



CLEARFIELD CITY COUNCIL
AGENDA AND SUMMARY REPORT
January 13, 2026 - POLICY SESSION

Meetings of the City Council of Clearfield City may be conducted via electronic means pursuant to Utah Code Ann. § 52-4-207 as amended. In such circumstances, contact will be established and maintained via electronic means and the meetings will be conducted pursuant to the Electronic Meetings Policy established by the City Council for electronic meetings.

55 South State Street
Third Floor
Clearfield, Utah

7:00 P.M. POLICY MEETING

CALL TO ORDER:

Mayor Mark Shepherd

OPENING CEREMONY:

Pledge of Allegiance

Solemn Moment of Reflection

Council Member Wurth

APPROVAL OF MINUTES:

November 18, 2025 – work meeting

November 25, 2025 – work meeting

November 25, 2025 – policy meeting

December 9, 2025 – work meeting

December 9, 2025 – policy meeting

PUBLIC HEARINGS:

1. PUBLIC HEARING TO RECEIVE PUBLIC COMMENT ON A PROPOSED DEVELOPMENT AGREEMENT FOR THE MIXED USE PROJECT LOCATED AT 175 WEST ANTELOPE DRIVE

BACKGROUND: Earlier this year, the applicant requested a general plan amendment and rezone to allow for development of the subject property with commercial buildings along the frontage of Antelope Drive and a townhome subdivision to the rear of the commercial lots. The general plan amendment and rezone were approved by the City Council in February 2025, subject to the execution of a development agreement. The development agreement must be executed prior to changing the zoning designation of the rear portion of the subject property from C-2 to R-3 on the City's official zoning map. The draft development agreement is attached for review.

RECOMMENDATION: Receive public comment.

SCHEDULED ITEMS:

2. **OPEN COMMENT PERIOD**

The Open Comment Period provides an opportunity to address the Mayor and City Council regarding concerns or ideas on any topic relevant to city business. To be considerate of everyone at this meeting, public comment will be limited to three minutes per person. Participants are to state their names for the record. Comments, which cannot be made within these limits, should be submitted in writing to the City Recorder at nancy.dean@clearfieldcity.org.

The Mayor and City Council encourage civil discourse for everyone who participates in the meeting.

3. **CONSIDER APPROVAL OF ORDINANCE 2026-01 APPROVING A DEVELOPMENT AGREEMENT FOR THE MIXED USE PROJECT LOCATED AT 175 WEST ANTELOPE DRIVE**

RECOMMENDATION: Approve ordinance 2026-01 approving a development agreement for the mixed use project located at 175 West Antelope Drive and authorize the mayor's signature to any necessary documents.

4. **MAYORAL APPOINTMENT**

BACKGROUND: Following each election the mayor reviews council appointments and responsibilities. Due to the results of the 2025 Municipal Election it is necessary to adjust some assignments on various boards and commissions and appoint the Mayor Pro Tem for the 2026 calendar year. He is recommending that Megan Ratchford serve as the Mayor Pro Tem with the council's advice and consent.

RECOMMENDATION: Approve and consent to the mayor's appointment of Councilmember Megan Ratchford as the Mayor Pro Tem for calendar year 2026 and authorize the mayor's signature to any necessary documents.

5. **CONSIDER APPROVAL OF RESOLUTION 2026-01 APPOINTING COUNCILMEMBER DANIELLE KING AS CLEARFIELD CITY'S REPRESENTATIVE ON THE MOSQUITO ABATEMENT DISTRICT – DAVIS COUNTY BOARD**

BACKGROUND: Clearfield City is a member of the Mosquito Abatement District – Davis County Board. Councilmember Dakota Wurth has been serving as the City's representative on the Board; however, the term expired December 31, 2025. Mayor Shepherd desires to have Council Member King appointed as the City's representative to serve on the Mosquito Abatement District – Davis County Board.

RECOMMENDATION: Approve Resolution 2026R-01 appointing Councilmember Danielle King as Clearfield City's representative on the Mosquito Abatement District – Davis County Board and authorize the Mayor's signature to any necessary documents.

6. **CONSIDER APPROVAL OF RESOLUTION 2026R-02 MAKING APPOINTMENTS TO THE NORTH DAVIS FIRE DISTRICT'S ADMINISTRATIVE BOARD OF TRUSTEES**

BACKGROUND: Clearfield City is a member of the North Davis Fire District. Each member city of the District appoints three members to serve on the District's Administrative Board of Trustees with staggering terms. Due to the recent Municipal Election and term expirations, it is necessary to fill two of the positions whose terms had expired December 31, 2025. Mayor Shepherd is recommending he be reappointed and Councilmember Wurth be appointed to the North Davis Fire District Administrative Board of Trustees for a four-year term.

RECOMMENDATION: Approve Resolution 2026R-02 reappointing Mayor Mark Shepherd and appointing Councilmember Wurth to the North Davis Fire District's Administrative Board of Trustees with a term expiring December 31, 2029 and authorize the Mayor's signature to any necessary documents.

COMMUNICATION ITEMS:

- A. Mayor's Report
- B. City Council's Reports
- C. City Manager's Report
- D. Staff Reports

*****ADJOURN AS THE CITY COUNCIL*****

Posted on January 8, 2026.

/s/Chersty Titensor, Deputy City Recorder

The City of Clearfield, in accordance with the 'Americans with Disabilities Act' provides accommodations and auxiliary communicative aids and services for all those citizens needing assistance. Persons requesting these accommodations for City sponsored public meetings, service programs or events should call Nancy Dean at 801-525-2714, giving her 48-hour notice.

The complete public notice is posted on the Utah Public Notice Website - www.utah.gov/pmn/, the Clearfield City Website – ClearfieldCityUT.gov, and at Clearfield City Hall, 55 South State Street, Clearfield, UT 84015. To request a copy of the public notice or for additional inquiries please contact Nancy Dean at Clearfield City, Nancy.dean@clearfieldcity.org & 801-525-2700.

CLEARFIELD CITY COUNCIL MEETING MINUTES
6:15 PM WORK MEETING
November 18, 2025

City Building
55 South State Street
Clearfield City, Utah

These meeting minutes were created with the aid of an AI-powered transcription and summarization tool – Otter.ai and ChatGPT. The output was used as a draft and was subject to human review, editing, and fact-checking to ensure accuracy and compliance with city standards before publication. The City Clerk is responsible for the final content of these minutes.

PRESIDING: Mayor Mark Shepherd

PRESENT: Mayor Mark Shepherd, Councilmember Karece Thompson, Councilmember Nike Peterson, Councilmember Tim Roper, Councilmember Megan Ratchford, Councilmember Dakota Wurth

STAFF PRESENT: City Manager JJ Allen, Assistant City Manager Spencer Brimley, Assistant City Attorney Amy Jones, Community Services Director Eric Howes, Police Chief Kelly Bennett, Public Works Director Adam Favero, Community Development Director Stacy Millgate, Planner Tyson Stoddard, City Recorder Nancy Dean, Deputy City Recorder Chersty Titensor

VISITORS: Tony DeMille

DISCUSSION OF AN AMENDMENT TO THE INTERLOCAL COOPERATION
TRANSPORTATION PROJECT REIMBURSEMENT AGREEMENT WITH DAVIS
COUNTY FOR 500 WEST FUNDING

Deputy Public Works Director Braden Felix reported that the City previously entered a 2021 Interlocal Agreement with Davis County for \$2 million in reimbursement for the 500 West project. The project ultimately required \$1.5 million, leaving \$488,000 available. Davis County staff approved reallocating the balance to the First Street extension, which had already been completed. The County informed the City that the original agreement had expired and required an amendment before reimbursement could be issued. Deputy Director Felix requested that the Council authorize staff to place the amended agreement on an upcoming policy meeting agenda for approval. The Council expressed support, and staff was directed to proceed with scheduling the amendment for action.

DISCUSSION TO CONSIDER THE ADOPTION OF AN ORDINANCE TO PROHIBIT
CAMPING ON PUBLIC PROPERTY

Police Chief Kelly Bennett presented a draft ordinance modeled after Provo City's regulations addressing daytime camping in parks, trails, and other public locations. Chief Bennett emphasized that:

- The ordinance was not punitive but focused on public health and safety.
- Officers would be trained to treat individuals with dignity and connect them with resources.
- Data collection since 2024 showed approximately 135 interactions with individuals experiencing homelessness, including 37 occurrences in parks or trails.

Chief Bennett described concerns related to unsanitary and unsafe conditions under the Antelope Drive overpass and in other areas. Chief Bennett also reported coordination with the Talia Center Warming Center regarding expected increases in seasonal shelter use. Councilmember Wurth noted that many local individuals experiencing homelessness lived primarily in their cars rather than tents, and shared observations from volunteering at the warming center. Councilmember Peterson raised concerns about property storage, safety, and potential costs for off-site storage if property required impoundment. Councilmember Roper requested information about railroad rights-of-way, and Chief Bennett reported minimal recent activity in those areas.

City Attorney Stuart Williams noted that the Utah League of Cities and Towns had begun discussions toward a possible statewide model ordinance, and Clearfield might need to update its ordinance in the future to remain compliant.

Chief Bennett stated the ordinance would be brought forward for potential action at the December 9, 2025 policy meeting.

**DISCUSSION OF A GENERAL PLAN AMENDMENT REQUEST TO CONSIDER THE
ADOPTION OF A WATER USE AND PRESERVATION PLAN IN ACCORDANCE WITH
UTAH STATE CODE REQUIREMENTS**

Planner Tyson Stoddard introduced the recently created Water Element required under Utah State Code to be added to the City's General Plan, noting that it had been forwarded by the Planning Commission with a 6–0 recommendation for approval. He reminded the Council that the State required adoption of the water element before year-end and that the City had received a \$10,000 grant tied to timely adoption.

Consultant Susie Petheram (FFKR Architects) joined the discussion and reviewed the draft water element, including:

- Overview of the City's water sources, with ~75% supplied by Weber Basin and the remainder from City wells.
- Water use trends showing significant progress toward City conservation goals established in 2021.
- Policy guidance related to outdoor water use, landscaping, and long-term system planning.
- Potential for future dual-metering to distinguish indoor and outdoor usage.

Councilmember Thompson requested that the policy language include explicit recognition of

urban heat island mitigation, and Petheram agreed the policy language (specifically WU-7) could address that. Councilmember Thompson also raised questions about geospatial system analysis for new development; Ms. Petheram clarified those details were typically captured in the Impact Fee Facilities Plan.

DISCUSSION OF A PROPOSED ZONING TEXT AMENDMENT TO ADD “TRAILER SALES” AS A PERMITTED USE IN THE TOWN MIXED COMMERCE DISTRICT (TC ZONE) WITH DEVELOPMENT STANDARDS

Planner Tyson Stoddard presented the proposed zoning text amendment allowing trailer sales within specific portions of the Town Center Form Based Code zone. The proposal included development standards for trailer display, including a minimum property size of at least one and one-half acres, a spacing requirement of at least three feet between trailers that were displayed along State Street, and location and maximum height restriction of 12 feet for stacked trailers. The location restrictions were based on proximity to either a secondary or primary street. Mr. Stoddard pointed out that trailer repairs would not be a permitted use. Based on staff’s analysis of the characteristics of other properties in the TC zone, Mr. Stoddard thought it unlikely to have future trailer sales uses within the TC zone.

Councilmember Peterson expressed concern regarding visibility and height, noting the 12-foot limit exceeded other permitted outdoor storage heights elsewhere in the City. City Attorney Williams clarified that the use would be allowed only within the green-shaded areas of the TC zone.

Mr. Stoddard explained that the height limit was based on observed industry standards for stacked trailer displays. Mr. Stoddard emphasized that approving the zoning text amendment would comply with the objectives and strategies from the General Plan, specifically, to maintain the City’s status as an employment and job center in Davis County and the strategy to seek out and encourage new employment opportunities and support the expansion of existing entities and City growth centers. Mr. Stoddard said the Planning Commission’s recommendation was unanimous to approve the amendment.

Mr. Stoddard was directed to prepare the text amendment for Council’s consideration on November 25, 2025.

DISCUSSION OF A PROPOSED ZONING TEXT AMENDMENT TO PERMIT DETACHED ACCESSORY DWELLING UNITS (DADUS) IN SELECT ZONES AND TO ADOPT DADU DEVELOPMENT STANDARDS

Planner Tyson Stoddard summarized changes to the draft Accessory Dwelling Units (ADU) ordinance based on prior Council direction, including:

- Addition of definitions for ADU (Accessory Dwelling Unit), IADU (Internal Accessory Dwelling Unit), DADU (Detached Accessory Dwelling Unit), and primary dwelling.
- Alignment of occupancy standards with existing Clearfield Code (single-family definition).
- Simplification of parking standards and prohibition of gravel/crushed-rock parking surfaces for required parking.

DADU Development Standards Discussed

- Location of accessory dwelling limited to rear yard.
- Maximum heights: 12 feet flat roof / 18 feet pitched roof, and not to exceed height of the primary dwelling.
- Allowance for DADUs above detached garages, triggering a 20-foot rear setback.
- Minimum 10-foot separation between structures.
- Footprint limited to 50% of the primary dwelling footprint.
- Minimum size: 250 square feet, maximum 1,000 square feet.

Councilmember Peterson and Mayor Shepherd supported retaining a minimum size that ensured safe, livable space and triggered building permit requirements. Mayor Shepherd expressed preference for smaller DADUs to maintain their accessory nature.

Option A vs. Option B – Policy Direction

Mr. Stoddard presented two approaches for the proposed ordinance:

- **Option A:** No minimum lot-size requirement for ADUs, reflecting priorities of housing supply, inclusivity, flexibility, and reduced regulation.
- **Option B:** Maintain 6,000 square foot minimum for IADUs and establish 8,000 square foot minimum for DADUs, reflecting neighborhood character preservation and infrastructure capacity concerns.

The Council held extensive discussion on the policy implications of each, but no final decision was made. The Council would consider approval of one of the options at the November 25, 2025 policy meeting.

DEPARTMENT UPDATES

Weber Basin Water Allocation – Annual Usage Update

Public Works Director Adam Favero updated the Council on the City's Weber Basin water allocation. He reported that well failures, including the continued outage of the 700 South well, had forced the City to rely more heavily on its Weber Basin contracted supply during the summer. Electrical system complications had delayed repairs due to limited availability of

contractors certified to work on the high-voltage (2300-volt) infrastructure. Director Favero explained that the City typically used 80–89% of its annual allocation by the end of October, but usage was notably higher this year due to decreased well production. He stated that Weber Basin was unlikely to have excess water available for purchase if the City exceeded its allocation, meaning the City would instead be billed for overage. He noted that this situation had occurred only once previously. The Council acknowledged the update and did not issue additional direction.

Mabey Pond Water Supply & Pump – Status Update

Community Services Director Eric Howes provided an update on the failed submersible pump that supplied water to Mabey Pond. He explained that the current pump was a unit that was on-hand when the previous failed pump had dropped to the bottom when its extraction was attempted. He noted that the less expensive reserve unit operated below ideal flow. Staff recommended replacing it with a surface-mounted pump, estimated at \$100,000–\$125,000, which would improve maintenance access and increase pumping capacity to approximately 650 gallons per minute. Director Howes noted that funds could potentially be reallocated from the canceled pool liner project if the Council later chose to pursue replacement.

I-15 Interchange Landscaping Project – Update

Community Services Director Eric Howes reported that landscaping at the I-15 interchange was substantially complete, with only minor punch-list items remaining. He presented updated images of the site and described expected vegetation growth over the next year. Mayor Shepherd noted positive feedback received from Hill Air Force Base personnel. The Council accepted the update without further action.

Police Department – Mental Health Officer Program Update

Police Chief Kelly Bennett provided an update on the Police Department’s Mental Health Officer (MHO) program, which launched on October 5, 2025. Chief Bennett reported that Detective Blake Whitehead had been assigned as the Mental Health Officer and had worked closely with Davis Behavioral Health, the Adult Receiving Center, Davis County Mental Health Court, and Salt Lake City Police Department to model best practices. Chief Bennett explained that the position was structured similarly to follow-up work under the City’s VAWA program and emphasized building trust and promoting voluntary participation in mental-health resources. The Police Department opted against using a standard uniform or marked vehicle for the role based on cautions from other agencies, instead using a soft-uniform approach to reduce barriers during outreach. Chief Bennett reported that Detective Whitehead had already made several successful interventions, including identifying an unreported domestic-violence incident during a mental-health follow-up and transporting individuals to available services. The first-year grant provided \$258,000 of the program’s \$350,000 funding. Chief Bennett stated that staff would return in several months with a more detailed performance update. The Council received the report with appreciation.

MIDA and Annexation Boundary Discussion

City Manager JJ Allen informed the Council of the Military Installation Development Authority’s (MIDA) approval of distributions of \$50,000 to each of the local governments for the Falcon Hill Project area. Mayor Shepherd mentioned recent questions related to MIDA

boundaries, and the possible expansion of Clearfield City's boundaries to include more of Hill Air Force Base's privatized housing.

APPROVED AND ADOPTED
This day of 2025

/s/ Mark R. Shepherd, Mayor

ATTEST:

/s/ Nancy R. Dean, City Recorder

I hereby certify that the foregoing represents a true, accurate, and complete record of the Clearfield City Council meeting held Tuesday, November 18, 2025.

/s/ Nancy R. Dean, City Recorder

CLEARFIELD CITY COUNCIL MEETING MINUTES
6:30 PM WORK MEETING
November 25, 2025

City Building
55 South State Street
Clearfield City, Utah

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PRESIDING: Mayor Mark Shepherd

PRESENT: Mayor Mark Shepherd, Councilmember Karece Thompson, Councilmember Nike Peterson, Councilmember Tim Roper, Councilmember Megan Ratchford, Councilmember Dakota Wurth

STAFF PRESENT: City Manager JJ Allen, Assistant City Manager Spencer Brimley, Assistant City Attorney Amy Jones, Community Services Director Eric Howes, Police Chief Kelly Bennett, Public Works Director Adam Favero, Community Development Director Stacy Millgate, Planner Tyson Stoddard, City Recorder Nancy Dean, Deputy City Recorder Chersty Titensor

VISITORS: Tony DeMille

Mayor Shepherd called the meeting to order at 6:35 p.m.

DISCUSSION OF THE RECENT NATIONAL LEAGUE OF CITIES CONFERENCE

Mayor Shepherd called the work session to order for the purpose of debriefing the National League of Cities (NLC) conference and identifying items for potential follow-up by staff and the Council. Mayor Shepherd and Councilmember Peterson reported that the conference was productive and highly relevant, with extensive networking opportunities and well-developed sessions. Councilmembers noted that many sessions offered practical tools, resources, and vendor connections applicable to city operations.

Councilmember Peterson

Councilmember Peterson provided a structured list of takeaways and vendor contacts and transmitted those materials to staff for follow-up. Reported items included:

1. Language Translation Services

- Identified a Utah-based vendor offering phone translation, including Chuukese, which was a challenge for the court.
- Recommended evaluating low-cost improvements to language navigation at City Hall (e.g., better signage at building entrances).
- Provided staff with vendor contact information for review.

2. Volunteer Recognition and America250 Preparation

- Encouraged the city to incorporate quarterly community recognition events aligned with existing JustServe partnerships.
- Suggested coordinating America250 activities, including community engagement projects, utilizing JustServe resources.

3. FEMA Hazmat & Rail Safety Grants

- Reported the availability of FEMA grant funding for hazmat and rail-line safety training.
- Noted that training can be conducted onsite at Union Pacific locations to certify police, fire, public works, and other city personnel.
- Provided staff with initial grant process information and recommended pursuing feasibility.

4. AI, Code Compliance, and Administrative Automation

- Identified AI vendors capable of advising on ways to utilize AI city-wide and provided examples of vendors automating foreclosure tracking, rental registration, compliance letters, and code enforcement reporting. Noted one vendor could operate at no direct cost to the City by charging lienholders.
- Recommended the city develop a coordinated approach to AI adoption, emphasizing vendor vetting, privacy protections, and consistent policies.
- Proposed a January kickoff meeting to begin developing an organizational AI policy framework.

5. Grant Resources

- Reported a productive meeting with the “Grant Finder” service; recommended staff begin using the city’s existing account to identify federal funding opportunities, including EV infrastructure and public safety grants.

6. Drone Technology and Surveillance Considerations

- Noted that commercial drone operations are restricted near military bases and rail lines, limiting feasibility for local drone-port concepts.
- Reported that many states have adopted video-surveillance ordinances relating to drone deployment; suggested monitoring this trend for future policy development.

7. Demonstration of Electric Vehicle Fleet Cars

- Interest in EV fleet options for the Police Department and available federal funding.

Councilmember Wurth

Councilmember Wurth highlighted:

- Several AI vendors of interest, including applications for chatbots and digital public-facing tools.
- Valuable constituency group meetings that continue year-round.
- America250 concepts such as community potluck events, dessert-based downtown events, and a “field of flags” exhibit; committed to forwarding a pamphlet on the flag exhibit to staff.

- Observations on the strong networking value of NLC and importance of leveraging those connections.

Councilmember Roper

Councilmember Roper noted:

- A strong presentation on immigration and federal jurisdiction impacts. Leveraging technology to accentuate downtown. Expressed support for evaluating AI tools and participating in future policy discussions.

Councilmember Ratchford

Councilmember Ratchford reported:

- Participation in Military Communities Council meetings on PFAS funding and cleanup programs, confirming the city does not currently have PFAS-eligible sites.
- Detailed America250 concepts including a July 5, 2026 “American Potluck” and potential involvement of the Youth Commission.
- Importance of community gathering in parks and green spaces as part of America250 celebrations.
- Will provide staff with screenshots and materials gathered at the conference.

Mayor Shepherd

Mayor Shepherd reported attending Dignity Index sessions, which offered practical engagement tools, and highlighted feedback from other cities regarding conference logistics and tour participation. The Mayor emphasized the alignment between the City’s ongoing NLC involvement and broader organizational development.

Councilmember Peterson moved to adjourn the work meeting and reconvene in the policy meeting at 7:02 p.m., seconded by Councilmember Wurth.

RESULT: Passed [5 TO 0]

YES: Councilmember Thompson, Councilmember Peterson, Councilmember Roper, Councilmember Ratchford, Councilmember Wurth

NO: None

APPROVED AND ADOPTED
This day of 2025

/s/ Mark R. Shepherd, Mayor

ATTEST:

/s/ Nancy R. Dean, City Recorder

I hereby certify that the foregoing represents a true, accurate, and complete record of the Clearfield City Council meeting held Tuesday, November 25, 2025.

/s/ Nancy R. Dean, City Recorder

DRAFT

CLEARFIELD CITY COUNCIL MEETING MINUTES
7:00 PM POLICY MEETING
November 25, 2025

City Building
55 South State Street
Clearfield City, Utah

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PRESIDING: Mayor Mark Shepherd

PRESENT: Mayor Mark Shepherd, Councilmember Tim Roper, Councilmember Nike Peterson, Councilmember Karece Thompson, Councilmember Megan Ratchford, Councilmember Dakota Wurth

STAFF PRESENT: City Manager JJ Allen, Assistant City Manager Spencer Brimley, Deputy City Attorney Amy Jones, Police Chief Kelly Bennett, Community Services Director Eric Howes, Public Works Director Adam Favero, Deputy Public Works Director Braden Felix, Community Development Director Stacy Millgate, Planner Tyson Stoddard, City Recorder Nancy Dean, Deputy City Recorder Chersty Titensor

VISITORS: Tony DeMille, Susie Petheram – FFKR Architects

Mayor Shepherd called the meeting to order at 7:06 p.m.

Councilmember Roper led the opening ceremonies.

APPROVAL OF MINUTES
October 28, 2025 – policy meeting

Councilmember Ratchford moved to approve the October 28, 2025 policy meeting minutes, seconded by Councilmember Peterson.

RESULT: Passed [5 TO 0]

YES: Councilmember Roper, Councilmember Peterson, Councilmember Thompson, Councilmember Ratchford, Councilmember Wurth

NO: None

FORMAL RECOGNITION OF CLEARFIELD CITY BECOMING A JUSTSERVE PARTICIPANT

Mayor Shepherd introduced Joni Phillips, JustServe Representative, who presented formal recognition designating Clearfield City as a JustServe City. Ms. Phillips provided historical context on Clearfield City and emphasized the role of volunteerism, collaboration, and community service in strengthening the City. She recognized Mayor Shepherd and the City Council for their support of service initiatives and presented a JustServe City Award for display at City Hall. Photographs were taken following the presentation.

Mayor Shepherd expressed appreciation for the recognition and reaffirmed the City's commitment to community service and volunteer engagement.

RECEIVE PUBLIC COMMENT ON A PROPOSED ZONING TEXT AMENDMENT TO ADD "TRAILER SALES" AS A PERMITTED USE IN THE TOWN MIXED COMMERCE DISTRICT (TC ZONE) WITH DEVELOPMENT STANDARDS

Mayor Shepherd opened the public hearing to receive comment on a proposed zoning text amendment to add trailer sales as a permitted use in the Town Mixed Commerce (TC) Zone with development standards.

Tyson Stoddard, Planner, provided the staff report, outlining the existing Downtown Form-Based Code, distinctions between state and city definitions of motor vehicles and trailers, and the request initiated following direction from the City Council. Staff proposed development standards including minimum lot size, on-site office requirements, spacing between trailers, stacking and height limitations, and prohibiting trailer repair. The Planning Commission recommended approval by a 6–0 vote.

No public comment was received.

Councilmember Peterson moved to close the public comment, seconded by Councilmember Wurth.

RESULT: Passed [5 TO 0]

YES: Councilmember Roper, Councilmember Peterson, Councilmember Thompson, Councilmember Ratchford, Councilmember Wurth

NO: None

RECEIVE PUBLIC COMMENT ON THE ADOPTION OF A WATER USE AND PRESERVATION PLAN TO THE CITY'S GENERAL PLAN IN ACCORDANCE WITH UTAH STATE CODE REQUIREMENTS

Mayor Shepherd opened the public hearing to receive comment on the adoption of a Water Use and Preservation Plan as an element of the City's General Plan.

Planner Tyson introduced the item and reviewed state requirements, the Planning Commission recommendation, and City Council options. Consultant Susie Petheram of FFKR Architects presented an overview of the plan, including water usage trends, conservation strategies, growth projections, regional coordination, and implementation policies. The Planning Commission recommended approval by a 6–0 vote.

No public comment was received.

Councilmember Wurth moved to close the public hearing, seconded by Councilmember Thompson.

RESULT: Passed [5 TO 0]

YES: Councilmember Roper, Councilmember Peterson, Councilmember Thompson, Councilmember Ratchford, Councilmember Wurth

NO: None

RECEIVE PUBLIC COMMENT ON A PROPOSED ZONING TEXT AMENDMENT TO PERMIT DETACHED ACCESSORY DWELLING UNITS (DADUs) IN SELECT ZONES AND TO ADOPT DADU DEVELOPMENT STANDARDS

Mayor Shepherd opened the public hearing on a proposed zoning text amendment to permit detached accessory dwelling units in select zones with development standards.

There were no public comments.

Councilmember Wurth moved to close the public hearing, seconded by Councilmember Thompson.

RESULT: Passed [5 TO 0]

YES: Councilmember Roper, Councilmember Peterson, Councilmember Thompson, Councilmember Ratchford, Councilmember Wurth

NO: None

OPEN COMMENT PERIOD

Mayor Shepherd opened the open comment period. No requests to speak were received.

APPROVAL OF ORDINANCE 2025-22 TO ADD “TRAILER SALES” AS A PERMITTED USE IN THE TOWN MIXED COMMERCE DISTRICT (TC ZONE) WITH DEVELOPMENT STANDARDS

Councilmember Roper moved to approve Ordinance 2025-22 to add “Trailer Sales” as a permitted use in the TC Zone with development standards and authorize the mayor’s signature to any necessary documents, seconded by Councilmember Ratchford.

RESULT: Passed [5 TO 0]

YES: Councilmember Roper, Councilmember Peterson, Councilmember Thompson, Councilmember Ratchford, Councilmember Wurth

NO: None

APPROVAL OF ORDINANCE 2025-23 AMENDING TITLE 11 OF THE CLEARFIELD CITY CODE INCORPORATING DETACHED ACCESSORY DWELLING UNITS AND DEVELOPMENT STANDARDS

Councilmember Thompson moved to approve Ordinance 2025-23 amending Title 11 of the Clearfield City Code to incorporate Detached Accessory Dwelling Units and Development Standards under Option A and authorize the mayor's signature to any necessary documents, seconded by Councilmember Wurth.

RESULT: Passed [5 TO 0]

YES: Councilmember Roper, Councilmember Peterson, Councilmember Thompson, Councilmember Ratchford, Councilmember Wurth

NO: None

APPROVAL OF ORDINANCE 2025-24 AMENDING TITLE 4 – BUSINESS AND LICENSE REGULATIONS

Stacy Millgate, Community Development Director, presented proposed amendments to Title 4, Business and License Regulations, including alignment with state code, clarification of language, allowing food trucks in parks under specified conditions, and permitting limited A-frame signage for mobile food vendors.

Councilmember Wurth moved to approve Ordinance 2025-24 amending Title 4 – Business and License Regulations and authorize the mayor's signature to any necessary documents, seconded by Councilmember Roper.

RESULT: Passed [5 TO 0]

YES: Councilmember Roper, Councilmember Peterson, Councilmember Thompson, Councilmember Ratchford, Councilmember Wurth

NO: None

APPROVAL OF ORDINANCE 2025-25 ADOPTING THE WATER USE AND PRESERVATION PLAN ELEMENT TO THE CITY'S GENERAL PLAN

The Council discussed minor revisions requested during the prior work session.

Councilmember Peterson moved to approve Ordinance 2025-25 adopting the Water Use and Preservation Plan element to the City's General Plan as presented and authorizing the mayor's signature to any necessary documents, excluding the proposed additional resilience policy for future consideration. , seconded by Councilmember Wurth.

RESULT: Passed [5 TO 0]

YES: Councilmember Roper, Councilmember Peterson, Councilmember Thompson, Councilmember Ratchford, Councilmember Wurth

NO: None

**APPROVAL OF RESOLUTION 2025R-14 AUTHORIZING AN AMENDMENT TO THE
INTERLOCAL COOPERATION TRANSPORTATION PROJECT REIMBURSEMENT
AGREEMENT WITH DAVIS COUNTY TO RECEIVE 3RD QUARTER SALES TAX FOR
THE 500 WEST EXTENSION PROJECT FUNDING**

Braden Felix, Deputy Public Works Director, presented a request to amend the Interlocal Agreement with Davis County to reallocate unused Third Quarter Sales Tax funds from the 500 West Extension Project to the First Street Extension Project.

Councilmember Wurth moved to approve Resolution 2025R-14 authorizing the amendment to the Interlocal Cooperation Transportation Project Reimbursement Agreement to receive third quarter sales tax and authorize the mayor's signature to any necessary documents, seconded by Councilmember Roper.

RESULT: Passed [5 TO 0]

YES: Councilmember Roper, Councilmember Peterson, Councilmember Thompson, Councilmember Ratchford, Councilmember Wurth

NO: None

COMMUNICATION ITEMS:

MAYOR'S REPORT

Mayor Shepherd

- Mayor Shepherd reported on several recent and upcoming activities. He shared that he had attended the America's Housing Comeback conference in Houston, hosted by the National Association of Realtors, where Clearfield City participated in discussions regarding housing investment and economic development. Mayor Shepherd noted that the conference and Clearfield's participation were highlighted in a recent publication by the Realtors organization. Mayor Shepherd also attended the National League of Cities City Summit, where presentations focused on civic engagement and respectful public discourse, including a presentation on the Dignity Index by Tim Shriver. Mayor Shepherd expressed interest in exploring opportunities to bring similar educational programming to Clearfield residents. Mayor Shepherd further reported participation in a Military Communities Council visit and tour of Hill Air Force Base, thanking Hill AFB leadership for hosting elected officials from across the country. Mayor Shepherd announced upcoming travel commitments, including participation in Mayors Against Antisemitism and a Mayors and CEOs housing investment conference, as well as a scheduled tour with 47G and Northrop Grumman and participation in a "Lunch with the Mayor" event. Mayor Shepherd concluded by extending Thanksgiving well wishes to the Council, staff, and community.

CITY COUNCIL'S REPORTS

Councilmember Peterson

- Councilmember Peterson reported on attendance at the National League of Cities City Summit and expressed appreciation for the JustServe representatives who remained present throughout the Council meeting. Councilmember Peterson also expressed gratitude to city staff and other public servants who would be working during the Thanksgiving holiday, recognizing their commitment to maintaining city services and infrastructure.

Councilmember Thompson

- Nothing to report.

Councilmember Ratchford

- Councilmember Ratchford reported on North Davis Fire District activity, noting that during the month of October there were 407 total calls for service, with 309 calls handled by Station 42 and 98 calls handled by Station 41. Councilmember Ratchford also announced an upcoming Team Hill Airman Holiday Cookie Drive, scheduled for December 8, 2025, with drop-off locations at the Tru by Hilton and at Hill Air Force Base. Councilmember Ratchford reported that recent community food and supply donation efforts resulted in more than 70,000 pounds of food and supplies distributed to over 800 Air Force families.

Councilmember Wurth

- Councilmember Wurth reminded the public of two upcoming public hearings related to proposed tax increases by other taxing entities. Councilmember Wurth reported that the Davis County Commission public hearing would be held on December 2, 2025, at 6:00 p.m. in Farmington, and that the Mosquito Abatement District public hearing would be held on December 11, 2025, at 7:00 p.m. in Kaysville. Councilmember Wurth also expressed gratitude for community members, service organizations, and city staff who assisted residents impacted by recent federal government shutdown-related hardships, emphasizing the importance of community support and collaboration. Thanksgiving well wishes were extended.

Councilmember Roper

- Councilmember Roper reported on an upcoming Open Doors holiday luncheon scheduled for December 3, 2025, from 12:00 p.m. to 1:30 p.m. at Texas Roadhouse. Councilmember Roper outlined sponsorship opportunities to support holiday meals and gifts for families and children served by Open Doors and encouraged community participation.

CITY MANAGER'S REPORT

JJ Allen, City Manager

- Mr. Allen reported that Councilmember Dakota Wurth was recognized as one of *Utah Business Magazine*'s "20 in Their 20s." The City Manager announced the upcoming City Tree Lighting Ceremony scheduled for the following Monday evening and noted coordination efforts with the Utah Department of Transportation, including ongoing communication and planning. The City Manager also reported that staff were coordinating a legislative tour of Clearfield City with area legislators and confirmed City Hall closures for the Thanksgiving holiday.

STAFF REPORTS

Nancy R. Dean, City Recorder

- **Ms. Dean** reviewed the remaining meeting schedule for the year, noting that there would be no meeting the following week, with the final work session and policy session scheduled for December 9, 2025. Nancy also announced that the Oath of Office ceremony would be held on January 5, 2026, followed by a reception for elected officials and their families.

Eric Howes, Community Services Director

- Mr. Howes provided additional details regarding the City Tree Lighting Ceremony, including the time, location, new holiday decorations, and the planned arrival of Santa Claus via fire engine. Mr. Howes noted that children would have the opportunity to visit with Santa and submit letters during the event.

Councilmember Thompson moved to adjourn at 8:33 p.m., seconded by Councilmember Wurth.

RESULT: Passed [5 TO 0]

YES: Councilmember Roper, Councilmember Peterson, Councilmember Thompson, Councilmember Ratchford, Councilmember Wurth

NO: None

APPROVED AND ADOPTED
This day of 2025

/s/ Mark R. Shepherd, Mayor

ATTEST:

/s/ Nancy R. Dean, City Recorder

I hereby certify that the foregoing represents a true, accurate, and complete record of the Clearfield City Council meeting held Tuesday, November 25, 2025.

/s/ Nancy R. Dean, City Recorder

CLEARFIELD CITY COUNCIL MEETING MINUTES
6:00 PM WORK MEETING
December 09, 2025

City Building
55 South State Street
Clearfield City, Utah

These meeting minutes were created with the aid of an AI-powered transcription and summarization tool – Otter.ai and ChatGPT. The output was used as a draft and was subject to human review, editing, and fact-checking to ensure accuracy and compliance with city standards before publication. The City Clerk is responsible for the final content of these minutes.

PRESIDING: Mayor Mark Shepherd

PRESENT: Mayor Mark Shepherd, Councilmember Karece Thompson, Councilmember Nike Peterson, Councilmember Tim Roper, Councilmember Megan Ratchford, Councilmember Dakota Wurth

STAFF PRESENT: City Manager JJ Allen, Assistant City Manager Spencer Brimley, City Attorney Stuart Williams, Community Services Director Eric Howes, Police Chief Kelly Bennett, Public Works Director Adam Favero, Community Development Director Stacy Millgate, Planner Tyson Stoddard, Community Relations Director Shaundra Rushton, City Recorder Nancy Dean, Deputy City Recorder Chersty Titensor

VISITORS: Tony DeMille, Danielle King, David Lewis – DR Horton

DISCUSSION OF A DEVELOPMENT AGREEMENT REQUEST FOR 175 WEST ANTELOPE DRIVE MIXED USE PROJECT

Tyson Stoddard, Planner, presented a development agreement request for the property located at 175 West Antelope Drive. The property had previously received approval in February 2025 for a General Plan amendment and rezone to allow a mixed-use development consisting of commercial uses along Antelope Drive and residential townhomes to the rear. The rezone approval was conditioned upon execution of a development agreement, which remained pending.

Mr. Stoddard explained that once the development agreement was executed, the rear portion of the property would be rezoned from C-2 (Commercial) to R-3 (Residential). The agreement outlined requirements for both the commercial and residential components. For the commercial portion, the agreement required a minimum of 9,000 square feet of commercial building floor area. A performance bond and development timeline were included, requiring final completion of the commercial buildings no later than 30 months after execution of the agreement. This approach differed from prior city practice, which typically tied residential occupancy to progress on commercial construction.

For the residential portion, the agreement allowed up to 55 townhomes at a density of just under 13 units per acre. Townhomes were limited to two stories above grade and intended for ownership rather than rental. The draft agreement included a five-year owner-occupancy requirement for all units.

Mr. Stoddard reported that the Planning Commission discussed the owner-occupancy provision extensively. The builder, DR Horton, through representative David Lewis, requested removal of the five-year deed restriction while maintaining an initial owner-occupancy requirement. The Planning Commission voted 5–2 to recommend approval of the development agreement without the five-year owner-occupancy restriction. Commissioners who opposed removal supported the project but favored retaining the five-year requirement.

Mr. Stoddard reviewed housing tenure data, noting Clearfield had a higher percentage of rental households than Davis County overall. He explained that the city's General Plan supported a mix of housing types while also encouraging additional ownership opportunities. Staff identified challenges with enforcing long-term deed restrictions, including tracking compliance and accommodating unforeseen circumstances affecting homeowners.

Mayor Shepherd stated that while the five-year restriction did not prohibit resale, it presented significant enforcement challenges. He expressed support for requiring owner occupancy at the initial sale as a more realistic method to discourage investor purchases while allowing flexibility for homeowners to build equity over time. Councilmember Wurth stated that an initial owner-occupancy requirement would help prevent sales to investors and support first-time homebuyers, acknowledging enforcement limitations. JJ Allen, City Manager, asked how initial owner-occupancy would be enforced. Discussion followed regarding the role of title companies and deed restrictions. Councilmember Ratchford questioned the rationale for selecting a five-year period, noting that any duration appeared arbitrary. Staff confirmed that the five-year timeframe was not based on a specific metric.

Councilmembers and the mayor discussed changes in housing turnover patterns, particularly in relation to military households, and acknowledged that long-term residency patterns had shifted.

Mr. Stoddard reviewed the conceptual site plan, including access points from Antelope Drive and South Main Street. The primary access was proposed on the west side of the site, with a secondary access potentially shared with the adjacent car wash. Mr. Stoddard explained that the Utah Department of Transportation (UDOT) had expressed a preference for relocating the eastern access further west to increase distance from the Antelope Drive and South Main Street intersection, though this would require coordination with the car wash property owner.

Councilmembers raised concerns regarding the feasibility and legality of altering the car wash access. Mr. Stoddard noted that while UDOT suggested the change, the car wash operator was not supportive of losing its existing access, making the shared access shown on the concept plan the most likely outcome. Mr. Stoddard also described a proposed access connection to South Main Street through a potential property swap with the Davis School District to allow shared access with the elementary school overflow parking lot. Councilmembers asked clarifying questions regarding traffic flow, parking lot configuration, and long-term impacts on school

operations.

Mr. Stoddard stated that shared access requirements would be finalized during the subdivision and site plan review process, which would be reviewed by the Planning Commission.

Mr. Stoddard explained that the townhome design complied with city parking standards, including garage and driveway parking for certain units and supplemental surface parking for others. Private streets within the development would be constructed to current city standards, with 32-foot drivable widths and required sidewalks for units facing the street. On-street parking would not be permitted on private streets.

A traffic study had been completed for the development. Mr. Stoddard summarized key findings, including that no roadway widening was required for Antelope Drive, though updated striping for turn lanes might be needed. The study acknowledged congestion along Antelope Drive and anticipated future UDOT improvements, including a raised median.

Councilmember Peterson raised concerns regarding traffic assumptions in the study, particularly commercial square footage calculations, growth projections, and the exclusion of peak school dismissal traffic in evening analysis. Additional concerns were expressed regarding congestion on South Main Street, stacking near the school crosswalk, and impacts during school pick-up times.

Mr. Stoddard clarified that the traffic study differentiated between retail and drive-through uses and stated that staff could coordinate further discussion with the City Engineer. Councilmember Peterson requested clarification regarding when final access decisions would be made and was informed that site plan and subdivision approvals would be reviewed by the Planning Commission.

Mr. Stoddard presented the proposed architectural styles for the townhomes, including farmhouse and craftsman designs utilizing fiber cement board, stucco, and stone accents. Sidewalk placement and orientation of units were described.

Mr. Stoddard stated that the work meeting was held December 9, 2025, with a public hearing and policy meeting scheduled for January 13, 2026. Staff would revise the development agreement based on the Council's direction, including potential changes to owner-occupancy language.

Councilmember Peterson expressed concerns regarding the proposed \$500,000 performance bond for the commercial portion, stating that the amount might not sufficiently offset the city's risk if commercial development did not occur. Councilmember Peterson suggested either increasing the bond amount or reverting to a traditional approach tying residential occupancy to commercial construction milestones.

Mayor Shepherd stated that a \$500,000 bond represented a significant financial incentive and acknowledged the challenges developers face with narrow profit margins. Mr. Stoddard clarified that the bond would be provided by the commercial developer, not the residential builder, due to

the separation of development responsibilities.

Councilmember Peterson also raised concerns with a provision in the development agreement requiring mediation and arbitration, stating a preference for resolving disputes through existing legal processes. Staff acknowledged the comment and noted the provision could be revised.

Councilmembers continued discussion regarding enforceability, administrative burden, and policy goals related to owner occupancy. Multiple councilmembers expressed concern that long-term deed restrictions were difficult to enforce. Discussion shifted toward requiring that the initial sale of townhomes be to owner-occupants, potentially with a limited one-year occupancy requirement rather than a five-year restriction.

Mr. Allen and Stuart Williams, City Attorney, participated in clarifying how initial sale restrictions could be structured and enforced through title documentation.

No formal direction was finalized, but staff was asked to revise language options for the Council's consideration prior to the January policy meeting.

The work meeting reconvened at 7:45 p.m.

DISCUSSION OF A CHATBOT ON THE CITY'S WEBSITE

Shaundra Rushton, Communications Manager, presented information regarding chatbot options, as requested by the Council during the July retreat. Three categories were reviewed: text-based bots, AI-automated chatbots, and human-operated live chat services.

Ms. Rushton explained cost ranges, functionality, integration options, and staffing implications for each type. Examples from other municipalities were provided, including Woods Cross, Box Elder County, Ogden City, and Davis County.

The Council discussed concerns regarding cost, long-term subscription increases, staff workload, accuracy of responses, accessibility, and return on investment. Councilmembers emphasized the importance of ensuring reliable information and avoiding excessive staff oversight that could undermine automation benefits.

Mayor Shepherd and councilmembers requested additional research, including usage statistics and feedback from peer cities, before considering implementation. The Council provided consensus direction for staff to conduct further research and return in January with additional information, including examples from comparable cities, usage data, and cost considerations. No action was taken.

Councilmember Peterson moved to adjourn at 8:11 p.m., seconded by Councilmember Wurth.

RESULT: Passed [5 TO 0]

YES: Councilmember Thompson, Councilmember Peterson, Councilmember Roper,
Councilmember Ratchford, Councilmember Wurth

NO: None

APPROVED AND ADOPTED
This day of 2025

/s/ Mark R. Shepherd, Mayor

ATTEST:

/s/ Nancy R. Dean, City Recorder

I hereby certify that the foregoing represents a true, accurate, and complete record of the Clearfield City Council meeting held Tuesday, December 09, 2025.

/s/ Nancy R. Dean, City Recorder

CLEARFIELD CITY COUNCIL MEETING MINUTES
7:00 PM POLICY MEETING
December 09, 2025

City Building
55 South State Street
Clearfield City, Utah

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PRESIDING: Mayor Mark Shepherd

PRESENT: Mayor Mark Shepherd, Councilmember Tim Roper, Councilmember Nike Peterson, Councilmember Karece Thompson, Councilmember Megan Ratchford, Councilmember Dakota Wurth

STAFF PRESENT: City Manager JJ Allen, Assistant City Manager Spencer Brimley, City Attorney Stuart Williams, Police Chief Kelly Bennett, Community Services Director Eric Howes, Public Works Director Adam Favero, Community Development Director Stacy Millgate, Communications Manager Shaundra Rushton, City Recorder Nancy Dean, Deputy City Recorder Chersty Titensor

VISITORS: Danielle King, Tony DeMille

Mayor Shepherd called the meeting to order at 7:03 p.m.

Councilmember Thompson led the opening ceremonies.

APPROVAL OF MINUTES

November 18, 2025 – special canvass meeting

Councilmember Thompson moved to approve November, seconded by Councilmember Wurth.

RESULT: Passed [5 TO 0]

YES: Councilmember Roper, Councilmember Peterson, Councilmember Thompson, Councilmember Ratchford, Councilmember Wurth

NO: None

RECOGNITION OF OUTGOING CITY COUNCIL MEMBER TIM ROPER

Mayor Shepherd recognized outgoing Councilmember Tim Roper for his years of service to

Clearfield City. The Mayor expressed appreciation for Councilmember Roper's long-term dedication, leadership, and involvement in numerous city initiatives and boards. A commemorative video was presented, followed by the presentation of a gift.

Councilmember Ratchford expressed gratitude for Councilmember Roper's mentorship and service. Councilmember Roper thanked Mayor Shepherd and the Council for the recognition and expressed appreciation for the opportunity to serve.

OPEN COMMENT PERIOD

There was no public comment.

APPROVAL OF ORDINANCE 2025-26 AMENDING "TITLE 8 – PUBLIC WAYS AND PROPERTY" OF THE CLEARFIELD CITY CODE TO ADD "CHAPTER 7 – PROHIBIT CAMPING ON PUBLIC PROPERTY"

Kelly Bennett, Police Chief, provided an overview of the proposed ordinance to prohibit camping on public property, noting it had been discussed previously in a work session. Chief Bennett explained the ordinance was intended to provide lawful and humane enforcement, prioritize public health and safety, ensure dignity and respect for individuals, and remain consistent with constitutional rights. Chief Bennett stated the ordinance focused on conduct rather than personal status and included provisions for notice, property handling consistent with state statute, and referrals to available resources.

The Mayor asked if the Council had questions. No questions were raised.

Councilmember Thompson moved to approve Ordinance 2025-26 amending Title 8 – Public Ways and Property of the Clearfield City Code to add Chapter 7 – Prohibit Camping on Public Property and authorize the mayor's signature to any necessary documents, seconded by Councilmember Peterson.

RESULT: Passed [5 TO 0]

YES: Councilmember Roper, Councilmember Peterson, Councilmember Thompson, Councilmember Ratchford, Councilmember Wurth

NO: None

COMMUNICATION ITEMS

MAYOR'S REPORT

Mayor Shepherd

- Mayor Shepherd reported on recent travel and meetings related to housing policy, including participation in meetings in Washington, D.C. The mayor emphasized that housing challenges required local solutions and noted the city's ongoing efforts to promote quality housing and homeownership. The mayor also reported on participation in the Mayors Against Antisemitism initiative, highlighting the importance of addressing hatred and discrimination and reaffirming the city's commitment to inclusivity. The mayor announced upcoming meetings with Northrop

Grumman and regional and legislative partners and extended holiday greetings to those who would not be seen before Christmas.

CITY COUNCIL'S REPORTS

Councilmember Peterson

- Councilmember Peterson reported on attendance at the National League of Cities conference and shared that valuable information was gained relevant to Clearfield City. Councilmember Peterson also reported participation in Thanksgiving events at Hill Air Force Base and expressed appreciation for the military community. Councilmember Peterson shared reflections on Councilmember Roper's service, highlighting contributions related to community problem-solving, the North Davis Fire District, Open Doors, business advocacy, and leadership.

Councilmember Thompson

- Nothing to report.

Councilmember Ratchford

- Councilmember Ratchford reported that the North Davis Fire District was planning training schedules for the upcoming season. Councilmember Ratchford also reported on fundraising efforts benefiting Airman's Attic, including a school-led campaign with a goal of \$5,000, and noted the success of the recent cookie drive at Hill Air Force Base.

Councilmember Wurth

- Councilmember Wurth reminded the Council and public of the Mosquito Abatement District's tax increase hearing scheduled for Thursday evening in Kaysville. Councilmember Wurth reflected on the long-term impact of Councilmember Roper's service, including housing, public facilities, and community partnerships, and expressed appreciation for Councilmember Roper's contributions.

Councilmember Roper

- Councilmember Roper provided closing remarks reflecting on years of service, including his initial appointment to the Council, commitment to preparation and constituent service, support for redevelopment efforts, advocacy for local businesses, leadership within the North Davis Fire District, and involvement with Open Doors. Councilmember Roper expressed appreciation to the mayor, fellow councilmembers, city staff, police department, faith community, family, and residents. Councilmember Roper stated an intention to remain engaged in the Clearfield community.

CITY MANAGER'S REPORT

JJ Allen, City Manager

- Mr. Allen, on behalf of staff, expressed appreciation for Councilmember Roper's consistent support of city staff and thanked Councilmember Roper for his years of service.

STAFF REPORTS

Nancy Dean, City Recorder

- Ms. Dean reported that there were no additional meetings scheduled for the remainder of the month. The City Recorder reminded the Council of the upcoming appreciation event on Tuesday at Manuel's El Burrito, the deadline for holiday party payment, and the Oath of Office

Ceremony scheduled for Monday, January 5, 2026, at 6:00 p.m.

Shaundra Rushton, Communications Manager

- Ms. Rushton reminded the Council about the “Ways of Giving” social media campaign and requested information about community drives and charitable efforts.

Councilmember Peterson moved to adjourn and reconvene as the CDRA in a policy meeting at 7:33 p.m., seconded by Councilmember Thompson.

RESULT: Passed [5 TO 0]

YES: Councilmember Roper, Councilmember Peterson, Councilmember Thompson, Councilmember Ratchford, Councilmember Wurth

NO: None

APPROVED AND ADOPTED
This day of 2025

/s/ Mark R. Shepherd, Mayor

ATTEST:

/s/ Nancy R. Dean, City Recorder

I hereby certify that the foregoing represents a true, accurate, and complete record of the Clearfield City Council meeting held Tuesday, December 09, 2025.

/s/ Nancy R. Dean, City Recorder



STAFF REPORT

TO: Mayor Shepherd and City Council Members

FROM: Tyson Stoddard, Planner

MEETING DATE: January 13, 2026

SUBJECT: Development Agreement Request for 175 West Antelope Mixed Use Project, a mixed-use development at approximately 175 West Antelope Drive.

RECOMMENDED ACTION

The Planning Commission forwarded a recommendation of approval to the City Council for the 175 West Antelope Mixed Use Project Development Agreement. The motion to recommend approval specifically included a recommendation that the owner-occupancy section of the agreement require that the initial sale of each townhome would be for the purpose of owner-occupancy, without a deed restriction requiring continued owner-occupancy for five (5) years. The vote for the recommendation of approval included five (5) in favor of approval and two (2) opposed. Those opposed expressed a desire to require owner-occupancy for a period of five (5) years.

Based on discussion amongst the City Council in the December 9th Work Session, direction was given to update the agreement to have an owner-occupancy requirement of one (1) year instead of the original five (5) year time period as originally proposed. The one (1) year time period was considered to have less enforcement challenges while still bringing opportunities for attainable homeownership instead of a build to rent community. Direction was also given to remove Section 4.4 "Mediation" of the original agreement. The updated agreement was reviewed by the applicant without any additional comments, and is attached to the staff report for Council's consideration of approval.

DESCRIPTION / BACKGROUND

Earlier this year, the applicant requested a general plan amendment and rezone to allow for development of the subject property with commercial buildings along the frontage of Antelope Drive and a townhome subdivision to the rear of the commercial. The general plan amendment and rezone were approved by the City Council in February 2025, subject to the execution of a development agreement.

Development Agreement

The development agreement must be executed prior to changing the zoning designation of the rear portion of the subject property from C-2 to R-3 on the City's official zoning map. The draft

development agreement is attached to this report for review. Below is a summary of the key components of the proposed agreement as outlined in Section 2, "Development of the Project".

1. The residential (R-3) portion of the development will be limited to two-story townhomes and will be allowed to have up to fifty-five (55) residences (approximately 13 units per acre).
2. The townhomes will be sold for the purpose of home ownership and deed restricted to require owner-occupancy for a period of one (1) year.
3. The commercial portion will include no less than 9,000 square feet of building area and is subject to terms of a development timeline and performance bond, with a final completion deadline of no later than thirty (30) months following the execution of the agreement.
4. The project will include two (2) vehicular accesses from Antelope Drive and one (1) access from South Main Street. Final placement and design will be approved through the development application and approval process. A traffic study was conducted by a Transportation Engineering firm which includes the following comments/recommendations as provided in the "Conclusions" section of the report (Section VII).
 - The proposed access that aligns with the recycle center meets the UDOT spacing requirements and no variance should be required. Because there is an existing left turn center lane along Antelope Drive and a full shoulder that can be used for a right turn lane, no widening is needed but the striping could be updated to officially include right turn lanes.
 - The proposed access to be shared with the carwash would ideally be placed as far as possible from the intersection. However, it is projected that the access would continue to function because there are not a significant amount of eastbound left turns at the signalized Main Street because the northern approach is gated. There is only one vehicle each two minutes on average making the movement peak AM and PM hours.

Public Notice and Public Hearing Requirements

Similar to a zoning text amendment, a development agreement changes the standards for a specific development and therefore should be subject to the same level of public participation and public process as an ordinance amendment. A public hearing must be held with the Planning Commission and with the City Council as part of the review and approval process of the amendment. Notice has been provided on site as well as circulated in accordance with public noticing requirements. Staff has not received any comment to date.

CORRESPONDING POLICY PRIORITIES

- Improving Clearfield's Image, Livability, and Economy

The proposed mixed-use development will include retail commercial development along the Antelope Drive corridor, with incentives for timely construction. The proposed townhomes and owner-occupancy requirements of the agreement will provide opportunities for ownership in Clearfield, in support of General Plan strategies to support home ownership at a range of income levels.

HEDGEHOG SCORE

Not considered

FISCAL IMPACT

Fiscal impacts would include increases to the tax base resulting from additional commercial development and additional residences in Clearfield.

ALTERNATIVES

After careful consideration and analysis of the information presented, the Clearfield City Council may move to:

1. Approve the Development Agreement Request for 175 West Antelope Mixed Use Project.
2. Deny the Development Agreement Request for 175 West Antelope Mixed Use Project.
3. Table the Development Agreement Request to request additional time to consider the request.

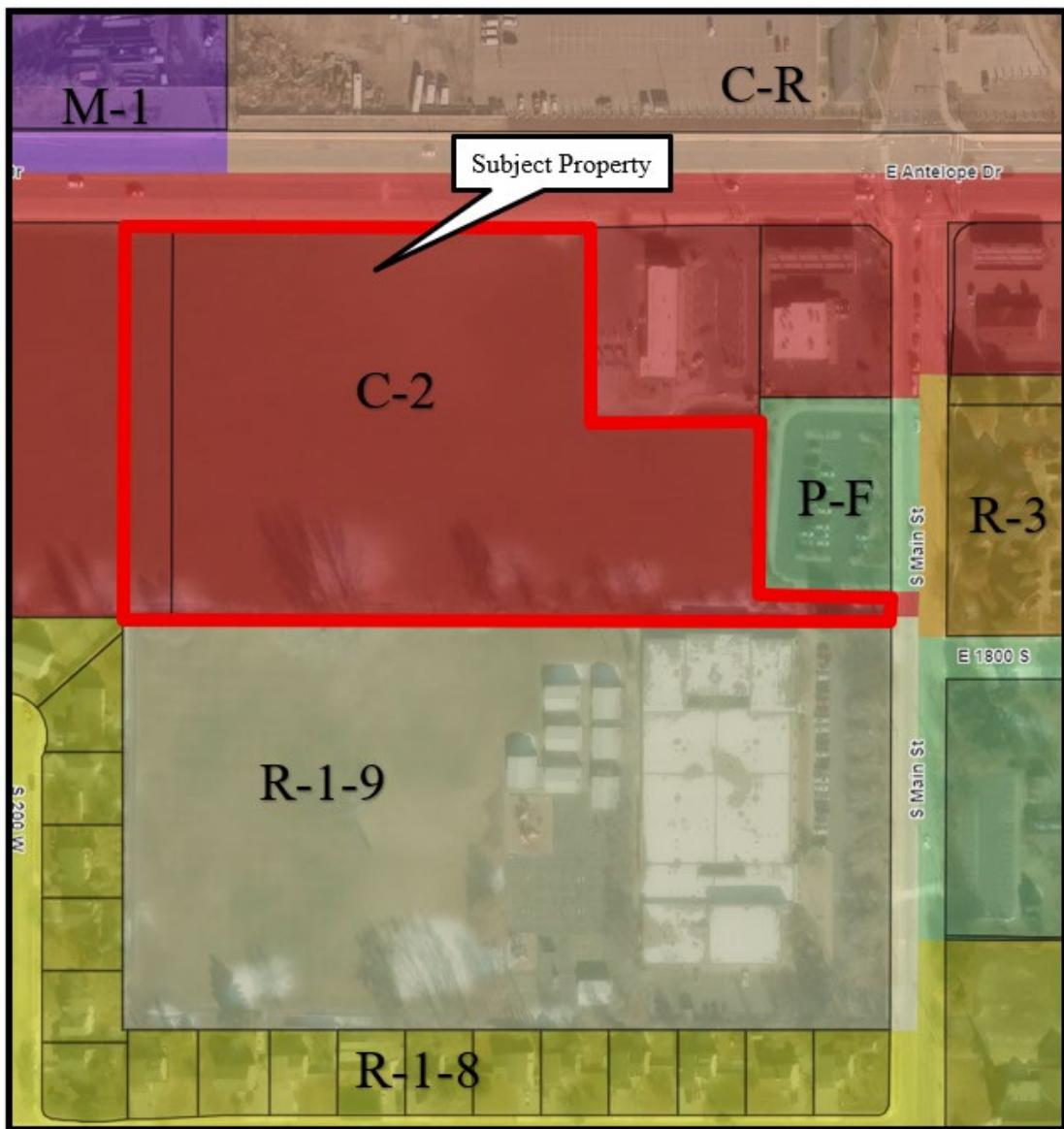
SCHEDULE / TIME CONSTRAINTS

The City Council meeting schedule for this request includes a Work Session on December 9, 2025, and a Public Hearing and Policy Session on January 13, 2026.

LIST OF ATTACHMENTS

- Zoning Map
- Draft Development Agreement
- Concept Site Plan
- Traffic Study

ZONING MAP



**DEVELOPMENT AGREEMENT
FOR
175 W ANTELOPE MIXED USE PROJECT**

**DEVELOPMENT AGREEMENT
FOR
175 W ANTELOPE MIXED USE PROJECT**

THIS DEVELOPMENT AGREEMENT is made and entered into as of the ___ day of
_____, 2025 by and between Clearfield City Corporation, a Utah municipality,
and S-Devcorp, Inc., a Utah Corporation.

RECITALS

- A. The capitalized terms used in this Development Agreement (DA) and in these Recitals are defined in Section 1.2, below.
- B. Developer is under contract to own and will be developing the Property. Developer and the City desire that the Property be developed in a unified and consistent fashion with commercial and residential uses pursuant to the Overall Site Plan.
- C. The Parties acknowledge that development of the Property pursuant to this DA will result in significant planning and economic benefits to the City and its residents by, among other things requiring orderly development of the Property as an Overall Site Plan for a mixed use development known as 175 W ANTELOPE and increasing property tax and other revenues to the City based on improvements to be constructed on the Property.
- D. The Parties desire to enter into this DA to specify the rights and responsibilities of

the Developer to develop the Property as expressed in this DA and the rights and responsibilities of the City to allow and regulate such development pursuant to the requirements of this DA.

- E. The Parties understand and intend that this DA is a "development agreement" within the meaning of, and entered into pursuant to the terms of Utah Code Ann. §10-9a-101, *et seq.*
- F. The rear portion of the Property (approximately 4.3 Acres) is to be zoned R-3 (Residential) and the front portion of the Property (approximately 2.6 Acres) is to be zoned C-2 Commercial subject to the execution of this DA (See Exhibit "B" Parcel Zoning Exhibit)
- G. This DA conforms with the intent of the City's General Plan and Zoning.

NOW, THEREFORE, in consideration of the mutual covenants contained herein, and other good and valuable considerations, the receipt and sufficiency of which is hereby acknowledged, the City and Developer hereby agree to the following:

TERMS

1. Incorporation of Recitals and Exhibits/ Definitions.

- 1.1. **Incorporation.** The foregoing Recitals and Exhibits "A" – "D" are hereby incorporated into this DA.
- 1.2. **Definitions.** As used in this DA, the words and phrases specified below shall have the following meanings:

1.2.1. **Act** means the Land Use, Development, and Management Act, Utah Code Ann. § 10-9a-101, *et seq.*

1.2.2. **Administrator** means the person designated by the City as the Administrator

of this DA.

1.2.3. **Applicant** means a person or entity submitting a Development Application.

1.2.4. **Buildout** means the completion of all the development on the entire Project, Phases 1 and 2, in accordance with the approved plans.

1.2.5. **City** means Clearfield City Corporation, a Utah municipality.

1.2.6. **City's Future Laws** means the ordinances, policies, standards, and procedures which may be in effect as of a particular time in the future when a Development Application is submitted for a part of the Project and which may or may not be applicable to the Development Application depending upon the provisions of this DA.

1.2.7. **Council** means the elected City Council of the City.

1.2.8. **DA** means this Development Agreement including all of its Exhibits.

1.2.9. **Default** means a material breach of this DA as specified herein.

1.2.10. **Denied** means a formal denial issued by the final decision-making body of the City for a particular type of Development Application but does not include review comments or “redlines” by City staff.

1.2.11. **Developer** means Owner and builder.

1.2.12. **Development** means the development of a portion of the Property pursuant to an approved Development Application.

1.2.13. **Development Application** means an application to the City for development of a portion of the Project including a Subdivision or any other permit, certificate or other authorization from the City required for development of the Project.

1.2.14. **Final Plat** means the recordable map or other graphical representation of

land prepared in accordance with Utah Code Ann. § 10-9a-603, or any successor provision, and approved by the City, effectuating a Subdivision of any portion of the Project.

1.2.15. **Maximum Residential Units** means the development of Phase 1 shall have a maximum of 55 Residential Dwelling Units.

1.2.16. **Notice** means any notice to or from any Party to this DA that is either required or permitted to be given to another party.

1.2.17. **Overall Site Plan** means the conceptual layout for Residential Dwelling Units, Commercial Units, and Public Infrastructure for the Project as shown on Exhibit "C".

1.2.18. **Owner** means S-Devcorp. Inc, or its assigns, and any applicable Subdevelopers thereafter.

1.2.19. **Parcel** means a portion of the Property that is created by the Developer to be sold to a Subdeveloper as a Subdivision

1.2.20. **Party/Parties** means, in the singular, Developer or the City, in the plural Developer and the City.

1.2.21. **Phase 1** means the residential portion of the Property as illustrated on the Overall Site Plan to be developed with townhouse residential.

1.2.22. **Phase 2** means the commercial portion of the Property as illustrated on the Overall Site Plan to be developed with commercial uses.

1.2.23. **Planning Commission** means the City's Planning Commission.

1.2.24. **Project** means the total development to be constructed on the Property pursuant to this DA with the associated public and private facilities, and all of the other aspects approved as part of this DA.

1.2.25. **Property** means the real property to be owned and developed by Developer more fully described in Exhibit "A".

1.2.26. **Public Infrastructure** means those elements of infrastructure that are planned to be dedicated to the City as a condition of the approval of a Development Application.

1.2.27. **Residential Dwelling Unit** means a structure or portion thereof designed and intended for use as a residence as illustrated on the Overall Site Plan.

1.2.28. **Subdeveloper** means a person or an entity not "related" (as defined by Section 165 of the Internal Revenue Code) to Developer which purchases a Parcel for development.

1.2.29. **Subdivision** means the division of any portion of the Project into developable lots pursuant to State Law and/or the Zoning Ordinance.

1.2.30. **Subdivision Application** means the application to create a Subdivision.

1.2.31. **Residential Zoning** means City's R-3 Zone.

1.2.32. **Commercial Zoning** means City's C-2 Zone.

1.2.33. **Zoning Ordinance** means the City's Land Use and Development Ordinance adopted pursuant to the Act that was in effect as of the date of this DA as a part of the City's Vested Laws.

2. **Development of the Project.**

2.1. **Compliance with the Overall Site Plan and this DA.** Development of the Project shall be in accordance with the City's Vested Laws, the City's Future Laws (to the extent that these are applicable as otherwise specified in this DA), the Overall Site Plan and this DA.

2.2. **Vehicular Access.** Development of the project shall include two (2) vehicular

accesses from Antelope Drive and one (1) access from South Main Street. The accesses are shown in the conceptual Overall Site Plan of this agreement. The final placement and design of vehicular access will be approved through the Development Application approval process.

2.3. Maximum Residential Units. At Buildout of Phase 1, the Developer shall be entitled to have Fifty Five (55) units, as allowed by this DA.

2.4. Type of Construction. The type of construction for Phase 1 (Residential) of the development shall be limited to townhomes only and shall not include any multi-family apartment buildings.

2.5. Order of Construction. The Parties acknowledge that the Project consists of multiple portions, including both a residential portion (Phase 1) and a commercial portion (Phase 2). While there is no mandated order or sequence of construction requiring that one phase be completed before the other, Developer shall remain subject to the specific performance deadlines and obligations related to Phase 2 as set forth herein. Developer may commence and complete construction of either Phase 1 or Phase 2 in any order, provided that such work is conducted in compliance with all applicable laws, entitlements, approvals, and the terms of this Agreement. Notwithstanding the absence of a required sequence, Developer acknowledges its independent obligation to timely construct the commercial portion (Phase 2), and agrees to do so in accordance with specific deadlines set forth in Section 2.11 of this agreement.

2.6. Height of Residential. The townhomes shall not exceed a height of two-stories above Grade.

2.7. Building Setbacks and Separation. The Parties acknowledge that code

standard of a thirty- foot (30') separation between multi-family buildings shall not apply in Phase 1. There shall be a minimum building separation of twenty feet (20'), a minimum front and side yard setback of ten feet (10'), and a minimum rear yard setback of fifteen feet (15').

2.8. Phase 1 Architecture. The City acknowledges and approves the architectural design elements depicted in the Architectural Design Elevations attached hereto as Exhibit "D", and generally described as:

Farmhouse Style

Front Façade comprised of horizontal Hardie LAP on ground floor and a combination of horizontal Hardie LAP, Hardie Board and Batton, with stucco accent on the second story. 2 foot wrap along sides of building. Stucco as the primary material along sides and rear of buildings, except along street sides. Along street façades, comprised of horizontal Hardie LAP and stucco as both primary materials. Generally as shown in Exhibit D.

Main Elements of Farmhouse Style design:

- Simple forms without excessive ornamentation
- 1 to 2 stories with steeper pitched roof
- Forward facing gable roof with side wings that are shed, gabled or hip forms
- Large covered front porch with lower slope, sometimes wrap around; entry and porch oriented to the street
- Simple siding types, usually horizontal wood/clapboard siding, stucco or vertical board and batten
- Windows are generally vertically oriented single or double-hung windows; bay windows are also utilized; windows centered are common

- Simple square posts and railings are common
- Traditional Farmhouse exterior colors are appropriate
- Typical main roof pitches shall be 6:12 to 10:12 slopes

Craftsman Style

Front Façade comprised of 3 foot wainscot of brick or stone, with a 2 foot wrap on the side, horizontal Hardie LAP with varying exposures and Hardie Shake with stucco as an accent material. Side and rear façades will be primarily stucco, except along street façades where horizontal Hardie LAP and Stucco with both be primary materials. Generally as shown in Exhibit D.

Main Elements of Craftsman style design:

- Strong square posts proportionate to elevation massing
- Shallow pitched gable incorporating material variation.
- Asymmetrical massing with horizontal proportions
- Expressive but simplified elements such as exposed rafters, knee braces, brackets and tapered columns
- Double hung windows are common, larger horizontal windows utilized in front
- Stucco, stone, brick and shake shingles are common exterior materials, usually not all used together
- Single, rectilinear front door is common
- Traditional Craftsman colors are appropriate
- Typical main roof pitches shall be 4:12 to 8:12 slopes

2.8. Interior Roads. Pursuant to the public works standards of Clearfield City

Ordinance 2024-01, the interior roads in Phase 1 will comply with Private Roadway Street Section B.

2.9. Maximum Unit Connection. No townhome building shall include more than six (6) townhomes without the construction of the next set of townhome units as part of another multi-family building.

2.10. Minimum Commercial Building Area. Developer shall construct not less than 9,000 square feet of commercial building area in Phase 2 (Commercial), in accordance with the Overall Site Plan and in compliance with applicable laws, entitlements, and approvals.

2.11 Development Timeline for Phase 2.

2.11.1. Performance Bond. As security for Developer's obligation to construct the Commercial portion in Phase 2, Developer shall furnish the City with a Performance Bond in the amount of Five Hundred Thousand Dollars (\$500,000.00), in the form of a promissory note or other security acceptable to the City. The Performance Bond shall remain in full force and effect until the City Building Division grants final building inspection approval for all buildings within Phase 2, unless earlier release is approved in writing by the City.

2.11.2. Development Application Approval and Building Permit Issuance. Developer shall obtain all applicable development application approvals and building permits for all Phase 2 commercial buildings no later than twelve (12) months following the execution of this agreement. The City shall process applications in good faith and in accordance with applicable laws and procedures.

2.11.3. Ongoing Construction Obligation and Completion Deadline. Developer shall continuously and diligently pursue construction of each building in Phase 2 to final completion, without material interruption, in accordance with

approved plans and applicable codes and ordinances. Developer shall complete construction of Phase 2 and obtain final building inspection approval for all commercial buildings no later than thirty (30) months following the execution of this agreement.

2.11.4. Remedies for Non-Performance. If Developer fails to (a) timely obtain all applicable development application approvals and building permits for all Phase 2 commercial buildings within the twelve (12) months following the execution of this agreement, or (b) complete the construction of Phase 2 and obtain a final building inspection approval for all commercial buildings within the thirty (30) months following the execution of this agreement, the City shall have the right, upon written notice to Developer and the surety, to draw upon and retain the full amount of the Performance Bond as liquidated damages, and to pursue any and all other rights and remedies available at law or in equity. The process for remedy is fully described in this section and not subject to Section 8, Default.

2.12. Residential Owner-Occupancy Requirement. The townhome units developed on the Property shall be sold for the purpose of owner-occupancy and said units shall be restricted from being used for rental purposes for a minimum period of one (1) year from the date of the initial conveyance of each unit to its first owner.

2.13. Residential Owner-Occupancy Deed Restriction. The Developer shall cause to be recorded, against each townhome unit at the time of conveyance, a deed restriction or covenant running with the land, in a form approved by the City, which ensures compliance with the owner-occupancy requirement described herein. Said deed restriction shall expressly state that the townhome unit must be owner-occupied for a minimum of one (1) year from the date of the initial transfer of title and that leasing or renting of the

townhome unit during this period is prohibited.

2.14. Residential Owner-Occupancy Enforcement. The City shall have the right, but not the obligation, to enforce this provision through any lawful means, including injunctive relief, revocation of approvals, or other remedies as provided by law. Any violation of this provision shall constitute a default under this Agreement.

3. Vested Rights.

3.1. Vested Rights Granted by Approval of this DA. To the maximum extent permissible under the laws of Utah and the United States and at equity, the Parties intend that this DA grants Developer all rights to develop the Project in fulfillment of this DA, the City's Vested Laws, the Zoning and the Overall Site Plan except as specifically provided herein. The Parties specifically intend that this DA grant to Developer "vested rights" as that term is construed in Utah's common law and pursuant to Utah Code Ann. § 10-9a-509.

3.2. Exceptions. The restrictions on the applicability of the City's Future Laws to the Project as specified in Section 3.1 are subject to only the following exceptions:

3.2.1. Developer Agreement. City's Future Laws that Developer agrees in writing to the application thereof to the Project;

3.2.2. State and Federal Compliance. City's Future Laws which are generally applicable to all properties in the City and which are required to comply with State and Federal laws and regulations affecting the Project;

3.2.3. Codes. Any City's Future Laws that are updates or amendments to existing building, plumbing, mechanical, electrical, dangerous buildings, drainage, or similar construction or safety related codes, such as the International Building Code, the APWA Specifications, AAHSTO Standards, the Manual of Uniform Traffic

Control Devices or similar standards that are generated by a nationally or statewide recognized construction/safety organization, or by the State or Federal governments and are required to meet legitimate concerns related to public health, safety or welfare;

3.2.4. Taxes. Taxes, or modifications thereto, so long as such taxes are lawfully imposed and charged uniformly by the City to all properties, applications, persons and entities similarly situated.

3.2.5. Fees. Changes to the amounts of fees for the processing of Development Applications that are generally applicable to all development within the City (or a portion of the City as specified in the lawfully adopted fee schedule) and which are adopted pursuant to State law;

3.2.6. Impact Fees. Impact Fees or modifications thereto which are lawfully adopted, and imposed by the City and which meet all requirements of the U. S. Constitution, Utah Constitution, law and applicable statutes, including but not limited to Utah Code Ann. Section 11-36a-101, *et seq.*;

3.2.7. Planning and Zoning Modification. Changes by the City to its planning principles and design standards such as architectural or design requirements, setbacks or similar items so long as such changes do not work to reduce the Maximum Residential Units, are generally applicable across the entire City, and do not materially and unreasonably increase the costs of any Development; or

3.2.8. Compelling. Countervailing Interest. Laws, rules or regulations that the City's land use authority finds, on the record, are necessary to avoid jeopardizing a compelling, countervailing public interest pursuant to Utah Code Ann. § 10-9a-509(l)(a)(i).

4. Processing of Development Applications.

4.1. City Denial of a Development Application. If the City denies a Development Application the City shall provide a written determination advising the Applicant of the reasons for denial including specifying the reasons the City believes that the Development Application is not consistent with this DA, the Zoning and/or the City's Vested Laws (or, if applicable, the City's Future Laws).

4.2. Meet and Confer regarding Development Application Denials. The City and Applicant shall meet within fifteen (15) calendar days of any Denial and attempt in good faith to resolve the issues specified in the Denial of a Development Application.

4.3. City Denials of Development Applications Based on Denials from Non-City Agencies. If the City's denial of a Development Application is based on the denial of the Development Application by a Non-City Agency, Applicant shall appeal any such denial through the appropriate procedures for such a decision and not through the processes specified below.

4.4. Arbitration of Development Application Objections.

4.4.1. Arbitration Process. If the City and Applicant are unable to resolve an issue through mediation, the parties may attempt within fifteen (15) calendar days to appoint a mutually acceptable expert in the professional discipline(s) of the issue in question. If the parties are unable to agree on a single acceptable arbitrator they shall each, within fifteen (15) calendar days, each Party shall appoint their own individual appropriate expert. These two experts shall, between them, choose the single arbitrator. Applicant and the City shall split the fees of the chosen arbitrator, each Party paying 50% of the fees. The chosen arbitrator shall within fifteen (15) calendar days, review the positions of the parties regarding the arbitration issue and

render a decision. The arbitrator shall ask the prevailing party to draft a proposed order for consideration and objection by the other side. Upon adoption by the arbitrator, and consideration of such objections, the arbitrator's decision shall be final and binding upon both parties. If the arbitrator determines as a part of the decision that the City's or Applicant's position was not only incorrect but was also maintained unreasonably and not in good faith then the arbitrator may order the City or Applicant to pay the arbitrator's fees.

4.5. Parcel Sales. The City acknowledges that the precise location and details of the public improvements, lot layout and design and any other similar item regarding the development of a particular Parcel may not be known at the time of the creation of or sale of a Parcel. Developer may obtain approval of a Subdivision as is provided in Utah Code Ann. Section 10-9a-103(57)(c)(v) (2018) that does not create any individually developable lots in the Parcel without being subject to any requirement in the City's Vested Laws to complete or provide security for any Public Infrastructure at the time of such subdivision. The responsibility for completing and providing security for completion of any Public Infrastructure in the Parcel shall be that of the Developer or a Subdeveloper upon a subsequent re-Subdivision of the Parcel that creates individually developable lots. However, construction of improvements shall not be allowed until the Developer or Subdeveloper complies with the City's Vested Laws.

5. Application Under City's Future Laws.

5.1. Without waiving any rights granted by this DA, Developer may at any time, choose to submit a Development Application for all or part of the Project under the City's Future Laws in effect at the time of the Development Application so long as Developer is not in current breach of this Agreement.

6. Public Infrastructure.

6.1. Construction by Developer. Developer shall have the right and the obligation to construct or cause to be constructed and installed all Public Infrastructure reasonably and lawfully required as a condition of approval of the Development Application pursuant to the City's Vested Laws.

6.2 Bonding. If and to the extent required by the City's Vested Laws, unless otherwise provided by Chapter 10-9a of the Utah Code as amended, security for any Public or private Infrastructure-is required by the City, Applicant shall provide it in a form acceptable to the City as specified in the City's Vested Laws. Partial releases of any such required security shall be made as work progresses based on the City's Vested Laws.

7. Upsizing/Reimbursements to Developer.

7.1. "Upsizing." The City shall not require Developer to "upsized" any future Public Infrastructure (i.e., to construct the infrastructure to a size larger than required to service the Project) unless financial arrangements reasonably acceptable to Developer are made to compensate Developer for the incremental or additive costs of such upsizing. For example, if an upsizing to a water pipe size increases costs by 10% but adds 50% more capacity, the City shall only be responsible to compensate Developer for the 10% cost increase. An acceptable financial arrangement for upsizing of improvements means reimbursement agreements, payback agreements, and impact fee credits and reimbursements.

8. Default.

8.1. Notice. If Developer or a Subdeveloper or the City fails to perform their respective obligations hereunder or to comply with the terms hereof, the Party believing that a Default has occurred shall provide Notice to the other Party. If

the City believes that the Default has been committed by a Subdeveloper then the City shall also provide a courtesy copy of the Notice to Developer.

8.2. Contents of the Notice of Default. The Notice of Default shall contain:

- 8.2.1. Specific Claim. Specify the claimed event of Default;
- 8.2.2. Applicable Provisions. Identify with particularity the provisions of any applicable law, rule, regulation or provision of this DA that is claimed to be in Default;
- 8.2.3. Materiality. Identify why the Default is claimed to be material; and
- 8.2.4. Optional Cure. If the City chooses, in its discretion, it may propose a method and time for curing the Default which shall be of no less than thirty (30) calendar days duration, with the exception of a Default that creates a legitimate concerns related to public health, safety or welfare, which may, at the discretion of the City, be less than thirty (30) calendar days.

8.3. Meet and Confer, Mediation, Arbitration. Upon the issuance of a Notice of Default the parties may engage in the "Meet and Confer" and "Mediation" processes specified in Sections 4.4. If the claimed Default is subject to Arbitration as provided in Section 4.5 then the parties may follow such processes.

8.4. Remedies. If the parties are not able to resolve the Default by "Meet and Confer" or by "Mediation", and if the Default is not subject to arbitration then the parties may have the following remedies, except as specifically limited in 8.9:

- 8.4.1 Law and Equity. All rights and remedies available at law and in equity, including, but not limited to, injunctive relief and/or specific performance.

- 8.4.2 Security. The right to draw on any security posted or provided in

connection with the Project and relating to remedying of the particular Default.

8.4.3 **Future Approvals.** The right to withhold all further reviews, approvals, licenses, building permits and/or other permits for development of the Project in the case of a default by Developer, or in the case of a default by a Subdeveloper, development of those Parcels owned by the Subdeveloper until the Default has been cured.

8.5. **Public Meeting.** Before any remedy in Section 8.4 may be imposed by the City the party allegedly in Default shall be afforded the right to attend a public meeting before the City Council and address the City Council regarding the claimed Default.

8.6. **Emergency Defaults.** Anything in this DA notwithstanding, if the City Council finds on the record that a default materially impairs a compelling, countervailing interest of the City and that any delays in imposing such a default would also impair a compelling, countervailing interest of the City then the City may impose the remedies of Section 8.4 without the requirements of Sections 8.5. The City shall give Notice to Developer and/or any applicable Subdeveloper of any public meeting at which an emergency default is to be considered and the Developer and/or any applicable Subdeveloper shall be allowed to address the City Council at that meeting regarding the claimed emergency Default.

8.7. **Extended Cure Period.** If any Default cannot be reasonably cured within thirty (30) calendar days then such cure period shall be extended so long as the defaulting party is pursuing a cure with reasonable diligence.

8.8. **Default of Assignee.** A default of any obligations assumed by an assignee shall not be deemed a default of Developer.

8.9. **No Cross-Default.** A default regarding either Phase 1 or Phase 2 shall not

be deemed to be a default for the other Phase.

8.10. Limitation on Recovery for Default - No Damages. Anything in this DA notwithstanding, no Party shall be entitled to any claim for any monetary damages as a result of any breach of this DA and each Party waives any claims thereto. The sole remedy available to Developer or any Subdeveloper shall be that of specific performance.

8.11. Exemption for Development Timeline of Phase 2. Remedies for non-performance of Section 2.11, Development Timeline of Phase 2 of this agreement are not subject to Section 8, Default.

9. Notices. All notices required or permitted under this DA shall, in addition to any other means of transmission, be given in writing by certified mail and regular mail to the following address:

To the Developer:

Owners:

S-Devcorp, Inc.
Attn: Nicole Visconti
90 E 7200 S, #200
Midvale, UT 84047

With a copy to:

D.R. Horton, Inc.
Attn: Jonathan Thornley
1785 E 1450 S, Suite 115
Clearfield, UT 84015

To the City:

Clearfield City Corporation
Attn: City Manager
55 South State Street
Clearfield, UT 84015

With a Copy to:

Clearfield City Attorney
55 South State Street
Clearfield, UT 84015

9.1. Effectiveness of Notice. Except as otherwise provided in this DA, each Notice shall be effective and shall be deemed delivered on the earlier of:

9.1.0 Hand Delivery. Its actual receipt, if delivered personally, by courier service, or by facsimile provided that a copy of the facsimile Notice is mailed or personally delivered as set forth herein on the same day and the sending party has confirmation of transmission receipt of the Notice. If the copy is not sent on the same day, then notice shall be deemed effective the date that the mailing or personal delivery occurs.

9.1.1. Electronic Delivery. Its actual receipt if delivered electronically by email provided that a copy of the email is printed out in physical form and mailed or personally delivered as set forth herein on the same day and the sending party has an electronic receipt of the delivery of the Notice. If the copy is not sent on the same day, then notice shall be deemed effective the date that the mailing or personal delivery occurs.

9.1.2. Mailing. On the day the Notice is postmarked for mailing, postage prepaid, by First Class or Certified United States Mail and actually deposited in or delivered to the United States Mail. Any party may change its address for Notice under this DA by giving written Notice to the other party in accordance with the provisions of this Section.

10. Headings. The captions used in this DA are for convenience only and are not intended

to be substantive provisions or evidences of intent.

11. No Third-Party Rights/No Joint Venture. This DA does not create a joint venture relationship, partnership or agency relationship between the City, or Developer. Further, the parties do not intend this DA to create any third-party beneficiary rights. The Parties acknowledge that this DA refers to a private development and that the City has no interest in, responsibility for or duty to any third parties concerning any improvements to the Property or unless the City has accepted the dedication of such improvements at which time all rights and responsibilities-except for warranty bond requirements under City's Vested Laws and as allowed by state law-for the dedicated public improvement shall be the City's.

12. Assignability. The rights and responsibilities of Developer under this DA may be assigned in whole or in part, respectively, by Developer with the consent of the City as provided herein.

12.1. Sale of Lots. Developer's selling or conveying lots in any approved Subdivision or Parcels to builders, users, or Subdevelopers, shall not be deemed to be an "assignment" subject to the above-referenced approval by the City unless specifically designated as such an assignment by Developer.

12.2 Related Entity. Developer' transfer of all or any part of the Property to any entity "related" to Developer (as defined by regulations of the Internal Revenue Service in Section 165), Developer' entry into a joint venture for the development of the Project or Developer' pledging of part or all of the Project as security for financing shall also not be deemed to be an "assignment" subject to the above-referenced approval by the City unless specifically designated as such an assignment by the Developer. Developer shall give the City Notice of any event

specified in this sub-section within fifteen (15) calendar days after the event has occurred. Such Notice shall include providing the City with all necessary contact information for the newly responsible party.

12.3 Notice. Developer shall give Notice to the City of any proposed assignment and provide such information regarding the proposed assignee that the City may reasonably request in making the evaluation permitted under this Section. Such Notice shall include providing the City with all necessary contact information for the proposed assignee.

12.4 Time for Objection. Unless the City objects in writing within thirty (30) calendar days of notice, the City shall be deemed to have approved of and consented to the assignment.

12.5 Partial Assignment. If any proposed assignment is for less than all of Developer's rights and responsibilities, then the assignee shall be responsible for the performance of each of the obligations contained in this DA to which the assignee succeeds. Upon any such approved partial assignment Developer shall not be released from any future obligations as to those obligations which are assigned but shall remain responsible for the performance of any obligations herein.

12.6 Denial. The City may only withhold its consent if the City is not reasonably satisfied of the assignee's financial ability to perform the obligations of or Developer proposed to be assigned or there is an existing breach of a development obligation owed to the City by the assignee or related entity that has not either been cured or in the process of being cured in a manner acceptable to the City. Any refusal of the City to accept an assignment shall be subject to the "Meet and Confer" and "Mediation" processes specified in Sections 4.2 and 4.4. If

the refusal is subject to Arbitration as provided in Section 5.5 then the Parties shall follow such processes.

12.7 Assignees Bound by DA. Any assignee shall consent in writing to be bound by the assigned terms and conditions of this DA as a condition precedent to the effectiveness of the assignment. That consent shall specifically acknowledge the provisions of Section 2.

13. Binding Effect. If Developer sells or conveys Parcels of lands to Subdevelopers or related parties, the lands so sold and conveyed shall bear the same rights, privileges, configurations, and number of Residential Dwelling Units as applicable to such Parcel and be subject to the same limitations and rights of the City when owned by or Developer and as set forth in this DA without any required approval, review, or consent by the City except as otherwise provided herein.

14. No Waiver. Failure of any Party hereto to exercise any right hereunder shall not be deemed a waiver of any such right and shall not affect the right of such party to exercise at some future date any such right or any other right it may have.

15. Severability. If any provision of this DA is held by a court of competent jurisdiction to be invalid for any reason, the Parties consider and intend that this DA shall be deemed amended to the extent necessary to make it consistent with such decision and the balance of this DA shall remain in full force and affect.

16. Force Majeure. Any prevention, delay or stoppage of the performance of any obligation under this Agreement which is due to strikes, labor disputes, inability to obtain labor, materials, equipment or reasonable substitutes therefor; acts of nature, governmental restrictions, regulations or controls, judicial orders, enemy or hostile government actions, wars, civil commotions, fires or other casualties or other causes beyond the reasonable control of the

Party obligated to perform hereunder shall excuse performance of the obligation by that Party for a period equal to the duration of that prevention, delay or stoppage.

17. Time is of the Essence. Time is of the essence to this DA and every right or responsibility shall be performed within the times specified.

18. Appointment of Representatives. To further the commitment of the Parties to cooperate in the implementation of this DA, the City and Developer each shall designate and appoint a representative to act as a liaison between the City and its various departments and the Developer. The initial representative for the City shall be the City Manager. The initial representative for Developer shall be **Nicole Stangl Visconti**. The Parties may change their designated representatives by Notice. The representatives shall be available at all reasonable times to discuss and review the performance of the Parties to this DA and the development of the Project.

19. Applicable Law. This DA is entered into in Salt Lake County in the State of Utah and shall be construed in accordance with the laws of the State of Utah irrespective of Utah's choice of law rules.

20. Venue. Any action to enforce this DA shall be brought only in the Second District Court for the State of Utah, Davis County Division.

21. Entire Agreement. This DA, and all Exhibits thereto, is the entire agreement between the Parties and may not be amended or modified except either as provided herein or by a subsequent written amendment signed by all Parties.

22. Mutual Drafting. Each Party has participated in negotiating and drafting this DA and therefore no provision of this DA shall be construed for or against any Party based on which Party drafted any particular portion of this DA.

23. Recordation and Running with the Land. This DA shall be recorded in the chain of

title for the Project. This DA shall be deemed to run with the land.

24. Authority. The Parties to this DA each warrant that they have all of the necessary authority to execute this DA. Specifically, on behalf of the City, the signature of the City is affixed to this DA lawfully.

Signature Page To Follow

IN WITNESS WHEREOF, the parties hereto have executed this Agreement by and through their respective, duly authorized representatives as of the day and year first herein above written.

CITY
Clearfield City Corporation

By: _____
Its: _____

Approved as to form and legality:

Attest:

City Attorney

City Recorder

CITY ACKNOWLEDGMENT

STATE OF UTAH)
COUNTY OF DAVIS) :ss.

On the _____ day of _____, 2025 personally appeared before me _____ who being by me duly sworn, did say that he is the _____ of Clearfield City Corporation, a political subdivision of the State of Utah, and that said instrument was signed in behalf of the City by authority of its City Council and said _____ acknowledged to me that the City executed the same.

NOTARY PUBLIC

My Commission Expires:

Residing at:

DEVELOPER **Phase 1, and 2 Owners**

By: _____
Its:

DEVELOPER ACKNOWLEDGMENT

On the _____ day of , 2020, personally appeared before me _____, who being by me duly sworn, did say that he is the _____ of _____ a Utah limited liability company and that the foregoing instrument was duly authorized by the company at a lawful meeting held by authority of its operating agreement and signed in behalf of said company.

NOTARY PUBLIC

My Commission Expires:

Residing at: _____

TABLE OF EXHIBITS

Exhibit "A"	Legal Description of Property
Exhibit "B"	Parcel Zoning Exhibit
Exhibit "C"	Overall Site Plan
Exhibit "D"	Townhome Elevations

EXHIBIT 'A'

All of Lot 5, HOLT COMMERCIAL SUBDIVISION, according to the official plat thereof, filed in the office of the Davis County Recorder as Entry No. 1248693 and as Map No. 2634 of official records.

Less and excepting therefrom that portion of the subject property as disclosed by that certain Warranty Deed recorded October 15, 2002 as Entry No. 1795163 in Book 3146 at Page 875, being described as follows:

A parcel of land in fee for the widening of an existing highway, State Route 108, known as Project No. 0108, being part of an entire tract of property, situate in Lot 5, HOLT COMMERCIAL SUBDIVISION, and Lot 6, LARSEN COMMERCIAL SUBDIVISION, subdivisions in the NE 1/4 of Section 14, Township 4 North, Range 2 West, Salt Lake Base and Meridian. The boundaries of said parcel of land are described as follows:

Beginning on the southerly right-of-way line of said existing highway at a point 51.35 feet perpendicularly distant southerly from the center line of said project at Engineer Station 149+07.77, which point is the Northeast Corner of said Lot 5, said point being 388.00 feet North 89°59'50" West along the North line of said Section 14 and 33.00 feet South 0°10'11" West from the Northeast Corner of said Section 14, and running thence North 89°59'50" West 545.37 feet to the Northwest Corner of said Lot 6; thence South 0°10'11" West 0.49 feet along the westerly lot line of said Lot 6 to a point 55.00 feet perpendicularly distant southerly from said center line at Engineer Station 154+53.03; thence South 89°39'55" East 545.37 feet along a line parallel to said center line to a point on the easterly lot line of said Lot 5; thence North 0°10'11" East 3.65 feet along said easterly lot line to the point of beginning as shown on the official map of said project in the office of the Utah Department of Transportation.

(Note: Rotate all bearings in the above description 0°20'40" clockwise to match highway bearings based upon the Utah State Plane Coordinate System modified)

ALSO Less and excepting therefrom that portion of the subject property as disclosed by that certain Warranty Deed recorded December 23, 2014 as Entry No. 2840503 in Book 6170 at Page 471, being described as follows:

A parcel of land in fee, being part of Lot 5, Holt Commercial Subdivision, according to the official plat thereof, recorded as Entry No. 1248693 in Book 2001 at Page 1170 in the office of the Davis County Recorder, situate in the Northeast Quarter of the Northeast Quarter of Section 14, Township 4 North, Range 2 West, Salt Lake Base and Meridian, the boundaries of said parcel of land are described as follows:

Beginning at the Northeast corner of said Lot 5, which corner is 188.00 feet North 89°59'50" West along the Section line and 238.10 feet South 00°10'11" West from the Northeast corner of said Section 14; and running thence South 00°10'11" West 27.00 feet along the Easterly boundary line of said Lot 5; thence North 89°59'50" West 200.00 feet; thence North 00°10'11" East 27.00 feet to the Southwest corner of Lot 1 of Antelope Business Park Subdivision according to the official plat thereof, recorded as Entry No. 1662664 in Book 2812 at Page 263 in the office of the Davis County Recorder; thence South 89°59'50" East 200.00 feet along the Southerly boundary line of said Lot 1 to the point of beginning.

EXHIBIT 'B'

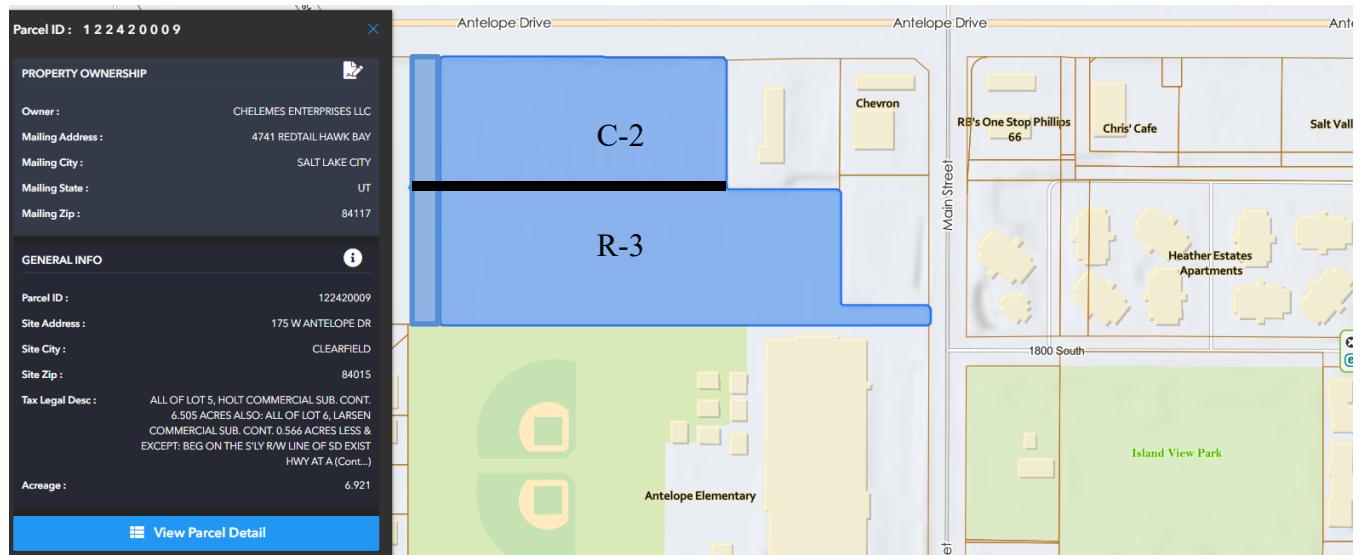


EXHIBIT 'C'

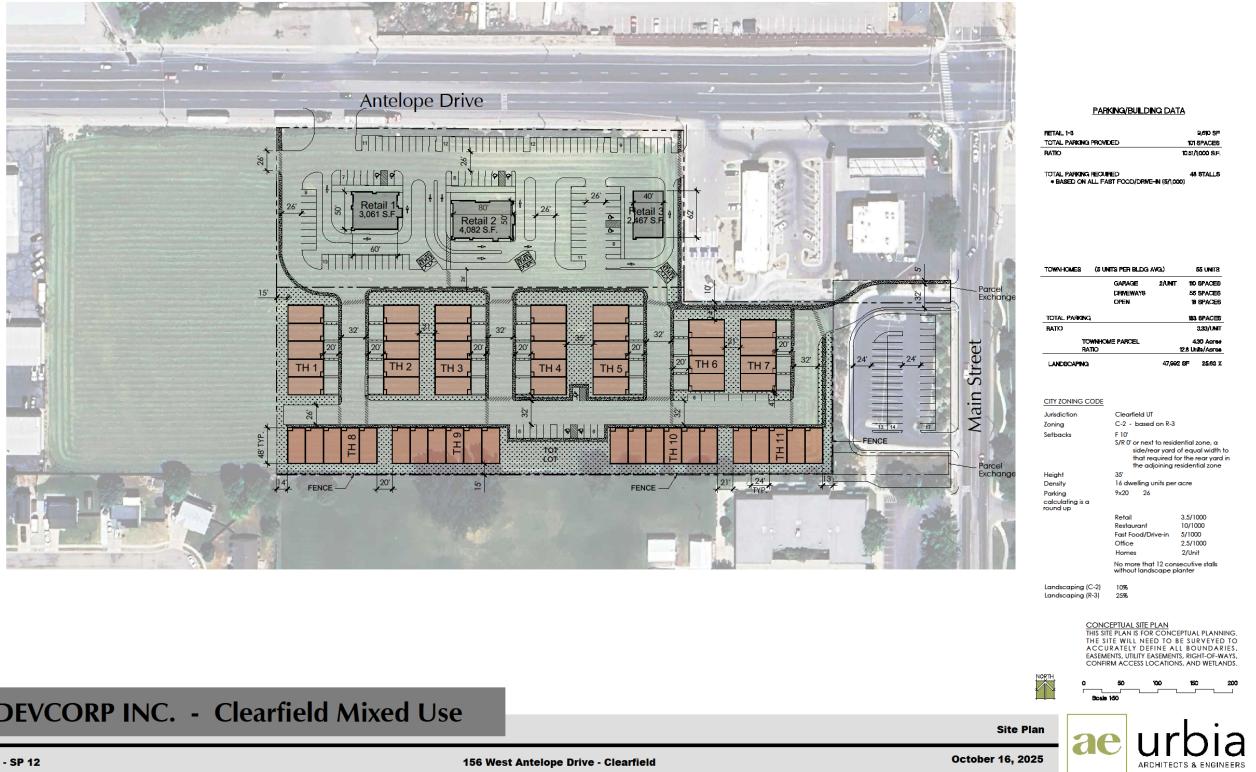
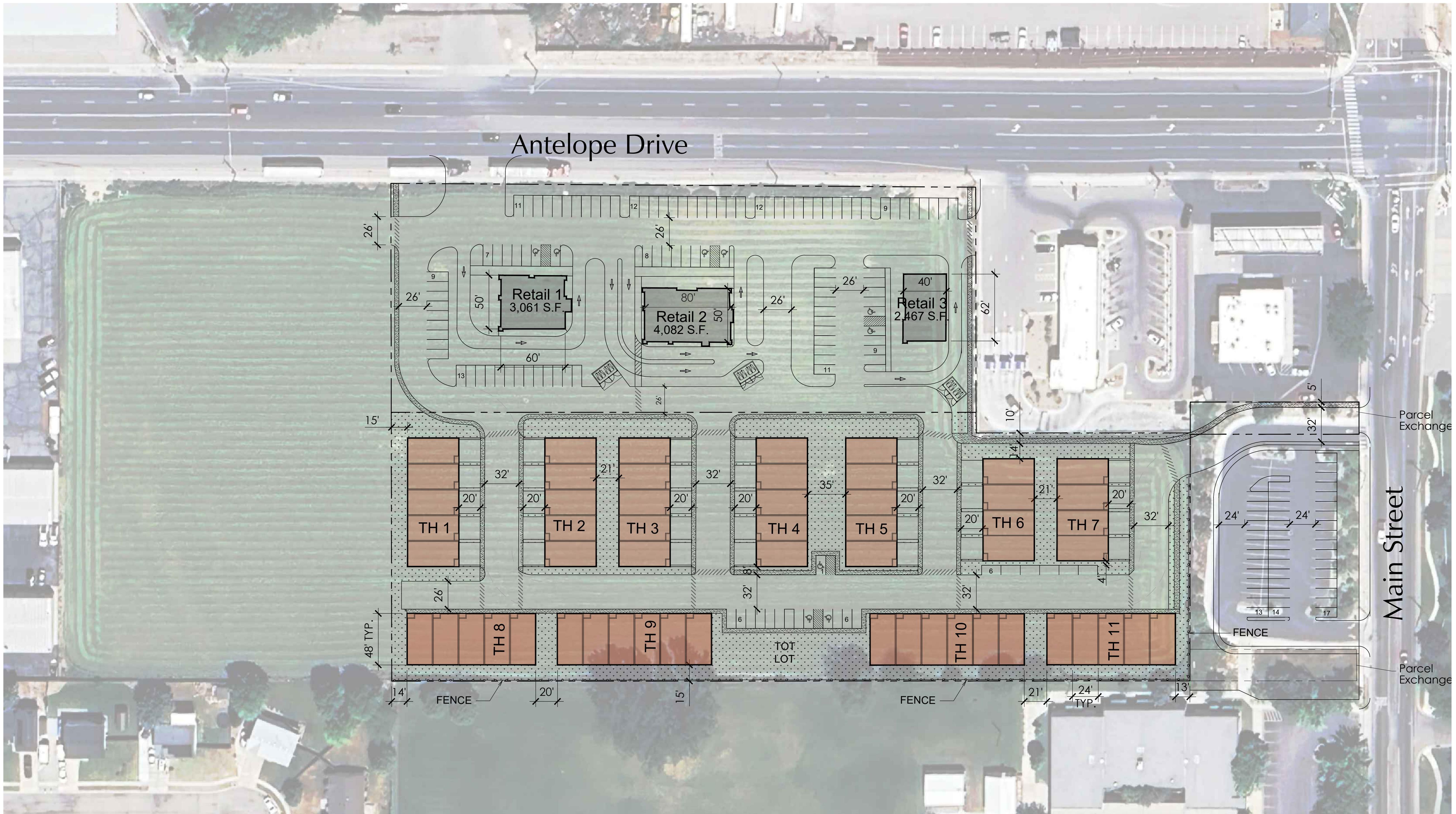


EXHIBIT 'D'

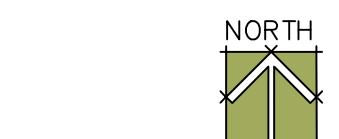


EXHIBIT 'D' continued





S-DEVCORP INC. - Clearfield Mixed Use



0 50 100 150 200
Scale 1:50

Site Plan

October 16, 2025

PARKING/BUILDING DATA

RETAIL 1-3	9,610 SF
TOTAL PARKING PROVIDED	101 SPACES
RATIO	10.51/1,000 S.F.
TOTAL PARKING REQUIRED	

• BASED ON ALL FAST FOOD/DRIVE-IN (5/1,000) 48 STALLS

TOWNHOMES (5 UNITS PER BLDG AVG)	55 UNITS
GARAGE 2/UNIT	10 SPACES
DRIVeways OPEN	
55 SPACES	18 SPACES
TOTAL PARKING	183 SPACES
RATIO	3.33/UNIT
TOWNHOME PARCEL	
RATIO	4.30 Acres /12.8 Units/Acre
LANDSCAPING	47,992 SF 25.63 %

CITY ZONING CODE	
Jurisdiction	Clearfield UT
Zoning	C-2 - based on R-3
Setbacks	F 10'
	S/R 0' or next to residential zone, a side/rear yard of equal width to that required for the rear yard in the adjoining residential zone
Height	35'
Density	16 dwelling units per acre
Parking	9x20 26
calculating is a round up	
Retail	3.5/1000
Restaurant	10/1000
Fast Food/Drive-in	5/1000
Office	2.5/1000
Homes	2/Unit
No more than 12 consecutive stalls without landscape planter	
Landscaping (C-2)	10%
Landscaping (R-3)	25%

CONCEPTUAL SITE PLAN
THIS SITE PLAN IS FOR CONCEPTUAL PLANNING.
THE SITE WILL NEED TO BE SURVEYED TO ACCURATELY DEFINE ALL BOUNDARIES,
EASEMENTS, UTILITY EASEMENTS, RIGHT-OF-WAYS,
CONFIRM ACCESS LOCATIONS, AND WETLANDS.

**Clearfield Mixed Use Development
Antelope Drive
Traffic Impact Study**

Clearfield, Utah

June 2025



A-Trans Engineering
P.O. Box 521651
Salt Lake City, Utah 84152
(801) 949-0348 telephone
(801) 582-6252 fax

TRAFFIC STUDY

Clearfield Mixed Use Development

Antelope Drive

Traffic Impact Analysis

Clearfield, Utah

Category II

June 2025

Prepared by:

A-Trans Engineering
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I. Introduction and Summary

This traffic impact analysis is for the proposed Clearfield Mixed Use Development located on the south side of Antelope Drive directly south and west of the existing Velocity car wash in Clearfield, Utah. The development is planned to include 55 townhomes, 4,200 square feet of retail, and 7,500 square feet of drive thru. The new land use site is projected to generate 366 AM and 303 PM peak hour trips with 4,105 daily trips. The site will access the road network by connecting into the existing car wash at Antelope Drive and a new access that aligns with the existing Recycling Center, and a third access located approximately 200 feet south of Antelope Drive on Main Street.

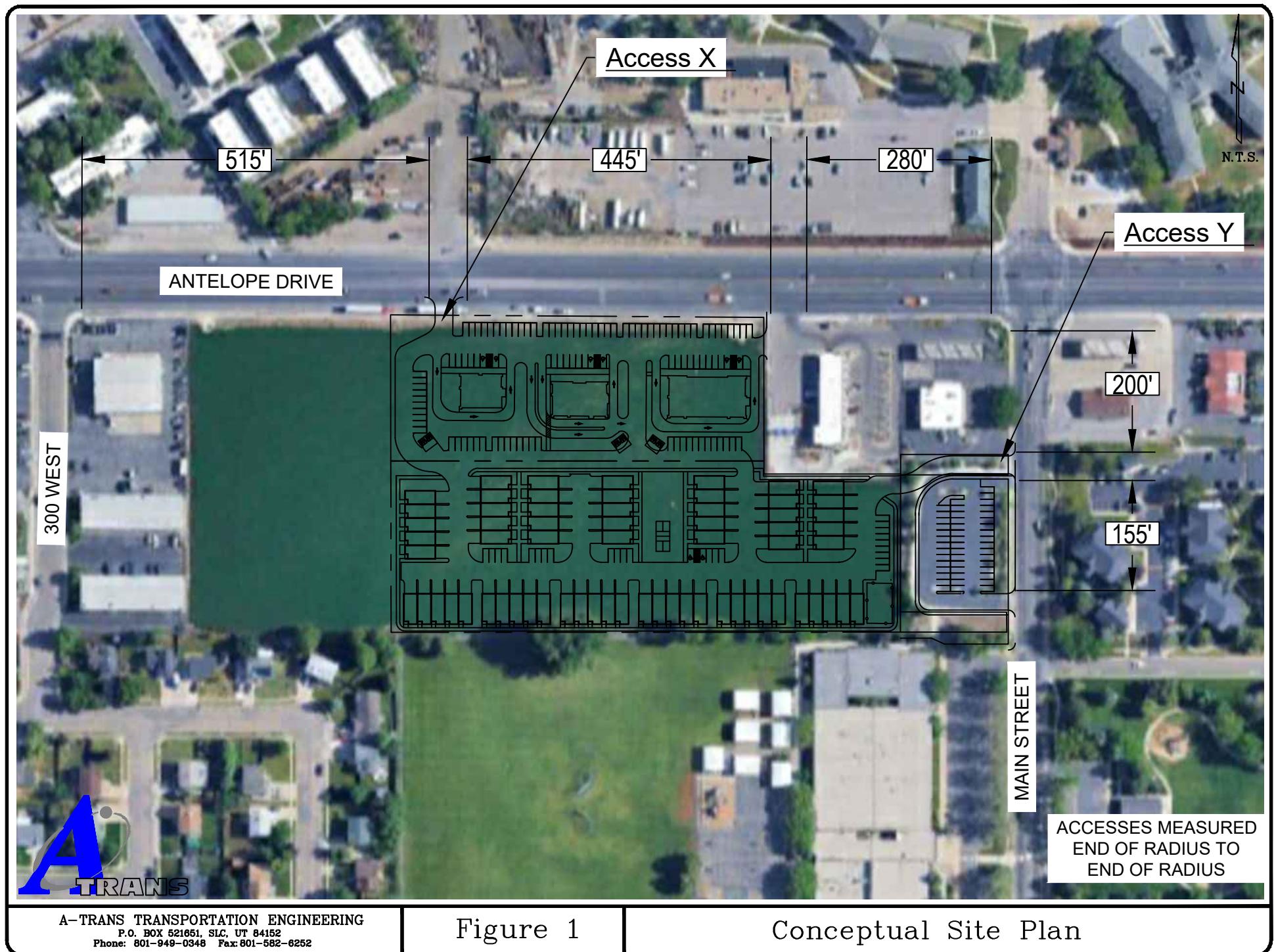
Table 1 shows the results of the analysis.

Table 1: Analysis Results and Summary

		2025 Existing	2025 Total	2030 Background	2030 Total
Main Street / Antelope Drive	AM	Total delay at 22.3/C	Total delay at 22.6/C	Total delay at 22.6/C	Total delay at 22.4/C
	PM	Total delay at 29.2/C	Total delay at 30.1/C	Total delay at 30.1/C	Total delay at 30.3/C
300 West / Antelope Drive	AM	Side street delay (NB & SB) at >100/F	Side street delay (NB & SB) at >100/F	Side street delay (NB & SB) at >100/F	Side street delay (NB & SB) at >100/F
	PM	Side street delay (NB & SB) at >100/F	Side street delay (NB & SB) at >100/F	Side street delay (NB & SB) at >100/F	Side street delay (NB & SB) at >100/F
Car Wash Access/ Antelope Drive	AM	Side street delay (NBL) at 17.7/C	Side street delay (NBL) at 37.3/E	Side street delay (NBL) at 19.0/C	Side street delay (NBL) at 44.4/E
	PM	Side street delay (NBL) at 35.3/E	Side street delay (NBL) at 52.6/F	Side street delay (NBL) at 40.4/E	Side street delay (NBL) at 66.5/F
Recycle / Access X / Antelope Drive	AM	Side street delay (SBL) at 60.6/F	Side street delay (NB & SB) at >100/F	Side street delay (SBL) at 72.0/F	Side street delay (NB & SB) at >100/F
	PM	Side street delay (SBL) at >100/F	Side street delay (NB & SB) at >100/F	Side street delay (SBL) at >100/F	Side street delay (NB & SB) at >100/F
Access Y / Main Street	AM		Side street delay (EBL) at 12.4/B		Side street delay (EBL) at 12.7/B
	PM		Side street delay (EBL) at 15.0/C		Side street delay (EBL) at 15.7/C

The findings are that the accesses on Antelope Drive will operate with congestion in the peak periods. This is true for the majority of accesses along the SR 108 corridor.

The proposed conceptual site plan and access spacing are shown in Figure 1.



II. Study Area Conditions

The study area includes the following intersection.

- Antelope Drive / Main Street
- Antelope Drive / 300 West
- Antelope Drive / Recycling Center access
- Antelope Drive / Velocity Car Wash access

Figure 2 shows the location of the site. Figure 3 shows existing intersection geometry.

Antelope Drive

Antelope Drive (SR 108) is a 5 lane facility with two lanes in each direction and a center turn lane. The 2023 AADT is 36,000 vehicles per day with a posted speed limit of 45 MPH. UDOT classifies SR 108 as a Category 5 roadway.

Main Street

Main Street (RT 1466) is a 3 lane facility with a single lane in each direction and a center turn lane. The 2023 AADT is 11,000 vehicles per day with a posted speed limit of 30 MPH.



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Figure 2

Site Location



III. Analysis of Existing Condition

The existing traffic counts were performed May 7th – May 13th, 2025 during the AM (7:00 – 9:00 AM) and PM (4:00 – 6:00 PM) peak periods. Traffic signal timing was taken from UDOT’s Automated Traffic Signal Performance Measures Website. 2025 Existing Traffic volumes used in the study are shown in Figure 4.

The Highway Capacity Manual defines the Level of Service (LOS) for both signalized and unsignalized intersections as a range of average experienced delay. LOS is a qualitative rating of traveler satisfaction from A to F whereby LOS A is good and LOS F poor. Table 2 shows the LOS range by delay for unsignalized and signalized intersections and accesses.

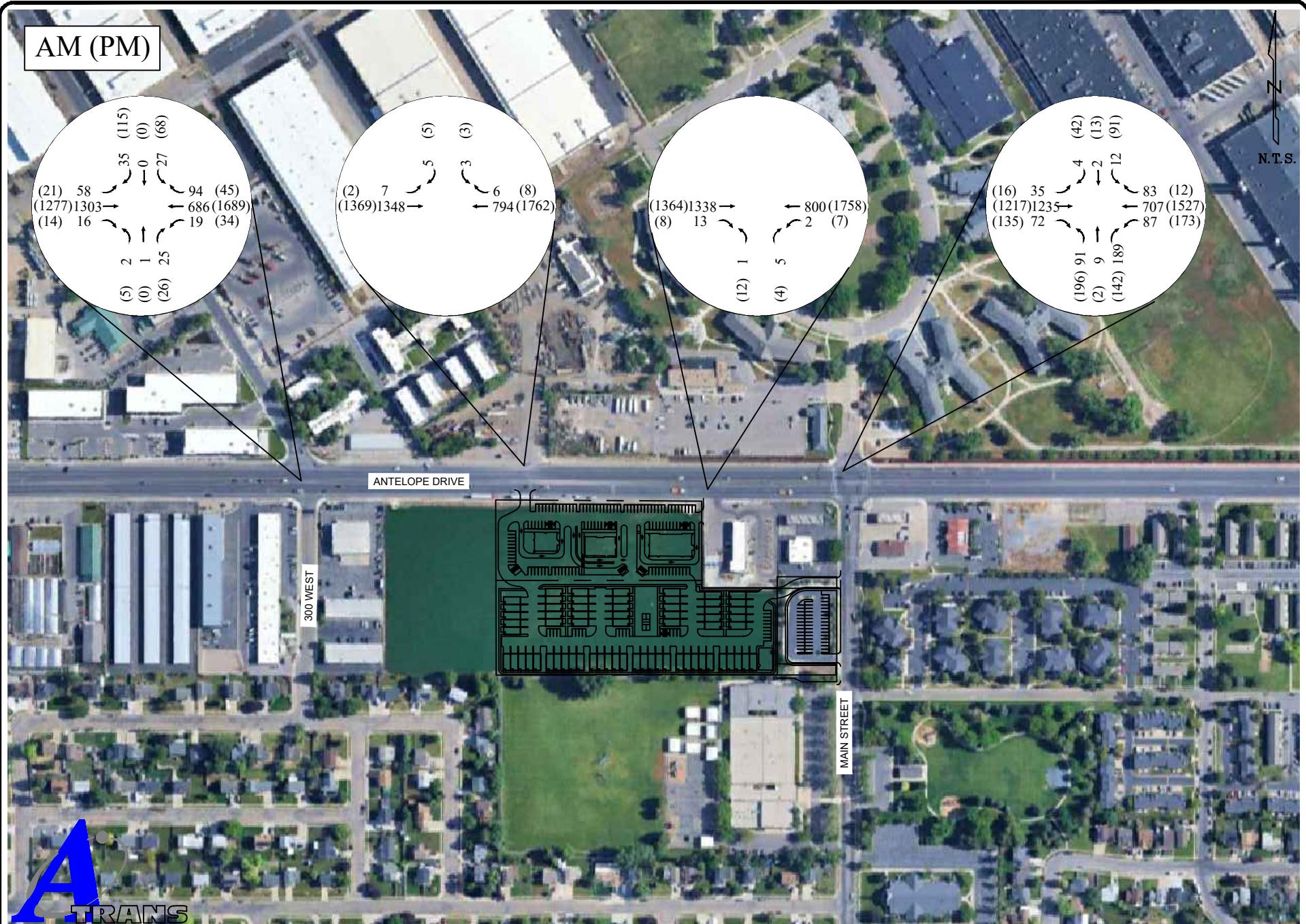
Table 2: Intersection LOS-Delay Relationship

	Unsignalized	Signalized
Level of Service	Total Delay per Vehicle (sec)	Total Delay per Vehicle (sec)
A	≤ 10.0	≤ 10.0
B	> 10.0 and ≤ 15.0	> 10.0 and ≤ 20.0
C	> 15.0 and ≤ 25.0	> 20.0 and ≤ 35.0
D	> 25.0 and ≤ 35.0	> 35.0 and ≤ 55.0
E	> 35.0 and ≤ 50.0	> 55.0 and ≤ 80.0
F	> 50.0	> 80.0

The analysis shows that Antelope Drive / Main Street operates at LOS C in the AM and PM peak period. Table 3 shows the Existing Level of Service for the Antelope Drive / Main Street signalized intersection.

Table 3: Existing Level of Service

	Antelope Drive / Main Street	
AM	22.3	C
PM	29.2	C



IV. Projected Traffic

A. Trip Generation

Trip generation for the site was done using The Institute of Transportation Engineers (ITE) *Trip Generation* (11th Edition) handbook. The development is planned to include 55 townhomes, 4,200 square feet of retail, and 7,500 square feet of drive thru. The new land use site is projected to generate 366 AM and 303 PM peak hour trips with 4,105 daily trips. The trip generation for the site is shown in Table 4.

Table 4: Trip Generation for Site

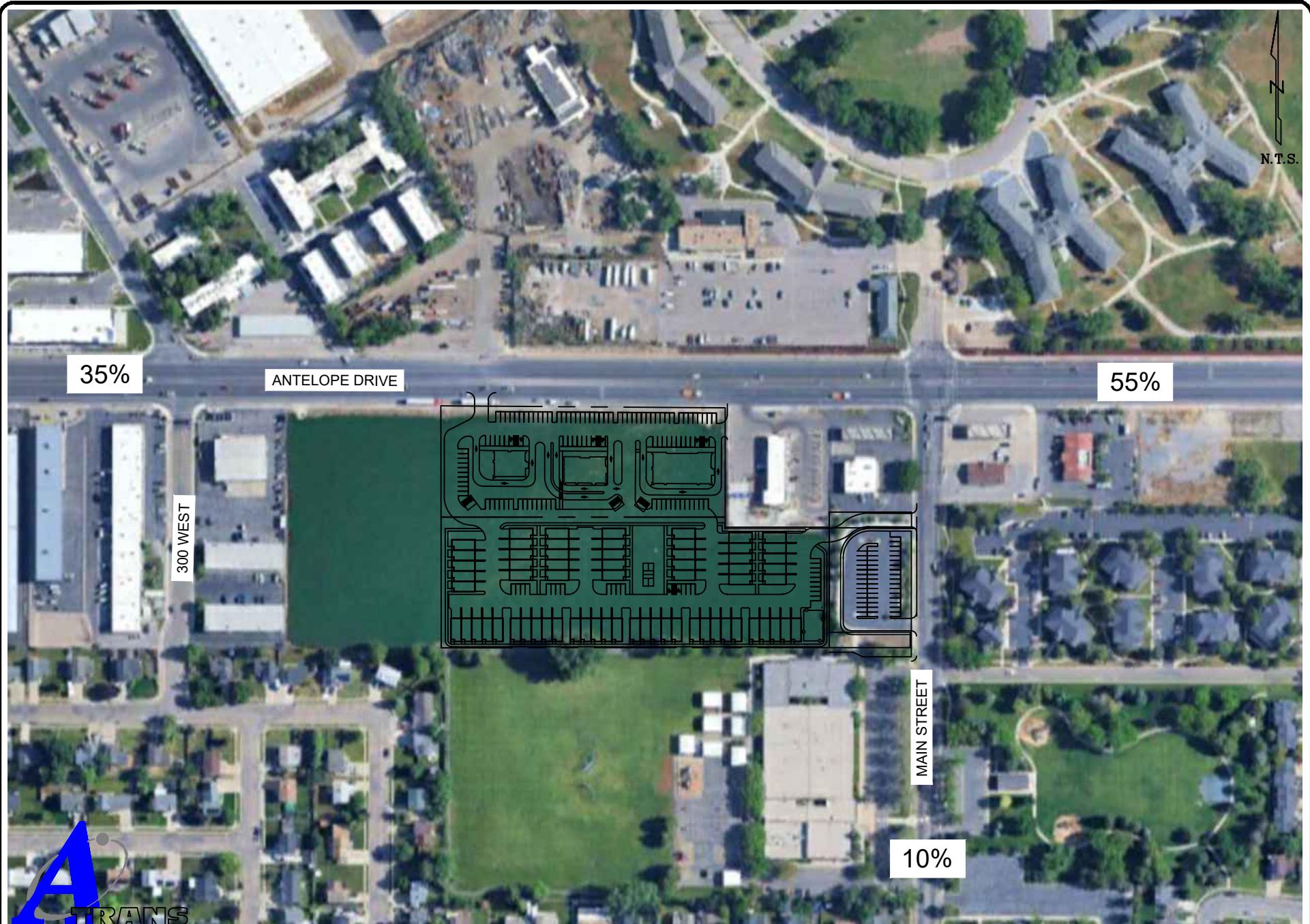
Land Use Type	Density	Land Use #	Trip Rate	Trips	% In	% Out	Trips In	Trips Out
AM								
Townhomes	55	220	0.40	22	24%	76%	5	17
Retail	4,200	822	2.36	10	60%	40%	6	4
Drive Thru	7,500	934	44.61	335	51%	49%	171	164
Total				366			182	185
PM								
Townhomes	55	220	0.51	28	63%	37%	18	10
Retail	4,200	822	6.59	28	50%	50%	14	14
Drive Thru	7,500	934	33.03	248	52%	48%	129	119
Total				303			161	143
Daily								
Townhomes	55	220	6.74	371				
Retail	4,200	822	54.45	229				
Drive Thru	7,500	934	467.48	3,506				
Total				4,105				

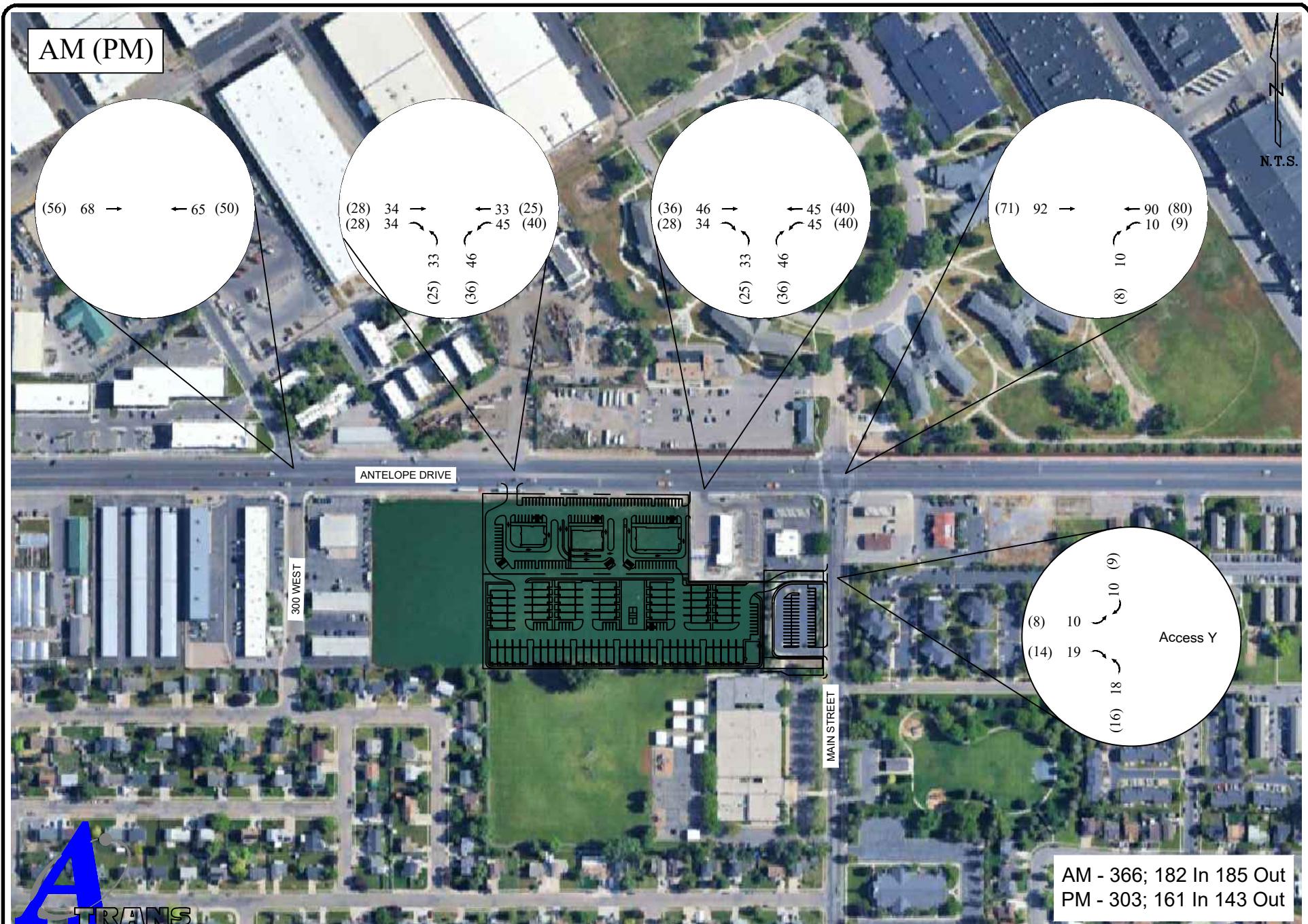
B. Trip Distribution

Origin-destination was determined from evaluating the location of neighboring residential development and commercial centers as well as the existing traffic patterns of trips at the counted intersections. This was used as a baseline for origin destination and engineering judgment was applied to this to determine the following OD for the site.

- 55% to/from east on Antelope Drive
- 35% to/from west on Antelope Drive
- 10% to/from south on Main Street

Origin Destination is shown in Figure 5. Site trip distribution is shown in Figure 6.





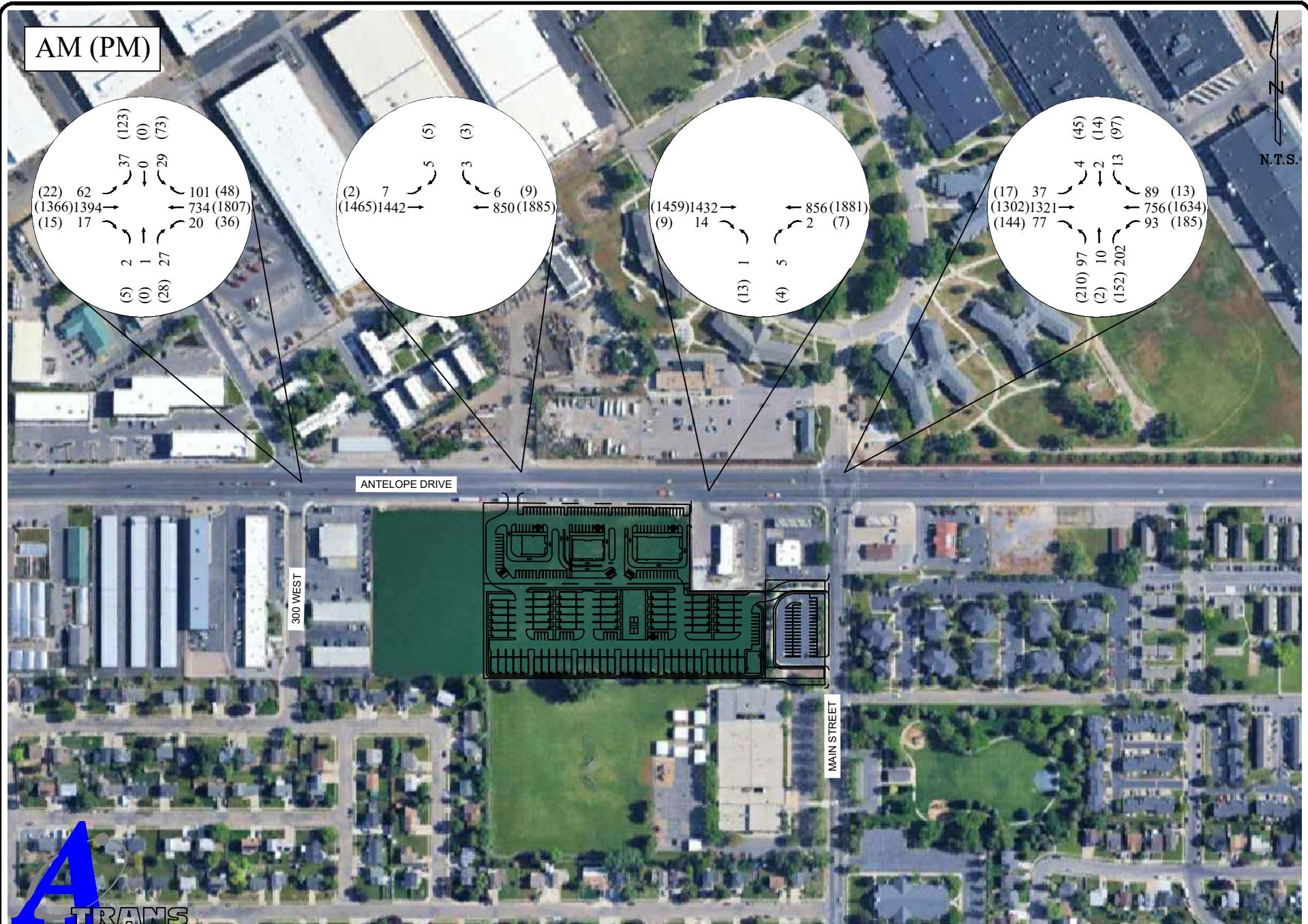
V. Growth

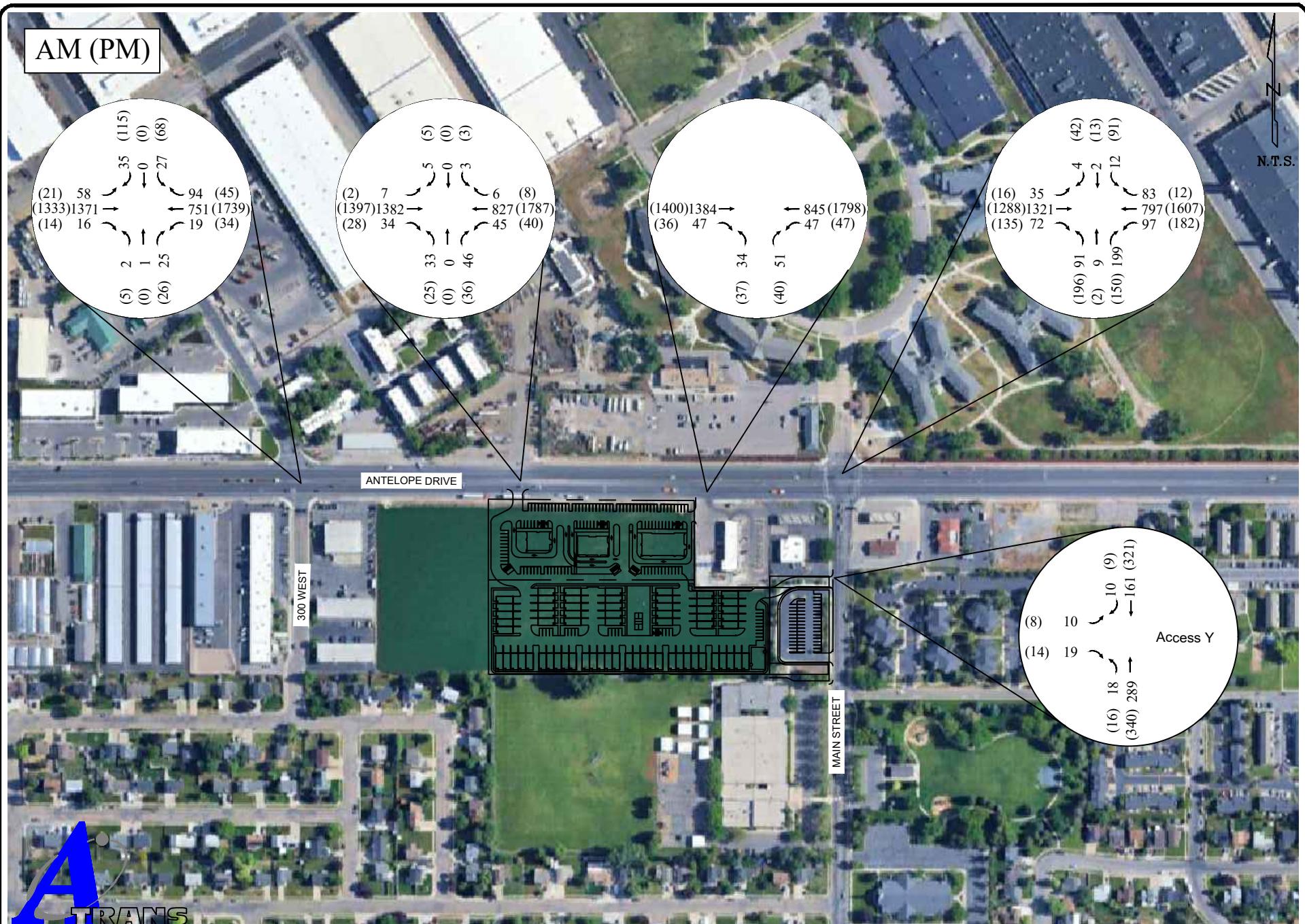
Growth in the area was determined from UDOT's Traffic on Utah Highways and projections from WFRC. The volumes and utilized to determine growth in the area is shown in Table 5. Based on this data an average growth of 1.3% is assumed. The 2030 growth factor is 1.07.

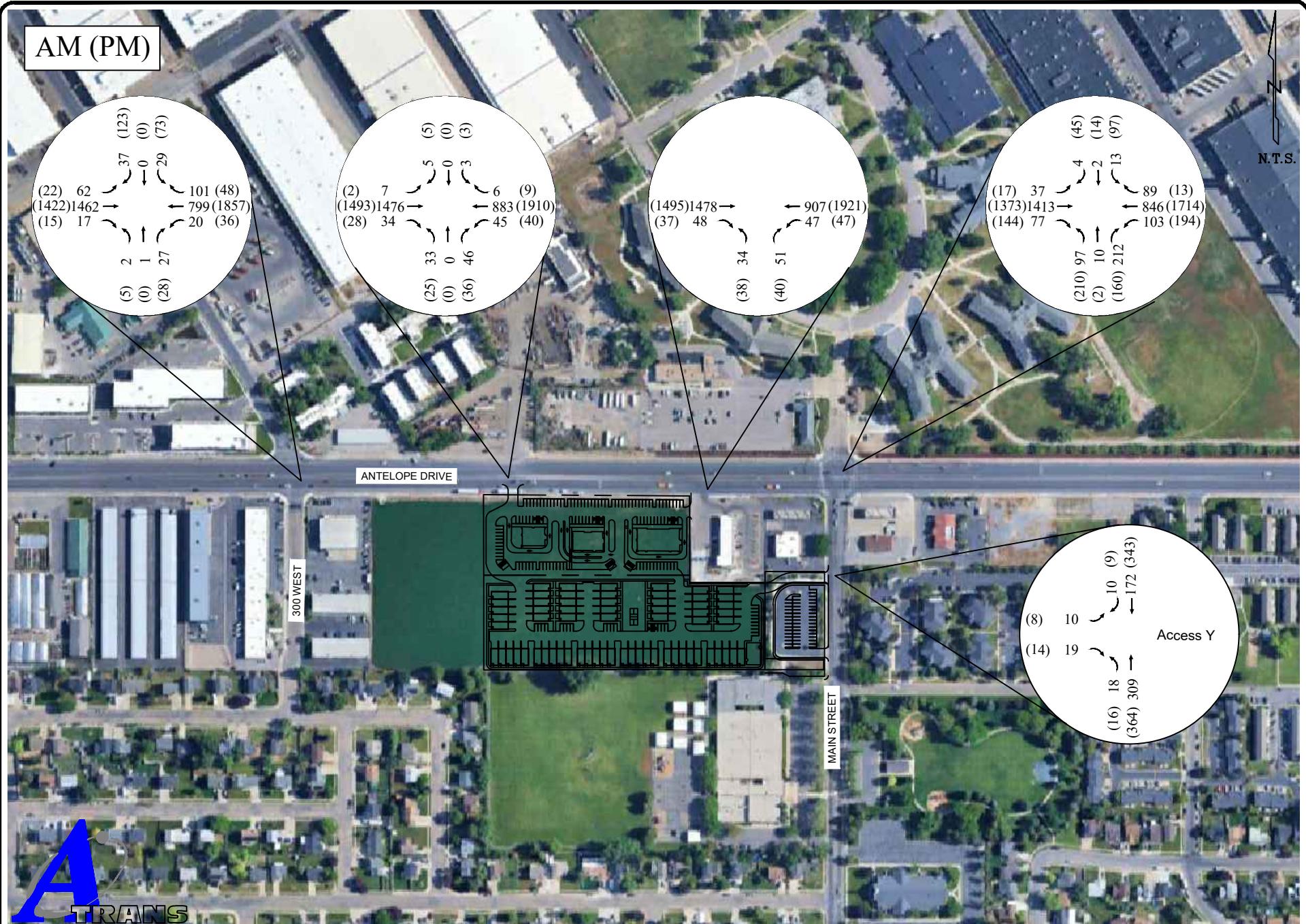
Table 5: Growth Projections

Road:	Antelope Drive (SR 108)	
Year	AADT	Growth
2013	32,000	
2014	32,000	0.0%
2015	34,000	6.3%
2016	35,000	2.9%
2017	36,000	2.9%
2018	36,000	0.0%
2019	37,000	2.8%
2020	33,000	-10.8%
2021	35,000	6.1%
2022	36,000	2.9%
2023	36,000	0.0%
Average		1.3%

Background traffic is determined by multiplying the existing traffic by the growth factor for 2030. 2030 Background Traffic is shown in Figure 7. Total traffic in the area for the future projection years is derived by adding the non-site volume forecasts (background traffic) to the site generated traffic. Opening Day Total Traffic is shown in Figure 8. 2030 Total Traffic is shown in Figure 9.







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Figure 9

2030 Total Traffic

VI. Traffic Analysis

A. Level of Service Analysis

The intersection and access analysis evaluates the performance of each intersection and access using the measure of performance of delay and level of service (LOS). Table 6 provides a summary of the analysis. Tables 7-11 show the intersection and access analysis.

Table 6: Analysis Results

		2025 Existing	2025 Total	2030 Background	2030 Total
Main Street / Antelope Drive	AM	Total delay at 22.3/C	Total delay at 22.6/C	Total delay at 22.6/C	Total delay at 22.4/C
	PM	Total delay at 29.2/C	Total delay at 30.1/C	Total delay at 30.1/C	Total delay at 30.3/C
300 West / Antelope Drive	AM	Side street delay (NB & SB) at >100/F	Side street delay (NB & SB) at >100/F	Side street delay (NB & SB) at >100/F	Side street delay (NB & SB) at >100/F
	PM	Side street delay (NB & SB) at >100/F	Side street delay (NB & SB) at >100/F	Side street delay (NB & SB) at >100/F	Side street delay (NB & SB) at >100/F
Car Wash Access/ Antelope Drive	AM	Side street delay (NBL) at 17.7/C	Side street delay (NBL) at 37.3/E	Side street delay (NBL) at 19.0/C	Side street delay (NBL) at 44.4/E
	PM	Side street delay (NBL) at 35.3/E	Side street delay (NBL) at 52.6/F	Side street delay (NBL) at 40.4/E	Side street delay (NBL) at 66.5/F
Recycle / Access X / Antelope Drive	AM	Side street delay (SBL) at 60.6/F	Side street delay (NB & SB) at >100/F	Side street delay (SBL) at 72.0/F	Side street delay (NB & SB) at >100/F
	PM	Side street delay (SBL) at >100/F	Side street delay (NB & SB) at >100/F	Side street delay (SBL) at >100/F	Side street delay (NB & SB) at >100/F
Access Y / Main Street	AM		Side street delay (EBL) at 12.4/B		Side street delay (EBL) at 12.7/B
	PM		Side street delay (EBL) at 15.0/C		Side street delay (EBL) at 15.7/C

- The signalized intersection at Main Street and Antelope operates at a LOS C or better for all analysis periods. The accesses along the corridor operate with side street delay in the peak periods. .

Table 7: Main Street / Antelope Drive Intersection Analysis

		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	INT													
2025 Existing	AM	9.6	A	29.6	C	2.5	A	17.8	B	18.7	B	2.5	A	37.4	D	36.2	D	13.8	B	36.2	D	36.5	D	0.0	A	23.3	C
	PM	12.3	B	34.8	C	3.2	A	41.8	D	26.7	C	0.0	A	42.4	D	36.0	D	6.7	A	37.2	D	35.5	D	1.2	A	29.2	C
2030 Background	AM	8.6	A	28.0	C	2.7	A	21.4	C	17.2	B	2.3	A	40.0	D	37.7	D	17.6	B	37.9	D	38.0	D	0.0	A	22.6	C
	PM	12.4	B	35.6	D	3.2	A	49.8	D	26.5	C	0.0	A	46.1	D	36.5	D	6.7	A	39.1	D	36.6	D	1.8	A	30.1	C
Opening Day Total	AM	8.5	A	27.9	C	2.3	A	22.4	C	17.3	B	2.3	A	40.1	D	38.1	D	17.5	B	38.2	D	38.0	D	0.0	A	22.6	C
	PM	12.1	B	35.8	D	3.2	A	49.8	D	26.6	C	0.0	A	44.3	D	36.0	D	6.7	A	38.4	D	36.2	D	1.2	A	30.1	C
2030 Total	AM	7.8	A	27.1	C	2.6	A	27.8	C	15.9	B	2.1	A	42.8	D	40.0	D	21.4	C	40.2	D	40.0	D	0.0	A	22.4	C
	PM	12.1	B	36.5	D	3.9	A	54.8	D	25.9	C	0.0	A	49.2	D	38.0	D	7.0	A	41.2	D	38.0	D	1.9	A	30.6	C

Table 8: 300 West / Antelope Drive Intersection Analysis

		NBL	NBTR	EBL	WBL	SBL	SBTR
2025 Existing	AM	>100 F	21.1 C	10.0 A	13.0 B	>100 F	11.1 B
	PM	>100 F	15.1 C	17.4 C	13.1 B	>100 F	28.7 D
2030 Background	AM	>100 F	23.6 C	10.3 B	13.8 B	>100 F	11.4 B
	PM	>100 F	16.0 C	19.1 C	13.9 B	>100 F	35.3 E
Opening Day Total	AM	>100 F	23.3 C	10.3 B	13.6 B	>100 F	11.5 B
	PM	>100 F	15.6 C	18.0 C	13.6 B	>100 F	30.5 D
2030 Total	AM	>100 F	26.3 D	10.7 B	14.4 B	>100 F	11.8 B
	PM	>100 F	16.6 C	19.9 C	14.5 B	>100 F	37.9 E

Table 9: Car Wash Access / Antelope Drive Intersection Analysis

		NBL		WBL	
2025 Existing	AM	17.7	C	12.9	B
	PM	35.3	E	13.2	B
2030 Background	AM	19.0	C	13.7	B
	PM	40.4	E	14.0	B
2025 Opening Day Total	AM	37.3	E	14.7	B
	PM	52.6	F	14.8	B
2030 Total	AM	44.4	E	15.8	C
	PM	66.5	F	15.9	C

Table 10: Recycle Access / Access X / Antelope Drive Intersection Analysis

		NBL		NBTR		EBL		WBL		SBL		SBTR	
2025 Existing	AM	0.0	A	0.0	A	9.7	A	0.0	A	60.6	F	11.4	B
	PM	0.0	A	0.0	A	17.0	C	0.0	A	>100	F	19.3	C
2030 Background	AM	0.0	A	0.0	A	10.0	A	0.0	A	72.0	F	11.6	B
	PM	0.0	A	0.0	A	18.5	C	0.0	A	>100	F	20.9	C
Opening Day Total	AM	>100	F	16.9	C	9.9	A	14.5	B	>100	F	11.5	B
	PM	>100	F	16.6	C	17.3	C	14.5	B	>100	F	19.6	C
2030 Total	AM	>100	F	18.0	C	10.1	B	15.5	C	>100	F	11.8	B
	PM	>100	F	17.7	C	18.9	C	15.5	C	>100	F	21.2	C

Table 11: Main Street / Access Y Intersection Analysis

		NBL		EBL		EBR	
2025 Opening Day Total	AM	7.6	A	12.4	B	9.3	A
	PM	8.0	A	15.0	C	10.3	B
2030 Total	AM	7.7	A	12.7	B	9.3	A
	PM	8.1	A	15.7	C	10.5	B

B. Queue Analysis

Based on the projected traffic, queue storage length requirements can be determined. To determine if sufficient storage space exists to accommodate the projected demand, the intersection and accesses included in this traffic study are analyzed for queue storage capacity. The available queue storage lengths and queue storage recommendations are provided by the HCM analysis and are done through Synchro and shown in Table 12.

Table 12: 2030 Queue Analysis

Queue (feet)		EBL	EBR	WBL	WBR	NBL	NBR	SBL	SBR
Main Street / Antelope Drive	Available	450	325	325	325	150	150	50	50
	AM Projected	25	25	100	25	135	160	30	0
	PM Projected	25	50	225	0	275	50	130	25
300 West / Antelope Drive	Available	325	325	325	325	75	75	75	75
	AM Projected	25	25	25	25	25	25	100	25
	PM Projected	25	25	25	25	25	25	100	25
Car Wash Access / Antelope Drive	Available								
	AM Projected		0	25		180			
	PM Projected		0	25		50			
Access X / Antelope Drive	Available	350	350	424	425	100	100	100	100
	AM Projected	25	25	25	25	120	25	25	0
	PM Projected	25	0	25	0	100	25	30	25
Main Street / Access Y	Available	100	100			165			100
	AM Projected	25	25			25			25
	PM Projected	25	25			25			25

C. Access Management and Auxiliary Lanes

According to the UDOT, SR 108 is categorized as a Category 5 roadway. As per UDOT Administrative Rule R930-6, signal spacing is required at 2,640 feet, street spacing is required at 660 feet and access spacing is required at 350 feet or by variance. The distance between access points/intersections is measured from end of radius to end of adjacent radius. The site is proposing to utilize the shared access with the gas station and a new access that aligns with the recycling center.

According to UDOT Administrative Rule R930-6 a Category 5 roadway requires:

- A left turn deceleration lane with taper and storage length is required for any access with a projected peak hour left ingress turning volume greater than 10 vehicles per hour. The taper length must be included in the required deceleration length.
- A right turn deceleration lane and taper length is required for any access with a projected peak hour right ingress turning volume greater than 25 vehicles per hour. The taper length must be included in the required deceleration length.
- A right turn acceleration lane and taper length is required for any access with a projected peak hour right turning volume greater than 50 vehicles per hour when the posted speed on the highway is greater than 40 mph. The taper length must be included in the required acceleration length. A right turn acceleration lane may also be required at a signalized intersection if a free-right turn is needed to maintain an appropriate level of service for the intersection.
- Right turn deceleration and acceleration lanes are generally not required on roadways with three or more travel lanes in the direction of the right turn.
- A left turn acceleration lane may be required if it will be a benefit to the safety and operation of the roadway.
- A left turn acceleration lane is generally not required where the posted speed is less than 45 mph, the intersection is signalized, or the acceleration lane would interfere with the left turn ingress movements to any other access.

There is an existing left turn center turn lane along Antelope Drive and a full shoulder that can be used for a right turn lane. Therefore, no widening is needed but the striping could be updated to officially include right turn lanes.

VII. Conclusions

This traffic impact analysis is for the proposed Clearfield Mixed Use Development located on the south side of Antelope Drive directly south and west of the existing Velocity car wash in Clearfield, Utah. The development is planned to include 55 townhomes, 4,200 square feet of retail, and 7,500 square feet of drive thru. The new land use site is projected to generate 366 AM and 303 PM peak hour trips with 4,105 daily trips. The site will access the road network by connecting into existing road connections at Antelope Drive at the existing Recycling Center, along with a second access that will utilize the existing carwash access, and a third access located approximately 200 feet south of Antelope Drive.

The following comments are made about the project:

- While the signalized intersection operates at a LOS C or better, the access points will experience congestion in the peak periods. This is true for all accesses along the corridor.
- The key issue is whether the car wash access is too close to the intersection creating a concern. Ideally, the access would be placed as far as possible from the intersection. The reason this functions well is there are not a significant amount of eastbound left turns at the signalized Main Street because the northern approach is gated. There are only 35 AM and 16 PM peak vehicles making the movement. That's only one vehicle each two minutes on average.
- Therefore it is projected that this access will continue to function.
- The new proposed Access that aligns with the recycle center meets the UDOT spacing requirements and therefore no variance should be required.

Recommendations

There is an existing left turn center turn lane along Antelope Drive and a full shoulder that can be used for a right turn lane. Therefore, no widening is needed but the striping could be updated to officially include right turn lanes at the newly proposed Access X.

APPENDICES

Appendix A	Traffic Counts and Projections
Appendix B	Without Site Intersection Analyses
Appendix C	With Site Intersection Analysis



Appendix A Traffic Counts and Projections

N-S STREET: **300 West**
E-W STREET: **Antelope Drive**

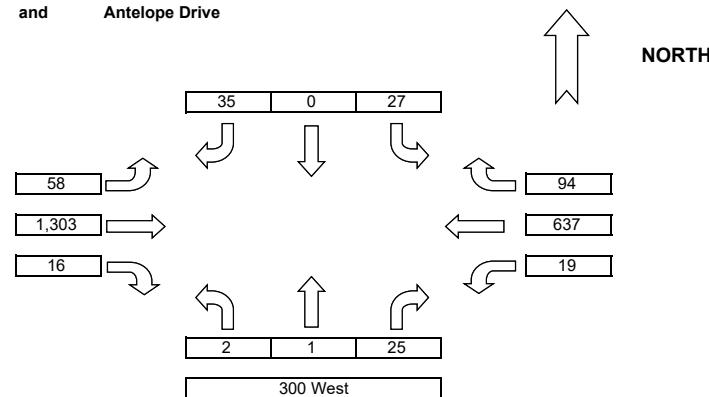
COUNT DATE: **May 7, 2025**
Day of the Week: **Wednesday**

NOTES:
COUNT TIME:
FROM: **7:00 AM**
TO: **9:00 AM**

AM PEAK HOUR VOLUMES
INTERSECTION: **300 West** and **Antelope Drive**

PK HR VOLUME: **2,217**
PHF: **0.91**
PEAK HOUR:
FROM: **7:30 AM** TO: **8:30 AM**

Antelope Drive



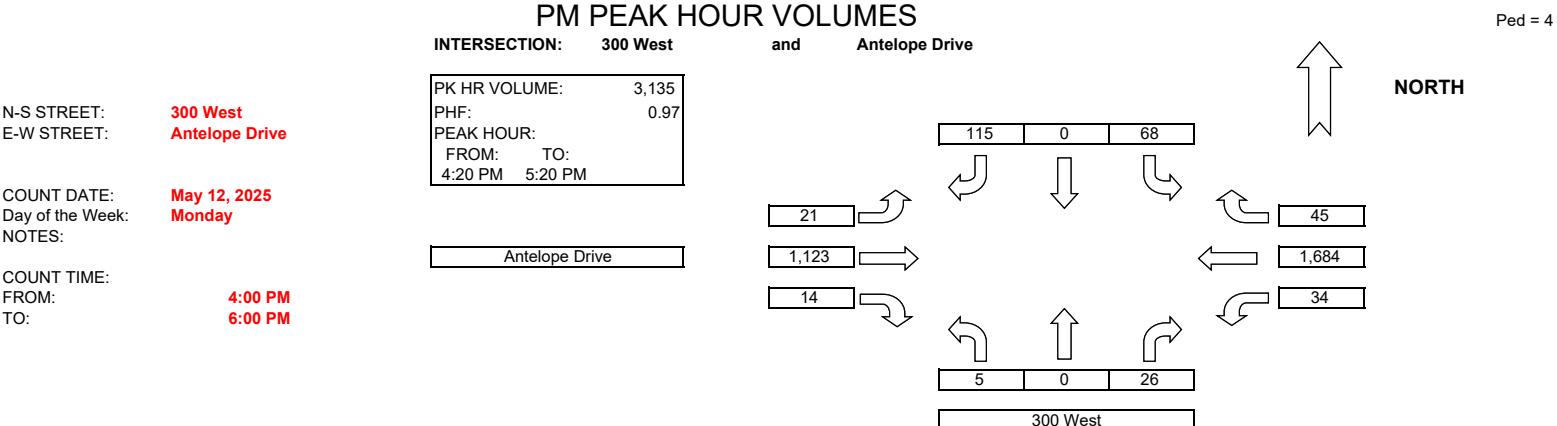
Ped = 0

NORTH

PM Traffic

COUNT DATA INPUT:

TIME PERIOD	FROM:	TO:	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND			TOTAL 5' VOLUMES	TOTAL 15' VOLUMES	PEDESTRIAN		
			NBL	NBT	NBR	EBL	EBT	EBR	SBL	SBT	SBR	WBL	WBT	WBR			E/W	N/S	
7:00 AM	7:05 AM		0	0	0	5	41	1	1	0	5	2	30	7	92	407	0	0	
7:05 AM	7:10 AM		1	0	2	0	83	0	0	0	2	5	39	10	142	474	0	0	
7:10 AM	7:15 AM		0	0	2	6	110	1	2	0	4	1	38	9	173	487	0	0	
7:15 AM	7:20 AM		0	0	2	9	95	1	0	0	3	3	36	10	159	463	0	0	
7:20 AM	7:25 AM		0	0	1	6	100	0	0	0	0	1	2	37	8	155	491	0	0
7:25 AM	7:30 AM		0	0	4	7	87	0	0	0	0	6	0	36	9	149	542	0	0
7:30 AM	7:35 AM		0	0	2	7	120	2	2	0	5	1	45	3	187	570	0	0	
7:35 AM	7:40 AM		0	0	6	3	127	1	3	0	4	2	53	7	206	597	0	0	
7:40 AM	7:45 AM		0	0	1	2	107	1	2	0	1	1	53	9	177	584	0	0	
7:45 AM	7:50 AM		0	0	0	5	132	3	2	0	3	0	59	10	214	606	0	0	
7:50 AM	7:55 AM		0	0	1	9	123	0	1	0	8	2	45	4	193	565	0	0	
7:55 AM	8:00 AM		0	0	3	10	102	3	2	0	2	3	61	13	199	556	0	0	
8:00 AM	8:05 AM		1	1	1	5	97	0	2	0	2	1	52	11	173	519	0	0	
8:05 AM	8:10 AM		0	0	5	3	103	0	2	0	2	0	58	11	184	475	0	0	
8:10 AM	8:15 AM		0	0	0	5	83	0	2	0	3	6	53	10	162	484	0	0	
8:15 AM	8:20 AM		0	0	2	3	72	2	2	0	1	1	41	5	129	522	0	0	
8:20 AM	8:25 AM		0	0	2	4	110	4	1	0	1	2	61	8	193	540	0	0	
8:25 AM	8:30 AM		1	0	2	2	127	0	6	0	3	0	56	3	200	542	0	0	
8:30 AM	8:35 AM		0	0	4	0	88	0	7	0	3	1	35	9	147	556	0	0	
8:35 AM	8:40 AM		0	0	5	8	88	2	1	0	1	0	75	15	195	604	0	0	
8:40 AM	8:45 AM		0	0	2	4	130	0	6	0	1	0	65	6	214	628	0	0	
8:45 AM	8:50 AM		1	0	5	1	118	0	1	0	3	0	61	5	195	605	0	0	
8:50 AM	8:55 AM		0	0	2	3	127	0	2	0	5	0	75	5	219	410	0	0	
8:55 AM	9:00 AM		0	0	1	3	120	0	1	0	3	5	56	2	191	191	0	0	



PM Traffic

COUNT DATA INPUT:

TIME PERIOD	TO:	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND			TOTAL 5' VOLUMES	TOTAL 15' VOLUMES	PEDESTRIAN	
		NBL	NBT	NBR	EBL	EBT	EBR	SBL	SBT	SBR	WBL	WBT	WBR			E/W	N/S
4:00 PM	4:05 PM	0	1	2	4	103	0	7	0	6	1	106	12	242	749	0	0
4:05 PM	4:10 PM	0	0	1	0	105	0	8	0	11	4	134	6	269	740	0	0
4:10 PM	4:15 PM	0	0	4	2	96	1	3	0	11	5	102	14	238	726	0	0
4:15 PM	4:20 PM	0	0	0	1	97	1	9	0	7	4	105	9	233	759	0	0
4:20 PM	4:25 PM	0	0	3	1	97	0	9	0	7	3	127	8	255	785	0	0
4:25 PM	4:30 PM	0	0	1	2	99	1	7	0	12	4	135	10	271	775	0	0
4:30 PM	4:35 PM	1	0	2	1	90	0	6	0	11	4	138	6	259	785	1	0
4:35 PM	4:40 PM	1	0	4	0	72	1	7	0	20	1	136	3	245	761	1	0
4:40 PM	4:45 PM	0	0	3	2	90	1	8	0	16	0	159	2	281	784	0	0
4:45 PM	4:50 PM	1	0	0	3	91	5	2	0	9	5	114	5	235	750	0	0
4:50 PM	4:55 PM	0	0	2	0	97	1	9	0	9	5	144	1	268	780	0	0
4:55 PM	5:00 PM	0	0	0	2	91	0	4	0	5	1	141	3	247	784	0	0
5:00 PM	5:05 PM	0	0	2	3	108	3	1	0	6	4	134	4	265	784	2	0
5:05 PM	5:10 PM	1	0	6	3	98	2	8	0	11	3	139	1	272	809	0	0
5:10 PM	5:15 PM	1	0	3	2	82	0	7	0	7	2	142	1	247	770	0	0
5:15 PM	5:20 PM	0	0	0	2	108	0	0	0	2	2	175	1	290	757	0	0
5:20 PM	5:25 PM	0	0	2	1	104	4	3	0	5	1	110	3	233	719	0	0
5:25 PM	5:30 PM	0	0	0	1	106	1	2	0	3	0	121	0	234	721	0	0
5:30 PM	5:35 PM	0	0	1	0	97	3	1	0	4	3	140	3	252	693	0	0
5:35 PM	5:40 PM	0	0	2	1	103	1	1	0	6	1	119	1	235	653	0	0
5:40 PM	5:45 PM	0	0	0	2	95	0	0	0	0	3	106	0	206	654	1	0
5:45 PM	5:50 PM	1	0	1	0	92	1	0	0	1	1	114	1	212	664	1	0
5:50 PM	5:55 PM	0	0	4	2	102	1	1	0	1	0	122	3	236	452	1	0
5:55 PM	6:00 PM	0	0	4	0	86	0	2	0	4	7	112	1	216	216	0	0

AM PEAK HOUR VOLUMES

INTERSECTION: Recycling Access and Antelope Drive

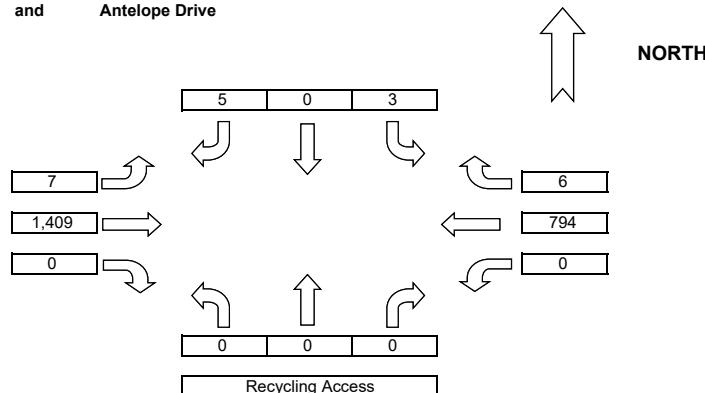
Ped = 0

N-S STREET: **Recycling Access**
E-W STREET: **Antelope Drive**

COUNT DATE: **May 7, 2025**
Day of the Week: **Wednesday**

COUNT TIME:
FROM: **7:00 AM**
TO: **9:00 AM**

PK HR VOLUME:	2,224
PHF:	0.92
PEAK HOUR:	
FROM:	TO:
7:40 AM	8:40 AM



PM Traffic

COUNT DATA INPUT

COUNT DATA INPUT:		Name: Leiser			Name: Leiser			Name: Leiser			Name: Leiser			TOTAL 5' VOLUMES		TOTAL 15' VOLUMES		PEDESTRIAN		
TIME PERIOD	FROM:	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND			WBL	WBT	WBR	TOTAL 5' VOLUMES	TOTAL 15' VOLUMES	E/W	N/S
		TO:	NBL	NBT	NBR	EBL	EBT	EBR	SBL	SBT	SBR	WBL	WBT	WBR						
7:00 AM	7:05 AM		0	0	0	0	96	0	0	0	0	0	61	0	157	472	0	0		
7:05 AM	7:10 AM		0	0	0	0	100	0	0	0	0	0	58	3	161	470	0	0		
7:10 AM	7:15 AM		0	0	0	0	100	0	0	0	0	0	53	1	154	460	0	0		
7:15 AM	7:20 AM		0	0	0	0	102	0	1	0	0	0	52	0	155	461	0	0		
7:20 AM	7:25 AM		0	0	0	0	99	0	1	0	0	0	51	0	151	475	0	0		
7:25 AM	7:30 AM		0	0	0	0	109	0	1	0	0	0	44	1	155	473	0	0		
7:30 AM	7:35 AM		0	0	0	0	112	0	0	0	0	0	57	0	169	526	0	0		
7:35 AM	7:40 AM		0	0	0	2	95	0	0	0	0	0	51	1	149	546	0	0		
7:40 AM	7:45 AM		0	0	0	0	139	0	0	0	0	0	68	1	208	591	0	0		
7:45 AM	7:50 AM		0	0	0	0	136	0	1	0	0	0	52	0	189	585	0	0		
7:50 AM	7:55 AM		0	0	0	0	115	0	0	0	0	0	78	1	194	589	0	0		
7:55 AM	8:00 AM		0	0	0	2	142	0	0	0	0	0	56	2	202	565	0	0		
8:00 AM	8:05 AM		0	0	0	2	109	0	0	0	0	0	81	1	193	549	0	0		
8:05 AM	8:10 AM		0	0	0	1	104	0	0	0	0	0	64	1	170	533	0	0		
8:10 AM	8:15 AM		0	0	0	1	110	0	1	0	1	0	73	0	186	523	0	0		
8:15 AM	8:20 AM		0	0	0	0	101	0	0	0	1	0	75	0	177	532	0	0		
8:20 AM	8:25 AM		0	0	0	0	99	0	0	0	0	0	61	0	160	535	0	0		
8:25 AM	8:30 AM		0	0	0	0	117	0	0	0	2	0	76	0	195	545	0	0		
8:30 AM	8:35 AM		0	0	0	0	118	0	1	0	0	0	61	0	180	538	0	0		
8:35 AM	8:40 AM		0	0	0	1	119	0	0	0	1	0	49	0	170	539	0	0		
8:40 AM	8:45 AM		0	0	0	1	96	0	0	0	0	0	91	0	188	575	0	0		
8:45 AM	8:50 AM		0	0	0	1	108	0	0	0	0	0	72	0	181	605	0	0		
8:50 AM	8:55 AM		0	0	0	0	135	0	3	0	0	0	67	1	206	424	0	0		
8:55 AM	9:00 AM		0	0	0	0	144	0	1	0	0	0	72	1	218	218	0	0		

PM PEAK HOUR VOLUMES

INTERSECTION: Recycling Access and Antelope Drive

Ped = 0

N-S STREET: Recycling Access
E-W STREET: Antelope Drive

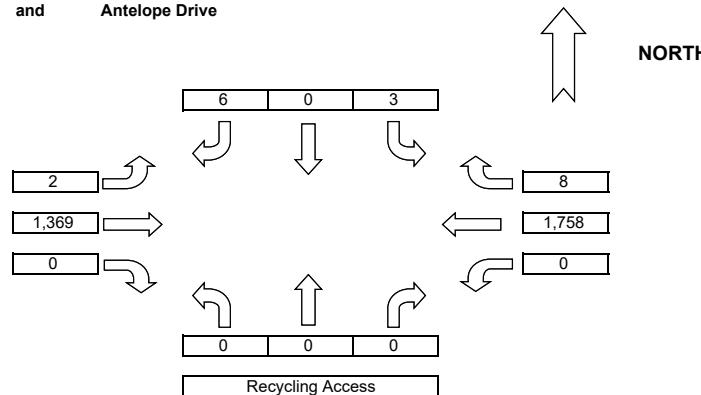
COUNT DATE: May 7, 2025
Day of the Week: Wednesday

NOTES:

COUNT TIME:
FROM: 4:00 PM
TO: 6:00 PM

PK HR VOLUME: 3,146
PHF: 0.90
PEAK HOUR:
FROM: TO:
4:35 PM 5:35 PM

Antelope Drive



PM Traffic

COUNT DATA INPUT:

TIME PERIOD	TO:	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND			TOTAL 5' VOLUMES	TOTAL 15' VOLUMES	PEDESTRIAN		
		NBL	NBT	NBR	EBL	EBT	EBR	SBL	SBT	SBR	WBL	WBT	WBR			E/W	N/S	
4:00 PM	4:05 PM	0	0	0	0	87	0	1	0	0	0	125	0	213	715	0	0	
4:05 PM	4:10 PM	0	0	0	0	114	0	3	0	0	0	139	0	256	765	0	0	
4:10 PM	4:15 PM	0	0	0	0	105	0	0	0	0	0	141	0	246	724	0	0	
4:15 PM	4:20 PM	0	0	0	0	104	0	0	0	0	0	159	0	263	734	0	0	
4:20 PM	4:25 PM	0	0	0	0	83	0	1	0	0	0	129	2	215	683	0	0	
4:25 PM	4:30 PM	0	0	0	0	97	0	2	0	0	0	157	0	256	808	0	0	
4:30 PM	4:35 PM	0	0	0	0	93	0	0	0	0	0	119	0	212	812	0	0	
4:35 PM	4:40 PM	0	0	0	0	131	0	0	0	0	1	207	1	340	873	0	0	
4:40 PM	4:45 PM	0	0	0	1	113	0	0	0	0	0	145	1	260	767	0	0	
4:45 PM	4:50 PM	0	0	0	0	114	0	1	0	1	0	157	0	273	728	0	0	
4:50 PM	4:55 PM	0	0	0	0	117	0	0	0	0	0	117	0	234	726	0	0	
4:55 PM	5:00 PM	0	0	0	0	100	0	0	0	0	0	121	0	221	751	0	0	
5:00 PM	5:05 PM	0	0	0	0	121	0	1	0	0	0	149	0	271	808	0	0	
5:05 PM	5:10 PM	0	0	0	0	119	0	1	0	0	0	138	1	259	773	0	0	
5:10 PM	5:15 PM	0	0	0	0	125	0	0	0	1	0	151	1	278	764	0	0	
5:15 PM	5:20 PM	0	0	0	0	77	0	0	0	1	0	157	1	236	735	0	0	
5:20 PM	5:25 PM	0	0	0	0	119	0	0	0	1	0	128	2	250	774	0	0	
5:25 PM	5:30 PM	0	0	0	0	119	0	0	0	0	0	129	1	249	792	0	0	
5:30 PM	5:35 PM	0	0	0	1	114	0	0	0	1	0	159	0	275	789	0	0	
5:35 PM	5:40 PM	0	0	0	0	117	0	1	0	0	0	149	1	268	723	0	0	
5:40 PM	5:45 PM	0	0	0	0	3	111	0	2	0	1	0	128	1	246	722	0	0
5:45 PM	5:50 PM	0	0	0	0	77	0	0	0	0	0	0	131	1	209	696	0	0
5:50 PM	5:55 PM	0	0	0	0	102	0	2	0	0	0	0	162	1	267	487	0	0
5:55 PM	6:00 PM	0	0	0	1	105	0	0	0	1	0	113	0	220	220	0	0	

N-S STREET: **Car Wash Access**
E-W STREET: **Antelope Drive**

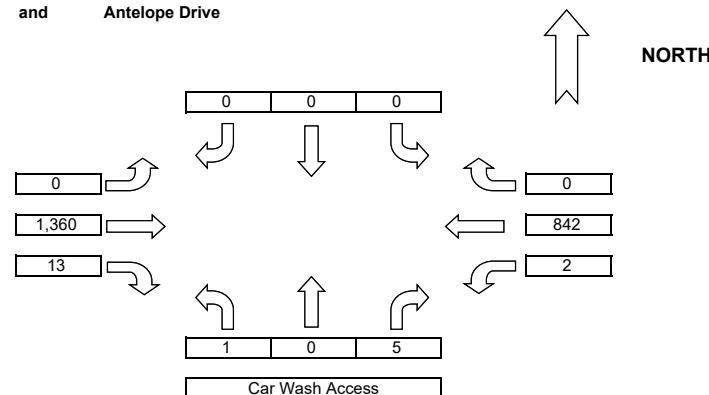
COUNT DATE: **May 7, 2025**
Day of the Week: **Wednesday**

NOTES:
COUNT TIME:
FROM: **7:00 AM**
TO: **9:00 AM**

AM PEAK HOUR VOLUMES
INTERSECTION: **Car Wash Access and Antelope Drive**

PK HR VOLUME: 2,223
PHF: 0.92
PEAK HOUR:
FROM: 8:00 AM TO: 9:00 AM

Antelope Drive

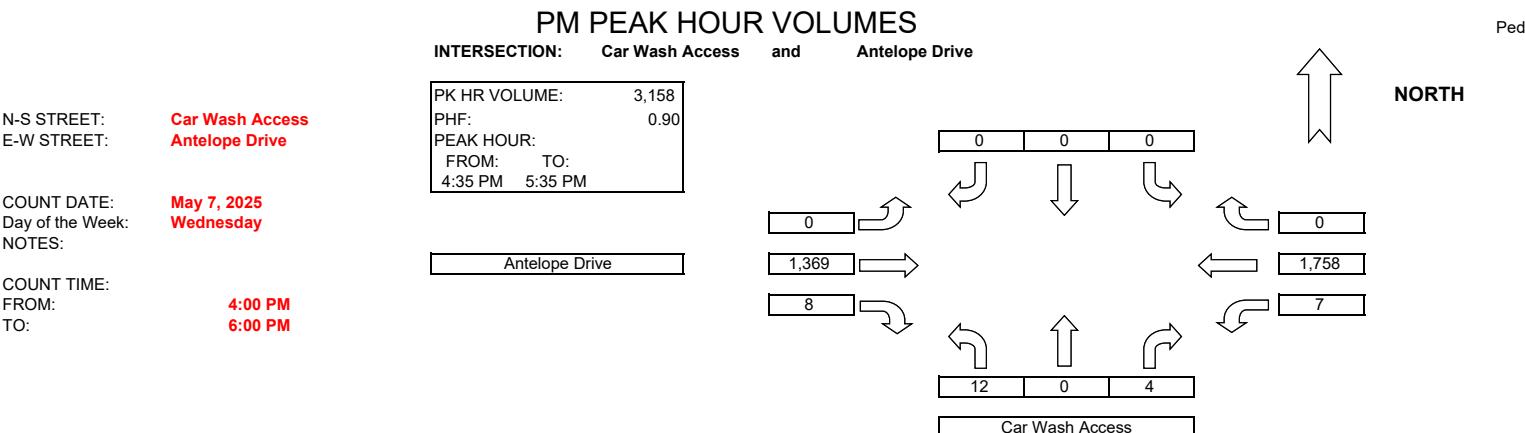


Ped = 0

PM Traffic

COUNT DATA INPUT:

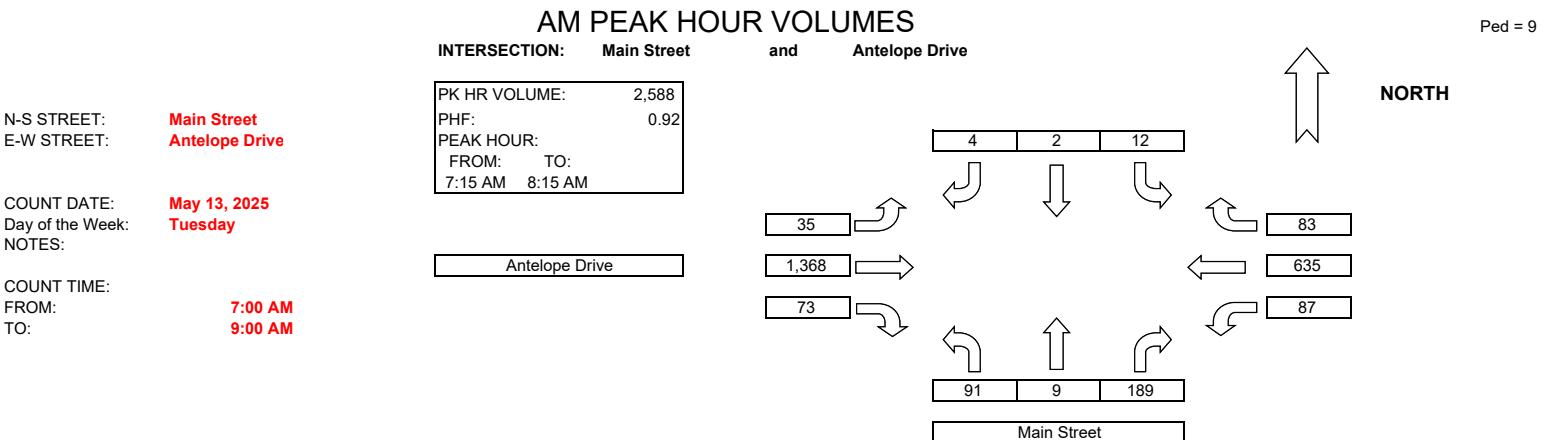
TIME PERIOD	FROM:	TO:	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND			TOTAL 5' VOLUMES	TOTAL 15' VOLUMES	PEDESTRIAN	
			NBL	NBT	NBR	EBL	EBT	EBR	SBL	SBT	SBR	WBL	WBT	WBR			E/W	N/S
	7:00 AM	7:05 AM	0	0	0	0	96	0	0	0	0	0	61	0	157	470	0	0
	7:05 AM	7:10 AM	0	0	1	0	100	0	0	0	0	1	58	0	160	467	0	0
	7:10 AM	7:15 AM	0	0	0	0	100	0	0	0	0	0	53	0	153	457	0	0
	7:15 AM	7:20 AM	0	0	0	0	102	0	0	0	0	0	52	0	154	457	0	0
	7:20 AM	7:25 AM	0	0	0	0	99	0	0	0	0	0	51	0	150	472	0	0
	7:25 AM	7:30 AM	0	0	0	0	109	0	0	0	0	0	44	0	153	469	0	0
	7:30 AM	7:35 AM	0	0	0	0	112	0	0	0	0	0	57	0	169	524	0	0
	7:35 AM	7:40 AM	0	0	0	0	95	1	0	0	0	0	51	0	147	544	0	0
	7:40 AM	7:45 AM	0	0	0	0	139	1	0	0	0	0	68	0	208	590	0	0
	7:45 AM	7:50 AM	0	0	0	0	136	1	0	0	0	0	52	0	189	580	0	0
	7:50 AM	7:55 AM	0	0	0	0	115	0	0	0	0	0	78	0	193	582	0	0
	7:55 AM	8:00 AM	0	0	0	0	142	0	0	0	0	0	56	0	198	559	0	0
	8:00 AM	8:05 AM	0	0	1	0	109	0	0	0	0	0	81	0	191	545	0	0
	8:05 AM	8:10 AM	0	0	0	0	104	2	0	0	0	0	64	0	170	534	0	0
	8:10 AM	8:15 AM	0	0	1	0	110	0	0	0	0	0	73	0	184	526	0	0
	8:15 AM	8:20 AM	1	0	0	0	101	2	0	0	0	1	75	0	180	537	0	0
	8:20 AM	8:25 AM	0	0	0	0	99	2	0	0	0	0	61	0	162	536	0	0
	8:25 AM	8:30 AM	0	0	1	0	117	0	0	0	0	1	76	0	195	542	0	0
	8:30 AM	8:35 AM	0	0	0	0	118	0	0	0	0	0	61	0	179	535	0	0
	8:35 AM	8:40 AM	0	0	0	0	119	0	0	0	0	0	49	0	168	539	0	0
	8:40 AM	8:45 AM	0	0	0	0	96	1	0	0	0	0	91	0	188	575	0	0
	8:45 AM	8:50 AM	0	0	1	0	108	2	0	0	0	0	72	0	183	606	0	0
	8:50 AM	8:55 AM	0	0	1	0	135	1	0	0	0	0	67	0	204	423	0	0
	8:55 AM	9:00 AM	0	0	0	0	144	3	0	0	0	0	72	0	219	219	0	0



PM Traffic

COUNT DATA INPUT:

TIME PERIOD	TO:	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND			TOTAL 5' VOLUMES	TOTAL 15' VOLUMES	PEDESTRIAN	
		NBL	NBT	NBR	EBL	EBT	EBR	SBL	SBT	SBR	WBL	WBT	WBR			E/W	N/S
4:00 PM	4:05 PM	0	0	0	0	87	0	0	0	0	1	125	0	213	717	0	0
4:05 PM	4:10 PM	0	0	0	0	114	2	0	0	0	1	139	0	256	768	0	0
4:10 PM	4:15 PM	1	0	0	0	105	1	0	0	0	0	141	0	248	725	0	0
4:15 PM	4:20 PM	1	0	0	0	104	0	0	0	0	0	159	0	264	732	0	0
4:20 PM	4:25 PM	0	0	0	0	83	1	0	0	0	0	129	0	213	681	0	0
4:25 PM	4:30 PM	0	0	0	0	97	0	0	0	0	1	157	0	255	809	0	0
4:30 PM	4:35 PM	0	0	0	0	93	0	0	0	0	1	119	0	213	812	0	0
4:35 PM	4:40 PM	1	0	0	0	131	2	0	0	0	0	207	0	341	873	0	0
4:40 PM	4:45 PM	0	0	0	0	113	0	0	0	0	0	145	0	258	770	0	0
4:45 PM	4:50 PM	1	0	0	0	114	1	0	0	0	1	157	0	274	733	0	0
4:50 PM	4:55 PM	3	0	0	0	117	1	0	0	0	0	117	0	238	732	0	0
4:55 PM	5:00 PM	0	0	0	0	100	0	0	0	0	0	121	0	221	755	0	0
5:00 PM	5:05 PM	2	0	0	0	121	0	0	0	0	1	149	0	273	812	0	0
5:05 PM	5:10 PM	0	0	1	0	119	3	0	0	0	0	138	0	261	774	0	0
5:10 PM	5:15 PM	1	0	1	0	125	0	0	0	0	0	151	0	278	765	0	0
5:15 PM	5:20 PM	0	0	0	0	77	0	0	0	0	1	157	0	235	738	0	0
5:20 PM	5:25 PM	1	0	1	0	119	1	0	0	0	2	128	0	252	779	0	0
5:25 PM	5:30 PM	0	0	1	0	119	0	0	0	0	2	129	0	251	793	0	0
5:30 PM	5:35 PM	3	0	0	0	114	0	0	0	0	0	159	0	276	781	0	0
5:35 PM	5:40 PM	0	0	0	0	117	0	0	0	0	0	149	0	266	713	0	0
5:40 PM	5:45 PM	0	0	0	0	111	0	0	0	0	0	128	0	239	711	0	0
5:45 PM	5:50 PM	0	0	0	0	77	0	0	0	0	0	131	0	208	690	0	0
5:50 PM	5:55 PM	0	0	0	0	102	0	0	0	0	0	162	0	264	482	0	0
5:55 PM	6:00 PM	0	0	0	0	105	0	0	0	0	0	113	0	218	218	0	0



PM Traffic

COUNT DATA INPUT:

TIME PERIOD	FROM:	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND			TOTAL 5' VOLUMES	TOTAL 15' VOLUMES	PEDESTRIAN			
		TO:	NBL	NBT	NBR	EBL	EBT	EBR	SBL	SBT	SBR	WBL	WBT	WBR		E/W	N/S		
	7:00 AM	7:05 AM	2	2	22	3	75	5	1	0	0	7	49	5	171	567	0	0	
	7:05 AM	7:10 AM	7	0	17	2	91	1	1	0	0	6	55	2	182	591	0	0	
	7:10 AM	7:15 AM	5	0	21	2	122	3	0	0	0	5	53	3	214	594	0	0	
	7:15 AM	7:20 AM	4	1	14	3	104	3	0	0	0	3	56	7	195	624	1	0	
	7:20 AM	7:25 AM	9	1	21	5	95	3	1	1	0	4	40	5	185	643	0	0	
	7:25 AM	7:30 AM	8	2	18	4	131	6	0	0	0	7	58	10	244	677	0	3	
	7:30 AM	7:35 AM	9	1	18	7	106	6	1	0	0	11	46	9	214	625	0	2	
	7:35 AM	7:40 AM	4	3	12	3	120	6	2	0	0	10	49	10	219	656	0	0	
	7:40 AM	7:45 AM	8	0	18	2	109	5	3	0	0	1	5	36	5	192	652	1	0
	7:45 AM	7:50 AM	8	0	11	2	136	3	0	0	0	9	68	8	245	705	0	0	
	7:50 AM	7:55 AM	5	0	16	2	121	5	0	0	0	1	2	54	9	215	675	0	0
	7:55 AM	8:00 AM	12	1	16	1	121	11	1	0	0	9	63	10	245	662	0	1	
	8:00 AM	8:05 AM	5	0	10	3	123	8	0	0	0	1	9	53	3	215	634	1	0
	8:05 AM	8:10 AM	4	0	16	0	110	8	3	0	0	9	48	4	202	601	0	0	
	8:10 AM	8:15 AM	15	0	19	3	92	9	1	1	1	9	64	3	217	594	0	0	
	8:15 AM	8:20 AM	10	0	14	0	82	12	1	0	2	9	50	2	182	568	0	1	
	8:20 AM	8:25 AM	7	0	11	0	111	6	0	0	0	6	53	1	195	571	0	0	
	8:25 AM	8:30 AM	7	0	13	2	89	10	2	1	0	6	59	2	191	591	0	0	
	8:30 AM	8:35 AM	14	0	15	1	90	4	1	1	1	9	43	6	185	597	0	0	
	8:35 AM	8:40 AM	5	0	10	2	121	14	2	0	0	7	53	1	215	637	0	0	
	8:40 AM	8:45 AM	6	0	9	0	101	10	4	0	0	14	52	1	197	635	1	0	
	8:45 AM	8:50 AM	5	0	16	0	115	12	0	0	0	16	59	2	225	681	0	0	
	8:50 AM	8:55 AM	18	0	16	0	97	7	1	0	0	7	65	2	213	456	0	0	
	8:55 AM	9:00 AM	10	0	14	1	132	11	1	0	1	8	64	1	243	243	1	0	

PM PEAK HOUR VOLUMES

INTERSECTION: Main Street and Antelope Drive

Ped = 12

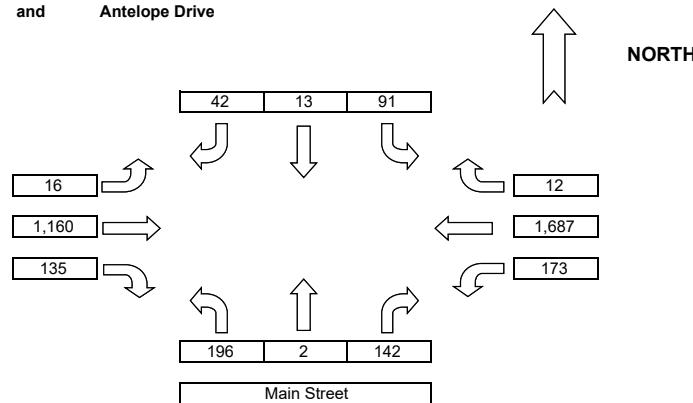
N-S STREET: **Main Street**
E-W STREET: **Antelope Drive**

COUNT DATE: **May 13, 2025**
Day of the Week: **Tuesday**
NOTES:

COUNT TIME:
FROM: **4:00 PM**
TO: **6:00 PM**

PK HR VOLUME: 3,669
PHF: 0.97
PEAK HOUR:
FROM: TO:
4:00 PM 5:00 PM

Antelope Drive



PM Traffic

COUNT DATA INPUT:

TIME PERIOD	FROM:	TO:	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND			TOTAL 5' VOLUMES	TOTAL 15' VOLUMES	PEDESTRIAN	
			NBL	NBT	NBR	EBL	EBT	EBR	SBL	SBT	SBR	WBL	WBT	WBR			E/W	N/S
	4:00 PM	4:05 PM	23	0	12	2	107	9	8	0	2	8	136	1	308	938	1	1
	4:05 PM	4:10 PM	18	0	11	1	102	10	4	1	6	25	157	1	336	878	0	1
	4:10 PM	4:15 PM	11	1	17	2	84	2	4	4	2	17	150	0	294	868	0	0
	4:15 PM	4:20 PM	29	0	11	2	84	7	2	0	1	11	101	0	248	880	0	0
	4:20 PM	4:25 PM	21	0	16	0	121	15	6	1	2	13	131	0	326	893	1	0
	4:25 PM	4:30 PM	15	0	9	3	79	6	3	0	3	16	169	3	306	896	2	0
	4:30 PM	4:35 PM	14	0	9	1	75	15	11	5	6	11	114	0	261	902	2	0
	4:35 PM	4:40 PM	11	1	10	3	121	18	9	1	9	15	130	1	329	950	3	0
	4:40 PM	4:45 PM	7	0	10	0	97	10	9	0	4	9	164	2	312	906	0	0
	4:45 PM	4:50 PM	17	0	11	1	86	16	18	1	1	15	140	3	309	949	1	0
	4:50 PM	4:55 PM	15	0	11	1	103	8	5	0	4	11	127	0	285	921	0	0
	4:55 PM	5:00 PM	15	0	15	0	101	19	12	0	2	22	168	1	355	929	0	0
	5:00 PM	5:05 PM	10	0	7	1	101	15	11	1	2	18	113	2	281	868	0	0
	5:05 PM	5:10 PM	18	1	10	0	108	10	6	1	10	8	120	1	293	854	0	0
	5:10 PM	5:15 PM	8	0	20	0	103	6	0	0	1	11	145	0	294	864	2	0
	5:15 PM	5:20 PM	10	0	10	0	82	5	0	0	0	11	149	0	267	865	0	2
	5:20 PM	5:25 PM	21	0	15	3	98	10	4	0	2	16	133	1	303	866	1	0
	5:25 PM	5:30 PM	15	0	14	0	108	7	5	0	2	20	124	0	295	834	0	0
	5:30 PM	5:35 PM	7	0	13	1	88	7	2	0	2	10	137	1	268	822	0	0
	5:35 PM	5:40 PM	13	0	18	0	90	13	2	0	2	24	109	0	271	853	0	0
	5:40 PM	5:45 PM	18	0	16	1	86	11	3	0	0	15	132	1	283	870	1	0
	5:45 PM	5:50 PM	10	0	10	0	110	12	3	1	1	18	134	0	299	796	0	1
	5:50 PM	5:55 PM	11	0	17	0	94	10	1	0	0	20	135	0	288	497	1	0
	5:55 PM	6:00 PM	7	1	7	1	86	8	2	0	0	11	84	2	209	209	0	0

ITE 11th Edition	Size	Land Use	Trip Rate			Trips			In / Out %				Total				
			AM	PM	Daily	AM	PM	Daily	AM IN	AM Out	PM IN	PM OUT	AM IN	AM Out	PM IN	PM OUT	
Townhomes	55	220	0.40	0.51	6.74	22	28	371	Townhomes	24%	76%	63%	37%	5	17	18	10
Retail	4.200	822	2.36	6.59	54.45	10	28	229		60%	40%	50%	50%	6	4	14	14
Drive thru	7.500	934	44.61	33.03	467.48	335	248	3506		51%	49%	52%	48%	171	164	129	119
Total						366	303	4105		Total				182	185	161	143

1.29%	Growth Factor	Years	Analysis Year
	1.00	0	2025
	1.07	5	2030
	1.38	25	2050

Straight line growth assumed within the study horizon

Source: Traffic on Utah Highways

Road: SR 108		
Year	AADT	Growth
2013	32,000	
2014	32,000	0.0%
2015	34,000	6.3%
2016	35,000	2.9%
2017	36,000	2.9%
2018	36,000	0.0%
2019	37,000	2.8%
2020	33,000	-10.8%
2021	35,000	6.1%
2022	36,000	2.9%
2023	36,000	0.0%
Average		1.3%

Trip Distribution

1		Antelope Drive / Main Street			1.07
	2025	Site	2025	2030	2030
AM	2025	Phase I	Total	Background	Total
EBL	35		35	37	37
EBT	1235	92	1327	1321	1413
EBR	72		72	77	77
WBL	87	10	97	93	103
WBT	707	90	797	756	846
WBR	83		83	89	89
NBL	91		91	97	97
NBT	9		9	10	10
NBR	189	10	199	202	212
SBL	12		12	13	13
SBT	2		2	2	2
SBR	4		4	4	4
East	2313	202		2475	2677
West	2144	182		2294	2476
North	145	0		155	155
South	450	20		482	502
2		Antelope Drive / 300 West			1.07
	2025	Site	2025	2030	2030
AM	2025	Phase I	Total	Background	Total
EBL	58		58	62	62
EBT	1303	68	1371	1394	1462
EBR	16		16	17	17
WBL	19		19	20	20
WBT	686	65	751	734	799
WBR	94		94	101	101
NBL	2		2	2	2
NBT	1		1	1	1
NBR	25		25	27	27
SBL	27		27	29	29
SBT	0		0	0	0
SBR	35		35	37	37
East	2154	133		2305	2438
West	2100	133		2247	2380
North	215	0		230	230
South	63	0		67	67

1		Antelope Drive / Main Street			1.07
	2025	Site	2025	2030	2030
AM	2025	Phase I	Total	Background	Total
EBL	16		16	17	17
EBT	1217	71	1288	1302	1373
EBR	135		135	144	144
WBL	173	9	182	185	194
WBT	1527	80	1607	1634	1714
WBR	12		12	13	13
NBL	196		196	210	210
NBT	2		2	2	2
NBR	142	8	150	152	160
SBL	91		91	97	97
SBT	13		13	14	14
SBR	42		42	45	45
East	3162	168		3383	3551
West	3133	151		3352	3503
North	176	0		188	188
South	661	17		707	724
2		Antelope Drive / 300 West			1.07
	2025	Site	2025	2030	2030
AM	2025	Phase I	Total	Background	Total
EBL	21		21	22	22
EBT	1277	56	1333	1366	1422
EBR	14		14	15	15
WBL	34		34	36	36
WBT	1689	50	1739	1807	1857
WBR	45		45	48	48
NBL	5		5	5	5
NBT	0		0	0	0
NBR	26		26	28	28
SBL	68		68	73	73
SBT	0		0	0	0
SBR	115		115	123	123
East	3139	106		3359	3465
West	3121	106		3339	3445
North	249	0		266	266
South	79	0		85	85

Trip Distribution

		Antelope Drive / Car Wash				1.07	
		2025	Site	2025	2030	Background	2030
		2025	Phase I	Total		Total	
AM	2025			0	0	0	
EBL				0	0	0	
EBT	1338	46	1384	1432	1478		
EBR	13	34	47	14	48		
WBL	2	45	47	2	47		
WBT	800	45	845	856	901		
WBR				0	0	0	
NBL	1	33	34	1	34		
NBT				0	0	0	
NBR	5	46	51	5	51		
SBL				0	0	0	
SBT				0	0	0	
SBR				0	0	0	
East	2145	182		2295	2477		
West	2152	158		2303	2461		
North	0	0		0	0		
South	21	158		22	180		
		2025	Site	2025	2030	Background	2030
		2025	Phase I	Total		Total	
PM	2025			0	0	0	
EBL				0	0	0	
EBT	1364	36	1400	1459	1495		
EBR	8	28	36	9	37		
WBL	7	40	47	7	47		
WBT	1758	40	1798	1881	1921		
WBR				0	0	0	
NBL	12	25	37	13	38		
NBT				0	0	0	
NBR	4	36	40	4	40		
SBL				0	0	0	
SBT				0	0	0	
SBR				0	0	0	
East	3133	152		3352	3504		
West	3142	129		3362	3491		
North	0	0		0	0		
South	31	129		33	162		

% Increase
1

		Antelope Drive / Recycle Access				1.07	
		2025	Site	2025	2030	Background	2030
		2025	Phase I	Total		Total	
AM	2025			7	7	7	
EBL				0	0	0	
EBT	1348	34	1382	1442	1476		
EBR	0	34	34	0	34		
WBL	0	45	45	0	45		
WBT	794	33	827	850	883		
WBR	6		6	6	6		
NBL	0	33	33	0	33		
NBT	0		0	0	0		
NBR	0	46	46	0	46		
SBL	3		3	3	3		
SBT	0		0	0	0		
SBR	5		5	5	5		
East	2151	158		2302	2460		
West	2154	134		2305	2439		
North	21	0		22	22		
South	0	158		0	158		
		2025	Site	2025	2030	Background	2030
		2025	Phase I	Total		Total	
PM	2025			2	2	2	
EBL				2	2	2	
EBT	1369	28	1397	1465	1493		
EBR	0	28	28	0	28		
WBL	0	40	40	0	40		
WBT	1762	25	1787	1885	1910		
WBR	8		8	9	9		
NBL	0	25	25	0	25		
NBT	0		0	0	0		
NBR	0	36	36	0	36		
SBL	3		3	3	3		
SBT	0		0	0	0		
SBR	5		5	5	5		
East	3142	129		3362	3491		
West	3138	106		3358	3464		
North	18	0		19	19		
South	0	129		0	129		

% Increase
1

		Main Street / Access Y				1.07	
		2025	Site	2025	2030	Background	2030
		2025	Phase I	Total		Total	
AM	2025			10	10	0	10
EBL				0	0	0	
EBT				19	19	0	19
EBR				0	0	0	
WBL				0	0	0	
WBT				0	0	0	
WBR				0	0	0	
NBL				18	18	0	18
NBT	289			289	309	309	
NBR				0	0	0	
SBL				0	0	0	
SBT	161			161	172	172	
SBR				10	10	0	10
East	0	0		0	0		
West	0	57		0	57		
North	450	20		482	502		
South	450	37		482	519		
		2025	Site	2025	2030	Background	2030
		2025	Phase I	Total		Total	
PM	2025			8	8	0	8
EBL				0	0	0	
EBT				14	14	0	14
EBR				0	0	0	
WBL				0	0	0	
WBT				0	0	0	
WBR				0	0	0	
NBL				16	16	0	16
NBT	340			340	364	364	
NBR				0	0	0	
SBL				0	0	0	
SBT	321			321	343	343	
SBR				9	9	0	9
East	0	0		0	0		
West	0	47		0	47		
North	661	17		707	724		
South	661	30		707	737		

% Increase
1



Appendix B Without Site Intersection Analyses

Timings

1: Main Street & Antelope Drive

06/17/2025



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑	↑↑	↑	↑	↑↑	↑	↑	↑	↑	↑	↑	↑
Traffic Volume (vph)	35	1235	72	87	707	83	91	9	189	12	2	4
Future Volume (vph)	35	1235	72	87	707	83	91	9	189	12	2	4
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	7	4		3	8			2			6	
Permitted Phases	4		4	8		8	2		2	6		6
Detector Phase	7	4	4	3	8	8	2	2	2	6	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	11.0	84.0	84.0	17.0	90.0	90.0	34.0	34.0	34.0	34.0	34.0	34.0
Total Split (%)	8.1%	62.2%	62.2%	12.6%	66.7%	66.7%	25.2%	25.2%	25.2%	25.2%	25.2%	25.2%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	C-Max	C-Max	C-Max	C-Max
Act Efft Green (s)	74.0	67.7	67.7	80.4	72.6	72.6	44.6	44.6	44.6	44.6	44.6	44.6
Actuated g/C Ratio	0.55	0.50	0.50	0.60	0.54	0.54	0.33	0.33	0.33	0.33	0.33	0.33
v/c Ratio	0.10	0.76	0.09	0.47	0.40	0.10	0.21	0.02	0.33	0.03	0.00	0.01
Control Delay	9.6	29.6	2.5	17.8	18.7	2.5	37.4	36.2	13.8	36.2	36.5	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	9.6	29.6	2.5	17.8	18.7	2.5	37.4	36.2	13.8	36.2	36.5	0.0
LOS	A	C	A	B	B	A	D	D	B	D	D	A
Approach Delay		27.6			17.1			22.0			28.6	
Approach LOS		C			B			C			C	

Intersection Summary

Cycle Length: 135

Actuated Cycle Length: 135

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.76

Intersection Signal Delay: 23.3

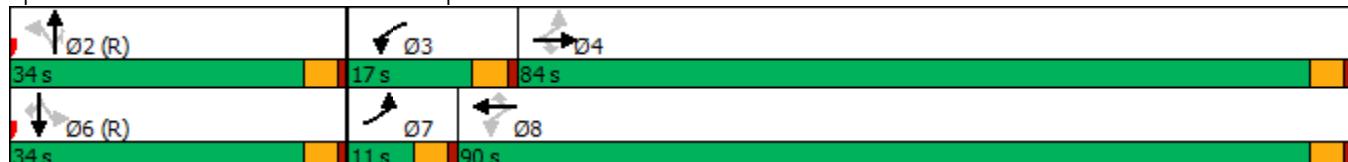
Intersection LOS: C

Intersection Capacity Utilization 61.9%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 1: Main Street & Antelope Drive



Intersection												
Int Delay, s/veh	2.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑	↑↑	↑	↑	↑↑	↑	↑	↑	↑	↑	↑	↑
Traffic Vol, veh/h	58	1303	16	19	686	94	2	1	25	27	0	35
Future Vol, veh/h	58	1303	16	19	686	94	2	1	25	27	0	35
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	300	-	300	300	-	300	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	63	1416	17	21	746	102	2	1	27	29	0	38
Major/Minor	Major1		Major2		Minor1		Minor2					
Conflicting Flow All	848	0	0	1433	0	0	1957	2432	708	1623	2347	373
Stage 1	-	-	-	-	-	-	1542	1542	-	788	788	-
Stage 2	-	-	-	-	-	-	415	890	-	835	1559	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	785	-	-	470	-	-	38	31	377	68	36	624
Stage 1	-	-	-	-	-	-	120	175	-	350	400	-
Stage 2	-	-	-	-	-	-	585	359	-	328	172	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	785	-	-	470	-	-	32	27	377	55	32	624
Mov Cap-2 Maneuver	-	-	-	-	-	-	32	27	-	55	32	-
Stage 1	-	-	-	-	-	-	110	161	-	322	382	-
Stage 2	-	-	-	-	-	-	525	343	-	278	158	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	0.4		0.3		28.6		62.4					
HCM LOS					D		F					
Minor Lane/Major Mvmt	NBLn1		NBLn2		EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	32	252	785	-	-	470	-	-	-	55	624	
HCM Lane V/C Ratio	0.068	0.112	0.08	-	-	0.044	-	-	-	0.534	0.061	
HCM Control Delay (s)	125.5	21.1	10	-	-	13	-	-	-	129	11.1	
HCM Lane LOS	F	C	A	-	-	B	-	-	-	F	B	
HCM 95th %tile Q(veh)	0.2	0.4	0.3	-	-	0.1	-	-	-	2.1	0.2	

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↑	↑↑	↑	
Traffic Vol, veh/h	1338	13	2	800	1	5
Future Vol, veh/h	1338	13	2	800	1	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1454	14	2	870	1	5
Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	1468	0	1900	734
Stage 1	-	-	-	-	1461	-
Stage 2	-	-	-	-	439	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	456	-	61	363
Stage 1	-	-	-	-	180	-
Stage 2	-	-	-	-	617	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	456	-	61	363
Mov Cap-2 Maneuver	-	-	-	-	145	-
Stage 1	-	-	-	-	180	-
Stage 2	-	-	-	-	615	-
Approach	EB	WB	NB			
HCM Control Delay, s	0	0	17.7			
HCM LOS			C			
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	290	-	-	456	-	
HCM Lane V/C Ratio	0.022	-	-	0.005	-	
HCM Control Delay (s)	17.7	-	-	12.9	-	
HCM Lane LOS	C	-	-	B	-	
HCM 95th %tile Q(veh)	0.1	-	-	0	-	

Intersection

Int Delay, s/veh 0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑	↑↑	↑	↑	↑↑	↑	↑	↑	↑	↑	↑	↑
Traffic Vol, veh/h	7	1348	0	0	794	6	0	0	0	3	0	5
Future Vol, veh/h	7	1348	0	0	794	6	0	0	0	3	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	200	-	200	200	-	200	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	1465	0	0	863	7	0	0	0	3	0	5

Major/Minor	Major1	Major2			Minor1			Minor2				
Conflicting Flow All	870	0	0	1465	0	0	1913	2351	733	1612	2344	432
Stage 1	-	-	-	-	-	-	1481	1481	-	863	863	-
Stage 2	-	-	-	-	-	-	432	870	-	749	1481	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	770	-	-	457	-	-	41	35	363	69	36	572
Stage 1	-	-	-	-	-	-	131	187	-	316	370	-
Stage 2	-	-	-	-	-	-	572	367	-	370	187	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	770	-	-	457	-	-	40	35	363	68	36	572
Mov Cap-2 Maneuver	-	-	-	-	-	-	40	35	-	68	36	-
Stage 1	-	-	-	-	-	-	130	185	-	313	370	-
Stage 2	-	-	-	-	-	-	567	367	-	366	185	-

Approach	EB	WB			NB			SB				
HCM Control Delay, s	0.1	0			0			29.9				
HCM LOS					A			D				
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2		
Capacity (veh/h)	-	-	770	-	-	457	-	-	68	572		
HCM Lane V/C Ratio	-	-	0.01	-	-	-	-	-	0.048	0.01		
HCM Control Delay (s)	0	0	9.7	-	-	0	-	-	60.6	11.4		
HCM Lane LOS	A	A	A	-	-	A	-	-	F	B		
HCM 95th %tile Q(veh)	-	-	0	-	-	0	-	-	0.1	0		

Timings

1: Main Street & Antelope Drive

06/17/2025



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑	↑↑	↑	↑	↑↑	↑	↑	↑	↑	↑	↑	↑
Traffic Volume (vph)	16	1217	135	173	1527	12	196	2	142	91	13	42
Future Volume (vph)	16	1217	135	173	1527	12	196	2	142	91	13	42
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	7	4		3	8			2			6	
Permitted Phases	4			8		8	2		2	6		6
Detector Phase	7	4	4	3	8	8	2	2	2	6	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	9.6	71.4	71.4	23.2	85.0	85.0	40.4	40.4	40.4	40.4	40.4	40.4
Total Split (%)	7.1%	52.9%	52.9%	17.2%	63.0%	63.0%	29.9%	29.9%	29.9%	29.9%	29.9%	29.9%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	C-Max	C-Max	C-Max	C-Max
Act Effect Green (s)	68.0	62.9	62.9	81.4	77.6	77.6	44.6	44.6	44.6	44.6	44.6	44.6
Actuated g/C Ratio	0.50	0.47	0.47	0.60	0.57	0.57	0.33	0.33	0.33	0.33	0.33	0.33
v/c Ratio	0.14	0.80	0.18	0.73	0.82	0.01	0.46	0.00	0.25	0.21	0.02	0.08
Control Delay	12.3	34.8	3.2	41.8	26.7	0.0	42.4	36.0	6.7	37.2	35.5	1.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	12.3	34.8	3.2	41.8	26.7	0.0	42.4	36.0	6.7	37.2	35.5	1.2
LOS	B	C	A	D	C	A	D	D	A	D	D	A
Approach Delay		31.4				28.1			27.4			26.6
Approach LOS		C				C			C			C

Intersection Summary

Cycle Length: 135

Actuated Cycle Length: 135

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 75

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.82

Intersection Signal Delay: 29.2

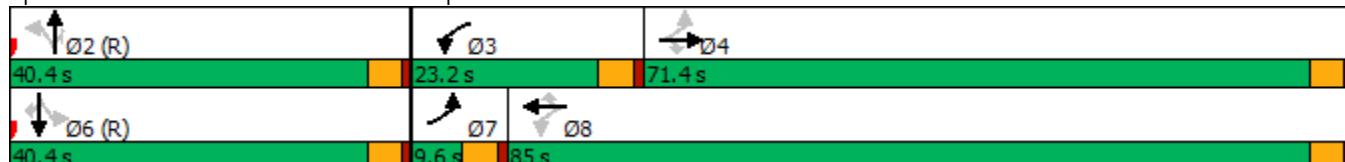
Intersection LOS: C

Intersection Capacity Utilization 75.2%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 1: Main Street & Antelope Drive



Intersection																							
Int Delay, s/veh 86.3																							
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR											
Lane Configurations	↑	↑↑	↑	↑	↑↑	↑	↑	↑	↑	↑	↑	↑											
Traffic Vol, veh/h	21	1277	14	34	1689	45	5	0	26	68	0	115											
Future Vol, veh/h	21	1277	14	34	1689	45	5	0	26	68	0	115											
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0											
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop											
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None											
Storage Length	300	-	300	300	-	300	100	-	-	100	-	-											
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-											
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-											
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92											
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2											
Mvmt Flow	23	1388	15	37	1836	49	5	0	28	74	0	125											
Major/Minor																							
Major1		Major2			Minor1			Minor2															
Conflicting Flow All	1885	0	0	1403	0	0	2426	3393	694	2650	3359	918											
Stage 1	-	-	-	-	-	-	1434	1434	-	1910	1910	-											
Stage 2	-	-	-	-	-	-	992	1959	-	740	1449	-											
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94											
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-											
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-											
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32											
Pot Cap-1 Maneuver	314	-	-	483	-	-	17	7	385	~ 11	8	274											
Stage 1	-	-	-	-	-	-	141	198	-	~ 70	115	-											
Stage 2	-	-	-	-	-	-	264	108	-	375	194	-											
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-											
Mov Cap-1 Maneuver	314	-	-	483	-	-	8	6	385	~ 9	7	274											
Mov Cap-2 Maneuver	-	-	-	-	-	-	8	6	-	~ 9	7	-											
Stage 1	-	-	-	-	-	-	131	184	-	~ 65	106	-											
Stage 2	-	-	-	-	-	-	133	100	-	322	180	-											
Approach																							
EB			WB			NB			SB														
HCM Control Delay, s	0.3		0.3		135.4			\$ 1525															
HCM LOS	F						F																
Minor Lane/Major Mvmt																							
Capacity (veh/h)	8	385	314	-	-	483	-	-	9	274													
HCM Lane V/C Ratio	0.679	0.073	0.073	-	-	0.077	-	-	8.213	0.456													
HCM Control Delay (s)	\$ 760.7	15.1	17.4	-	-	13.1	-	-	\$ 4055.6	28.7													
HCM Lane LOS	F	C	C	-	-	B	-	-	F	D													
HCM 95th %tile Q(veh)	1.3	0.2	0.2	-	-	0.2	-	-	10.7	2.2													
Notes																							
~: Volume exceeds capacity			\$: Delay exceeds 300s			+: Computation Not Defined			*: All major volume in platoon														

Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↑	↑↑	↑	
Traffic Vol, veh/h	1364	8	7	1758	12	4
Future Vol, veh/h	1364	8	7	1758	12	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1483	9	8	1911	13	4
Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	1492	0	2460	746
Stage 1	-	-	-	-	1488	-
Stage 2	-	-	-	-	972	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	446	-	25	356
Stage 1	-	-	-	-	174	-
Stage 2	-	-	-	-	327	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	446	-	25	356
Mov Cap-2 Maneuver	-	-	-	-	113	-
Stage 1	-	-	-	-	174	-
Stage 2	-	-	-	-	321	-
Approach	EB	WB	NB			
HCM Control Delay, s	0	0.1	35.3			
HCM LOS			E			
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	136	-	-	446	-	
HCM Lane V/C Ratio	0.128	-	-	0.017	-	
HCM Control Delay (s)	35.3	-	-	13.2	-	
HCM Lane LOS	E	-	-	B	-	
HCM 95th %tile Q(veh)	0.4	-	-	0.1	-	

Intersection

Int Delay, s/veh 0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑	↑↑	↑	↑	↑↑	↑	↑	↑	↑	↑	↑	↑
Traffic Vol, veh/h	2	1369	0	0	1762	8	0	0	0	3	0	5
Future Vol, veh/h	2	1369	0	0	1762	8	0	0	0	3	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	200	-	200	200	-	200	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	1488	0	0	1915	9	0	0	0	3	0	5

Major/Minor	Major1	Major2			Minor1			Minor2				
Conflicting Flow All	1924	0	0	1488	0	0	2450	3416	744	2663	3407	958
Stage 1	-	-	-	-	-	-	1492	1492	-	1915	1915	-
Stage 2	-	-	-	-	-	-	958	1924	-	748	1492	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	303	-	-	448	-	-	16	7	357	11	7	258
Stage 1	-	-	-	-	-	-	129	185	-	70	114	-
Stage 2	-	-	-	-	-	-	276	113	-	371	185	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	303	-	-	448	-	-	16	7	357	11	7	258
Mov Cap-2 Maneuver	-	-	-	-	-	-	16	7	-	11	7	-
Stage 1	-	-	-	-	-	-	128	184	-	70	114	-
Stage 2	-	-	-	-	-	-	270	113	-	369	184	-

Approach	EB	WB			NB			SB			
HCM Control Delay, s	0	0			0			175.6			
HCM LOS					A			F			
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2	
Capacity (veh/h)	-	-	303	-	-	448	-	-	11	258	
HCM Lane V/C Ratio	-	-	0.007	-	-	-	-	-	0.296	0.021	
HCM Control Delay (s)	0	0	17	-	-	0	-	-	\$ 436.1	19.3	
HCM Lane LOS	A	A	C	-	-	A	-	-	F	C	
HCM 95th %tile Q(veh)	-	-	0	-	-	0	-	-	0.7	0.1	

Timings

1: Main Street & Antelope Drive

06/17/2025



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑	↑↑	↑	↑	↑↑	↑	↑	↑	↑	↑	↑	↑
Traffic Volume (vph)	37	1321	77	93	756	89	97	10	202	13	2	4
Future Volume (vph)	37	1321	77	93	756	89	97	10	202	13	2	4
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	7	4		3	8			2			6	
Permitted Phases	4			8		8	2		2	6		6
Detector Phase	7	4	4	3	8	8	2	2	2	6	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	11.0	84.0	84.0	17.0	90.0	90.0	34.0	34.0	34.0	34.0	34.0	34.0
Total Split (%)	8.1%	62.2%	62.2%	12.6%	66.7%	66.7%	25.2%	25.2%	25.2%	25.2%	25.2%	25.2%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	C-Max	C-Max	C-Max	C-Max
Act Effect Green (s)	77.6	71.3	71.3	83.6	76.1	76.1	41.2	41.2	41.2	41.2	41.2	41.2
Actuated g/C Ratio	0.57	0.53	0.53	0.62	0.56	0.56	0.31	0.31	0.31	0.31	0.31	0.31
v/c Ratio	0.11	0.77	0.10	0.52	0.41	0.10	0.24	0.02	0.38	0.03	0.00	0.01
Control Delay	8.6	28.0	2.7	21.4	17.2	2.3	40.0	37.7	17.6	37.9	38.0	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	8.6	28.0	2.7	21.4	17.2	2.3	40.0	37.7	17.6	37.9	38.0	0.0
LOS	A	C	A	C	B	A	D	D	B	D	D	A
Approach Delay		26.1			16.2			25.3			30.3	
Approach LOS		C			B			C			C	

Intersection Summary

Cycle Length: 135

Actuated Cycle Length: 135

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 65

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.77

Intersection Signal Delay: 22.6

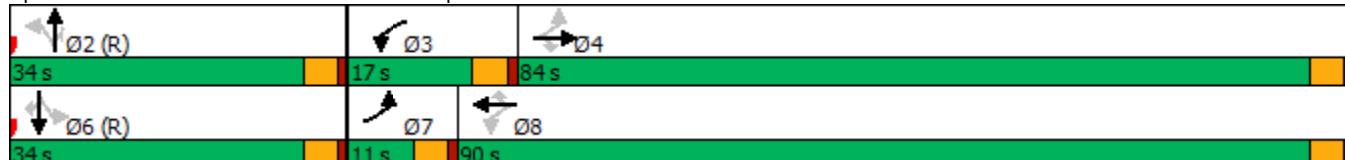
Intersection LOS: C

Intersection Capacity Utilization 65.0%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 1: Main Street & Antelope Drive



Intersection												
Int Delay, s/veh	3.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑	↑↑	↑	↑	↑↑	↑	↑	↑	↑	↑	↑	↑
Traffic Vol, veh/h	62	1394	17	20	734	101	2	1	27	29	0	37
Future Vol, veh/h	62	1394	17	20	734	101	2	1	27	29	0	37
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	300	-	300	300	-	300	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	67	1515	18	22	798	110	2	1	29	32	0	40
Major/Minor												
Major1		Major2			Minor1			Minor2				
Conflicting Flow All	908	0	0	1533	0	0	2092	2601	758	1734	2509	399
Stage 1	-	-	-	-	-	-	1649	1649	-	842	842	-
Stage 2	-	-	-	-	-	-	443	952	-	892	1667	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	745	-	-	430	-	-	30	24	350	56	28	601
Stage 1	-	-	-	-	-	-	103	155	-	325	378	-
Stage 2	-	-	-	-	-	-	564	336	-	303	152	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	745	-	-	430	-	-	25	21	350	44	24	601
Mov Cap-2 Maneuver	-	-	-	-	-	-	25	21	-	44	24	-
Stage 1	-	-	-	-	-	-	94	141	-	296	359	-
Stage 2	-	-	-	-	-	-	499	319	-	251	138	-
Approach												
EB			WB			NB			SB			
HCM Control Delay, s	0.4		0.3			32.8			93.2			
HCM LOS	D						F					
Minor Lane/Major Mvmt		NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2	
Capacity (veh/h)	25	224	745	-	-	-	430	-	-	44	601	
HCM Lane V/C Ratio	0.087	0.136	0.09	-	-	-	0.051	-	-	0.716	0.067	
HCM Control Delay (s)	162.3	23.6	10.3	-	-	-	13.8	-	-	197.5	11.4	
HCM Lane LOS	F	C	B	-	-	-	B	-	-	F	B	
HCM 95th %tile Q(veh)	0.3	0.5	0.3	-	-	-	0.2	-	-	2.7	0.2	

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↑	↑↑	↑	
Traffic Vol, veh/h	1432	14	2	856	1	5
Future Vol, veh/h	1432	14	2	856	1	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1557	15	2	930	1	5
Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	1572	0	2034	786
Stage 1	-	-	-	-	1565	-
Stage 2	-	-	-	-	469	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	415	-	49	335
Stage 1	-	-	-	-	158	-
Stage 2	-	-	-	-	596	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	415	-	49	335
Mov Cap-2 Maneuver	-	-	-	-	128	-
Stage 1	-	-	-	-	158	-
Stage 2	-	-	-	-	593	-
Approach	EB	WB	NB			
HCM Control Delay, s	0	0	19			
HCM LOS			C			
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	264	-	-	415	-	
HCM Lane V/C Ratio	0.025	-	-	0.005	-	
HCM Control Delay (s)	19	-	-	13.7	-	
HCM Lane LOS	C	-	-	B	-	
HCM 95th %tile Q(veh)	0.1	-	-	0	-	

Intersection

Int Delay, s/veh 0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑	↑↑	↑	↑	↑↑	↑	↑	↑	↑	↑	↑	↑
Traffic Vol, veh/h	7	1442	0	0	850	6	0	0	0	3	0	5
Future Vol, veh/h	7	1442	0	0	850	6	0	0	0	3	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	200	-	200	200	-	200	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	1567	0	0	924	7	0	0	0	3	0	5

Major/Minor	Major1	Major2			Minor1			Minor2				
Conflicting Flow All	931	0	0	1567	0	0	2045	2514	784	1724	2507	462
Stage 1	-	-	-	-	-	-	1583	1583	-	924	924	-
Stage 2	-	-	-	-	-	-	462	931	-	800	1583	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	731	-	-	417	-	-	33	28	336	57	28	547
Stage 1	-	-	-	-	-	-	113	167	-	290	346	-
Stage 2	-	-	-	-	-	-	549	344	-	345	167	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	731	-	-	417	-	-	32	28	336	57	28	547
Mov Cap-2 Maneuver	-	-	-	-	-	-	32	28	-	57	28	-
Stage 1	-	-	-	-	-	-	112	165	-	287	346	-
Stage 2	-	-	-	-	-	-	544	344	-	341	165	-

Approach	EB	WB			NB			SB			
HCM Control Delay, s	0	0			0			34.3			
HCM LOS					A			D			
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2	
Capacity (veh/h)	-	-	731	-	-	417	-	-	57	547	
HCM Lane V/C Ratio	-	-	0.01	-	-	-	-	-	0.057	0.01	
HCM Control Delay (s)	0	0	10	-	-	0	-	-	72	11.6	
HCM Lane LOS	A	A	A	-	-	A	-	-	F	B	
HCM 95th %tile Q(veh)	-	-	0	-	-	0	-	-	0.2	0	

Timings

1: Main Street & Antelope Drive

06/17/2025



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	1	2	1	1	2	1	1	2	1	1	2	1
Traffic Volume (vph)	17	1302	144	185	1634	13	210	2	152	97	14	45
Future Volume (vph)	17	1302	144	185	1634	13	210	2	152	97	14	45
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	7	4		3	8			2			6	
Permitted Phases	4			8		8	2		2	6		6
Detector Phase	7	4	4	3	8	8	2	2	2	6	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	9.6	71.4	71.4	23.2	85.0	85.0	40.4	40.4	40.4	40.4	40.4	40.4
Total Split (%)	7.1%	52.9%	52.9%	17.2%	63.0%	63.0%	29.9%	29.9%	29.9%	29.9%	29.9%	29.9%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	C-Max	C-Max	C-Max	C-Max
Act Effect Green (s)	69.8	64.7	64.7	84.5	80.7	80.7	41.5	41.5	41.5	41.5	41.5	41.5
Actuated g/C Ratio	0.52	0.48	0.48	0.63	0.60	0.60	0.31	0.31	0.31	0.31	0.31	0.31
v/c Ratio	0.15	0.83	0.19	0.77	0.84	0.01	0.53	0.00	0.28	0.24	0.03	0.09
Control Delay	12.4	35.6	3.2	49.8	26.5	0.0	46.1	36.5	6.7	39.1	36.3	1.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	12.4	35.6	3.2	49.8	26.5	0.0	46.1	36.5	6.7	39.1	36.3	1.8
LOS	B	D	A	D	C	A	D	D	A	D	D	A
Approach Delay		32.1			28.7			29.6			28.0	
Approach LOS		C			C			C			C	

Intersection Summary

Cycle Length: 135

Actuated Cycle Length: 135

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.84

Intersection Signal Delay: 30.1

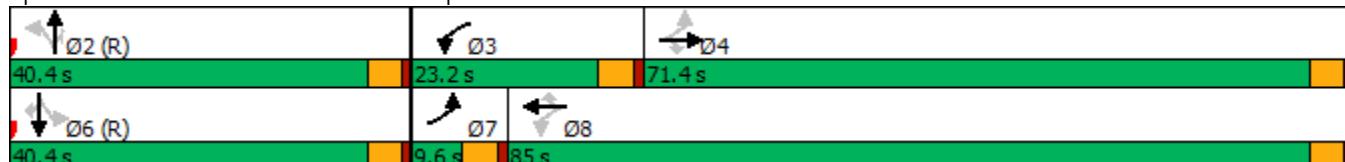
Intersection LOS: C

Intersection Capacity Utilization 78.9%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 1: Main Street & Antelope Drive



Intersection

Int Delay, s/veh 142.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑	↑↑	↑	↑	↑↑	↑	↑	↑	↑	↑	↑	↑
Traffic Vol, veh/h	22	1366	15	36	1807	48	5	0	28	73	0	123
Future Vol, veh/h	22	1366	15	36	1807	48	5	0	28	73	0	123
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	300	-	300	300	-	300	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	24	1485	16	39	1964	52	5	0	30	79	0	134

Major/Minor	Major1	Major2			Minor1			Minor2				
Conflicting Flow All	2016	0	0	1501	0	0	2593	3627	743	2833	3591	982
Stage 1	-	-	-	-	-	-	1533	1533	-	2042	2042	-
Stage 2	-	-	-	-	-	-	1060	2094	-	791	1549	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	279	-	-	442	-	-	12	5	358	~8	5	248
Stage 1	-	-	-	-	-	-	122	177	-	~58	98	-
Stage 2	-	-	-	-	-	-	239	92	-	349	174	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	279	-	-	442	-	-	~5	4	358	~6	4	248
Mov Cap-2 Maneuver	-	-	-	-	-	-	~5	4	-	~6	4	-
Stage 1	-	-	-	-	-	-	112	162	-	~53	89	-
Stage 2	-	-	-	-	-	-	100	84	-	292	159	-

Approach	EB	WB			NB			SB					
HCM Control Delay, s	0.3	0.3			216.3			\$ 2514.8					
HCM LOS					F			F					
Minor Lane/Major Mvmt		NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2		
Capacity (veh/h)		5	358	279	-	-	442	-	-	6	248		
HCM Lane V/C Ratio		1.087	0.085	0.086	-	-	0.089	-	-	13.225	0.539		
HCM Control Delay (s)		\$ 1338.3	16	19.1	-	-	13.9	-	-	\$ 6692.6	35.3		
HCM Lane LOS		F	C	C	-	-	B	-	-	F	E		
HCM 95th %tile Q(veh)		1.5	0.3	0.3	-	-	0.3	-	-	11.7	2.9		

Notes

~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection

Int Delay, s/veh 0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↑	↑↑	↑	
Traffic Vol, veh/h	1459	9	7	1881	13	4
Future Vol, veh/h	1459	9	7	1881	13	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1586	10	8	2045	14	4

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	1596	0	2630
Stage 1	-	-	-	-	1591
Stage 2	-	-	-	-	1039
Critical Hdwy	-	-	4.14	-	6.84
Critical Hdwy Stg 1	-	-	-	-	5.84
Critical Hdwy Stg 2	-	-	-	-	5.84
Follow-up Hdwy	-	-	2.22	-	3.52
Pot Cap-1 Maneuver	-	-	407	-	329
Stage 1	-	-	-	-	153
Stage 2	-	-	-	-	302
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	407	-	329
Mov Cap-2 Maneuver	-	-	-	-	100
Stage 1	-	-	-	-	153
Stage 2	-	-	-	-	296

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	40.4
HCM LOS		E	

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	120	-	-	407	-
HCM Lane V/C Ratio	0.154	-	-	0.019	-
HCM Control Delay (s)	40.4	-	-	14	-
HCM Lane LOS	E	-	-	B	-
HCM 95th %tile Q(veh)	0.5	-	-	0.1	-

Intersection

Int Delay, s/veh 0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑	↑↑	↑	↑	↑↑	↑	↑	↑	↑	↑	↑	↑
Traffic Vol, veh/h	2	1465	0	0	1885	9	0	0	0	3	0	5
Future Vol, veh/h	2	1465	0	0	1885	9	0	0	0	3	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	200	-	200	200	-	200	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	1592	0	0	2049	10	0	0	0	3	0	5

Major/Minor	Major1	Major2			Minor1			Minor2				
Conflicting Flow All	2059	0	0	1592	0	0	2621	3655	796	2849	3645	1025
Stage 1	-	-	-	-	-	-	1596	1596	-	2049	2049	-
Stage 2	-	-	-	-	-	-	1025	2059	-	800	1596	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	268	-	-	408	-	-	12	5	330	8	5	232
Stage 1	-	-	-	-	-	-	111	165	-	57	97	-
Stage 2	-	-	-	-	-	-	252	96	-	345	165	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	268	-	-	408	-	-	12	5	330	8	5	232
Mov Cap-2 Maneuver	-	-	-	-	-	-	12	5	-	8	5	-
Stage 1	-	-	-	-	-	-	110	164	-	57	97	-
Stage 2	-	-	-	-	-	-	246	96	-	342	164	-

Approach	EB	WB			NB			SB			
HCM Control Delay, s	0	0			0			252.5			
HCM LOS					A			F			
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2	
Capacity (veh/h)	-	-	268	-	-	408	-	-	8	232	
HCM Lane V/C Ratio	-	-	0.008	-	-	-	-	-	0.408	0.023	
HCM Control Delay (s)	0	0	18.5	-	-	0	-	-	\$ 638.4	20.9	
HCM Lane LOS	A	A	C	-	-	A	-	-	F	C	
HCM 95th %tile Q(veh)	-	-	0	-	-	0	-	-	0.8	0.1	



Appendix C With Site Intersection Analyses

Timings

1: Main Street & Antelope Drive

06/17/2025



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑	↑↑	↑	↑	↑↑	↑	↑	↑	↑	↑	↑	↑
Traffic Volume (vph)	35	1327	72	97	797	83	91	9	199	12	2	4
Future Volume (vph)	35	1327	72	97	797	83	91	9	199	12	2	4
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	7	4		3	8			2			6	
Permitted Phases	4		4	8		8	2		2	6		6
Detector Phase	7	4	4	3	8	8	2	2	2	6	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	11.0	84.0	84.0	17.0	90.0	90.0	34.0	34.0	34.0	34.0	34.0	34.0
Total Split (%)	8.1%	62.2%	62.2%	12.6%	66.7%	66.7%	25.2%	25.2%	25.2%	25.2%	25.2%	25.2%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	C-Max	C-Max	C-Max	C-Max
Act Effect Green (s)	77.7	71.5	71.5	84.1	76.4	76.4	40.9	40.9	40.9	40.9	40.9	40.9
Actuated g/C Ratio	0.58	0.53	0.53	0.62	0.57	0.57	0.30	0.30	0.30	0.30	0.30	0.30
v/c Ratio	0.11	0.77	0.09	0.53	0.43	0.10	0.23	0.02	0.38	0.03	0.00	0.01
Control Delay	8.5	27.9	2.3	22.4	17.3	2.3	40.1	38.1	17.5	38.2	38.0	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	8.5	27.9	2.3	22.4	17.3	2.3	40.1	38.1	17.5	38.2	38.0	0.0
LOS	A	C	A	C	B	A	D	D	B	D	D	A
Approach Delay		26.2			16.5			25.0			30.2	
Approach LOS		C			B			C			C	

Intersection Summary

Cycle Length: 135

Actuated Cycle Length: 135

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 65

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.77

Intersection Signal Delay: 22.6

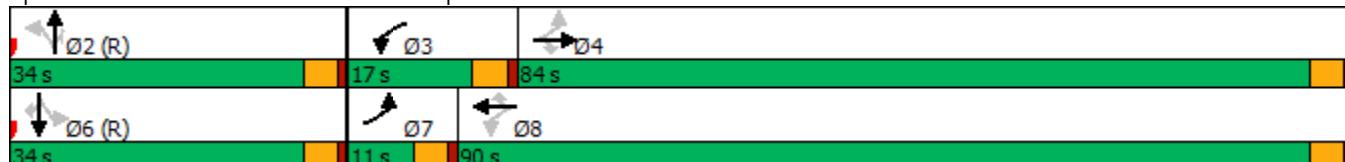
Intersection LOS: C

Intersection Capacity Utilization 65.0%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 1: Main Street & Antelope Drive



Intersection												
Int Delay, s/veh	2.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑	↑↑	↑	↑	↑↑	↑	↑	↑	↑	↑	↑	↑
Traffic Vol, veh/h	58	1371	16	19	751	94	2	1	25	27	0	35
Future Vol, veh/h	58	1371	16	19	751	94	2	1	25	27	0	35
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	300	-	300	300	-	300	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	63	1490	17	21	816	102	2	1	27	29	0	38
Major/Minor												
Major1		Major2			Minor1			Minor2				
Conflicting Flow All	918	0	0	1507	0	0	2066	2576	745	1730	2491	408
Stage 1	-	-	-	-	-	-	1616	1616	-	858	858	-
Stage 2	-	-	-	-	-	-	450	960	-	872	1633	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	739	-	-	440	-	-	31	25	357	57	29	593
Stage 1	-	-	-	-	-	-	108	161	-	318	372	-
Stage 2	-	-	-	-	-	-	558	333	-	312	158	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	739	-	-	440	-	-	26	22	357	46	25	593
Mov Cap-2 Maneuver	-	-	-	-	-	-	26	22	-	46	25	-
Stage 1	-	-	-	-	-	-	99	147	-	291	354	-
Stage 2	-	-	-	-	-	-	497	317	-	262	145	-
Approach												
EB			WB			NB			SB			
HCM Control Delay, s	0.4		0.3			32.8			81.6			
HCM LOS	D						F					
Minor Lane/Major Mvmt		NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2	
Capacity (veh/h)	26	225	739	-	-	440	-	-	-	46	593	
HCM Lane V/C Ratio	0.084	0.126	0.085	-	-	0.047	-	-	-	0.638	0.064	
HCM Control Delay (s)	155.7	23.3	10.3	-	-	13.6	-	-	-	172.4	11.5	
HCM Lane LOS	F	C	B	-	-	B	-	-	-	F	B	
HCM 95th %tile Q(veh)	0.3	0.4	0.3	-	-	0.1	-	-	-	2.4	0.2	

Intersection

Int Delay, s/veh 1.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↑	↑↑	↑	
Traffic Vol, veh/h	1384	47	47	845	34	51
Future Vol, veh/h	1384	47	47	845	34	51
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1504	51	51	918	37	55

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	1555	0	2091 778
Stage 1	-	-	-	-	1530 -
Stage 2	-	-	-	-	561 -
Critical Hdwy	-	-	4.14	-	6.84 6.94
Critical Hdwy Stg 1	-	-	-	-	5.84 -
Critical Hdwy Stg 2	-	-	-	-	5.84 -
Follow-up Hdwy	-	-	2.22	-	3.52 3.32
Pot Cap-1 Maneuver	-	-	422	-	45 339
Stage 1	-	-	-	-	165 -
Stage 2	-	-	-	-	535 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	422	-	40 339
Mov Cap-2 Maneuver	-	-	-	-	125 -
Stage 1	-	-	-	-	165 -
Stage 2	-	-	-	-	470 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0.8	37.3
HCM LOS		E	

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	201	-	-	422	-
HCM Lane V/C Ratio	0.46	-	-	0.121	-
HCM Control Delay (s)	37.3	-	-	14.7	-
HCM Lane LOS	E	-	-	B	-
HCM 95th %tile Q(veh)	2.2	-	-	0.4	-

Intersection

Int Delay, s/veh 7.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑ ↗	↑ ↗	↑ ↗	↑ ↗	↑ ↗	↑ ↗	↑ ↗	↑ ↗	↑ ↗	↑ ↗	↑ ↗	↑ ↗
Traffic Vol, veh/h	7	1382	34	45	827	6	33	0	46	3	0	5
Future Vol, veh/h	7	1382	34	45	827	6	33	0	46	3	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	200	-	200	200	-	200	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	1502	37	49	899	7	36	0	50	3	0	5

Major/Minor	Major1	Major2			Minor1			Minor2				
Conflicting Flow All	906	0	0	1539	0	0	2066	2522	751	1764	2552	450
Stage 1	-	-	-	-	-	-	1518	1518	-	997	997	-
Stage 2	-	-	-	-	-	-	548	1004	-	767	1555	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	747	-	-	428	-	-	~31	27	353	53	26	556
Stage 1	-	-	-	-	-	-	125	180	-	262	320	-
Stage 2	-	-	-	-	-	-	488	318	-	361	172	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	747	-	-	428	-	-	~28	24	353	41	23	556
Mov Cap-2 Maneuver	-	-	-	-	-	-	~28	24	-	41	23	-
Stage 1	-	-	-	-	-	-	124	178	-	259	284	-
Stage 2	-	-	-	-	-	-	428	282	-	307	170	-

Approach	EB	WB			NB			SB				
HCM Control Delay, s	0	0.7			208.8			44.8				
HCM LOS					F			E				
Minor Lane/Major Mvmt		NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2	
Capacity (veh/h)		28	353	747	-	-	428	-	-	41	556	
HCM Lane V/C Ratio		1.281	0.142	0.01	-	-	0.114	-	-	0.08	0.01	
HCM Control Delay (s)		\$ 476.3	16.9	9.9	-	-	14.5	-	-	100.3	11.5	
HCM Lane LOS		F	C	A	-	-	B	-	-	F	B	
HCM 95th %tile Q(veh)		4.2	0.5	0	-	-	0.4	-	-	0.2	0	

Notes

~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection

Int Delay, s/veh 0.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↑	↑	↑	↑	↑	
Traffic Vol, veh/h	10	19	18	289	161	10
Future Vol, veh/h	10	19	18	289	161	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	200	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	21	20	314	175	11

Major/Minor	Minor2	Major1	Major2		
Conflicting Flow All	535	181	186	0	-
Stage 1	181	-	-	-	-
Stage 2	354	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-
Pot Cap-1 Maneuver	506	862	1388	-	-
Stage 1	850	-	-	-	-
Stage 2	710	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	499	862	1388	-	-
Mov Cap-2 Maneuver	499	-	-	-	-
Stage 1	838	-	-	-	-
Stage 2	710	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.4	0.4	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1388	-	499	862	-	-
HCM Lane V/C Ratio	0.014	-	0.022	0.024	-	-
HCM Control Delay (s)	7.6	-	12.4	9.3	-	-
HCM Lane LOS	A	-	B	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	0.1	-	-

Timings

1: Main Street & Antelope Drive

06/17/2025



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	1	2	1	1	2	1	1	2	1	1	2	1
Traffic Volume (vph)	16	1288	135	182	1607	12	196	2	150	91	13	42
Future Volume (vph)	16	1288	135	182	1607	12	196	2	150	91	13	42
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	7	4		3	8			2			6	
Permitted Phases	4			8		8	2		2	6		6
Detector Phase	7	4	4	3	8	8	2	2	2	6	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	9.6	71.4	71.4	23.2	85.0	85.0	40.4	40.4	40.4	40.4	40.4	40.4
Total Split (%)	7.1%	52.9%	52.9%	17.2%	63.0%	63.0%	29.9%	29.9%	29.9%	29.9%	29.9%	29.9%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	C-Max	C-Max	C-Max	C-Max
Act Effect Green (s)	69.2	64.1	64.1	83.7	79.8	79.8	42.3	42.3	42.3	42.3	42.3	42.3
Actuated g/C Ratio	0.51	0.47	0.47	0.62	0.59	0.59	0.31	0.31	0.31	0.31	0.31	0.31
v/c Ratio	0.14	0.83	0.18	0.77	0.83	0.01	0.49	0.00	0.27	0.22	0.02	0.08
Control Delay	12.1	35.8	3.2	49.8	26.6	0.0	44.3	36.0	6.7	38.4	36.2	1.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	12.1	35.8	3.2	49.8	26.6	0.0	44.3	36.0	6.7	38.4	36.2	1.2
LOS	B	D	A	D	C	A	D	D	A	D	D	A
Approach Delay		32.5			28.8			28.0			27.5	
Approach LOS		C			C			C			C	

Intersection Summary

Cycle Length: 135

Actuated Cycle Length: 135

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.83

Intersection Signal Delay: 30.1

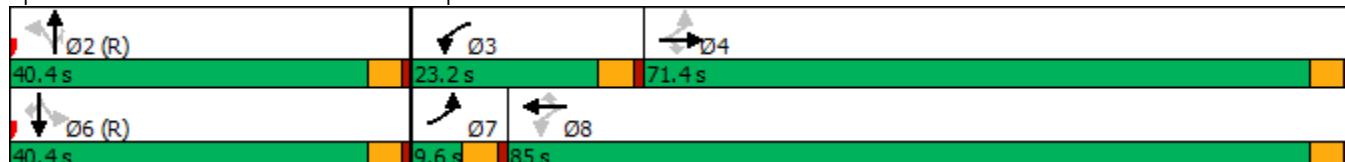
Intersection LOS: C

Intersection Capacity Utilization 77.4%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 1: Main Street & Antelope Drive



Intersection																							
Int Delay, s/veh 95.3																							
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR											
Lane Configurations	↑	↑↑	↑	↑	↑↑	↑	↑	↑	↑	↑	↑	↑											
Traffic Vol, veh/h	21	1333	14	34	1739	45	5	0	26	68	0	115											
Future Vol, veh/h	21	1333	14	34	1739	45	5	0	26	68	0	115											
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0											
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop											
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None											
Storage Length	300	-	300	300	-	300	100	-	-	100	-	-											
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-											
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-											
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92											
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2											
Mvmt Flow	23	1449	15	37	1890	49	5	0	28	74	0	125											
Major/Minor																							
Major1		Major2			Minor1			Minor2															
Conflicting Flow All	1939	0	0	1464	0	0	2514	3508	725	2735	3474	945											
Stage 1	-	-	-	-	-	-	1495	1495	-	1964	1964	-											
Stage 2	-	-	-	-	-	-	1019	2013	-	771	1510	-											
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94											
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-											
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-											
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32											
Pot Cap-1 Maneuver	299	-	-	457	-	-	14	6	368	~ 10	6	263											
Stage 1	-	-	-	-	-	-	129	185	-	~ 65	108	-											
Stage 2	-	-	-	-	-	-	254	102	-	359	181	-											
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-											
Mov Cap-1 Maneuver	299	-	-	457	-	-	6	5	368	~ 8	5	263											
Mov Cap-2 Maneuver	-	-	-	-	-	-	6	5	-	~ 8	5	-											
Stage 1	-	-	-	-	-	-	119	171	-	~ 60	99	-											
Stage 2	-	-	-	-	-	-	122	94	-	306	167	-											
Approach																							
EB			WB			NB			SB														
HCM Control Delay, s	0.3		0.3		187.1			\$ 1733.1															
HCM LOS	F						F																
Minor Lane/Major Mvmt																							
Capacity (veh/h)	6	368	299	-	-	457	-	-	8	263	-	-											
HCM Lane V/C Ratio	0.906	0.077	0.076	-	-	0.081	-	-	9.239	0.475	-	-											
HCM Control Delay (s)	\$ 1078.8	15.6	18	-	-	13.6	-	-	\$ 4612.6	30.5	-	-											
HCM Lane LOS	F	C	C	-	-	B	-	-	F	D	-	-											
HCM 95th %tile Q(veh)	1.4	0.2	0.2	-	-	0.3	-	-	10.8	2.4	-	-											
Notes																							
~: Volume exceeds capacity			\$: Delay exceeds 300s			+: Computation Not Defined			*: All major volume in platoon														

Intersection

Int Delay, s/veh 1.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↑	↑↑	↑	
Traffic Vol, veh/h	1400	36	47	1798	37	40
Future Vol, veh/h	1400	36	47	1798	37	40
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1522	39	51	1954	40	43

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	1561	0	2621 781
Stage 1	-	-	-	-	1542
Stage 2	-	-	-	-	1079
Critical Hdwy	-	-	4.14	-	6.84 6.94
Critical Hdwy Stg 1	-	-	-	-	5.84
Critical Hdwy Stg 2	-	-	-	-	5.84
Follow-up Hdwy	-	-	2.22	-	3.52 3.32
Pot Cap-1 Maneuver	-	-	419	-	~20 338
Stage 1	-	-	-	-	162
Stage 2	-	-	-	-	288
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	419	-	~18 338
Mov Cap-2 Maneuver	-	-	-	-	98
Stage 1	-	-	-	-	162
Stage 2	-	-	-	-	253

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	52.6
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	155	-	-	419	-
HCM Lane V/C Ratio	0.54	-	-	0.122	-
HCM Control Delay (s)	52.6	-	-	14.8	-
HCM Lane LOS	F	-	-	B	-
HCM 95th %tile Q(veh)	2.7	-	-	0.4	-

Notes

~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection

Int Delay, s/veh 10.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑	↑↑	↑	↑	↑↑	↑	↑	↑	↑	↑	↑	↑
Traffic Vol, veh/h	2	1397	28	40	1787	8	25	0	36	3	0	5
Future Vol, veh/h	2	1397	28	40	1787	8	25	0	36	3	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	200	-	200	200	-	200	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	1518	30	43	1942	9	27	0	39	3	0	5

Major/Minor	Major1	Major2			Minor1			Minor2				
Conflicting Flow All	1951	0	0	1548	0	0	2579	3559	759	2791	3580	971
Stage 1	-	-	-	-	-	-	1522	1522	-	2028	2028	-
Stage 2	-	-	-	-	-	-	1057	2037	-	763	1552	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	296	-	-	424	-	-	~13	6	349	9	5	252
Stage 1	-	-	-	-	-	-	124	179	-	59	100	-
Stage 2	-	-	-	-	-	-	240	99	-	363	173	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	296	-	-	424	-	-	~12	5	349	7	4	252
Mov Cap-2 Maneuver	-	-	-	-	-	-	~12	5	-	7	4	-
Stage 1	-	-	-	-	-	-	123	178	-	59	90	-
Stage 2	-	-	-	-	-	-	211	89	-	320	172	-

Approach	EB	WB			NB			SB					
HCM Control Delay, s	0	0.3			\$ 506.2			293					
HCM LOS					F			F					
Minor Lane/Major Mvmt		NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2		
Capacity (veh/h)		12	349	296	-	-	424	-	-	7	252		
HCM Lane V/C Ratio		2.264	0.112	0.007	-	-	0.103	-	-	0.466	0.022		
HCM Control Delay (s)		\$ 1211.3	16.6	17.3	-	-	14.5	-	-	\$ 748.7	19.6		
HCM Lane LOS		F	C	C	-	-	B	-	-	F	C		
HCM 95th %tile Q(veh)		4.3	0.4	0	-	-	0.3	-	-	0.9	0.1		

Notes

~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection

Int Delay, s/veh 0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↑	↑	↑	↑	↑	
Traffic Vol, veh/h	8	14	16	340	321	9
Future Vol, veh/h	8	14	16	340	321	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	200	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	15	17	370	349	10

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	758	354	359	0	-	0
Stage 1	354	-	-	-	-	-
Stage 2	404	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	375	690	1200	-	-	-
Stage 1	710	-	-	-	-	-
Stage 2	674	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	370	690	1200	-	-	-
Mov Cap-2 Maneuver	370	-	-	-	-	-
Stage 1	700	-	-	-	-	-
Stage 2	674	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12	0.4	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1200	-	370	690	-	-
HCM Lane V/C Ratio	0.014	-	0.024	0.022	-	-
HCM Control Delay (s)	8	-	15	10.3	-	-
HCM Lane LOS	A	-	C	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	0.1	-	-

Timings

1: Main Street & Antelope Drive

06/17/2025



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑	↑↑	↑	↑	↑↑	↑	↑	↑	↑	↑	↑↑	↑
Traffic Volume (vph)	37	1413	77	103	846	89	97	10	212	13	2	4
Future Volume (vph)	37	1413	77	103	846	89	97	10	212	13	2	4
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	7	4		3	8			2			6	
Permitted Phases	4		4	8		8	2		2	6		6
Detector Phase	7	4	4	3	8	8	2	2	2	6	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	11.0	84.0	84.0	17.0	90.0	90.0	34.0	34.0	34.0	34.0	34.0	34.0
Total Split (%)	8.1%	62.2%	62.2%	12.6%	66.7%	66.7%	25.2%	25.2%	25.2%	25.2%	25.2%	25.2%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	C-Max	C-Max	C-Max	C-Max
Act Effect Green (s)	80.6	74.4	74.4	87.4	79.6	79.6	37.7	37.7	37.7	37.7	37.7	37.7
Actuated g/C Ratio	0.60	0.55	0.55	0.65	0.59	0.59	0.28	0.28	0.28	0.28	0.28	0.28
v/c Ratio	0.11	0.79	0.09	0.58	0.44	0.10	0.27	0.02	0.43	0.04	0.00	0.01
Control Delay	7.8	27.1	2.6	27.8	15.9	2.1	42.8	40.0	21.4	40.2	40.0	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	7.8	27.1	2.6	27.8	15.9	2.1	42.8	40.0	21.4	40.2	40.0	0.0
LOS	A	C	A	C	B	A	D	D	C	D	D	A
Approach Delay		25.4			15.9			28.5			32.1	
Approach LOS		C			B			C			C	

Intersection Summary

Cycle Length: 135

Actuated Cycle Length: 135

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 70

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.79

Intersection Signal Delay: 22.4

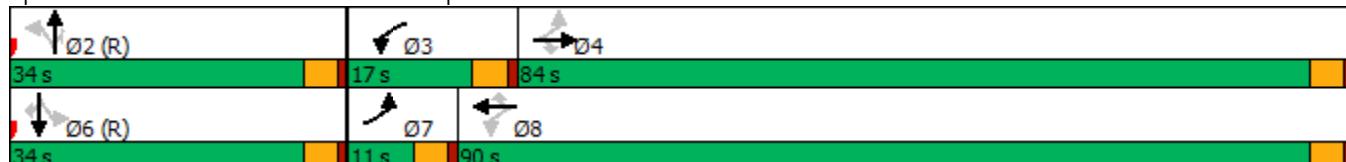
Intersection LOS: C

Intersection Capacity Utilization 68.1%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 1: Main Street & Antelope Drive



Intersection												
Int Delay, s/veh	4.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑	↑↑	↑	↑	↑↑	↑	↑	↑	↑	↑	↑	↑
Traffic Vol, veh/h	62	1462	17	20	799	101	2	1	27	29	0	37
Future Vol, veh/h	62	1462	17	20	799	101	2	1	27	29	0	37
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	300	-	300	300	-	300	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	67	1589	18	22	868	110	2	1	29	32	0	40
Major/Minor	Major1		Major2		Minor1		Minor2					
Conflicting Flow All	978	0	0	1607	0	0	2201	2745	795	1841	2653	434
Stage 1	-	-	-	-	-	-	1723	1723	-	912	912	-
Stage 2	-	-	-	-	-	-	478	1022	-	929	1741	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	701	-	-	403	-	-	25	20	330	47	23	570
Stage 1	-	-	-	-	-	-	92	142	-	295	351	-
Stage 2	-	-	-	-	-	-	537	312	-	288	139	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	701	-	-	403	-	-	21	17	330	36	20	570
Mov Cap-2 Maneuver	-	-	-	-	-	-	21	17	-	36	20	-
Stage 1	-	-	-	-	-	-	83	128	-	267	332	-
Stage 2	-	-	-	-	-	-	472	295	-	235	126	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	0.4		0.3		37.6		128.5					
HCM LOS					E		F					
Minor Lane/Major Mvmt	NBLn1		NBLn2		EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	21		199		701	-	-	403	-	-	36	570
HCM Lane V/C Ratio	0.104		0.153		0.096	-	-	0.054	-	-	0.876	0.071
HCM Control Delay (s)	195.3		26.3		10.7	-	-	14.4	-	-	277.5	11.8
HCM Lane LOS	F		D		B	-	-	B	-	-	F	B
HCM 95th %tile Q(veh)	0.3		0.5		0.3	-	-	0.2	-	-	3.2	0.2

Intersection

Int Delay, s/veh 1.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↑	↑↑	↑	
Traffic Vol, veh/h	1478	48	47	901	34	51
Future Vol, veh/h	1478	48	47	901	34	51
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1607	52	51	979	37	55

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	1659	0	2225 830
Stage 1	-	-	-	-	1633 -
Stage 2	-	-	-	-	592 -
Critical Hdwy	-	-	4.14	-	6.84 6.94
Critical Hdwy Stg 1	-	-	-	-	5.84 -
Critical Hdwy Stg 2	-	-	-	-	5.84 -
Follow-up Hdwy	-	-	2.22	-	3.52 3.32
Pot Cap-1 Maneuver	-	-	384	-	37 313
Stage 1	-	-	-	-	145 -
Stage 2	-	-	-	-	516 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	384	-	~ 32 313
Mov Cap-2 Maneuver	-	-	-	-	110 -
Stage 1	-	-	-	-	145 -
Stage 2	-	-	-	-	447 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0.8	44.4
HCM LOS		E	

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	180	-	-	384	-
HCM Lane V/C Ratio	0.513	-	-	0.133	-
HCM Control Delay (s)	44.4	-	-	15.8	-
HCM Lane LOS	E	-	-	C	-
HCM 95th %tile Q(veh)	2.6	-	-	0.5	-

Notes

~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection

Int Delay, s/veh 9.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑ ↗	↑ ↗	↑ ↗	↑ ↗	↑ ↗	↑ ↗	↑ ↗	↑ ↗	↑ ↗	↑ ↗	↑ ↗	↑ ↗
Traffic Vol, veh/h	7	1476	34	45	883	6	33	0	46	3	0	5
Future Vol, veh/h	7	1476	34	45	883	6	33	0	46	3	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	200	-	200	200	-	200	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	1604	37	49	960	7	36	0	50	3	0	5

Major/Minor	Major1	Major2			Minor1			Minor2				
Conflicting Flow All	967	0	0	1641	0	0	2198	2685	802	1876	2715	480
Stage 1	-	-	-	-	-	-	1620	1620	-	1058	1058	-
Stage 2	-	-	-	-	-	-	578	1065	-	818	1657	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	708	-	-	391	-	-	~25	22	327	44	21	532
Stage 1	-	-	-	-	-	-	107	160	-	240	300	-
Stage 2	-	-	-	-	-	-	468	297	-	336	154	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	708	-	-	391	-	-	~22	19	327	33	18	532
Mov Cap-2 Maneuver	-	-	-	-	-	-	~22	19	-	33	18	-
Stage 1	-	-	-	-	-	-	106	158	-	237	263	-
Stage 2	-	-	-	-	-	-	405	260	-	281	152	-

Approach	EB	WB			NB			SB			
HCM Control Delay, s	0	0.7			296.6			54.5			
HCM LOS					F			F			
Minor Lane/Major Mvmt		NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)		22	327	708	-	-	391	-	-	33	532
HCM Lane V/C Ratio		1.63	0.153	0.011	-	-	0.125	-	-	0.099	0.01
HCM Control Delay (s)		\$ 684.9	18	10.1	-	-	15.5	-	-	125.7	11.8
HCM Lane LOS		F	C	B	-	-	C	-	-	F	B
HCM 95th %tile Q(veh)		4.6	0.5	0	-	-	0.4	-	-	0.3	0

Notes

~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection

Int Delay, s/veh 0.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↑	↑	↑	↑	↑	
Traffic Vol, veh/h	10	19	18	309	172	10
Future Vol, veh/h	10	19	18	309	172	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	200	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	21	20	336	187	11

Major/Minor	Minor2	Major1	Major2		
Conflicting Flow All	569	193	198	0	-
Stage 1	193	-	-	-	-
Stage 2	376	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-
Pot Cap-1 Maneuver	484	849	1375	-	-
Stage 1	840	-	-	-	-
Stage 2	694	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	477	849	1375	-	-
Mov Cap-2 Maneuver	477	-	-	-	-
Stage 1	827	-	-	-	-
Stage 2	694	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.5	0.4	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1375	-	477	849	-	-
HCM Lane V/C Ratio	0.014	-	0.023	0.024	-	-
HCM Control Delay (s)	7.7	-	12.7	9.3	-	-
HCM Lane LOS	A	-	B	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	0.1	-	-

Timings

1: Main Street & Antelope Drive

06/17/2025



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑	↑↑	↑	↑	↑↑	↑	↑	↑	↑	↑	↑	↑
Traffic Volume (vph)	17	1373	144	194	1714	13	210	2	160	97	14	45
Future Volume (vph)	17	1373	144	194	1714	13	210	2	160	97	14	45
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	7	4		3	8			2			6	
Permitted Phases	4			8		8	2		2	6		6
Detector Phase	7	4	4	3	8	8	2	2	2	6	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	9.5	70.5	70.5	26.0	87.0	87.0	38.5	38.5	38.5	38.5	38.5	38.5
Total Split (%)	7.0%	52.2%	52.2%	19.3%	64.4%	64.4%	28.5%	28.5%	28.5%	28.5%	28.5%	28.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	C-Max	C-Max	C-Max	C-Max
Act Effect Green (s)	71.1	66.1	66.1	87.1	83.3	83.3	38.9	38.9	38.9	38.9	38.9	38.9
Actuated g/C Ratio	0.53	0.49	0.49	0.65	0.62	0.62	0.29	0.29	0.29	0.29	0.29	0.29
v/c Ratio	0.15	0.86	0.18	0.79	0.85	0.01	0.57	0.00	0.30	0.26	0.03	0.09
Control Delay	12.1	36.5	3.9	54.8	25.9	0.0	49.2	38.0	7.0	41.2	38.0	1.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	12.1	36.5	3.9	54.8	25.9	0.0	49.2	38.0	7.0	41.2	38.0	1.9
LOS	B	D	A	D	C	A	D	D	A	D	D	A
Approach Delay		33.2			28.6			31.0			29.5	
Approach LOS		C			C			C			C	

Intersection Summary

Cycle Length: 135

Actuated Cycle Length: 135

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.86

Intersection Signal Delay: 30.6

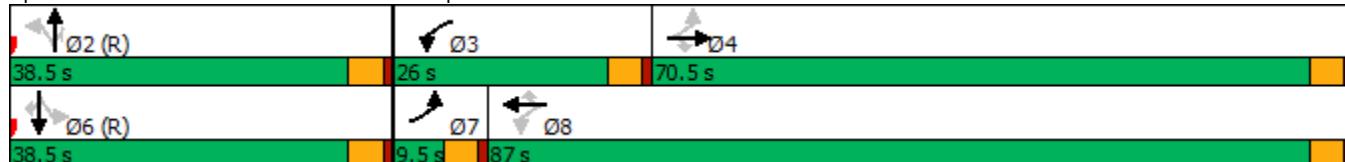
Intersection LOS: C

Intersection Capacity Utilization 81.1%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 1: Main Street & Antelope Drive



Intersection

Int Delay, s/veh 138.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑	↑↑	↑	↑	↑↑	↑	↑	↑	↑	↑	↑	↑
Traffic Vol, veh/h	22	1422	15	36	1857	48	5	0	28	73	0	123
Future Vol, veh/h	22	1422	15	36	1857	48	5	0	28	73	0	123
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	300	-	300	300	-	300	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	24	1546	16	39	2018	52	5	0	30	79	0	134

Major/Minor	Major1	Major2			Minor1			Minor2				
Conflicting Flow All	2070	0	0	1562	0	0	2681	3742	773	2917	3706	1009
Stage 1	-	-	-	-	-	-	1594	1594	-	2096	2096	-
Stage 2	-	-	-	-	-	-	1087	2148	-	821	1610	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	266	-	-	419	-	-	11	4	342	~ 7	4	238
Stage 1	-	-	-	-	-	-	112	165	-	~ 53	92	-
Stage 2	-	-	-	-	-	-	231	87	-	335	162	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	266	-	-	419	-	-	~ 4	3	342	~ 6	3	238
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 4	3	-	~ 6	3	-
Stage 1	-	-	-	-	-	-	102	150	-	~ 48	83	-
Stage 2	-	-	-	-	-	-	92	79	-	278	147	-

Approach	EB	WB			NB			SB			
HCM Control Delay, s	0.3	0.3			276.5			\$ 2516.4			
HCM LOS					F			F			
Minor Lane/Major Mvmt		NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)		4	342	266	-	-	419	-	-	6	238
HCM Lane V/C Ratio		1.359	0.089	0.09	-	-	0.093	-	-	13.225	0.562
HCM Control Delay (s)		\$ 1731.9	16.6	19.9	-	-	14.5	-	\$ 6692.6	37.9	
HCM Lane LOS		F	C	C	-	-	B	-	-	F	E
HCM 95th %tile Q(veh)		1.5	0.3	0.3	-	-	0.3	-	-	11.7	3.1

Notes

~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection

Int Delay, s/veh 1.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↑	↑↑	↑	
Traffic Vol, veh/h	1495	37	47	1921	38	40
Future Vol, veh/h	1495	37	47	1921	38	40
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1625	40	51	2088	41	43

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	1665	0	2791
Stage 1	-	-	-	-	1645
Stage 2	-	-	-	-	1146
Critical Hdwy	-	-	4.14	-	6.84
Critical Hdwy Stg 1	-	-	-	-	5.84
Critical Hdwy Stg 2	-	-	-	-	5.84
Follow-up Hdwy	-	-	2.22	-	3.52
Pot Cap-1 Maneuver	-	-	382	-	~15
Stage 1	-	-	-	-	143
Stage 2	-	-	-	-	265
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	382	-	~13
Mov Cap-2 Maneuver	-	-	-	-	86
Stage 1	-	-	-	-	143
Stage 2	-	-	-	-	229

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	66.6
HCM LOS		F	

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	137	-	-	382	-
HCM Lane V/C Ratio	0.619	-	-	0.134	-
HCM Control Delay (s)	66.6	-	-	15.9	-
HCM Lane LOS	F	-	-	C	-
HCM 95th %tile Q(veh)	3.3	-	-	0.5	-

Notes

~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection

Int Delay, s/veh 15.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑	↑↑	↑	↑	↑↑	↑	↑	↑	↑	↑	↑	↑
Traffic Vol, veh/h	2	1493	28	40	1910	9	25	0	36	3	0	5
Future Vol, veh/h	2	1493	28	40	1910	9	25	0	36	3	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	200	-	200	200	-	200	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	1623	30	43	2076	10	27	0	39	3	0	5

Major/Minor	Major1	Major2			Minor1			Minor2				
Conflicting Flow All	2086	0	0	1653	0	0	2751	3799	812	2978	3819	1038
Stage 1	-	-	-	-	-	-	1627	1627	-	2162	2162	-
Stage 2	-	-	-	-	-	-	1124	2172	-	816	1657	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	262	-	-	386	-	-	~ 9	4	322	6	4	228
Stage 1	-	-	-	-	-	-	106	159	-	48	85	-
Stage 2	-	-	-	-	-	-	219	84	-	337	154	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	262	-	-	386	-	-	~ 8	4	322	5	4	228
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 8	4	-	5	4	-
Stage 1	-	-	-	-	-	-	105	158	-	48	76	-
Stage 2	-	-	-	-	-	-	190	75	-	294	153	-

Approach	EB	WB			NB			SB			
HCM Control Delay, s	0	0.3			\$ 823.4			\$ 430.6			
HCM LOS					F			F			
Minor Lane/Major Mvmt		NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)		8	322	262	-	-	386	-	-	5	228
HCM Lane V/C Ratio		3.397	0.122	0.008	-	-	0.113	-	-	0.652	0.024
HCM Control Delay (s)		\$ 1983.5	17.7	18.9	-	-	15.5	-	-	\$ 1113	21.2
HCM Lane LOS		F	C	C	-	-	C	-	-	F	C
HCM 95th %tile Q(veh)		4.6	0.4	0	-	-	0.4	-	-	1	0.1

Notes

~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection

Int Delay, s/veh 0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↑	↑	↑	↑	↑	
Traffic Vol, veh/h	8	14	16	364	343	9
Future Vol, veh/h	8	14	16	364	343	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	200	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	15	17	396	373	10

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	808	378	383	0	-	0
Stage 1	378	-	-	-	-	-
Stage 2	430	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	350	669	1175	-	-	-
Stage 1	693	-	-	-	-	-
Stage 2	656	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	345	669	1175	-	-	-
Mov Cap-2 Maneuver	345	-	-	-	-	-
Stage 1	683	-	-	-	-	-
Stage 2	656	-	-	-	-	-

Approach EB NB SB

HCM Control Delay, s 12.4 0.3 0

HCM LOS B

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1175	-	345	669	-	-
HCM Lane V/C Ratio	0.015	-	0.025	0.023	-	-
HCM Control Delay (s)	8.1	-	15.7	10.5	-	-
HCM Lane LOS	A	-	C	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	0.1	-	-

CLEARFIELD CITY ORDINANCE 2026-01

AN ORDINANCE APPROVING A DEVELOPMENT AGREEMENT FOR THE PROPOSED DEVELOPMENT LOCATED AT APPROXIMATELY 175 WEST ANTELOPE DRIVE (TIN: 12-242-0009) IN CLEARFIELD, DAVIS COUNTY, UTAH

WHEREAS, pursuant to an application received by the City's Community Development office, the City Council must consider a development agreement for the proposed development located at approximately 175 West Antelope Drive (TIN 12-242-0009); and

WHEREAS, after a public hearing on the matter, the Clearfield City Planning Commission recommended to the Clearfield City Council that the development agreement be approved; and

WHEREAS, following proper notice, as set forth by state law, the City Council held a public hearing on the development agreement and allowed for public comment thereon; and

WHEREAS, after the public hearing, the City Council carefully considered any comments made during the public hearing, the developer/landowner's position, as well as the Planning Commission's recommendations regarding the proposed development agreement; and

WHEREAS, following its public deliberation, the City Council has determined that the proposed development agreement is in the best interests of Clearfield City and its residents and will most effectively implement the City's planning efforts while allowing the subject properties to be put to their highest and best use;

NOW THEREFORE BE IT ORDAINED by the Clearfield City Council that:

Section 1. Development Agreement: The Development Agreement with S-Devcorp, Inc., for the development located at approximately 175 West Antelope Drive is approved contingent upon the full execution and recordation and is attached hereto as Exhibit "A".

Section 2. Effective Date: This Ordinance shall become effective upon being posted in three public places within Clearfield.

Dated this 13th day of January, 2026, at the regularly scheduled meeting of the Clearfield City Council.

CLEARFIELD CITY CORPORATION

Mark R. Shepherd, Mayor

ATTEST

Nancy R. Dean, City Recorder

VOTE OF THE COUNCIL

AYE:

NAY:

CLEARFIELD CITY RESOLUTION 2026R-01

A RESOLUTION APPOINTING DANIELLE KING AS CLEARFIELD CITY'S REPRESENTATIVE ON THE MOSQUITO ABATEMENT DISTRICT – DAVIS COUNTY BOARD

WHEREAS, Clearfield City is a member of the Mosquito Abatement District – Davis County Board; and

WHEREAS, the City desires to continue its representation on the said Board; and

WHEREAS, the term for the City's representative on said Board expired on December 31, 2025; and

WHEREAS, Councilmember Wurth has been serving as Clearfield City's representative; and

WHEREAS, due to the recent Municipal Election, Mayor Mark Shepherd desires that Councilmember Danielle King be appointed as the City's representative on the Mosquito Abatement District – Davis County Board to complete a new four-year term;

NOW, THEREFORE, be it resolved by the Clearfield City Council that Councilmember Danielle King is hereby appointed as Clearfield City's representative on the Mosquito Abatement District – Davis County Board.

Be it further resolved that the term of office shall be January 1, 2026 through December 31, 2029.

Dated this 13th day of January, 2025.

ATTEST

CLEARFIELD CITY CORPORATION

Nancy R. Dean, City Recorder

Mark R. Shepherd, Mayor

VOTE OF THE COUNCIL

AYE:

NAY:

CLEARFIELD CITY RESOLUTION 2026R-02

A RESOLUTION REAPPOINTING MAYOR MARK SHEPHERD AND
APPOINTING COUNCILMEMBER DAKOTA WURTH AS CLEARFIELD CITY'S
REPRESENTATIVES ON THE NORTH DAVIS FIRE DISTRICT'S
ADMINISTRATIVE BOARD OF TRUSTEES

WHEREAS, Clearfield City is a member of the North Davis Fire District (the "District"), and

WHEREAS, Councilmember Tim Roper and Mayor Mark Shepherd have been serving as the City's representative on the Board; and

WHEREAS, their current term on the Board expired on December 31, 2025; and

WHEREAS, Mayor Mark Shepherd has proposed that he be reappointed and Councilmember Dakota Wurth be appointed to serve on the District's Administrative Board of Trustees; and

WHEREAS, the Clearfield City Council finds it is in the best interests of those residents being served by the District to have Mayor Mark Shepherd and Councilmember Wurth appointed to the Board;

NOW, THEREFORE, be it resolved by the Clearfield City Council that Mayor Mark Shepherd and Councilmember Dakota Wurth is hereby appointed to serve on the North Davis Fire District's Administrative Board of Trustees with term expiring December 31, 2029.

PASSED AND ADOPTED this 13th day of January, 2026.

ATTEST:

CLEARFIELD CITY CORPORATION

Nancy R. Dean, City Recorder

Mark R. Shepherd, Mayor

VOTE OF THE COUNCIL

AYE:

NAY: