan through this link:
https://tooeleco.gov/departments/development/general_plan.php

Tooele County
Community Development

Planning and Zoning
47 S. Main Street • Room 208 • Tooele, UT 84074
Phone: (435) 843-3160 • Fax: (435) 843-3252
https://tooeleco.org

GPA 2025-103

General Plan Amendment Summary and Recommendation

Public Body: Tooele County Planning Commission **Meeting Date: August 6, 2025**

Parcel ID: 23 parcels around Rush Lake

Unincorporated: Tooele

Request: Amend the General Plan's Land Use South Map, for the listed parcels to change from open space to agriculture.

Planner: Trish DuClos

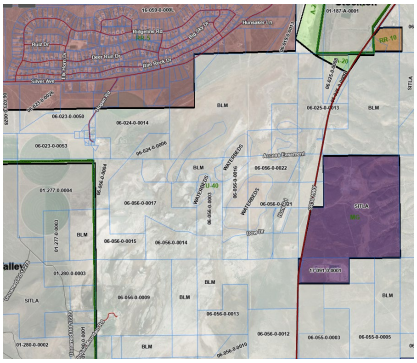
Planning Commission Recommendation: Not Yet Received.

Applicant Name: Jake McArthur

PROJECT DESCRIPTION

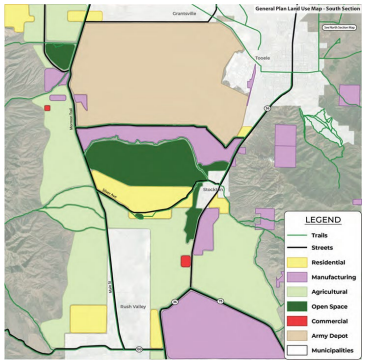
Jake McArthur, along with other property owners in the area are requesting a general plan amendment to the Land Use South Map. The request is for 23 parcels listed in the application to change from open space to agriculture. Find applicants statement attached to report.

SITE & VICINITY DESCRIPTION



The properties are located just West of SR 36, South of Stockton town limits. The current zoning is MU-40 (Multiple use, 40-acre minimum). Although the general plan update of 2022 calls out this area as open space. Just East of SR 36 is a large area that is zoned MG (General Manufacturing).

GENERAL PLAN CONSIDERATIONS



According to the future land use map of the Tooele County General Plan Update 2022, the subject properties are located entirely in a proposed open spacel zone. Although it is currently zoned for MU-40 and surrounded by the same zone.

Also within the General Plan is the Moderate Income Housing strategies and benchmarks, which requires The County to rezone at least 1 acre for higher density than is currently zoned.

PLANNING STAFF ANALYSIS

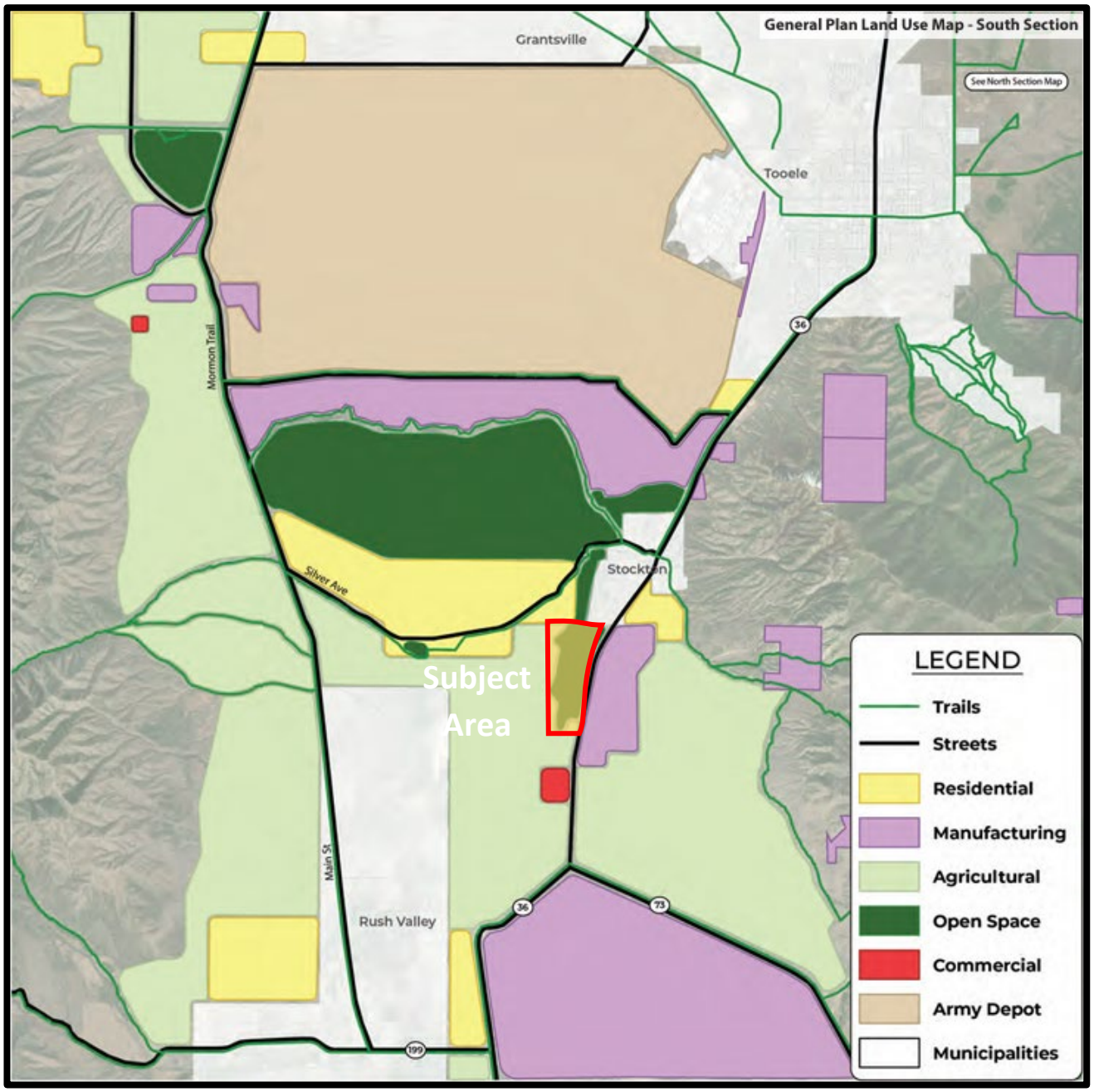
Many, if not all, the proposed properties are located within a Floodplain zone. The lake has had a significant amount of water in it the couple of years. Even though the general plan calls out this area as open space, no legal measures were taken to put the properties under conservation protection. Currently the property owners have vested rights into the MU-40 zone regulations. Which could include housing, and some commercial and industrial uses.

Many properties have been subdivided without going through a subdivision process, which created the parcels as nonconforming. They are not able to apply for permits until they have sufficient access and conform to zoning standards (which include minimum acreage amounts). The properties would need to rezone in order to comply with the minimum acreage requirement. Before a rezone can be requested the general plan map needs to be amended. Once the properties are rezoned properly they will need to request a subdivision and be recorded so the properties can apply for permits.

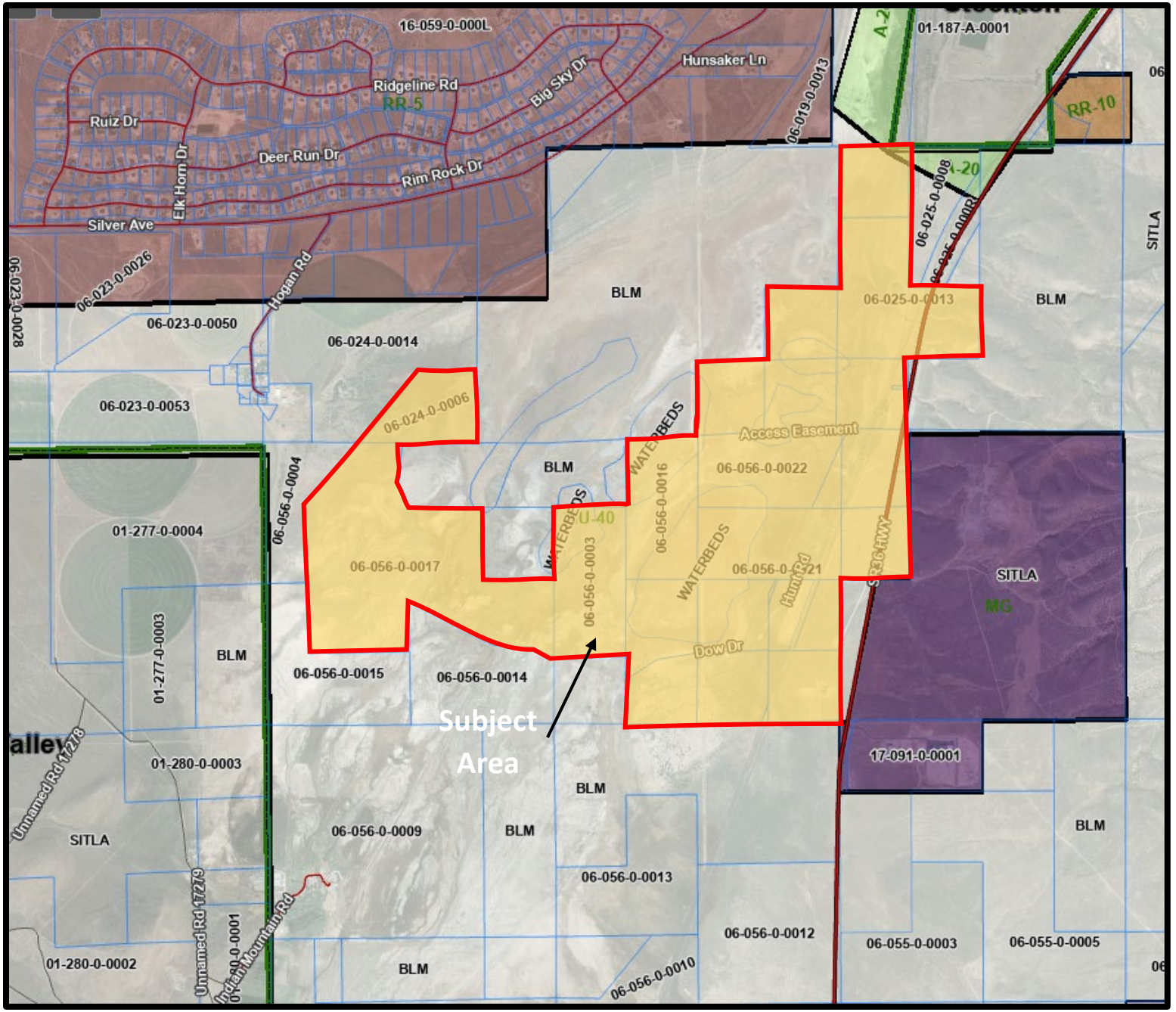
PLANNING STAFF RECOMMENDATION

Planning Staff recommends that the Tooele County Planning Commission analyzes the information provided in the General Plan update 2022 to determine whether this area fits as agricultural and/or residential and what the overall use of this area should be. If the Planning Commission decides that a better use of the area is not open space, then staff recommends the commission consider a better use then MU-40, for protection of the water in the area.

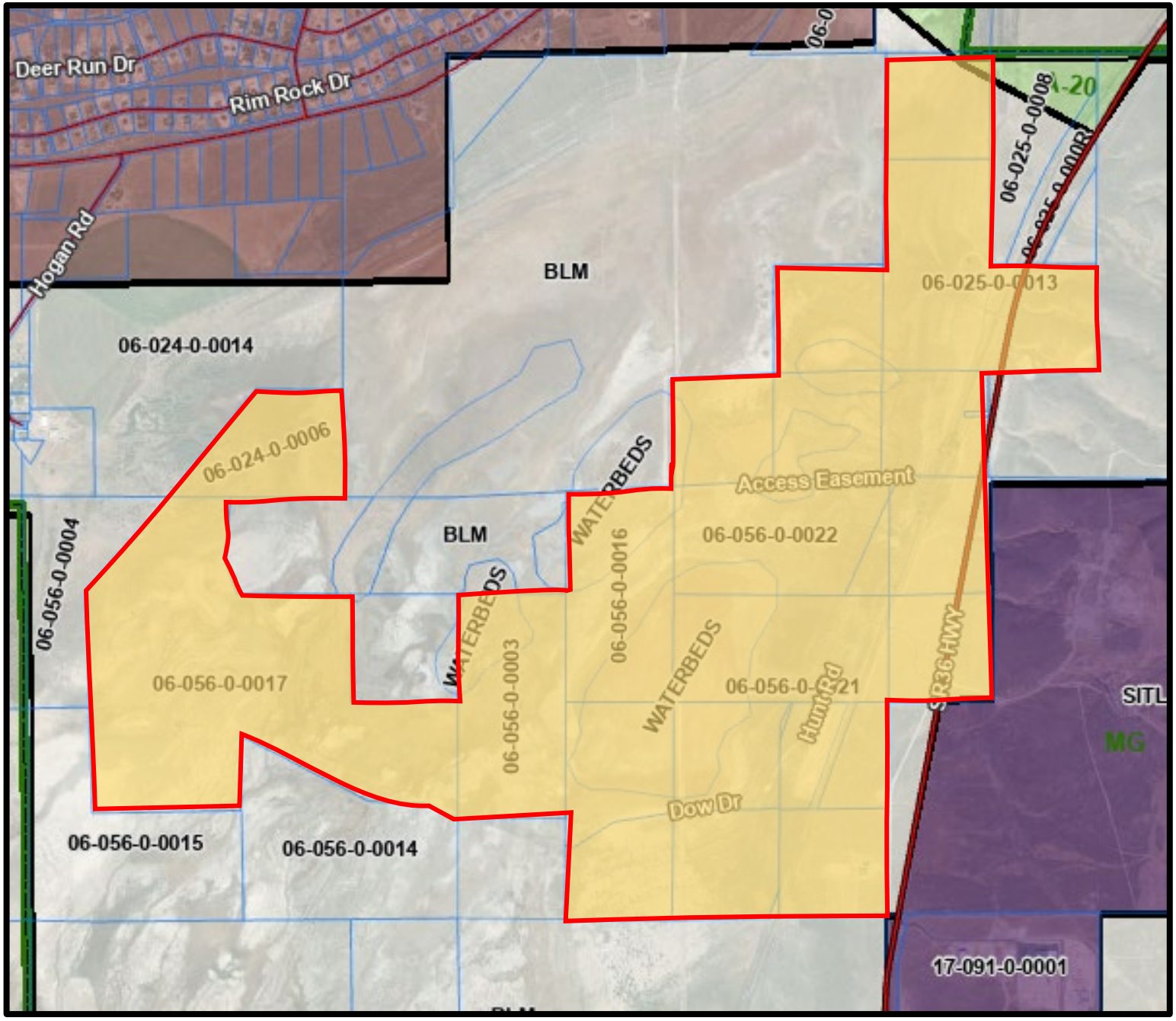
GPA 2025-103: General Plan Amendment of Land Use South Section Map from Open Space to Agriculture.



GPA 2025-103: Aerial map of requested Open Space to Agriculture.



GPA 2025-103: Close up Aerial map of requested Open Space to Agriculture.



Amendment to the General Plan Application

Amendments to the General Plan shall be completed in full, signed, and supplemented with any additional information required by the planning commission. Such application shall include the reasons or basis upon which the property owner believes the General Plan should be amended. Submittals must be filed with the Community Development Department for staff and public review.

Fee $1,500.00

Permit #: 2025-103 (For office use only) Fee $1,500.00 Receipt #: 1247

Application Determination:

Council:
Approved ☐ **Denied** ☐ **Conditions imposed? Yes** ☐ **No** ☐ **Date:** _____

Planning Commission Recommendation:
Approve: ☐ **Deny:** ☐ **Conditions Imposed? Yes** ☐ **No** ☐ **Date:** _____

Petitioner(s) Information

Name(s): JAKE McArthur

Address per tax rolls: 311 W Clark St

City/County: Grantsville State: UT Zip: 84029

Office/home phone: 435-496-9633 Fax: _____

Mobile phone: 435-496-9633 Message phone: _____

Email address: jbmjes@gmail.com

Agent for the Petitioner(s) Information

*Petitioner's Authorization notarization needed

Name(s): See attached

Address per tax rolls: _____

City/County: _____ State: _____ Zip: _____

Office/home phone: _____ Fax: _____

Mobile phone: _____ Message phone: _____

Email address: _____

Each application for an amendment shall have all required submittals before it is accepted as a complete application. All information in this application is required and must be completely filled out and signed with required paperwork submitted or application will be denied

There shall be no presumption of approval of any aspect of the process.

APPLICATION IS HEREBY MADE TO THE PLANNING COMMISSION REQUESTING THAT:

reclassifying the general plan map from open space to Agriculture. see attached

Include the following with the application:

Applicant	County	
✓	☐	Original text and/or maps.
NA	☐	Requested change(s) to original text or additions to what sections.
✓	☐	Provide new maps with requested change(s) made.
✓	☐	Proof that application complies with Tooele County Land Use codes, State codes and any other applicable codes.

****ADDITIONAL INFORMATION OR SUBMITTALS MAY BE REQUIRED****

I (We) understand that the Planning Commission and/or County Council may or may not adopt such changes listed. The fees associated with this application will not be refunded or returned once the notice of this application is submitted to planning commission. I (We) understand the process of this requested change must first go through Planning Commission for a recommendation to the County Council. The process will then proceed to go through County Council. Knowing this process, I (We) understand the application will take the needed time to ensure all processes are properly met and either board may make further changes to the request, or possible denial in whole.

PETITIONER'S SIGNATURE _____ DATE _____

AGENT'S SIGNATURE _____ DATE _____

Any amendment to the Tooele County General Plan shall provide the following with the application:

Applicant	County	
☑	☐	Proof and documentation of compliance with Utah Code Annotated 17-27a-4. Along with Tooele County codes/requirements listed below.
N/A	☐	Health, general welfare, safety, energy conservation, transportation, prosperity, civic activities, aesthetics, and recreational, educational, and cultural opportunities.
N/A	☐	The reduction of the waste of physical, financial, or human resources that result from either excessive congestion or excessive scattering of population.
☑	☐	The efficient and economical use, conservation, and production of the supply of: (i) food and water; and (ii) drainage, sanitary, and other facilities and resources;
☐	☐	The use of energy conservation and solar and renewable energy resources.
☑	☐	The protection of urban development.
☑	☐	The protection and promotion of air quality.
☑	☐	A land use element that: designates the proposed general distribution and location and extent of uses of land for housing, business, industry, agriculture, recreation, education, public buildings and grounds, open space, and other categories of public and private uses of land as appropriate; and may include a statement of the standards of population density and building intensity recommended for the various land use categories covered by the plan.
N/A	☐	A transportation and circulation element consisting of the general location and extent of existing and proposed freeways, arterial and collector streets, mass transit, and any other modes of transportation that are appropriate, all correlated with the land use element of the plan to include an official map, pursuant to Title 72, Chapter 5, Part 4 UCA, Transportation Corridor Preservation.
☑	☐	An environmental element that addresses: the protection, conservation, development, and use of natural resources, including the quality of air, forests, soils, rivers and other waters, harbors, fisheries, wildlife, minerals, and other natural resources; and the reclamation of land, flood control, prevention and control of the pollution of streams and other waters, regulation of the use of land on hillsides, stream channels and other environmentally sensitive areas, the prevention, control, and correction of the erosion of soils, protection of watersheds and wetlands, and the mapping of known geologic hazards.
☐	☐	A public services and facilities element showing general plans for sewage, waste disposal, drainage, local utilities, rights-of-way, easements, and facilities for them, police, and fire protection, and other public services.
N/A	☐	A rehabilitation, redevelopment, and conservation element consisting of plans and programs for: historic preservation; and the elimination of blight and for redevelopment, including housing sites, business and industrial sites, and public building sites.
☐	☐	Identifying future uses of land that are likely to require an expansion or significant modification of services or facilities provided by each affected entity.
N/A	☐	An economic element composed of appropriate studies and an economic development plan that may include review of county revenue and expenditures, revenue sources, identification of base and residentiary industry, primary and secondary market areas, employment, and retail sales activity.
N/A	☐	The protection or promotion of moderate-income housing.

AFFIDAVIT

PETINTIONER'S AUTHORIZATION

I (we), Jake McArthur the owner(s) of the real property located in Tooele County and further described in the attached application, do authorize the applicant(s) listed in this application permissions to represent me (us) regarding the attached application and to appear on my (our) behalf before any administrative or legislative body in the County considering this application and to act in all respects as our agent in matters pertaining to the attached application.

Jake McArthur
(Petitioner)

(Petitioner)

(Petitioner)

(Petitioner)

Notary

STATE OF UTAH)

:ss

County of Tooele)

Dated this 22 day of July, 2025, the property owners above personally appeared before me and acknowledged that he/she signed the above Notice and that the statements contained therein are true.

September 7, 2026
My Commission Expires

Notary Public

JILL TAYLOR
NOTARY PUBLIC
STATE OF UTAH
LICENSE #726575
My Commission Expires September 7, 2026

AFFIDAVIT

Michael L. Dow
Chris Thompson

PETINTIONER'S AUTHORIZATION

I (we), Chris Thompson the owner(s) of the real property located in Tooele County and further described in the attached application, do authorize the applicant(s) listed in this application permissions to represent me (us) regarding the attached application and to appear on my (our) behalf before any administrative or legislative body in the County considering this application and to act in all respects as our agent in matters pertaining to the attached application.

(Petitioner) (Petitioner)

(Petitioner) (Petitioner)

Notary

STATE OF UTAH)

:ss

County of Tooele)

Dated this 23 day of July, 20 25, the property owners above personally appeared before me and acknowledged that he/she signed the above Notice and that the statements contained therein are true.

3/26/2029
My Commission Expires

Notary Public

NOTARY PUBLIC
NICOLE RASH
741486
MY COMMISSION EXPIRES
MARCH 26, 2029
STATE OF UTAH

AFFIDAVIT

PETINTIONER'S AUTHORIZATION

I (we), Bryson Grow the owner(s) of the real property located in Tooele County and further described in the attached application, do authorize the applicant(s) listed in this application permissions to represent me (us) regarding the attached application and to appear on my (our) behalf before any administrative or legislative body in the County considering this application and to act in all respects as our agent in matters pertaining to the attached application.

(Petitioner) (Petitioner)

(Petitioner) (Petitioner)

Notary

STATE OF UTAH)

:ss

County of Tooele)

Dated this 23rd day of July, 20 25, the property owners above personally appeared before me and acknowledged that he/she signed the above Notice and that the statements contained therein are true.

01-30-29
My Commission Expires

Notary Public

NICOLAS DENZELER CAMARGO
Notary Public - State of Utah
Comm. No. 741334
My Commission Expires on
Jan 30, 2029

AFFIDAVIT

PETINTIONER'S AUTHORIZATION

I (we), Allan Pfaff the owner(s) of the real property located in Tooele County and further described in the attached application, do authorize the applicant(s) listed in this application permissions to represent me (us) regarding the attached application and to appear on my (our) behalf before any administrative or legislative body in the County considering this application and to act in all respects as our agent in matters pertaining to the attached application.

Allan Pfaff
(Petitioner)

(Petitioner)

(Petitioner)

(Petitioner)

Notary

STATE OF UTAH)

:ss

County of Tooele)

Dated this 23 day of July, 20 25, the property owners above personally appeared before me and acknowledged that he/she signed the above Notice and that the statements contained therein are true.

November 14, 2028
My Commission Expires

Notary Public

NOTARY PUBLIC
MALIAH RIVERA MERCADO
740054
MY COMMISSION EXPIRES
NOVEMBER 14, 2028
STATE OF UTAH

AFFIDAVIT

PETINTIONER'S AUTHORIZATION

I (we), Randy Hunt the owner(s) of the real property located in Tooele County and further described in the attached application, do authorize the applicant(s) listed in this application permissions to represent me (us) regarding the attached application and to appear on my (our) behalf before any administrative or legislative body in the County considering this application and to act in all respects as our agent in matters pertaining to the attached application.

Willow Springs ~~Racetrack~~, LLC

Randy Hunt
(Petitioner)

(Petitioner)

(Petitioner)

(Petitioner)

Notary

STATE OF UTAH)

:ss

County of Tooele)

Dated this 23 day of July, 2025, the property owners above personally appeared before me and acknowledged that he/she signed the above Notice and that the statements contained therein are true.

9/7/2026
My Commission Expires

Notary Public

JILL TAYLOR
NOTARY PUBLIC
STATE OF UTAH
LICENSE #726575
My Commission Expires September 7, 2026

AFFIDAVIT

PETINTIONER'S AUTHORIZATION

I (we), Scott Swenson the owner(s) of the real property located in Tooele County and further described in the attached application, do authorize the applicant(s) listed in this application permissions to represent me (us) regarding the attached application and to appear on my (our) behalf before any administrative or legislative body in the County considering this application and to act in all respects as our agent in matters pertaining to the attached application.

Scott J. Swenson
(Petitioner)

(Petitioner)

(Petitioner)

(Petitioner)

Notary

STATE OF UTAH)
:ss
County of ~~Tooele~~ Salt Lake)

Dated this 23 day of July, 20 25, the property owners above personally appeared before me and acknowledged that he/she signed the above Notice and that the statements contained therein are true.

7/11/29
My Commission Expires

Paul Strasser
Notary Public

NOTARY PUBLIC
PAUL STRASSER
744039
MY COMMISSION EXPIRES
JULY 11, 2029
STATE OF UTAH

AFFIDAVIT

PETINTIONER'S AUTHORIZATION

I (we), Matthew & Diane McArthur the owner(s) of the real property located in Tooele County and further described in the attached application, do authorize the applicant(s) listed in this application permissions to represent me (us) regarding the attached application and to appear on my (our) behalf before any administrative or legislative body in the County considering this application and to act in all respects as our agent in matters pertaining to the attached application.

(Petitioner) Matthew B. McArthur

(Petitioner) Diane M. McArthur

(Petitioner)

(Petitioner)

Notary

STATE OF UTAH)

:ss

County of Tooele)

Dated this 23rd day of July, 20 25, the property owners above personally appeared before me and acknowledged that he/she signed the above Notice and that the statements contained therein are true.

01-30-29

My Commission Expires

Notary Public

NICOLAS DENZELER CAMARGO
Notary Public - State of Utah
Comm. No. 741334
My Commission Expires on
Jan 30, 2029

AFFIDAVIT

PETINTIONER'S AUTHORIZATION

I (we), Oarlock / WS Ranch LLC the owner(s) of the real property located in Tooele County and further described in the attached application, do authorize the applicant(s) listed in this application permissions to represent me (us) regarding the attached application and to appear on my (our) behalf before any administrative or legislative body in the County considering this application and to act in all respects as our agent in matters pertaining to the attached application.

James B Eddleman
(Petitioner) James B Eddleman

(Petitioner)

(Petitioner)

(Petitioner)

Notary

DANA L SCHACHTER
NOTARY PUBLIC
STATE OF WYOMING
COMMISSION ID: 169181
MY COMMISSION EXPIRES: 11/03/2029

STATE OF UTAH) WY
:ss
County of Tooele) Campbell

Dated this 23 day of July, 20 25, the property owners above personally appeared before me and acknowledged that he/she signed the above Notice and that the statements contained therein are true.

11/3/29
My Commission Expires

Dana L Schachter
Notary Public

7/23/2025

RE: Request for General Plan Amendment – Change from Open Space to Agriculture

Dear Tooele County Planning Commission,

I am writing to respectfully request a General Plan amendment for the property attached to this letter, currently designated as **Open Space**, to be reclassified as **Agriculture**. This amendment is crucial to allow for a rezoning request to **5-acre minimum lot sizes**, compared to the current 40-acre minimum.

Reasoning for the Requested Change

1. **Parcels are Non-Conforming with the Current MU-40 Zoning**

   The current MU-40 zoning is non-conforming to the size of the existing lots. Because the lots are non-conforming, it is impossible to obtain building permits to continue and expand our agricultural operations (Well Permits, Power Permits, Agriculture Buildings, Stock Water, Irrigation, etc.…). In order to rezone, we are required to amend the General Plan from Open Space to Agriculture.

2. **Alignment with Community Needs and Growth**
   The current designation as Open Space does not reflect the highest and best use of this land, nor does it address the growing demand for responsible rural residential development. By transitioning to Agriculture and implementing 5-acre minimum lot sizes, the county can better meet the needs of families seeking larger, self-sustainable parcels while still maintaining rural character.
3. **Economic Benefits for the County**
   A 5-acre zoning plan will encourage controlled development, resulting in increased property tax revenue and potential infrastructure investments. Smaller acreage parcels are more marketable and affordable to local buyers, which promotes community growth without overburdening county resources.
4. **Preservation of Rural and Agricultural Character**
   A shift to Agriculture zoning with 5-acre lots still provides for open spaces, hobby farms, and agricultural uses while enabling residents to responsibly utilize the land. This zoning allows for rural lifestyles and small-scale farming operations, which are consistent with the county's long-term vision for balanced growth.
5. **Better Land Management and Use**
   The property in question does not have unique environmental features that require exclusive open space designation. Converting the general plan to Agriculture, with larger rural residential parcels, ensures responsible land use while minimizing environmental impacts and maintaining substantial undeveloped areas.

6. **Community Support and Market Demand**
   We have received strong interest and support from community members for this type of 5-acre parcel development. This change would address housing shortages for those seeking rural living while preserving much larger tracts than traditional subdivision developments.

Conclusion:
We believe this General Plan amendment represents a responsible and beneficial approach to utilizing this land while aligning with the county's goals for growth, economic stability, and preservation of rural character. We are committed to working closely with the county to ensure that all development standards, infrastructure requirements, and environmental protections are fully met.

Thank you for your time and consideration of this request. I would welcome the opportunity to meet with you or the Planning Commission to further discuss our proposal and answer any questions.

Jake McArthur — Date: 2/23/25

7/23/2025

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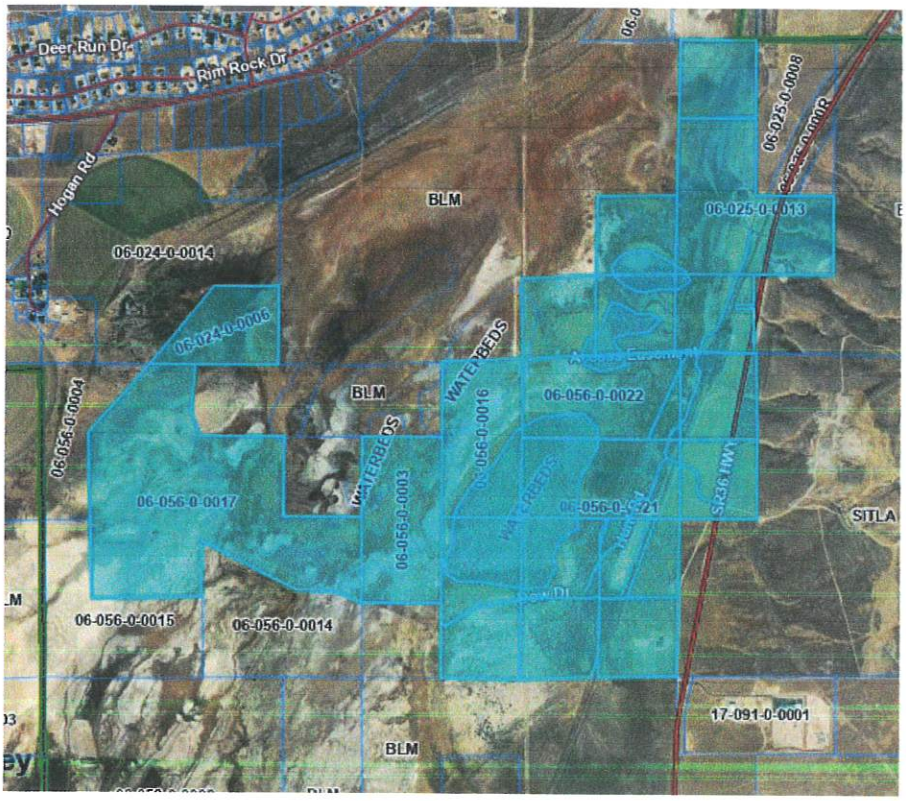
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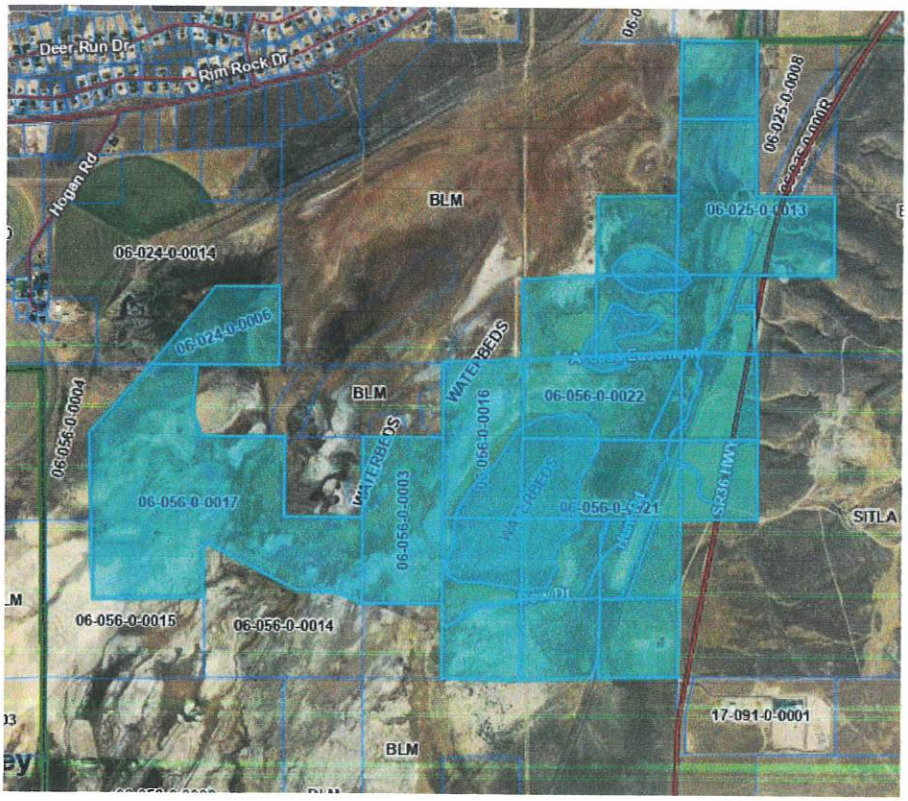
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Jake McArthur — Date: 2/23/25



Parcel #06-025-0-0010 – 38.49 Acres (Scott Swenson)
Parcel #06-025-0-0013 – 137.6 Acres (Willow Springs Real Estate, LLC)
Parcel #06-025-0-0015 – 37.21 Acres (Willow Springs Real Estate, LLC)
Parcel #06-025-0-0005 – 39 Acres (CDT Trust)
Parcel #06-025-0-0014 – 40.27 Acres (Bryson Grow)0
Parcel #06-025-0-0012 – 39.53 Acres (Chris W Thompson)
Parcel #06-056-0-0022 – 102.77 Acres (Willow Springs Real Estate, LLC)
Parcel #06-055-0-0010 – Oarlock/WS Ranch, LLC 29.55 acres
Parcel #06-056-0-0016 – 80.20 Acre (Willow Springs Real Estate, LLC)
Parcel #06-056-0-0024 – 7.15 Acres (Willow Springs Real Estate, LLC)
Parcel #06-056-0-0021 – 77.47 Acres (Superior Sand & Gravel, LLC)
Parcel #06-055-0-0009 – 39.10 Acres (Superior Sand & Gravel, LLC)
Parcel #25-001-0-0001 – 40.43 Acres (CDT Trust)
Parcel #06-056-0-0033 – 17.41 Acres (Willow Springs Real Estate, LLC)
Parcel #06-056-0-0032 – 18.61 Acres (Jacob McArthur)
Parcel #06-056-0-0031 – 46.62 Acres (Willow Springs Real Estate, LLC)
Parcel #06-056-0-0027 – 33.16 Acres (Mike Dow)
Parcel #25-001-0-0002 – 40 Acres (CNT Cattle Ranch, LLC)
Parcel #06-056-0-0035 – 0.50 Acres (CNT Cattle Ranch, LLC)
Parcel #06-056-0-0003 – 86.83 Acres (Willow Springs Real Estate, LLC)
Parcel #06-056-0-0017 – 252.92 Acres (Willow Springs Real Estate, LLC)
Parcel #06-024-0-0006 – 48.66 Acres (Willow Springs Real Estate, LLC)
Parcel #06-056-0-0019 – 36.35 Acres (ECSD, LLC)



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Parcel #06-024-0-0006 – 48.66 Acres (Willow Springs Real Estate, LLC)
Parcel #06-056-0-0019 – 36.35 Acres (ECSD, LLC)

LANDOWNERS, ALONG WITH THEIR PARCEL LOCATION NUMBERS ASSOCIATED WITH THIS GENERAL PLAN AMENDMENT REQUEST ARE AS FOLLOWS:

1. **MATT, DIANE AND JAKE MCARTHUR** (18.61 acres)
PARCEL #06-056-0-0032

2. **RANDY HUNT** (925.28 acres)
PARCELS #06-055-0-0009, 06-056-0-0021, 06-056-0-0033, 06-056-0-0031, 06-056-0-0003,
39.10 acres, 77.47 acres, 19.41 acres, 46.62 acres, 86.03 acres,
06-056-0-0017, 06-056-0-0018, 06-056-0-0016, 06-056-0-0022, 06-056-0-0024,
252.92 acres, 40 acres, 80.20 acres, 102.77 acres, 7.15 acres,
06-025-0-0013, 06-025-0-0015
137.60 acres, 37.21 acres

3. **ALAN PHAFF** (36.35 acres)
PARCEL #06-056-0-0019

4. **CHRIS THOMPSON SENIOR** (79.43 acres)
PARCEL #25-001-0-0001, 06-025-0-0005
40.43 acres, 39 acres

5. **CHRIS THOMPSON JUNIOR** (79.53 acres)
PARCEL #06-025-0-0012, 25-001-0-0002
39.53 acres, 40 acres

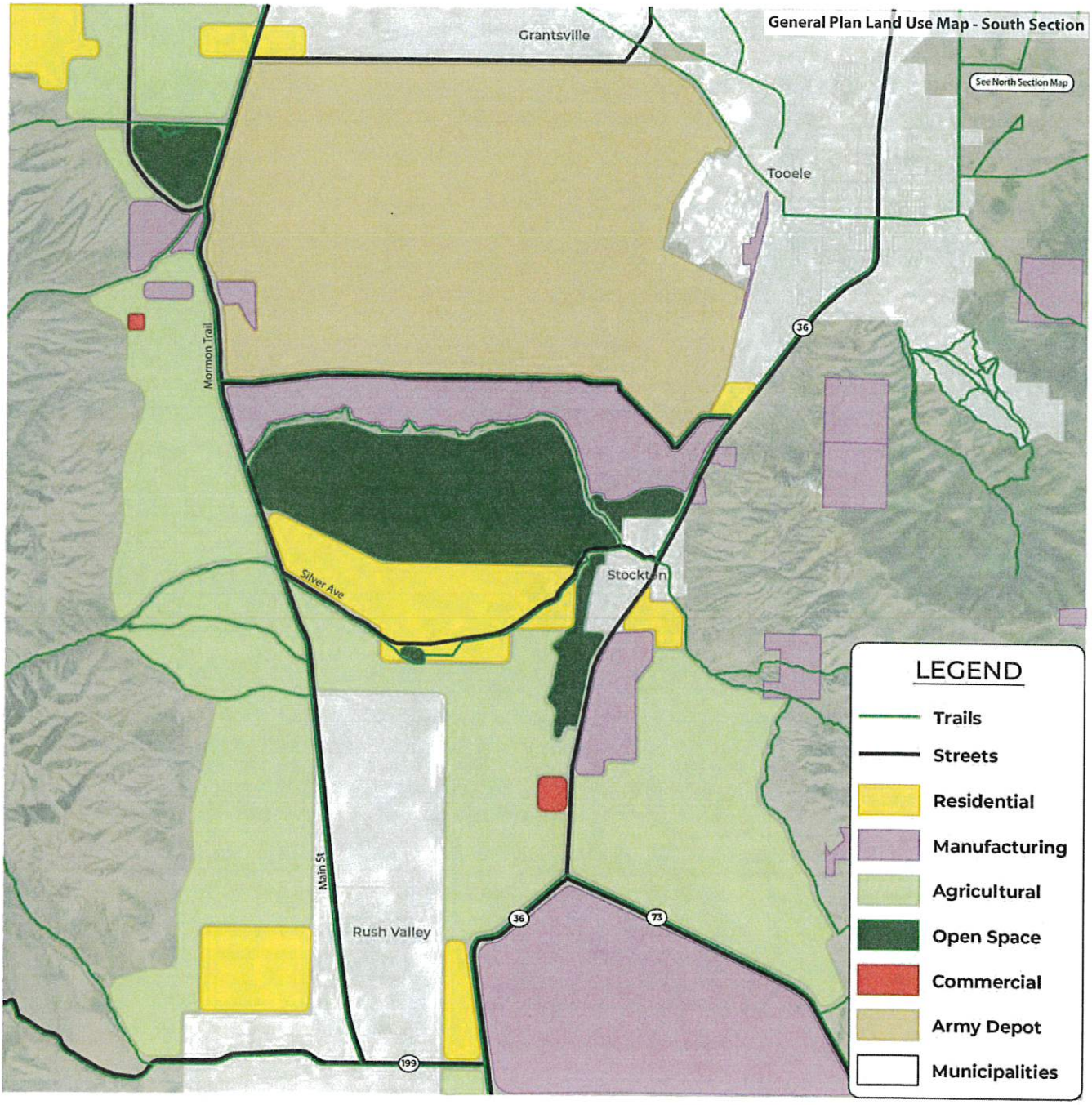
6. **MIKE DOW** (33.16 acres)
PARCEL #06-056-0-0027

7. **SCOTTY SWENSON** (38.49 acres)
PARCEL #06-025-0-0010

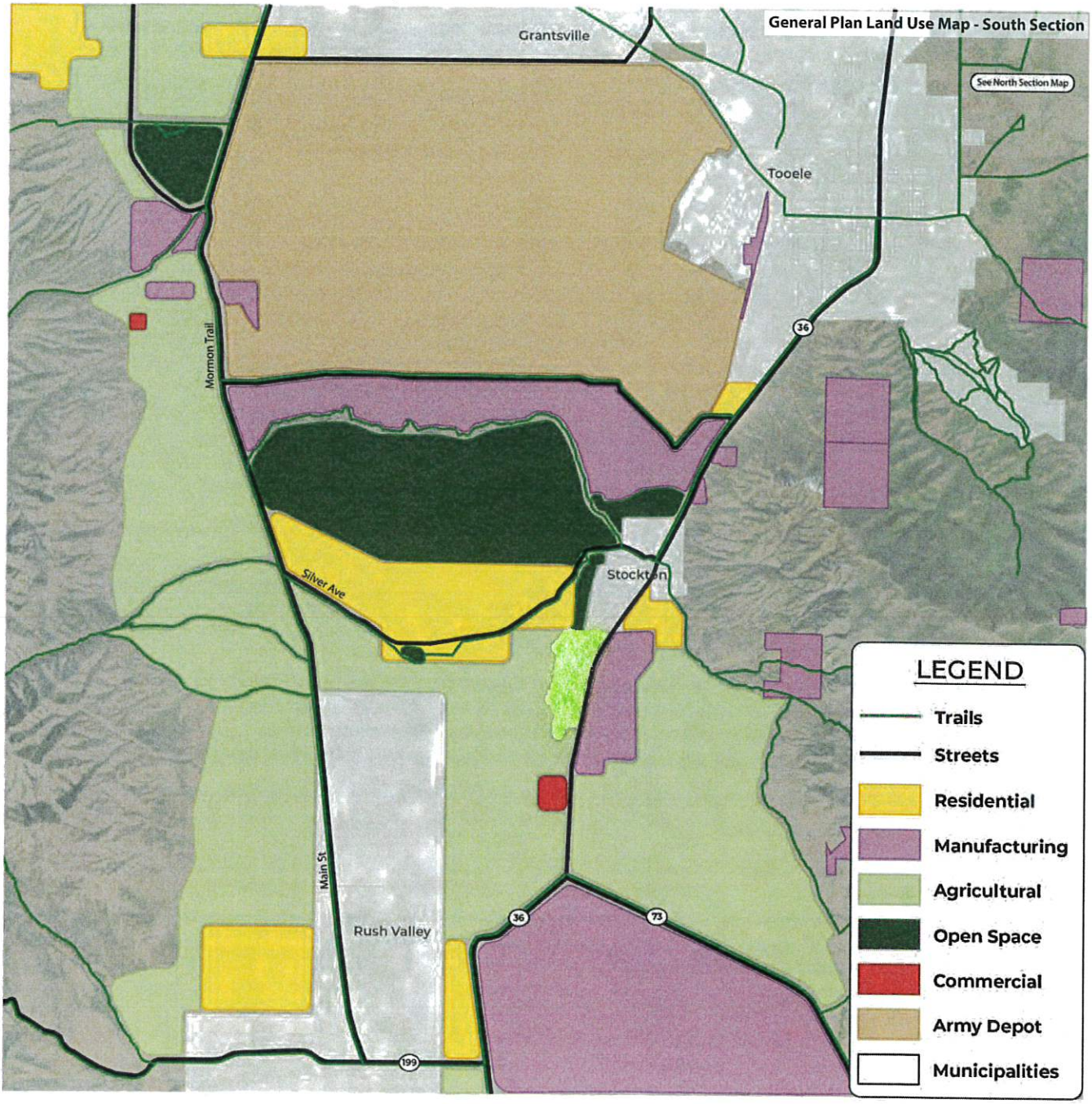
8. **BRYSON GROW** (40.27 acres)
PARCEL #06-025-0-0014

9. **JIM EDDLEMAN** (29.55 acres)
PARCEL #06-055-0-0010

Original


General Plan Land Use Map - South Section
Grantsville
See North Section Map
Tooele
36
Mormon Trail
Silver Ave
Stockton
Main St
Rush Valley
36
73
199
LEGEND
Trails
Streets
Residential
Manufacturing
Agricultural
Open Space
Commercial
Army Depot
Municipalities

Proposed


General Plan Land Use Map - South Section
Grantsville
See North Section Map
Tooele
36
Mormon Trail
Silver Ave
Stockton
Main St
Rush Valley
36
73
199
LEGEND
Trails
Streets
Residential
Manufacturing
Agricultural
Open Space
Commercial
Army Depot
Municipalities