WOODS CROSS CITY COUNCIL AGENDA

Tuesday, July 7, 2026 • 6:30 pm– Council Chambers Woods Cross City Hall
This meeting will be held in person and via Zoom. You may access at https://zoom.us/j/9358074960 or go to zoom.us > select JOIN A MEETING > Meeting ID: 935 807 4960

Please **mute your microphone** except during PUBLIC COMMENT period.

Invocation/Pledge **CHECKETTS**

1. REVIEW of AGENDA **MAYOR**

2. GUESTS
- a. **Bountiful Davis Arts Center** **EHRGOTT**

3. CONSENT AGENDA ITEMS
- a. **Consideration to Approve Minutes:** 6/2/2026 and 6/12/2026
- b. **Ratify Cash Disbursements:** 5/20/26-7/3/26 **MAYOR**
- c. **Adopt Resolution 2026-1005 Approving Awarding Contract for 2026 Mill and Overlay Project** **CHRISTIANSEN**
- d. **Adopt Resolution 2026- 1006 Approving Awarding Contract for 2026 Street Preservation** **CHRISTIANSEN**

4. PUBLIC COMMENT* **MAYOR**

Brief items not on the agenda or part of a scheduled Public Hearing. Limited to 3-5 minutes. If an item takes more than 3-5 minutes, please contact the City Recorder to be added to a future agenda. (ahanson@woodscross.gov)

Please join us in our commitment to civility:** ***We strive act and speak with dignity, courtesy, and respect at all times.

5. PUBLIC HEARING with REQUESTED ACTION

The purpose of this hearing is to receive public comment regarding a request to amend the Woods Cross City General Plan, Transportation Master Plan, as required by State Law and S.B. 195

- a. **Consideration to Approve Ordinance 641 Amending the General Plan and Adopt the**
- b. **Transportation Master Plan** **CHRISTIANSEN**

6. ACTION ITEMS
- a. **Consideration to Adopt Resolution 2026-1007 Modifying Intersection Road Markings at 1900 S 1100 W and 1500 S 1100 W** **CHRISTIANSEN**

7. DISCUSSION ITEMS
- a. **Second Driveways and Hard Surfaces for Single-Family Residential Zones** **POOLE**
- b. **FY2027 Capital Projects Consideration and Direction** **HADERLIE**
- c. **City Council and Planning Commission Compensation FY2027** **HADERLIE**
- d. **Series 2025 Water Bond Appropriations for Approved Projects** **CHRISTIANSEN/HADERLIE**

8. STAFF REPORTS
- a. **Community Development Report** **POOLE**
- b. **Police Report** **BIGELOW**
- c. **Public Works Report** **CHRISTIANSEN**
- d. **City Administrator Report** **HADERLIE**
- e. **Finance Report**

I certify that copies of the agenda for the Woods Cross City Council meeting to be held July 7, 2026, were posted at Woods Cross City Hall, city website www.WoodsCross.gov, and the Utah Public Notice website at www.utah.gov/pmn. Date Posted: July 2, 2026, /s/ Annette Hanson, Woods Cross City Recorder.

In compliance with the Americans with Disabilities Act, any individuals needing special accommodations or services during this meeting shall notify the City Recorder at (801) 677-1006 or AP@WoodsCross.gov at least 24 hours prior to the meeting.

9. COUNCIL ITEMS

a. **Questions/Direction to City Administrator or Staff**

b. **Council Reports**

10. WORK SESSION

a. City Hall/Hogan Park Update **POOLE/HADERLIE**

11. ADJOURN **MAYOR**

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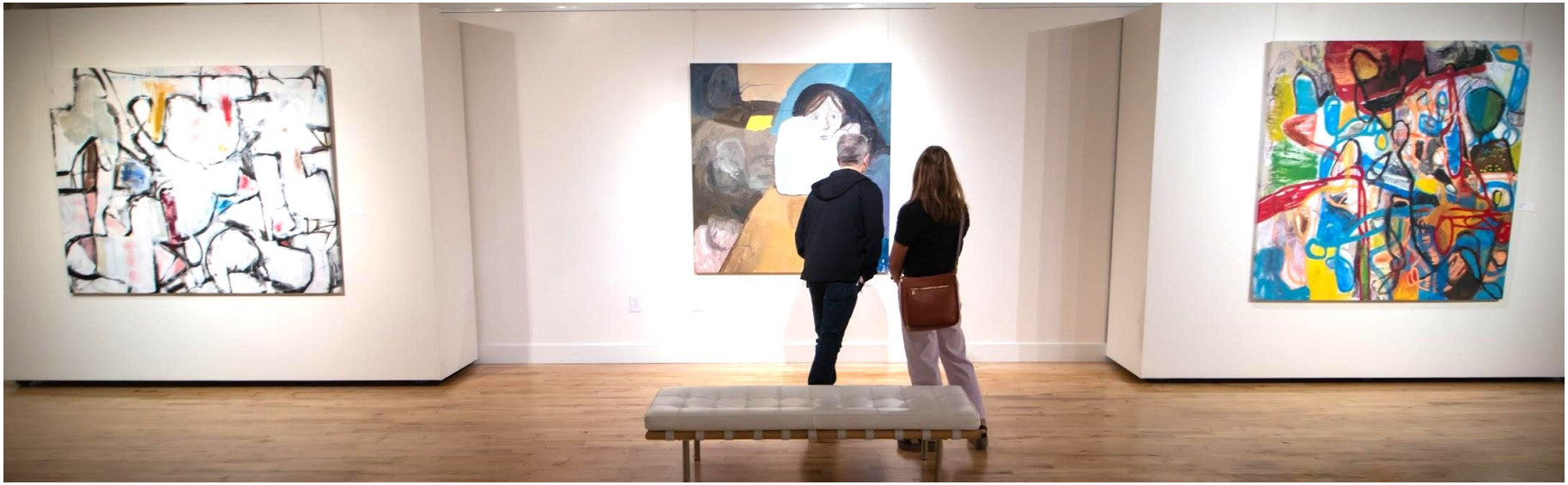
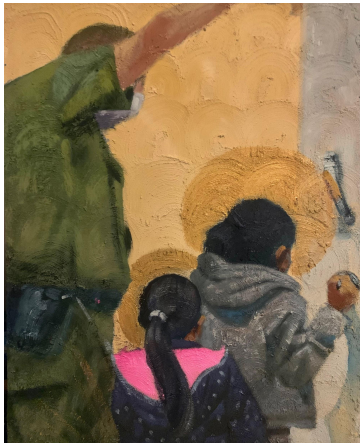
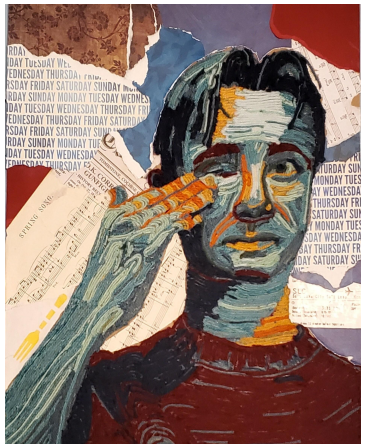
Guests/Honors



SARINA V. EHRGOTT
EXECUTIVE DIRECTOR





50 YEARS OF SERVING DAVIS COUNTY

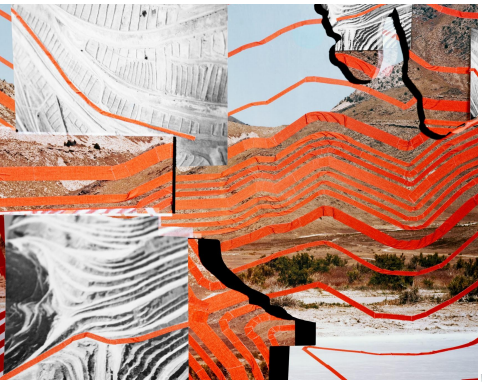
BDAC is guided by a 4-year Strategic Plan focused on strengthening programs, expanding partnerships, and building sustainability.

We are also working toward museum accreditation from the American Association of Museums as the next step in our growth as a professional cultural institution.

FREE ACCESS TO THE ARTS

DSD STUDENT ART SHOW

ACCESS TO THE ARTS



22

Exhibitions in 4 Gallery Spaces

300+

Artists & Teaching Artists

80+

Recitals and Performances

WHAT IT TAKES TO PROVIDE THESE PROGRAMS

- DSD Student Art Exhibition – $9,500
- Main Gallery exhibition – $16,000 (3 per a year)
- Solo exhibition – $2,500 (12 per year)
- Family Art Night –$750 each month
- Summerfest — $20,000+

WHAT YOUR CONTRIBUTION SUPPORTS

- Free public access to exhibitions year-round
- Hands-on art experiences for families and individuals
- Opportunities for students to exhibit their work
- Community events that bring people together

It ensures that your residents have consistent, free access to the arts here in Davis County.

THANK YOU

Consent Items

WOODS CROSS CITY COUNCIL MEETING
JUNE 2, 2026

The minutes of the Woods Cross City Council meeting held June 2, 2026, at 6:30 P.M. in the Woods Cross City Hall located at 1555 South 800 West, Woods Cross, Utah.

COUNCIL MEMBERS PRESENT:

Wally Larrabee, Mayor Protem	Eric Jones	Julie Checketts-online
Rachel Peterson	Jim Grover	

COUNCIL MEMBERS EXCUSED: Ryan Westergard

STAFF PRESENT:

Bryce Haderlie, City Administrator	Annette Hanson, City Recorder
Curtis Poole Community Development Director	Johnny Filler, Public Works
Sam Christiansen, Public Works Director	James Bigelow, Police Chief
LaCee Bartholomew, Community Services Manager	Brain Passey, Finance Director
Robert Glass, Public Works Department	Aleta Holbrook, Crossing Guard

PUBLIC ATTENDANCE:

LeGrande Blackley	Ann Seeley	Robert Stowell
Rebeka Bowman	Mark Enderstein	David Layton
Chandler Reuses	Michael Miller	Breann Wright
Stephen Olsen	Natalie Molino	Michael Vandersteen
Ruth Hatch	Andrew Hansen	Lisa Turner
Scott Holbrook	Tyler Parkin	

INVOCATION/PLEDGE: Wally Larrabee

CONSENT AGENDA ITEMS

The Council reviewed the consent agenda items and Council Member Grover made a motion to approve the consent agenda items as presented with Council Member Peterson seconding the motion and all voted in favor of the motion through a roll call vote.

CONSIDERATION TO APPROVE MINUTES

The Council reviewed the minutes of the City Council meetings held on 5/5/26 and 5/19/26. The minutes were approved as written through the consent agenda.

RATIFY CASH DISBURSEMENTS

The Council ratified the cash disbursements for 5/14/26-5/28/26 through the consent agenda.

CONSIDERATION TO ADOPT RESOLUTION 2026-993 RECEIVING AND CERTIFYING ANNEXATION PETITION

The Community Development Director, Mr. Curtis Poole, presented information on this item.

Mr. Poole noted since the original consideration of the annexation petition by the City Council meeting on April 7, city staff has identified several issues and deficiencies related to the submitted application materials and coordination between Davis County and the applicant's development team. These issues included incomplete application materials and procedural items that required clarification and correction prior to the city proceeding further with the annexation review process. In addition, staff requested revisions from the applicant to ensure the petition complies with Utah State Code requirements and municipal review standards. The applicant and county representatives have since worked with city staff to address the identified concerns and provide updated materials for reconsideration by the City Council.

Mr. Poole said as a result, the annexation petition is being brought back before the City Council to reaffirm consideration of the application and authorize staff to continue the annexation review process based on the revised and corrected submittal materials. No changes to the previous development proposal have been made.

Mr. Poole said should the Council accept the City Recorder's certification of the annexation petition, staff will continue reviewing the proposed development for compliance with Utah State Code, City ordinances, and consistency with the General Plan. The petition will then move into the required 30-day protest period, during which affected entities, including neighboring municipalities and applicable service districts within the required noticing area may submit written protests to the City Recorder. Notices are also required to be mailed to property owners within a half mile of the subject property.

Mr. Poole noted that because the request also includes proposed zoning designations, the annexation will require public hearings before both the Planning Commission and City Council. Following completion of the review process, the City Council will ultimately consider whether to approve or deny the annexation and associated rezoning by ordinance. A development agreement addressing project-specific obligations and infrastructure requirements will also be required as part of the annexation process and must be approved by the City Council.

Resolution 2026-993 receiving and certifying annexation petition was approved through the consent agenda.

CONSIDERATION TO ADOPT RESOLUTION 2026-994 APPROVING A-2 DRAIN MAINTENANCE AND AWARDING CONTRACT TO TAIG NELSEN CONSTRUCTION

The Public Works Director provided the following information for the Council.

The A2 Drain is one of the 2 drains installed by the Bureau of Reclamation (BOR) to drain the land to allow farming in the 50 and 60s. As per the 1982 Agreement between the City and the BOR, the City is responsible for all maintenance of these drains within the City's boundaries in exchange for the City's use of the drains for stormwater.

Over the years, the city has removed the volunteer trees that grow in the drains. The drain has filled in with trees that have grown into the landowner's cattle fencing in some areas. This project will remove the trees and replace some of the damaged fencing. The new fencing will be placed farther from the drain to prevent future replacement.

In this project, the contractor will access the drain via an easement, to clear the trees, and replace

any damaged fencing. Staff have worked with the landowner to coordinate this project when the cattle are not on the property.

Budget	**$50,000**
Taig Neilsen Construction	$28,134.00
Ormond Construction	$95,175.00
Allied Underground Technology	$91,125.00
Diamond Tree Experts	$136,566.00

Following the information given, resolution 2026-994 approving A-2 drain maintenance and awarding contract to Taig Nelsen construction was approved through the consent agenda.

COUNCIL KUDOS

Mayor Protem Larrabee said there were three nominees for Council Kudos. He said the first nominee was Aleta Holbrook. Mayor Protem Larrabee said Aleta is a crossing guard for the city. One of the students she helps on his way to school told his mom about the nice crossing guard who encourages him and his friends on the way to and from school. He misses seeing the crossing guard when his mom takes him to school.

The Mayor Protem and Council thanked Aleta for the care of the children as a crossing guard for Woods Cross City and for keeping them safe and presented her with a gift card as a token of their appreciation.

The Mayor Protem said the next nominee, Robert Glass who was nominated by LaCee Bartholomew. LaCee said she ran into a scheduling issue with some of the food for the Memorial Day Celebration and Robert stepped in and helped solve the problem from start to finish. She said he also helped to identify a way to avoid having frozen eggs for the celebration which would be helpful now and for the years to come. She said he stayed involved until the job was done and thanked him for his positive attitude.

The Mayor Protem and Council awarded Robert with a gift card and thanked him for his help with the issues stated above and for all he does in the Public Works Department.

The Mayor Protem shared that the final nominee was LaCee Bartholomew, nominated by Robert Glass. He said he wanted to nominate LaCee for her hard work and dedication. He said she plans all the public city events, events for the city employees, and takes care of all of the city rec. LaCee manages the city's social media accounts and built the new website. He said she is a great employee and makes such a difference.

The Mayor and Council awarded LaCee with a gift card and thanked her for all she does for the city of Woods Cross and for her hard work in making the activities for the public and city staff go smoothly and well.

PUBLIC COMMENT

The Mayor Protem then opened the meeting to public comments.

Ann Seeley addressed the Council. She said she wanted to thank the Public Works Department for doing a great job. She said she felt like Woods Cross City had lost its integrity. She said she had received a newsletter a few months ago that said the people in the Legacy School area put some trees in because that is what the developer had required and she asked if she could put in a flowering pear tree. She was told she could not

and other trees were planted. She said there were other trees planted that are not mature and the trunks are very large and the roots are lifting the sidewalks and now the city is requiring her, as a homeowner, to trim and take care of the trees and sidewalks. She felt this was a slap in the face with the proposed tax increase. She shared that if the city needs a building and a park for more entertainment and if that takes precedence over maintaining sidewalks and trees and she felt like Woods Cross is not keeping their word. She said she was told the city would maintain those trees. She is retired and does not have a large income. She also added that she does not feel like putting a water feature in the new park is what the city should be doing as it will bring mosquitoes and that we are in a drought. She said she felt quite betrayed by what is happening in the city and that the city reneged on what they said about taking care of the trees and the sidewalks and wondered why it is the best time to raise taxes because the city has reneged on the other responsibilities of the city. She said the city should be responsible for the trees they put in and for the sidewalks.

Mike Vandersteen addressed the Commission and said he had an item of principle that had come up at the last Council meeting. He said a good deal of time was spent at the last meeting talking about everyone's extra driveways. He said he did not think his neighbors concrete driveway that would allow his neighbor to put his RV in his backyard, or any of his other neighbors with second driveways are a detraction from the integrity of the neighborhood or decrease property values. He said he would like to see a few of the homes that look like junkyards be cleaned up. He said he would like to see more effort put into taking care of this problem instead of focusing on second driveways. He also said he had thoughts on the upcoming budget. He said he understood it was not a phenomenal amount of money and he could afford it but not everyone can. He said he thinks that wants and needs should be separated. He asked how much of the new building is a need and not a want. He said he read one of the reasons for the new building is for safety concerns. He said he would like to know what those safety concerns are. He said construction processes have not changed for many years. He said he understood upgrades may be needed but a more modest approach could be taken. He asked if there needed to be a whole new building or could maintenance take care of things. He said he would like to hear from someone about what those safety concerns are.

Mr. Dave Litton addressed the Council and asked who had paid for the gift cards for the Council Kudos. The Mayor Protem said he believed it was the city. Mr. Litton said he felt like the city was generous with his money. He said he walks around the city and as he does, he picks up trash and does not expect any rewards for doing so. He said it is just something to do. He asked if the city knew what the three main points were for the proper role of government. He said the first was to protect rights, the second one is to maintain order, and the third is to provide critical infrastructure. He said he felt like there were things in the proposed tax increase that were not needed.

Mr. Stephen Olsen addressed the Council and said he thought that every time his freedoms are infringed on it is due to claims of "safety" of things. He said he felt like trying to save everyone is taking away our freedoms. He said he gets tired of implementing the law. He said he does not like the code enforcement in the city. He said forcing people on a fixed income to put in cement for driveways is not right. He said there is a home nearby him which has a lot of junk and his neighbor was arrested because he did not comply with cleaning up. He said he did not feel like an arrest was warranted and freedoms are being infringed upon. He said he felt like 46% was too much to raise taxes, and added that he did not think the increase would end up being that high but that this proposed rate was a game that Davis County politicians like to play.

Ms. Natalie Molina addressed the Council and said she lives near Mills Park, where several homes are in poor condition. She said one home is a drug house and another had previously been a meth house. She

questioned why code enforcement has focused on gravel and driveways instead of trash, debris, and squatters in homes, which she said have a greater impact on property values. She said she did not understand why the city has codes if they are not enforced and stated that many issues in her neighborhood are not being addressed. She said renters sometimes create problems that are not resolved because property owners continue to receive rent and do not take responsibility. She asked the city to focus on enforcing its rules and ordinances, including issuing citations, using abatement authority, and placing liens when appropriate. She said well-maintained properties attract residents who also want to take care of their homes.

Ann Seely said she also has an issue with someone who owns a plane that buzzes around the neighborhood first thing in the morning and late at night. She said there should be rules for that and he has been doing this same thing for years.

Ruth Hatch addressed the Council and said she is retired. She estimated she will receive an $80 increase in her retirement income, but noted that her Medicare expenses will also increase. She said she shared others' concerns about whether a new building is needed. While she understood the police department may need more space, she questioned whether a new building was necessary. She also raised concerns about city wages and questioned whether raises could wait until next year, when conditions may be better. She said many Woods Cross residents are retired and asked the Council to be mindful of them.

Chandlier addressed the Council and said the new property tax revenue would be about $1 million dollars and wondered how much the bond would be for the city would be applying for the city hall and park renovation. The City Administrator said the estimates in January were for about $1.5 million dollars for principle and interest. He said they are having Zion's bank run more numbers to have a more accurate figure. Chandlier asked what the amount of the bonds is that the city has currently. The City Administrator said he did not currently have those numbers but if Chandlier would like to get ahold of him, he could give him those numbers.

There were no further comments, and the Mayor Protem closed the public comment period.

PUBLIC HEARING—PROPOSED FY 2027 TENTATIVE BUDGET FOR ALL CITY FUNDS
INFORMATION RELATED TO PUBLIC HEARING OF PROPOSED FY2027 TENTATIVE BUDGET

PRESENTATION BY BUDGET OFFICER OF THE FY27 BUDGET AND PROPOSED NEW PROPERTY TAX REVENUE, INCLUDING A NARRATIVE BUDGET MESSAGE

The Mayor Protem gave the floor to the City Administrator who also serves as the city's Budget Officer. He noted the following for the Council:

This presentation is in preparation for the Tentative Budget public hearing that will take place tonight. This presentation was made on May 5, 2026, and will be repeated as needed to comply with Utah State Code. **This Tentative Budget Includes a proposed property Tax Increase.**
As the Budget Officer, I present to you the tentative FY2026-27 (FY27) budget for the City of Woods Cross. This tentative budget includes the funding necessary to carry out the same work conducted in FY26. There is also a series of agenda items that must be completed during this meeting to comply with the Truth In Taxation process.

We have the list of FY27 proposed capital projects (one-time and ongoing) that have been ranked in order of priority by the senior staff. The items on the capital projects list have not been included in the tentative budget.

As directed, we have coordinated with Davis County and the state to proceed with Truth-in-Taxation (TNT) this year.

The second to the last column of the tentative budget identifies the % increase or decrease over last year's budget, and the final column indicates the dollar amount of the increase or decrease. Some points of interest in the tentative budget include:

- Pg. 1 General Fund Revenue: The preliminary data from the Tax Commissison states that the Auditor's Certified Rate Revenue for 2026 is $2,140,630. That amount is $41,663 higher than the $2,098,967 Auditor's Certified Tax Revenue that we received in 2025, and is due to New Growth

- Sales tax is not as strong as FY25 but is anticipated to grow slowly. We do expect some revenue reductions when the city properties are sold, and court fine revenue is down. The Transfer From Other Funds 10-39-300 is the transfers from other funds (water, garbage, RDA, etc.) for the services that staff perform for those funds (HR, utility billing, management, etc. This is calculated annually by Brian and will go down by $68,906 this year.

- Brian removed all one-time FY26 capital project funds from the budget to ensure excess revenue is not carried forward.

- Brian, Cass, and Bryce are responsible for ensuring that the wages and benefit lines xx-xx-110, 111, 112, 130, 131, 132, 133, 134 meet the anticipated wage increases and any benefit adjustments.

- Brian reviews past year and current year expenditures and adjusts some budget lines if it appears that the actual expenditures are considerably less than the budget. This is the case in 10-47-250

The City Administrator noted that the tax increase number is approximately $994,249 but it is the intent of the Council and the staff to reduce this number before it is voted on in August 2026. He said State Law requires that they state the maximum amount that the Council can adopt be set at this time.

The City Administrator also went over the General Fund Capital Projects and said they had been ranked by staff by priority. He noted that none of them had been finalized at this time.

PRESENTATION BY BUDGET OFFICER OF THE FY27 BUDGET AND PROPOSED NEW PROPERTY TAX REVENUE, INCLUDING A NARRATIVE BUDGET MESSAGE

AGENDA ITEM 5a. PRESENTATION OF TENTATIVE BUDGET

FY2026~2027 Tentative Budget

Account Number	Account Title	PY 2024-25 Actual Rev/Exp	CY 2025-26 Original Budget	FY 2026-27 Tentative Budget	% Increase	Dollar Increase Yr/Yr
	Revenue					
10-31-100	PROPERTY TAXES- REAL PROPERTY	2,018,393	2,157,774	2,200,000	1.96%	42,226
10-31-111	PROPERTY TAXES- TNT INCREASE (new City Hall)	0	0	994,249	n/a	994,249
10-31-150	FEES IN LIEU- MOTOR VEHICLES	103,568	85,000	105,000	23.53%	20,000
10-31-200	PROPERTY TAXES- PERSONAL PROP	113,914	95,500	109,005	14.14%	13,505
Totals:		202,113	203,313	203,538	0.11%	225
	Transfers, Other					
10-90-910	TRANSFERS OUT TO OTHER FUNDS	1,348,865	348,865	378,865	8.60%	30,000
10-90-911	TRANSFERS- NEW CITY HALL DEBT SERVICE	0	0	994,249	n/a	994,249
10-90-990	BUDGETED INCREASE TO FUND BALANCE	0	45,329	276,363	509.68%	231,034
Totals:		1,348,865	394,194	1,649,477	318.44%	1,255,283
	Total General Fund Expenditures	8,808,462	8,860,418	10,059,292	13.53%	1,198,874
	Net Revenue over/(under) Expenditures	78,707	0	0	0.00%	0
	Capital Improvements Development Fund					
46-31-310	SALES TAX REVENUE WINDFALL	0	0	0	0.00%	0
46-36-100	INTEREST EARNINGS	83,818	100,000	100,000	0.00%	0
46-36-900	SUNDRY REVENUES	0	0	0	0.00%	0
46-38-400	SALE OF FIXED ASSETS	0	0	0	0.00%	0
46-39-100	TRANSFER IN FROM GENERAL FUND BAL	1,000,000	0	0	0.00%	0
46-39-111	TRANSFERS IN- NEW CITY HALL DEBT	0	0	994,249	N/A	994,249
46-39-900	FUND BALANCE APPROPRIATION	0	0	900,000	0.00%	900,000
Totals:		1,083,818	100,000	1,994,249	1894.25%	1,894,249
46-40-311	ENGINEERING (Storm Sewer)	0	0	0	0.00%	0

While it is the intent of the council and staff to reduce this number before it is voted on in August, 2026, State Law requires that we set the maximum amount that the Council can adopt at this time.

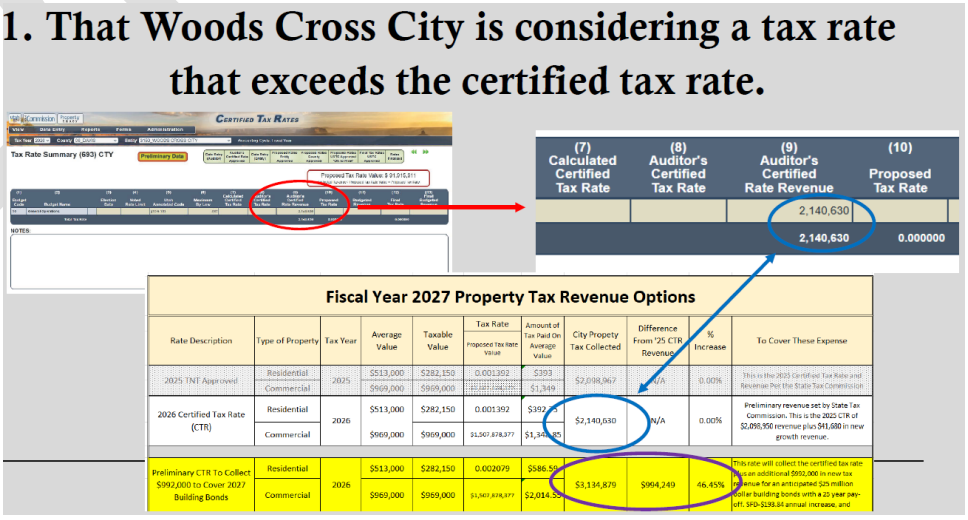
GIVING NOTICE THAT THE BUDGET OFFICER OF WOODS CROSS CITY INTENDS TO STATE IN THE PUBLIC MEETING THAT THE TENTATIVE BUDGET INCLUDES A PROPSED TAX INCREASE

The Budget Officer noted the following for the City Council:
"In accordance with Utah State Code 59-2-919 (4)(a), this memo and associated discussion during this city council meeting is to give notice that as the Budget Officer, I will state in the meeting that the FY27 Budget includes a proposed tax rate increase.

"During other agenda items at this meeting, I will state that proposed property tax increase is in the amount of $994,249.00 additional dollars than the preliminary Auditor's Certified Rate Revenue of $2,140,630. This tax rate revenue increase would be appropriated to the bond payments for the City Hall/Community Center - Hogan Park project."

• I Bryce Haderlie, as the Budget Officer for Woods Cross City, am stating that the FY27 Budget includes a proposed tax increase.

1. That Woods Cross City is considering a tax rate that exceeds the certified tax rate.



2. The approximate dollar amount and purpose of the ad valorem tax revenue increase.

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Fiscal Year 2027 Property Tax Revenue Options

Rate Description	Type of Property	Tax Year	Average Value	Taxable Value	Tax Rate (Proposed Tax Rate Value)	Amount of Tax Paid On Average Value	City Propety Tax Collected	Difference From '25 CTR Revenue	% Increase	To Cover These Expense
2025 TNT Approved	Residential	2025	$513,000	$282,150	0.001392	$393	$2,098,967	N/A	0.00%	This is the 2025 Certified Tax Rate and Revenue Per the State Tax Commission
	Commercial		$969,000	$969,000	$1,507,878,377	$1,349				
2026 Certified Tax Rate (CTR)	Residential	2026	$513,000	$282,150	0.001392	$392.75	$2,140,630	N/A	0.00%	Preliminary revenue set by State Tax Commission. This is the 2025 CTR of $2,098,950 revenue plus $41,680 in new growth revenue.
	Commercial		$969,000	$969,000	$1,507,878,377	$1,348.85				
Preliminary CTR To Collect $992,000 to Cover 2027 Building Bonds	Residential	2026	$513,000	$282,150	0.002079	$586.59	$3,134,879	$994,249	46.45%	This rate will collect the certified tax rate plus an additional $992,000 in new tax revenue for an anticipated $25 million dollar building bonds with a 25 year pay-off. SFD-$193.84 annual increase, and
	Commercial		$969,000	$969,000	$1,507,878,377	$2,014.55				

3. The approximate percentage increase in ad valorem tax revenue that is based on the tax rate increase.

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Fiscal Year 2027 Property Tax Revenue Options

Rate Description	Type of Property	Tax Year	Average Value	Taxable Value	Tax Rate (Proposed Tax Rate Value)	Amount of Tax Paid On Average Value	City Propety Tax Collected	Difference From '25 CTR Revenue	% Increase	To Cover These Expense
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	Commercial		$969,000	$969,000	$1,507,878,377	$1,349				
2026 Certified Tax Rate (CTR)	Residential	2026	$513,000	$282,150	0.001392	$392.75	$2,140,630	N/A	0.00%	Preliminary revenue set by State Tax Commission. This is the 2025 CTR of $2,098,950 revenue plus $41,680 in new growth revenue.
	Commercial		$969,000	$969,000	$1,507,878,377	$1,348.85				
Preliminary CTR To Collect $992,000 to Cover 2027 Building Bonds	Residential	2026	$513,000	$282,150	0.002079	$586.59	$193.84 $3,134,879 $665.70	$994,249	46.45%	This rate will collect the certified tax rate plus an additional $992,000 in new tax revenue for an anticipated $25 million dollar building bonds with a 25 year pay-off. SFD-$193.84 annual increase, and
	Commercial		$969,000	$969,000	$1,507,878,377	$2,014.55				

The number circled in red are 2025 numbers because the County Auditor has not provided the Average Taxable Value for 2026

4. That the entity shall provide notice of and conduct a public hearing as required where members of the public have an opportunity to comment on the proposed increase.

4. That the entity shall provide notice of and conduct a public hearing as required where members of the public have an opportunity to comment on the proposed increase.

- Resolution 2026-969 was adopted on February 17, 2026 and established with the Davis County Auditor that the Woods Cross City Council will meet on Tuesday, August 4, 2026 at 7:30 p.m. to hold a public hearing on the proposed tax increase in accordance with Utah Code Annotated 59-2-919.
- A public hearing on the tentative budget will be held June 2, 2026.
- The Interim Budget will need to be adopted prior to June 30, 2026.
- If the city holds other budget meetings prior to the August 4th, 2026 TNT Public Hearing, the City will give noticed to the public in accordance with Utah State Code.

PRESENTATION BY BUDGET OFFICER OF THE FY27 PROPERTY TAX IMPACT SCHEDULE AS DEFINED IN UCA 59-22-919(4) AND UCA 59-2-924

In accordance with Utah State Code 59-2-919 (4) and 59-2-924, as the Budget Officer, I am required to include the Property Tax Impact Schedule as a separate agenda item and have copies available to the public.

In summary, this Property Tax Impact Schedule identifies the City's intent to propose a property tax increase to the citizens to generate an additional $994,249 in revenue to go towards the anticipated bond payments for City Hall/Hogan Park project.

AGENDA ITEM 5c. BUDGET OFFICER PRESENTATION OF THE FY27 PROPERTY TAX IMPACT SCHEDULE

UTAH CODE 59-22-919(4) & UTAH CODE 59-2-924

- I Bryce Haderlie, as the Budget Officer for Woods Cross City, am presenting the FY27 Property Tax Impact Schedule Per Utah Code 59-22-919(4) and Utah Code 59-2-924.

Woods Cross City
Fiscal Year 2026-2027 Proposed Property Tax Impact Schedule

May 1, 2026

Woods Cross City will consider an increase to its property tax rate from .001392 to .002079 (estimated) to generate an additional $994,249 in revenue. If the property tax rate is increased , this revenue would be used to pay a portion of the bond payments towards the City Hall/Hogan Park project. The following information is intended to provide decision makers and the public with an explanation of how the City's operations would be affected if the property tax increase is adopted.

Woods Cross City's Current Property Tax Rate (based on 2025 Tax Year, will be updated as soon as available)	0.001392	
Woods Cross City's Current Property Tax Revenue (based on Utah State Tax Commission information dated 4/30/2026)	$2,140,630	
Proposed Total Property Tax Revenue with Tax Change	$3,134,879	
New Property Tax Revenue to Woods Cross City	**$994,249**	
Estimated Approximate Percentage Increase in Tax Revenue	46.45%	
	Monthly	Annual
Estimated Increase to a Primary Residence of $513,000 (based on 2025 Tax Year Average Value)	$15.20	$182.42
Estimated Increase to a Business Valued at $969,000 (based on 2025 Tax Year Average Value)	$26.91	$626.49

Departments Affected by Tax Increase:

The City did not receive a property tax increase in FY 2026. The proposed FY 2027 budget does not include a targeted revenue increase to address prior-year funding needs and support ongoing operations.

Additional information about the proposed property tax increase will be presented later in the meeting.

The Mayor Protem said there had been a citizens group who had been working with the Council on the new city hall and park renovations. He said they had also had information available at the Memorial Day breakfast and are currently preparing a survey to go out for citizen input on this matter. He said the Council is trying to get as much input on this matter as possible to receive the information to move forward with making this decision. He said he realizes this is a big decision and wants to make considerations.

Council Member Jones said the decision to build a new city hall had not been taken lightly. As an architect, he works with buildings regularly and understands that while buildings can last a long time, public safety and emergency operations require a higher design standard that the current building does not meet. He said this does not include the need for additional space. He noted the city had explored renovating the existing building, but renovation would cost more than constructing a new one. He said other cities that renovated older buildings found the process more expensive and resulted in less functional facilities. He said the city had received significant public input on the project and had carefully considered the city's needs. He also said the city has avoided overtaxing residents and accumulating excessive cash reserves, which allows the city to pay for the project through future funding rather than cash on hand.

Council Member Grover said as the age of the building was considered, the city and residents' interests could be better served by building this new park and facility. He also said the city hall needs to be a safe place in case of an emergency. He said this should be a new facility that would last 50 years plus. He said the usefulness of the building and park will be much better for the community with the proposed project. He also pointed out that the city has been judiciously seeking ways to help pay for this project and has sold two significant pieces of property to help defray the costs of this project and bring as much cash to the table as possible. He said they may be able to lower the property taxes during the period of the bond. He said that the Mayor and Council are also residents and are doing as much as they can to try to keep taxes in check.

Council Member Peterson said she had seen the building through an experience on a tour with her 3rd grader students she teaches. She said as she had seen the conditions of the basement and where the police officers work in these offices, they are not sufficient. She said there is a need for better working conditions to provide the services for the community. She said all city employees deserve a safe place to work. She said she realizes the tax increase may be significant, but the Council is trying to follow the statues put forth by the state of Utah and are following the rules, and consider residents today and those who call Woods Cross home into the future.

The Mayor Protem then opened the Public Hearing.

Ms. Ann Seely addressed the Council and said the building sounds important and asked why the park and the building are being lumped together during such a horrible economy. She asked that wants and needs really be considered. She said we do not have to entertain kids with a new park, and they have backyards and other places they can go. She said parents will send kids to the park unattended and kids can cause property damage left unattended. She said she felt it should go to a vote and let the residents decide.

Mr. Mike Vandersteen addressed the Council and said he did not believe that anyone would argue that the police department needs better facilities. He said it had been a long time since he toured the building. He asked if the Council Chambers needed to be renovated. He said he felt like this area was fine. He asked if there needed to be a full renovation of the building or is a full renovation really needed. He said he thought a small amount of paint would fix a lot of the space like the Council Chambers. Couldn't a simpler approach work?

Council Member Jones responded and said he felt that was a valid question. He said that just by looking at the room it is easy to say it looks great other than maybe the color of the paint. He said it is the structure underneath that is the problem. He said the city offices are required to operate as an emergency operations center during an emergency and with the structure as it is, in the case of an earthquake, this building would not handle that load. He said you cannot see the infrastructure and see what needs to be addressed to make it earthquake safe.

Mr. Vandersteen said he would like to go on a tour and see the building. Council Member Jones said that while a tour would show age, the structural integrity of the building is behind the walls, and you cannot see the deteriorating infrastructure. Mr. Vandersteen said he still feels like the city needs to stay within what is needed instead of what is wanted. Council Member Jones said the city, architect, and construction manager general contractor (CMGC) continue to have ongoing discussions about that very thing every day.

There was a question about how much cash it would take from the city to do this project. The City Administrator said it is estimated to be around $3-4 million dollars from the Capital Improvements Fund balance, always leaving a reserve that must be maintained. He said the city is planning to use the funds from the sale of the properties which will add about $3 million dollars to the budget.

The architect and CMCG have been collaborating with staff and City Council to analyze needs and costs. He said at the weekly planning meetings Council Members had been looking at numbers and trying to reduce those costs before the architects draw up plans for the project. He said the CMGC the city has chosen is Hogan Construction and the architect firm is the Method Architect Firm; these companies went through a rigorous Request for Proposal (RFP) process. Hiring both an architect and a CMGC allows the builder to provide cost and constructability feedback during the design phase to prevent expensive mid-project changes.

He also shared that building this new building has been talked about for 20 years and they have been talking about renovating the park for about 5 years. He reiterated that the current building does not meet the current seismic requirements and doesn't have a sufficient fire suppression system. He also said the police department is running out of room for evidence and evidence is being stored underneath the stairs right now. This is not sustainable as critical police evidence must be stored in perpetuity. He said subsidence is also impacting the current building, its structures, and systems. He said renovating the same building with piering would be $18 million dollars.

The question was a question as to whether there was any available empty offices in the new public works building. LaCee said there are no offices available right now.

The Mayor Protem addressed Mr. Vandersteen who had asked about the need for an emergency operations center. He shared that the city has a committee for emergency preparedness, and it has evolved into a Certified Emergency Response Team (CERT). He said they must have an emergency operations center in order to serve and guide the community in the event of an emergency.

Angela Turner said she was a concerned citizen and said she had been working with the protect Medicaid Coalition. She said with the rising cost of medical expenses it is very hard right now. She said she has three children with special needs and with medical costs are going through the roof this year even with private pay insurance. She said food is going up and utilities are going up. She said from what she could tell the city has implemented smaller 5% tax . She said 45% is a huge increase. She said it will not allow her kids to do any extracurricular activities, and the tax increase would be a $2000 dollar increase for her and her family. She said she did not know how families would be able to afford that kind of increase. She said she thought the Council needed to look at putting a pause on an increase for this year.

Robert Stowell said he thought the city police needed to be supported as and he thought the city has the best police officers we could ask for. He said as far as the taxes go, what is the population now versus 10 years ago and by what percent have the utilities raise. He said he thought they had doubled or tripled. He said he would love to be able to say he was getting that kind of money for his business and ask people to help. He said if there is something the city is trying cover, say water lines or the city building, then the more people you have in your city, things should go down not up. He asked if everything that is being charged is being looked at and if there is any waste that can be covered. He said the Council are stewards over the city and asked if the city wages are on the high scale versus the individuals that are trying to pay for everything. He said he is not in the bracket where he is making a three-figure salary, so it is something to think about to see that there is no

waste. He said he believed we have one of the best police forces and we should support them and hopefully the best decisions are being made to support them.

Chandler Reuses wanted to know what bonds the city owed on, and he looked it up on a public website and he said it shows that Woods Cross owes $8.5 million for tax road bonds and an undisclosed amount for water bonds. He said he sees that the city is running on a deficit, and he is wondering if the $1.1 million dollars for expansion is necessary.

The City Administrator said he has a bond book that shows what is owed and how much those payments are. He said he would be happy to send that information to Mr. Reuses.

Mr. Stephen Olsen said it is making more sense to him now, but he was wondering what the remodel for Hogan Park was and wanted information on that part of the remodel plan.

Council Member Jones said where the current building is, there will be a parking lot, allowing all city services to operate during construction. The city had held off on updating the park until the new city hall project so that combining the two projects would provide cost savings and a more congruent look. He said there was a large community group that has met together for the last few years to give input on the park and the desires of what they would like to see there. He said right now there are plans to put in a large green space for a gathering area, as well as a playground like the one currently there, adding a water feature for summertime play, pickleball courts, and basketball courts are in general what will be included in the park.

Mr. Olsen said he would be more ok with the project without crazy renovations to this park. He said anytime there is a water feature discussed it is difficult because we live in a desert and drought conditions are a problem. He said there are many parks in neighboring cities and wondered why we needed a water feature in the park when we live in a desert. He said he felt like down the road basketball courts and pickleball courts can be put in at a later time. He said other cities have this stuff too and we do not need to provide it for everybody.

The Mayor Protem said if they continue to postpone this project, costs will continue to rise. He said if they wait, those costs keep rising each year and they will never be able to keep up with the rising costs of building materials. He said they have not been in a better position with the selling of the two properties and the RAP tax and cash reserves, so now seems to be the best time to move forward with this project. He said he is starting his twelfth year on the Council, and he has not seen the city in a better position to do this project. He said it will be a quality project and a project that would last well into the future. He said one of the things he mentioned when talking about this project is that it would be a crown jewel of Woods Cross and it would be a great community gathering place. He said on his time at the Council he has never seen a better time to have this project happen.

Council Member Checketts said she thought it was important to point out that construction impacts a much larger area when a building is being constructed and the park and surrounding areas will be torn up. She said the things that are being taken out will not be able to be saved and reinstalled. She said when she was put on the Council, she attended some newly elected official trainings. She said she learned when you are planning for city buildings you are planning for a 50-year building. She said the current building is going on 60 years for some parts of it and the fact is that parts are no longer available for some of the things that need fixing because they are no longer available. She said the public works department has been making fixes to try to make the building last a few more years. She said she felt like this is important for the public to know the

Council is not only planning for today's needs but for the city's needs 50 years down the road and it is their responsibility to continue that legacy in the city.

Council Member Checketts said it is very expensive for the city to maintain trees so that is why they are moving away from ongoing street tree maintenance. This is in line with how most city's approach street trees. She said Salt Lake City is the only city left who maintains trees. For the city to maintain these trees, it would draw on a budget so that taxes would potentially have to be raised even more for this expense. She wondered if residents would want taxes raised to maintain the trees. Ms. Seeley said the trees should be a priority over other projects being considered.

Council Member Jones said those were two separate issues and taxes would need to be considered separately.

The Mayor Protem asked that comments be directed to the proposed tentative budget as that is what the public hearing is about.

Mr. Olsen said one thought to consider was the UDOT construction where they talked about off-ramps and on-ramps and beautification. He said he did not care what anyone's off-ramp looked like so he did not care what this one looked like. He wondered how much the beautification would cost.

The City Administrator said the city is not paying for any of the beautification and that UDOT is going to take care of that. He said UDOT will maintain those ramps with no additional money required from the city to put in that infrastructure.

There were further in person comments, and the Mayor Protem opened comments up those online.

Mr. Tyler Parkin said he is opposing the city hall and Hogan park remodel. He said he thought the decision should be put on hold and taken to a public vote. He said he would put Hogan Park on hold or stop because it is not necessary, but felt that if there is need for a new city hall that could be looked at. He said the Council could look at doing one or the other, but not both.

There was a question about when the Council meetings had been made available online and it was noted there has been access to the Zoom meetings to join online since COVID occurred in 2020.

There were no further public comments, and the Mayor Protem closed the public hearing on the proposed FY27 tentative budget.

The City Administrator said due to scheduling conflicts, the June 16th City Council meeting had been cancelled. The City Council Meeting will be held Friday June 12th at 6:30 p.m. at the Woods Cross City hall 1555 S 800 W Woods Cross, Utah during that meeting, there will be public hearings on the FY26 budget amendments, FY27 interim budget RDA FY26 & FY27 budgets, and FY27 compensation schedule of elected and statutory officers. The Council /RDA board will also consider adopting resolutions and ordinances pursuant to those matters and setting a proposed tax rate related to the proposed Property Tax increase.

CONSIDERATION TO ADOPT RESOLUTION 2026-995 ADOPTING THE FISCAL YEAR 2027 TENTATIVE BUDGET SUBJECT TO THE PUBLIC HEARING HELD ON THIS NIGHT AND OTHER RELATED MATTERS ASSOCIATED WITH THE FY27 BUDGET AND PROPOSED PROPERTY

In accordance with Utah State Code 59-2-919 (4) and Utah Code 52-4, this attached resolution is to affirm that during the meeting, Bryce K Haderlie, the Woods Cross Budget Officer made the following statements.

1. That Woods Cross City is considering a tax rate that exceeds the certified tax rate.
2. The approximate dollar amount and purpose of the ad valorem tax revenue increase.
3. The approximate percentage increase in ad valorem tax revenue that is based on the tax rate increase.
4. That the entity shall provide notice of and conduct a public hearing as required where members of the public have an opportunity to comment on the proposed increase.

The information associated with these statement is as follows:

That Woods Cross City is considering a tax rate that exceeds the certified tax rate.

(7) Calculated Certified Tax Rate	(8) Auditor's Certified Tax Rate	(9) Auditor's Certified Rate Revenue	(10) Proposed Tax Rate
		2,140,630	
		2,140,630	0.000000

Fiscal Year 2027 Property Tax Revenue Options

Rate Description	Type of Property	Tax Year	Average Value	Taxable Value	Tax Rate	Amount of Tax Paid On Average Value	City Propety Tax Collected	Difference From '25 CTR Revenue	% Increase	To Cover These Expense
2025 TNT Approved	Residential	2025	$513,000	$282,150	0.001392	$393	$2,098,997	N/A	0.00%	
	Commercial		$969,000	$969,000		$1,349				
2026 Certified Tax Rate (CTR)	Residential	2026	$513,000	$282,150	0.001392	$392.75	$2,140,630	N/A	0.00%	Preliminary revenue set by State Tax Commission. This is the 2026 CTR of $2,098,997 revenue plus $41,633 in new growth revenue.
	Commercial		$969,000	$969,000		$1,348.85				
Preliminary CTR To Collect $992,000 to Cover 2027 Building Bonds	Residential	2026	$513,000	$282,150	0.002079	$586.50	$3,134,879	$994,249	46.45%	This rate will collect the certified tax rate plus an additional $992,000 in new tax revenue for an anticipated $25 million dollar building bonds with a 25 year pay-off. $70-$281.86 annual increase, and
	Commercial		$969,000	$969,000		$2,014.55				

The approximate dollar amount and purpose of the ad valorem tax revenue increase.

Fiscal Year 2027 Property Tax Revenue Options

Rate Description	Type of Property	Tax Year	Average Value	Taxable Value	Tax Rate (Proposed Tax Rate Value)	Amount of Tax Paid On Average Value	City Propety Tax Collected	Difference From '25 CTR Revenue	% Increase	To Cover These Expense
2025 TNT Approved	Residential	2025	$513,000	$282,150	0.001392	$393	$2,098,967	N/A	0.00%	This is the 2025 Certified Tax Rate and Revenue Per the State Tax Commission
	Commercial		$969,000	$969,000	$1,507,878,377	$1,349				
2026 Certified Tax Rate (CTR)	Residential	2026	$513,000	$282,150	0.001392	$392.75	$2,140,630	N/A	0.00%	Preliminary revenue set by State Tax Commission. This is the 2025 CTR of $2,098,950 revenue plus $41,680 in new growth revenue.
	Commercial		$969,000	$969,000	$1,507,878,377	$1,348.85				
Preliminary CTR To Collect $992,000 to Cover 2027 Building Bonds	Residential	2026	$513,000	$282,150	0.002079	$586.59	$3,134,879	$994,249	46.45%	This rate will collect the certified tax rate plus an additional $992,000 in new tax revenue for an anticipated $25 million dollar building bonds with a 25 year pay-off. SFD-$193.84 annual increase, and
	Commercial		$969,000	$969,000	$1,507,878,377	$2,014.55				

The approximate percentage increase in ad valorem tax revenue that is based on the tax rate increase.

Fiscal Year 2027 Property Tax Revenue Options

Rate Description	Type of Property	Tax Year	Average Value	Taxable Value	Tax Rate (Proposed Tax Rate Value)	Amount of Tax Paid On Average Value	City Propety Tax Collected	Difference From '25 CTR Revenue	% Increase	To Cover These Expense
2025 TNT Approved	Residential	2025	$513,000	$282,150	0.001392	$393	$2,098,967	N/A	0.00%	This is the 2025 Certified Tax Rate and Revenue Per the State Tax Commission
	Commercial		$969,000	$969,000	$1,507,878,377	$1,349				
2026 Certified Tax Rate (CTR)	Residential	2026	$513,000	$282,150	0.001392	$392.75	$2,140,630	N/A	0.00%	Preliminary revenue set by State Tax Commission. This is the 2025 CTR of $2,098,950 revenue plus $41,680 in new growth revenue.
	Commercial		$969,000	$969,000	$1,507,878,377	$1,348.85				
Preliminary CTR To Collect $992,000 to Cover 2027 Building Bonds	Residential	2026	$513,000	$282,150	0.002079	$586.59	$3,134,879	$994,249	46.45%	This rate will collect the certified tax rate plus an additional $992,000 in new tax revenue for an anticipated $25 million dollar building bonds with a 25 year pay-off. SFD-$193.84 annual increase, and
	Commercial		$969,000	$969,000	$1,507,878,377	$2,014.55				

The number circled in red are 2025 numbers because the County Auditor has not provided the Average Taxable Value for 2026

That the entity shall provide notice of and conduct a public hearing as required where members of the public have an opportunity to comment on the proposed increase.

- Resolution 2026-969 was adopted on February 17, 2026 and established with the Davis County Auditor that the Woods Cross City Council will meet on Tuesday, August 4, 2026 at 7:30 p.m. to hold a public hearing on the proposed tax increase in accordance with Utah Code Annotated 59-2-919.
- Other public hearings on the tentative budget may be held June 2, 2026 and other dates prior to August 4th, 2026 and will be noticed to the public in accordance with Utah State Code.

Also, In accordance with Utah Code Sections 10-6-111, 59-2-919 and 59-2-924, this attached resolution will adopt the following by resolution:

1. That the Fiscal Year 2026-27 Tentative Budget is accepted and adopted, subject to further review and consideration by the Council.
2. That the City has given notice that it intends to raise property taxes as stated in the tentative budget, following the requirements of Utah Code Sections 10-6-11, 59-2, and 52-4.
3. That the City is ordered to post necessary publications of notices as required by law.
4. That a copy of the FY27 Tentative Budget, with the proposed tax increase, and all other documents related to the Tentative Budget and proposed tax increase are available for public inspection in the Office of the City Recorder and on the City Website for at least 10 days prior to the adoption of this resolution, the adoption of the interim budget, and adoption of the Final Budget.
5. That the Budget Officer has made a copy of the Property Tax Impact Schedule available for public inspection in the Office of the City Recorder and on the City Website as a separate document from the Budget documents for at least 10 days prior to the adoption of this resolution, the adoption of the interim budget, and adoption of the Final Budget.
6. That a series of public hearings related to the FY26 & FY27 budgets and compensation of elected and statutory officers will be held on Friday, June 12, 2026, at 6:30 p.m. in the City Council Meeting at the Woods Cross City Hall, located at 1555 South 800 West in Woods Cross, UT 84087.
7. That the Budget Officer is ordered to file all public notices as required by law.
8. That the Mayor Pro Tem is authorized to sign this resolution and that it becomes effective immediately upon adoption.

To view the complete tentative budget see:
https://www.woodscross.gov/DocumentCenter/View/723/PRESENTATION-OF-THE-FY27-TENTATIVE-BUDGET-PROPOSED-TAX-RATE-INCREASE-AND-THE-PROPERTY-TAX-IMPACT-SCHEDULE?bidId=

There were no further questions or comments on this matter and Council Member Jones made a motion to adopt resolution 2026-995 adopting the Fiscal Year 2027 Tentative Budget subject to the public hearing held on this night and other related matters associated with the FY27 budget and proposed property tax increase including the proposed amendment as outlined. Council Member Grover seconded the motion, and all voted in favor of the motion through a roll call vote.

CONSIDERATION TO ADOPT RESOLUTION 2026-996 APPROVING PLACEMENT OF YIELD SIGNS AT 2260 S MOUNTAIN VIEW BLVD.

The City Administrator continued with the floor and noted the following for the Council:

"Following the discussion with Mr. Tyler Parkin at the May 19th City Council meeting, staff has worked with JUB Traffic Engineer, Vijay Kornala, P.E. to provide a professional recommendation for traffic control. Given to the Council is the report with justification that yield signs can be placed at this intersection on the north-south approaches.

"We have forwarded the memo to our Code Enforcement Officer to evaluate the intersection for clear view triangle issues and enforce the code accordingly. Staff recommends Council approval of the resolution authorizing the installation of the signs."

Following the information given, it was noted the approximate cost is around $150 per sign.

Council Member Jones asked if this was a recommendation or just acceptable to put in the yield signs. The City Administrator said the signs could be installed if the Council decides they would like to consider doing so. Council Member Jones said he is concerned about putting in unnecessary signs. He asked if they were recommended and the City Administrator said the traffic engineer said they could put in a yield sign if they felt like they wanted to do so. Council Member Jones said he would rather it be a recommendation for putting in a yield sign based on data. He said there are just not that many cars traveling in that area. It was pointed out that there are not as many cars right now, but when school is back in the volume will be up.

Council Member Peterson asked if there would be a traffic study done in the fall. The City Administrator said it would be expensive for that study, and the intersection will not qualify for a stop sign. He said they could spend the money for a traffic study but that $300 is not a lot of money for yield signs.

Council Member Grover said he had talked to some of the residents in this area and said he felt there were a few people who wanted the yield sign and said he was a little hesitant about setting a precedent.

Council Member Checketts said there was a request some years ago for a yield sign in another neighborhood and during her nine years on the Council that was the only other yield sign requested so there have not been a lot of other people asking for yield signs in other neighborhoods.

Council Member Jones said it would not hurt anything to put up the yield signs, and he felt like what Council Member Checketts said helped him to agree with going forward and installing those yield signs.

The City Administrator said he was not too worried about putting in a yield sign but if there are improper signs put in, people start to violate them.

Council Member Checketts made a motion to adopt resolution 2026-996 approving placement of yield signs at 2260 S Mountain View Blvd. Council Member Peterson seconded the motion and all voted in favor of the motion through a roll call vote.

CONSIDERATION TO ADOPT RESOLUTION 2026-997 AUTHORIZING PROPERTY SALE FOR RIGHT OF WAY AT APPROXIMATELY 600 W 1500 S

The City Administrator noted the following for the City Council:

"As part of the UDOT I-15 project, the city is being asked to sell a portion of land on the west side of the detention basin at approximately 600 W 1500 S for $41,900 . We have asked that as part of the purchase, the sidewalk and lights be maintained or replaced from Wildcat Way to 1500 South along with other improvements (fence, landscape, etc.).

"The appraisal and offer letter indicate that part of the offer price includes improvements. The price will likely go down if we can get UDOT to agree to replace those improvements, but I still believe that this would be better than us having to do it ourselves.

"Staff spoke with Desiree Vargas, Right of Way Agent, the appraiser, and others about this property last fall. Desiree explained that UDOT needs this property for the project and will acquire it through a mutually agreeable transaction or condemnation. The appraisal, survey, quit claim deed, temporary easement, vicinity map, and associated documents are given to the Council. Desiree's email said that UDOT is offering a $3,000 incentive to complete the transaction in the next 30 days. Staff's recommendation is to accept the offer and incentive, subject to the approval of the City Attorney."

Following the information given by the City Administrator, Council Member Checketts asked if the catwalk would be eliminated and the City Administrator said it would not be eliminated. He said there is a construction easement, and it would not affect the detention basin.

Council Member Checketts asked how much property UDOT would be taking and the City Administrator said it is a piece of property about 713 square feet for $9,982 and paying $7,541 for a temporary construction easement and paying the city for trees and evergreens. He said most of the trees are in the UDOT right-of-way and UDOT is being generous for paying the city back for that property and will fix the sidewalk.

Council Member Peterson then made a motion to adopt resolution 2026-997 authorizing the property sale to UDOT for Right-of-Way at approximately 600 W 1500 S. Council Member Grover seconded the motion and all voted in favor of the motion through a roll call vote.

INTERIM BUDGET AND TRUTH IN TAXATION PROCESS

The City Administrator noted the following:

"During this agenda item, we will review the remaining steps and processes related to the FY27

Interim Budget, FY27 Final Budget, Truth in Taxation process, and other matters that must be addressed in the coming weeks.

"This may include setting dates for budget discussions related to capital projects, confirming what can and cannot happen at the August 4th City Council meeting/TNT public hearing, and any other steps necessary and required by law regarding the FY27 budget and proposed property tax increase."

The City Administrator went through the schedule and process with the Council and how that vote would take place. He also noted he was planning to send out another information pamphlet this year because that was helpful in the past. He asked the Council to make adjustments if they felt like they were needed.

COMMUNITY DEVELOPMENT REPORT Below is the report for the month of May.

Building Permits and Land Use Applications
- 9 Residential Building Permits (3 New Single-Family)
    - o $1,350,902 total valuation
    - o $41,306 total permit fees
- 1 Commercial Building Permits
    - o $711,700 total valuation
    - o $8,109 total permit fees
- 7 Miscellaneous Building Permits
    - o $ 64,217 total valuation
    - o $806 total permit fees
- 1 Site Plan Application
- 8 Miscellaneous Land Use Applications

Business Licenses
- 3 new Business Licenses
- 1 new Home Occupation Licenses
- 721 total Business Licenses

Code Enforcement
- 47 new Cases
- 142 total Active Cases
- Top Cases
    - o Parking violations – parking on lawn, illegal driveways, inoperable vehicles, etc.
    - o Debris and junk
    - o Tall weeds and grass
- If residents come to Council members regarding potential code violations, please refer them to Leah or me without promising actions that will be taken to resolve the potential code violations.

Updates
- We have seen an alarming increase in parking violations as Leah has been proactively enforcing the code. Residents most common response after being informed of how they are in violation is, "I have been doing this for decades and nobody has said anything about it." Leah has been compiling a pretty extensive list of parking violations as she drives through the city. Some of the most common violations are:

- Parking on the grass or dirt
- Jumping the curb to park on grass or a gravel "patch" by the side of the home
- Parking non-recreational vehicles on a gravel "RV pad"
- Installing an illegal second driveway. This is usually a driveway on the opposite side of the home from the existing driveway, with gravel used most often. The property owner may install steel risers or lay wood beams in the gutter to allow them to jump the curb. Some of these have existed for many years, a few are newer. With this proactive enforcement approach, members of the Council will most likely be contacted by residents with concerns or frustrations. Please refer them to Leah or me. The city has received negative but also positive comments on social media regarding this proactive approach.

• Sam continues to work with our building permit and business license software provider to add all land use applications to the portal. This will allow applicants to upload, pay for, and track their applications from the portal. This will also allow all reviews to occur electronically.
• New construction projects underway
  - DC Customs and the Boat Shack – next to Pace's Dairy Ann
  - The Crossing townhomes – northeast of Woods Cross High and across 500 West from The Hills apartments
  - Salmon Electric office warehouse – 1379 S Redwood Road
  - Auto Savvy – north of Woods Cross High (The dealership is expanding their lot to the east to accommodate more space for staging vehicles and more employee parking. There is no building being constructed; however, it has generated a lot of interest and inquiries by residents.)
• New businesses coming to the city
  - Alofa and Armor Collective – Polynesian Clothing and Lifestyle Brand – 1290 S 500 W
  - Custom DME – Prosthetic Fabrication – 1423 W 500 S

CITY ADMINISTRATOR REPORT

1. Staff have been heavily involved in preparing for the FY27 Budget adoption and Truth In Taxation process.
2. We enjoyed a wonderful Memorial Day celebration.
3. Regular meetings for the city hall/Hogan Park project design and meetings with staff to ensure that future needs are met.

QUESTIONS/DIRECTION TO STAFF/COUNCIL REPORTS

Council Member Peterson thanked everyone who helped to make Memorial Day Celebration a great success.

The Mayor Protem thanked Mr. Poole for the booth he set up with the boards showing the new city hall and park and the public were very excited about it.

CLOSED MEETING on Agenda: The Mayor Protem noted there was no need to hold a closed meeting.

ADJOURNMENT

There being no further business before the City Council, Council Member Grover made a motion to adjourn the meeting at 8:45 P.M. Council Member Peterson seconded the motion, and all voted in favor of the motion.

Wally Larrabee, Mayor Protem

Annette Hanson, City Recorder

WOODS CROSS CITY COUNCIL MEETING
JUNE 12, 2026

The minutes of the Woods Cross City Council meeting held June 12, 2026, at 6:30 P.M. in the Woods Cross City Hall located at 1555 South 800 West, Woods Cross, Utah.

COUNCIL MEMBERS PRESENT:
Ryan Westergard, Mayor
Julie Checketts-online
Jim Grover
Eric Jones

COUNCIL MEMBERS EXCUSED:
Wally Larrabee
Rachel Peterson

STAFF PRESENT:
Bryce Haderlie, City Administrator
Curtis Poole Community Development Director
Sam Christiansen, Public Works Director
Brain Passey, Finance Director
Annette Hanson, City Recorder
James Bigelow, Police Chief

PUBLIC ATTENDANCE:
David Lewis IV

INVOCATION/PLEDGE: Ryan Westergard

AGENDA REVIEW
Due to scheduling conflicts, and to meet statutory requirements, this meeting is taking place for what would have been the 6/16/2026 meeting. The public was made aware of this at the June 2nd City Council meeting via the city's website, public meeting notice website, and physical posting at city hall.

CONSENT AGENDA ITEMS

The Council reviewed the consent agenda items and Council Member Jones made a motion to approve the consent agenda items as presented with Council Member Grover seconding the motion and all voted in favor of the motion through a roll call vote.

CONSIDERATION TO RATIFY CASH DISBURSEMENTS

The Council reviewed the cash disbursements for the time period of 5/29/26-6/3/26.

The Council ratified the cash disbursements through the consent agenda.

CONSIDERATION TO ADOPT RESOLUTION 2026-1002 APPROVING THE CDBG BLOCK GRANT INTERLOCAL AGREEMENT FOR 2027-2029

The following information was given by the City Administrator.

This agenda item is to adopt the resolution provided by Davis County in conjunction with Resolution 2026-981 that was adopted on May 5, 2026. The County is currently requalifying as an Urban County to administer the Community Development Block Grant (CDBG) for fiscal years 2027–2029.

To ensure the city remains eligible for federal funds, HUD requires an updated interlocal agreement and a supporting resolution. The City Attorney has reviewed the resolution and approved it to form.

Resolution 2026-1002 adopting the CDBG Block Grant Interlocal Agreement for 2027-2029 was approved through the consent agenda.

CONSIDERATION TO ADOPT RESOLUTION 2026-1003 APPROVING THE CDBG WATERLINE PROJECT FOR 1400 S

The following information was given by the City Administrator.

The Community Development Block Grant (CDBG) Subrecipient Agreement with Davis County will allow Woods Cross City to receive $180,000 in CDBG funding for the 1400 South Waterline Replacement Project. The project will replace aging waterline infrastructure, associated service lines, meter boxes and fire hydrants along 1400 South. The total project cost is approximately $249,866.10, with the City providing the required matching funds. The project has been approved by the Davis County CDBG Review Committee and meets the federal low-to-moderate income housing benefit objective.

The agreement establishes a performance period from July 1, 2026, through June 30, 2027, and outlines the federal, state, and local requirements associated with the use of CDBG funds. Construction may not begin until the required environmental review has been completed and the agreement has been fully executed by all parties.

Staff recommends approval of the Subrecipient Agreement with Davis County to accept the $180,000 CDBG award for the 1400 South Waterline Replacement Project, subject to final review and approval by the City Attorney.

Council Member Checketts asked if this grant would also cover the 1300 South waterline because it was also in bad condition. The Public Works Director said the grant is only enough to cover the 1400 South lines, but they are in worse condition and need to be fixed. He said they will continue to find funding to repair the 1300 South water lines as well.

Resolution 2026-1002 adopting the CDBG Block Grant Interlocal Agreement for 2027-2029 was approved through the consent agenda.

CONSIDERATION TO ADOPT RESOLUTION 2026-1004 APPROVING THE HOME GRANT FOR A SUBSIDENCE PROJECT

It was noted the City had applied for a HOME Investment Partnership Program Project through Davis County to make certain improvements within the City. Davis County has awarded Woods Cross City a HOME Program Grant to assist a qualified homeowner with a home repair due to land subsidence in the

City. The City is required to adopt the Subrecipient Agreement with Davis County to memorialize the provisions of the grant and obligations of the City.

Resolution 2026-1004 approving the Home Grant for a Subsidence Project was adopted through the const agenda.

PUBLIC COMMENTS

The Mayor opened the meeting for public comments that would take less than three minutes.

There were no public comments, and the Mayor closed the public comment period.

PUBLIC HEARINGS WITH REQUESTED ACTION

PUBLIC HEARING 1: OPENING AND AMENDING FY2026 BUDGET FOR ALL CITY FUNDS

The Mayor gave the floor to the City Administrator who went over the item with the Council.

The City Administrator went over the details of the budget with the Council. He went over revenues and expenditures. He noted there was extra revenue generated by the sale of the Post Office.

The Mayor then opened the public hearing.

There were no public comments, and the Mayor closed the public hearing.

CONSIDERATION TO ADOPT RESOLUTION 2026-998 APPROVING OPENING AND AMENDING FY2026 BUDGET FOR ALL CITY FUNDS

Council Member Checketts made a motion to adopt resolution 2026-998 approving opening and amending the FY2026 Budget for all city funds and to increase budgeted use of fund balance 10-39-900 by an additional $500,000 and increase the transfer to Fund 46-Capital Improvement Fund account 46-39-100 by an additional $500,000 due to sale of property. Council Member Jones seconded the motion, and all voted in favor of the motion through a roll call vote.

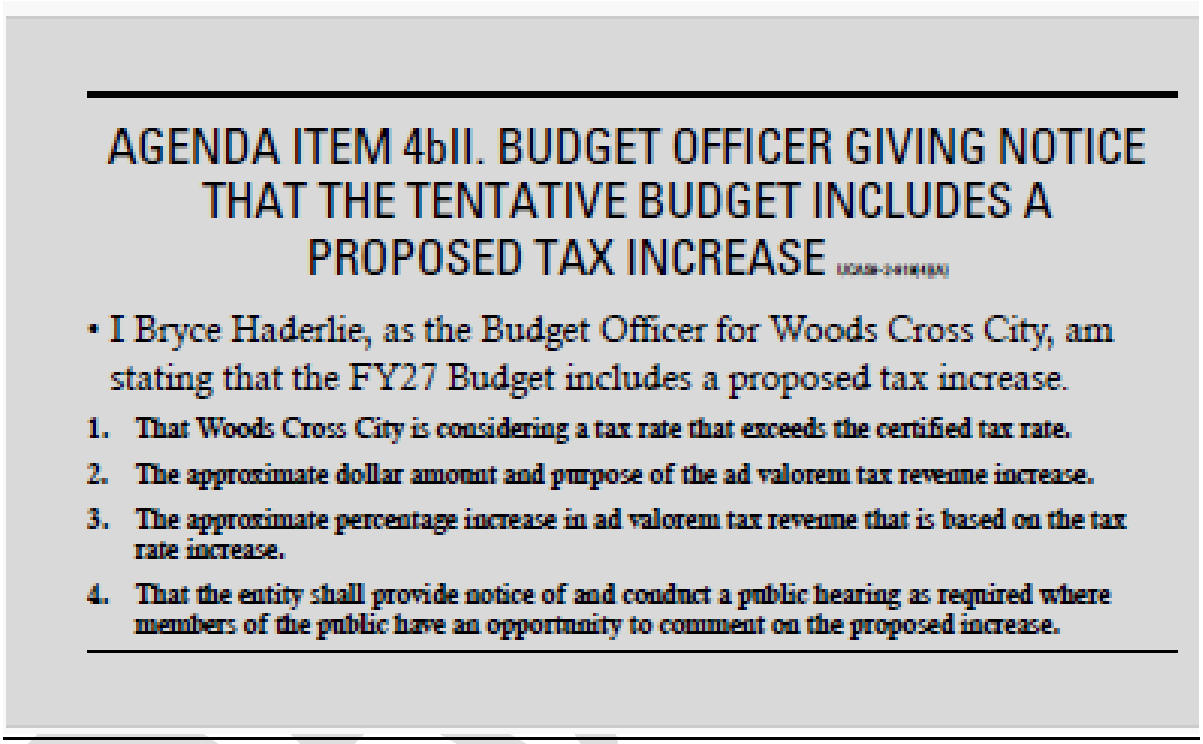
INFORMATION RELATED TO PUBLIC HEARINGS RELATED TO FY2027 BUDGETS

PRESENTATION BY BUDGET OFFICER OF THE FY2027 BUDGET AND PROPOSED NEW PROPERTY TAX REVENUE, INCLUDING A NARRATIVE BUDGET MESSAGE

The City Administrator went over the tentative budget for FY2027 with the Council. He noted there was a list of Capital Projects that would be discussed at a later time but there were two items on the list he wanted to make sure the Council was aware of to be approved. He said one is for a Community Services part-time employee for $20,000 and the other was for the Water Impact Fee GL 53- Water Impact Analysis for 10,000. He said he wanted to make sure this was affirmed at the meeting.

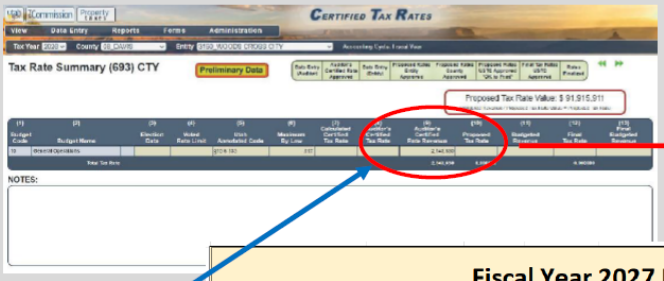
The Mayor asked about the 500 South project that UDOT is working on and if there was originally concrete in any of the islands that are being worked on with the 500 South UDOT project. The City Administrator said there was no concrete in the islands, that they originally had some landscaping.

GIVING NOTICE THAT THE BUDGET OFFICER OF WOODS CROSS CITY INTENDS TO STATE IN THE PUBLIC MEETING THAT THE TENTATIVE BUDGET INCLUDES A PROPOSED TAX INCREASE



PRESENTATION BY BUDGET OFFICER TO THE FY2027 PROPERTY TAX IMPACT SCHEDULE AS DEFINED IN UCA 59-22-919(4) AND UCA 59-2-924

1. That Woods Cross City is considering a tax rate that exceeds the certified tax rate.



(7) Calculated Certified Tax Rate	(8) Auditor's Certified Tax Rate	(9) Auditor's Certified Rate Revenue	(10) Proposed Tax Rate
		2,140,630	
		2,140,630	0.000000

This number has changed

Fiscal Year 2027 Property Tax Revenue Options

Rate Description	Type of Property	Tax Year	Average Value	Taxable Value	Tax Rate: Proposed Tax Rate Value	Amount of Tax Paid On Average Value	City Propety Tax Collected	Difference From '25 CTR Revenue	% Increase	To Cover These Expense
2025 TNT Approved	Residential	2025	$513,000	$282,150	0.001392	$393	$2,098,967	N/A	0.00%	This is the 2025 Certified Tax Rate and Revenue Per the State Tax Commission
	Commercial		$969,000	$969,000	[illegible]	$1,349				
2026 Certified Tax Rate (CTR)	Residential	2026	$513,000	$282,150	0.001392	$392.75	$2,140,630	N/A	0.00%	Preliminary revenue set by State Tax Commission. This is the 2025 CTR of $2,098,950 revenue plus $41,680 in new growth revenue.
	Commercial		$969,000	$969,000	$1,507,878,377	$1,348.85				
Preliminary CTR To Collect $992,000 to Cover 2027 Building Bonds	Residential	2026	$513,000	$282,150	0.002079	$586.59	$3,134,879	$994,249	46.45%	This rate will collect the certified tax rate plus an additional $992,000 in new tax revenue for an anticipated $25 million dollar building bonds with a 25 year pay-off. SFD-$193.84 annual increase, and
	Commercial		$969,000	$969,000	$1,507,878,377	$2,014.55				

2. The approximate dollar amount and purpose of the ad valorem tax revenue increase.

Fiscal Year 2027 Property Tax Revenue Options

Rate Description	Type of Property	Tax Year	Average Value	Taxable Value	Tax Rate: Proposed Tax Rate Value	Amount of Tax Paid On Average Value	City Propety Tax Collected	Difference From '25 CTR Revenue	% Increase	To Cover These Expense
2025 TNT Approved	Residential	2025	$513,000	$282,150	0.001392	$393	$2,098,967	N/A	0.00%	This is the 2025 Certified Tax Rate and Revenue Per the State Tax Commission
	Commercial		$969,000	$969,000	[illegible]	$1,349				
2026 Certified Tax Rate (CTR)	Residential	2026	$513,000	$282,150	0.001392	$392.75	$2,140,630	N/A	0.00%	Preliminary revenue set by State Tax Commission. This is the 2025 CTR of $2,098,950 revenue plus $41,680 in new growth revenue.
	Commercial		$969,000	$969,000	$1,507,878,377	$1,348.85				
Preliminary CTR To Collect $992,000 to Cover 2027 Building Bonds	Residential	2026	$513,000	$282,150	0.002079	$586.59	$3,134,879	$994,249	46.45%	This rate will collect the certified tax rate plus an additional $952,000 in new tax revenue for an anticipated $25 million dollar building bonds with a 25 year pay-off. SFD-$193.84 annual increase, and
	Commercial		$969,000	$969,000	$1,507,878,377	$2,014.55				

3. The approximate percentage increase in ad valorem tax revenue that is based on the tax rate increase.

Fiscal Year 2027 Property Tax Revenue Options

Rate Description	Type of Property	Tax Year	Average Value	Taxable Value	Tax Rate (Proposed Tax Rate Value)	Amount of Tax Paid On Average Value	City Propety Tax Collected	Difference From '25 CTR Revenue	% Increase	To Cover These Expense
2025 TNT Approved	Residential	2025	$513,000	$282,150	0.001392	$393	$2,098,967	N/A	0.00%	This is the 2025 Certified Tax Rate and Revenue Per the State Tax Commission
	Commercial		$969,000	$969,000	[illegible]	$1,349				
2026 Certified Tax Rate (CTR)	Residential	2026	$513,000	$282,150	0.001392	$392.75	$2,140,630	N/A	0.00%	Preliminary revenue set by State Tax Commission. This is the 2025 CTR of $2,098,950 revenue plus $41,680 in new growth revenue.
	Commercial		$969,000	$969,000	$1,507,878,377	$1,348.85				
Preliminary CTR To Collect $992,000 to Cover 2027 Building Bonds	Residential	2026	$513,000	$282,150	0.002079	$586.59	$182.42/$15.20		46.45%	This rate will collect the certified tax rate plus an additional $992,000 in new tax revenue for an anticipated $25 million dollar building bonds with a 25 year pay-off. SFD-$193.84 annual increase, and
	Commercial		$969,000	$969,000	$1,507,878,377	$2,014.55	$3,134,879	$994,249		
							$626.49/$26.91			

The number circled in red are 2025 numbers because the County Auditor has not provided the Average Taxable Value for 2026

4. That the entity shall provide notice of and conduct a public hearing as required where members of the public have an opportunity to comment on the proposed increase.

- Resolution 2026-969 was adopted on February 17, 2026 and established with the Davis County Auditor that the Woods Cross City Council will meet on Tuesday, August 4, 2026 at 7:30 p.m. to hold a public hearing on the proposed tax increase in accordance with Utah Code Annotated 59-2-919.
- A public hearing was held on June 2, 2026 where the tentative budget was adopted.
- The Interim Budget is being presented tonight for consideration to adopt. It must be adopted by June 30, 2026.
- If the city holds other budget meetings prior to the August 4th, 2026 TNT Public Hearing, the City will give noticed to the public in accordance with Utah State Code.

- I Bryce Haderlie, as the Budget Officer for Woods Cross City, am presenting the FY27 Property Tax Impact Schedule Per Utah Code 59-22-919(4) and Utah Code 59-2-924.
- Paper copies are available for the public on the table by the council chamber doors.

Woods Cross City
Fiscal Year 2026-2027 Proposed Property Tax Impact Schedule

May 1, 2026

Woods Cross City will consider an increase to its property tax rate from .001392 to .002079 (estimated) to generate an additional $994,249 in revenue. If the property tax rate is increased , this revenue would be used to pay a portion of the bond payments towards the City Hall/Hogan Park project. The following information is intended to provide decision makers and the public with an explanation of how the City's operations would be affected if the property tax increase is adopted.

Woods Cross City's Current Property Tax Rate (based on 2025 Tax Year, will be updated as soon as available)	0.001392	
Woods Cross City's Current Property Tax Revenue (based on Utah State Tax Commission information dated 4/30/2026)	$2,140,630	
Proposed Total Property Tax Revenue with Tax Change	$3,134,879	
New Property Tax Revenue to Woods Cross City	$994,249	
Estimated Approximate Percentage Increase in Tax Revenue	46.45%	
	Monthly	Annual
Estimated Increase to a Primary Residence of $513,000 (based on 2025 Tax Year Average Value)	$15.20	$182.42
Estimated Increase to a Business Valued at $969,000 (based on 2025 Tax Year Average Value)	$26.91	$626.49

Departments Affected by Tax Increase:

The City did not receive a property tax increase in FY 2026. The proposed FY 2027 budget does not include a targeted revenue increase to address prior-year funding needs and support ongoing operations.

GENERAL GOVERNMENT	BUDGET WITHOUT TAX INCREASE	PROPOSED BUDGET	BUDGET CHANGE
TOTAL GENERAL GOVERNMENT	$1,890,908	$1,890,908	$0
Impact of Tax Increase - Not Applicable. No Property Tax Increase Proposed.			

PUBLIC SAFETY	BUDGET WITHOUT TAX INCREASE	PROPOSED BUDGET	BUDGET CHANGE
TOTAL PUBLIC SAFETY	$4,522,159	$4,522,159	$0
Impact of Tax Increase - Not Applicable. No Property Tax Increase Proposed.			

COMMUNITY DEVELOPMENT	BUDGET WITHOUT TAX INCREASE	PROPOSED BUDGET	BUDGET CHANGE
TOTAL COMMUNITY DEVELOPMENT	$437,014	$437,014	$0
Impact of Tax Increase - Not Applicable. No Property Tax Increase Proposed.			

STREETS AND PUBLIC WORKS	BUDGET WITHOUT TAX INCREASE	PROPOSED BUDGET	BUDGET CHANGE
TOTAL STREETS AND PUBLIC WORKS	$481,461	$481,461	$0
Impact of Tax Increase - Not Applicable. No Property Tax Increase Proposed.			

PARKS, RECREATION, AND CULTURE	BUDGET WITHOUT TAX INCREASE	PROPOSED BUDGET	BUDGET CHANGE
TOTAL PARKS, RECREATION, AND CULTURE	$874,735	$874,735	$0
Impact of Tax Increase - Not Applicable. No Property Tax Increase Proposed.			

TRANSFERS AND DEBT SERVICES	BUDGET WITHOUT TAX INCREASE	PROPOSED BUDGET	BUDGET CHANGE
DEBT SERVICE- PW FACILITIES 2017 BOND	$203,538	$203,538	$0
TRANSFERS- INTERFUND, OTHER	$655,228	$655,228	$0
TRANSFERS TO DEBT SERVICES- NEW CITY HALL (PROPOSED 2027 BOND)	**$0**	**$994,249**	**$994,249**
TOTAL TRANSFER TO DEBT SERVICES	$858,766	$1,853,015	$994,249
Impact of Tax Increase - Absent the proposed revenue increase, General Fund transfers supporting proposed debt service obligations for the Woods Cross City Hall and adjacent Hogan Park would not be funded. City Hall is 50-plus years old, undersized, and subject to seismic and subsidence hazards.			

	BUDGET WITHOUT TAX INCREASE	PROPOSED BUDGET	BUDGET CHANGE
Total Budget Impact	$9,065,043	$10,059,292	$994,249

Following the information given by the City Administrator, Council Member Grover made a motion that having heard the City Administrator present the FY2027 budget and proposed new property tax revenue including a narrative budget message and also hearing the City Administrator give notice that the Budget Officer of Woods Cross intended to state in the public meeting that the tentative budget included a proposed property tax increase and that the presentation of the Budget Officer of the 2027 Property Impact Schedule as defined in UCA 59-22-919(4) and UCA 59-2-924 and to adopt resolution 2026-999 adopting and affirming the previous adoption of the Property Tax Impact Schedule for the FY2027 Tentative Budget and Interim Budgets. Council Member Checketts seconded the motion, and all voted in favor of the motion through a roll call vote.

PUBLIC HEARING 2: FY2027 COMPENSATION SCHEDULE FOR ELECTED AND STATUTORY OFFICERS

The City Administrator noted the following for the Council regarding the compensation schedules.

10-3-818. Salaries in municipalities -- Notice.

(1) The elective and statutory officers of municipalities shall receive the compensation for their services that the governing body fixes by ordinance adopting compensation or compensation schedules enacted after public hearing.

(2) (a) As used in this Subsection (2):

(i) "Compensation" means:

(A) salary, including salary paid under a contract;

(B) a budgeted bonus or budgeted incentive pay;

(C) a vehicle allowance; and

(D) deferred salary.

(ii) "Compensation increase" means an increase in any item of compensation listed in Subsection (2)(a)(i).

(iii) "Executive municipal officer" means:

(A) the city or town manager or chief administrative officer;

(B) the assistant city or town manager or assistant city or town chief administrative officer;

(C) the city or town attorney;

(D) an individual who is the head or chief of a city or town department or division; or

(E) an individual who is the chief assistant or deputy of an individual described in Subsection (2)(a)(iii)(D).

(b) Before a governing body may adopt a final budget or a final amended budget that includes a compensation increase for an executive municipal officer governing body shall:

(i) hold a public hearing on the compensation increase; and

(ii) publish notice of the time, place, and purpose of the public hearing:

(A) for at least seven days before the date of the public hearing; and

(B) as a class A notice under Section 63G-30-102.

(c) A public hearing under Subsection (2)(b)(i):

(i) shall be held separate from any other public hearing; and

(ii) may be held the same day as another public hearing, including immediately before or after the other public hearing.

FY27 Wage Adjustments Include For All Staff:

- COLA 2.4%
- Wage Survey Analysis – No Market Adjustments
- One Step Increase for All Qualified Employees
- Changes to the Police Department Step & Grade Table
- Recommended 2.4% longevity bonus to employees that were topped out last year
- Continued funding of public safety Tier II Employee portion of DB Hybrid System
- Continue bonus to Tier II non-public safety employees of 1.3%

Office or Position	FY26 Compensation	FY26 Compensation	% Increase
Mayor	$15,872 yr.	$16,252 yr.	2.4%
City Council Members	$8,192 yr.	$8,389 yr.	2.4%
Planning Commission Members	$53.25 per mtg.	$54.53 per mtg.	2.4%
Cross Guards and PT/Seasonal Positions	Per employee	Per Employee	2.4%

Woods Cross City Non-Public Safety Proposed Pay Plan

Proposed FY27 Annual Pay Rates with 2.4% COLA

	Pay Range													
	1	2	3	4	5	6	7	8	9	10	11	12	13	14
JOB TITLE	**Minimum**						**Midpoint**							**Maximum**
CITY ADMINISTRATOR	$150,695	$158,919	$163,399	$170,148	$177,175	$184,492	$192,136	$197,900	$203,837	$209,952	$216,251	$221,873	$227,642	$233,577
ASSISTANT CITY ADMINISTRATOR	$122,880	$127,955	$133,239	$138,742	$144,472	$150,439	$156,672	$161,372	$166,213	$171,200	$176,336	$180,920	$185,624	$190,464
PUBLIC WORKS DIRECTOR	$122,752	$127,822	$133,101	$138,598	$144,322	$150,282	$156,509	$161,204	$166,040	$171,021	$176,152	$180,732	$185,431	$190,266
FINANCE DIRECTOR P/T	$114,114	$118,826	$123,734	$128,844	$134,165	$139,706	$145,495	$149,860	$154,355	$158,986	$163,756	$168,013	$172,382	$176,876
COMMUNITY DEVELOPMENT DIRECTOR	$110,113	$114,660	$119,396	$124,327	$129,462	$134,808	$140,394	$144,606	$148,944	$153,412	$158,014	$162,123	$166,338	$170,675
HR/RISK MANAGEMENT DIRECTOR	$101,871	$106,078	$110,459	$115,021	$119,771	$124,718	$129,885	$133,782	$137,795	$141,929	$146,187	$149,988	$153,887	$157,899
PUBLIC WORKS OPERATIONS MANAGER	$90,630	$94,373	$98,271	$102,329	$106,556	$110,956	$115,553	$119,020	$122,591	$126,268	$130,056	$133,438	$136,907	$140,477
WATER/STORM WATER SUPERINTENDENT	$75,014	$78,112	$81,338	$84,898	$88,196	$91,838	$95,643	$98,512	$101,468	$104,512	$107,647	$110,446	$113,317	$116,272
COMMUNITY SERVICE COORDINATOR	$68,275	$71,095	$74,031	$77,089	$80,272	$83,588	$87,051	$89,662	$92,352	$95,123	$97,977	$100,524	$103,138	$105,827
PARKS/STREET SUPERINTENDENT	$86,235	$88,970	$71,819	$74,785	$77,874	$81,090	$84,450	$86,983	$89,593	$92,280	$95,049	$97,520	$100,056	$102,664
FINANCE CLERK/CITY RECORDER	$69,492	$72,362	$75,350	$78,462	$81,703	$85,077	$88,602	$91,260	$93,998	$96,818	$99,722	$102,315	$104,975	$107,712
CITY TREASURER	$69,215	$72,074	$75,050	$78,150	$81,378	$84,739	$88,249	$90,897	$93,624	$96,433	$99,326	$101,908	$104,558	$107,284
JUSTICE COURT ADMINISTRATOR	$68,354	$71,177	$74,117	$77,178	$80,365	$83,684	$87,151	$89,766	$92,459	$95,233	$98,090	$100,640	$103,257	$105,949
PARKS MANAGER	$63,056	$65,660	$68,372	$71,196	$74,136	$77,198	$80,396	$82,808	$85,292	$87,851	$90,487	$92,839	$95,253	$97,737
WATER/STORM WATER FOREMAN	$61,498	$64,038	$66,683	$69,437	$72,304	$75,291	$78,410	$80,762	$83,185	$85,681	$88,251	$90,546	$92,900	$95,322
PARKS FOREMAN	$59,590	$62,051	$64,613	$67,282	$70,061	$72,954	$75,977	$78,256	$80,604	$83,022	$85,513	$87,736	$90,017	$92,364
WATER OPERATOR III/STORMWATER COORD.	$55,213	$57,493	$59,868	$62,340	$64,915	$67,596	$70,396	$72,508	$74,683	$76,924	$79,232	$81,292	$83,405	$85,580
PARKS WORKER III	$54,379	$56,625	$58,964	$61,399	$63,935	$66,575	$69,334	$71,414	$73,556	$75,763	$78,035	$80,064	$82,146	$84,288
STREETS MAINTENANCE OPERATOR III	$53,016	$55,206	$57,486	$59,860	$62,332	$64,906	$67,601	$69,629	$71,718	$73,869	$76,085	$78,063	$80,093	$82,185
RECORDS/OFFICE ADMINISTRATOR	$53,894	$56,120	$58,438	$60,851	$63,364	$65,981	$68,715	$70,776	$72,900	$75,087	$77,339	$79,350	$81,413	$83,536
Code Enforcement Officer I P/T	$54,526	$56,778	$59,123	$61,565	$64,107	$66,755	$69,521	$71,606	$73,754	$75,967	$78,246	$80,280	$82,368	$84,515
WATER/STORM WATER OPERATOR II	$51,231	$53,347	$55,550	$57,844	$60,233	$62,721	$65,319	$67,279	$69,297	$71,376	$73,517	$75,429	$77,390	$79,408
STREETS MAINTENANCE OPERATOR II	$48,139	$50,127	$52,197	$54,353	$56,598	$58,935	$61,377	$63,218	$65,115	$67,068	$69,080	$70,876	$72,719	$74,615
WATER/STORM WTR OPERATOR I/PLANNING AND PERMIT COORDINATOR	$46,888	$48,824	$50,841	$52,940	$55,127	$57,404	$59,782	$61,575	$63,423	$65,325	$67,285	$69,035	$70,829	$72,676
STREETS MAINTENANCE OPERATOR I	$46,539	$48,461	$50,463	$52,547	$54,717	$56,977	$59,337	$61,118	$62,951	$64,840	$66,785	$68,521	$70,303	$72,136
PARKS WORKER II	$45,869	$47,763	$49,736	$51,790	$53,929	$56,156	$58,482	$60,237	$62,044	$63,905	$65,822	$67,534	$69,290	$71,096
PARKS WORKER I	$44,549	$46,389	$48,305	$50,300	$52,377	$54,540	$56,800	$58,504	$60,259	$62,067	$63,929	$65,591	$67,297	$69,051
ADMIN. ASST/UTIL. BILLING CLRK	$43,605	$45,406	$47,281	$49,234	$51,267	$53,385	$55,596	$57,264	$58,982	$60,752	$62,574	$64,201	$65,870	$67,588
OFFICE TECHNICIAN II P/T	$42,919	$44,692	$46,538	$48,460	$50,461	$52,545	$54,722	$56,364	$58,055	$59,796	$61,590	$63,192	$64,834	$66,525
JUSTICE COURT CLERK	$41,024	$42,718	$44,482	$46,320	$48,233	$50,225	$52,305	$53,875	$55,491	$57,156	$58,870	$60,401	$61,971	$63,587
OFFICE TECHNICIAN I	$40,485	$42,157	$43,899	$45,712	$47,600	$49,565	$51,619	$53,168	$54,763	$56,405	$58,098	$59,608	$61,158	$62,752

The Step-and-Grade tables represent the wage range for full-time and part-time positions employed by Woods Cross City. The tables are adjusted annually depending on Cost of Living Adjustments (COLA) and market information pertinent to the position. While it is customary for employees that meet job expectations to advance one step with the adoption of the annual budget, **the steps do not reflect actual years of service**, nor is there an expectation that employees will advance one step in each year of employment. Compensation is determined by the responsibility, knowledge, and difficulty relevant to the position and an employee's wage will correspond to a step within the range that most closely reflects that individuals experience and performance. As an employee advances on the career ladder for promotions etc., a step in the new position will be used that is a minimum of 2.5% but not more than 5% higher than the wage prior to the promotion. Whenever there are two steps that fall between 2.5% and 5%, the lower rate of the two will be used.

Woods Cross City Public Safety Approved Pay Plan

Proposed FY27 Yearly Rate at 2028 Hours

	Pay Range											
	1	2	3	4	5	6	7	8	9	10	11	12
JOB TITLE	**Minimum**					**Midpoint**						**Maximum**
POLICE CHIEF	$137,696					$168,792						$199,888
ASSISTANT POLICE CHIEF	$112,819					$139,433						$166,046
POLICE SERGEANT							$105,412	$108,047	$110,749	$113,517	$116,355	$119,264
MASTER POLICE OFFICER								$90,951	$93,224	$95,555	$97,944	$100,392
SENIOR POLICE OFFICER						$80,435	$82,446	$84,507	$86,620			
POLICE OFFICER	$64,522	$67,748	$71,135	$72,913	$74,736	$76,605						
POLICE OFFICER IN TRAINING	$61,296											

The Step-and-Grade tables represent the wage range for full-time and part-time positions. The tables are adjusted annually depending on Cost of Living Adjustments (COLA) and market information pertinent to the position. While it is customary for employees that meet job expectations to advance one step with the adoption of the annual budget, the steps do not reflect actual years of service, nor is there an expectation that employees will advance one step in each year of employment. Compensation is determined by the responsibility, knowledge, and difficulty relevant to the position and an employee's wage will correspond to a step within the range that most closely reflects that individuals experience and performance. As an employee advances on the career ladder for promotions etc., a step in the new position will be used that is a minimum of 2.5% but not more than 5% higher than the wage prior to the promotion. Whenever there are two steps that fall between 2.5% and 5%, the lower rate of the two will be used.

Proposed FY27 Hourly Pay Rates

	Pay Range											
	1	2	3	4	5	6	7	8	9	10	11	12
JOB TITLE	**Minimum**					**Midpoint**						**Maximum**
POLICE CHIEF	$66.20					$81.15						$96.10
ASSISTANT POLICE CHIEF	$54.24					$67.04						$79.83
POLICE SERGEANT							$50.68	$51.95	$53.24	$54.58	$55.94	$57.34
MASTER POLICE OFFICER								$43.73	$44.82	$45.94	$47.09	$48.27
SENIOR POLICE OFFICER						$38.67	$39.64	$40.63	$41.64			
POLICE OFFICER	$31.02	$32.57	$34.20	$35.05	$35.93	$36.83						
POLICE OFFICER IN TRAINING*	$29.47											

There was some discussion on helping officers to progress in their jobs if they wish to do so and offering increased wages is one way to help them to achieve that goal.

The Mayor then opened the public hearing.

Mr. David Lewis IV, a city resident and Planning Commission member, commented that he felt like he as a Planning Commission member did not need a wage increase as a Planning Commission member because everyone is already concerned about the tax increases.

There were no further public comments, and the Mayor closed the public hearing.

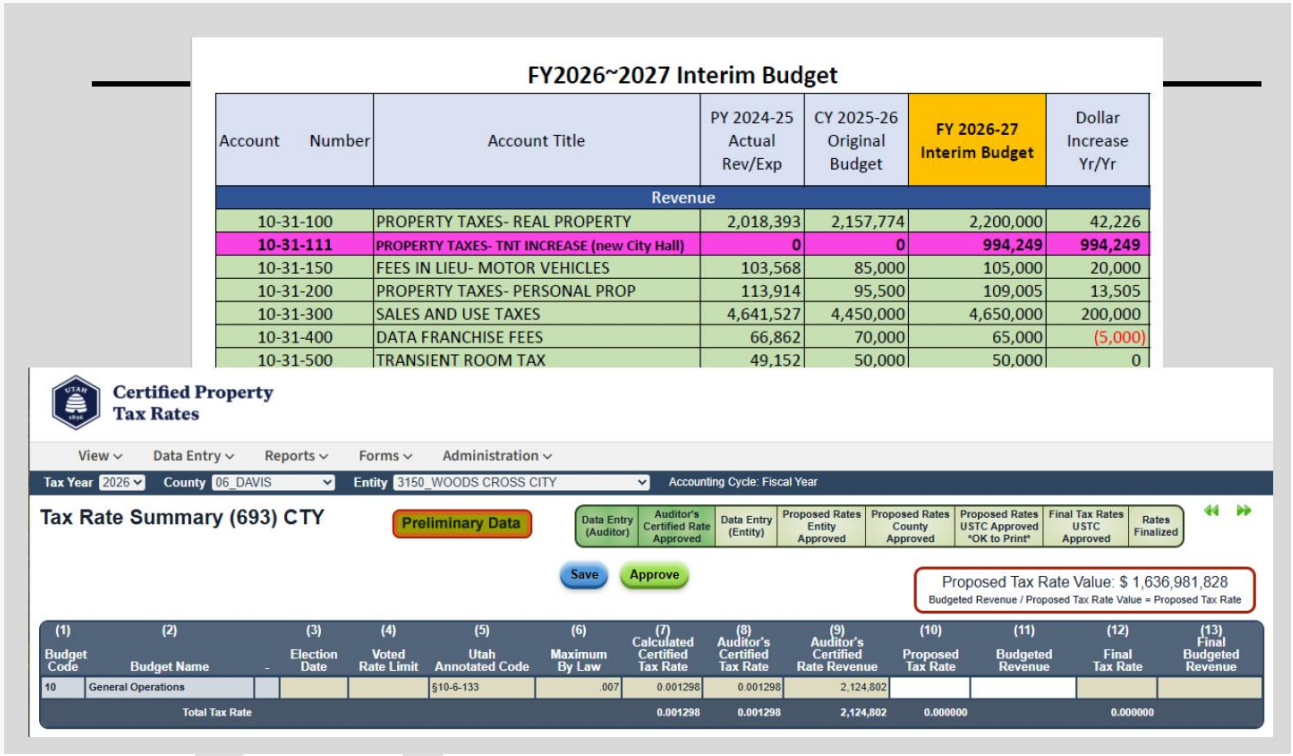
Council Member Grover said he would like to dive into ordinance 640 and said if the ordinances were looked at and inconsideration of the tax increases, he would like to look at striking out “and City Council Members” and also change to have City Council members receiving a COLA under “elected officials” to strike that to remove all elected officials from increases. Council Member Checketts asked if that could be postponed until Council Members Larrabee and Peterson were present to discuss this matter further.

The City Administrator said the Council can exempt anyone from a pay raise. The Mayor said he felt that could be further discussed at a later date, but wages for employees would need to move forward if the Council wanted to do so.

Council Member Grover made a motion to adopt ordinance 640 approving FY2027 compensation schedule for elected and statutory officers exempting elected officials and Planning Commissioners to have further discussion regarding their compensation at a later date. Council Member Jones seconded the motion, and all voted in favor of the motion through a roll call vote.

PUBLIC HEARING 3: ADOPTING FY2027 INTERIM BUDGET

The City Administrator presented information on the interim budget. He said the Utah State Tax Commission has given the certified property tax rate but some of the numbers did not add up. He said he still has a few questions regarding those numbers, and he is going to keep investigating to see what he can find out.



FY2026~2027 Interim Budget

Account Number	Account Title	PY 2024-25 Actual Rev/Exp	CY 2025-26 Original Budget	FY 2026-27 Interim Budget	Dollar Increase Yr/Yr
	Revenue				
10-31-100	PROPERTY TAXES- REAL PROPERTY	2,018,393	2,157,774	2,200,000	42,226
10-31-111	**PROPERTY TAXES- TNT INCREASE (new City Hall)**	**0**	**0**	**994,249**	**994,249**
10-31-150	FEES IN LIEU- MOTOR VEHICLES	103,568	85,000	105,000	20,000
10-31-200	PROPERTY TAXES- PERSONAL PROP	113,914	95,500	109,005	13,505
10-31-300	SALES AND USE TAXES	4,641,527	4,450,000	4,650,000	200,000
10-31-400	DATA FRANCHISE FEES	66,862	70,000	65,000	(5,000)
10-31-500	TRANSIENT ROOM TAX	49,152	50,000	50,000	0

Certified Property Tax Rates

View | Data Entry | Reports | Forms | Administration

Tax Year 2026 | County 06_DAVIS | Entity 3150_WOODS CROSS CITY | Accounting Cycle: Fiscal Year

Tax Rate Summary (693) CTY

Preliminary Data

Data Entry (Auditor) | Auditor's Certified Rate Approved | Data Entry (Entity) | Proposed Rates Entity Approved | Proposed Rates County Approved | Proposed Rates USTC Approved *OK to Print* | Final Tax Rates USTC Approved | Rates Finalized

Save | Approve

Proposed Tax Rate Value: $ 1,636,981,828
Budgeted Revenue / Proposed Tax Rate Value = Proposed Tax Rate

(1) Budget Code	(2) Budget Name	(3) Election Date	(4) Voted Rate Limit	(5) Utah Annotated Code	(6) Maximum By Law	(7) Calculated Certified Tax Rate	(8) Auditor's Certified Tax Rate	(9) Auditor's Certified Rate Revenue	(10) Proposed Tax Rate	(11) Budgeted Revenue	(12) Final Tax Rate	(13) Final Budgeted Revenue
10	General Operations			§10-6-133	.007	0.001298	0.001298	2,124,802				
	Total Tax Rate					0.001298	0.001298	2,124,802	0.000000		0.000000	

The City Administrator presented the following regarding the interim budget,

The Mayor then opened the public hearing on the FY27 Interim Budget.

Mr. David Lewis addressed the Council again and said when he spoke before he had not meant for anyone else not to take a wage increase but he was speaking for himself. He said when there is a tax increase it is a compounding affect because increases are happening everywhere such as gas and groceries and he wanted the Council to be prudent with decisions in what is necessary and needed and to be aware of those things that are coming at large expense.

There were no further public comments, and the Mayor closed the public hearing.

Following the information given, Council Member Jones made a motion to adopt resolution 2026-1000 approving the FY2027 Budget. Council Member Checketts seconded the motion, and all voted in favor of the motion through a roll call vote.

CONSIDERATION TO APPROVE RESOLUTION 2026-1001 ESTABLISHING A PROPOSED TAX RATE IN CONJUNCTION WITH RESOLUTION 2026-989 SETTING AUGUST 4, 2026, 7:30 PM FOR THE TRUTH IN TAXATION PUBLIC HEARING TO CONSIDER THE TAX INCREASE

The Mayor said this will be a proposed tax rate and it will be considered again during the meeting in August.

Council Member Checketts asked if an open house would be allowed before the Truth In Taxation. The City Administrator said he could check if that was possible under the state law. Council Member Checketts said she wanted to make sure that residents know this is a requirement of the state that no other business is conducted the night the Truth in Taxation meeting is held. The City Administrator said if they cannot hold an open house that night, they can do it another time so they can give the public the information they need.

The City Administrator said this motion required that a number be set and said the County had sent the average value of a home and it was $543,000 and a commercial businesses average value was set at $1,087,000 and the tax rate is set according to the assessor. He said the County has set the certified tax rate on 6/11/26 resolution tax rate percentage .001906.

Fiscal Year 2027 Property Tax Revenue Options

Rate Description	Type of Property	Tax Year	Average Value	Taxable Value	Tax Rate (Proposed Tax Rate Value)	Amount of Tax Paid On Average Value	City Propety Tax Collected	Difference Auditor's Certified Rate Revenue	% Increase	To Cover These Expense	Diff. In Payment
2025 TNT Approved	Residential	2025	$513,000	$282,150	0.001392	$393	$2,099,279	N/A	0.00%	This is the 2025 Certified Tax Rate and Revenue Per the State Tax Commission	
	Commercial		$969,000	$969,000	$1,507,878,377	$1,349					
2026 Certified Tax Rate (CTR)	Residential	2026	$543,000	$298,650	0.001298	$388	$2,124,802	$25,523	0.00%	Proposed revenue set by State Tax Commission. This is the 2025 CTR of $2,099,279 revenue plus $25,523 in "new growth" revenue.	
	Commercial		$1,087,000	$1,087,000	$1,636,981,828	$1,411					
'Proposed CTR To Collect $994,249 to Cover Building Bonds	Residential	2026	$543,000	$298,650	0.001905	$569	$3,118,450	$993,648	46.76%	This rate will collect the certified tax rate plus an additional $994,249 in new tax revenue for an anticipated $25 million dollar building bonds with a 25 year pay-off. SFD-$193.84 annual increase, and $665.70 annual increase for business	$181
	Commercial		$1,087,000	$1,087,000	$1,636,981,828	$2,071					$660
0.000001 Diff. Proposed CTR To Collect $994,249 to Cover Building Bonds	Residential	2026	$543,000	$298,650	0.001906	$569	$3,120,087	$995,285	46.84%	This rate will collect the certified tax rate plus an additional $994,249 in new tax revenue for an anticipated $25 million dollar building bonds with a 25 year pay-off. SFD-$193.84 annual increase, and $665.70 annual	$182
	Commercial		$1,087,000	$1,087,000	$1,636,981,828	$2,072					$661
TNT Option 2 Bond + Estimate Shortfall	Residential	2026	$543,000	$298,650	0.001952	$582.96	$3,195,389	$1,070,587	50.39%	TNT of $994,249 plus $75,198 change from earlier Certified Tax Rate Estimates ($1,070,483)	$195.32
	Commercial		$1,087,000	$1,087,000	$1,636,981,828	$2,121.82					$710.90
TNT Option 4 Calculate a different rate	Residential	2026	$543,000	$298,650	0.001952	$582.96	$3,195,389	$1,070,587	50.39%	Enter the desired " to see the rate and amount paid on average value	$195.32
	Commercial		$1,087,000	$1,087,000	$1,636,981,828	$2,121.82					$710.90

Council Member Checketts asked what the bond quote was and the City Administrator said the bond market is going up and down and he does not know how this will impact the bond. He said he is going to work on refining that number over the next few months.

Council Member Checketts said she wanted to make sure that costs are covered and things are done right so they do not have to go back to the residents and say they did not have the correct numbers, and they

need to raise taxes even more. She said she would like to be able to say next year that the bond was not as much as they thought so the tax rate could go down.

The City Administrator said they also wanted to make sure they had enough money to cover the cost of the building with the bond because if they did not have enough funds to cover the cost of the new building, re-bonding would be very expensive.

Council Member Jones said he felt there was enough cushion with what is being proposed and he felt like the numbers would not go up from what is being proposed. He said there is enough money to be allowed to do what they need to do and then some.

Following the information given, Council Member Jones made a motion to adopt resolution 2026-1001 establishing a proposed tax rate of .001906 in conjunction with resolution 2026-989 setting August 4, 2026, 7:30 PM for the Truth In Taxation public hearing to consider the tax increase. Council Member Checketts seconded the motion, and all voted in favor of the motion through a roll call vote.

SOUTH DAVIS METRO FIRE SERVICE AREA NOTICE OF A PROPOSED PROPERTY TAX INCREASE

The Mayor noted this notice is also required by the state for him as the Board Chair for the South Davis Metro Fire Agency to inform citizens that the South Davis Metro Fire Service Area is giving notices of a proposed tax increase.

The City Administrator noted the following for the Council, as he is also the finance director for the South Davis Metro Fire Agency serving under the Mayor Westergard as the Board Chairman for the Fire District.:

Under Utah Code § 17B-1-1003, when a special district proposes to increase its property tax revenue, the legislative body that appointed a member to that District's Board must be notified of the proposal. The City's appointed representative is required to submit a record of the proposed tax increase to the City Council and ensure it is placed on the City Council agenda within 40 days of receipt.

He said that Subsection (3)(c)(i)-(ii) of the statue further provides that the City Council shall allow public and legislative comment regarding the proposed tax increase. The City's appointed board member can then report the public and legislative sentiment back to the South Davis Metro Fire Service Area Board.

The City Administrator also said the City Council's role is advisory and informational only. No formal vote or motion approving or denying the increase is required.

The City Administrator said that South Davis Metro Fire Service Area proposes to increase its property tax rate from 0.000519 to 0.000603. For a residence with an average taxable value of $342,650, the annual tax from South Davis Metro Fire would increase from $177.72 to $206.53, an increase of $28.81 per year. A commercial property with an average taxable value of $1,150,000 would increase from $596.45 to $693.14, an increase of $96.69 per year.

If adopted, South Davis Metro Fire Service Area's property tax revenue would increase by approximately $1,301,970, representing a 16.21% increase over the prior year's property tax revenue, excluding new

growth.

South Davis Metro Fire Service Area's primary purpose of the proposed tax increase is to fund increases in salaries and benefits to remain competitive, fund a new Deputy Fire Chief position, and fund a small portion of increases in operating expenses due to inflation.

A public hearing on the proposed increase is scheduled for June 15, 2026, at 6:00 pm, at 255 South 100 West, Bountiful, Utah.

Significant Impacts
South Davis Metro Fire Service Area provides emergency and public services to the cities of Bountiful, Centerville, North Salt Lake, West Bountiful, Woods Cross and the unincorporated areas of South Davis County. Metro Fire's emergency services include fire, ambulance, paramedic, hazardous material, and technical rescue response. Our public services include fire prevention, public education, CERT, first aid and CPR classes, business inspections, fire investigations, and much more. South Davis Metro Fire Service Area is your community fire department.

The City Council's obligation under Utah Code § 17B-1-1003(3)(c) is to:
1. Provide an opportunity for public comment on the proposed tax increase; and
2. Ensure that the Council's sentiment regarding the increase is recorded and transmitted by the City's Appointed Board Member to the District Board. This ensures transparency and communication between South Davis Metro Fire Service Area and the City while respecting the District's independent taxing authority.

The City Administrator said staff recommends that the City Council:
1. Receive and record South Davis Metro Fire Service Area's notice of proposed tax increase.
2. Allow public comment in accordance with Utah Code § 17B-1-1003(3)(c)(i); and
3. Record the Council's sentiment on the proposal for City's Appointed Board Member to convey to South Davis Metro Fire Service Area Board pursuant to Utah Code § 17B-1-1003(3)(c)(ii).

The City Administrator said no formal vote approving or denying the proposed tax increase is required.

The Mayor then presented the following notice regarding the South Davis Metro Fire Service Area and the proposed property tax increase:

South Davis Metro Fire Service Area

Proudly Serving the Communities of

Bountiful - Centerville - Davis County - North Salt Lake - West Bountiful - Woods Cross

Jeff Larsen Fire Chief

Fiscal Year 2026-2027 Proposed Property Tax Impact Statement
As of June 4, 2026

South Davis Metro Fire Service Area is proposing a property tax increase and will hold a Truth-in-Taxation hearing on August 3, 2026, at 6:00 pm at Station 81 located at 255 South 100 West, Bountiful, Utah, 84010.

The Interim Fiscal Year 2026-2027 General Fund Budget has a projected shortfall (expenses exceed revenue) of approximately $1,898,276. To fund the shortfall, the Service Area is proposing to use approximately $676,118 in general fund balance. The Service Area is also proposing to increase the current property tax rate of 0.000519 to 0.000603 (estimated) to collect an additional $1,301,970 to balance the general fund budget.

The approximate percentage increase of 16.21% in tax revenue is based on the proposed tax rate levy of 0.000603 and would generate approximately $1,301,970 in additional property tax revenue for the Service Area. The projected $1,301,970 in additional property tax revenue is included in the presented Interim Fiscal Year 2026-2027 General Fund Budget. The proposed increase in tax levy is being proposed to fund the following:

1. Increases in Salaries and Benefits to remain competitive -	$807,140
2. New Deputy Fire Chief Position -	$238,853
3. Increase in Operating Expenditures -	$255,977
Total New Property Tax Revenue	**$1,301,970**

South Davis Metro Fire Service Area's Estimated Current Property Tax Rate	0.000519
South Daivs Metro Fire Service Area's Estimated Current Property Tax Revenue	$8,031,169
(This is the "Auditor's Certified Rate Revenue" as of 5/27/2026)	
South Davis Metro Fire Service Area's Estimated Proposed Property Tax Rate	0.000603
South Davis Metro Fire Service Area's Estimated Proposed Property Tax Revenue w/Tax Change	$9,333,139
New Estimated Property Tax Revenue to South Davis Metro Fire Service Area	**$1,301,970**

The estimated proposed property tax rate of 0.000603 (16.21%) would have the following impact on residential and commercial properties:

	2025 Average Property Value	2025 Taxable Property Value	Current Property Tax Levy 0.000519	Proposed 0.000603 Estimated Property Tax	Annual Increase
Resident	$623,000	$342,650	$177.72	$206.53	$28.81
Business	$1,150,000	$1,150,000	$596.45	$693.14	$96.69

Following the information given by the Mayor who is serving as the Chairman of the South Davis Metro Fire District regarding the proposed tax increase, he opened the meeting for public comment.

Mr. David Lewis IV said again to be very prudent with the residents tax money, and he had not received any wage increases for the past few years, so he encouraged the Council to be as prudent as possible. He said

he does want the right people to respond when he calls 911 but there are still many people who are not receiving wage increases so he wanted to have that message passed on.

Council Member Checketts said she would encourage the Mayor to relay the comments made by Mr. Lewis to his Board.

The Mayor said he would do so. He also said he could give a little more information on this matter saying the approximate tax increase was 16.21%. He said over the last few years, there was a new fire chief, and he made a decision to get rid of one of his deputy chief positions in favor of elevating an HR and Accounting person to a higher level because he felt there was more of a need for these services. He said between these two positions being elevated it eliminated a deputy chief position. He said earlier this year, the new fire chief took his own life and the Mayor, as Chairman of the Board of the Fire District and Mayor Bradshaw from Bountiful City became a subcommittee of the board to investigate and find things that may have been contributing factors to the stress of the job resulting in this tragic event. He said as they did so, they interviewed 20-30 individuals talking about structure and different things and came to the conclusion the chief had taken on too much stress himself and that having a second deputy chief was necessary to help alleviate the extra stress on the chief and a second deputy chief was very necessary. He said it is also necessary to have a competitive wage to help keep people in these positions. He said the Board is aware these are tax payor funds and wants to make sure they are used wisely now but to also have things in place for the future. He said they need to have a succession plan in place so that is why the increase is being proposed. He said the new chief is ready to name a new deputy chief and they continue to go through the process to get another deputy chief in place. He said they learned many things from this experience and the Fire District is going in a good direction.

Council Member Checketts noted there are also mental health check-ins available and required to help the fire agency.

The Mayor said they were putting these things into place, but he would take that public comment back to the Board.

MOTION TO RECESS CITY COUNCIL AND MOVE INTO REDEVELOPMENT AGENCY (RDA) MEETING

At 7:48 PM Council Member Checketts made a motion to recess City Council Meeting and move into RDA meeting. Council Member Grover seconded the motion, and all voted in favor of the motion through a roll call vote.

MOTION TO RETURN TO CITY COUNCIL MEETING FROM THE RDA MEETING

At 7:53 PM Council Member Jones made a motion to return to City Council meeting from the RDA meeting with Council Member Grover seconding the motion and all voted for the motion through a roll call vote.

POLICE REPORT

Dispatched/On View Calls

2026		2025	
January-	441	January-	475
February-	448	February-	420
March-	449	March-	474
April-	539	April-	530
May-	505	May-	595
June-		June-	503
July-		July-	568
August-		August-	578
September-		September-	639
October-		October-	520
November-		November-	385
December-		December-	426

Patrol Overview

May 2026		April 2026	
Calls for service-	505	Calls for service-	539
Reports-	231	Reports-	233
Citations-	96	Citations-	111
Physical Arrests-	14	Physical Arrests-	10
Use of Force-	02	Use of Force-	02

DETECTIVE DIVISION

31- Persons Crimes / Sexual Assault / Death Investigations /C.A.N.R. cases (child abuse neglect report)
17- Theft / Property / Fraud Cases
32- Cases closed with and without arrests.
02- Death Investigations.

USE OF FORCE

The patrol sergeants and administration reviewed two use of force incidents for the month of May. The incidents were found to be within department policy and state law.

DEPARTMENT ACTIVITY
- Woods Cross Elementary came to City Hall for lunch with the chief, the last one until next school year.
- Woods Cross P.D. attended 5th Grade NOVA graduations at Woods Cross and Odyssey Elementary Schools
- Woods Cross P.D. attended National Police Week activities May 10th-16th - Woods Cross P.D. participated in the annual Woods Cross City Memorial Day celebration at Hogan Park.

INVESTIGATIONS/ICAC

The detectives last month made three felony arrests for fraud. The arrests come after a months long investigation and were made possible by great teamwork and investigative skills.
The detectives investigated three deaths. One was determined to be attended, one was determined to be an overdose, and one was determined to be a suicide.

Also, last month the detectives assisted the Utah Attorney General's Office ICAC team serving search warrants for CSAM material. Three arrests were made from these cases.

COUNCIL QUESTIONS/DIRECTION TO CITY ADMINISTRATOR OR STAFF

The City Administrator said he wanted to publicly thank Brian, the city's Finance Director, for all of the hard work that he has done with getting the budgets done. Mr. Passey thanked the City Administrator for the kind words.

The City Administrator also thanked Annette for taking time on her vacation to help put packets together and how much he appreciated all that she does.

The Public Works Director also thanked LaCee for doing some things for work during her vacation as well.

Council Member Checketts said there was a green utility box that had been tagged again with graffiti. The Public Works Director said he would have some of his guys take care of repainting it.

Council Member Checketts said the old post office owner needed to take care of the weeds on their property.

Council Member Checketts said the Code Enforcement Officer is doing great and she appreciates all that Leah is doing to help make the city look nice.

The Mayor thanked all of those who had helped with the Memorial Day breakfast and for everyone who participated.

COUNCIL REPORTS

Council Member Grover said they had their board meeting and there are a few West Nile cases in Colorado and they were popping up earlier than usual. He said the Abatement District is doing well and trying to stay on top of things. He said they will start testing soon for West Nile as well.

CLOSED MEETING

At 8:03 PM Council Member Jones made a motion to go into closed meeting to discuss items pursuant to UCA § 52-4-205. Council Members Jones, Gover and Checketts in favor of the motion. Council Members Larrabee and Peterson were not in attendance at the meeting.

ADJOURNMENT

There being no further business before the City Council, Council Member Jones made a motion to adjourn the meeting at 8:13. PM with Council Member Checketts seconding the motion and Council Members Jones, Checketts, and Grover voted in favor of the motion. Council Members Larrabee and Peterson were not in attendance at the meeting.

_____ _____

Ryan Westergard, Mayor Annette Hanson, City Recorder

CASH DISBURSEMENTS

Funds: 1st & 2nd digit of Account #	Departments: 3rd & 4th digit of Account #
10 General	1X Assets
51 Water	2X Liabilities
52 Garbage	3X Revenues
21 Class C Roads	41 Legislative
22 Subsurface Storm Drain	42 Judicial
23 Storm Sewer	43 Administration
24 Park Development	46 Data Processing
25 Redevelopment agency	47 Non Departmental
46 Capital Improvement	49 City Attorney
53 Water Impact	51 City Hall
54 Water Revenue Bond	55 Elections
56 Storm Drain Enterprise	57 Community Development
	60 Police
	61 Liquor Law Enforcement
	62 Fire Department
	63 Building Inspection
	66 Animal Control
	67 Volunteer Services
	71 Street Department
	74 Sidewalks, Curb Gutter
	77 Storm Sewer
	79 City Shops
	83 Parks
	86 Recreation
	90 Transfers

Report Criteria:
Report type: GL detail

Check Number	Check Date	Payee	Description	GL No	Amount	Invoice No
31409	06/30/2026	VLAMDELAY INDUSTRIES, LLC	REFUND LEASE DEPOSIT	10-21400	600.00-	022626
31409	06/30/2026	VLAMDELAY INDUSTRIES, LLC	LESS NOV 25 UTILITIES PAID	01-11750	63.61	022626
Total 31409:					536.39-	
31765	06/16/2026	US BANK-VISA PROCUREMENT CARD	Memorial Day Item Returns	27-40-617	63.70-	2026 6.11
31765	06/16/2026	US BANK-VISA PROCUREMENT CARD	Memorial Day Breakfast Supplies	27-40-617	94.00	2026 6.11
31765	06/16/2026	US BANK-VISA PROCUREMENT CARD	Frames for America 250 Display-Memorial Day	27-40-617	171.56	2026 6.11
31765	06/16/2026	US BANK-VISA PROCUREMENT CARD	Memorial Day tents	27-40-617	10,079.58	2026 6.11
31765	06/16/2026	US BANK-VISA PROCUREMENT CARD	Memorial Day Breakfast pans, gloves, silverware, aprons	27-40-617	873.14	2026 6.11
31765	06/16/2026	US BANK-VISA PROCUREMENT CARD	Memorial Day Breakfast Supplies	27-40-617	403.84	2026 6.11
31765	06/16/2026	US BANK-VISA PROCUREMENT CARD	City Youtube annual fee	10-46-310	171.59	2026 6.11
31765	06/16/2026	US BANK-VISA PROCUREMENT CARD	Art Display for America 250 Display-Memorial Day	27-40-617	72.92	2026 6.11
31765	06/16/2026	US BANK-VISA PROCUREMENT CARD	America 250 banners-Memorial Day Celebration	27-40-617	35.38	2026 6.11
31765	06/16/2026	US BANK-VISA PROCUREMENT CARD	Thank you gift for Memorial Day speaker	27-40-617	50.00	2026 6.11
31765	06/16/2026	US BANK-VISA PROCUREMENT CARD	Summer Social Employee Appreciation Ice Cream Social	10-47-635	59.94	2026 6.11
31765	06/16/2026	US BANK-VISA PROCUREMENT CARD	Memorial Day food permit fee	27-40-617	102.50	2026 6.11
31765	06/16/2026	US BANK-VISA PROCUREMENT CARD	Memorial Day Breakfast food	27-40-617	119.28	2026 6.11
31765	06/16/2026	US BANK-VISA PROCUREMENT CARD	Art Display for America 250 Display-Memorial Day	27-40-617	145.84	2026 6.11
31765	06/16/2026	US BANK-VISA PROCUREMENT CARD	Memorial Day signs	27-40-617	335.78	2026 6.11
31765	06/16/2026	US BANK-VISA PROCUREMENT CARD	Summer Rec supplies	10-86-610	20.09	2026 6.11
31765	06/16/2026	US BANK-VISA PROCUREMENT CARD	Summer Rec supplies	10-86-610	229.84	2026 6.11
31765	06/16/2026	US BANK-VISA PROCUREMENT CARD	Summer Rec supplies	10-86-610	60.27	2026 6.11
31765	06/16/2026	US BANK-VISA PROCUREMENT CARD	Summer Literacy Crafts	27-40-617	27.86	2026 6.11
31765	06/16/2026	US BANK-VISA PROCUREMENT CARD	Summer Rec Supplies	10-86-621	131.43	2026 6.11
31765	06/16/2026	US BANK-VISA PROCUREMENT CARD	Summe Rec supplies	27-40-617	1,535.80	2026 6.11
31765	06/16/2026	US BANK-VISA PROCUREMENT CARD	Summer Literacy supplies	27-40-621	39.66	2026 6.11
31765	06/16/2026	US BANK-VISA PROCUREMENT CARD	Summer Literacy Supplies	27-40-621	320.00	2026 6.11
31765	06/16/2026	US BANK-VISA PROCUREMENT CARD	Summer Literacy Crafts	27-40-621	77.04	2026 6.11
31765	06/16/2026	US BANK-VISA PROCUREMENT CARD	Summer Recreation Supplies	10-86-610	160.72	2026 6.11
31765	06/16/2026	US BANK-VISA PROCUREMENT CARD	Summer Literacy Treat	27-40-621	51.92	2026 6.11
31765	06/16/2026	US BANK-VISA PROCUREMENT CARD	Summer Literacy Crafts	27-40-621	124.64	2026 6.11
31765	06/16/2026	US BANK-VISA PROCUREMENT CARD	Summer Literacy Treat	27-40-621	29.31	2026 6.11
31765	06/16/2026	US BANK-VISA PROCUREMENT CARD	Patrol room chairs	10-60-240	1,213.98	2026 6.11
31765	06/16/2026	US BANK-VISA PROCUREMENT CARD	Food for Dept-Memorial Day	10-60-455	42.36	2026 6.11
31765	06/16/2026	US BANK-VISA PROCUREMENT CARD	Memorial Day Addditional Audio Equipment Rental	10-79-255	829.67	2026 6.11
31765	06/16/2026	US BANK-VISA PROCUREMENT CARD	CH Multipurpose Room Clock	10-51-260	110.30	2026 6.11
31765	06/16/2026	US BANK-VISA PROCUREMENT CARD	PW Multipurpose Room Cord Covers	10-79-260	18.77	2026 6.11

Check Number	Check Date	Payee	Description	GL No	Amount	Invoice No
31765	06/16/2026	US BANK-VISA PROCUREMENT CARD	Parking Lot Line Paint	10-71-610	50.15	2026 6.11
31765	06/16/2026	US BANK-VISA PROCUREMENT CARD	AWW Renewal - S Christiansen	51-40-210	443.00	2026 6.11
31765	06/16/2026	US BANK-VISA PROCUREMENT CARD	M Huff Lunch-Celebrating Passing Water Operator Exam	51-40-310	33.56	2026 6.11
31765	06/16/2026	US BANK-VISA PROCUREMENT CARD	Senior Lunch	27-40-611	419.94	2026 6.11
31765	06/16/2026	US BANK-VISA PROCUREMENT CARD	Mistaken Charge by Employee-Reimbursed 6/3/26	10-23590	290.06	2026 6.11
31765	06/16/2026	US BANK-VISA PROCUREMENT CARD	1 Month Subscription for CHAT GPT	10-43-620	21.45	2026 6.11
31765	06/16/2026	US BANK-VISA PROCUREMENT CARD	City Fiber - w credit	10-46-310	232.05	2026 6.11
31765	06/16/2026	US BANK-VISA PROCUREMENT CARD	PW Fire Alarm Monitoring	10-79-620	432.00	2026 6.11
31765	06/16/2026	US BANK-VISA PROCUREMENT CARD	PD Rifels	10-60-456	8,573.34	2026 6.11
31765	06/16/2026	US BANK-VISA PROCUREMENT CARD	Door controls Mills & Mountain View Restrooms	23-40-721	16,904.50	2026 6.11
31765	06/16/2026	US BANK-VISA PROCUREMENT CARD	Door access controls annual dues	10-46-310	1,862.00	2026 6.11
31765	06/16/2026	US BANK-VISA PROCUREMENT CARD	12-Panel Screening: Cleverly, Myers, Perez	10-83-620	126.00	2026 6.11
31765	06/16/2026	US BANK-VISA PROCUREMENT CARD	City Fiber	10-46-310	295.80	2026 6.11
31765	06/16/2026	US BANK-VISA PROCUREMENT CARD	PW Roof Leak Repairs	10-79-260	1,883.32	2026 6.11
31765	06/16/2026	US BANK-VISA PROCUREMENT CARD	Well 4 Repairs	51-40-261	340.00	2026 6.11
31765	06/16/2026	US BANK-VISA PROCUREMENT CARD	PW Preventative Maintenance	10-79-260	584.00	2026 6.11
31765	06/16/2026	US BANK-VISA PROCUREMENT CARD	CH Preventative Maintenance	10-51-260	734.50	2026 6.11
31765	06/16/2026	US BANK-VISA PROCUREMENT CARD	Dog waste receptacles-dog park	23-40-732	1,400.84	2026 6.11
31765	06/16/2026	US BANK-VISA PROCUREMENT CARD	1500 S Tank Replacement Rebid Ads	51-61-703	317.57	2026 6.11
31765	06/16/2026	US BANK-VISA PROCUREMENT CARD	After Accident testing - Officer Jones	10-60-310	337.00	2026 6.11
31765	06/16/2026	US BANK-VISA PROCUREMENT CARD	Postage machine lease	10-51-255	195.12	2026 6.11
31765	06/16/2026	US BANK-VISA PROCUREMENT CARD	BlueStakes service	51-40-310	213.02	2026 6.11
31765	06/16/2026	US BANK-VISA PROCUREMENT CARD	Annexation Notice	10-43-310	218.36	2026 6.11
31765	06/16/2026	US BANK-VISA PROCUREMENT CARD	Monthly HRIS Fee	10-46-310	785.07	2026 6.11
31765	06/16/2026	US BANK-VISA PROCUREMENT CARD	Office Supplies	10-43-240	21.65	2026 6.11
31765	06/16/2026	US BANK-VISA PROCUREMENT CARD	Office Supplies	10-43-240	54.47	2026 6.11
31765	06/16/2026	US BANK-VISA PROCUREMENT CARD	Council Kudos Gift Cards: Kinser, Holbrook, Glass + Extra	10-41-610	100.00	2026 6.11
31765	06/16/2026	US BANK-VISA PROCUREMENT CARD	Office Supplies	10-43-240	21.84	2026 6.11
31765	06/16/2026	US BANK-VISA PROCUREMENT CARD	Office Supplies	10-43-240	34.01	2026 6.11
31765	06/16/2026	US BANK-VISA PROCUREMENT CARD	Bryce HDMI Cable	10-46-745	12.59	2026 6.11
31765	06/16/2026	US BANK-VISA PROCUREMENT CARD	1 Month Subscription for CHAT GPT	10-57-210	53.63	2026 6.11
31765	06/16/2026	US BANK-VISA PROCUREMENT CARD	Foam Boards for CH/HP - Memorial Day Info Booth	46-40-720	356.01	2026 6.11
31765	06/16/2026	US BANK-VISA PROCUREMENT CARD	Food for Police Week	10-60-455	72.70	2026 6.11
31765	06/16/2026	US BANK-VISA PROCUREMENT CARD	Criime Scene Badges	10-60-455	265.00	2026 6.11
31765	06/16/2026	US BANK-VISA PROCUREMENT CARD	Employee of Month Hanselman	10-60-455	25.00	2026 6.11
31765	06/16/2026	US BANK-VISA PROCUREMENT CARD	Office Supplies	10-60-240	83.82	2026 6.11
31765	06/16/2026	US BANK-VISA PROCUREMENT CARD	Office Supplies	10-60-240	59.89	2026 6.11
31765	06/16/2026	US BANK-VISA PROCUREMENT CARD	PD Training Furnish/Bateman	10-60-230	1,000.00	2026 6.11
31765	06/16/2026	US BANK-VISA PROCUREMENT CARD	PD Training Sanders	10-60-230	275.00	2026 6.11
31765	06/16/2026	US BANK-VISA PROCUREMENT CARD	PD Training Sanders-processing fee	10-60-230	6.88	2026 6.11
31765	06/16/2026	US BANK-VISA PROCUREMENT CARD	Carpet Cleaning Wilstead's vehicle backseat	10-60-455	290.00	2026 6.11

Check Number	Check Date	Payee	Description	GL No	Amount	Invoice No
31765	06/16/2026	US BANK-VISA PROCUREMENT CARD	Drone License Test - Timothy	10-60-230	175.00	2026 6.11
31765	06/16/2026	US BANK-VISA PROCUREMENT CARD	Car Laptop Chargers/Tourniquet	10-60-455	129.44	2026 6.11
31765	06/16/2026	US BANK-VISA PROCUREMENT CARD	Cell phone service	10-51-280	1,906.84	2026 6.11
31765	06/16/2026	US BANK-VISA PROCUREMENT CARD	PD Fleet Wash	10-60-251	276.00	2026 6.11
31765	06/16/2026	US BANK-VISA PROCUREMENT CARD	Admin Fleet Wash	10-43-250	48.00	2026 6.11
31765	06/16/2026	US BANK-VISA PROCUREMENT CARD	NOVA shipping costs	10-60-455	11.77	2026 6.11
31765	06/16/2026	US BANK-VISA PROCUREMENT CARD	NOVA shipping costs	10-60-455	9.99	2026 6.11
Total 31765:					59,657.49	
31766	06/18/2026	UTAH LOCAL GOVERNMENT TRUST	MONTHLY WC PREMIUM	10-22430	3,937.67	M1626057
Total 31766:					3,937.67	
31767	06/18/2026	AN LAM	REFUND OVERPAYMENT-FINAL BILL	01-11750	41.00	21.1508.0.1
Total 31767:					41.00	
31768	06/18/2026	ATLANTIS GLOBAL, LLC	THERMAL CITATION PAPER	10-60-455	646.00	12708
Total 31768:					646.00	
31769	06/18/2026	BEACON CODE CONSULTANTS	BUILDING INSPECTION MAY 2026	10-63-310	10,695.00	06042776
Total 31769:					10,695.00	
31770	06/18/2026	BIG BRAND TIRE & SERVICE	PD VN 04052 MAINTENANCE	10-60-251	91.15	3441-938121
Total 31770:					91.15	
31771	06/18/2026	CANON FINANCIAL SERVICES, INC	PD Copier C3930I Contract and Copies	10-60-251	171.99	43161674
31771	06/18/2026	CANON FINANCIAL SERVICES, INC	CH Copier C5850 Contract and Copies	10-51-250	286.96	43161674
Total 31771:					458.95	
31772	06/18/2026	ELITE RV REPAIR	STAGE TRAILER JACKS	10-83-250	410.23	600911
Total 31772:					410.23	
31773	06/18/2026	EMINENT TECHNICAL SOLUTIONS	ACCT 11390 MONTHLY PHONE SERVICE BILL	10-51-280	811.12	PH-12201-1

Check Number	Check Date	Payee	Description	GL No	Amount	Invoice No
Total 31773:					811.12	
31774	06/18/2026	ENBRIDGE GAS-UT WY ID	1555 S 800 W Natural Gas Heat	10-51-270	47.37	191710000 6
31774	06/18/2026	ENBRIDGE GAS-UT WY ID	2287 S 1200 W-NEW Natural Gas Heat	10-79-270	20.67	3969368222
31774	06/18/2026	ENBRIDGE GAS-UT WY ID	735 W 500 S GAS SERVICE - OLD POST OFFICE	10-47-620	10.15	8346094385
31774	06/18/2026	ENBRIDGE GAS-UT WY ID	2287 S 1200 W-NEW Natural Gas Heat	10-79-270	74.61	8380550000
Total 31774:					152.80	
31775	06/18/2026	ENTERPRISE FM TRUST	276MZ3 PW SILVERADO 3500	61-80-171	920.05	608175-0603
31775	06/18/2026	ENTERPRISE FM TRUST	276N29 PW LEASE SILVERADO 2500	61-80-183	971.30	608175-0603
31775	06/18/2026	ENTERPRISE FM TRUST	26PXSF EQUINOX LEASE	61-80-151	562.58	608175-0603
31775	06/18/2026	ENTERPRISE FM TRUST	26QM4C PW SILVERADO LEASE	61-80-183	147.51	608175-0603
31775	06/18/2026	ENTERPRISE FM TRUST	26QM4C PW SILVERADO LEASE	61-80-171	147.51	608175-0603
31775	06/18/2026	ENTERPRISE FM TRUST	26QM4C PW SILVERADO LEASE	61-80-510	295.01	608175-0603
31775	06/18/2026	ENTERPRISE FM TRUST	26QM4C PW SILVERADO LEASE	61-80-560	295.01	608175-0603
31775	06/18/2026	ENTERPRISE FM TRUST	26VDS7 PW SILVERADO 3500 LEASE	61-80-183	805.48	608175-0603
31775	06/18/2026	ENTERPRISE FM TRUST	26QM4K PW 1500 SILVERADO LEASE	61-80-510	861.55	608175-0603
Total 31775:					5,006.00	
31776	06/18/2026	GORDONS COPY PRINT	COUNTY WATERFAIR CROSSWORD PUZZLES-TB REIMB by LAYTON CITY	56-40-620	450.00	B56472
Total 31776:					450.00	
31777	06/18/2026	GUNTHERS HEATING, COOLING & PLUMBING	WELL 5 AC DIAGNOSTIC/REPAIR	51-40-261	282.35	118791
Total 31777:					282.35	
31778	06/18/2026	HAYES GODFREY BELL, P.C.	MAY LEGAL SERVICES	10-49-310	1,025.00	12868
31778	06/18/2026	HAYES GODFREY BELL, P.C.	Legal Services	21-40-737	61.50	12868
31778	06/18/2026	HAYES GODFREY BELL, P.C.	Legal Services	51-61-703	1,107.00	12868
Total 31778:					2,193.50	
31779	06/18/2026	INGRID OSEGUERA	COURT INTERPRETER	10-42-310	114.00	06.09.26
Total 31779:					114.00	

Check Number	Check Date	Payee	Description	GL No	Amount	Invoice No
31780	06/18/2026	INTEGRA REALTY RESOURCES	APPRAISAL OF VACANT PROPERTY PROJECT AREA	21-40-737	3,000.00	160-2026-08
Total 31780:					3,000.00	
31781	06/18/2026	INTERMOUNTAIN TRAFFIC SAFETY	STREET SIGNS SUPPLIES	10-71-410	505.68	61539
Total 31781:					505.68	
31782	06/18/2026	INTERSTATE BATTERIES	BATTERIES FOR SPRINKLER TIMERS	10-83-261	39.15	110778683
Total 31782:					39.15	
31783	06/18/2026	JUB ENGINEERS, INC	55-24-130 STORM DRAIN UPDATES	51-40-310	1,809.40	0184818
31783	06/18/2026	JUB ENGINEERS, INC	RP-26-00402 GENERAL GIS	56-40-310	570.50	196604
31783	06/18/2026	JUB ENGINEERS, INC	55-20-13300 1100 W-2150 S TO 2600 S STP ROADWAY PROJECT	21-40-737	767.57	196750
31783	06/18/2026	JUB ENGINEERS, INC	55-21-00800 2021 DEV REVIEWS-THE AUDREY SUBDIVISION	10-47-310	610.00	196752
31783	06/18/2026	JUB ENGINEERS, INC	55-22-03800 1200 S STORM DRAIN	56-61-701	874.70	196753
31783	06/18/2026	JUB ENGINEERS, INC	55-23-16000 WELL #3 REHABILITATION	51-61-702	1,581.80	196754
31783	06/18/2026	JUB ENGINEERS, INC	55-25-00800 2025 DEVELOPMENT REVIEWS	10-47-310	552.50	196760
31783	06/18/2026	JUB ENGINEERS, INC	55-25-02200 GAC TREATMENT MAINTENANCE	51-40-310	89.60	196761
31783	06/18/2026	JUB ENGINEERS, INC	55-25-03300 UTA DOUBLE TRACK REVIEW	21-13220	1,593.00	196762
31783	06/18/2026	JUB ENGINEERS, INC	RP-25-00269 1500 S RAILROAD WATERLINE CROSSING	51-40-310	1,456.00	196764
31783	06/18/2026	JUB ENGINEERS, INC	RP-25-00270 A-2 DRAIN MAINTENANCE	56-40-620	456.00	196766
31783	06/18/2026	JUB ENGINEERS, INC	RP-26-00017 2026 DEV REVIEWS: A1 DRAIN, DIESEL BRO, DRC REVIEW, PJF SITE, HALO, EV AUTO	10-47-310	2,203.00	196768
Total 31783:					12,564.07	
31784	06/18/2026	JULIE CHECKETTS	REIMBURSE BINGO PRIZES JUNE 2026 SENIOR LUNCH	27-40-611	30.00	61126
Total 31784:					30.00	
31785	06/18/2026	LACEE BARTHOLOMEW	MEMORIAL DAY BREAKFAST JUICE (300)	27-40-617	68.40	8000000383
Total 31785:					68.40	
31786	06/18/2026	LAWN BUTLER	LANDSCAPE MAINTENANCE MAY 2026	10-83-310	13,710.02	INA-247471
Total 31786:					13,710.02	
31787	06/18/2026	LEE'S ACE HARDWARE	PARKS BENCH INSTALL AND FOUNTAIN SUPPLIES	10-83-261	151.22	13318
31787	06/18/2026	LEE'S ACE HARDWARE	SPRAYERS FOR SAMPLING	51-40-250	10.78	13415

Check Number	Check Date	Payee	Description	GL No	Amount	Invoice No
31787	06/18/2026	LEE'S ACE HARDWARE	TRAILER REPAIR FASTENERS	10-71-250	10.90	13419
31787	06/18/2026	LEE'S ACE HARDWARE	PARKS RESTROOM CLEANER AND SUPPLIES	10-83-260	76.09	13441
31787	06/18/2026	LEE'S ACE HARDWARE	PW SWAMP COOLER REPAIR PARTS	10-79-260	25.18	13451
Total 31787:					274.17	
31788	06/18/2026	LOWE'S	LITTLE LIBRARY REPAIR	10-83-261	19.25	972087
31788	06/18/2026	LOWE'S	DOG PARK FENCING & ZIP TIES	23-40-732	117.72	989912
31788	06/18/2026	LOWE'S	PRV HOSES	51-40-250	46.52	999140
31788	06/18/2026	LOWE'S	ROAD PAINT	10-71-610	51.19	999477
Total 31788:					234.68	
31789	06/18/2026	MICHAEL B WOODS	REFUND OVERPAYMENT MADE BY MISTAKE	01-11750	1,304.58	21.1120.0.3
Total 31789:					1,304.58	
31790	06/18/2026	PREMIER VEHICLE INSTALLATION, INC	PD VN 62390 UPFIT	61-71-160	14,590.20	50636
Total 31790:					14,590.20	
31791	06/18/2026	QUINN & MELANIE MORRILL	REFUND OVERPAYMENT-FINAL BILL	01-11750	13.73	24.5507.0.1
Total 31791:					13.73	
31792	06/18/2026	RANDY EGGETT	REFUND DEPOSIT	01-11750	25.00	4.2090.0.1 A
Total 31792:					25.00	
31793	06/18/2026	RB&G ENGINEERING	REFUND METER DEPOSIT	10-21400	3,000.00	060425
31793	06/18/2026	RB&G ENGINEERING	LESS WATER USAGE	51-38-900	300.56-	060425
Total 31793:					2,699.44	
31794	06/18/2026	RED HANGER	CLEAN POLICE DEPT UNIFORMS-CLOSING DATE 6.1.26	10-60-450	74.01	YD46989 6.1
Total 31794:					74.01	
31795	06/18/2026	RENNER SPORTS SURFACES	MP RESURFACE APPROVED BY RES 26-974 &26-972	23-40-731	38,669.00	10870

Check Number	Check Date	Payee	Description	GL No	Amount	Invoice No
Total 31795:					38,669.00	
31796	06/18/2026	ROBINSON WASTE SERVICES	MEMORIAL DAY PORTABLE RESTROOMS	27-40-617	380.00	I15869
Total 31796:					380.00	
31797	06/18/2026	RODDA PAINT	GRAFFITI MANAGEMENT SUPPLIES-800 W	10-71-610	118.19	95009051
Total 31797:					118.19	
31798	06/18/2026	RUBEN CORREA	BAILIFF FEE 6.19.26	10-42-310	200.00	060926
Total 31798:					200.00	
31799	06/18/2026	SEAGULL DIESEL REPAIR, INC.	S13 International Safety Inspection	10-71-250	75.00	144323
31799	06/18/2026	SEAGULL DIESEL REPAIR, INC.	PW VN09079 Safety Inspect, Oil Leak Repair	10-71-250	1,311.77	144386
Total 31799:					1,386.77	
31800	06/18/2026	SKAGGS COMPANY INC	JONES UNIFORM	10-60-450	115.00	405-A_34803
31800	06/18/2026	SKAGGS COMPANY INC	GREEN UNIFORM	10-60-450	39.98	450_A_2992
31800	06/18/2026	SKAGGS COMPANY INC	TERZO UNIFORM	10-60-450	66.60	450_A_3446
31800	06/18/2026	SKAGGS COMPANY INC	HANSELMAN UNIFORM	10-60-450	71.00	450_A_3457
31800	06/18/2026	SKAGGS COMPANY INC	HANSELMAN UNIFORM	10-60-450	741.00	450_A_3457
31800	06/18/2026	SKAGGS COMPANY INC	ZIERSE UNIFORM	10-60-450	443.30	450_A_3462
31800	06/18/2026	SKAGGS COMPANY INC	ZIERSE UNIFORM	10-60-450	100.00	450_A_3462
31800	06/18/2026	SKAGGS COMPANY INC	ROWLEY UNIFORM	10-60-450	258.00	450_A_3464
31800	06/18/2026	SKAGGS COMPANY INC	TIMOTHY UNIFORM	10-60-450	142.00	450_A_3464
31800	06/18/2026	SKAGGS COMPANY INC	SANDERS UNIFORM	10-60-450	95.64	450_A_3472
31800	06/18/2026	SKAGGS COMPANY INC	BATEMAN UNIFORM	10-60-450	845.28	450_A_3476
31800	06/18/2026	SKAGGS COMPANY INC	JONES UNIFORM	10-60-450	452.48	450_A_3477
31800	06/18/2026	SKAGGS COMPANY INC	JONES UNIFORM	10-60-450	337.48	450_A_3483
31800	06/18/2026	SKAGGS COMPANY INC	SCHULTZ UNIFORM	10-60-450	80.00	450_A_3487
Total 31800:					3,787.76	
31801	06/18/2026	STACI & DEVEN RUPP	REFUND OVERPAYMENT-FINAL BILL	01-11750	210.85	23.3314.0.2
Total 31801:					210.85	

Check Number	Check Date	Payee	Description	GL No	Amount	Invoice No
31802	06/18/2026	STANDARD PLUMBING SUPPLY CO.	SPRINKLER REPAIR PARTS	10-83-261	68.96	ANF487
31802	06/18/2026	STANDARD PLUMBING SUPPLY CO.	BATTERY OPERATED SPRINKLER CONTROLS	10-83-261	206.68	ANVR89
31802	06/18/2026	STANDARD PLUMBING SUPPLY CO.	A1 DRAIN SPRINKLER BATTERY TIMER	10-83-261	224.35	AQKM07
Total 31802:					499.99	
31803	06/18/2026	STEP SAVER INC	CHLORINATION SALT	51-40-610	163.69	548344
31803	06/18/2026	STEP SAVER INC	LESS SALES TAX	51-40-610	9.79-	548344
31803	06/18/2026	STEP SAVER INC	CHLORINATION SALT	51-40-610	191.88	548786
31803	06/18/2026	STEP SAVER INC	LESS SALES TAX	51-40-610	11.47-	548786
Total 31803:					334.31	
31804	06/18/2026	SUPERTREES UTAH	DOG PARK TREES	23-40-732	2,130.00	UT-INV11764
31804	06/18/2026	SUPERTREES UTAH	ARBOR DAY TREES-MILLS PARK	23-40-729	1,959.00	UT-INV11764
Total 31804:					4,089.00	
31805	06/18/2026	THE FINAL SWEEP, LLC	ROAD SWEEP PRIOR TO MEMORIAL DAY RACE	26-40-620	840.00	7809
Total 31805:					840.00	
31806	06/18/2026	THUY TRAN & QUANG SY	REFUND OVERPAYMENT-FINAL BILL	01-11750	18.84	24.5519.0.1
31806	06/25/2026	THUY TRAN & QUANG SY	REFUND OVERPAYMENT-FINAL BILL	01-11750	18.84-	24.5519.0.1
Total 31806:					.00	
31807	06/18/2026	UPPER CASE PRINTING INK	NEWSLETTER JUNE 2026 (2345)	10-43-610	504.18	4523
Total 31807:					504.18	
31808	06/18/2026	UTAH ASSOC OF PUBLIC TREASURERS	MEMBERSHIP- C COLBY	10-43-210	75.00	00071
Total 31808:					75.00	
31809	06/18/2026	UTAH FUEL NETWORK	COMMUNITY SERVICES MAY 2026 FUEL	10-86-252	316.10	F2611E0102
31809	06/18/2026	UTAH FUEL NETWORK	ADMINISTRATION MAY 2026 FUEL	10-43-252	130.88	F2611E0102
31809	06/18/2026	UTAH FUEL NETWORK	COMMUNITY DEVELOPMENT MAY 2026 FUEL	10-57-252	81.65	F2611E0102
31809	06/18/2026	UTAH FUEL NETWORK	PARKS MAY 2026 FUEL	10-83-252	1,251.96	F2611E0102
31809	06/18/2026	UTAH FUEL NETWORK	POLICE MAY 2026 FUEL	10-60-252	6,523.51	F2611E0102
31809	06/18/2026	UTAH FUEL NETWORK	STREETS MAY 2026 FUEL	10-71-252	222.10	F2611E0102

Check Number	Check Date	Payee	Description	GL No	Amount	Invoice No
31809	06/18/2026	UTAH FUEL NETWORK	WATER MAY 2026 FUEL	51-40-252	813.27	F2611E0102
Total 31809:					9,339.47	
31811	06/18/2026	3XL, INC.	Pay App 4-1200 S Storm Drain	56-61-701	15,505.75	PAY APP 4 -
Total 31811:					15,505.75	
31812	06/18/2026	YOUNG FORD of OGDEN	PD VN 62390 2026 FORD CREW CAB	61-70-160	49,123.00	17S5699
Total 31812:					49,123.00	
31818	06/24/2026	CINDEE COLBY - PETTY CASH	Safety Bonus Incentive Pay	10-47-630	5,000.00	062426
31818	06/24/2026	CINDEE COLBY - PETTY CASH	Postage for Certified letter to Elite RV	10-43-240	5.35	062426
Total 31818:					5,005.35	
31819	06/25/2026	BIG BRAND TIRE & SERVICE	PD VN 06304 emissions	10-60-251	52.00	3441-951491
Total 31819:					52.00	
31820	06/25/2026	BOUNTIFUL CITY CORP	339 W 2600 S Electric Power	51-40-270	28.48	2593226
31820	06/25/2026	BOUNTIFUL CITY CORP	330 W 1500 S Electric Power	51-40-270	38.18	2597539
31820	06/25/2026	BOUNTIFUL CITY CORP	180 E 1500 S Electric Power	51-40-270	30.12	2598275
Total 31820:					96.78	
31821	06/25/2026	CANON U.S.A. INC.	CONTRACT 2737990 SN 3BN01942	10-51-250	325.11	6016152101
Total 31821:					325.11	
31822	06/25/2026	ENBRIDGE GAS-UT WY ID	735 W 500 S GAS SERVICE - OLD POST OFFICE	10-47-620	3.18	8346094385
Total 31822:					3.18	
31823	06/25/2026	ENCLAVE THE AUDREY, LLC	Constrction Bond Release Permit 25-272	10-21350	1,000.00	25-272
31823	06/25/2026	ENCLAVE THE AUDREY, LLC	Construction bond release permit 25-277	10-21350	1,000.00	25-277
31823	06/25/2026	ENCLAVE THE AUDREY, LLC	Constrction Bond Release Permit 25-290	10-21350	1,000.00	25-290
31823	06/25/2026	ENCLAVE THE AUDREY, LLC	Construction bond release permit 25-292	10-21350	1,000.00	25-292

Check Number	Check Date	Payee	Description	GL No	Amount	Invoice No
Total 31823:					4,000.00	
31824	06/25/2026	HOME DEPOT	SOD FOR WATER LEAK REPAIRS	51-40-250	76.85	8022972
Total 31824:					76.85	
31825	06/25/2026	HOSE & RUBBER SUPPLY	PRESSURE WASHER NOZZLE VAC TRAILER 2	51-40-250	221.95	02216089
Total 31825:					221.95	
31826	06/25/2026	J & C TESTING	BACKFLOW TESTS (9)	51-40-310	810.00	40781
Total 31826:					810.00	
31827	06/25/2026	JAMES ALEXANDER	DEPOSIT REFUND-WXC SERVICES COMPLETE	10-21415	1,646.00	1375 S 1100
Total 31827:					1,646.00	
31829	06/25/2026	JOHN FILLER	REIMBURSE PURCHASE OF SPRINKLER MULTIMETER	10-83-741	322.73	ARN328
Total 31829:					322.73	
31830	06/25/2026	LAKEVIEW ASPHALT PRODUCTS INC	ASPHALT PATCH 1750 S 1200 W	21-40-410	236.88	16462
Total 31830:					236.88	
31838	06/25/2026	LAKEVIEW ROCK PRODUCTS	ROADBASE FOR WATER LEAK BACKFILL	21-40-410	716.43	446234
Total 31838:					716.43	
31839	06/25/2026	LAWN BUTLER	LANDSCAPE MAINTENANCE JUNE 2026	10-83-310	13,710.02	INA-250090
Total 31839:					13,710.02	
31840	06/25/2026	LINDE GAS & EQUIPMENT INC.	ACETYLENE	10-79-260	230.85	57385705
Total 31840:					230.85	
31841	06/25/2026	LOUISE ANETA OLSEN TATE TRUST	REFUND OVERPAYMENT-FINAL BILL	01-11750	82.11	5.1810.0.3

Check Number	Check Date	Payee	Description	GL No	Amount	Invoice No
Total 31841:					82.11	
31842	06/25/2026	MAURICE H STACEY	REFUND OVERPAYMENT-FINAL BILL	01-11750	40.00	11.2214.0.1
Total 31842:					40.00	
31843	06/25/2026	METHOD STUDIO, INC	25.0585 PROGRAMMING DESIGN NEW CITY HALL	46-40-720	35,124.20	37024
Total 31843:					35,124.20	
31844	06/25/2026	ODP BUSINESS SOLUTIONS, LLC	OFFICE SUPPLIES	10-43-240	145.81	4697094480
Total 31844:					145.81	
31848	06/25/2026	PILOT THOMAS	DIESEL FUEL- SMALL EQUIPMENT	51-40-252	182.41	1563211-IN
31848	06/25/2026	PILOT THOMAS	DIESEL FUEL- SMALL EQUIPMENT	10-83-252	182.42	1563211-IN
Total 31848:					364.83	
31849	06/25/2026	ROCKY MOUNTAIN POWER	735 W 500 S ELECTRIC SERVICE-OLD PO CLOSING BILL	10-47-620	7.03	41735366-03
Total 31849:					7.03	
31850	06/25/2026	RUBEN CORREA	BAILIFF FEE 6.23.26	10-43-310	200.00	062326
Total 31850:					200.00	
31851	06/25/2026	SALT LAKE WHOLESALE SPORTS	LETHAL AND LESS LETHAL FIREARM EQUIP	10-60-456	10,476.47	21821
Total 31851:					10,476.47	
31852	06/25/2026	SEAGULL DIESEL REPAIR, INC.	PW VN 01488 S1 Mack Safety Inspection	10-71-250	75.00	144340
31852	06/25/2026	SEAGULL DIESEL REPAIR, INC.	PW VN 28768 P13 International Safety Inspection	10-83-250	75.00	144341
31852	06/25/2026	SEAGULL DIESEL REPAIR, INC.	PW VN 74516 W9 Chevrolet Safety Inspection	51-40-250	75.00	144342
Total 31852:					225.00	
31853	06/25/2026	STEP SAVER INC	CHLORINATION SALT	51-40-610	185.51	549685
31853	06/25/2026	STEP SAVER INC	LESS SALES TAX	51-40-610	11.09-	549685

Check Number	Check Date	Payee	Description	GL No	Amount	Invoice No
Total 31853:					174.42	
31854	06/25/2026	VERIZON WIRELESS	PW TABLETS	10-51-280	280.25	6145927701
Total 31854:					280.25	
31855	06/25/2026	WASATCH INTEGRATED WASTE	DIVERSION INCENTIVE	52-37-150	5,887.35-	ARPKT0369
31855	06/25/2026	WASATCH INTEGRATED WASTE	Tip Fee for Garbage Collection 1st Can	52-40-621	25,543.00	INV86384
31855	06/25/2026	WASATCH INTEGRATED WASTE	Tip Fee for Garbage Collection 2nd can	52-40-621	4,493.60	INV86384
31855	06/25/2026	WASATCH INTEGRATED WASTE	Tip Fee for Garbage Collection - 90 gallon containers	52-40-621	114.80	INV86384
31855	06/25/2026	WASATCH INTEGRATED WASTE	Tip Fee Household Waste	52-40-625	3,368.00	INV86384
Total 31855:					27,632.05	
31859	07/02/2026	BIG BRAND TIRE & SERVICE	PD VN 42620 MAINTENANCE	10-60-251	109.30	3441-958507
31859	07/02/2026	BIG BRAND TIRE & SERVICE	PD VN 13129 MAINTENANCE	10-60-251	82.59	3441-958784
Total 31859:					191.89	
31860	07/02/2026	BOLT & NUT SUPPLY CO.	WATER VAVE BOLTS	51-40-250	127.27	815254
Total 31860:					127.27	
31861	07/02/2026	DIAMOND TREE EXPERTS, INC.	WATER TANK SITE TREE REMOVAL	51-40-261	5,700.00	194160
Total 31861:					5,700.00	
31862	07/02/2026	EMINENT TECHNICAL SOLUTIONS	IT SUPPORT AND SUBSCRIPTIONS	10-46-310	5,728.26	EM-999
Total 31862:					5,728.26	
31863	07/02/2026	ENCODE PLUS	CODIFICATION DOWNPAYMENT-INSTALLMENT #2 DRAFT	10-43-310	4,825.00	3445
Total 31863:					4,825.00	
31864	07/02/2026	GENCOMM	SCREEN FLICKERING REPAIRS - COUNCIL CHAMBERS	10-51-260	1,267.49	8523
Total 31864:					1,267.49	
31865	07/02/2026	JOHN FILLER	SNR LUNCH MAIN ITEMS - 100 SERVINGS	27-40-611	473.43	06.26.26-1

Check Number	Check Date	Payee	Description	GL No	Amount	Invoice No
31865	07/02/2026	JOHN FILLER	SNR LUNCH ICE FOR DRINKS	27-40-611	17.67	06.26.26-2
Total 31865:					491.10	
31866	07/02/2026	LAKEVIEW ASPHALT PRODUCTS INC	ASPHALT PATCH 800 W	21-40-410	115.92	16632
Total 31866:					115.92	
31867	07/02/2026	LANGUAGE SOLUTIONS TEAM, LLC	TURKISH INTERPRETATION-COURT 06.15.26	10-42-310	223.05	AS02-00246
Total 31867:					223.05	
31868	07/02/2026	MANNING CURTIS BRADSHW & BEDNAR PLLC	POLICY REWRITE-EMPLOY	10-49-310	7,500.00	202622456
Total 31868:					7,500.00	
31869	07/02/2026	ROCKY MOUNTAIN POWER	STREET LIGHT POWER	10-47-270	3,489.19	4173566-001
31869	07/02/2026	ROCKY MOUNTAIN POWER	CITY HALL POWER	10-51-270	1,362.51	4173566-001
31869	07/02/2026	ROCKY MOUNTAIN POWER	SHOPS ELECTRIC POWER	10-79-270	885.45	4173566-001
31869	07/02/2026	ROCKY MOUNTAIN POWER	PARKS ELECTRIC POWER	10-83-270	411.21	4173566-001
31869	07/02/2026	ROCKY MOUNTAIN POWER	WATER ELECTRIC POWER	51-40-270	4,805.67	4173566-001
Total 31869:					10,954.03	
31870	07/02/2026	TWIN D INC	STORM DRAIN INSPECTIONS AND CLEANING	56-40-620	11,916.60	833555 RI
Total 31870:					11,916.60	
31871	07/02/2026	VLAMDELAY INDUSTRIES, LLC	REFUND LEASE DEPOSIT	10-21400	600.00	06.29.26
31871	07/02/2026	VLAMDELAY INDUSTRIES, LLC	LESS NOV 25 UTILITIES PAID	01-11750	63.61-	06.29.26
Total 31871:					536.39	
31872	07/02/2026	ZIONS FIRST NATIONAL BANK	CORP TRUST AADMIN FEE WTR REV 2014A WATER BOND	51-80-833	2,100.00	9536406
Total 31872:					2,100.00	
31873	07/02/2026	ACCELA	PW WORK ORDER SOFTWARE SUBSCRIPTION FY2027	10-46-310	16,391.42	INV-ACC639
Total 31873:					16,391.42	

Check Number	Check Date	Payee	Description	GL No	Amount	Invoice No
31874	07/02/2026	CIVICPLUS, LLC	ANNUAL WEBSITE LICENSE FEE - FY2027	10-46-310	17,394.30	367789
31874	07/02/2026	CIVICPLUS, LLC	ANNUAL RECREATION SOFTWARE FEE FY2027	10-46-310	5,143.58	371429
Total 31874:					22,537.88	
31875	07/02/2026	DEPARTMENT OF PUBLIC SAFETY	16 FT OFFICERS ANNUAL PYMT FOR SURVIVING SPOUSE TRUST FUND FY2027	10-60-310	1,700.00	26A-37
Total 31875:					1,700.00	
31876	07/02/2026	LEXIPOL LLC	FY2027 PD ANNUAL LAW ENFORCEMENT POLICY SUBSCRIPTION	10-60-310	8,851.68	INVLEX1127
31876	07/02/2026	LEXIPOL LLC	PD ACADEMY ANNUAL TRAINING SUBSCRIPTION FY2027	10-60-310	1,643.04	INVPRA1127
Total 31876:					10,494.72	
31877	07/02/2026	RDO EQUIPMENT	FY2027 BACKHOE RENTAL 7.1.26-6.30.27	61-80-510	11,500.00	R03755RI
Total 31877:					11,500.00	
31878	07/02/2026	RED HANGER	CLEAN POLICE DEPT UNIFORMS-CLOSING DATE 6.1.26	10-60-450	26.37	YD46989 6.3
Total 31878:					26.37	
31879	07/02/2026	SOUTH DAVIS METRO FIRE AGENCY	FIRE & PARAMEDIC SERVICES-4/26-6/26	10-62-310	228,558.81	07.01.26
31879	07/02/2026	SOUTH DAVIS METRO FIRE AGENCY	IMPACT FEES 04/01/26-06/30/26	10-21370	2,576.00	063026
Total 31879:					231,134.81	
31880	07/02/2026	UTAH LEAGUE OF CITIES AND TOWNS	MEMBERSHIP DUES FY2027	10-41-210	11,287.74	07.01.26
Total 31880:					11,287.74	
31881	07/02/2026	VANGUARD CLEANING SYSTEMS OF UTAH	PW BUILDING JANITORIAL SERVICES 7/26	10-79-260	618.00	44410
31881	07/02/2026	VANGUARD CLEANING SYSTEMS OF UTAH	CITY HALL JANITORIAL SERVICES - 7/26	10-51-620	702.00	44410
Total 31881:					1,320.00	
31882	07/02/2026	ZIONS BANK CORPORATE TRUST	PURCHASE DEMAND DEPOSIT STATE/LOCAL GOVERNMENT SECURITIES	41-11611	11,462.49	06.29.26 DD

Check Number	Check Date	Payee	Description	GL No	Amount	Invoice No
Total 31882:					11,462.49	
31883	07/02/2026	ZIONS FIRST NATIONAL BANK	PRINCIPAL DUE	61-80-160	69,162.44	0001010000
31883	07/02/2026	ZIONS FIRST NATIONAL BANK	PRINCIPAL DUE	61-80-171	18,718.68	0001010000
31883	07/02/2026	ZIONS FIRST NATIONAL BANK	INTEREST DUE	61-80-160	3,544.15	0001010000
31883	07/02/2026	ZIONS FIRST NATIONAL BANK	INTEREST DUE	61-80-171	959.22	0001010000
Total 31883:					92,384.49	
7022604	07/02/2026	ZIONS BANK CORPORATE TRUST	INTEREST PAYABLE	41-40-820	22,074.75	95364220.6.
7022604	07/02/2026	ZIONS BANK CORPORATE TRUST	PRINCIPAL PAYABLE	41-40-810	123,000.00	95364220.6.
7022604	07/02/2026	ZIONS BANK CORPORATE TRUST	AGENT FEES	41-40-830	250.00	95364220.6.
7022604	07/02/2026	ZIONS BANK CORPORATE TRUST	LESS CASH ON HAND	01-11650	143.84-	95364220.6.
Total 7022604:					145,180.91	
Grand Totals:					967,911.40	

Report Criteria:
Report type: GL detail

Woods Cross City

Ryan Westergard
Mayor

Bryce K Haderlie
City Administrator

Public Works Department
Sam Christiansen
Public Works Director
1555 South 800 West Woods Cross, Utah 84087
Phone: 801-292-4421 Fax: 801-292-2225

Memorandum

DATE: June 29, 2026

TO: Mayor and City Council

FROM: Sam Christiansen, Public Works Director

SUBJECT: A Resolution Awarding the bid for the 2026 Mill and Overlay Project

Recommendation:
Staff recommends that the Council approve this Resolution, awarding the 2026 Mill and Overlay Project to Black Forest for $308,779.00 for the following roads as shown in the attached exhibit.

Budget:
Money for this project was approved in the FY 2026-27 interim budget. There is currently a $600,000 budget in the Streets Maintenance GL 21-40-410. This project, along with other projects and asphalt patching, is paid from this GL.

Background:
To continue our efforts to improve the city's roads, the staff has reviewed the 2026 Road Depreciation Plan, the 2025 LTAP road assessment, and the current road assessment by staff to determine road conditions and has developed a project to address some of them this summer. The project was advertised in accordance with the city and state's procurement requirements for Roads B&C funds. The bid opening that occurred on July 1, 2026, was for the following roads:

- 1100 S, 675 W, 760 W, and 1000 S near Woods Cross Elementary (to be completed before School Starts)
- 1850 S & 835 W, between 1800 S and 965 W

The bids came in at:

Contractor	Bid Amount
Engineer Estimate	$341,600.00
BHI Construction	$451,953.50
Staker Parsons	$384,317.50
Post Asphalt	$355,657.50
Granite Construction	$346,981.00
Geneva Rock	$338,125.00
Kilgore	$320,782.50
Black Forest	$308,779.00

Woods Cross City

Ryan Westergard
Mayor

Bryce K Haderlie
City Administrator

Public Works Department
Sam Christiansen
Public Works Director
1555 South 800 West Woods Cross, Utah 84087
Phone: 801-292-4421 Fax: 801-292-2225

The city has reviewed Back Forest's references; they have worked in the city before, and the experience has been positive. They will be required to give 48-hour notice to residents and the school prior to work.

Attached is a map of the roads that will receive a 2" mill and 2" overlay, with some road crown reduction. The project must be substantially completed by August 10th. School starts August 20th, and all work near the school should be completed by that date.

RESOLUTION 2026- 1005

A RESOLUTION AWARDING THE BID FOR THE 2026 MILL AND OVERLAY PROJECT

WHEREAS, City Staff has evaluated city roads and has identified streets' asphalt surfacing that is at the end of their service life; and

WHEREAS, Woods Cross City has solicited proposals for the 2026 Woods Cross Mill and Overlay project in compliance with Chapter 3-15 of the Woods Cross City Code and applicable provisions of State law, including, but not limited to, the Uniform Fiscal Procedures Act set forth at Utah Code Ann. 10-6-101, et seq., as amended; and

WHEREAS, Woods Cross City Code staff has evaluated the proposals for qualifications related to experience, equipment, methodology, operations, called references, and price using the information provided in the proposals; and

WHEREAS, it has been determined that Black Forest is most qualified to provide this service.

NOW, THEREFORE, BE IT RESOLVED by the City Council of Woods Cross City, Utah:

1. The Mayor is authorized to sign this Resolution awarding the bid for the 2026 Mill and Overlay project to Black Forest for $308,779.00 for the streets listed in the bid package

2. This Resolution shall become effective immediately upon its adoption.

PASSED AND ADOPTED BY THE CITY COUNCIL OF WOODS CROSS CITY, STATE OF UTAH, ON THIS 7TH DAY OF JULY 2026.

WOODS CROSS CITY
A MUNICIPAL CORPORATION

RYAN WESTERGARD, MAYOR

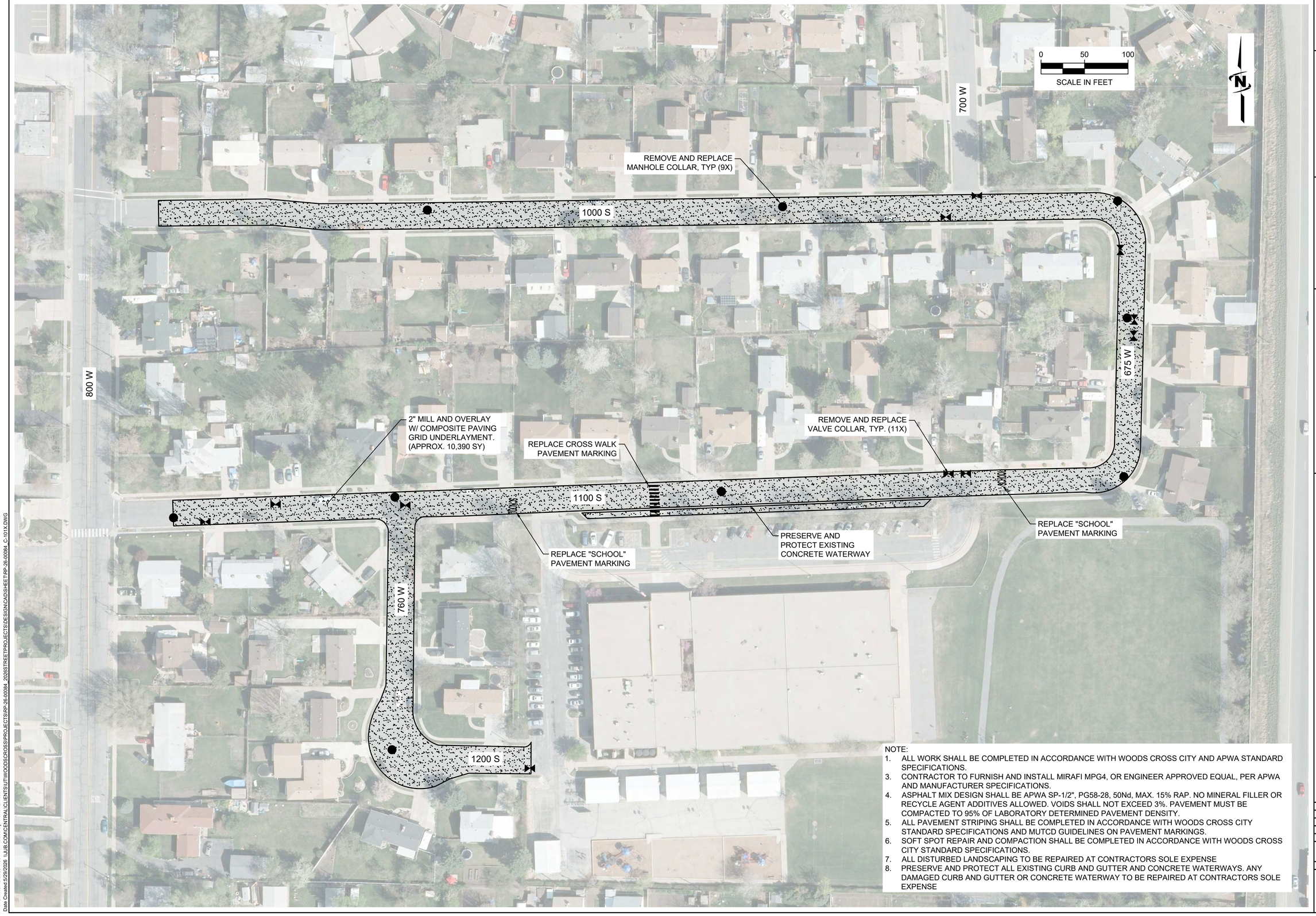
ATTEST:

ANNETTE HANSON, CITY RECORDER

Voting:

Julie Checketts	Yea ___	Nay ___	
Eric Jones	Yea ___	Nay ___	
Wallace Larrabee	Yea ___	Nay ___	
Jim Grover	Yea ___	Nay ___	
Rahcel Peterson	Yea ___	Nay ___	
Ryan Westergard	Yea ___	Nay ___	*[tie vote only]*

WOODS CROSS CITY CORPORATE SEAL DAVIS COUNTY UTAH



NOTE:

1. ALL WORK SHALL BE COMPLETED IN ACCORDANCE WITH WOODS CROSS CITY AND APWA STANDARD SPECIFICATIONS.
3. CONTRACTOR TO FURNISH AND INSTALL MIRAFI MPG4, OR ENGINEER APPROVED EQUAL, PER APWA AND MANUFACTURER SPECIFICATIONS.
4. ASPHALT MIX DESIGN SHALL BE APWA SP-1/2", PG58-28, 50Nd, MAX. 15% RAP. NO MINERAL FILLER OR RECYCLE AGENT ADDITIVES ALLOWED. VOIDS SHALL NOT EXCEED 3%. PAVEMENT MUST BE COMPACTED TO 95% OF LABORATORY DETERMINED PAVEMENT DENSITY.
5. ALL PAVEMENT STRIPING SHALL BE COMPLETED IN ACCORDANCE WITH WOODS CROSS CITY STANDARD SPECIFICATIONS AND MUTCD GUIDELINES ON PAVEMENT MARKINGS.
6. SOFT SPOT REPAIR AND COMPACTION SHALL BE COMPLETED IN ACCORDANCE WITH WOODS CROSS CITY STANDARD SPECIFICATIONS.
7. ALL DISTURBED LANDSCAPING TO BE REPAIRED AT CONTRACTORS SOLE EXPENSE
8. PRESERVE AND PROTECT ALL EXISTING CURB AND GUTTER AND CONCRETE WATERWAYS. ANY DAMAGED CURB AND GUTTER OR CONCRETE WATERWAY TO BE REPAIRED AT CONTRACTORS SOLE EXPENSE

JUB
J-U-B ENGINEERS, INC.

J-U-B ENGINEERS, INC.
466 North 900 West
Kaysville, UT 84037
Phone: 801.547.0393
www.jub.com

BID SET

NO.	DESCRIPTION	BY	APR.	DATE
	REVISION			

2026 WOODS CROSS MILL AND OVERLAY
CITY OF WOODS CROSS CORPORATION

2" MILL AND OVERLAY - 1000 S, 1100 S, 1200 S, 675 W & 760 W

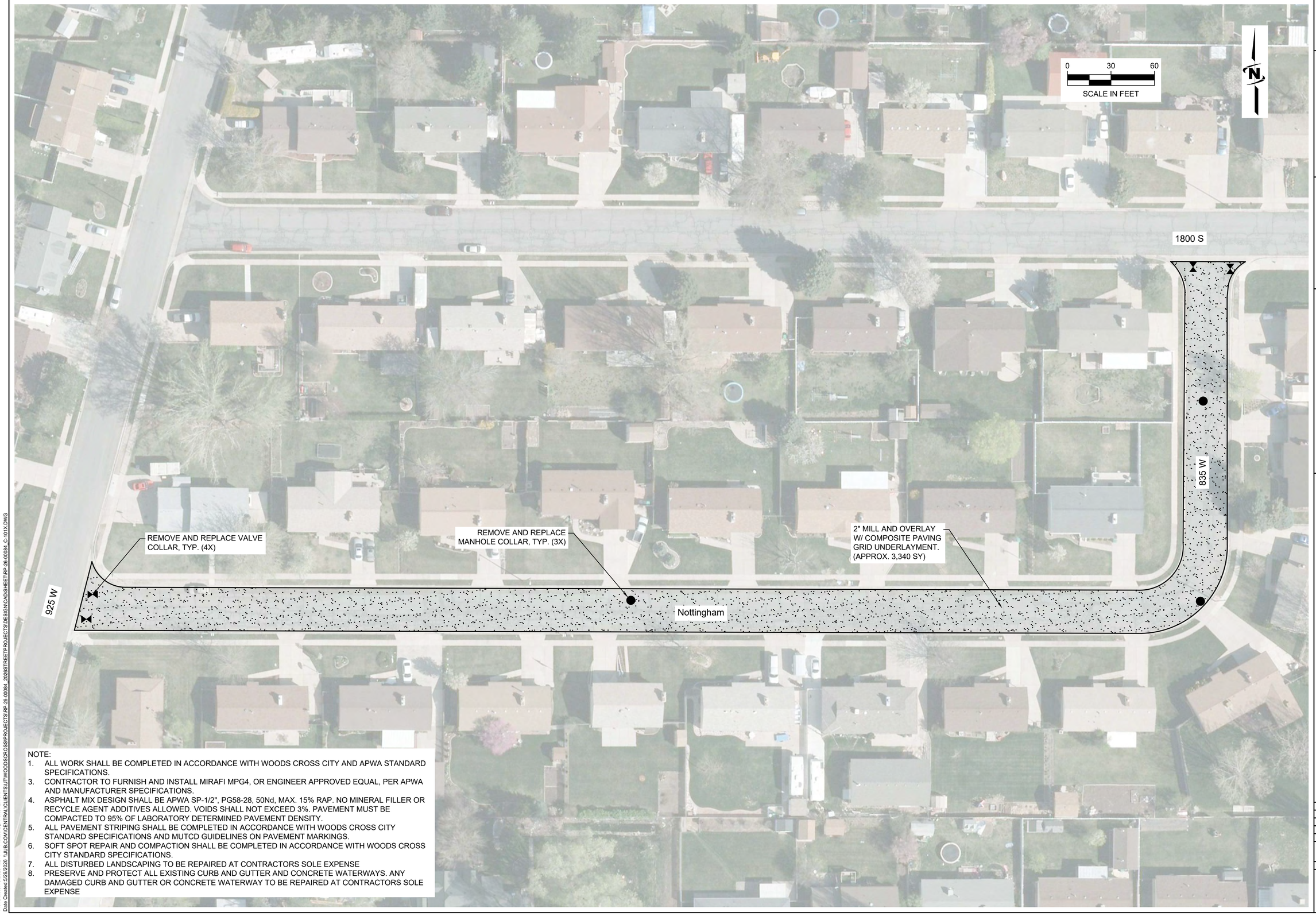
FILE :	RP-26-00084_C-101X
JUB PROJ. # :	RP-26-00084
DRAWN BY:	PDL
DESIGN BY:	PDL
CHECKED BY:	MJC

ONE INCH
AT FULL SIZE, IF NOT ONE INCH, SCALE ACCORDINGLY

LAST UPDATED: 6/10/2026

SHEET NUMBER:
C-101

Plot Date:6/10/2026 1:00 PM Plotted By: Porter Linford
Date Created:5/29/2026 \\JUB.COM\CENTRAL\CLIENTS\UT\WOODSCROSS\PROJECTS\RP-26-00084_2026STREETPROJECTS\DESIGN\CAD\SHEET\RP-26-00084_C-101X.DWG



NOTE:

1. ALL WORK SHALL BE COMPLETED IN ACCORDANCE WITH WOODS CROSS CITY AND APWA STANDARD SPECIFICATIONS.
3. CONTRACTOR TO FURNISH AND INSTALL MIRAFI MPG4, OR ENGINEER APPROVED EQUAL, PER APWA AND MANUFACTURER SPECIFICATIONS.
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J-U-B ENGINEERS, INC.

J-U-B ENGINEERS, INC.
466 North 900 West
Kaysville, UT 84037
Phone: 801.547.0393
www.jub.com

BID SET

NO.	DESCRIPTION	BY	APR.	DATE
	REVISION			

2026 WOODS CROSS MILL AND OVERLAY
CITY OF WOODS CROSS CORPORATION

2" MILL AND OVERLAY - NOTTINGHAM & 835 W

FILE : RP-26-00084_C-101X
JUB PROJ. # :RP-26-00084
DRAWN BY: PDL
DESIGN BY: PDL
CHECKED BY: MJC
ONE INCH
AT FULL SIZE, IF NOT ONE INCH, SCALE ACCORDINGLY
LAST UPDATED: 6/10/2026

SHEET NUMBER:
C-102

Plot Date:6/10/2026 4:27 PM Plotted By: Porter Linford
Date Created:5/29/2026 \\JUB.COM\CENTRAL\CLIENTS\UT\WOODSCROSS\PROJECTS\RP-26-00084_2026STREETPROJECTS\DESIGN\CAD\SHEET\RP-26-00084_C-101X.DWG

July 1, 2026

Mr. Sam Christiansen
Woods Cross City Corporation

RE: 2026 Bid and Overlay Project – BID REVIEW AND SUMMARY

Dear Sam:

On July 1, 2026, the City of Woods Cross received seven bids for the 2026 Mill and Overlay Project. The apparent low and responsive bid was submitted by Black Forest Paving with a total price of $308,979.00.

We have reviewed the bids to determine general compliance with the administrative requirements for bidding (i.e. whether each bid received was responsive) based on the following:

- Bid received on time in a properly sealed envelope.
- Addenda, if any, properly acknowledged, and Bid signed.
- Bid Proposal with Bid Schedule completed in general conformance with the Instructions to Bidders.
- Bid Security included. **This was provided as a cashiers check*.
- Bidder's Utah Contractor License number included.

The Bid documents for all Bidders appear to be complete. J-U-B verified the status of the Utah Division of Professional Licensing for Black Forest Paving. We reviewed the license status on the Utah Division of Professional Licensing website on July 1, 2026 for all listed contractors and subcontractors. Our review did not include verification of the Bidder's business legal status, the signatory's authority to sign, or other possible reasons for considering the bids unresponsive.

We recommend that you work with your legal counsel to review the Bids and conduct any further review that is warranted to determine the final award status. A copy of the bid from Black Forest Paving is **enclosed** for reference. Based on preliminary discussions with you, we understand you do intend to award the Base Bid. The Notice of Award, Contract, and Bid Tabulation documents have been prepared accordingly and are **enclosed** for your use. If the City chooses to award the project to Black Forest Paving, a complete set of award documents will be prepared.

If you would like to discuss our review or have additional questions, please do not hesitate to contact me.

Sincerely,

Porter Linford
J-U-B ENGINEERS, Inc.

Bid Tabulation

Client: Woods Cross City
Project: 2026 Asphalt Mill and Overlay
Project # 26-00084
Date: July 1, 2026

Engineers • Surveyors • Planners

				Engineer's OPC		Black Forest Paving		Kilgore Contracting		Geneva Rock Products, Inc.	
Item #	Description	Unit	Estimated Quantity	OPC - Unit Price	OPC - Total Price	Bid Unit Price 1	Bid Total Price 1	Bid Unit Price 2	Bid Total Price 2	Bid Total Price 3	Bid Total Price 32
1	2" Mill and Overlay	Square Yards	13,730	$ 24.00	$ 329,520.00	$ 19.80	$ 271,854.00	$ 20.75	$ 284,897.50	$ 22.00	$ 302,060.00
2	Manhole Collar Removal and Replacement	Each	12	$ 1,000.00	$ 12,000.00	$ 1,050.00	$ 12,600.00	$ 930.00	$ 11,160.00	$ 1,030.00	$ 12,360.00
3	Valve/Monument Collar Removal and Replacement	Each	15	$ 850.00	$ 12,750.00	$ 800.00	$ 12,000.00	$ 674.00	$ 10,110.00	$ 745.00	$ 11,175.00
4	Soft Spot Repair (Contingent)	Cubic Yards	60	$ 165.00	$ 9,900.00	$ 180.00	$ 10,800.00	$ 222.00	$ 13,320.00	$ 185.00	$ 11,100.00
5	Pavement Striping/Markings	Lump Sum	1	$ 2,000.00	$ 2,000.00	$ 1,725.00	$ 1,725.00	$ 1,295.00	$ 1,295.00	$ 1,430.00	$ 1,430.00
Total Bid Price					**$ 366,170.00**		**$ 308,979.00**		**$ 320,782.50**		**$ 338,125.00**

Bid Tabulation

Client: Woods Cross City
Project: 2026 Asphalt Mill and Overlay
Project # 26-00084
Date: July 1, 2026

j

Engineers • Surveyors • Planners

				Granite Construction Company		Post Asphalt LLC		Staker & Parson Companies		BH, Inc.	
Item #	Description	Unit	Estimated Quantity	Bid Unit Price 4	Bid Total Price 4	Bid Unit Price 5	Bid Total Price 5	Bid Total Price 6	Bid Total Price 6	Bid Total Price 7	Bid Total Price 7
1	2" Mill and Overlay	Square Yards	13,730	$ 22.90	$ 314,417.00	$ 22.75	$ 312,357.50	$ 24.75	$ 339,817.50	$ 29.75	$ 408,467.50
2	Manhole Collar Removal and Replacement	Each	12	$ 927.00	$ 11,124.00	$ 1,025.00	$ 12,300.00	$ 925.00	$ 11,100.00	$ 923.00	$ 11,076.00
3	Valve/Monument Collar Removal and Replacement	Each	15	$ 670.00	$ 10,050.00	$ 750.00	$ 11,250.00	$ 620.00	$ 9,300.00	$ 750.00	$ 11,250.00
4	Soft Spot Repair (Contingent)	Cubic Yards	60	$ 169.00	$ 10,140.00	$ 305.00	$ 18,300.00	$ 380.00	$ 22,800.00	$ 316.00	$ 18,960.00
5	Pavement Striping/Markings	Lump Sum	1	$ 1,250.00	$ 1,250.00	$ 1,450.00	$ 1,450.00	$ 1,300.00	$ 1,300.00	$ 2,200.00	$ 2,200.00
Total Bid Price					**$ 346,981.00**		**$ 355,657.50**		**$ 384,317.50**		**$ 451,953.50**

NOTICE OF AWARD

Date of Issuance:	July 7, 2026		
Owner:	Woods Cross City	Owner's Project No.:	
Engineer:	J-U-B ENGINEERS, Inc.	Engineer's Project No.:	RP-26-00084
Project:	2026 Mill and Overlay		
Contract Name:	2026 Mill and Overlay		
Bidder:	Black Forest Paving		
Bidder's Address:	6153 Broken Rock Cir South Jordan, UT 84009		

You are notified that Owner has accepted your Bid dated **7/1/2026** for the above Contract, and that you are the Successful Bidder and are awarded a Contract for:

2026 Mill and Overlay

The Contract Price of the awarded Contract is **$308,979.00.** Contract Price is subject to adjustment based on the provisions of the Contract, including but not limited to those governing changes, Unit Price Work, and Work performed on a cost-plus-fee basis, as applicable.

[1] unexecuted counterparts of the Agreement accompany this Notice of Award, and one copy of the Contract Documents accompanies this Notice of Award, or has been transmitted or made available to Bidder electronically.

☐ Drawings will be delivered separately from the other Contract Documents.

You must comply with the following conditions precedent within 15 days of the date of receipt of this Notice of Award:

1. Deliver to Owner **[1]** counterparts of the Agreement, signed by Bidder (as Contractor).
2. Deliver with the signed Agreement(s) the Contract security (such as required performance and payment bonds) and insurance documentation, as specified in the Instructions to Bidders and in the General Conditions, Articles 2 and 6.
3. Other conditions precedent (if any):

Failure to comply with these conditions within the time specified will entitle Owner to consider you in default, annul this Notice of Award, and declare your Bid security forfeited.

Within 10 days after you comply with the above conditions, Owner will return to you one fully signed counterpart of the Agreement, together with any additional copies of the Contract Documents as indicated in Paragraph 2.02 of the General Conditions.

Owner:	**Woods Cross City**
By *(signature)*:	
Name *(printed)*:	Ryan Westergard
Title:	Woods Cross City Mayor

NOTICE TO PROCEED

Owner:	Woods Cross City	Owner's Project No.:	
Engineer:	J-U-B ENGINEERS, Inc.	Engineer's Project No.:	RP-25-00084
Contractor:	Black Forest Paving	Contractor's Project No.:	
Project:	2026 Mill and Overlay		
Contract Name:	2026 Mill and Overlay		
Effective Date of Contract:			

Owner hereby notifies Contractor that the Contract Times under the above Contract will commence to run on _____ pursuant to Paragraph 4.01 of the General Conditions.

On that date, Contractor shall start performing its obligations under the Contract Documents. No Work will be done at the Site prior to such date.

In accordance with the Agreement:

The date by which Substantial Completion must be achieved is **August 10, 2026**, and the date by which readiness for final payment must be achieved is **September 10, 2026**

Before starting any Work at the Site, Contractor must comply with the following:

- Acquire proper permits

Owner:	**Woods Cross City**
By *(signature)*:	
Name *(printed)*:	Ryan Westergard
Title:	Woods Cross City Mayor
Date Issued:	July 7, 2026

Copy: Engineer

CONTRACT FOR 2026 Mill and Overlay

This Contract is by and between Woods Cross City Corporation (Owner) and Black Forest Paving (Contractor).

Owner and Contractor hereby agree as follows:

ARTICLE 1 - THE WORK

1.01 Work

A. Work includes all labor, materials, equipment, services, and documentation necessary to construct the Project defined herein. The Work may include related services such as testing, start-up, and commissioning, all as required by the Contract Documents.

B. The Contractor shall complete all Work as specified or indicated in the Contract Documents. The Project is generally described as follows:

1. Asphalt mill and overlay at 2" depth (approximately 13,730 SY), concrete collar replacement, and restoration of pavement markings.

2. The Site of the Work includes property, easements, and designated work areas described in greater detail in the Contract Documents and shown in the Construction Drawings, but generally located within city right-of-way.

ARTICLE 2 - CONTRACT DOCUMENTS

2.01 Intent of Contract Documents

A. It is the intent of the Contract Documents to describe a functionally complete project. The Contract Documents do not indicate or describe all of the Work required to complete the Project. Additional details required for the correct installation of selected products are to be provided by the Contractor and coordinated with the Owner and Engineer. This Contract supersedes prior negotiations, representations, and agreements, whether written or oral. The Contract Documents are complementary; what is required by one part of the Contract Documents is as binding as if required by other parts of the Contract Documents.

B. During the performance of the Work and until final payment, Contractor and Owner shall submit all matters in question concerning the requirements of the Contract Documents, or relating to the acceptability of the Work under the Contract Documents to the Engineer. Engineer will be the initial interpreter of the requirements of the Contract Documents, and judge of the acceptability of the Work thereunder.

C. Engineer will render a written clarification, interpretation, or decision on the issue submitted, or initiate a modification to the Contract Documents.

D. Contractor, and its subcontractors and suppliers, shall not have or acquire any title to or ownership rights to any of the Drawings, Specifications, or other documents (including copies or electronic media editions) prepared by Engineer or its consultants.

2.02 Contract Documents Defined

A. The Contract Documents consist of the following documents:

1. This Contract.
2. Performance bond.
3. Payment bond.
4. Specifications listed in the Table of Contents.
5. Drawings as listed on the Drawing Sheet Index.
6. Addenda.
7. Exhibits to this Contract (enumerated as follows):
   a. Bid Form
8. The following which may be delivered or issued on or after the Effective Date of the Contract:
   a. Work Change Directives (EJCDC C-940).
   b. Change Orders (EJCDC C-941).

ARTICLE 3 - ENGINEER

3.01 Engineer

A. The Engineer for this Project is **J-U-B Engineers, Inc.**

ARTICLE 4 - CONTRACT TIMES

4.01 Contract Times

NOTES TO USER:.

A. The Work will be substantially completed on or before **August 10, 2026** and completed and ready for final payment on or before **September 10, 2026.**

4.02 Liquidated Damages

A. Contractor and Owner recognize that time is of the essence in the performance of the Contract, and that Owner will incur damages if Contractor does not complete the Work according to the requirements of Paragraph 4.01. Because such damages for delay would be difficult and costly to determine, Owner and Contractor agree that as liquidated damages for delay (but not as a penalty) Contractor shall pay Owner **$1000** for each day that expires after the Contract Time for substantial completion.

4.03 Delays in Contractor's Progress

A. If Owner, Engineer, or anyone for whom Owner is responsible, delays, disrupts, or interferes with the performance or progress of the Work, then Contractor shall be entitled to an equitable adjustment in the Contract Times and Contract Price. Contractor's entitlement to an adjustment of the Contract Times is conditioned on such adjustment being essential to Contractor's ability to complete the Work within the Contract Times.

B. Contractor shall not be entitled to an adjustment in Contract Price or Contract Times for delay, disruption, or interference caused by or within the control of Contractor or their subcontractors or suppliers.

C. If Contractor's performance or progress is delayed, disrupted, or interfered with by unanticipated causes not the fault of and beyond the control of Owner, Contractor, and those for which they are responsible, then Contractor shall be entitled to an equitable adjustment in Contract Times.

D. Contractor shall not be entitled to an adjustment in Contract Price or Contract Times for any delay, disruption, or interference if such delay is concurrent with a delay, disruption, or interference caused by or within the control of Contractor or Contractor's subcontractors or suppliers.

4.04 Progress Schedules

A. Contractor shall develop a progress schedule and submit to the Engineer for review and comment before starting Work on the Site. The Contractor shall modify the schedule in accordance with the comments provided by the Engineer.

B. The Contractor shall update and submit the progress schedule to the Engineer each month. The Owner may withhold payment if the Contractor fails to submit the schedule.

ARTICLE 5 - CONTRACT PRICE

5.01 Payment

A. Owner shall pay Contractor in accordance with the Contract Documents at the following unit prices for each unit of Work completed:

Item No.	Description	Unit	Estimated Quantity	Unit Price	Extended Price
1	2" Mill and Overlay	SY	13,730	$19.80	$271,854.00
2	Manhole Collar Removal and Replacement	EA	12	$1,050.00	$12,600.00
3	Valve/Monument Collar removal and Replacement	EA	15	$800.00	$12,000.00
4	Soft Spot Repair (Contingent)	CY	60	$180.00	$10,800.00
5	Pavement Striping/Markings	LS	1	$1,725.00	$1,725.00
Total of all extended prices for Estimated Quantities of Work					**$ 308,979.00**

Payment will be made in an amount equal to the total of all extended prices for actual Work completed. The extended price is determined by multiplying the unit price times the actual quantity of that Work item completed. Actual quantities installed will be determined by the Engineer.

ARTICLE 6 - BONDS AND INSURANCE

6.01 Bonds

A. Before starting Work, Contractor shall furnish a performance bond and a payment bond from surety companies that are duly licensed or authorized to issue bonds in the required amounts in the jurisdiction in which the Project is located. Each bond shall be in an amount equal to

the Contract Price, as security for the faithful performance and payment of all of Contractor's obligations under the Contract. These bonds shall remain in effect until the completion of the correction period specified in Paragraph 7.12 but, in any case, not less than one year after the date when final payment becomes due.

6.02 Insurance

A. Before starting Work, Contractor shall furnish evidence of insurance from companies that are duly licensed or authorized in the jurisdiction in which the Project is located with a minimum AM Best rating of A-VII or better. Contractor shall provide insurance in accordance with the following:

1. Contractor shall provide coverage for not less than the following amounts, or greater where required by Laws and Regulations:

a. Workers' Compensation:

State:	Statutory
Employer's Liability:	
Bodily Injury, each Accident	$ 1,000,000
Bodily Injury By Disease, each Employee	$ 1,000,000
Bodily Injury/Disease Aggregate	$ 2,000,000

b. Commercial General Liability:

General Aggregate	$ 2,000,000
Products - Completed Operations Aggregate	$ 2,000,000
Personal and Advertising Injury	$ 1,000,000
Each Occurrence (Bodily Injury and Property Damage)	$ 1,000,000

c. Automobile Liability herein:

Bodily Injury:	
Each Person	$ 1,000,000
Each Accident	$ 2,000,000
Property Damage:	
Each Accident	$ 2,000,000

d. Excess or Umbrella Liability:

Per Occurrence	$ 2,000,000
General Aggregate	$ 2,000,000

e. Contractor's Pollution Liability:

Each Occurrence	$ 1,000,000
General Aggregate	$ 1,000,000

B. All insurance policies required to be purchased and maintained will contain a provision or endorsement that the coverage afforded will not be canceled or materially changed or renewal refused until at least 10 days prior written notice has been given to the insured and additional insured.

C. Automobile liability insurance provided by Contractor shall provide coverage against claims for damages because of bodily injury or death of any person or property damage arising out of the ownership, maintenance, or use of any motor vehicle. The automobile liability policy shall be written on an occurrence basis.

D. Contractor's commercial general liability policy shall be written on a 1996 or later ISO commercial general liability occurrence form and include the following coverages and endorsements:

1. Products and completed operations coverage maintained for three years after final payment;

2. Blanket contractual liability coverage to the extent permitted by law;

3. Broad form property damage coverage; and

4. Severability of interest; underground, explosion, and collapse coverage; personal injury coverage.

E. The Contractor's commercial general liability and automobile liability, umbrella or excess, and pollution liability policies shall include and list Owner and Engineer and the respective officers, directors, members, partners, employees, agents, consultants, and subcontractors of each as additional insureds; and the insurance afforded to these additional insureds shall provide primary coverage for all claims covered thereby (including as applicable those arising from both ongoing and completed operations) on a non-contributory basis.

1. Additional insured endorsements will include both ongoing operations and products and completed operations coverage through ISO Endorsements CG 20 10 10 01 and CG 20 37 10 01 (together). If Contractor demonstrates to Owner that the specified ISO endorsements are not commercially available, then Contractor may satisfy this requirement by providing equivalent endorsements.

2. Contractor shall provide ISO Endorsement CG 20 32 07 04, "Additional Insured—Engineers, Architects or Surveyors Not Engaged by the Named Insured" or its equivalent for design professional additional insureds.

F. Umbrella or excess liability insurance shall be written over the underlying employer's liability, commercial general liability, and automobile liability insurance. Subject to industry-standard exclusions, the coverage afforded shall be procured on a "follow the form" basis as to each of the underlying policies. Contractor may demonstrate to Owner that Contractor has met the combined limits of insurance (underlying policy plus applicable umbrella) specified for employer's liability, commercial general liability, and automobile liability through the primary policies alone, or through combinations of the primary insurance policies and an umbrella or excess liability policy.

G. The Contractor shall provide property insurance covering physical loss or damage during construction to structures, materials, fixtures, and equipment, including those materials, fixtures, or equipment in storage or transit.

H. If Contractor has failed to obtain and maintain required insurance, Owner may exclude the Contractor from the Site, impose an appropriate set-off against payment, and exercise Owner's termination rights under Article 15.

ARTICLE 7 - CONTRACTOR'S RESPONSIBILITIES

7.01 Supervision and Superintendence

A. Contractor shall supervise and direct the Work competently and efficiently, devoting such attention thereto and applying such skills and expertise as may be necessary to perform the Work in accordance with the Contract Documents. Contractor shall be solely responsible for the means, methods, techniques, sequences, safety, and procedures of construction.

B. Contractor shall assign a competent resident superintendent who is to be present at all times during the execution of the Work. This resident superintendent shall not be replaced without written notice to and approval by the Owner and Engineer except under extraordinary circumstances.

C. Contractor shall at all times maintain good discipline and order at the Site.

D. Except as otherwise required for the safety or protection of persons or the Work or property at the Site or adjacent thereto, and except as otherwise stated in the Contract Documents, all Work at the Site shall be performed during regular working hours, Monday through Friday.

7.02 Other Work at the Site

A. In addition to and apart from the Work of the Contractor, other work may occur at or adjacent to the Site. Contractor shall take reasonable and customary measures to avoid damaging, delaying, disrupting, or interfering with the work of Owner, any other contractor, or any utility owner performing other work at or adjacent to the Site.

7.03 Services, Materials, and Equipment

A. Unless otherwise specified in the Contract Documents, Contractor shall provide and assume full responsibility for all services, materials, equipment, labor, transportation, construction equipment and machinery, tools, appliances, fuel, power, light, heat, telephone, water, sanitary facilities, temporary facilities, and all other facilities and incidentals necessary for the performance, testing, start up, and completion of the Work, whether or not such items are specifically called for in the Contract Documents.

B. All materials and equipment incorporated into the Work shall be new, of good quality and shall be stored, applied, installed, connected, erected, protected, used, cleaned, and conditioned in accordance with instructions of the applicable supplier, except as otherwise may be provided in the Contract Documents.

7.04 Subcontractors and Suppliers

A. Contractor may retain subcontractors and suppliers for the performance of parts of the Work. Such subcontractors and suppliers must be acceptable to Owner.

7.05 Quality Management

A. Contractor is fully responsible for the managing quality to ensure Work is completed in accordance with the Contract Documents.

7.06 Licenses, Fees and Permits

A. Contractor shall pay all license fees and royalties and assume all costs incident to performing the Work or the incorporation in the Work of any invention, design, process, product, or device which is the subject of patent rights or copyrights held by others.

B. Contractor shall obtain and pay for all construction permits and licenses unless otherwise provided in the Contract Documents.

7.07 Laws and Regulations; Taxes

A. Contractor shall give all notices required by and shall comply with all local, state, and federal Laws and Regulations applicable to the performance of the Work. Except where otherwise expressly required by applicable Laws and Regulations, neither Owner nor Engineer shall be responsible for monitoring Contractor's compliance with any Laws or Regulations.

B. Contractor shall bear all resulting costs and losses, and shall indemnify and hold harmless Owner and Engineer, and the officers, directors, members, partners, employees, agents, consultants, and subcontractors of each and any of them from and against all claims, costs, losses, and damages if Contractor performs any Work or takes any other action knowing or having reason to know that it is contrary to Laws or Regulations.

C. Contractor shall pay all applicable sales, consumer, use, and other similar taxes Contractor is required to pay in accordance with Laws and Regulations.

7.08 Record Documents

A. Contractor shall maintain one printed record copy of all Drawings, Specifications, Addenda, Change Orders, Work Change Directives, Field Orders, written interpretations and clarifications, and approved shop drawings in a safe place at the Site. Contractor shall annotate them to show changes made during construction. Contractor shall deliver these record documents to Engineer upon completion of the Work.

7.09 Safety and Protection

A. Contractor shall be solely responsible for initiating, maintaining, and supervising all safety precautions and programs in connection with the Work.

B. Contractor shall take all necessary precautions for the safety of, and shall provide the necessary protection to prevent damage, injury, or loss to:

1. All persons on the Site or who may be affected by the Work;

2. All the Work and materials and equipment to be incorporated therein, whether in storage on or off the Site; and

3. Other property at the Site or adjacent thereto, including trees, shrubs, lawns, walks, pavements, roadways, structures, other work in progress, utilities, and underground facilities not designated for removal, relocation, or replacement in the course of construction.

C. All damage, injury, or loss to any property caused, directly or indirectly, in whole or in part, by Contractor, or anyone for whose acts the Contractor may be liable, shall be remedied by Contractor at its expense (except damage or loss attributable to the fault of Contract Documents or to the acts or omissions of Owner or Engineer and not attributable, directly or indirectly, in whole or in part, to the fault or negligence of Contractor).

D. Contractor shall be responsible for coordinating any exchange of material safety data sheets or other hazard communication information required to be made available to or exchanged between or among employers at the Site in accordance with Laws or Regulations.

E. In emergencies affecting the safety or protection of persons or the Work or property at the Site or adjacent thereto, Contractor shall act to prevent threatened damage, injury, or loss. Contractor shall give Engineer prompt written notice if Contractor believes that any significant changes in the Work or variations from the Contract Documents have been caused thereby or are required as a result thereof. If Engineer determines that a change in the Contract Documents is required because of the action taken by Contractor in response to such an emergency, a Work Change Directive or Change Order will be issued.

7.10 Shop Drawings, Samples, and Other Submittals

A. Contractor shall review and coordinate the shop drawing and samples with the requirements of the Work and the Contract Documents and shall verify all related field measurements, quantities, dimensions, specified performance and design criteria, installation requirements, materials, catalog numbers, and similar information.

B. Each submittal shall bear a stamp or specific written certification that Contractor has satisfied Contractor's obligations under the Contract Documents with respect to Contractor's review of that submittal, and that Contractor approves the submittal.

C. With each submittal, Contractor shall give Engineer specific written notice, in a communication separate from the submittal, of any variations that the shop drawing or sample may have from the requirements of the Contract Documents.

D. Engineer will provide timely review of shop drawings and samples.

E. Engineer's review and approval will not extend to means, methods, techniques, sequences, or procedures of construction or to safety precautions or programs.

F. Engineer's review and approval of a separate item does not indicate approval of the assembly in which the item functions.

G. Contractor shall make corrections required by Engineer and shall return the required number of corrected copies of shop drawings and submit, as required, new samples for review and approval. Contractor shall direct specific attention in writing to revisions other than the corrections called for by Engineer on previous submittals.

H. Shop drawings are not Contract Documents.

7.11 Warranties and Guarantees

A. Contractor warrants and guarantees to Owner that all Work will be in accordance with the Contract Documents and will not be defective. Engineer and its officers, directors, members, partners, employees, agents, consultants, and subcontractors shall be entitled to rely on Contractor's warranty and guarantee.

7.12 Correction Period

A. If within one year after the date of substantial completion, any Work is found to be defective, or if the repair of any damages to the Site, adjacent areas that Contractor has arranged to use through construction easements or otherwise, and other adjacent areas used by Contractor as permitted by Laws and Regulations, is found to be defective, then Contractor shall promptly and without cost to Owner, correct such defective Work.

7.13 Indemnification

A. To the fullest extent permitted by Laws and Regulations, and in addition to any other obligations of Contractor under the Contract or otherwise, Contractor shall indemnify and hold harmless Owner and Engineer, and the officers, directors, members, partners, employees, agents, consultants and subcontractors of each and any of them from and against all claims, costs, losses, and damages (including but not limited to all fees and charges of engineers, architects, attorneys, and other professionals and all court or arbitration or other dispute resolution costs) arising out of or relating to the performance of the Work, provided that any such claim, cost, loss, or damage is attributable to bodily injury, sickness, disease, or death, or to injury to or destruction of tangible property (other than the Work itself), including the loss of use resulting therefrom but only to the extent caused by any negligent act or omission of Contractor, any subcontractor, any supplier, or any individual or entity directly or indirectly employed by any of them to perform any of the Work or anyone for whose acts they may be liable.

ARTICLE 8 - OWNER'S RESPONSIBILITIES

8.01 Owner's Responsibilities

A. Except as otherwise provided in the Contract Documents, Owner shall issue all communications to Contractor through Engineer.

B. Owner shall make payments to Contractor as provided in this Contract.

C. Owner shall provide Site and easements required to construct the Project.

D. If Owner intends to contract with others for the performance of other work at or adjacent to the Site, unless stated elsewhere in the Contract Documents, Owner shall have sole authority and responsibility for such coordination.

E. The Owner shall be responsible for performing inspections and tests required by applicable codes.

F. The Owner shall not supervise, direct, or have control or authority over, nor be responsible for, Contractor's means, methods, techniques, sequences, or procedures of construction, or the safety precautions and programs, or for any failure of Contractor to comply with Laws and Regulations applicable to the performance of the Work. Owner will not be responsible for Contractor's failure to perform the Work in accordance with the Contract Documents.

G. While at the Site, Owner's employees and representatives shall comply with the specific applicable requirements of Contractor's safety programs of which Owner has been informed.

H. Owner shall furnish copies of any applicable Owner safety programs to Contractor.

ARTICLE 9 - ENGINEER'S STATUS DURING CONSTRUCTION

9.01 Engineer's Status

A. Engineer will be Owner's representative during construction. The duties and responsibilities and the limitations of authority of Engineer as Owner's representative during construction are set forth in this Contract.

B. Neither Engineer's authority or responsibility under this Article 9 or under any other provision of the Contract, nor any decision made by Engineer in good faith either to exercise or not exercise such authority or responsibility or the undertaking, exercise, or performance of any authority or responsibility by Engineer, shall create, impose, or give rise to any duty in contract, tort, or otherwise owed by Engineer to Contractor, any subcontractor, any supplier, any other individual or entity, or to any surety for or employee or agent of any of them.

C. Engineer will make visits to the Site at intervals appropriate to the various stages of construction. Engineer will not be required to make exhaustive or continuous inspections on the Site to check the quality or quantity of the Work.

D. Engineer has the authority to reject Work if Contractor fails to perform Work in accordance with the Contract Documents.

E. Engineer will render decisions regarding the requirements of the Contract Documents, and judge the acceptability of the Work.

F. Engineer will not supervise, direct, control, or have authority over or be responsible for Contractor's means, methods, techniques, sequences, or procedures of construction, or the safety precautions and programs, or for any failure of Contractor to comply with Laws and Regulations applicable to the performance of the Work. Engineer will not be responsible for Contractor's failure to perform the Work in accordance with the Contract Documents.

ARTICLE 10 - CHANGES IN THE WORK

10.01 Authority to Change the Work

A. Without invalidating the Contract and without notice to any surety, Owner may, at any time or from time to time, order additions, deletions, or revisions in the Work.

10.02 Change Orders

A. Owner and Contractor shall execute appropriate Change Orders covering:

1. Changes in the Contract Price or Contract Times which are agreed to by the parties, including any undisputed sum or amount of time for Work actually performed in accordance with a Work Change Directive;

2. Changes in the Work which are: (a) ordered by Owner or (b) agreed to by the parties or (c) resulting from the Engineer's decision, subject to the need for Engineer's recommendation if the change in the Work involves the design (as set forth in the Drawings, Specifications, or otherwise), or other engineering or technical matters; and

3. Changes in the Contract Price or Contract Times or other changes which embody the substance of any final binding results under Article 12.

B. If the provisions of any bond require notice to be given to a surety of any change affecting the general scope of the Work or the provisions of the Contract Documents (including, but not limited to, Contract Price or Contract Times), the giving of any such notice will be Contractor's responsibility. The amount of each applicable bond will be adjusted to reflect the effect of any such change.

ARTICLE 11 - DIFFERING SUBSURFACE OR PHYSICAL CONDITIONS

11.01 Differing Conditions Process

A. If Contractor believes that any subsurface or physical condition including but not limited to utilities or other underground facilities that are uncovered or revealed at the Site either differs materially from that shown or indicated in the Contract Documents or is of an unusual nature, and differs materially from conditions ordinarily encountered and generally recognized as inherent in Work of the character provided for in the Contract Documents then Contractor shall, promptly after becoming aware thereof and before further disturbing the subsurface or physical conditions or performing any Work in connection therewith (except in an emergency), notify Owner and Engineer in writing about such condition. Contractor shall not further disturb such condition or perform any Work in connection therewith (except with respect to an emergency) until receipt of a written statement permitting Contractor to do so.

B. After receipt of written notice, Engineer will promptly:

1. Review the subsurface or physical condition in question;

2. Determine necessity for Owner obtaining additional exploration or tests with respect to the condition;

3. Determine whether the condition falls within the differing site condition as stated herein;

4. Obtain any pertinent cost or schedule information from Contractor;

5. Prepare recommendations to Owner regarding the Contractor's resumption of Work in connection with the subsurface or physical condition in question and the need for any change in the Drawings or Specifications; and

6. Advise Owner in writing of Engineer's findings, conclusions, and recommendations.

C. After receipt of Engineer's written findings, conclusions, and recommendations, Owner shall issue a written statement to Contractor regarding the subsurface or physical condition in question, addressing the resumption of Work in connection with such condition, indicating whether any change in the Drawings or Specifications will be made, and adopting or rejecting Engineer's written findings, conclusions, and recommendations, in whole or in part.

ARTICLE 12 - CLAIMS AND DISPUTE RESOLUTION

12.01 Claims Process

A. The party submitting a claim shall deliver it directly to the other party to the Contract and the Engineer promptly (but in no event later than 10 days) after the start of the event giving rise thereto.

B. The party receiving a claim shall review it thoroughly, giving full consideration to its merits. The two parties shall seek to resolve the claim through the exchange of information and direct negotiations. All actions taken on a claim shall be stated in writing and submitted to the other party.

C. If efforts to resolve a claim are not successful, the party receiving the claim may deny it by giving written notice of denial to the other party. If the receiving party does not take action on the claim within 45 days, the claim is deemed denied.

D. If the dispute is not resolved to the satisfaction of the parties, Owner or Contractor shall give written notice to the other party of the intent to submit the dispute to a court of competent jurisdiction unless the Owner and Contractor both agree to an alternative dispute resolution process.

ARTICLE 13 - TESTS AND INSPECTIONS; CORRECTION OF DEFECTIVE WORK

13.01 Tests and Inspections

A. Owner and Engineer will have access to the Site and the Work at reasonable times for their observation, inspection, and testing. Contractor shall provide them proper and safe conditions for such access.

B. Contractor shall give Engineer timely notice of readiness of the Work for all required inspections and tests, and shall cooperate with inspection and testing personnel to facilitate required inspections and tests.

C. If any Work that is to be inspected, tested, or approved is covered by Contractor without written concurrence of Engineer, Contractor shall, if requested by Engineer, uncover such Work for observation. Such uncovering shall be at Contractor's expense.

13.02 Defective Work

A. Contractor shall ensure that the Work is not defective.

B. Engineer has the authority to determine whether Work is defective, and to reject defective Work.

C. Prompt notice of all defective Work of which Owner or Engineer has actual knowledge will be given to Contractor.

D. The Contractor shall promptly correct all such defective Work.

E. When correcting defective Work, Contractor shall take no action that would void or otherwise impair Owner's special warranty and guarantee, if any, on said Work.

F. If the Work is defective or Contractor fails to supply sufficient skilled workers or suitable materials or equipment, or fails to perform the Work in such a way that the completed Work will conform to the Contract Documents, then Owner may order Contractor to stop the Work, or any portion thereof, until the cause for such order has been eliminated.

ARTICLE 14 - PAYMENTS TO CONTRACTOR

14.01 Progress Payments

A. The Contractor shall prepare a schedule of values that will serve as the basis for progress payments. The schedule of values will be in a form of application for payment acceptable to Engineer. The unit price breakdown submitted with the bid will be used for unit price work. Break lump sum items into units that will allow for measurement of Work in progress.

14.02 Applications for Payments:

A. Contractor shall submit an application for payment in a form acceptable to the Engineer, no more frequently than monthly, to Engineer. Applications for payment will be prepared and signed by Contractor. Contractor shall provide supporting documentation required by the Contract Documents. Payment will be paid for Work completed as of the date of the application for payment.

B. Beginning with the second application for payment, each application shall include an affidavit of Contractor stating that all previous progress payments received on account of the Work have been applied on account to discharge Contractor's legitimate obligations associated with prior applications for payment.

14.03 Retainage

A. The Owner shall retain **5**% of each progress payment until the Work is substantially complete.

14.04 Review of Applications

A. Within 10 days after receipt of each application for payment, the Engineer will either indicate in writing a recommendation for payment and present the application for payment to Owner or return the application for payment to Contractor indicating in writing Engineer's reasons for refusing to recommend payment. The Contractor will make the necessary corrections and resubmit the application for payment.

B. Engineer will recommend reductions in payment (set-offs) which, in the opinion of the Engineer, are necessary to protect Owner from loss because the Work is defective and requires correction or replacement.

C. The Owner is entitled to impose set-offs against payment based on any claims that have been made against Owner on account of Contractor's conduct in the performance of the Work, incurred costs, losses, or damages on account of Contractor's conduct in the performance of the Work, or liquidated damages that have accrued as a result of Contractor's failure to complete the Work.

14.05 Contractor's Warranty of Title

A. Contractor warrants and guarantees that title to all Work, materials, and equipment furnished under the Contract will pass to Owner free and clear of (1) all liens and other title defects, and (2) all patent, licensing, copyright, or royalty obligations, no later than seven days after the time of payment by Owner.

14.06 Substantial Completion

A. The Contractor shall notify Owner and Engineer in writing that the Work is substantially complete and request the Engineer issue a certificate of substantial completion when Contractor considers the Work ready for its intended use. Contractor shall at the same time submit to Owner and Engineer an initial draft of punch list items to be completed or corrected before final payment.

B. Engineer will make an inspection of the Work with the Owner and Contractor to determine the status of completion. If Engineer does not consider the Work substantially complete, Engineer will notify Contractor and Owner in writing giving the reasons therefor.

C. If Engineer considers the Work substantially complete or upon resolution of all reasons for non-issuance of a certificate identified in 14.06.B, Engineer will deliver to Owner a certificate

of substantial completion which shall fix the date of substantial completion and include a punch list of items to be completed or corrected before final payment.

14.07 Final Inspection

A. Upon written notice from Contractor that the entire Work is complete, Engineer will promptly make a final inspection with Owner and Contractor and will notify Contractor in writing of all particulars in which this inspection reveals that the Work, or agreed portion thereof, is incomplete or defective. Contractor shall immediately take such measures as are necessary to complete such Work or remedy such deficiencies.

14.08 Final Payment

A. Contractor may make application for final payment after Contractor has satisfactorily completed all Work defined in the Contract, including providing all maintenance and operating instructions, schedules, guarantees, bonds, certificates or other evidence of insurance, certificates of inspection, annotated record documents and other documents.

B. The final application for payment shall be accompanied (except as previously delivered) by:

1. All documentation called for in the Contract Documents;

2. Consent of the surety to final payment;

3. Satisfactory evidence that all title issues have been resolved such that title to all Work, materials, and equipment has passed to Owner free and clear of any liens or other title defects, or will so pass upon final payment;

4. A list of all disputes that Contractor believes are unsettled; and

5. Complete and legally effective releases or waivers (satisfactory to Owner) of all lien rights arising out of the Work, and of liens filed in connection with the Work.

C. The Work is complete (subject to surviving obligations) when it is ready for final payment as established by the Engineer's written recommendation of final payment.

14.09 Waiver of Claims

A. The making of final payment will not constitute a waiver by Owner of claims or rights against Contractor.

B. The acceptance of final payment by Contractor will constitute a waiver by Contractor of all claims and rights against Owner other than those pending matters that have been duly submitted.

ARTICLE 15 - SUSPENSION OF WORK AND TERMINATION

15.01 Owner May Suspend Work

A. At any time and without cause, Owner may suspend the Work or any portion thereof for a period of not more than 60 consecutive days by written notice to Contractor and Engineer. Such notice will fix the date on which Work will be resumed. Contractor shall resume the Work on the date so fixed. Contractor shall be entitled to an adjustment in the Contract Price or an extension of the Contract Times, or both, directly attributable to any such suspension.

15.02 Owner May Terminate for Cause

A. Contractor's failure to perform the Work in accordance with the Contract Documents or other failure to comply with a material term of the Contract Documents will constitute a default by Contractor and justify termination for cause.

B. If Contractor defaults in its obligations, then after giving Contractor and any surety ten days written notice that Owner is considering a declaration that Contractor is in default and termination of the Contract, Owner may proceed to:

1. Declare Contractor to be in default, and give Contractor and any surety notice that the Contract is terminated; and

2. Enforce the rights available to Owner under any applicable performance bond.

C. Owner may not proceed with termination of the Contract under Paragraph 15.02.B if Contractor within seven days of receipt of notice of intent to terminate begins to correct its failure to perform and proceeds diligently to cure such failure.

D. Subject to the terms and operation of any applicable performance bond, if Owner has terminated the Contract for cause, Owner may exclude Contractor from the Site, take possession of the Work, incorporate in the Work all materials and equipment stored at the Site or for which Owner has paid Contractor but which are stored elsewhere, and complete the Work as Owner may deem expedient.

E. In the case of a termination for cause, if the cost to complete the Work, including related claims, costs, losses, and damages, exceeds the unpaid contract balance, Contractor shall pay the difference to Owner.

15.03 Owner May Terminate for Convenience

A. Upon seven days written notice to Contractor, Owner may, without cause and without prejudice to any other right or remedy of Owner, terminate the Contract. In such case, Contractor shall be paid for, without duplication of any items:

1. Completed and acceptable Work executed in accordance with the Contract Documents prior to the effective date of termination, including fair and reasonable sums for overhead and profit on such Work;

2. Expenses sustained prior to the effective date of termination in performing services and furnishing labor, materials, or equipment as required by the Contract Documents in connection with uncompleted Work, plus fair and reasonable sums for overhead and profit on such expenses; and

3. Other reasonable expenses directly attributable to termination, including costs incurred to prepare a termination for convenience cost proposal.

B. Contractor shall not be paid on account of loss of anticipated overhead, profits, or revenue, or other economic loss arising out of or resulting from such termination.

15.04 Contractor May Stop Work or Terminate

A. If, through no act or fault of Contractor, (1) the Work is suspended for more than 90 consecutive days by Owner or under an order of court or other public authority, or (2) Owner fails for 30 days to pay Contractor any sum finally determined to be due, then Contractor may, upon seven days written notice to Owner, and provided Owner does not remedy such

suspension or failure within that time, either stop the Work until payment is received, or terminate the Contract and recover payment from the Owner.

ARTICLE 16 - CONTRACTOR'S REPRESENTATIONS

16.01 Contractor Representations

A. Contractor makes the following representations when entering into this Contract:

1. Contractor has examined and carefully studied the Contract Documents, and any data and reference items identified in the Contract Documents.

2. Contractor has visited the Site, conducted a thorough visual examination of the Site and adjacent areas, and become familiar with and is satisfied as to the general, local, and Site conditions that may affect cost, progress, and performance of the Work.

3. Contractor is familiar with and is satisfied as to all Laws and Regulations that may affect cost, progress, and performance of the Work.

4. Contractor has considered the information known to Contractor itself; information commonly known to contractors doing business in the locality of the Site; information and observations obtained from visits to the Site; the Contract Documents; and the Site-related reports and drawings identified in the Contract Documents, with respect to the effect of such information, observations, and documents on:

   a. The cost, progress, and performance of the Work;

   b. The means, methods, techniques, sequences, and procedures of construction to be employed by Contractor; and

   c. Contractor's safety precautions and programs.

5. Based on the information and observations referred to in the preceding paragraph, Contractor agrees that no further examinations, investigations, explorations, tests, studies, or data are necessary for the performance of the Work at the Contract Price, within the Contract Times, and in accordance with the other terms and conditions of the Contract.

6. Contractor is aware of the general nature of work to be performed by Owner and others at the Site that relates to the Work as indicated in the Contract Documents.

7. Contractor has given Engineer written notice of all conflicts, errors, ambiguities, or discrepancies that Contractor has discovered in the Contract Documents, and the written resolution thereof by Engineer is acceptable to Contractor.

8. The Contract Documents are generally sufficient to indicate and convey understanding of all terms and conditions for performance and furnishing of the Work.

9. Contractor's entry into this Contract constitutes an incontrovertible representation by Contractor that, without exception, all prices in the Contract are premised upon performing and furnishing the Work required by the Contract Documents.

ARTICLE 17 - MISCELLANEOUS

17.01 Cumulative Remedies

A. The duties and obligations imposed by this Contract and the rights and remedies available hereunder to the parties hereto are in addition to, and are not to be construed in any way as a limitation of, any rights and remedies available to any or all of them which are otherwise imposed or available by Laws or Regulations, by special warranty or guarantee, or by other provisions of the Contract. The provisions of this paragraph will be as effective as if repeated specifically in the Contract Documents in connection with each particular duty, obligation, right, and remedy to which they apply.

17.02 Limitation of Damages

A. Neither Owner, Engineer, nor any of their officers, directors, members, partners, employees, agents, consultants, or subcontractors, shall be liable to Contractor for any claims, costs, losses, or damages sustained by Contractor on or in connection with any other project or anticipated project.

17.03 No Waiver

A. A party's non-enforcement of any provision shall not constitute a waiver of that provision, nor shall it affect the enforceability of that provision or of the remainder of this Contract.

17.04 Survival of Obligations

A. All representations, indemnifications, warranties, and guarantees made in, required by, or given in accordance with the Contract, as well as all continuing obligations indicated in the Contract, will survive final payment, completion, and acceptance of the Work or termination or completion of the Contract or termination of the services of Contractor.

17.05 Contractor's Certifications

A. Contractor certifies that it has not engaged in corrupt, fraudulent, collusive, or coercive practices in competing for or in executing the Contract.

17.06 Controlling Law

A. This Contract is to be governed by the law of the state in which the Project is located.

IN WITNESS WHEREOF, Owner and Contractor have signed this Contract.

This Contract will be effective on July 7, 2026 (which is the Effective Date of the Contract).

OWNER:	CONTRACTOR:
Woods Cross City Corporation	
By: Ryan Westergard	By:
Title: Woods Cross City Mayor	Title:
	(If Contractor is a corporation, a partnership, or a joint venture, attach evidence of authority to sign.)
Attest:	Attest:
Title: Annette Hanson Woods Cross City Recorder	Title:
Address for giving notices:	Address for giving notices:
2287 1200 W	
Woods Cross, UT 84087	
	License No.: (where applicable)
(If Owner is a corporation, attach evidence of authority to sign. If Owner is a public body, attach evidence of authority to sign and resolution or other documents authorizing execution of this Contract.)	***NOTE TO USER: Use in those states or other jurisdictions where applicable or required.***

Woods Cross City

Ryan Westergard
Mayor

Bryce K Haderlie
City Administrator

Public Works Department
Sam Christiansen
Public Works Director
1555 South 800 West Woods Cross, Utah 84087
Phone: 801-292-4421 Fax: 801-292-2225

Memorandum

DATE: July 1, 2026

TO: Mayor and City Council

FROM: Sam Christiansen, Public Works Director

SUBJECT: A Resolution approving the 2026 Street Preservations

Recommendation:

Staff recommends that the City Council approve the resolution for the 2026 Asphalt Preservations, approve M&M Asphalt for slurry seals for $56,013.75, and approve Andersen Asphalt for Sealcoats for $36,504.00, and start work as soon as they can with the Slurry Seal on 800 W and 1500 S, occurring before School Starts.

Funding:

Money for this project was approved in the FY 2026-27 tentative budget. After the Mill/Overlay project was approved in this meeting, there is currently $291,221.00 left in the budget in the Streets Maintenance GL 21-40-410. The remaining budget after this project will be $198,703.25 for other misc. projects, road base and asphalt patching.

Background:

In an effort to preserve and extend the life of existing and new asphalt roads that the City has paved, as well as other roads due for treatments, we are proposing 3 types of preservation treatments this Summer. City staff have received quotes following the city and state procurement code for the 3 types of preservation treatments for the following roads (**See the attached maps**)

- 1750 S and 1850 S west of 1100 W will receive Slurry Seal Type 2, which is for low-volume local roads with minor cracking, with a slurry that has smaller aggregates. Slurry seal has a cure time of 4-8 hours, depending on air temperature.
- 1500 S and 800 W will receive Slurry Seal Type 3, which is for high-volume collector roads with a slurry that has larger aggregate. Slurry seal has a cure time of 4-8 hours, depending on air temperature.
- 875 W and 1175 S, 1935 S west of 800 W, 2000 S and 2025 S area east of 800 W, all will receive an AP4 Seal Coat, a sole-source product from Andersen Asphalt - for newly paved local roads and roads with minimal cracking. Leaves a smoother finish and can take up to 24 hours to cure, shorter if the temperature is cooler. This sealant is sole-source and proprietary.

The quotes include traffic control and repainting the existing road markings, with 48-hour resident notification. Attached is a map showing roads that will receive different types of slurry

Woods Cross City

Ryan Westergard
Mayor

Bryce K Haderlie
City Administrator

Public Works Department
Sam Christiansen
Public Works Director
1555 South 800 West Woods Cross, Utah 84087
Phone: 801-292-4421 Fax: 801-292-2225

seal treatment and roads that will receive the AP4 sealcoat. A 48-hour resident notification is required as per the contract.

See the bid tabulation below:

Company	Slurry Type II with traffic control and Mobilization	Slurry Type III with traffic control and Mobilization	Sole Provider Sealcoat AP4	Striping
Morgan Pavement	$ 9,728.42	$ 61,603.14	$ -	$ 6,850.00
Asphalt Preservation	$ 12,029.10	$ 43,205.20	$ -	$ 10,172.00
M&M Asphalt	$ 9,550.75	$ 46,463.00	$ -	Included in Slurry Price
Andersen Asphalt	$ 10,944.00	$ 44,286.00	$ 36,504.00	$ 15,675.00 for Slurry only

RESOLUTION 2026- 1006

A RESOLUTION AWARDING THE BID FOR THE 2026 STREET PRESERVATIONS

WHEREAS, City Staff has evaluated city roads and has identified streets' asphalt surfacing that is in need of street preservation, including seal coats and slurry seal, to extend their service life; and

WHEREAS, Woods Cross City has solicited proposals for the 2026 Street Preservations in compliance with Chapter 3-15-080 Formal Bidding Procedure and 3-15-070 (c) (2) Single Source of the Woods Cross City Code and applicable provisions of State law, including, but not limited to, the Uniform Fiscal Procedures Act set forth at Utah Code Ann. 10-6-101, et seq., as amended; and

WHEREAS, Woods Cross City Code staff has evaluated the proposals for qualifications related to experience, equipment, methodology, operations, called references, and price using the information provided in the proposals; and

WHEREAS, it has been determined that M&M Asphalt and Andersen Asphalt are most qualified to provide this service.

NOW, THEREFORE, BE IT RESOLVED by the City Council of Woods Cross City, Utah:

1. The Mayor is authorized to sign this Resolution awarding the bid for the 2026 Street Preservations to:
    a. M&M Asphalt for the amount of $56,012.75 for the Slurry Seals of streets shown in the exhibit attached to this resolution
    b. CONTRACTOR for the amount of $36,504.00, for the Sealcoats of streets shown in the exhibit attached to this resolution

2. The City Administrator is authorized to sign the corresponding quotes.

3. This Resolution shall become effective immediately upon its adoption.

PASSED AND ADOPTED BY THE CITY COUNCIL OF WOODS CROSS CITY, STATE OF UTAH, ON THIS 7TH DAY OF JULY 2026.

WOODS CROSS CITY
A MUNICIPAL CORPORATION

ATTEST:

RYAN WESTERGARD, MAYOR

ANNETTE HANSON, CITY RECORDER

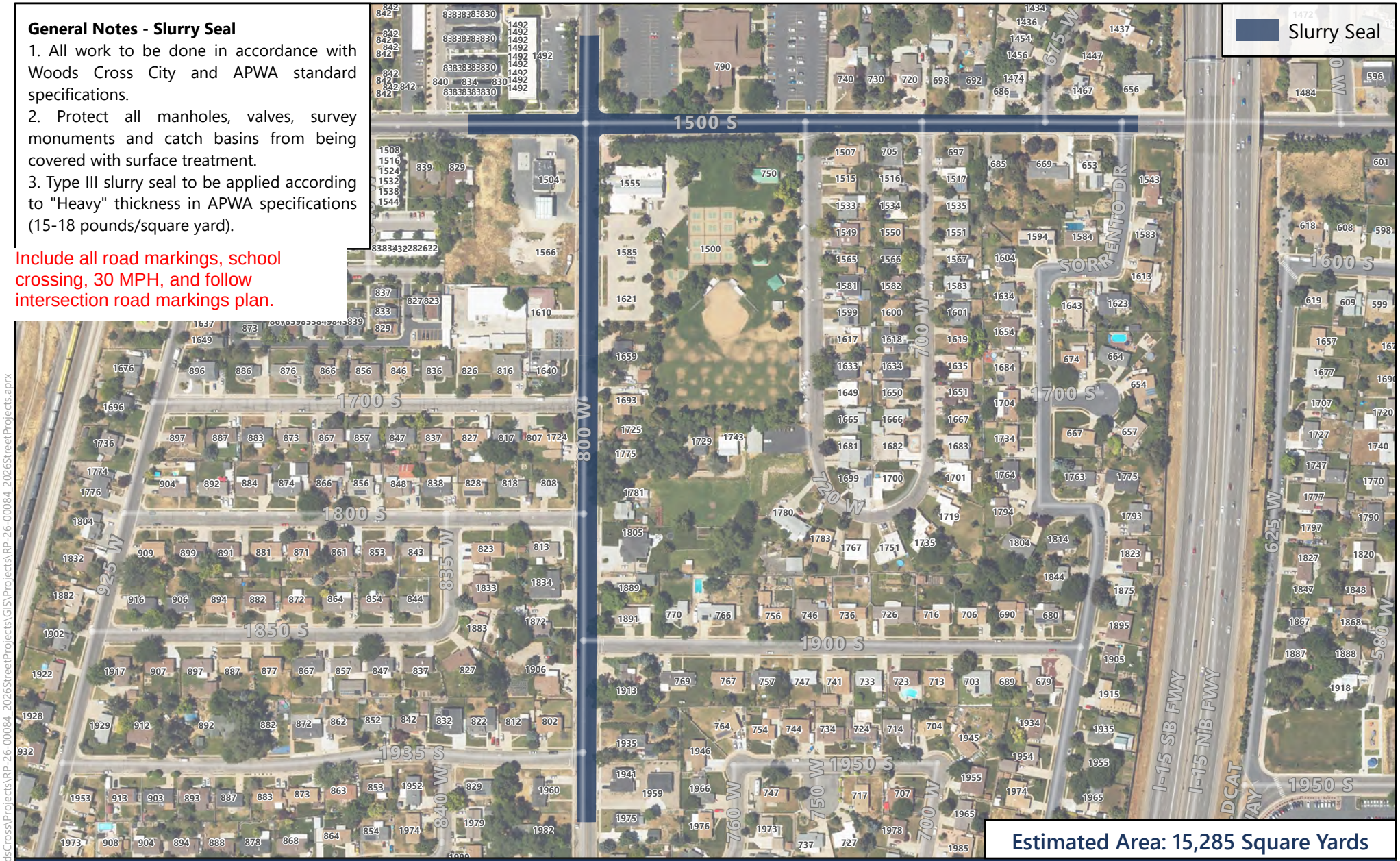
Voting:

Julie Checketts	Yea ___	Nay ___	
Eric Jones	Yea ___	Nay ___	
Wallace Larrabee	Yea ___	Nay ___	
Jim Grover	Yea ___	Nay ___	
Rahcel Peterson	Yea ___	Nay ___	
Ryan Westergard	Yea ___	Nay ___	*[tie vote only]*

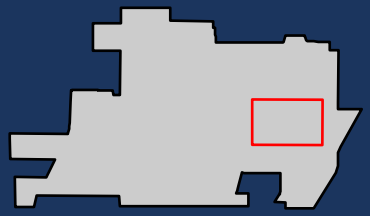
General Notes - Slurry Seal

1. All work to be done in accordance with Woods Cross City and APWA standard specifications.
2. Protect all manholes, valves, survey monuments and catch basins from being covered with surface treatment.
3. Type III slurry seal to be applied according to "Heavy" thickness in APWA specifications (15-18 pounds/square yard).

Include all road markings, school crossing, 30 MPH, and follow intersection road markings plan.



TYPE III SLURRY SEAL



Woods Cross 2026 Streets Projects

0 250 500
Feet

June 2026

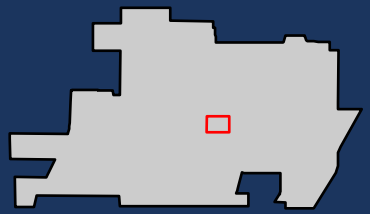
Path: \\jub.com\Central\Clients\UT\WoodsCross\Projects\RP-26-00084_2026StreetProjects\GIS\Projects\RP-26-00084_2026StreetProjects.aprx

General Notes - Slurry Seal

1. All work to be done in accordance with Woods Cross City and APWA standard specifications.
2. Protect all manholes, valves, survey monuments and catch basins from being covered with surface treatment.
3. Type II slurry seal to be applied according to "Heavy" thickness in APWA specifications (15-18 pounds/square yard).

Include all road markings.

TYPE II SLURRY SEAL MAP 1



Woods Cross 2026 Streets Projects

June 2026

Path: \\jub.com\Central\Clients\UT\WoodsCross\Projects\RP-26-00084_2026StreetProjects\GIS\Projects\RP-26-00084_2026StreetProjects.aprx

General Notes - Slurry Seal

1. All work to be done in accordance with Woods Cross City and APWA standard specifications.
2. Protect all manholes, valves, survey monuments and catch basins from being covered with surface treatment.
3. Type II slurry seal to be applied according to "Heavy" thickness in APWA specifications (15-18 pounds/square yard).

Include all road markings.

TYPE II SLURRY SEAL MAP 2

Woods Cross 2026 Streets Projects

0 100 200
Feet

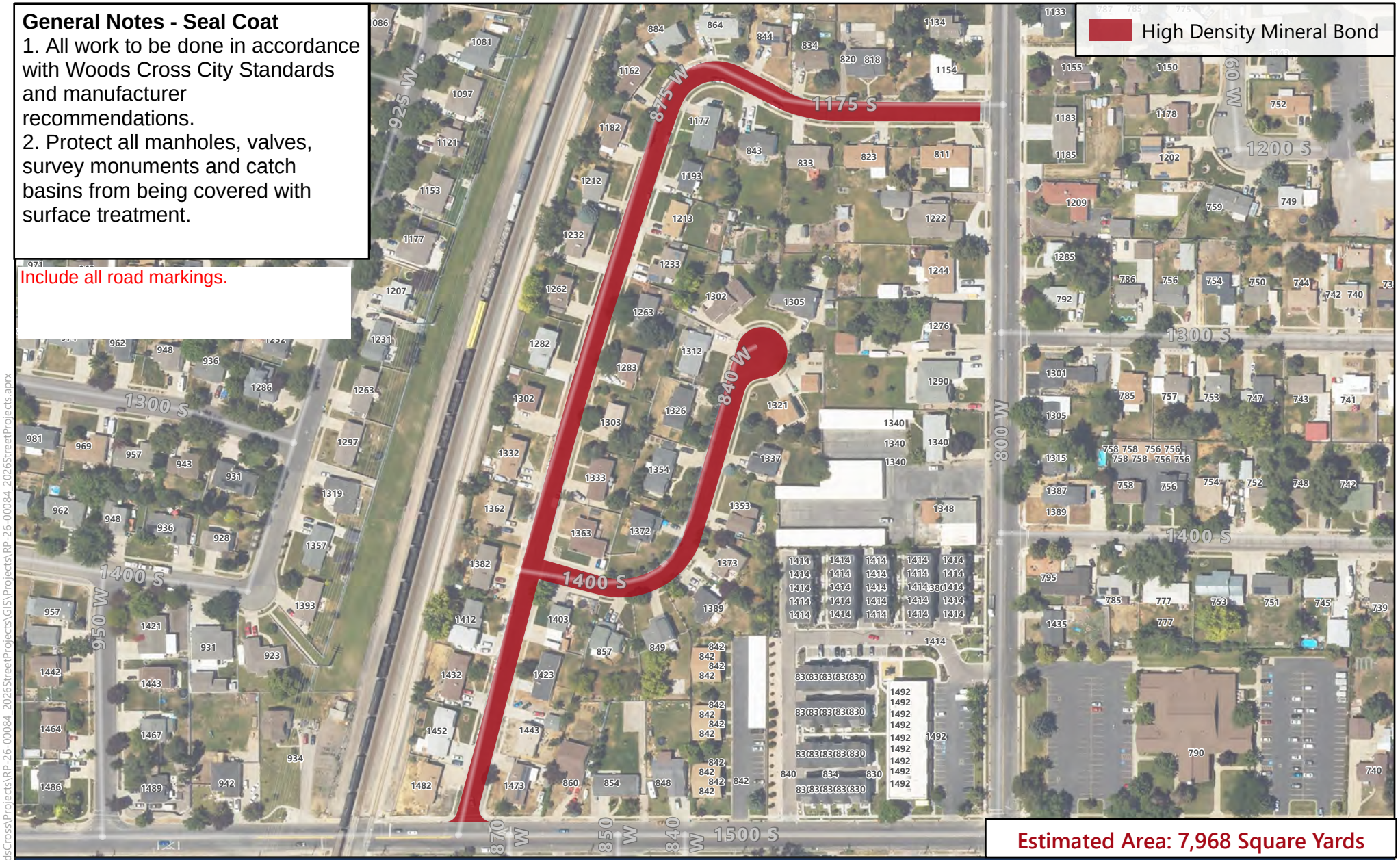
June 2026

Path: \\jub.com\Central\Clients\UT\WoodsCross\Projects\RP-26-00084_2026StreetProjects\GIS\Projects\RP-26-00084_2026StreetProjects.aprx

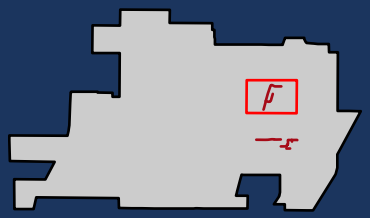
General Notes - Seal Coat

1. All work to be done in accordance with Woods Cross City Standards and manufacturer recommendations.
2. Protect all manholes, valves, survey monuments and catch basins from being covered with surface treatment.

Include all road markings.



HIGH DENSITY MINERAL BOND (1)



0 250 500
Feet

Woods Cross 2026 Streets Projects

June 2026

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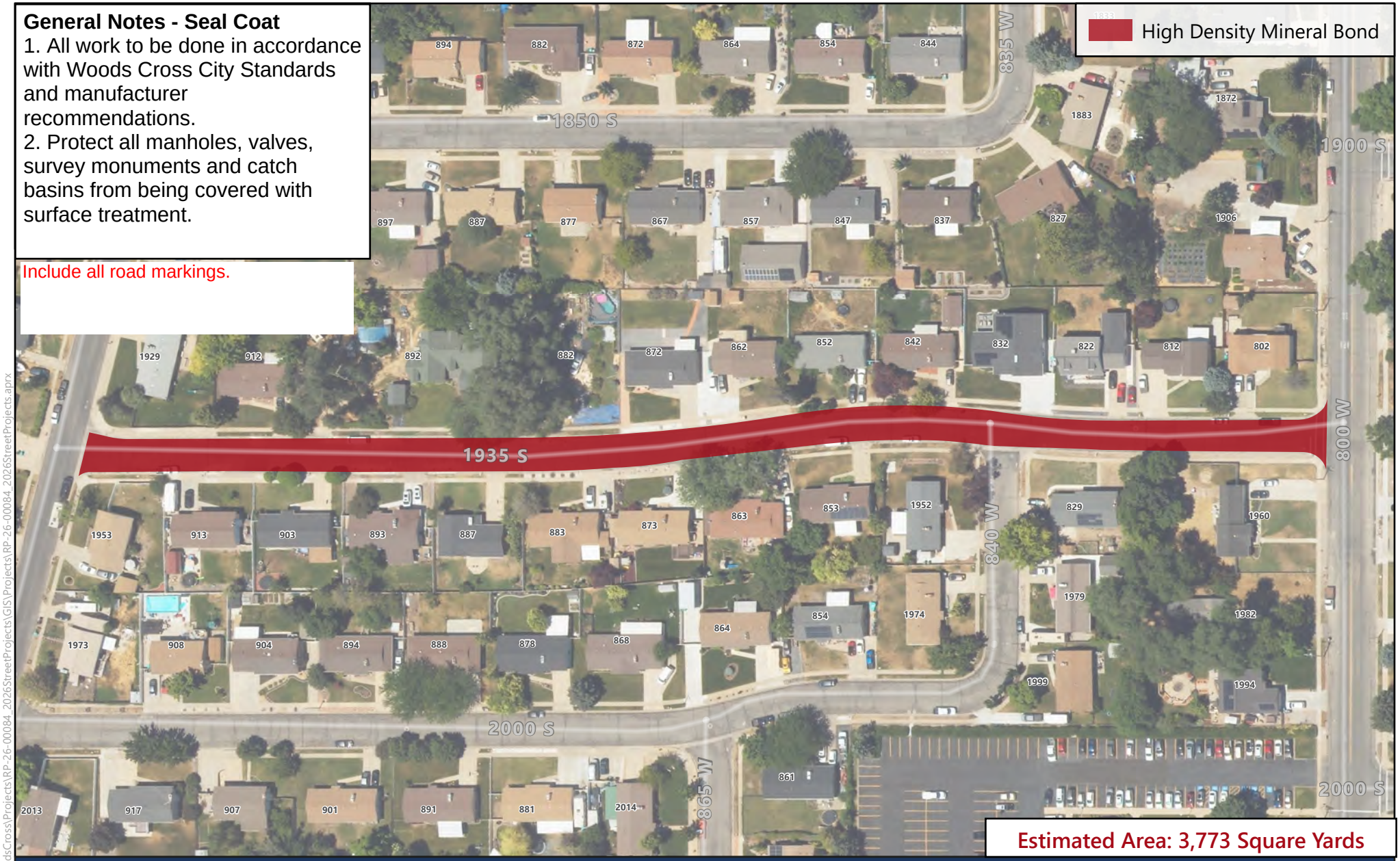
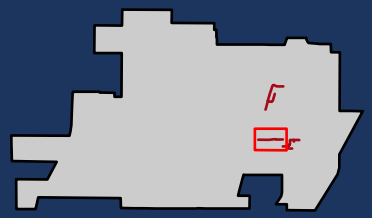
General Notes - Seal Coat

1. All work to be done in accordance with Woods Cross City Standards and manufacturer recommendations.
2. Protect all manholes, valves, survey monuments and catch basins from being covered with surface treatment.

Include all road markings.



HIGH DENSITY MINERAL BOND (2)



Woods Cross 2026 Streets Projects

June 2026

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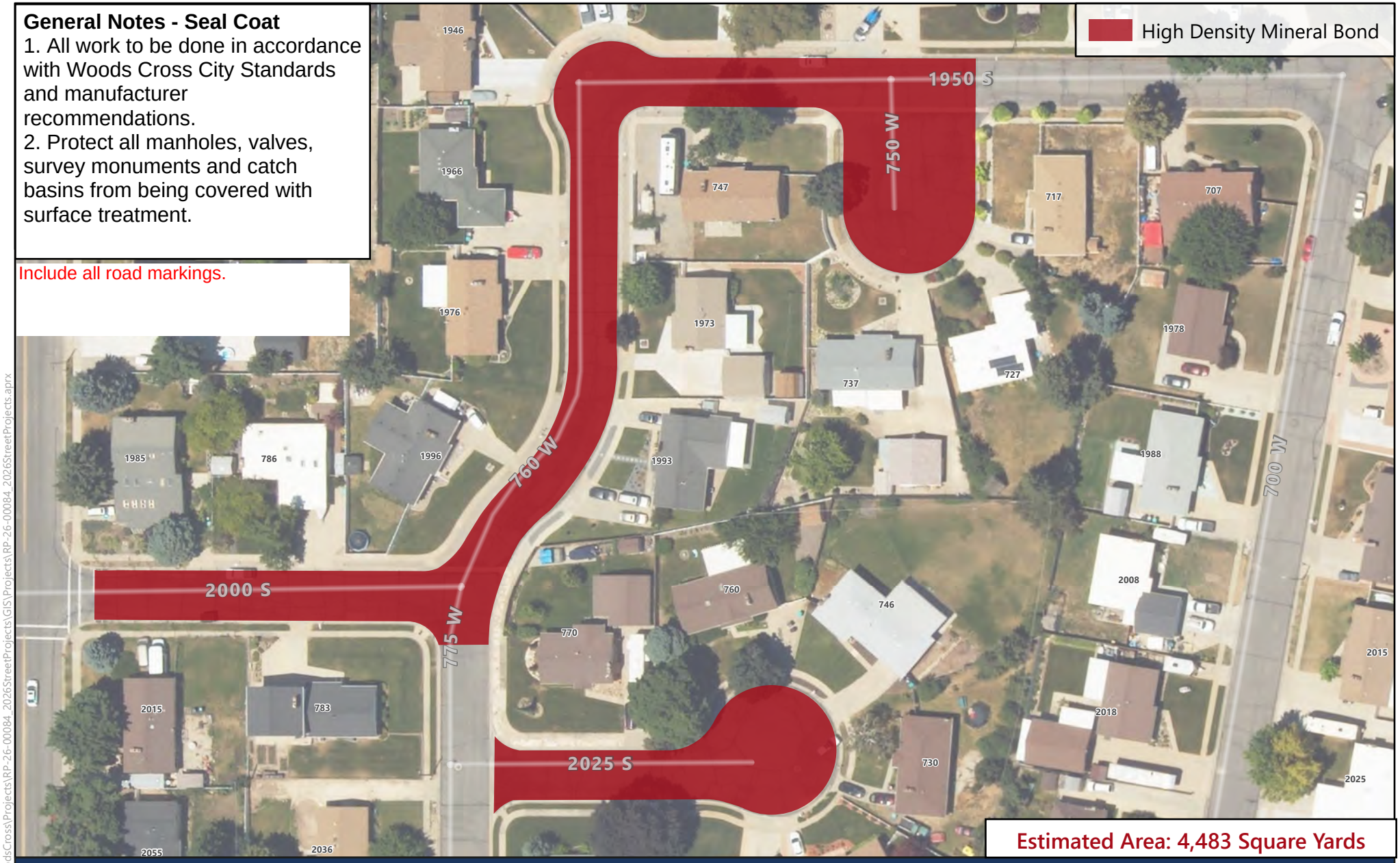
General Notes - Seal Coat

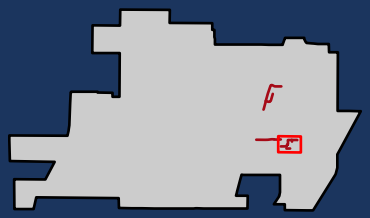
1. All work to be done in accordance with Woods Cross City Standards and manufacturer recommendations.
2. Protect all manholes, valves, survey monuments and catch basins from being covered with surface treatment.

Include all road markings.



Estimated Area: 4,483 Square Yards

HIGH DENSITY MINERAL BOND (3)



0 100 200

Feet

Woods Cross 2026 Streets Projects

June 2026

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Public Hearing with Requested Action

CITY OF WOODS CROSS, UTAH
NOTICE OF PUBLIC HEARING AND MEETING
FOR AN AMENDMENT TO THE WOODS CROSS GENERAL PLAN

WOODS CROSS CITY COUNCIL – TUESDAY, JULY 7, 2026, AT 6:30 P.M. IN PERSON AND BY VIDEOCONFERENCE

https://zoom.us/j/9358074960

Notice is hereby given that the Woods Cross **City Council** will hold a public hearing on **Tuesday, July 7, 2026, at 6:30 p.m**. The purpose of this hearing is to receive public comment regarding a request to amend the Woods Cross City General Plan, *Transportation Master Plan,* as required by State Law and S.B. 195. The hearing will be held at the Woods Cross Municipal Building, 1555 South 800 West, Woods Cross, Utah.

All persons are invited to participate in the public hearings in person or through the following link:

https://zoom.us/j/9358074960

You may also access the public hearings through the Zoom link on the meeting agendas posted on the City's website: woodscross.com.

Woods Cross City

Ryan Westergard
Mayor

Bryce K Haderlie
City Administrator

Public Works Department
Sam Christiansen
Public Works Director
1555 South 800 West, Woods Cross, Utah 84087
Phone: 801-292-4421 Fax: 801-292-2225

Memorandum

DATE: June 30, 2026

TO: Mayor and City Council

FROM: Sam Christiansen, Public Works Director

SUBJECT: Public Hearing and possible adoption of an Ordinance of the Woods Cross City Council to Amend the General Plan by Adopting the Transportation Master Plan

Recommendation

Staff recommends the council approve this Ordinance of the Woods Cross City Council to Amend the General Plan by Adopting the Transportation Master Plan as an appendix to the General Plan

Budget

This project was bid out and approved in July of 2024, utilizing grant funds from UDOT and city funds in the Class B & C Fund 21.

Background

On May 12, 2026, the Planning Commission approved a motion to recommend the adoption of the Transportation Master Plan to the City Council.

The 2019 General Plan emphasized proactively addressing the city's transportation system to accommodate current and future growth, projected at approximately 2% annually at the time. As development continues, ensuring that streets, intersections, pedestrian connections, and other infrastructure remain safe and efficient for residents, businesses, and visitors is crucial.

State law mandates that municipal general plans include a transportation element. This component identifies existing facilities, forecasts future needs, and guides improvements to support growth and maintain mobility. Regular updates to transportation plans enable informed decisions on roadway improvements, connectivity, and long-term infrastructure investments. To this end, the city collaborated with J-U-B Engineers to develop the Transportation Master Plan, which evaluates the current network, highlights areas for improvement, and provides actionable recommendations for future planning and capital projects.

Public input was incorporated through two open houses held at City Hall on November 20, 2024,

Woods Cross City

Ryan Westergard
Mayor

Bryce K Haderlie
City Administrator

Public Works Department
Sam Christiansen
Public Works Director
1555 South 800 West, Woods Cross, Utah 84087
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and January 20, 2026. Feedback from residents shaped the plan's recommendations and adjustments.

In compliance with 2025 Senate Bill 195, which requires cities to identify and estimate projects that affect interconnectivity, the plan recognizes key impediments, including the airport, railroads, and I-15, that hinder pedestrian and vehicular flow. These projects are identified with cost estimates but do not obligate the city to undertake them. The plan satisfies all SB 195 requirements.

The outlined projects include timelines contingent on City Council approval and funding. These projects can also be used to support applications for state and federal grants for pedestrian and bicycle safety and road improvements.

Sam Christiansen

From: Vijay Kornala <vkornala@jub.com>
Sent: Wednesday, April 29, 2026 5:07 PM
To: Curtis Poole; Sam Christiansen
Cc: mcrump@jub.com; Mingde Lin
Subject: Woods Cross Transportation Master Plan (TMP) Draft - revised 4-29-2026
Attachments: image001.png; Mimecast Large File Send Instructions

I'm using Mimecast to share large files with you. Please see the attached instructions.

Hi Sam and Curtis,

We have addressed the comments from the Planning Commission and the revised draft dated 4-29-2026 is attached to this email. Please download via Mimecast Large File Send and let me know if you have any issues downloading the file.

Our responses to comments and changes are as follows:

Comment 1: Redwood Road is currently a **not a** 4 lane road. its 2 or 3 lane right now.
Response 1: Redwood Road within Woods Cross is 2/3 lanes. However The 2050 Build Functional Class Map on page number 35 (page 42 of overall pdf) depicts the Recommended Functional Class for Existing Roadways. To clarify this, We have changed "**Existing Roads**" in the legend to "**Recommended Functional Class Changes to Existing Roads**". The recommendation is to upgrade Redwood Road to 4-lanes to address future capacity needs.

Comment 2: They (Planning Commission) asked about the ranking. How they were ranked?
Response 2: This comment is regarding the Projects listed in Table 10 on page 42 (page 49 of overall pdf). The selected and prioritized projects were based on discussion with City staff. The future funding for these Project would be available through grants, both state and federal, with City B & C funds used as the City's match. We studied the ongoing Projects (under design or construction) and identified the Projects that would have the most positive impact on Woods Cross' Transportation network in the next 5 years and address the majors mobility needs within the City. While these Projects are current priorities, based on funding, changing needs, development pressure, this list should not be interpreted as a static list of Projects desirable to be completed in the next 5 years. This is the best case scenario. Availability of funding, especially, will determine whether these Project can be initiated and completed in that order or whether that order can be changed. That flexibility rests with the City. This 5-year also list provides the City a target to present the Projects for justifying needs within the City and requesting federal/state funding/grants. The heading "**Function Class**" was changed to "**Recommended Functional Class Upgrade**" for clarity.

Comment 3: Double check that the numbers add up to this number for each exhibit. .pdf pages 175-179
Response 3: The dimensions on overall pdf pages 175-179 were double checked and verified.

Comment 4: Move this measurement to the top with the other measurements.

Response 4: Page 175 – 102 ROW: The 0.5 foot dimension for the curb was moved to the top with all the other measurements. The summation results in 102 feet of ROW consistent with the recommended Principal Arterial.

Comment 5: What is the 1 foot offset on pages .pdf pages 177-179? Curtis would like the 1ft added to park strips.
Response 5: We made the following changes to eliminate the 1 foot offset (back of walk) on the pdf pages 177-179. For clarity, here are the changes:

(1) Page 177 – 68 ROW (Major Collector): The 1 foot offset at both ends of the roadway cross section were eliminated. The 1 foot was added to the park strip to show both parks strips at 6 feet each. The total cross section remains at 68 feet ROW.
(2) Page 178 – 68 ROW (Minor Collector): The 1 foot offset at both ends of the roadway cross section were eliminated. The 1 foot was added to the park strip to show both parks strips at 6 feet each. The total cross section remains at 68 feet ROW.
(3) Page 179 – 68 ROW (Major Collector - Shared Use Path): The 1 foot offset at both ends of the roadway cross section were eliminated. The 1 foot was added to the park strip to show both parks strips at 6.5 feet each. The total cross section remains at 68 feet ROW.

Please let me know if you need anything else.

Thanks,
Vijay.

VIJAY KORNALA, P.E.
(UT/ID/NV/FL/OH), PTOE
Transportation Services Group
Regional Lead - Utah/Nevada
Program Manager - Senior
J-U-B ENGINEERS, Inc.
392 E Winchester St., Suite 300
Salt Lake City, UT 84107
e vkornala@jub.com
c 801-455-3790
p 801-886-9052 ***ext*** 8309
w jub.com

THE CITY OF WOODS CROSS, UTAH

ORDINANCE NO. 641

AN ORDINANCE OF THE WOODS CROSS CITY COUNCIL TO AMEND THE GENERAL PLAN BY ADOPTING THE TRANSPORTATION MASTER PLAN.

WHEREAS, A General Plan is required by the Utah Municipal Land Use Development Act.

WHEREAS, the City has adopted a General Plan which establishes general guidelines for future development and growth within the City.

WHEREAS, the City finds it reasonable to amend said General Plan from time to time.

WHEREAS, the Planning Commission held a public hearing on May 12, 2026, and has forwarded to the City Council a positive recommendation for approval to amend the General Plan by adopting the Transportation Master Plan.

NOW THEREFORE, BE IT ORDAINED by the City Council of Woods Cross City, Utah, as follows:

Section 1. Amendment of General Plan. The Woods Cross City General Plan is amended by the attached hereto as Exhibit "A" and incorporated herein by this reference.

Section 2. Repeal of Prior Ordinance. All prior versions of the Woods Cross City General Plan are repealed.

Section 3. Severability. If any section, part, or provision of this General Plan, which shall include all exhibits, is held invalid or unenforceable, such invalidity or unenforceability shall not affect any other portion of this General Plan; all sections, parts, and provisions of this General Plan shall be severable and enforced to the fullest lawful extent to meet the purposes hereof.

Section 4. Penalty. Violations of this Ordinance shall be established in Section 14-01-080 and Fines per Section 14-01-090 of the Woods Cross Municipal Code and Utah State Code.

Section 5. Effective Date. This General Plan amendment shall become effective immediately upon approval of the City Council and recording with the City.

PASSED AND ADOPTED BY THE CITY COUNCIL OF WOODS CROSS, UTAH, ON THIS 7th DAY OF JULY 2026.

THE CITY OF WOODS CROSS, UTAH

By: _____

RYAN WESTERGARD, MAYOR

Voting:

Julie Checketts	Yea ___	Nay ___	
Eric Jones	Yea ___	Nay ___	
Wallace Larrabee	Yea ___	Nay ___	
Jim Grover	Yea ___	Nay ___	
Rahcel Peterson	Yea ___	Nay ___	
Ryan Westergard	Yea ___	Nay ___	*[tie vote only]*

ATTEST: **SEAL:**

_____
Annette Hanson
City Recorder

RECORDED in the office of the City Recorder this _____ day of July 2026

EXHIBIT A

The Transportation Master Plan, as shown in the following pages

Transportation Master Plan

City of Woods Cross

Woods Cross City

June 2026

Prepared by:

J-U-B ENGINEERS, Inc.
392 East Winchester Street, Suite 300
Salt Lake City, UT 84107

Project No. 07-24-094

Language and exhibits contained in this document will supersede conflicting language in the General Plan, if there are any conflicts.

Transportation Master Plan

Woods Cross City

February 2026

Prepared by:

J-U-B ENGINEERS, Inc.
392 East Winchester Street, Suite 300
Salt Lake City, UT 84107

Project No. 07-24-094

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1. INTRODUCTION

1.1 BACKGROUND

The Woods Cross City Transportation Master Plan (TMP) contains the goals, objectives and policy guidance as well as an overview of the strategies that the City intends to accomplish by the year 2050. The TMP is the City's long-range blueprint for travel and mobility. The City's General Plan, most recently updated in 2022, recognized the need to address existing and future growth in a manner that maintains convenient mobility and access for residents while preserving the urban lifestyle that is important to the well-being of the community, both culturally and socially.

Since the adoption of the General Plan, it has become necessary to prepare a comprehensive TMP due to on-going development and other changes throughout the City. The City has seen continued population growth and is expected to continue to grow with an efficient and functional system of streets that Woods Cross offers.

1.2 PURPOSE OF THE TRANSPORTATION MASTER PLAN

The Woods Cross City TMP serves a variety of purposes and is a vision that defines the City's long-term transportation needs into the future. The TMP also provides policy direction on decisions regarding the implementation of the transportation system projects. It also serves as a comprehensive reference guide for major transportation system issues in Woods Cross City. Finally, the TMP prioritizes projects for implementation to address short-term deficiencies and safety for motorized and non-motorized travel, while working towards the ultimate transportation system needs of the city by the year 2050.

As a result of the City's continued growth, there has been a steady increase in vehicle trip volumes, and an increase in traffic across the existing street network. The city remains committed to providing a balanced transportation system that provides citizens with transportation choices to maintain its high quality of life. This TMP update provides the goals, principles, and policies that will be used to change the transportation system today and shape it for the future. These guidelines and policies will aid City staff and officials in making informed decisions regarding transportation policies. The Capital Improvements Plan (CIP) identifies near-term projects to improve deficiencies in the existing transportation system. Additionally, the CIP looks forward to year 2050 to create a comprehensive list of projects that require significant advance planning and funding resources to implement but are needed to accommodate the future transportation demands.

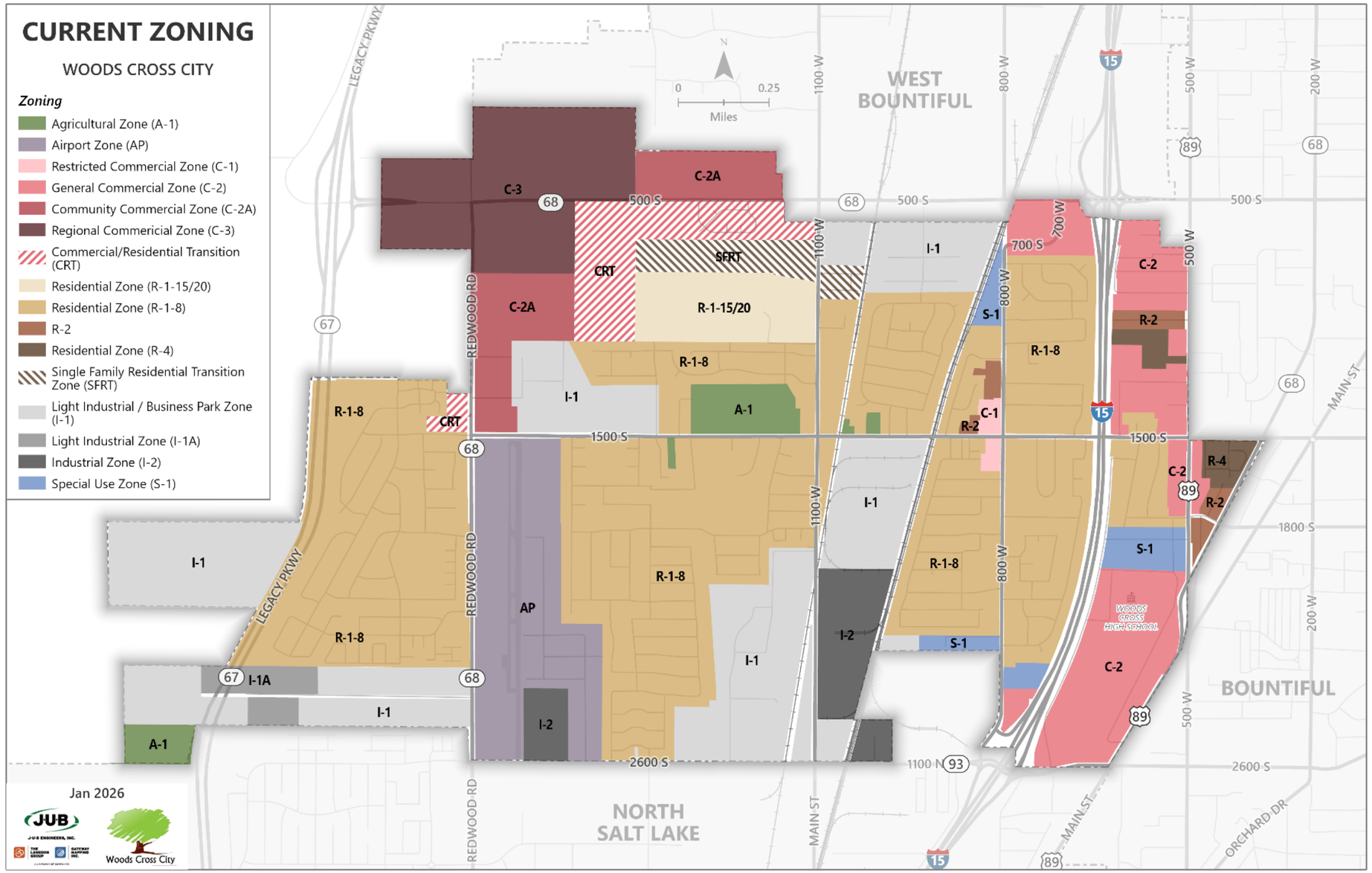
1.3 PLAN DEVELOPMENT PROCESS

This TMP update was administered by Woods Cross City as part of the General Plan Update. This TMP update was completed with the collaboration and guidance of City staff and UDOT during the update process and shows baseline data reflecting existing (2024) conditions. Two open houses were conducted, one to gather feedback from the public prior to initiating the TMP and a second open house was held after the recommended Projects list was developed for public input.

1.4 STUDY AREA

The study area for the Woods Cross Transportation Master Plan encompasses the full municipal boundary of Woods Cross City, capturing its diverse land uses, transportation corridors, and regional connections. As shown in **Figure 1.** the study area includes a mix of residential neighborhoods, commercial districts, industrial zones, and special-use areas that collectively shape travel patterns and infrastructure needs throughout the community.

Figure 1: Existing Zoning Map



2. EXISTING CONDITIONS

Developing an accurate assessment of the existing conditions in the City is an important first step in developing a TMP. As a part of this process, an inventory along with an evaluation of existing conditions within the study area was completed to identify existing transportation issues and to establish a framework for the analysis of future conditions. The existing street network and traffic patterns will serve as the basis for the future street network and for identifying future transportation conditions and needs.

The first public open house was conducted on November 20, 2024 to solicit public input for the initiation of the TMP. Comments were received and incorporated into the data gathering and overall TMP development.

2.1 LAND USE

In 2020, at the time of the last US Census, the population of Woods Cross City was found to be 11,410 residents . By 2024 the City has an estimated population of nearly 11,493. This growth represents approximately a 0.73% increase in population between 2020 and 2024. Woods Cross City has the potential for significantly more growth as the northwest quadrant of the City develops into the future.

Woods Cross City's future land use pattern reflects a balanced mix of residential neighborhoods, commercial corridors, and industrial employment areas that guide how the community will grow over time. As shown in **Figure 2,** commercial activity is concentrated along 500 West (US-89), Redwood Road (SR-68) and 500 South (SR-68), forming the City's primary activity centers and supporting local and regional travel demand. Established single-family neighborhoods surround these corridors, while additional residential areas are planned within the City's designated annexation boundary. South-central portions of the City contain significant industrial uses, including refinery and storage facilities located between two active railroad corridors, which play a major role in shaping traffic patterns and freight movement. Several undeveloped parcels, particularly in the north western portion of the City along with approximately 151 acres of future annexation area, are anticipated to transition to Community Commercial, Regional Commercial, and residential uses as identified in the 2022 General Plan Update. As these areas develop, additional trips will be generated, resulting in increased demand on the roadway network and emphasizing the importance of long-range transportation planning.

2.2 EXISTING ROADWAY FUNCTIONAL CLASSISFICATION

The existing roadways are classified by function according to guidelines prepared by the Federal Highway Administration (FHWA). Federal funding programs specifically apply to roadways with

functional classifications of collectors and above. Roadways are classified based on their function, with respect to both mobility and access. For example, an interstate freeway occupies one end of a continuum between mobility and access, providing traffic with greater mobility and little access to adjacent lands. A cul-de-sac, at the opposite end of this continuum, provides access to land, but offers minimal movement of traffic.

To enable streets and highways to accomplish their intended function, the planning and design of the facilities should consider those elements that support the intended functions. Descriptions of the various roadway functional types and related planning and design considerations are provided in **Table 1**. Federal funding programs only apply to roadways with functional classifications of collectors and above.

Table 1: Roadway Functional Classifications

Roadway Classification	Description	Example
Interstate	Interstates promote movement of traffic with limited access, high speeds, separated directional lanes, adequate geometries, and grade-separated intersections. The interstate freeway is essentially a specialized Major Arterial.	I-15 I-80 I-84
Major Arterial	Principal Arterials are generally the high traffic volume roads within a study area. These roadways contain the greatest proportion of through or long-distance travel. Roadway access should be limited to promote efficient traffic movement. Speeds are generally in the 35 to 45 mph range in urban situations, and parking is usually prohibited. Arterials are typically about a mile apart but may be spaced with a half-mile separation. Many of the intersections will be signalized, and signal placement and coordination are critical to the operation of the arterial.	SR-68, US-89, SR-108, SR-126
Minor Arterial	Roadways that connect principal arterials and collectors are classified as minor arterials. Minor arterials usually have capacity sufficient to carry 3 or 4 lanes of traffic and have curb, gutter, and sidewalk along both sides. The predominant function of a minor arterial is to promote movement of through traffic, but these facilities also provide considerable access for local traffic that originate or is destined to points along the roadway. Often minor arterials become boundaries to neighborhoods and serve less concentrated developments such as neighborhood shopping centers or schools. Urban speeds are generally in the 35 to 40 mph range. Access may be restricted, and parking is often prohibited in an urban situation.	SR-37 (4000 South) SR-97 (5500 South)
Collector	A collector is intended to assemble and concentrate residential and rural traffic and direct it to the arterial system. Collectors usually are designed with 2 or 3 lanes of traffic, and have curb, gutter, and sidewalk along both sides. Direct access to adjoining property is common and often essential. Operating speeds are generally in the 25 to 35 mph range. Parking is acceptable but may be limited. Collectors are sometimes sub-categorized into major and minor collectors. Major collectors tend to connect important regional facilities directly to the arterials, while minor collectors usually connect to the local roads.	5500 West, 5100 South

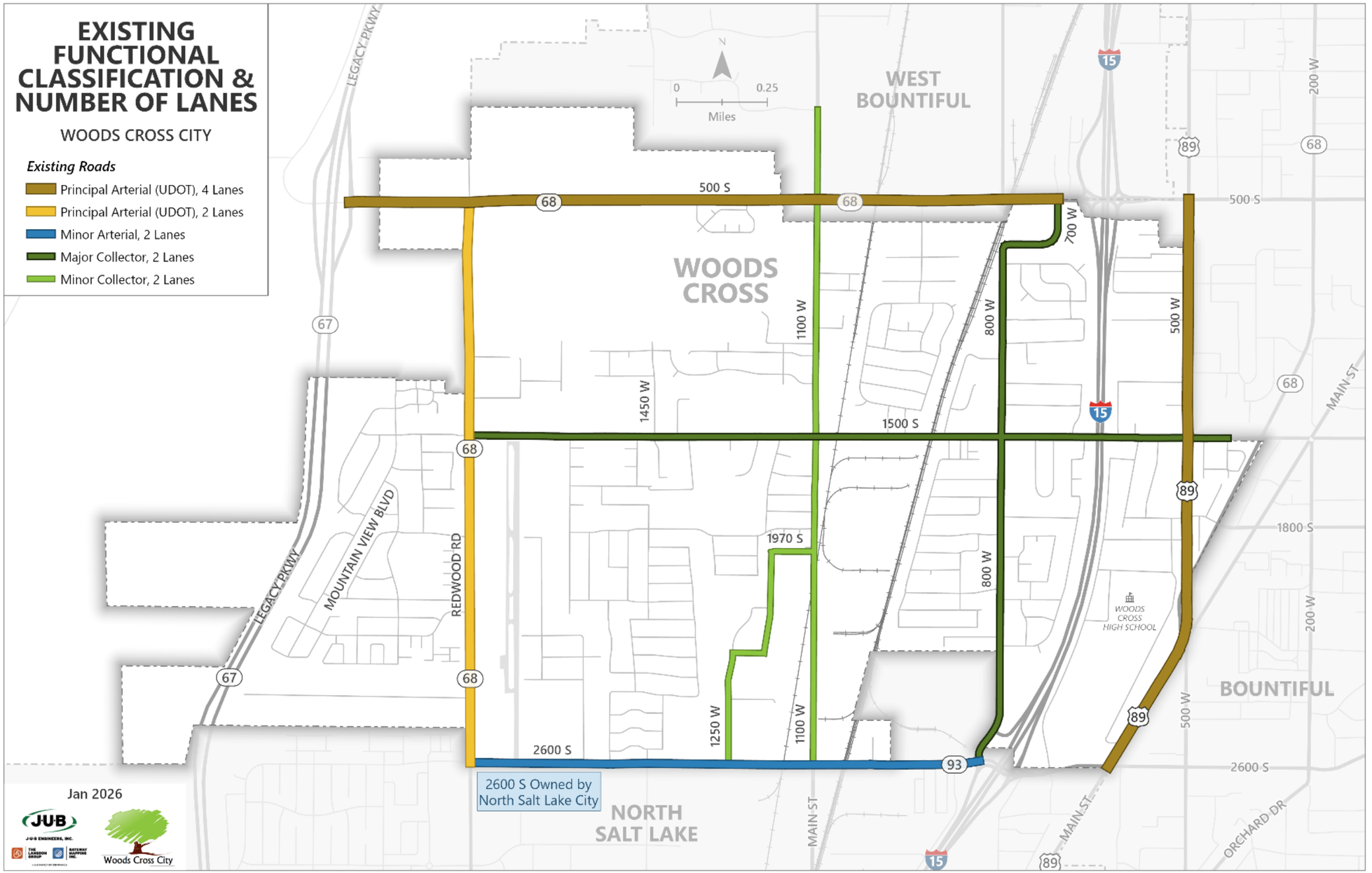
Roadway Classification	Description	Example
Local Streets	Local streets typically consist of two lanes with shoulders, with curb, gutter and sidewalks present in some locations. Local roads are the capillaries of a transportation network, providing direct access to public facilities, businesses, and private property. The typical speed limit on local streets is 20 to 25 mph and parking is usually permitted.	Local streets constitute all the City-owned roads that are not classified under the preceding categories. Some local roads may also be private streets.

Figure 2 shows the existing functional classification for Woods Cross City. Several roadway segments, particularly older collector streets do not meet current City standards and lack adequate pavement width or pedestrian infrastructure. Current City policy now requires all new development and roadway projects to construct curb, gutter, and sidewalks consistent with adopted street standards.

2.3 INTERSECTION CONTROL

Traffic control devices are an essential element at each intersection because they regulate traffic flow and can improve safety. Intersection control devices include roundabouts, stop signs (2-way and 4-way), traffic signals, and yield signs. Within Wood Cross, there is one existing signalized intersection located at the intersection of 800 West / 1500 South and one existing roundabout at Mountain View Blvd. / 1500 South. As traffic congestion increases, the need to modify major intersections with traffic signals and roundabouts can be expected.

Figure 2: Existing Functional Classification & Number of Lanes



2.4 TRAFFIC COUNTS

Turning movement counts (TMC) for the AM and PM peak hours were collected using automatic traffic counters at a total of eleven locations throughout the City. Ten of the counts were collected by Quality Counts during the fall of 2024, and one location was collected by L2 Data Collection during the fall of 2022. These counts were conducted at the following locations and dates:

- 800 West / 1100 South (September 18, 2024)
- Mountain View Blvd / 1500 South (September 18, 2024)
- 1600 West / 1500 South (September 18, 2024)
- 1450 West / 1500 South (September 18, 2024)
- 1100 West / 1500 South (September 18, 2024)
- 1955 West / 1950 South (September 18, 2024)
- 1425 West / 1900 South (September 18, 2024)
- 625 West / 1950 South (September 18, 2024)
- Mountain View Blvd / 2260 South (September 18, 2024)
- 1100 West / 1970 South (September 10 and 12, 2024)
- 800 West / 1500 South (November 8, 2022)

The traffic count data is provided in **APPENDIX A: TRAFFIC COUNTS AND ANALYSIS.**

2.5 LEVEL OF SERVICE

Level of Service (LOS) is a qualitative description of the level of congestion ranging from LOS A to LOS F. LOS A through D represents free-flowing traffic and LOS E & F represents gridlock. LOS D is considered the minimum acceptable Level of Service.

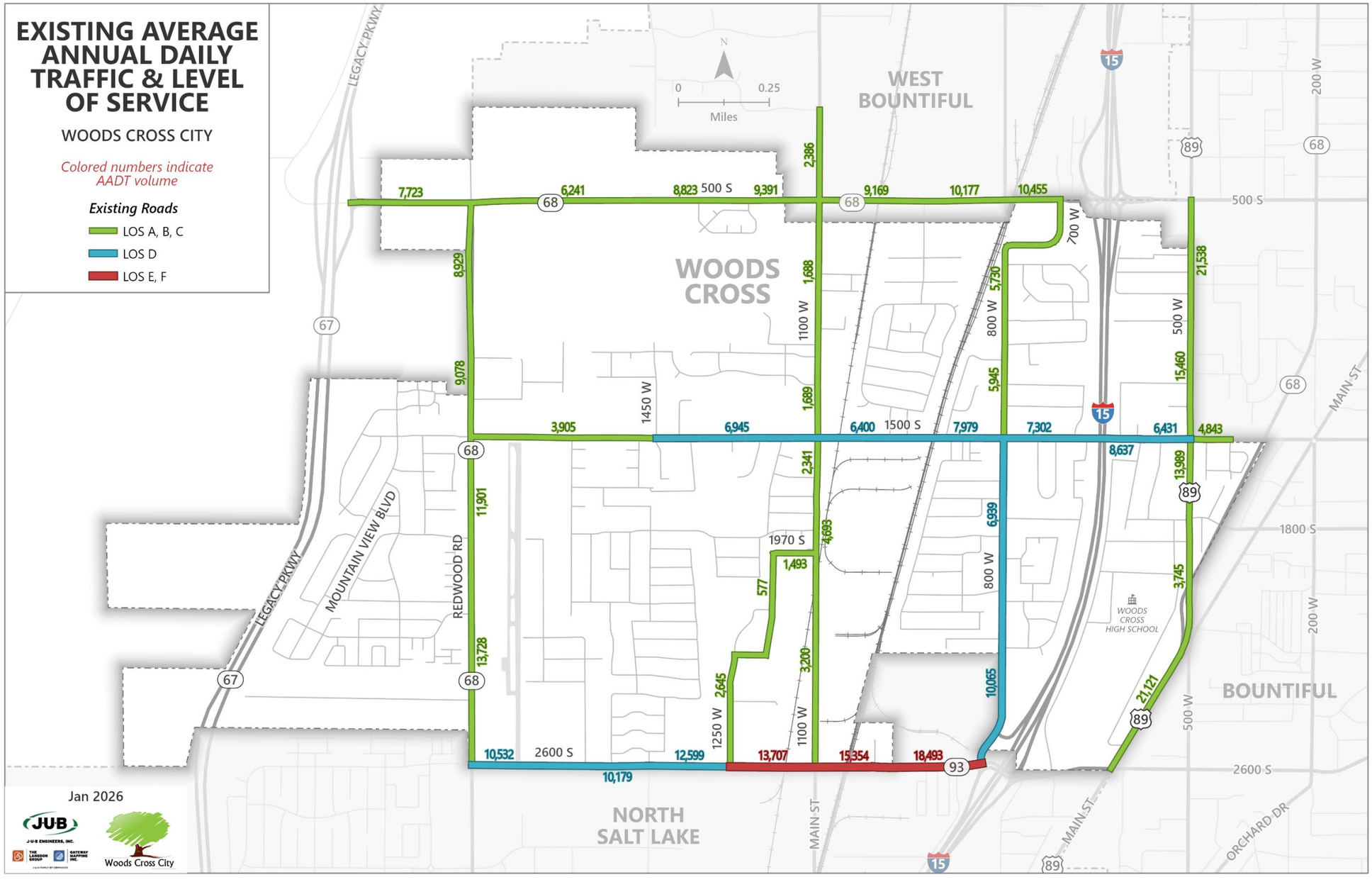
2.6 EXISTING CONDITIONS TRAFFIC ANALYSIS

The 11 intersections listed in section **2.4 TRAFFIC COUNTS** were analyzed during the AM and PM peak hour using the Synchro 12. The existing conditions scenario reflects the existing lane configuration and the traffic volume for the day the traffic count data were collected. All intersection approaches operate at LOS D or better, except for the westbound approach at 1100 West / 1500 South, which operates at LOS E. Unsignalized intersections report approach LOS only and not overall intersection LOS. For a summary of LOS results, see **APPENDIX A: TRAFFIC COUNTS AND ANALYSIS.**

Under existing conditions, all arterial and collector roadway segments in Woods Cross operate at LOS D or better, indicating that current daily traffic volumes remain within acceptable planning-level thresholds. The only exception is a short segment along 2600 South, which operates at LOS E/F. This segment reflects higher traffic demand along a corridor shared with

North Salt Lake, and any future improvements along 2600 South will require coordination between both cities to ensure consistent and safe operations. **Figure 4** summarizes the existing daily traffic volumes and LOS results for each existing functionally classified road within the City.

Figure 3: Existing AADT and Level of Service



2.7 CRASH HISTORY

Crash data from October 2020 through October 2025 were collected for intersections, roadway segments, and railroad crossings using UDOT's Numetric system. The analysis focused on identifying crash patterns, contributing factors, and high-crash locations within Woods Cross City.

Table 2 summarizes crashes at key intersections with their severity. Crash analysis identified two primary hotspots along the 1500 South corridor: 1500 South / 800 West and 1500 South / 1100 West, which recorded the highest crash frequencies between 2020 and 2025.

At 1500 South / 800 West, 11 crashes occurred, including 3 front-to-rear, 3 angle, 3 single-vehicle, and 2 sideswipe–opposite-direction collisions. Commercial vehicles were involved in over one-third of crashes, and 18% occurred at night. Installation of a traffic signal in August 2024 reduced reported crashes from 9 (pre-signal) to 2 (post-signal), indicating a strong early safety benefit.

At 1500 South / 1100 West, 9 crashes were documented, dominated by front-to-rear (44%), angle (33%), and sideswipe–same-direction (22%) collisions. These patterns reflect congestion-related and turning-movement conflicts typical of two-way stop-controlled intersections.

These hotspot findings highlight the need for targeted safety strategies along the corridor. Additional long-term recommendations and operational improvements are presented in **Chapter 3. FUTURE CONDITIONS.**

Table 2: Intersection Crashes (2020-2025)

Crash Severity (Intersections)	Fatal	Suspected Serious Injury	Suspected Minor Injury	Possible Injury	No injury/PDO	Grand Total
1500S / 800W	0	0	1	3	7	11
1500S / 1100W	0	0	0	2	7	9
1900S / 1425W	0	0	1	0	1	2
1100S / 800W	0	0	0	0	1	1
1500S / MountainView	0	0	0	0	1	1
1500S / 1600W	0	0	0	1	0	1
1950S / 1955W	0	0	0	0	1	1
1970S / 1100W	0	0	1	0	0	1
1500S / 1450W	0	0	0	0	0	0
1950S / 625W	0	0	0	0	0	0
2260S / MountainView	0	0	0	0	0	0

Table 3 summarizes crashes by roadway segment and severity. Crash analysis also identified several corridor-level hotspots on key roadway segments in Woods Cross.

Along 800 West (500 South–1100 South), 10 crashes occurred, with 50% left-turn, 40% nighttime, and 30% road-departure crashes. Collision patterns were dominated by single-vehicle (40%), with angle and sideswipe crashes each representing 20%.

On 1500 South (800 West–US-89), a total of 11 crashes were reported. Of these, 27% involved disregard of traffic control, another 27% were related to road departure, and 18% involved left-turn movements. Nearly half of the crashes (46%) were single-vehicle incidents, while 27% were front-to-rear.

Two segments on 1100 West, from 1500 South to 1970 South and from 1970 South to 2600 South, each had five crashes. The northern segment (from 1500 South to 1970 South) showed high rates of nighttime (60%), DUI (40%), and single-vehicle (60%) crashes, while the southern segment (1970 South to 2600 South) was dominated by road-departure (40%), nighttime (40%), and single-vehicle (80%) crashes. An ongoing design project is underway for this segment to incorporate city-standard curbs, gutters, sidewalks, and driveways to improve area safety.

Additionally, the WFRC comprehensive safety action plan adopted in 2024 highlighted three hotspot roadway segments in Woods Cross City: Redwood Road from 500 South to 1100 North, 1100 West from 1500 South to 2600 South, and 500 West from 500 South to Main Street. These patterns highlight recurring issues related to visibility, impairment, speed management, and roadway departures. Additional corridor-level recommendations are provided in **Chapter 3. FUTURE CONDITIONS.**

Table 3: Segment Crashes (2020-2025)

Crash Severity (Segments)	Fatal	Suspected Serious Injury	Suspected Minor Injury	Possible Injury	No injury/PDO	Grand Total
1500S/800W to 1500S/US-89	0	0	1	0	10	11
800W/500S to 800W/1100S	0	0	1	2	7	10
800W/1500S to 800W/2250S	0	0	2	1	2	5
1100W/1500S to 1100W/1970S	0	0	4	0	1	5
1100W/1970S to 1100W/2600S	0	0	1	1	3	5
1500S/MountainView to 1500S/1600W	0	1	1	1	0	3
1500S/MainLine to 1500S/800W	0	0	0	0	3	3
1100W/500S to 1100W/1500S	0	0	0	0	2	2
1500S/SpurLine to 1500S/MainLine	0	0	0	0	2	2
800W/1100S to 800W/1500S	0	0	0	0	1	1
1500S/2095W to 1500S/MountainView	0	0	0	0	0	0
1500S/1600W to 1500S/1450W	0	0	0	0	0	0
1500S/1450W to 1500S/1100W	0	0	0	0	0	0
1500S/1100W to 1500S/SpurLine	0	0	0	0	0	0

Table 4 summarizes crashes at railroad crossings by severity. Crash analysis also identified several railroad-related hotspots where roadway and rail operations intersect.

The Main Line / 500 South crossing experienced the highest number of railroad-related crashes, with 14 total, including 29% nighttime and 21% road-departure crashes. Collision types included front-to-rear (43%) and single vehicle (43%) crashes, reflecting queuing, sight-distance limitations, and driver-expectancy challenges common at high-volume arterial crossings.

The Main Line / 1500 South crossing experienced 4 crashes. Of these, 25% were speed-related and all (100%) were front-to-rear collisions, indicating congestion-related queuing issues near the rail crossing.

The Spur Line / 1500 South crossing experienced 1 crash, which occurred at night and involved a front-to-rear collision. The Spur Line / 1100 West crossing also experienced 1 crash, occurring at night and classified as a single-vehicle/not-applicable manner of collision.

The Main Line / 2600 South crossing recorded 6 crashes, 67% of which were front to rear crashes and 33% were sideswipe same direction crashes.

The Spur Line / 2600 South crossing experienced 3 crashes, with front-to-rear collisions (33%), single vehicle (33%) and sideswipe same direction (33%).

These railroad hotspots highlight the need for improved delineation, visibility, and operational treatments. Additional countermeasures and corridor-level recommendations are presented in **Chapter 3. FUTURE CONDITIONS.**

Table 4: Railroad Crashes

Crash Severity (Rail Road)	Fatal	Suspected Serious Injury	Suspected Minor Injury	Possible Injury	No injury/PDO	Grand Total
Main Line / 500S	0	2	1	0	11	14
Spur Line / 500S	0	0	0	2	4	6
Main Line / 1500S	0	0	1	0	3	4
Spur Line / 1500S	0	0	0	2	1	3
Spur Line / 1100W	0	0	0	0	1	1
Main Line / 2600S	0	0	1	0	0	1
Spur Line / 2600S	0	0	0	0	0	0

Detailed crash statistics for intersections, roadway segments, and railroad crossings are provided in the **APPENDIX B: CRASH ANALYSIS RESULTS.** The analysis of crash frequency, severity, manner of collision, and crash types helps identify critical safety issues and locations of concern within the study area. These findings support the development of targeted safety measures and operational improvements. This TMP integrates traffic operations analysis, crash analysis, and active transportation considerations to support the safe and efficient functioning of the transportation system. More information can be found in the following chapters.

2.8 ALTERNATIVE TRAVEL MODES

Bicycling and walking are often the only modes available to the young and elderly. Robust pedestrian and bicycle networks allow shorter distance trips to be moved from the street to bicycle or pedestrian specific facilities. In addition to providing modal options for shorter distance trips, bicycle and pedestrian facilities offer a wide range of recreational opportunities that often enhance quality of life for residents.

The City has worked to develop and build sidewalks as well as trails in area that were missing these amenities. Additionally, the City recently updated their Parks & Trails Master Plan to provide for affordable recreational, physical, and cultural opportunities for residents. More detail on these topics is provided in **Chapter 4. ACTIVE TRANSPORTATION.**

Transit service in Woods Cross is provided by the Utah Transit Authority (UTA), offering important regional connections that complement the City's roadway and active transportation networks. The Woods Cross FrontRunner Station serves as a key regional commuter rail stop,

linking residents to Ogden, Salt Lake City, and Provo with weekday and Saturday service. This station is a significant mobility asset for the community and is highlighted in the General Plan as a focus area for improved multimodal access and transit-supportive development.

Local and regional transit service supports mobility within Woods Cross. UTA Route 417 provides weekday service between Redwood Road, local neighborhoods, and the Woods Cross FrontRunner Station, offering convenient connections to regional rail. Additional regional routes along I-15, including Routes 472 and 473, provide limited peak-period service to Ogden and Salt Lake City. UTA On-Demand Zone 561 also serves the area, offering flexible local trips that improve access to nearby destinations.,

Together, these transit services form a multimodal foundation that supports Woods Cross City's long-term vision of expanding transportation choices, reducing dependence on single-occupant vehicle travel, and enhancing access to regional destinations. Continued coordination with UTA will be essential for improving service levels, strengthening connections to the FrontRunner Station, and supporting future growth within key corridor and station-area planning districts.

2.9 TRUCK ROUTES AND RESTRICTIONS

Truck activity plays a significant role in Woods Cross due to the City's concentration of heavy and light industrial land uses, particularly petroleum refining, storage facilities, and rail-served industries located in the south-central portion of the community. The purpose of establishing truck routes is to guide heavy-vehicle travel onto roadway corridors that can safely and efficiently accommodate truck movements while reducing impacts to residential areas, minimizing pavement deterioration, and supporting safe multimodal operations.

Woods Cross City Municipal Code designates official truck routes within the City. Chapter 14-18-190 (Restricted Loads) outlines rules that limit or ban vehicles with loads or weights above specified limits from using certain public streets, unless necessary for local access, deliveries, or approved activities. These rules aim to protect roads and improve safety on streets not designed for heavy or oversized vehicles. Streets affected by these restrictions are established by ordinance and marked with regulatory signs.

Chapter 14-18-240 (Truck Routes) defines which roads trucks are allowed to use in Woods Cross City. The goal is to direct trucks onto arterial and major collector roads that can safely accommodate heavy vehicles, while minimizing their impact on residential areas and smaller streets. These routes and restrictions are legally enforced and updated as road conditions and land use change.

For example,1450 West between 1200 South and 1500 South is not intended to accommodate truck traffic, and trucks should not use this segment for through-movement or local access, due to adjacent residential development, limited pavement width, and safety considerations. Most of 800 West from 500 South to 2600 South is restricted, except for 700 West from its intersection

with 500 South down to 700 South. On 1100 West, the segment south from 500 South to 609 South and from 1500 South to 2600 South is designated as a truck route, while all other parts of 1100 West are restricted. Further details can be found in the Truck Restriction Map in Title 14, Chapter 14-18, page 18 of the Municipal Code.

As the City grows, particularly in the Northwest Quadrant and areas near Redwood Road, continued coordination will be needed to plan and preserve appropriate freight access while protecting residential neighborhoods. To accommodate freight access appropriately, Woods Cross designated preferred truck routes in the **Woods Cross City Municipal Code Chapter 14-18-240** (along with a Truck Restriction Map) to support industrial access, manage conflicts, and extend pavement life on City streets.

3. FUTURE CONDITIONS

The transportation master plan reflects current and future transportation needs within the City. Future travel demand is an essential part of transportation planning by helping identify transportation needs that may not be apparent with existing demand. For this update, future traffic volumes were estimated using. WFRC maintains a CUBE model for the urbanized area within Davis County and the travel demand model was chosen as the primary tool to determine the future traffic demand within the City.

This section summarizes the population, employment, and land use assumptions. This information was utilized in the travel demand modeling process and to generate traffic forecasts volumes for functionally classified roadways within the City. These traffic forecasts were used to identify future deficiencies in the transportation system.

3.1 FUTURE LAND USE

Historically, Woods Cross City has been a predominantly residential community composed largely of established single-family neighborhoods, with additional areas dedicated to commercial and industrial uses. According to the Woods Cross City General Plan (**Chapter 2, Future Land Use, page 2-14**), the City's future land use pattern continues to emphasize stable residential neighborhoods while supporting strategic commercial and mixed-use growth along key corridors such as 500 South, Redwood Road, and 500 West. Industrial uses, including the refinery and rail-served facilities, remain essential components of the city's economic base and long-term land use structure.

The plan identifies several undeveloped or underutilized parcels, particularly on the west side near the Legacy Nature Preserve and within the 151-acre annexation area. These locations are expected to accommodate long-term growth through a mix of new residential neighborhoods, community and regional commercial uses, and future mixed-use development. Additional emphasis is placed on the 500 South/Legacy Parkway interchange and the FrontRunner Station area, where coordinated planning is intended to support economic development, improved multimodal access, and additional local services for residents.

The relationship between land uses is an important component in developing traffic forecasts. Land use influences the number of trips generated, the direction those trips travel, the travel modes selected, and the timing of travel throughout the day. Because much of Woods Cross will remain residential, a large percentage of work-related trips are expected to continue traveling to employment centers outside the city. However, planned commercial and mixed-use development may increase internal trip capture and reduce the need for longer regional trips.

Table 5 summarizes the model socio-economic inputs that were used for the Woods Cross Transportation Master Plan update. Based on the TAZ data, the population within the City's boundaries is expected to increase from 12,826 in 2023 to 22,958 by 2050, an increase of

approximately 76%. It should be noted that population values based on TAZs may be higher than those reported by the U.S. Census, since they are derived from different sources. TAZ boundaries, as used in the WFRC travel demand model, can sometimes extend into adjacent cities or include areas outside the official city limits, and may also reflect long-term land use projections not captured in current census estimates. Model socio-economics at the traffic analysis zone (TAZ) level are provided in **APPENDIX C: TRAFFIC ANALYSIS ZONE INPUTS.**

Table 5: Model Socio-economic Inputs*

Population		Households		Employment	
2023	2050	2023	2050	2023	2050
12,826	22,958	4,087	8,646	8,250	10,086

*TAZ value includes areas that extend into adjacent cities.

3.2 TRAFFIC FORECASTS

Future travel demand is an essential part of transportation planning. Travel forecasts are used to identify transportation needs that may not be apparent with existing demand. For this TMP update, future traffic conditions are based upon modeling completed with the WFRC regional travel demand model version 9.1.0 for the base year 2023 and future year 2050. The year 2050 model includes the land use assumptions summarized in **Section 3.1 FUTURE LAND USE.**

For roadways, level of service (LOS) is typically evaluated for segments of roadway without intersecting crossroads or major driveways. Segment LOS reflects the combination of travel time delay due to the signal control and the speed traveled below the free-flow speed on each roadway segment. For ease of this analysis, daily service volumes were developed for each roadway functional classification. These service volumes are used for conceptual planning and preliminary engineering purposes and are consistent with HCM methodologies. **Table 6** summarizes the daily service volumes used to evaluate the planned roadway network, as well as the assumptions used in developing these volumes.

Table 6: Daily Service Volumes and Assumptions*

Functional Class	Area Type	Posted Speed	Travel Lanes	Median	Left-turn Lane	Right-turn Lane	Daily Service Volume	
							LOS C	LOS D
Principal Arterial - UDOT 6 Lane	Transitioning	40 mph or higher	6	Divided	Yes	Yes	54,700	56,200
Principal Arterial - UDOT 4 Lane	Transitioning	40 mph or higher	4	Divided	Yes	Yes	35,700	37,300
Minor Arterial	Transitioning	35 mph or lower	2	Divided	Yes	Yes	6,500	13,300
Major Collector	Transitioning	35 mph or lower	2	Divided	Yes	No	6,200	12,600
Minor Collector	Transitioning	35 mph or lower	2	Undivided	Yes	No	5,900	12,000
Minor Collector (Share Use Path)	Transitioning	35 mph or lower	2	Undivided	No	No	4,600	9,600

* The service volume thresholds are based on the FDOT 2020 Multimodal Quality/Level of Service Handbook.

3.3 AREAS OF CONCERN

In order to better address traffic issues in Woods Cross, the analysis of the City was separated into recognizable areas with common concerns. These areas are as follows: Central and Industrial Area, 1500 South Corridor, North-South Corridors, East-West Corridors and Front Runner Station Access Area. A discussion of each of these areas follows.

3.3.1 Central & Industrial Area

To accommodate increasing traffic within the west side and industrial areas of Woods Cross, improvements will be needed to support both local access and regional freight movement. This portion of the city contains large industrial facilities, refineries, and rail-served properties, all of which generate significant truck activity. The presence of both the Union Pacific Main Line and the Spur Line create substantial east–west barriers, concentrating traffic onto only a few available crossings at 500 South, 1500 South, and 2600 South. As development continues, particularly within the 151-acre annexation area, additional roadway improvements, upgraded railroad crossings, and strengthened multimodal connections will be required to safely and efficiently move traffic into and out of the west side.

3.3.2 1500 South Corridor

The 1500 South corridor is expected to experience notable traffic growth through the 2050 horizon year. This corridor serves as a vital east–west connection linking Redwood Road, Mountain View Boulevard, 800 West, 1100 West, I-15, and US-89. Increased residential and commercial growth on the west side, combined with regional travel demands, will place

additional pressure on this corridor. Safety concerns have already been identified at multiple intersections, and early improvements, such as the installation of the traffic signal at 800 West, have contributed to reduction in crashes. Continued upgrades, including additional turn lanes, improved access management, and intersection control enhancements, will be needed to maintain acceptable operations and support long-term mobility along 1500 South.

3.3.3 North-South Corridors

North–south corridors in Woods Cross are essential for connecting neighborhoods, commercial districts, and industrial areas. Key routes such as Redwood Road, 500 West, 800 West, 1100 West, and Mountain View Boulevard are all expected to see increases in traffic volumes over time. These roads serve a mix of local and regional functions, including industrial access, commuter travel, and school circulation. As growth occurs along the west side and near the 500 South and 1500 South corridors, additional planning will be required to manage access, maintain roadway capacity, and improve safety. Enhancements may include widening, added turn lanes, and improved bicycle and pedestrian facilities to support multimodal connectivity.

3.3.4 East-West Corridors

East-West mobility in Woods Cross is limited by the railroad corridors and the Legacy Nature Preserve, which restrict the number of roads that can cross between the east and west sides of the city. The main east west corridors in Woods Cross are 500 South, 1500 South, and 2600 South. These roadways carry most of the city's east west traffic and will need long term improvements to maintain safe and efficient operations. As growth continues on the west side, these corridors may require widening, better intersections, and improved facilities for walking and biking.

2600 South is located along the southern boundary of Woods Cross. Woods Cross City boundary run just north of the roadway and the side streets 1560 West, 1500 West, 1425 West, 1260 West and other private driveways are within Woods Cross, while North Salt Lake City owns and maintains the roadway itself. Because Woods Cross and North Salt Lake City are connected at 2600 South, any future improvements along the roadway will need to be coordinated between both cities to ensure consistent design and safe travel for all users. Additional East-West connections may also be needed in the future to reduce pressure on these key routes.

3.3.5 FrontRunner Station Access Corridors

Access to the Woods Cross FrontRunner Station is constrained by the rail corridors and limited roadway connectivity. Improving multimodal access through enhanced sidewalks, shared use paths, improved crossings, and better north south bicycle routes will be essential for supporting transit ridership. The station area is expected to evolve through reinvestment and mixed-use development consistent with the City's General Plan. As this area grows, roadway improvements, refined access points, and coordinated land use planning will be necessary to ensure safe, direct, and convenient connections for pedestrians, bicyclists, transit users, and vehicles.

3.4 2050 TRAFFIC ANALYSIS

The traffic volumes used in the existing conditions analysis were projected to the year 2050 using growth trends identified in the WFRC travel demand models. Two 2050 models were created, a 2050 No Build model and a 2050 Build model. The 2050 No Build scenario uses the forecast 2050 traffic volumes but retains the existing roadway network. This scenario is used to identify locations where the future system is expected to exceed capacity. The 2050 Build scenario uses the same 2050 forecast volumes, but the roadway network includes planned improvements that address the deficiencies identified in the 2050 No Build scenario. This approach allows the City to evaluate future needs and determine which roadway upgrades will be necessary to support growth through the 2050 horizon year.

3.4.1 2050 No-Build

In the 2050 No Build scenario, the 1100 West / 1500 South intersection is expected to experience significant operational deficiencies. With all-way stop control, the intersection operates at an overall LOS F during both the AM and PM peak hours, with very high delays and long queues on all approaches.

The eastbound approach at the 1100 West / 1970 South intersection is also expected to operate poorly under 2050 No Build conditions. The eastbound 1970 South approach functions at LOS F in the AM peak hour and LOS C in the PM peak hour, reflecting substantial delay for traffic entering 1100 West.

All other analyzed intersections identified in Section 2.4 are expected to operate at LOS C or better under 2050 No Build conditions. **APPENDIX A: TRAFFIC COUNTS AND ANALYSIS** presents the 2050 No Build analysis details.

Additionally, the roadway network is projected to experience capacity deficiencies along several key corridors as traffic demand exceeds the capability of the existing roadway system. The most significant operational challenges occur along 1500 South near 800 West and along 800 West from 1500 South to 2600 South, where roadway segments are forecast to operate at LOS E/F, indicating unacceptable planning-level conditions. These corridors serve critical east–west and north–south functions, providing access to residential neighborhoods, industrial areas, and regional facilities, and are constrained by limited parallel routes and restricted east–west connectivity. Without improvements, these segments are expected to experience increased congestion, reduced travel speeds, and diminished reliability through the 2050 planning horizon.

In addition, a short segment along 2600 South is also projected to operate at LOS E/F under the No-Build scenario. This condition reflects higher traffic demand along a corridor that is shared with North Salt Lake, where regional through-traffic and limited alternative routes place added pressure on operations. While most other arterial and collector roadway segments in the City are projected to continue operating at LOS D or better, the failing segments along 1500 South, 800 West, and 2600 South highlight priority areas where future capacity and operational improvements will be necessary. Any improvements along 2600 South will require continued

coordination between Woods Cross and North Salt Lake to ensure consistent design, operations, and safe travel conditions. **Figure 4** summarizes the No-Build forecast daily traffic volumes and LOS for each planned functionally classified road within the City.

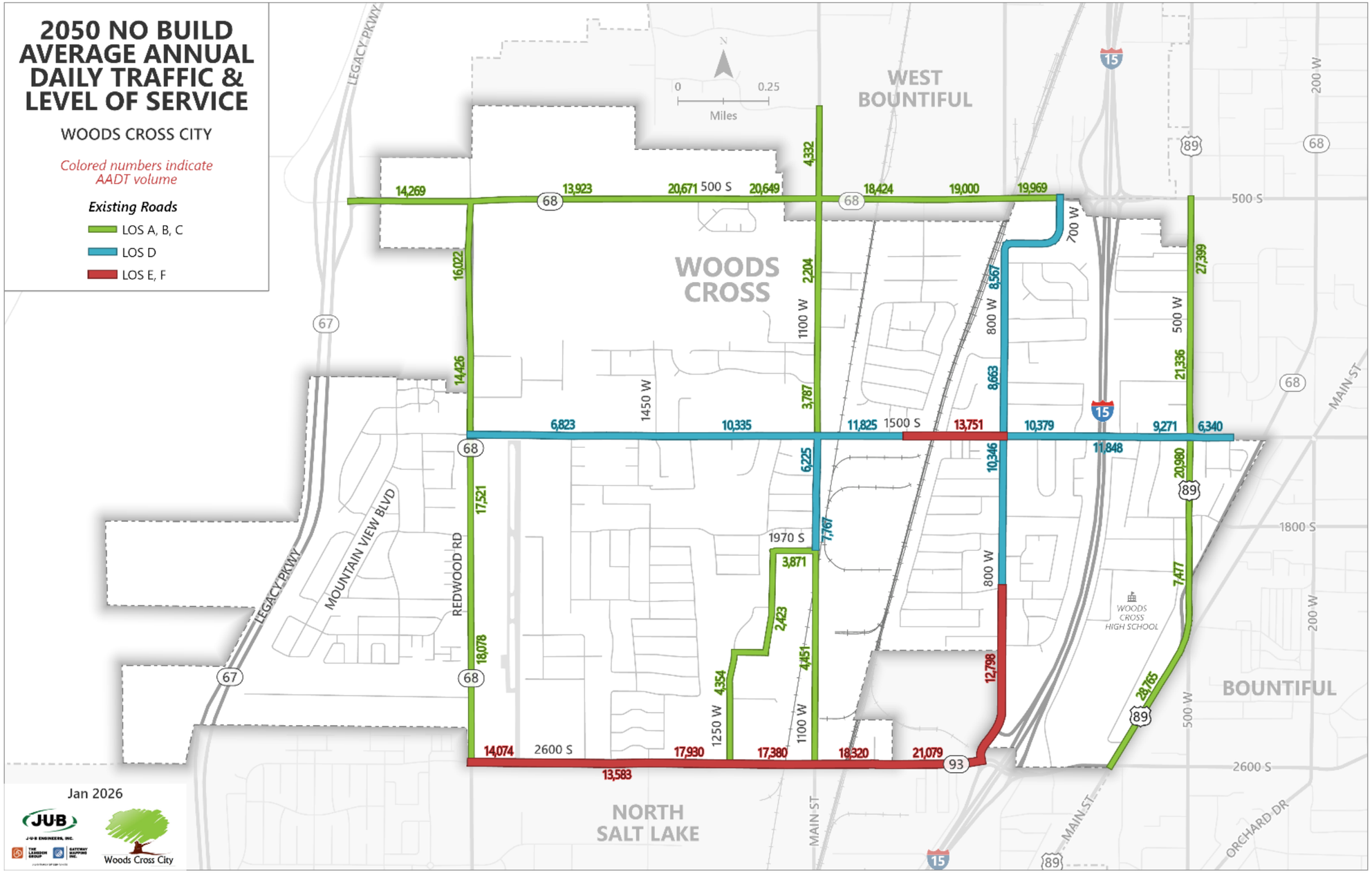
3.4.2 2050 Build

The 2050 Build scenario evaluates improvements intended to correct the deficiencies identified in the 2050 No Build scenario at the 1100 West / 1500 South and 1100 West / 1970 South intersections.

At the 1100 West / 1500 South intersection, the all-way stop control is replaced with a traffic signal and turn lane improvements are provided on the major approaches. With these upgrades, the intersection is expected to operate at an overall LOS B during both the AM and PM peak hours, with all approaches operating at LOS B or better.

At the 1100 West / 1970 South intersection, turn lane and minor geometric improvements are provided on the eastbound 1970 South approach while maintaining side street stop control. These upgrades reduce delays for the critical movement and improve overall operations, with the eastbound approach expected to operate at LOS D in the AM peak hour and LOS C in the PM peak hour. **APPENDIX A: TRAFFIC COUNTS AND ANALYSIS** presents the 2050 Build analysis details. Roadway segment LOS under the 2050 Build condition will be discussed further in **Section 5.1 ROADWAY AND INTERSECTION CONTROL** as part of the recommended roadway network improvements.

Figure 4: Year 2050 No-Build Daily Traffic Volumes and Level of Service



4. ACTIVE TRANSPORTATION

4.1 VISION AND GOALS

Woods Cross City has long prioritized active transportation infrastructure with a special emphasis on providing connectivity to important destinations within the community. In the 2013 version of the Parks and Trails Master Plan the city highlighted the need to maintain infrastructure that connects residents to schools, parks, trailheads, city buildings, churches, and other landmarks. The addition of new trails, wider sidewalks, and crossing countermeasures show the city's commitment to providing residents with safe and feasible multimodal transportation options.

Woods Cross City has adopted a few of the Davis County Active Transportation Plan goals, created in the 2024 county plan. The goals include a focus on improving access to key origins and destinations, creating safer facilities and crossings, and focusing on paths or trails. The city has provided feedback for many adjacent community and regional plans so the implementation of those plans is also a priority. These plans include the Davis County plan, West Bountiful plan, South Davis plan, Beehive Bikeways, and the Utah Trail Network. The increased desire from people for active transportation infrastructure across that state has been consistent with Woods Cross City residents as well.

4.2 EXISTING CONDITIONS

Woods Cross City has maintained robust mapping of their active transportation infrastructure since completing their Parks, Trails, and Open Space Master Plan in 2024. The data is maintained on the city GIS database and was updated for the purposes of this plan. **Figure 5** shows the trails, trailheads, and other related active transportation infrastructure within the city.

The city currently has about 4.75 miles of trails and sidewalk connectors, 3 trailheads, and 2 mid-block crossings that it maintains. In addition, the Legacy Parkway trail which is maintained by Davis County runs along the western edge of the city.

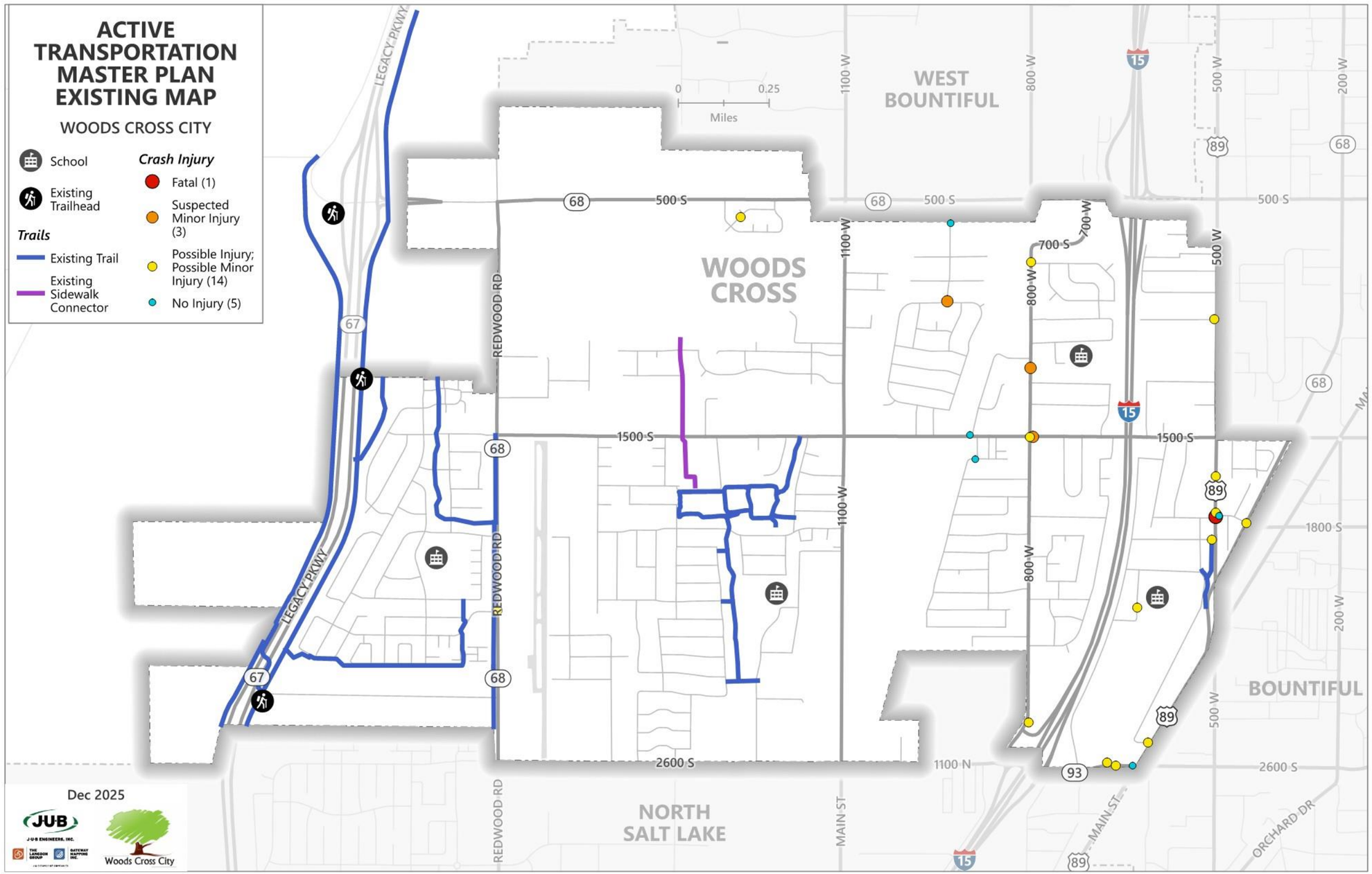
The existing infrastructure has a number of sizable gaps that are barriers for residents to easily use the infrastructure. The residential areas throughout the city are separated by barriers such as Interstate 15, railroads tracks, and the airport. These barriers make it difficult to move east and west within the city. The north and south collector roads have sidewalks only with no designated space for bicycles. Schools within the Woods Cross City boundary are shown in **Figure 5** and are well connected to the neighborhoods they serve but do have wide roadway crossings that create safety concerns, especially for younger children.

The Parks, Trails, and Open Space Master Plan completed by the City in 2024 identifies the walkable distances for each park and highlights specific improvements to provide better park

access to residents. The recommended improvements from the Parks, Trails, and Open Space Master Plan related to active transportation have been incorporated into this plan. The Utah Transit Authority owns and operates the Woods Cross FrontRunner station that provides an important asset to the city residents. The City recently completed a station area plan that specifically addresses improving multimodal access to the transit station. Improvements highlighted in that plan have also been incorporated into this plan.

Figure 5 shows a crash history for mild, severe, or fatal crashes from 2020 to 2024. Crash history was obtained via UDOT's Numetric website as well as the local police department. The city has one fatal crash during the identified period which occurred at US-89 and 1880 South. This is a UDOT roadway with potential safety improvements planned as part of an upcoming project.

Figure 5: Active Transportation – Existing Map



4.3 RECOMMENDATIONS

4.3.1 Projects

After an evaluation of the existing infrastructure and meetings with city staff, a number of projects were identified that accomplish the vision of the master plan and align with other master plans in the region. The proposed projects are shown in **Figure 6**, including trails, bikeways, sidewalk connectors, crossing improvements, and a pedestrian bridge. **Section 4.4.1 Prioritized list of actions or recommendations** contains a complete list of the recommended projects.

The trails identified in the map would generally be an asphalt surface with a width of 10-12 feet. Sidewalk connectors would generally be a concrete surface with a width of 5 or more feet. The bikeways would consist of a five-foot striped bike lane which would require elimination of parking on one side of the road as shown in **Figure 7**. The bike lanes would be added by modifying the exiting pavement striping and would not require any physical changes to the roadway section. This provides the City with a realistic and cost-effective method for adding a bicycle space within the existing collector road cross sections. Crossing improvements would generally consist of adding rectangular rapid flashing beacons (RRFBs) at the intersection but would require additional evaluation to ensure the proposed countermeasure fits the roadway characteristics at the time of the project. The pedestrian bridge near the FrontRunner station is shown as part of the station area plan and is therefore included in this active transportation plan.

Figure 6: Future Active Transportation Projects

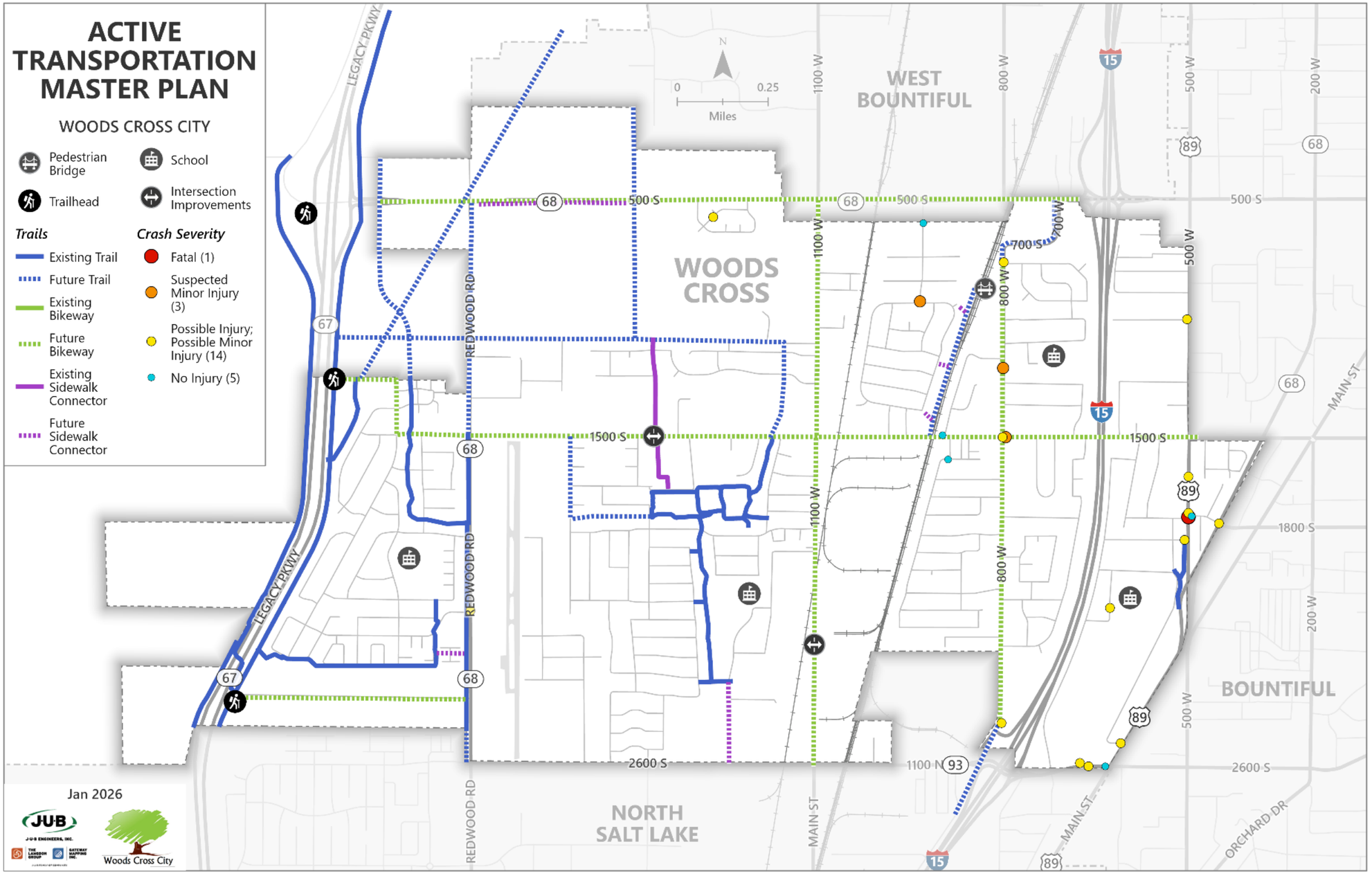


Figure 7: Bike Lane Option on Existing Street

4.3.2 Programs

Safe Routes to School programming is critical for the City and improvements related to safe routes are included in this plan. Woods Cross Elementary has a safe routes to school map which shows railroad tracks and collector roads as the major safety concerns. A new signalized intersection at 800 W 1500 S helps students to more safely navigate the intersection, with crossing guards utilized at all other crossings. Odyssey Elementary has a safe routes to school map which shows crossing guards utilized at minor collector road crossings and no other significant barriers. Woods Cross City plans to regularly evaluate school routes to ensure safety for students and works with UDOT to implement them.

In order to provide residents with a better understanding of the existing active transportation infrastructure and to plan out routes in advance, the city plans to post this master plan mapping online. The City may publish an online, navigable map that would provide even more functionality to residents. The City also plans to regularly update other county and statewide mapping databases with any infrastructure improvements to provide residents with up-to-date information on the existing facilities available to them.

4.3.3 Policies

Woods Cross City has a Special Provision in their Residential R-15/20 zoning ordinance which requires developers to incorporate active transportation infrastructure. The ordinance states, "To facilitate creation of a well-integrated, low-density single-family residence neighborhood, pedestrian and bicycle facilities and trails are required to ensure access to open space areas and regional trail systems", Woods Cross City Code, 12-7-103.

Woods Cross City also recently updated their design standards to increase the sidewalk width from 4 feet wide to 5 feet wide to provide additional space for pedestrians and ensure compliance with ADA requirements.

4.4 IMPLEMENTATION STRATEGY

4.4.1 Prioritized list of actions or recommendations

Table 7 provides a list of projects, sorted by their priority level, along with their estimated cost.

Table 7: AT Project List

Project #	Project Name	Path Type	Start	End	Length (ft)	Cost
0-5 Year Projects						
1	1100 West Bike Lane	Bike Lane	2600 S	500 S	7906	$17,393.20
2	1500 South Bike Lane	Bike Lane	Mountain View Blvd	500 W	11648	$25,625.60
3	A-1 Drain (1250 W)	Sidewalk	2600 S	2350 S	1197	$77,805.00
5+ Year Projects						
4	500 S Sidewalk	Sidewalk	Redwood Road	1450 W	2170	$141,050.00
5	Mountain View Bikeway	Buffered Bike Lane	1500 S	Park Trailhead	1701	$102,060.00
6	2425 S Buffered	Buffered Bike Lane	Redwood Road	Foxboro Dog Park	3218	$193,080.00
7	Farm Meadows Connector	Sidewalk	900 W	Frontrunner Trail	150	$9,750.00
8	Valentine Estates Connector	Sidewalk	1875 W	Redwood Road	440	$28,600.00
9	A-1 Drain West	Shared Use Path	1600 W	1425 W	1162	$49,966.00
10	Frontrunner/Farm Meadows	Shared Use Path	1500 S	Frontrunner Station	2276	$97,868.00
11	A-1 Drain Mountain View	Shared Use Path	1250 S	400 S	3347	$143,921.00
12	A-2 Drain Kingston	Shared Use Path	1200 S	Highgate Ave	3377	$145,211.00
13	A-2 Drain Argyle	Shared Use Path	1500 S	1200 S	3602	$154,886.00
14	A-1 Drain, 1600 W	Shared Use Path	1850 S	1500 S	1204	$51,772.00
15	Powerline Trail	Shared Use Path	Mountain View Park	Mill Creek	5872	$252,496.00
16	A-1 Drain Valentine Estates	Shared Use Path	2135 S	1900 S	1239	$53,277.00
17	Redwood Road	Shared Use Path	1500 S	500 S	3391	$145,813.00
18	Redwood Road	Shared Use Path	2600 S	2600 S	515	$22,145.00
19	1200 S	Shared Use Path	Redwood Road	1500 W (A-2 Drain)	2403	$103,329.00
20	1200 S	Shared Use Path	Legacy Parkway	Redwood Road	1929	$82,947.00
21	Farm Meadows Bridge	Bridge	Farm Meadows	Frontrunner Station	250	$12,000,000.00
22	1500 S 1450 W	Intersection Improvements				$24,000.00

4.4.2 Capital and Maintenance Costs & Budgets

The City currently allocates $2,000 - $4,000 per year towards the maintenance and preservation of the existing active transportation infrastructure. Trails are crack sealed as needed, with a high-density mineral bond surface treatment added every 5-8 years. Parking lots for trail heads also receive pavement preservation work on a regular basis. Restrooms and other amenities at trailheads are maintained by the Parks Department. It is recommended for the City to continue its current maintenance plan for the asphalt trails and parking lots, repair concrete sidewalk/ trails as-needed, and regularly service the restrooms/ trailhead amenities.

The City does not currently have any regularly dedicated funding for capital improvements related to active transportation infrastructure. As projects are identified and outside funding is obtained, the city generally allocates a portion of their streets budget to cover the remaining cost of the project. One time funding allocations are also used from the general City budget when required.

4.4.3 Funding Opportunities

The following funding opportunities are available to Woods Cross City for active transportation projects. There are a number of the projects shown in the master plan that are also included in the Davis County Active Transportation Master Plan and the Utah Trail Network Master Plan which provides a strong opportunity to apply for funding.

- Local tax money (RAP)
- Davis County Proposition 1
- Utah Outdoor Recreation
- Utah Trail Network (UDOT UTN)
- WFRC TAP
- WFRC ATIF
- WFRC TIF Active

4.5 PERFORMANCE MEASURES

The primary performance measure used by Woods Cross City is health indicators including crashes and safety figures. Crashes and reported safety concerns are promptly evaluated by the City to determine what actions, if any, are best to ensure the safe use of facilities. The Legacy Parkway trail is the only high-profile location that potentially merits collection of count data for trail use which is something being evaluated at a County level. Woods Cross City may evaluate other locations for collecting count data in the future if public use increases.

5. RECOMMENDATIONS

Transportation network upgrades were determined by evaluating the proposed 2050 functionally classified road network and reviewing existing and planned intersection traffic control devices. These improvements are based on the traffic volume forecasts from the 2050 travel demand modeling.

5.1 ROADWAY AND INTERSECTION CONTROL

Figure 8 & Figure 9 show the recommended functional classification system, number of lanes, Annual Average Daily Traffic (AADT), and LOS respectively for Woods Cross.

In anticipation of projected increases in traffic volumes, only two intersections have been identified as suitable candidates for the installation of either a traffic signal or a roundabout. Based on discussions with the City, a roundabout is recommended for implementation at Mountain View Blvd. / 2260 South, even though current yield control is adequate under the build condition. The selected intersections are listed below:

- 1100 West / 1500 South (Signalized)
- Mountain View Blvd. / 2260 South (Roundabout)

Improvements to the intersection traffic control will reduce congestion, increase safety, and improve mobility throughout the transportation network. The type of traffic control device considered for implementation at each intersection in the future, whether it be a traffic signal; roundabout; or other device, should be determined by a traffic study before implementation.

To enhance key roadway segments and address No-Build deficiencies projected in the 2050 Build scenario, the primary strategy is to upgrade the functional classification and capacity of targeted corridors. Segments that have experienced operational issues, such as portions of 1500 South and 800 West, will be improved through revised functional classifications, optimized lane configurations, and improved corridor continuity. These upgrades are intended to ensure the roadway network matches forecasted traffic volumes, resulting in corridor-level operations of LOS D or better.

However, a short segment along 2600 South is expected to continue operating at LOS E/F under the Build scenario due to high regional traffic demand along this corridor, which is shared with North Salt Lake. Any future improvements for this area will require collaboration between Woods Cross City and North Salt Lake to effectively address capacity needs.

Overall, the roadway network is anticipated to generally meet future demands under the build condition, supporting projected growth while aiming to reduce congestion and improve safety and mobility throughout the city. However, ongoing monitoring and adjustments may be necessary to address unforeseen challenges or changes in traffic patterns.

5.2 STREET STANDARDS

Street standards reflect the goals of the City and the typical roadway cross sections. **Table 8** summarizes the street standards for Woods Cross City. Typical sections for arterial and collector are in **APPENDIX D: ARTERIAL AND COLLECTOR TYPICAL SECTIONS.**

Table 8: Summary of Typical Roadway Cross Sections

Function Class	ROW	Pavement	Park Strip	Sidewalks	Trail
Principal Arterial (UDOT)	102'	74'	6.5'	5'	-
Minor Arterial	82'	54'	6.5'	5'	-
Major Collector	68'	41'	5.0'	5'	-
Minor Collector (City)	68'	41'	5.0'	5'	-
Major Collector (City - Share Use Path)	68'	35'	5.5'	5'	10’
Local	58'	30'	6.5'	5'	-

All streets shall be required to meet the Woods Cross City standard cross sections as identified in the Plan.

Modification of these standards may be recommended on a case-by-case review by the City Engineer based on the existing and proposed roadway function, proximity to intersections and access points, crash history, transition to existing roadways, and related technical criteria as deemed applicable by the City Engineer. The City may require higher standards, based on best engineering judgment related to the safe operation and progression of traffic flow.

Intersections of collector streets and higher road classification shall be reviewed for the need for turn lanes and other geometric improvements. The City Engineer may recommend alternative standards when those standards can be demonstrated to provide better traffic flow and safer operation. The City Engineer provides technical review for the City, as final decisions and appeals rest with the Woods Cross City Council.

Figure 8: 2050 Functional Classification and Intersection Control

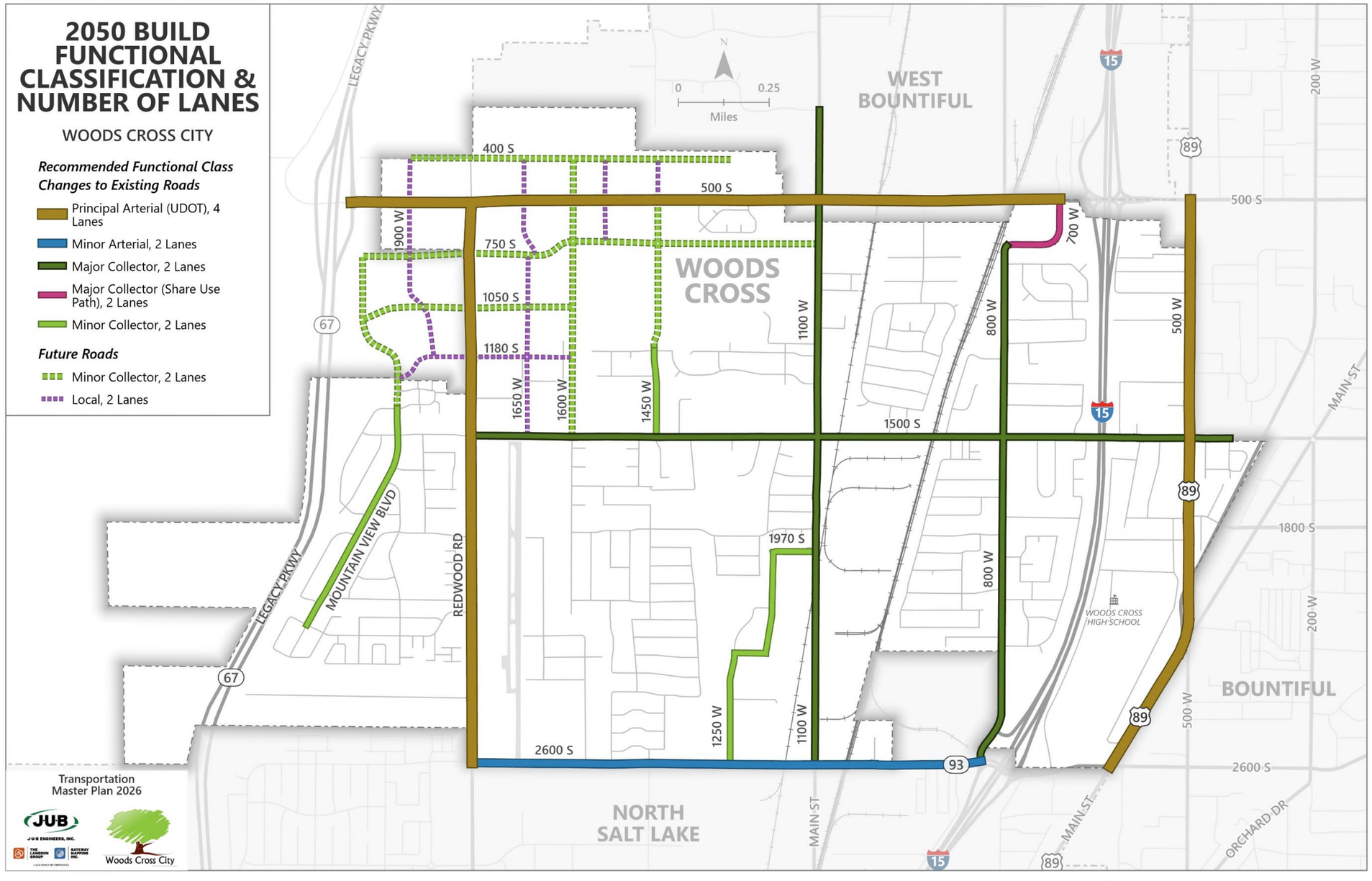


Figure 9: 2050 AADT/LOS

5.3 ACCESS MANAGEMENT

Access management is an important tool in transportation planning. Access management is the planning, design and implementation of land use and transportation strategies to maintain a safe flow of traffic on roadways while accommodating the access needs of adjacent developments. The concept involves maximizing the efficiency of arterial and collector corridors by limiting or consolidating driveways or access points. By requiring adjacent land to be accessed from facilities with lower functional classifications, traffic conflicts caused by turn movements onto and off of key roadways are consolidated and reduced.

The benefits of access management include increased capacity, maintenance of traffic flow and speed, improved safety, and preservation of infrastructure investment. By employing access management techniques, roadways can better fulfill their intended function for a longer period of time, maximizing capacity and reducing the need for expensive infrastructure investments in the future through the addition of travel lanes.

Where practical, the future collectors and arterials identified in the Transportation Master Plan should be managed with coordinated access control as follows:

- Maintain 35 mph speed limits or higher to promote mobility.
- Signals spaced at 1,320 to 2,640 feet, where possible, on collectors and arterials, respectively.
- Local street intersections spaced at 660 feet.
- Driveways spaced at 350 feet.
- Street parking limited or none.
- Separated pathways or sidewalks.
- Separate bike paths adjacent to the travel lanes.

Table 9 summarizes additional access management considerations for regional corridors, based on spacing guidance from the Access Management Manual, second edition; Access Management Application Guidelines; and UDOT Administrative Rule R930-6.

Table 9: Additional Access Management Criteria for Regional Corridors

Functional Classification	Access Management
Minor Arterial	Arterials have limited access. Side street access and 350' min. spacing for driveways. No new individual residential access.
Major Collector (Residential)	Street access only preferred, with 200' average driveway spacing with min. 150' spacing.
Major Collector (Commercial/Industrial)	300' min. spacing (shared accesses).
Minor Collector (Residential)	No parking instead of limiting access points. Street access preferred.
Minor Collector (Commercial/Industrial)	Shared access. 200' min. spacing.

5.4 ROADWAY LIGHTING

According to AASHTO's Geometric Design of Highways and Streets, Good visibility under both day and night conditions is fundamental to enabling motorists, pedestrians, and bicyclists to travel on roadways in a safe and coordinated manner. Properly designed and maintained street lighting should provide comfortable and accurate night visibility, which should facilitate vehicular, bicycle and pedestrian traffic. Decisions concerning appropriate street lighting should be coordinated with safety management, crime prevention, and other community concerns. The latest AASHTO publication **Roadway Lighting Design Guide (2018)** provides discussion on street and roadway lighting.

Properly designed lighting can provide improved safety. Additionally, lighting improvements enhance and improve roadway Level of Service, as vehicles can flow more freely when proper lighting conditions are provided. Street lighting should be included on all streets classified as collectors or arterials. These elements are recommended to be implemented with all roadways being improved and for roadways that currently do not have lighting facilities. Lighting can also provide attractive gateway features or entrances to specific areas or demarcating the City boundary. Lighting should also be considered on state highways within the City for consistency and continuity with City lighting standards.

5.5 TRANSIT

Transit plays an important role in providing regional mobility and supporting a balanced transportation system for Woods Cross City. While the roadway network will continue to accommodate the majority of daily travel, transit services offer essential alternatives for commuters traveling to major employment and activity centers throughout Davis and Salt Lake Counties. Reliable transit options help reduce congestion, improve air quality, and provide equitable access for residents who may not drive.

Woods Cross is currently served by the UTA FrontRunner commuter rail, with the Woods Cross Station providing direct connections to Ogden, Salt Lake City, Provo, and intermediate destinations. The station is a key asset for the community and is identified in the Woods Cross General Plan as a priority focus area for station-area access, mixed-use development, and improved pedestrian and bicycle connectivity. UTA bus service also operates along key corridors such as 500 South, Redwood Road, and US-89, offering additional east–west and north–south mobility and connectivity within South Davis County.

The WFRC 2023–2050 Regional Transportation Plan (RTP) includes several improvements that will benefit Woods Cross and the surrounding region. These include continued FrontRunner North service enhancements, capacity upgrades, and frequency improvements to support ongoing ridership growth. The RTP also identifies future high-frequency "core bus" corridors in southern Davis County, which will enhance reliability and expand transit access for residents traveling to neighboring communities and downtown Salt Lake City. As regional demand grows, the RTP anticipates expanded service hours, improved weekend operations, and periodic updates to local bus routes.

While no premium transit investments are currently programmed specifically within Woods Cross, the RTP emphasizes long-term corridor preservation for future transit improvements. This ensures that as the area grows, opportunities remain for enhanced bus, BRT, or other transit-supportive infrastructure. Woods Cross City will benefit from ongoing coordination with UTA, UDOT, and WFRC to ensure that future development patterns, street layouts, and active transportation connections support access to regional transit services.

Overall, transit will continue to complement the roadway and active transportation networks by providing regional mobility, supporting economic development, and improving travel options for Woods Cross residents. Continued planning and multimodal coordination will help ensure that transit remains an effective component of the City's long-range transportation system.

6. CAPITAL IMPROVEMENT PLAN

6.1 CAPITAL IMPROVEMENT PLAN

The proposed roadway and pedestrian improvements vary from small improvements to complete sidewalks on existing roadways to larger projects such as new roadways and roadway widening.

Based upon input from City staff, improvements have been grouped into projects to be completed within the next five years (2026-2031) and greater than 5 years. A second public open house was conducted on January 21, 2026 to gather public input. A summary of the Community Engagement and two Open Houses is included in **APPENDIX E: COMMUNITY ENGAGEMENT**. The attendance at the second open house was sparce and no written public input was received from attendees on the CIP. Projects are listed in general terms and are not ranked. Improvements are shown in **Table 10** and **Table 11.**

Project priorities will change as the local area develops. Additionally, the planning horizon is 24 years. Many issues that are not anticipated today will affect project prioritization in the future. These major projects have been identified and cost estimates developed as a means of planning for the future and ensuring that local development plans are coordinated within the overall regional transportation plan. Each project will require further study and needs to be programmed into City's long-range budgets. These projects should be individually evaluated in more detail and constructed as required to support continued development of the City. Cost estimates for each project are included in **APPENDIX F: PROJECT COST ESTIMATES. Figure 10** shows the Capital Improvement Plan for the future.

Figure 10: Capital Improvement Plan

Table 10: Transportation Improvement Projects 0-5 Years

0-5 Year Projects					
Street	From	To	Recommended Functional Class Upgrade	Project	Construction Cost (2025$s)
1100 W	1970 S	2600 S	Major Collector	Widen	$10,218,000
800 W	1500 S	2100 S	Major Collector	Widen	$7,420,000
1500 S	1600 W	1470 W	Major Collector	Widen	$3,041,800
1500 S/1100 W	-	-	Intersection	Install Signal System	$ 300,000 (Signal)
1970 S/1100W	-	-	Intersection	Install Turn Lanes	$ 860,800 (Turn Lanes)
Mountain View Blvd/2260 S	-	-	Intersection	Install Roundabout	$ 300,000 (Roundabout)

Table 11: Transportation Improvement Projects 5+ Years

5+ Year Projects					
Street	From	To	Recommended Functional Class Upgrade	Project	Construction Cost (2025$s)
1250 W	1950 S	2275 S	Minor Collector (City)	Widen	$5,612,400
1250 W	2275 S	2600 S	Minor Collector (City)	Widen	$4,998,000
1100 W	50 S	500 S	Major Collector	Widen	$6,061,100
1100 W	500 S	750 S	Major Collector	Widen	$2,607,400
1100 W	750 S	1125 S	Major Collector	Widen	$4,371,500
1100 W	1125 S	1500 S	Major Collector	Widen	$4,836,000
1100 W	1500 S	1850 S	Major Collector	Widen	$3,754,700
1100 W	1850 S	1970 S	Major Collector	Widen	$1,778,600
700 W	500 S	700 S	Major Collector (City - Share Use Path)	Widen	$1,795,700
700 S	700 W	800 W	Major Collector (City - Share Use Path)	Widen	$1,890,400
800 W	700 S	1000 S	Major Collector	Widen	$3,768,700
800 W	1000 S	1500 S	Major Collector	Widen	$5,706,600
800 W	2100 S	2400 S	Major Collector	Widen	$6,036,200
800 W	2400 S	2600 S	Major Collector	Widen	$2,472,200
1500 S	Redwood Rd	1650 W	Major Collector	Widen	$4,264,100
1500 S	1650 W	1600 W	Major Collector	Widen	$409,000
1500 S	1470 W	1450 W	Major Collector	Widen	$708,300

1500 S	1450 W	1100 W	Major Collector	Widen	$8,108,900
1500 S	1100 W	950 W	Major Collector	Widen	$4,381,700
1500 S	950 W	800 W	Major Collector	Widen	$4,779,500
1500 S	800 W	675 W	Major Collector	Widen	$3,569,000
1500 S	675 W	580 W	Major Collector	Widen	$3,098,800
1500 S	580 W	US-89	Major Collector	Widen	$2,248,700
1970 S	US-89	400 W	Major Collector	Widen	$3,463,200
1970 S	1250 W	1175 W	Minor Collector (City)	Widen	$1,769,200
1950 S	1175 W	1100 W	Minor Collector (City)	Widen	$1,168,300
2600 S	Redwood Rd	1700 W	Minor Arterial	work with NSLC	$0
2600 S	1700 W	400 W	Minor Arterial	work with NSLC	$0
2600 S	400 W	1250 W	Minor Arterial	work with NSLC	$0
2600 S	1250 W	1100 W	Minor Arterial	work with NSLC	$0
2600 S	1100 W	950 W	Minor Arterial	work with NSLC	$0
2600 S	950 W	850 W	Minor Arterial	work with NSLC	$0
2600 S	850 W	800 W	Minor Arterial	work with NSLC	$0
400 S	1900 W	1775 W	Minor Collector (City)	New Construction	$2,121,200
400 S	1775 W	1650 W	Minor Collector (City)	New Construction	$1,303,000
400 S	1650 W	1625 W	Minor Collector (City)	New Construction	$500,000
400 S	1625 W	1600 W	Minor Collector (City)	New Construction	$520,100
400 S	1600 W	1525 W	Minor Collector (City)	New Construction	$1,576,000
400 S	1525 W	1450 W	Minor Collector (City)	New Construction	$1,260,800
400 S	1450 W	1275 W	Minor Collector (City)	New Construction	$5,216,500
750 S	Mountain View Blvd	2000 W	Minor Collector (City)	New Construction	$909,100
750 S	2000 W	1900 W	Minor Collector (City)	New Construction	$1,909,100
750 S	1900 W	Redwood Rd	Minor Collector (City)	New Construction	$2,151,500
750 S	Redwood Rd	1650 W	Minor Collector (City)	New Construction	$2,080,300
750 S	1650 W	1600 W	Minor Collector (City)	New Construction	$1,670,600
750 S	1600 W	1525 W	Minor Collector (City)	New Construction	$2,332,500
750 S	1525 W	1450 W	Minor Collector (City)	New Construction	$1,670,600
750 S	1450 W	1275 W	Minor Collector (City)	New Construction	$4,255,200
750 S	1275 W	1100 W	Minor Collector (City)	New Construction	$3,515,100
1050 S	Mountain View Blvd	2000 W	Minor Collector (City)	New Construction	$909,100
1050 S	2000 W	1900 W	Minor Collector (City)	New Construction	$1,909,100
1050 S	1900 W	Redwood Rd	Minor Collector (City)	New Construction	$2,151,500
1050 S	Redwood Rd	1650 W	Minor Collector (City)	New Construction	$2,080,300

1050 S	1650 W	1600 W	Minor Collector (City)	New Construction	$1,670,600
1600 W	400 S	500 S	Minor Collector (City)	New Construction	$969,700
1600 W	500 S	750 S	Minor Collector (City)	New Construction	$2,999,900
1600 W	750 S	900 S	Minor Collector (City)	New Construction	$1,393,900
1600 W	900 S	1050 S	Minor Collector (City)	New Construction	$1,733,600
1600 W	1050 S	1115 S	Minor Collector (City)	New Construction	$488,600
1600 W	1115 S	1180 S	Minor Collector (City)	New Construction	$693,500
1600 W	1180 S	1500 S	Minor Collector (City)	New Construction	$3,309,600
1450 W	1200 S	1500 S	Minor Collector (City)	Widen	$3,700,000
1450 W	500 S	750 S	Minor Collector (City)	New Construction	$2,999,900
1450 W	750 S	1200 S	Minor Collector (City)	New Construction	$4,151,400
Mountain View Blvd	750 S	900 S	Minor Collector (City)	New Construction	$1,393,900
Mountain View Blvd	900 S	1050 S	Minor Collector (City)	New Construction	$1,666,600
Mountain View Blvd	1050 S	1115 S	Minor Collector (City)	New Construction	$469,700
1500 S/Spur Railroad	-	-	Intersection	Install Railroad Overpass Bridge	$7,700,000*
1500 S/UTA Railroad	-	-	Intersection	Install Railroad Overpass Bridge	$7,700,000*

*The cost estimate for the 1500 South/UTA Railroad comes from WFRC RTP project data. The overpass bridge for the 1500S/Spur Railroad should cost about the same, but it might be cheaper because it's shorter. Final costs for both will be set during construction.

6.2 WOODS CROSS CONNECTIVITY PLAN (MANDATED BY SENATE BILL 195)

The Utah Senate Bill (SB) 195 has required all municipalities within a Metropolitan Planning Organization (MPO) to amend the transportation and circulations element of their General Plans to identify and include priority transportation connections on or before July 1, 2027.

SB-195 provides an opportunity to municipalities to identify priority transportation connections, in consultation with stakeholders, that remedy physical impediments like water conveyances (rivers, canals, drainage channels, etc) and other physical barriers like railroads and roadways bisected by freeways. These transportation connections would improve circulation and enhance vehicle, transit, bicycle and pedestrian (multi-modal) access to significant economic (employment centers), educational (schools, universities, libraries, etc.), recreational (parks and other City/regional amenities), and other priority destinations like transportation hubs (UTA FrontRunner station), and commercial areas.

For each priority connection, SB-195 requires each municipality to identify estimated costs, potential funding sources (private, local, state and federal) along with impediments for

construction of the priority connections. WFRC would then, in consultation with municipalities with the MPO, report to a Transportation Interim Committee on status of municipal modifications to General Plans, the status of a regional grid network study, physical and other impediments to constructing the priority connections along with potential funding sources to make transportation connectivity improvements.

In order to identify the priority connections, the City met with WFRC and reviewed aerial maps, feasibility/constraints for each connectivity project. In addition, active transportation crash data was collected and hot spot analyses were also conducted based on available data. Planning level cost estimates were prepared for each identified priority connection.

Using the available transportation data, crash data, future roadway network for vacant land (northwest quadrant), and future land-use data for Woods Cross, barriers and constraints to the network connectivity were identified. Those included rivers, canals, creeks, freeways (Legacy Highway, and I-15) and primary arterials (SR-68 and US-89), Skypark Airport, Union Pacific and Utah Transit Authority rail lines, spur rail lines, conservation areas, land ownerships (and development constraints) and other gaps in the active transportation network (trails, sidewalks, bikeways/lanes, and crossings). With these constraints, four specific Projects were identified and described below and shown in **Figure 11 SB-195 Projects TMP List**.

Priority Project#1 – Tunnel Under Skypark Airport: This priority project includes a pedestrian tunnel under Skypark Airport at approximately 2135 South connecting the residential communities on the east side of the airport with the residential communities and trails on the west side of Redwood Road (SR-68). This connection is needed for economic and Regional Connectivity purposes. The biggest impediment is Skypark Airport which occupies land between 1500 South and 2600 South along Redwood Road (SR-68) – approximately 4,725 feet with no pedestrian or roadway connections. An overpass is infeasible due to FAA regulations for the Skypark Airport that do not allow overhead connections through the Runway Protection Zone (RPZ) due to height restrictions. This would require a tunnel approximately 1,500 feet in length, which would be cost prohibitive. The entry and exist points of the tunnel would need to be established, but will potentially impact homes located along 1600 West to provide this regional connection. The funding sources for this would need to be Federal (ATIIP – Active Transportation Infrastructure Investment Program; CRP - Carbon reduction Program; CMAQ – Congestion Mitigation and Air Quality Improvement Program; RAISE – Rebuilding American Infrastructure with Sustainability and Equity; and STBG – Surface Transportation Block Grant Program) or State (TIF Active; TTIF First and Last Mile; UTN) funds.

Priority Project#2 - Pedestrian Bridge over Union Pacific Rail Road (UPRR): This priority project was identified in the latest Station Area Plan. It includes an overhead pedestrian bridge at approximately 925 South over the Union Pacific Rail Road connecting the residential on the west side with the UTA FrontRunner Station on the east side of the UPRR line. The biggest impediment is the UPRR line. UTA FrontRunner Station is a priority destination within Woods

Cross and neighboring communities. It would be cost prohibitive to build a tunnel under UPRR and would also potentially generate public opposition. The funding sources for this would need to be Federal (ATIIP – Active Transportation Infrastructure Investment Program; CRP - Carbon reduction Program; CMAQ – Congestion Mitigation and Air Quality Improvement Program; RAISE – Rebuilding American Infrastructure with Sustainability and Equity; and STBG – Surface Transportation Block Grant Program) or State (TIF Active; TTIF First and Last Mile; UTN) or other UTA funds.

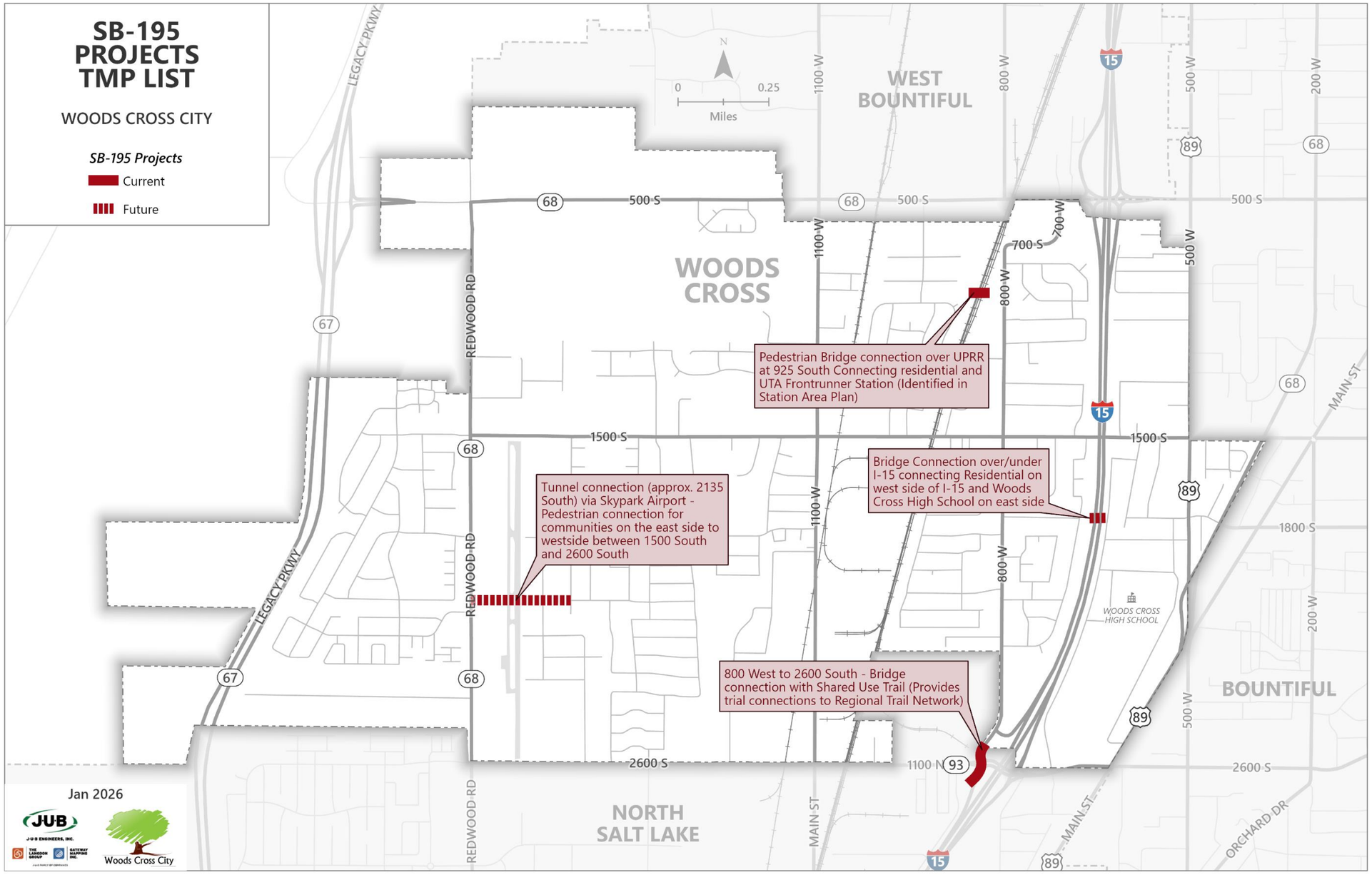
Priority Project#3 - 800 West to 2600 South - Bridge Connection with Shared Use Trail: This priority project was identified in the EIS that was recently completed for I-15 between Salt Lake City to Farmington. As part of the I-15/2600 South interchange reconfiguration, 800 West roadway would be elevated over 2600 South and connected to Overland Road in North Salt Lake City. This connection is needed for economic and Regional Connectivity purposes. A 10-foot shared use trail will be added over the reconfigured 800 West roadway section. The biggest impediment to this regional vehicular and active transportation connection is the proximity to the I-15/2600 South interchange and the on/off ramps to/from I-15. This would provide an enhanced route for 800 West traffic and non-motorized traffic. The cost estimate for this improvement is approximately $7,531,500. The funding source is the same as the I-15 Project, which was authorized by the Utah State Legislature.

Priority Project#4 - Bridge Connection over/under I-15 Connecting Residential on west side of I-15 and Woods Cross High School: This priority project was identified in the EIS that was recently completed for I-15 between Salt Lake City to Farmington. As part of the EIS, UDOT completed a cost analysis for this Priority Connection and the 800 West overpass (Priority Project#3) and determined the 800 West Project to provide a better benefit. This connection is needed for economic and Regional Connectivity purposes. The biggest impediment is I-15 which bisects Woods Cross and disconnects active transportation or direct vehicular crossings for the Woods Cross High School. Woods Cross High School is a priority educational destination within Woods Cross This would provide an enhanced route for connectivity between the west side of I-15 and the High School. The cost estimate for this improvement is approximately $10,684,800. It would be cost prohibitive to build a tunnel under I-15 and would also potentially generate public opposition. The funding sources for this would need to be Federal (ATIIP – Active Transportation Infrastructure Investment Program; CRP - Carbon reduction Program; CMAQ – Congestion Mitigation and Air Quality Improvement Program; RAISE – Rebuilding American Infrastructure with Sustainability and Equity; and STBG – Surface Transportation Block Grant Program) or State (TIF Active; TTIF First and Last Mile; UTN) funds.

These Priority Projects exclude other improvements that are already identified in the CIP and AT Plans. Several gaps in the active transportation network were included in the AT Plan and did not make the SB-195 Priority Projects List. Woods Cross City is also striving to enhance roadway active transportation infrastructure by utilizing roadway typical sections that incorporate active transportation infrastructure like bike lanes, sidewalks and multi-use trails.

This information was presented to the public in an open house on January 21, 2026. No specific feedback was received from the public. The four priority Projects were also reviewed with UDOT in a February 2, 2026 meeting.

Figure 11: SB-195 Projects



7. TRAFFIC CALMING

7.1 TRAFFIC CALMING

The Institute of Transportation Engineers (ITE) defines traffic calming as the combination of measures that reduce the negative effects of motor vehicle use, alter driver behavior, and improve conditions for non-motorized street users. Traffic calming consists of physical design and other measure put in place on existing roads to reduce vehicle speeds and improve safety for pedestrians and cyclists. For example, vertical deflections (speed humps, speed tables and raised intersections), horizontal shifts, and roadway narrowing are intended to reduce speed and enhance the street environment for non-motorists. Traffic calming measures can be implemented at an intersection, street, neighborhood, or at an area-wide level.

7.1.1 Installing Traffic Calming Measures

The decision to install Traffic Calming Measures (TCM) should be based on engineering merits as opposed to public input alone.

One or more TCMs can be implemented on a temporary basis subject to performance evaluation and neighborhood review. Before implementing a TCM on a permanent basis, a comparison of speed and volume should be performed to determine if the TCM meets expectations and produces the intended result.

ITE provides a list (see link below) of traffic calming measures along with descriptions, cost estimate, benefits and potential issues with a given TCM.

https://www.ite.org/technical-resources/traffic-calming/traffic-calming-measures/

8. TRAFFIC IMPACT STUDY GUIDELINES

8.1 TRAFFIC IMPACT STUDIES

Traffic Impact Studies (TIS) are necessary to identify, review and make recommendations for mitigation of the potential impacts a development may have on the roadway system. The City Engineer will determine the need for a Traffic Impact Study and the appropriate TIS level. When a Traffic Impact Study is required, prepare the study according to the appropriate TIS level as shown in **APPENDIX G: TRAFFIC IMPACT STUDY GUIDELINES.** The TIS shall, at a minimum, incorporate Woods Cross City standards as well as any applicable UDOT and federal standards or guidelines not superseded by City standards. Additional requirements may be added at the City Engineer's discretion.

APPENDIX A: TRAFFIC COUNTS AND ANALYSIS

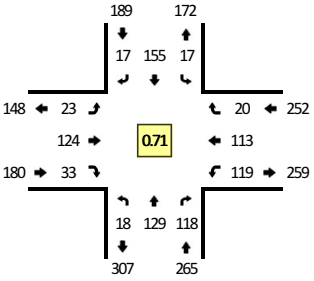
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

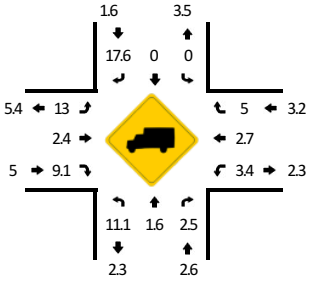
LOCATION: 1100 W -- 1500 S
CITY/STATE: Woods Cross, UT

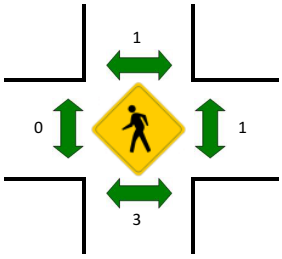
QC JOB #: 16760701
DATE: Wed, Sep 18 2024

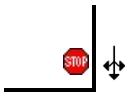
Peak-Hour: 7:30 AM -- 8:30 AM
Peak 15-Min: 7:45 AM -- 8:00 AM

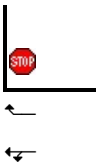


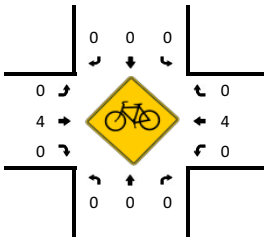
TRUE DATA TO IMPROVE MOBILITY

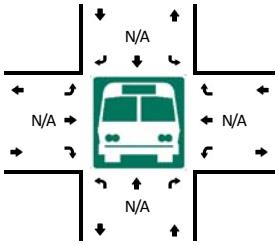


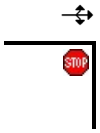


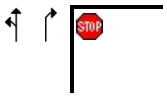


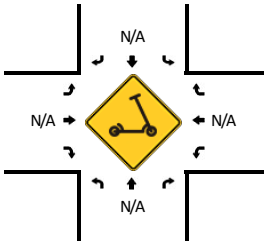












15-Min Count Period Beginning At	1100 W (Northbound)				1100 W (Southbound)				1500 S (Eastbound)				1500 S (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	2	9	14	0	4	18	3	0	4	16	6	0	10	11	4	0	101	
7:15 AM	4	11	13	0	4	29	7	0	3	13	5	0	16	25	4	0	134	
7:30 AM	6	23	21	0	1	49	4	0	6	23	18	0	44	32	7	0	234	
7:45 AM	8	48	45	0	3	71	9	0	6	34	7	0	45	33	5	0	314	783
8:00 AM	3	36	32	0	7	18	2	0	6	25	7	0	17	25	5	0	183	865
8:15 AM	1	22	20	0	6	17	2	0	5	42	1	0	13	23	3	0	155	886
8:30 AM	2	18	23	0	15	21	3	0	4	36	7	0	5	24	6	0	164	816
8:45 AM	3	22	26	0	4	26	8	0	5	47	2	0	13	34	9	0	199	701

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	32	192	180	0	12	284	36	0	24	136	28	0	180	132	20	0	1256
Heavy Trucks	0	0	0		0	0	8		4	4	4		0	4	0		24
Buses																	
Pedestrians		4				0				0				0			4
Bicycles	0	0	0		0	0	0		0	0	0		0	4	0		4
Scooters																	

Comments:

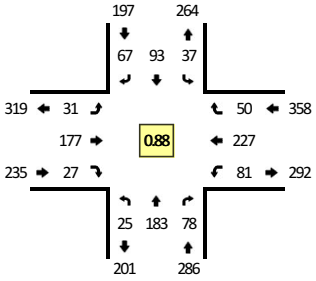
Report generated on 9/26/2024 12:59 PM

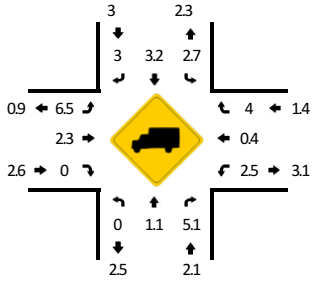
SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

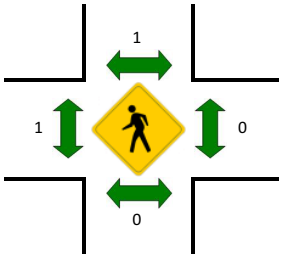
Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

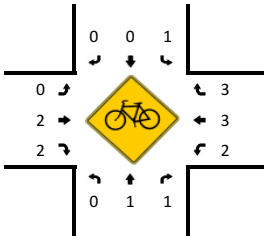
LOCATION: 1100 W -- 1500 S | **QC JOB #:** 16760702
CITY/STATE: Woods Cross, UT | **DATE:** Wed, Sep 18 2024

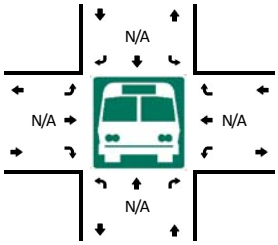
Peak-Hour: 4:45 PM -- 5:45 PM
Peak 15-Min: 5:15 PM -- 5:30 PM

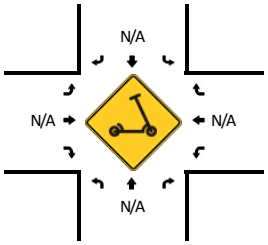












15-Min Count Period Beginning At	1100 W (Northbound)				1100 W (Southbound)				1500 S (Eastbound)				1500 S (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	3	38	16	0	4	25	12	0	9	66	6	0	12	40	8	0	239	
4:15 PM	6	37	18	0	8	17	7	0	13	38	2	0	19	44	8	0	217	
4:30 PM	10	32	16	0	7	20	15	0	13	45	4	0	13	31	15	0	221	
4:45 PM	3	46	16	0	6	19	21	0	8	44	7	0	13	48	15	0	246	923
5:00 PM	6	50	16	0	12	26	16	0	6	43	2	0	25	55	14	0	271	955
5:15 PM	6	49	24	0	7	23	8	0	11	53	7	0	23	80	13	0	304	1042
5:30 PM	10	38	22	0	12	25	22	0	6	37	11	0	20	44	8	0	255	1076
5:45 PM	6	17	15	0	5	31	9	0	8	42	11	0	14	49	11	0	218	1048

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	24	196	96	0	28	92	32	0	44	212	28	0	92	320	52	0	1216
Heavy Trucks	0	4	4		0	4	0		4	8	0		0	0	0		24
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	8	0		0	0	4		12
Scooters																	

Comments:

Report generated on 9/26/2024 12:59 PM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

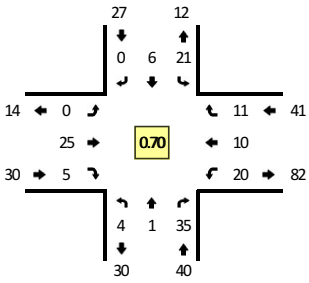
Type of peak hour being reported: Intersection Peak

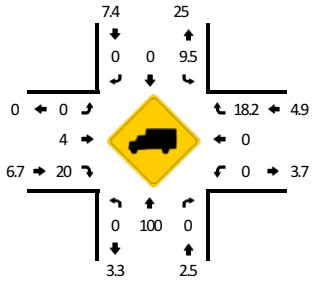
Method for determining peak hour: Total Entering Volume

LOCATION: Mountain View Blvd -- 1500S
CITY/STATE: Woods Cross, UT

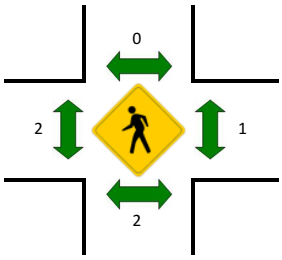
QC JOB #: 16760703
DATE: Wed, Sep 18 2024

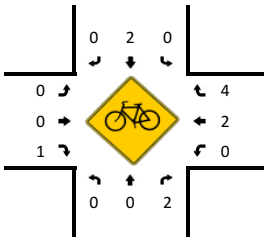
Peak-Hour: 8:00 AM -- 9:00 AM
Peak 15-Min: 8:45 AM -- 9:00 AM

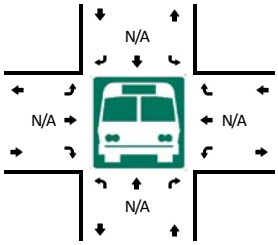


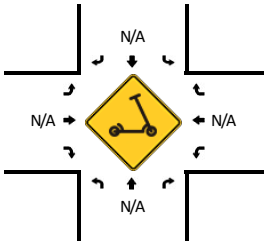


TRUE DATA TO IMPROVE MOBILITY









15-Min Count Period Beginning At	Mountain View Blvd (Northbound)				Mountain View Blvd (Southbound)				1500S (Eastbound)				1500S (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	0	1	0	2	0	0	0	0	3	0	0	2	1	1	0	10	
7:15 AM	0	0	6	0	9	0	0	0	0	6	0	0	3	4	2	0	30	
7:30 AM	0	0	4	0	12	0	1	0	0	9	0	0	2	2	2	0	32	
7:45 AM	0	0	9	0	13	0	1	0	0	8	2	0	4	1	2	0	40	112
8:00 AM	0	0	2	0	6	0	0	0	0	8	0	0	2	2	4	1	25	127
8:15 AM	1	0	6	0	7	1	0	0	0	5	2	0	2	2	4	0	30	127
8:30 AM	1	1	9	0	3	3	0	0	0	3	2	0	8	3	1	0	34	129
8:45 AM	2	0	18	0	5	2	0	0	0	9	1	0	7	3	2	0	49	138

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	8	0	72	0	20	8	0	0	0	36	4	0	28	12	8	0	196
Heavy Trucks	0	0	0		4	0	0		0	0	0		0	0	8		12
Buses																	
Pedestrians		4				0				4				0			8
Bicycles	0	0	0		0	0	0		0	0	4		0	0	4		8
Scooters																	

Comments:

Report generated on 9/26/2024 12:59 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

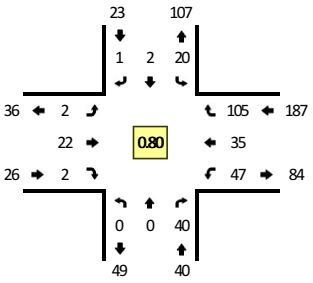
Type of peak hour being reported: Intersection Peak

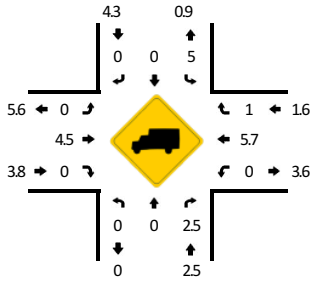
Method for determining peak hour: Total Entering Volume

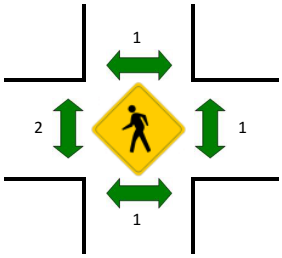
LOCATION: Mountain View Blvd -- 1500S
CITY/STATE: Woods Cross, UT

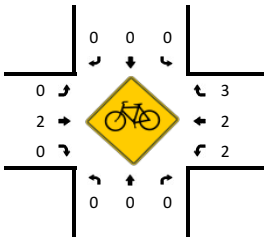
QC JOB #: 16760704
DATE: Wed, Sep 18 2024

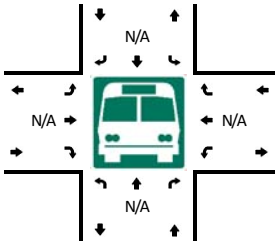
Peak-Hour: 4:45 PM -- 5:45 PM
Peak 15-Min: 4:45 PM -- 5:00 PM

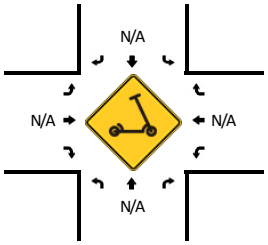












15-Min Count Period Beginning At	Mountain View Blvd (Northbound)				Mountain View Blvd (Southbound)				1500S (Eastbound)				1500S (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	1	0	13	0	5	0	0	1	0	3	0	0	9	6	7	0	45	
4:15 PM	1	0	8	0	9	0	1	2	0	9	0	0	9	2	5	0	46	
4:30 PM	1	0	15	0	6	0	0	2	0	1	2	0	9	5	10	0	51	
4:45 PM	0	0	13	0	7	1	0	0	1	8	1	0	9	8	37	1	86	228
5:00 PM	0	0	6	0	3	0	0	0	1	4	0	0	12	8	21	0	55	238
5:15 PM	0	0	11	0	2	1	1	0	0	4	0	0	9	9	31	1	69	261
5:30 PM	0	0	10	0	8	0	0	0	0	6	1	0	15	10	16	0	66	276
5:45 PM	0	2	12	0	28	2	0	1	0	5	0	0	8	7	16	0	81	271

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	52	0	28	4	0	0	4	32	4	0	36	32	148	4	344
Heavy Trucks	0	0	0		4	0	0		0	4	0		0	4	0		12
Buses																	
Pedestrians		0				0				8				0			8
Bicycles	0	0	0		0	0	0		0	8	0		0	0	8		16
Scooters																	

Comments:

Report generated on 9/26/2024 12:59 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

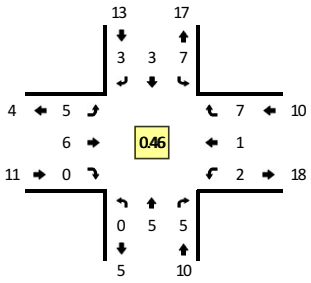
Type of peak hour being reported: Intersection Peak

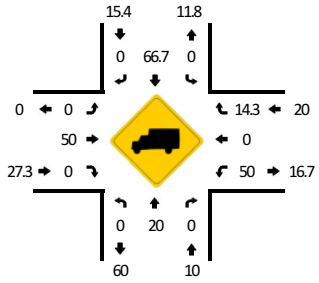
Method for determining peak hour: Total Entering Volume

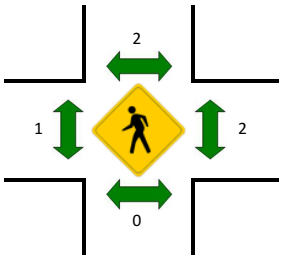
LOCATION: Mountain View Blvd -- 2260 S
CITY/STATE: Woods Cross, UT

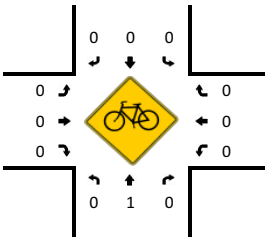
QC JOB #: 16760705
DATE: Wed, Sep 18 2024

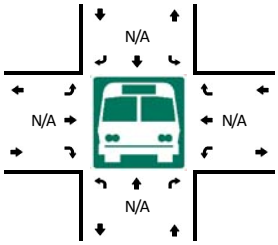
Peak-Hour: 8:00 AM -- 9:00 AM
Peak 15-Min: 8:45 AM -- 9:00 AM

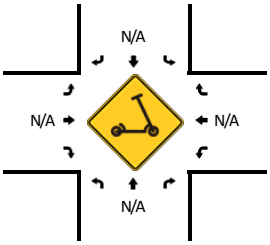












15-Min Count Period Beginning At	Mountain View Blvd (Northbound)				Mountain View Blvd (Southbound)				2260 S (Eastbound)				2260 S (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	1	1	0	0	0	1	0	0	1	0	0	0	0	2	0	6	
7:15 AM	0	0	1	0	3	0	0	0	1	2	0	0	0	0	1	0	8	
7:30 AM	0	2	0	0	1	0	0	0	0	2	0	0	0	0	0	0	5	
7:45 AM	0	2	1	0	2	1	0	0	1	0	0	0	0	0	0	0	7	26
8:00 AM	0	0	1	0	2	0	0	0	0	1	0	0	0	0	0	0	4	24
8:15 AM	0	0	1	0	0	0	0	0	0	1	0	0	1	1	1	0	5	21
8:30 AM	0	3	2	0	0	0	1	0	3	1	0	0	0	0	1	0	11	27
8:45 AM	0	2	1	0	5	3	2	0	2	3	0	0	1	0	5	0	24	44

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	8	4	0	20	12	8	0	8	12	0	0	4	0	20	0	96
Heavy Trucks	0	4	0		0	8	0		0	12	0		4	0	0		28
Buses																	
Pedestrians		0				8				0				0			8
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

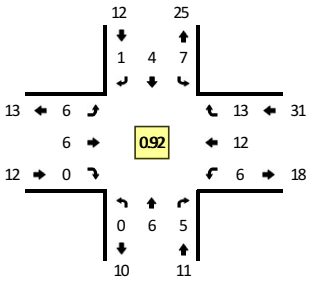
Report generated on 9/26/2024 12:59 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

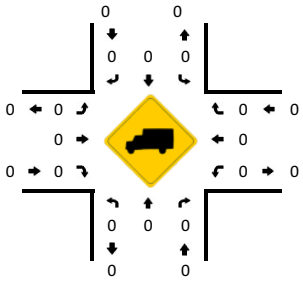
Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

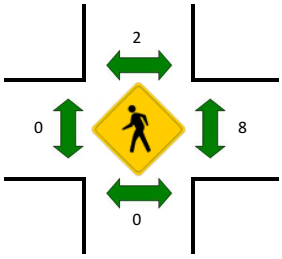
LOCATION: Mountain View Blvd -- 2260 S | **QC JOB #:** 16760706
CITY/STATE: Woods Cross, UT | **DATE:** Wed, Sep 18 2024

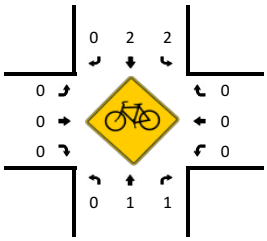
Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:45 PM -- 6:00 PM

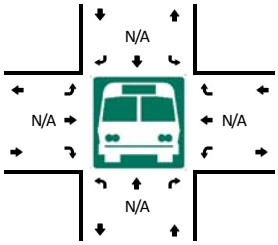


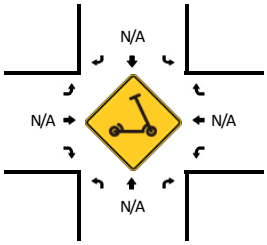
TRUE DATA TO IMPROVE MOBILITY











15-Min Count Period Beginning At	Mountain View Blvd (Northbound)				Mountain View Blvd (Southbound)				2260 S (Eastbound)				2260 S (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	1	1	0	0	2	1	1	0	2	2	0	0	1	1	2	0	14	
4:15 PM	1	1	0	0	2	1	1	0	3	2	0	0	2	2	4	0	19	
4:30 PM	0	1	0	0	0	2	1	0	1	2	0	0	3	3	2	0	15	
4:45 PM	0	3	2	0	0	3	0	0	1	2	0	0	2	0	1	0	14	62
5:00 PM	0	0	3	0	2	1	0	0	3	1	0	0	2	3	2	0	17	65
5:15 PM	0	2	0	0	1	0	1	0	1	4	0	0	1	3	4	0	17	63
5:30 PM	0	2	0	0	2	1	0	0	1	1	0	0	2	3	2	0	14	62
5:45 PM	0	2	2	0	2	2	0	0	1	0	0	0	1	3	5	0	18	66

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	8	8	0	8	8	0	0	4	0	0	0	4	12	20	0	72
Heavy Trucks	0	0	0		0	0	0		0	0	0		0	0	0		0
Buses																	
Pedestrians		0				4				0				0			4
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 9/26/2024 12:59 PM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

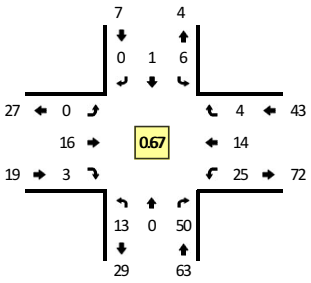
Type of peak hour being reported: Intersection Peak

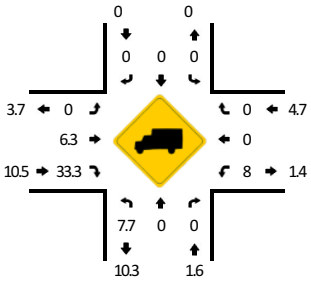
Method for determining peak hour: Total Entering Volume

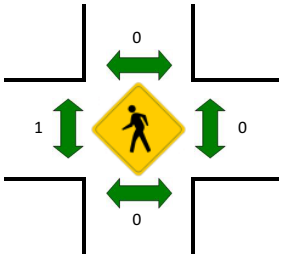
LOCATION: 1425 W -- 1900 S
CITY/STATE: Woods Cross, UT

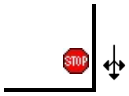
QC JOB #: 16760707
DATE: Wed, Sep 18 2024

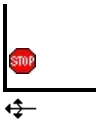
Peak-Hour: 7:30 AM -- 8:30 AM
Peak 15-Min: 7:45 AM -- 8:00 AM

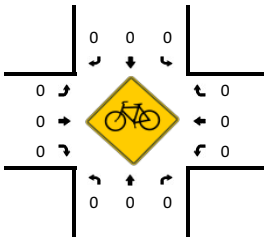


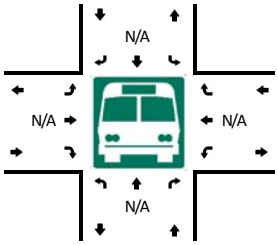


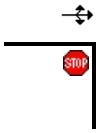


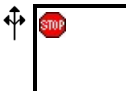


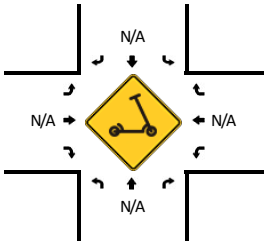












15-Min Count Period Beginning At	1425 W (Northbound)				1425 W (Southbound)				1900 S (Eastbound)				1900 S (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	1	0	7	0	1	0	0	0	0	8	0	0	3	2	0	0	22	
7:15 AM	2	0	8	0	1	0	0	0	0	5	0	0	6	2	0	0	24	
7:30 AM	3	0	13	0	2	0	0	0	0	4	1	0	4	2	0	0	29	
7:45 AM	5	0	18	0	2	0	0	0	0	6	0	0	6	9	3	0	49	124
8:00 AM	3	0	6	0	0	1	0	0	0	2	0	0	9	2	1	0	24	126
8:15 AM	2	0	13	0	2	0	0	0	0	4	2	0	6	1	0	0	30	132
8:30 AM	2	0	8	0	1	2	0	0	0	7	0	0	1	2	0	0	23	126
8:45 AM	4	0	25	0	0	0	0	0	0	8	1	0	5	4	0	0	47	124

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	20	0	72	0	8	0	0	0	0	24	0	0	24	36	12	0	196
Heavy Trucks	0	0	0		0	0	0		0	0	0		0	0	0		0
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 9/26/2024 12:59 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

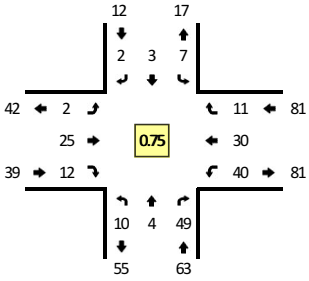
Type of peak hour being reported: Intersection Peak

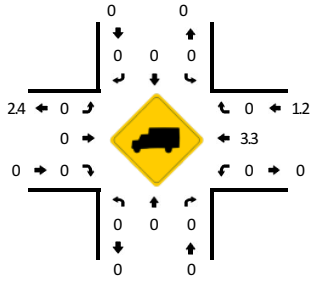
Method for determining peak hour: Total Entering Volume

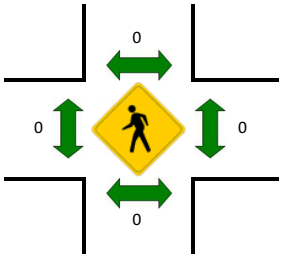
LOCATION: 1425 W -- 1900 S
CITY/STATE: Woods Cross, UT

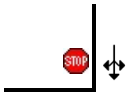
QC JOB #: 16760708
DATE: Wed, Sep 18 2024

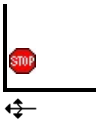
Peak-Hour: 4:45 PM -- 5:45 PM
Peak 15-Min: 5:30 PM -- 5:45 PM

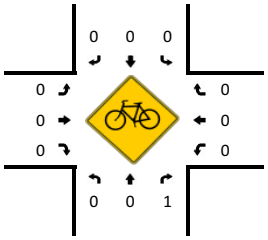


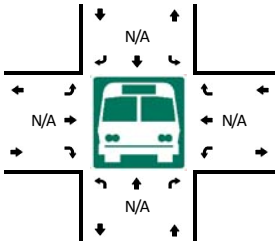


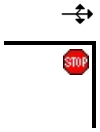


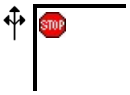


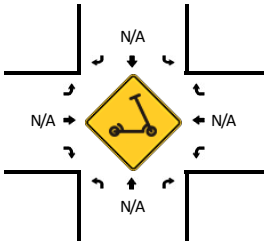












15-Min Count Period Beginning At	1425 W (Northbound)				1425 W (Southbound)				1900 S (Eastbound)				1900 S (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	1	1	6	0	1	1	1	0	0	8	3	0	8	11	2	0	43	
4:15 PM	3	2	10	0	0	1	1	0	0	9	2	0	13	7	1	0	49	
4:30 PM	0	0	10	0	2	0	0	0	0	6	1	0	10	8	1	0	38	
4:45 PM	0	0	16	0	2	0	0	0	0	5	2	0	8	8	2	0	43	173
5:00 PM	2	1	10	0	1	0	0	0	0	7	3	0	8	5	3	0	40	170
5:15 PM	2	2	12	0	1	0	1	0	2	5	1	0	10	9	2	0	47	168
5:30 PM	6	1	11	0	3	3	1	0	0	8	6	0	14	8	4	0	65	195
5:45 PM	0	3	7	0	0	1	0	0	0	8	0	0	9	8	2	0	38	190

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	24	4	44	0	12	12	4	0	0	32	24	0	56	32	16	0	260
Heavy Trucks	0	0	0		0	0	0		0	0	0		0	0	0		0
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 9/26/2024 12:59 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

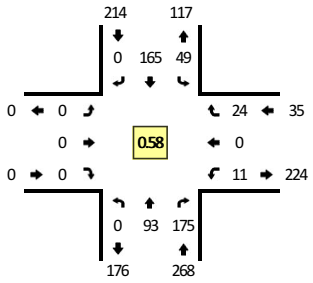
Type of peak hour being reported: Intersection Peak

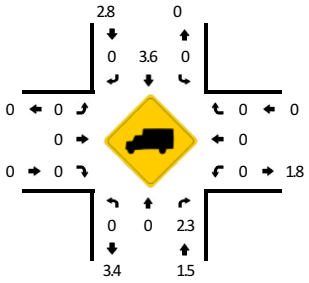
Method for determining peak hour: Total Entering Volume

LOCATION: 800W -- 1100S
CITY/STATE: Woods Cross, UT

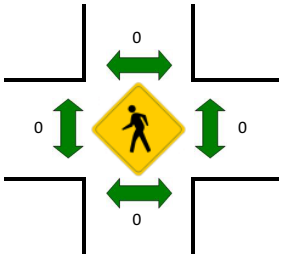
QC JOB #: 16760709
DATE: Wed, Sep 18 2024

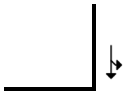
Peak-Hour: 8:00 AM -- 9:00 AM
Peak 15-Min: 8:45 AM -- 9:00 AM

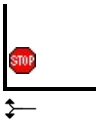


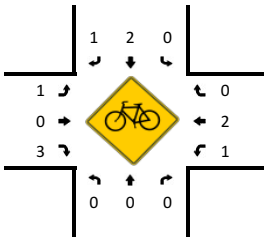


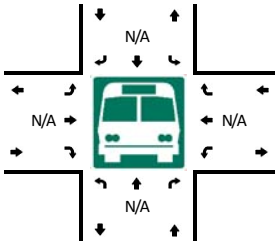
TRUE DATA TO IMPROVE MOBILITY

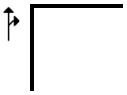


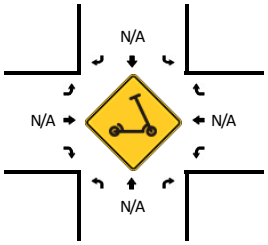












15-Min Count Period Beginning At	800W (Northbound)				800W (Southbound)				1100S (Eastbound)				1100S (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	24	1	0	0	15	0	0	0	0	0	0	0	0	3	0	43	
7:15 AM	0	19	0	0	3	19	0	0	0	0	0	0	2	0	0	0	43	
7:30 AM	0	32	2	0	5	16	0	0	0	0	0	0	2	0	4	0	61	
7:45 AM	0	31	4	0	7	21	0	0	0	0	0	0	1	0	0	0	64	211
8:00 AM	0	28	9	0	6	30	0	0	0	0	0	0	0	0	4	0	77	245
8:15 AM	0	22	15	0	10	13	0	0	0	0	0	0	1	0	2	0	63	265
8:30 AM	0	15	83	0	19	36	0	0	0	0	0	0	0	0	2	0	155	359
8:45 AM	0	28	68	0	14	86	0	0	0	0	0	0	10	0	16	0	222	517

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	112	272	0	56	344	0	0	0	0	0	0	40	0	64	0	888
Heavy Trucks	0	0	0		0	4	0		0	0	0		0	0	0		4
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	4		4	0	4		4	8	0		24
Scooters																	

Comments:

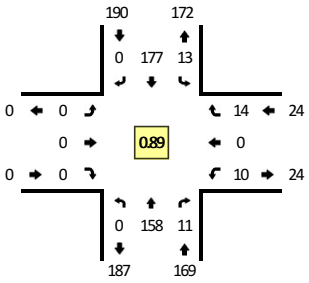
Report generated on 9/26/2024 12:59 PM

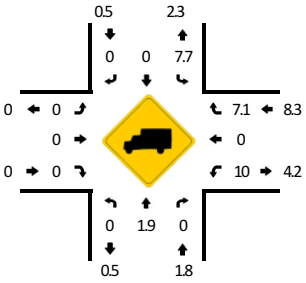
SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

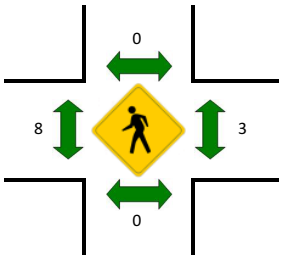
Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

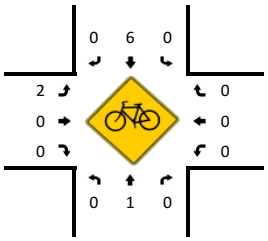
LOCATION: 800W -- 1100S | **QC JOB #:** 16760710
CITY/STATE: Woods Cross, UT | **DATE:** Wed, Sep 18 2024

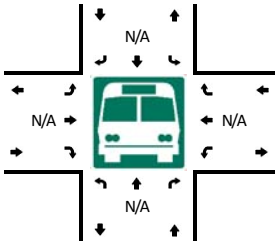
Peak-Hour: 4:45 PM -- 5:45 PM
Peak 15-Min: 5:15 PM -- 5:30 PM

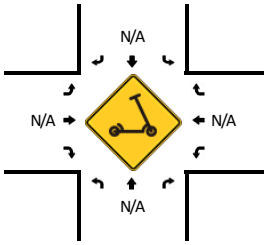












15-Min Count Period Beginning At	800W (Northbound)				800W (Southbound)				1100S (Eastbound)				1100S (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	34	7	0	3	26	0	0	0	0	0	0	9	0	10	0	89	
4:15 PM	0	34	1	0	2	33	0	0	0	0	0	0	3	0	2	0	75	
4:30 PM	0	33	5	0	1	39	0	0	0	0	0	0	2	0	9	0	89	
4:45 PM	0	25	3	0	4	48	0	0	0	0	0	0	1	0	2	0	83	336
5:00 PM	0	41	2	0	3	44	0	0	0	0	0	0	5	0	2	0	97	344
5:15 PM	0	48	4	0	3	47	0	0	0	0	0	0	3	0	3	0	108	377
5:30 PM	0	44	2	0	3	38	0	0	0	0	0	0	1	0	7	0	95	383
5:45 PM	0	36	1	0	1	38	0	0	0	0	0	0	4	0	2	0	82	382

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	192	16	0	12	188	0	0	0	0	0	0	12	0	12	0	432
Heavy Trucks	0	0	0		0	0	0		0	0	0		0	0	0		0
Buses																	
Pedestrians		0				0				4				0			4
Bicycles	0	0	0		0	12	0		8	0	0		0	0	0		20
Scooters																	

Comments:

Report generated on 9/26/2024 12:59 PM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

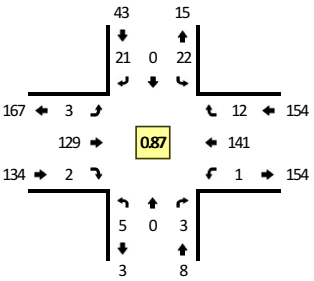
Type of peak hour being reported: Intersection Peak

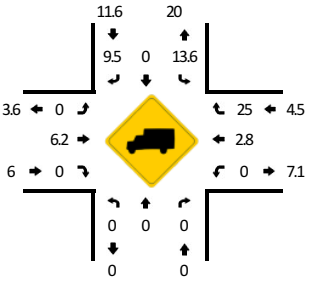
Method for determining peak hour: Total Entering Volume

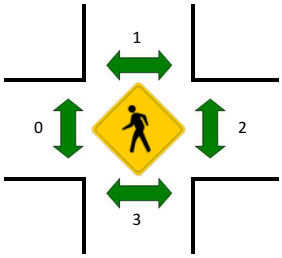
LOCATION: 1450W -- 1500S
CITY/STATE: Woods Cross, UT

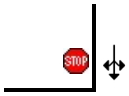
QC JOB #: 16760711
DATE: Wed, Sep 18 2024

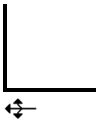
Peak-Hour: 7:30 AM -- 8:30 AM
Peak 15-Min: 7:45 AM -- 8:00 AM

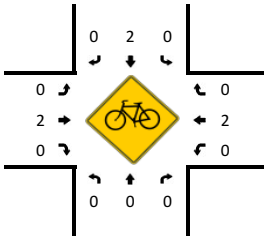


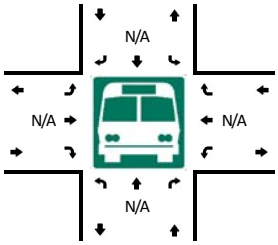


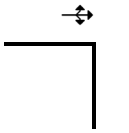


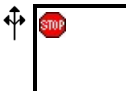


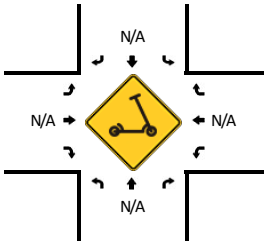












15-Min Count Period Beginning At	1450W (Northbound)				1450W (Southbound)				1500S (Eastbound)				1500S (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	1	0	0	0	4	0	1	0	0	21	0	0	0	19	1	0	47	
7:15 AM	0	0	0	0	5	0	7	0	2	10	0	0	0	30	1	0	55	
7:30 AM	0	0	1	0	7	0	9	0	0	29	0	0	0	47	2	0	95	
7:45 AM	3	0	0	0	4	0	5	0	2	34	2	0	0	45	2	0	97	294
8:00 AM	1	0	2	0	6	0	1	0	1	31	0	0	1	28	3	0	74	321
8:15 AM	1	0	0	0	5	0	6	0	0	35	0	0	0	21	5	0	73	339
8:30 AM	1	0	2	0	6	0	1	0	1	33	1	0	0	33	0	0	78	322
8:45 AM	2	0	1	0	2	0	1	0	0	47	0	0	2	37	4	0	96	321

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	12	0	0	0	16	0	20	0	8	136	8	0	0	180	8	0	388
Heavy Trucks	0	0	0		0	0	0		0	8	0		0	4	0		12
Buses																	
Pedestrians		0				4				0				4			8
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

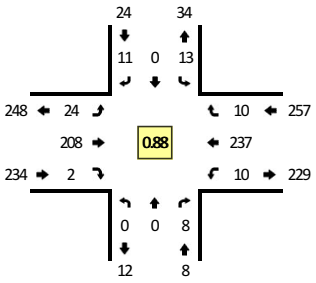
Report generated on 9/26/2024 12:59 PM

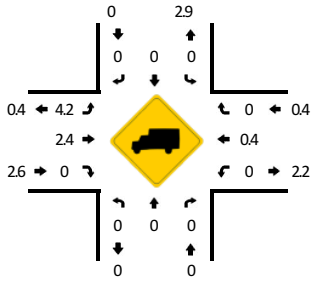
SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

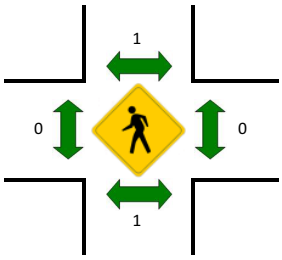
Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

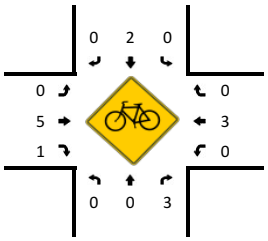
LOCATION: 1450W -- 1500S | **QC JOB #:** 16760712
CITY/STATE: Woods Cross, UT | **DATE:** Wed, Sep 18 2024

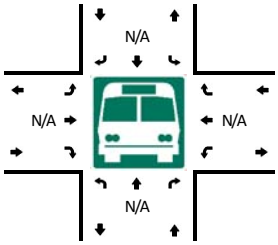
Peak-Hour: 4:45 PM -- 5:45 PM
Peak 15-Min: 5:15 PM -- 5:30 PM

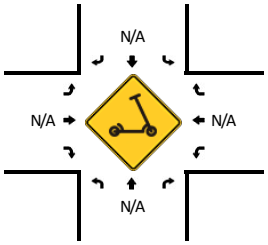












15-Min Count Period Beginning At	1450W (Northbound)				1450W (Southbound)				1500S (Eastbound)				1500S (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	2	0	5	0	1	0	5	66	0	0	1	41	3	0	124	
4:15 PM	0	0	1	0	4	0	3	0	3	49	1	0	0	45	3	0	109	
4:30 PM	1	0	1	0	4	0	8	0	5	56	0	0	2	36	3	0	116	
4:45 PM	0	0	1	0	4	0	4	0	5	48	1	0	4	55	4	0	126	475
5:00 PM	0	0	1	0	5	0	5	0	10	42	1	0	3	58	0	0	125	476
5:15 PM	0	0	5	0	3	0	1	0	5	63	0	0	0	69	2	0	148	515
5:30 PM	0	0	1	0	1	0	1	0	4	55	0	0	3	55	4	0	124	523
5:45 PM	0	0	0	0	2	0	5	0	5	53	0	0	0	45	7	0	117	514

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	20	0	12	0	4	0	20	252	0	0	0	276	8	0	592
Heavy Trucks	0	0	0		0	0	0		0	12	0		0	0	0		12
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 9/26/2024 12:59 PM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

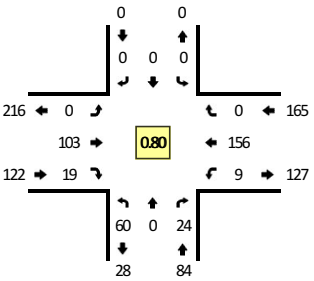
Type of peak hour being reported: Intersection Peak

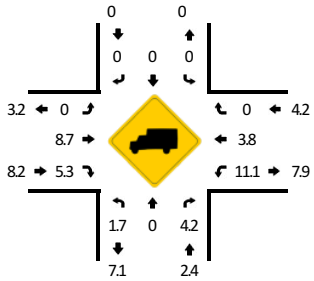
Method for determining peak hour: Total Entering Volume

LOCATION: 1600 W -- 1500 S
CITY/STATE: Woods Cross, UT

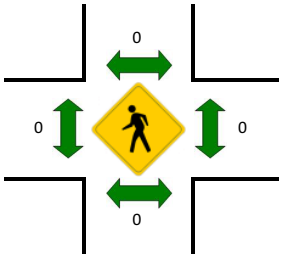
QC JOB #: 16760713
DATE: Wed, Sep 18 2024

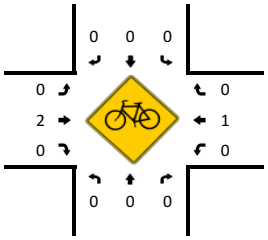
Peak-Hour: 7:30 AM -- 8:30 AM
Peak 15-Min: 7:45 AM -- 8:00 AM

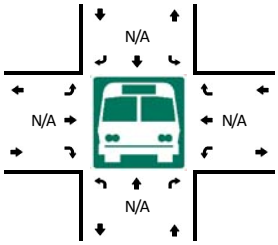


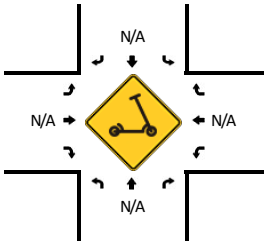


TRUE DATA TO IMPROVE MOBILITY









15-Min Count Period Beginning At	1600 W (Northbound)				1600 W (Southbound)				1500 S (Eastbound)				1500 S (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	9	0	4	0	0	0	0	0	0	12	3	0	1	23	0	0	52	
7:15 AM	10	0	1	0	0	0	0	0	0	11	0	0	1	34	0	0	57	
7:30 AM	16	0	5	0	0	0	0	0	0	17	4	0	2	53	0	0	97	
7:45 AM	23	0	7	0	0	0	0	0	0	32	5	0	3	46	0	0	116	322
8:00 AM	11	0	5	0	0	0	0	0	0	26	6	0	3	32	0	0	83	353
8:15 AM	10	0	7	0	0	0	0	0	0	28	4	0	1	25	0	0	75	371
8:30 AM	12	0	6	0	0	0	0	0	0	24	3	0	2	36	0	0	83	357
8:45 AM	12	0	2	0	0	0	0	0	0	46	5	0	2	34	0	0	101	342

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	92	0	28	0	0	0	0	0	0	128	20	0	12	184	0	0	464
Heavy Trucks	0	0	0		0	0	0		0	8	0		0	4	0		12
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 9/26/2024 12:59 PM

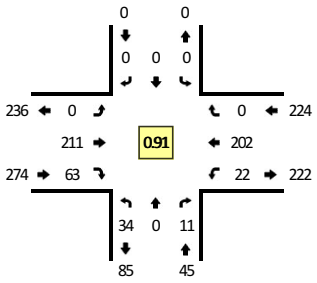
SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

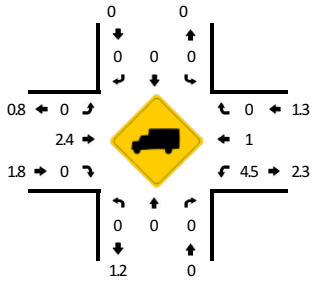
Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

LOCATION: 1600 W -- 1500 S
CITY/STATE: Woods Cross, UT

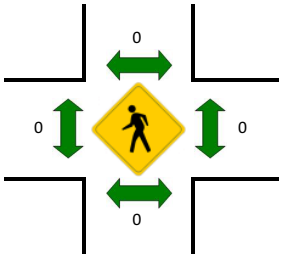
QC JOB #: 16760714
DATE: Wed, Sep 18 2024

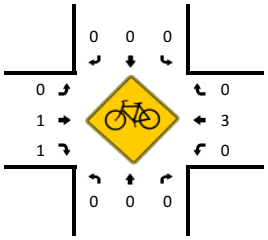
Peak-Hour: 4:45 PM -- 5:45 PM
Peak 15-Min: 5:15 PM -- 5:30 PM

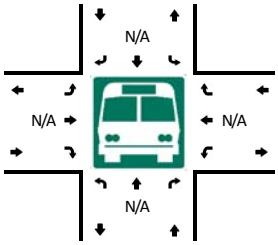


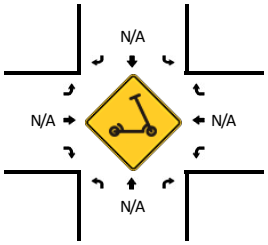


TRUE DATA TO IMPROVE MOBILITY









15-Min Count Period Beginning At	1600 W (Northbound)				1600 W (Southbound)				1500 S (Eastbound)				1500 S (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	10	0	7	0	0	0	0	0	0	69	14	0	7	28	0	0	135	
4:15 PM	11	0	2	0	0	0	0	0	0	39	19	0	1	49	0	0	121	
4:30 PM	11	0	5	0	0	0	0	0	0	55	13	0	6	34	0	0	124	
4:45 PM	8	0	3	0	0	0	0	0	0	45	15	0	9	45	0	0	125	505
5:00 PM	10	0	5	0	0	0	0	0	0	48	12	0	5	52	0	0	132	502
5:15 PM	9	0	0	0	0	0	0	0	0	62	16	0	3	60	0	0	150	531
5:30 PM	7	0	3	0	0	0	0	0	0	56	20	0	5	45	0	0	136	543
5:45 PM	4	0	5	0	0	0	0	0	0	52	11	0	7	40	0	0	119	537

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	36	0	0	0	0	0	0	0	0	248	64	0	12	240	0	0	600
Heavy Trucks	0	0	0		0	0	0		0	8	0		0	4	0		12
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	4	0		4
Scooters																	

Comments:

Report generated on 9/26/2024 12:59 PM

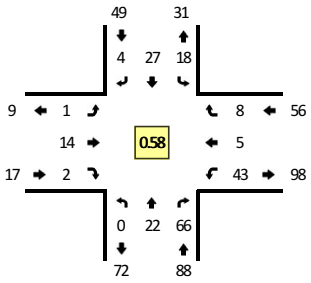
SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

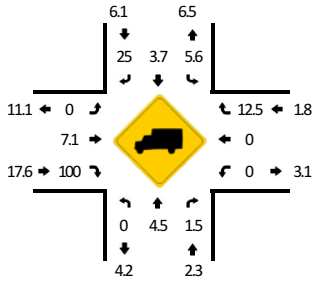
Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

LOCATION: 1955 W -- 1950
CITY/STATE: Woods Cross, UT

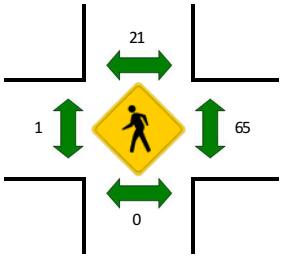
QC JOB #: 16760715
DATE: Wed, Sep 18 2024

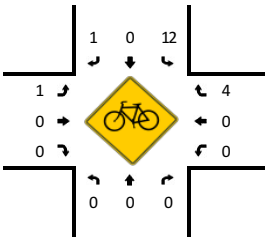
Peak-Hour: 8:00 AM -- 9:00 AM
Peak 15-Min: 8:45 AM -- 9:00 AM

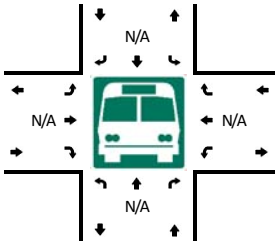


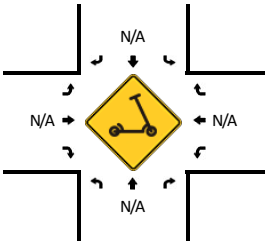


TRUE DATA TO IMPROVE MOBILITY









15-Min Count Period Beginning At	1955 W (Northbound)				1955 W (Southbound)				1950 (Eastbound)				1950 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	0	4	0	4	0	0	0	0	2	0	0	1	1	1	0	13	
7:15 AM	0	0	0	0	5	1	1	0	0	1	0	0	1	0	1	0	10	
7:30 AM	0	0	4	0	5	0	0	0	0	4	0	0	6	4	1	0	24	
7:45 AM	0	0	1	0	3	0	0	0	0	3	0	0	9	0	0	0	16	63
8:00 AM	0	0	7	0	4	0	1	0	0	2	0	0	8	2	2	0	26	76
8:15 AM	0	2	3	0	4	2	2	0	0	3	0	0	11	1	2	0	30	96
8:30 AM	0	8	19	0	6	11	1	0	0	4	2	0	10	0	2	0	63	135
8:45 AM	0	12	37	0	4	14	0	0	1	5	0	0	14	2	2	0	91	210

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	48	148	0	16	56	0	0	4	20	0	0	56	8	8	0	364
Heavy Trucks	0	0	0		0	0	0		0	0	0		0	0	0		0
Buses																	
Pedestrians		0				28				0				112			140
Bicycles	0	0	0		24	0	4		0	0	0		0	0	12		40
Scooters																	

Comments:

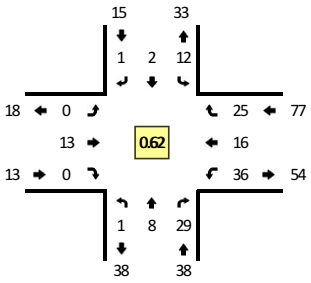
Report generated on 9/26/2024 12:59 PM

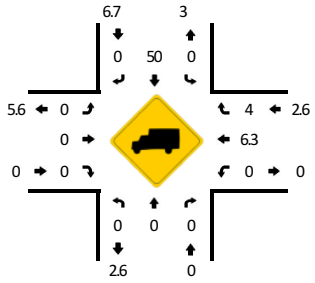
SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

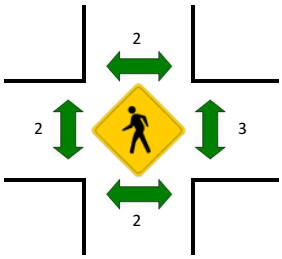
Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

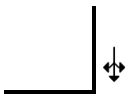
LOCATION: 1955 W -- 1950 | **QC JOB #:** 16760716
CITY/STATE: Woods Cross, UT | **DATE:** Wed, Sep 18 2024

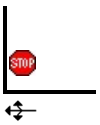
Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:15 PM -- 5:30 PM

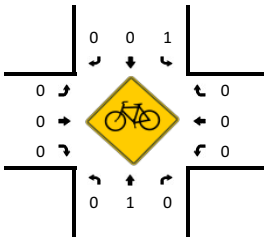


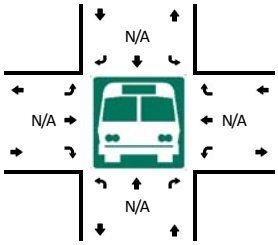


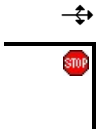


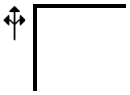


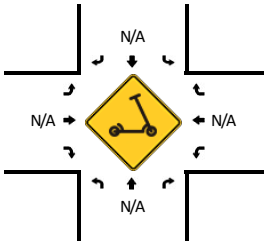












15-Min Count Period Beginning At	1955 W (Northbound)				1955 W (Southbound)				1950 (Eastbound)				1950 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	3	12	0	6	1	0	0	0	4	0	0	2	3	4	0	35	
4:15 PM	1	1	9	0	5	0	0	0	0	2	0	0	2	5	6	0	31	
4:30 PM	0	0	3	0	4	0	0	0	1	1	1	0	1	2	4	0	17	
4:45 PM	0	2	4	0	5	0	0	0	0	2	0	0	2	2	6	0	23	106
5:00 PM	0	0	4	0	2	1	0	0	0	2	0	0	5	3	8	0	25	96
5:15 PM	0	4	15	0	6	1	0	0	0	3	0	0	17	7	5	0	58	123
5:30 PM	1	2	4	0	2	0	0	0	0	3	0	0	8	5	9	0	34	140
5:45 PM	0	2	6	0	2	0	1	0	0	5	0	0	6	1	3	0	26	143

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	16	60	0	24	4	0	0	0	12	0	0	68	28	20	0	232
Heavy Trucks	0	0	0		0	4	0		0	0	0		0	4	4		12
Buses																	
Pedestrians		0				0				0				4			4
Bicycles	0	4	0		4	0	0		0	0	0		0	0	0		8
Scooters																	

Comments:

Report generated on 9/26/2024 12:59 PM

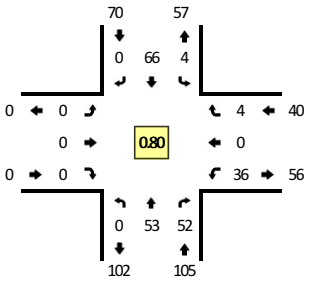
SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

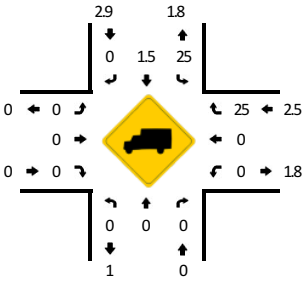
Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

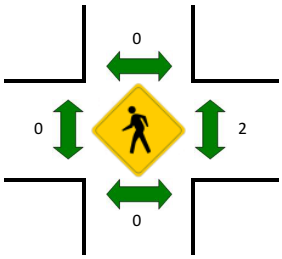
LOCATION: 625 W (Wildcat Way) -- 1950 S
CITY/STATE: Woods Cross, UT

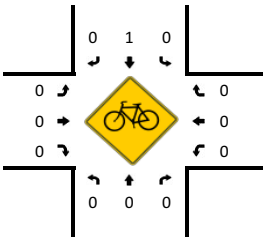
QC JOB #: 16760717
DATE: Wed, Sep 18 2024

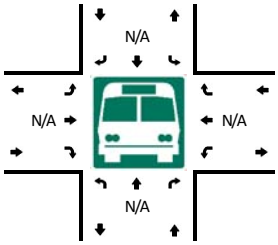
Peak-Hour: 8:00 AM -- 9:00 AM
Peak 15-Min: 8:00 AM -- 8:15 AM

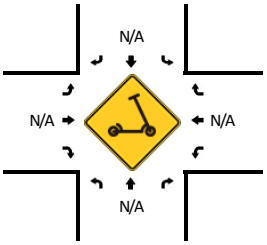












15-Min Count Period Beginning At	625 W (Wildcat Way) (Northbound)				625 W (Wildcat Way) (Southbound)				1950 S (Eastbound)				1950 S (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	4	3	0	0	19	0	0	0	0	0	0	18	0	0	0	44	
7:15 AM	0	2	3	0	1	10	0	0	0	0	0	0	8	0	0	0	24	
7:30 AM	0	4	4	0	0	7	0	0	0	0	0	0	5	0	0	0	20	
7:45 AM	0	15	9	0	0	14	0	0	0	0	0	0	5	0	0	0	43	131
8:00 AM	0	17	18	0	0	17	0	0	0	0	0	0	13	0	2	0	67	154
8:15 AM	0	14	14	0	1	18	0	0	0	0	0	0	6	0	0	0	53	183
8:30 AM	0	9	12	0	0	6	0	0	0	0	0	0	4	0	0	0	31	194
8:45 AM	0	13	8	0	3	25	0	0	0	0	0	0	13	0	2	0	64	215

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	68	72	0	0	68	0	0	0	0	0	0	52	0	8	0	268
Heavy Trucks	0	0	0		0	4	0		0	0	0		0	0	0		4
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments: SB Stop Only

Report generated on 9/26/2024 12:59 PM

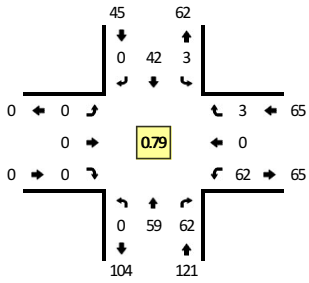
SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

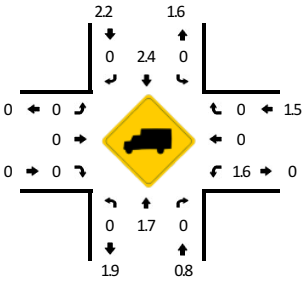
Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

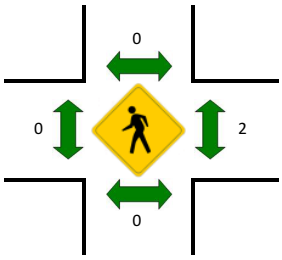
LOCATION: 625 W (Wildcat Way) -- 1950 S
CITY/STATE: Woods Cross, UT

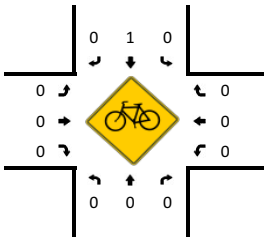
QC JOB #: 16760718
DATE: Wed, Sep 18 2024

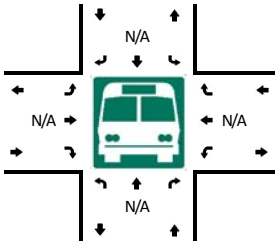
Peak-Hour: 4:45 PM -- 5:45 PM
Peak 15-Min: 5:00 PM -- 5:15 PM

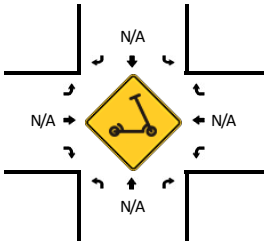












15-Min Count Period Beginning At	625 W (Wildcat Way) (Northbound)				625 W (Wildcat Way) (Southbound)				1950 S (Eastbound)				1950 S (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	16	13	0	1	5	0	0	0	0	0	0	14	0	1	0	50	
4:15 PM	0	17	14	0	0	4	0	0	0	0	0	0	13	0	4	0	52	
4:30 PM	0	12	12	0	1	6	0	0	0	0	0	0	6	0	0	0	37	
4:45 PM	0	16	16	0	0	11	0	0	0	0	0	0	20	0	0	0	63	202
5:00 PM	0	20	23	0	1	12	0	0	0	0	0	0	17	0	0	0	73	225
5:15 PM	0	14	14	0	0	6	0	0	0	0	0	0	14	0	2	0	50	223
5:30 PM	0	9	9	0	2	13	0	0	0	0	0	0	11	0	1	0	45	231
5:45 PM	0	22	11	0	0	10	0	0	0	0	0	0	10	0	0	0	53	221

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	80	92	0	4	48	0	0	0	0	0	0	68	0	0	0	292
Heavy Trucks	0	0	0		0	0	0		0	0	0		0	0	0		0
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	4	0		0	0	0		0	0	0		4
Scooters																	

Comments: SB Stop Only

Report generated on 9/26/2024 12:59 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 413-2993

Study: JUB0101
Intersection: 800 West / 1500 South
City, State: Woods Cross, Utah
Control: All Stop

File Name : 800 West & 1500 South
Site Code : 00000000
Start Date : 11/8/2022
Page No : 1

Groups Printed- General Traffic - 3+ Axle Heavy Trucks

	800 West From North					1500 South From East					800 West From South					1500 South From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:00 AM	5	4	4	0	13	3	10	6	0	19	6	3	0	0	9	5	22	5	1	33	74
06:15 AM	4	11	2	0	17	1	15	6	0	22	7	2	1	1	11	10	17	1	0	28	78
06:30 AM	2	6	1	0	9	4	10	3	0	17	2	11	2	0	15	10	11	2	1	24	65
06:45 AM	7	7	3	1	18	4	21	9	1	35	6	6	1	1	14	10	30	5	0	45	112
Total	18	28	10	1	57	12	56	24	1	93	21	22	4	2	49	35	80	13	2	130	329
07:00 AM	5	11	13	0	29	9	22	14	1	46	18	5	3	4	30	13	66	3	0	82	187
07:15 AM	5	4	17	0	26	5	34	13	0	52	19	3	4	1	27	15	102	4	1	122	227
07:30 AM	11	10	8	0	29	11	59	10	0	80	18	6	7	0	31	21	59	7	0	87	227
07:45 AM	11	15	16	0	42	9	75	9	1	94	24	13	10	0	47	15	92	9	1	117	300
Total	32	40	54	0	126	34	190	46	2	272	79	27	24	5	135	64	319	23	2	408	941
08:00 AM	6	7	10	1	24	17	61	13	0	91	10	13	7	0	30	12	50	5	1	68	213
08:15 AM	7	12	8	0	27	7	25	9	4	45	10	20	9	1	40	9	46	11	0	66	178
08:30 AM	27	21	10	0	58	17	35	5	2	59	9	49	3	2	63	18	38	43	0	99	279
08:45 AM	16	38	16	0	70	14	29	10	0	53	22	12	4	2	40	7	53	7	2	69	232
Total	56	78	44	1	179	55	150	37	6	248	51	94	23	5	173	46	187	66	3	302	902
09:00 AM	14	11	9	0	34	6	29	6	0	41	10	11	11	1	33	15	44	6	1	66	174
09:15 AM	7	12	4	0	23	5	29	7	0	41	7	7	13	0	27	11	37	6	0	54	145
09:30 AM	2	6	7	0	15	2	29	12	1	44	8	6	4	0	18	6	38	4	0	48	125
09:45 AM	5	3	6	0	14	3	27	9	1	40	13	6	7	2	28	4	33	6	1	44	126
Total	28	32	26	0	86	16	114	34	2	166	38	30	35	3	106	36	152	22	2	212	570
10:00 AM	4	6	4	0	14	8	24	7	0	39	6	5	6	1	18	12	28	2	0	42	113
10:15 AM	5	6	9	0	20	4	32	7	1	44	6	7	14	0	27	13	34	3	0	50	141
10:30 AM	4	4	5	0	13	1	29	10	1	41	7	7	4	0	18	7	37	5	1	50	122
10:45 AM	4	6	6	0	16	3	42	7	0	52	13	7	9	0	29	8	39	2	0	49	146
Total	17	22	24	0	63	16	127	31	2	176	32	26	33	1	92	40	138	12	1	191	522
11:00 AM	3	4	6	0	13	3	35	7	0	45	5	7	10	1	23	8	39	6	0	53	134
11:15 AM	6	7	7	0	20	10	34	15	0	59	12	12	13	2	39	7	36	13	1	57	175
11:30 AM	15	16	13	0	44	8	29	8	0	45	12	7	12	1	32	12	42	3	2	59	180
11:45 AM	3	2	5	0	10	8	43	12	2	65	12	11	10	0	33	11	43	6	0	60	168
Total	27	29	31	0	87	29	141	42	2	214	41	37	45	4	127	38	160	28	3	229	657
12:00 PM	5	11	0	0	16	11	63	11	0	85	18	3	4	0	25	12	54	5	0	71	197
12:15 PM	7	12	7	1	27	10	47	5	1	63	11	14	7	0	32	9	49	4	0	62	184
12:30 PM	4	2	9	0	15	13	36	15	0	64	16	10	8	0	34	11	45	9	0	65	178
12:45 PM	15	11	6	0	32	4	53	13	2	72	13	12	12	1	38	7	40	7	2	56	198
Total	31	36	22	1	90	38	199	44	3	284	58	39	31	1	129	39	188	25	2	254	757
01:00 PM	2	8	3	0	13	5	44	12	2	63	6	7	14	4	31	10	42	2	0	54	161
01:15 PM	3	8	9	1	21	4	37	14	0	55	10	8	6	0	24	4	29	6	2	41	141
01:30 PM	4	8	4	0	16	12	38	10	0	60	16	7	12	0	35	12	23	2	2	39	150
01:45 PM	6	4	8	0	18	4	32	11	0	47	13	9	9	1	32	7	43	4	0	54	151
Total	15	28	24	1	68	25	151	47	2	225	45	31	41	5	122	33	137	14	4	188	603

L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 413-2993

Study: JUB0101
Intersection: 800 West / 1500 South
City, State: Woods Cross, Utah
Control: All Stop

File Name : 800 West & 1500 South
Site Code : 00000000
Start Date : 11/8/2022
Page No : 2

Groups Printed- General Traffic - 3+ Axle Heavy Trucks

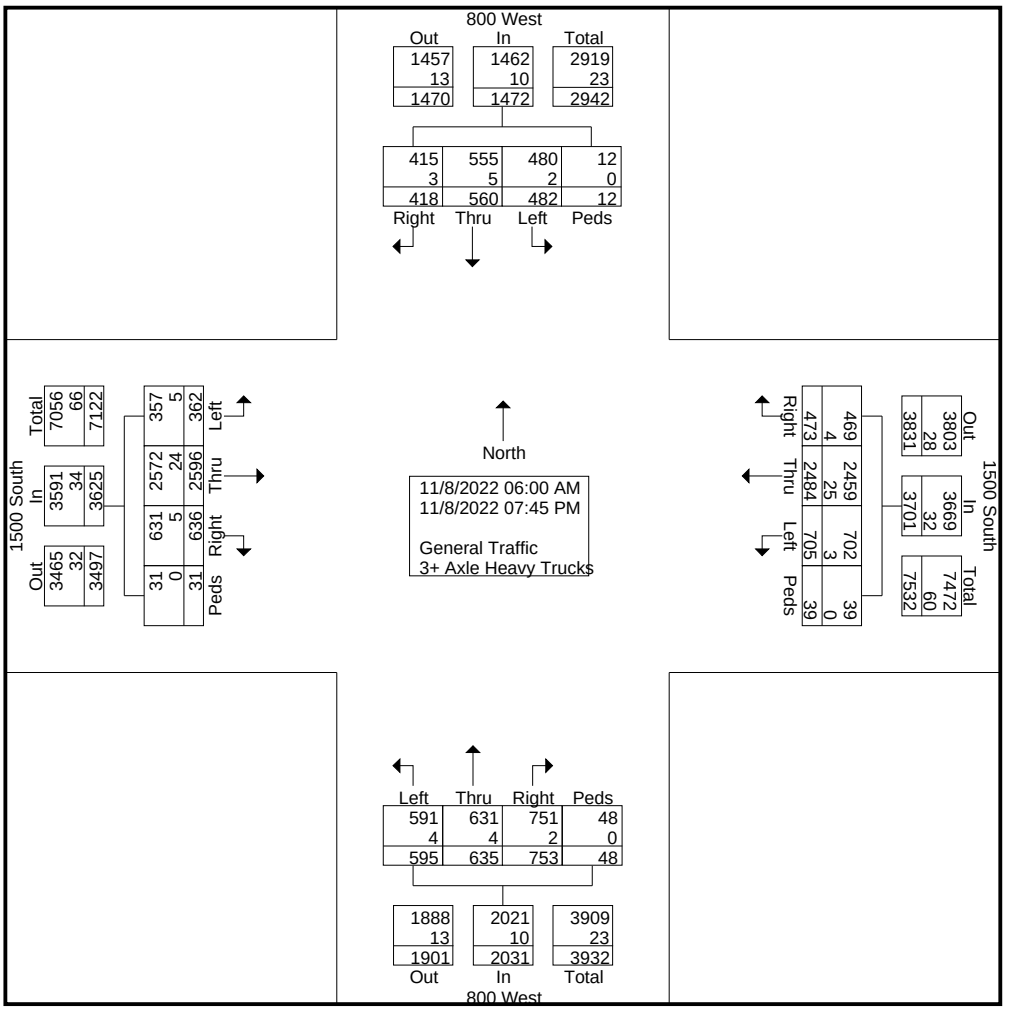
	800 West From North					1500 South From East					800 West From South					1500 South From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
02:00 PM	1	5	7	0	13	5	33	9	0	47	14	6	8	0	28	10	39	1	0	50	138
02:15 PM	6	6	11	0	23	14	68	19	1	102	14	9	14	1	38	7	46	4	0	57	220
02:30 PM	9	9	3	0	21	12	102	18	0	132	12	13	8	3	36	12	50	4	0	66	255
02:45 PM	7	14	16	1	38	6	82	10	2	100	24	15	7	2	48	6	54	6	3	69	255
Total	23	34	37	1	95	37	285	56	3	381	64	43	37	6	150	35	189	15	3	242	868
03:00 PM	5	10	14	1	30	16	81	21	1	119	17	23	13	0	53	15	78	12	0	105	307
03:15 PM	4	17	8	3	32	21	49	21	0	91	24	27	9	1	61	6	56	17	1	80	264
03:30 PM	38	37	16	2	93	8	63	21	6	98	15	16	9	7	47	9	35	12	0	56	294
03:45 PM	9	12	17	0	38	7	46	15	1	69	31	16	13	0	60	14	64	11	0	89	256
Total	56	76	55	6	193	52	239	78	8	377	87	82	44	8	221	44	233	52	1	330	1121
04:00 PM	9	13	10	0	32	10	51	17	1	79	23	13	14	1	51	15	61	7	1	84	246
04:15 PM	12	12	19	0	43	12	51	18	0	81	15	16	16	0	47	13	48	5	2	68	239
04:30 PM	13	13	11	0	37	17	46	20	0	83	13	16	23	0	52	14	67	14	0	95	267
04:45 PM	8	18	17	0	43	12	52	16	1	81	19	12	19	0	50	22	53	7	1	83	257
Total	42	56	57	0	155	51	200	71	2	324	70	57	72	1	200	64	229	33	4	330	1009
05:00 PM	7	16	10	0	33	17	64	26	0	107	19	21	20	0	60	16	59	9	0	84	284
05:15 PM	9	13	13	0	35	13	69	17	1	100	15	14	16	1	46	14	84	10	1	109	290
05:30 PM	8	10	13	0	31	14	72	14	0	100	22	17	25	0	64	25	57	6	1	89	284
05:45 PM	10	10	9	0	29	15	49	12	0	76	18	11	30	3	62	18	54	4	0	76	243
Total	34	49	45	0	128	59	254	69	1	383	74	63	91	4	232	73	254	29	2	358	1101
06:00 PM	8	12	9	0	29	7	63	19	0	89	13	9	18	1	41	9	48	6	0	63	222
06:15 PM	6	7	8	0	21	8	60	16	0	84	10	17	21	0	48	16	52	2	1	71	224
06:30 PM	3	6	7	0	16	4	53	12	0	69	13	13	14	0	40	16	51	4	0	71	196
06:45 PM	4	6	12	1	23	7	41	24	4	76	21	10	19	2	52	13	56	6	1	76	227
Total	21	31	36	1	89	26	217	71	4	318	57	49	72	3	181	54	207	18	2	281	869
07:00 PM	6	6	5	0	17	8	45	18	0	71	8	14	13	0	35	9	37	4	0	50	173
07:15 PM	5	11	6	0	22	4	37	11	1	53	14	5	9	0	28	13	28	4	0	45	148
07:30 PM	4	3	3	0	10	6	36	17	0	59	5	12	10	0	27	4	36	3	0	43	139
07:45 PM	3	1	3	0	7	5	43	9	0	57	9	4	11	0	24	9	22	1	0	32	120
Total	18	21	17	0	56	23	161	55	1	240	36	35	43	0	114	35	123	12	0	170	580
Grand Total	418	560	482	12	1472	473	2484	705	39	3701	753	635	595	48	2031	636	2596	362	31	3625	10829
Apprch %	28.4	38	32.7	0.8		12.8	67.1	19	1.1		37.1	31.3	29.3	2.4		17.5	71.6	10	0.9		
Total %	3.9	5.2	4.5	0.1	13.6	4.4	22.9	6.5	0.4	34.2	7	5.9	5.5	0.4	18.8	5.9	24	3.3	0.3	33.5	
General Traffic	415	555	480	12	1462	469	2459	702	39	3669	751	631	591	48	2021	631	2572	357	31	3591	10743
% General Traffic	99.3	99.1	99.6	100	99.3	99.2	99	99.6	100	99.1	99.7	99.4	99.3	100	99.5	99.2	99.1	98.6	100	99.1	99.2
3+ Axle Heavy Trucks	3	5	2	0	10	4	25	3	0	32	2	4	4	0	10	5	24	5	0	34	86
% 3+ Axle Heavy Trucks	0.7	0.9	0.4	0	0.7	0.8	1	0.4	0	0.9	0.3	0.6	0.7	0	0.5	0.8	0.9	1.4	0	0.9	0.8

L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 413-2993

Study: JUB0101
Intersection: 800 West / 1500 South
City, State: Woods Cross, Utah
Control: All Stop

File Name : 800 West & 1500 South
Site Code : 00000000
Start Date : 11/8/2022
Page No : 3



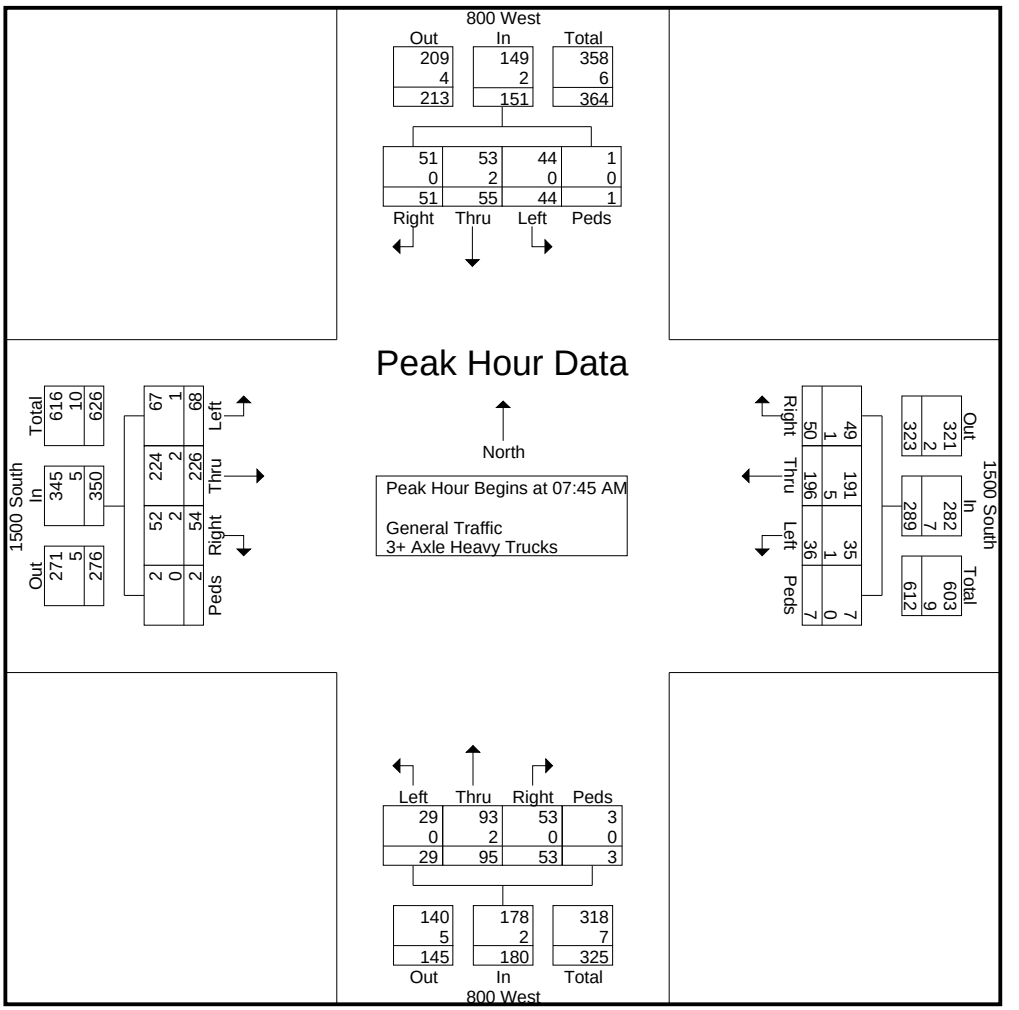
L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 413-2993

Study: JUB0101
Intersection: 800 West / 1500 South
City, State: Woods Cross, Utah
Control: All Stop

File Name : 800 West & 1500 South
Site Code : 00000000
Start Date : 11/8/2022
Page No : 4

	800 West From North					1500 South From East					800 West From South					1500 South From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	11	15	16	0	42	9	75	9	1	94	24	13	10	0	47	15	92	9	1	117	300
08:00 AM	6	7	10	1	24	17	61	13	0	91	10	13	7	0	30	12	50	5	1	68	213
08:15 AM	7	12	8	0	27	7	25	9	4	45	10	20	9	1	40	9	46	11	0	66	178
08:30 AM	27	21	10	0	58	17	35	5	2	59	9	49	3	2	63	18	38	43	0	99	279
Total Volume	51	55	44	1	151	50	196	36	7	289	53	95	29	3	180	54	226	68	2	350	970
% App. Total	33.8	36.4	29.1	0.7		17.3	67.8	12.5	2.4		29.4	52.8	16.1	1.7		15.4	64.6	19.4	0.6		
PHF	.472	.655	.688	.250	.651	.735	.653	.692	.438	.769	.552	.485	.725	.375	.714	.750	.614	.395	.500	.748	.808
General Traffic	51	53	44	1	149	49	191	35	7	282	53	93	29	3	178	52	224	67	2	345	954
% General Traffic	100	96.4	100	100	98.7	98.0	97.4	97.2	100	97.6	100	97.9	100	100	98.9	96.3	99.1	98.5	100	98.6	98.4
3+ Axle Heavy Trucks	0	2	0	0	2	1	5	1	0	7	0	2	0	0	2	2	2	1	0	5	16
% 3+ Axle Heavy Trucks	0	3.6	0	0	1.3	2.0	2.6	2.8	0	2.4	0	2.1	0	0	1.1	3.7	0.9	1.5	0	1.4	1.6



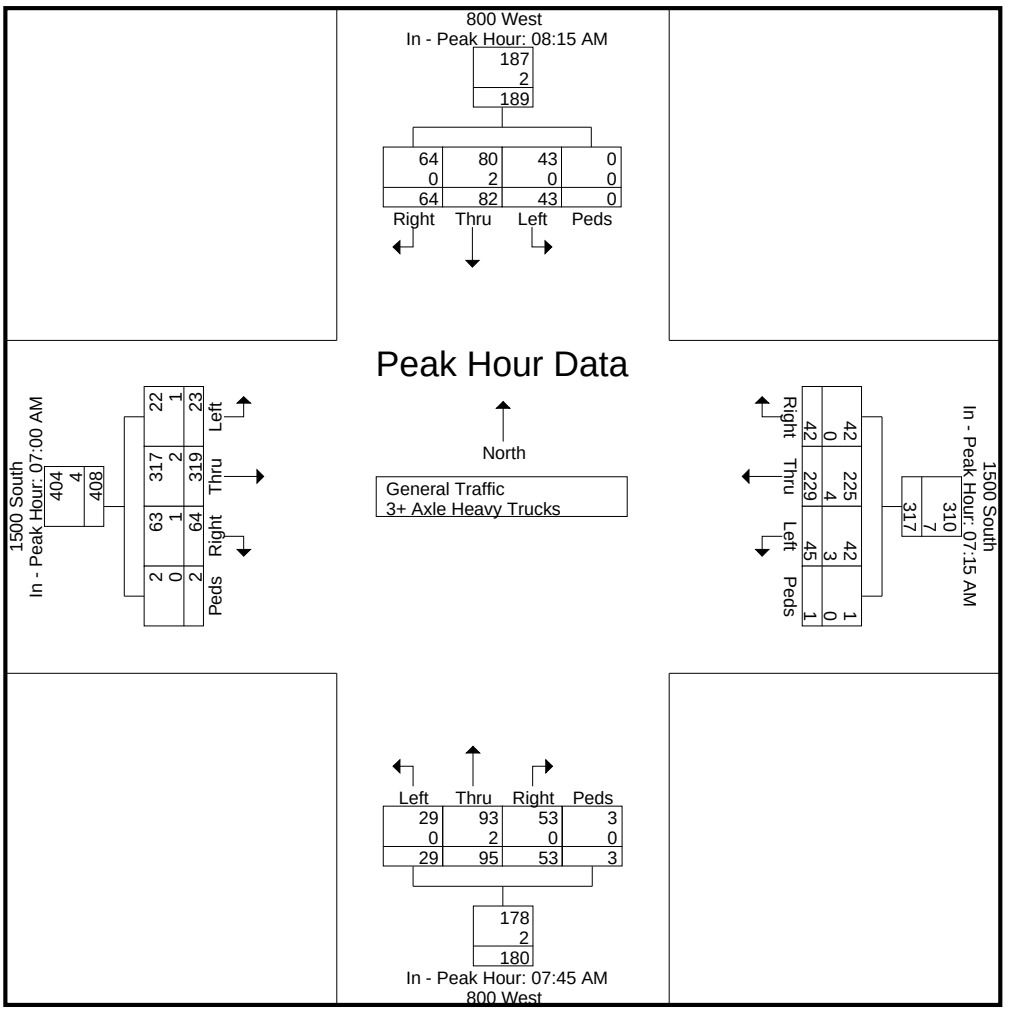
L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 413-2993

Study: JUB0101
Intersection: 800 West / 1500 South
City, State: Woods Cross, Utah
Control: All Stop

File Name : 800 West & 1500 South
Site Code : 00000000
Start Date : 11/8/2022
Page No : 5

	800 West From North					1500 South From East					800 West From South					1500 South From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	08:15 AM					07:15 AM					07:45 AM					07:00 AM					
+0 mins.	7	12	8	0	27	5	34	13	0	52	24	13	10	0	47	13	66	3	0	82	
+15 mins.	27	21	10	0	58	11	59	10	0	80	10	13	7	0	30	15	102	4	1	122	
+30 mins.	16	38	16	0	70	9	75	9	1	94	10	20	9	1	40	21	59	7	0	87	
+45 mins.	14	11	9	0	34	17	61	13	0	91	9	49	3	2	63	15	92	9	1	117	
Total Volume	64	82	43	0	189	42	229	45	1	317	53	95	29	3	180	64	319	23	2	408	
% App. Total	33.9	43.4	22.8	0		13.2	72.2	14.2	0.3		29.4	52.8	16.1	1.7		15.7	78.2	5.6	0.5		
PHF	.593	.539	.672	.000	.675	.618	.763	.865	.250	.843	.552	.485	.725	.375	.714	.762	.782	.639	.500	.836	
General Traffic	64	80	43	0	187	42	225	42	1	310	53	93	29	3	178	63	317	22	2	404	
% General Traffic	100	97.6	100	0	98.9	100	98.3	93.3	100	97.8	100	97.9	100	100	98.9	98.4	99.4	95.7	100	99	
3+ Axle Heavy Trucks	0	2	0	0	2	0	4	3	0	7	0	2	0	0	2	1	2	1	0	4	
% 3+ Axle Heavy Trucks	0	2.4	0	0	1.1	0	1.7	6.7	0	2.2	0	2.1	0	0	1.1	1.6	0.6	4.3	0	1	



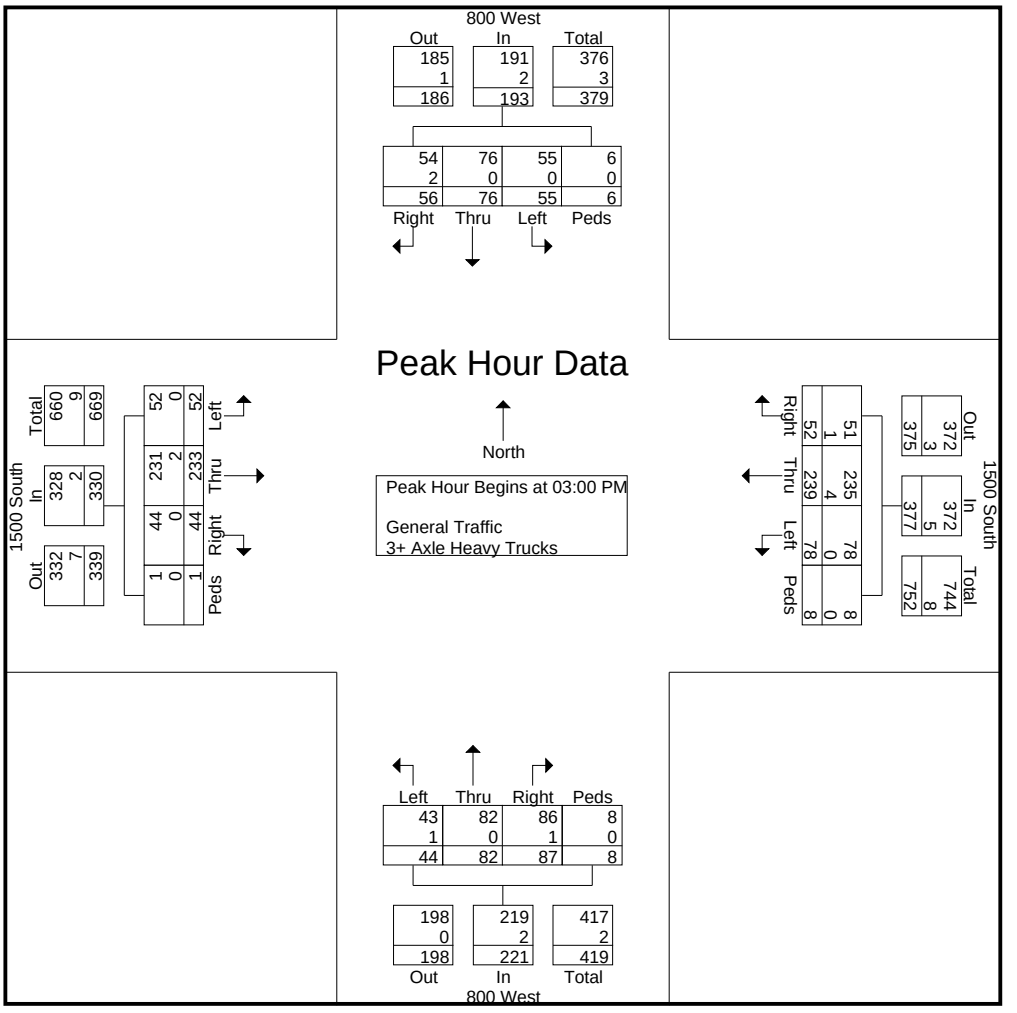
L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 413-2993

Study: JUB0101
Intersection: 800 West / 1500 South
City, State: Woods Cross, Utah
Control: All Stop

File Name : 800 West & 1500 South
Site Code : 00000000
Start Date : 11/8/2022
Page No : 6

	800 West From North					1500 South From East					800 West From South					1500 South From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 07:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:00 PM																					
03:00 PM	5	10	14	1	30	16	81	21	1	119	17	23	13	0	53	15	78	12	0	105	307
03:15 PM	4	17	8	3	32	21	49	21	0	91	24	27	9	1	61	6	56	17	1	80	264
03:30 PM	38	37	16	2	93	8	63	21	6	98	15	16	9	7	47	9	35	12	0	56	294
03:45 PM	9	12	17	0	38	7	46	15	1	69	31	16	13	0	60	14	64	11	0	89	256
Total Volume	56	76	55	6	193	52	239	78	8	377	87	82	44	8	221	44	233	52	1	330	1121
% App. Total	29	39.4	28.5	3.1		13.8	63.4	20.7	2.1		39.4	37.1	19.9	3.6		13.3	70.6	15.8	0.3		
PHF	.368	.514	.809	.500	.519	.619	.738	.929	.333	.792	.702	.759	.846	.286	.906	.733	.747	.765	.250	.786	.913
General Traffic	54	76	55	6	191	51	235	78	8	372	86	82	43	8	219	44	231	52	1	328	1110
% General Traffic	96.4	100	100	100	99.0	98.1	98.3	100	100	98.7	98.9	100	97.7	100	99.1	100	99.1	100	100	99.4	99.0
3+ Axle Heavy Trucks	2	0	0	0	2	1	4	0	0	5	1	0	1	0	2	0	2	0	0	2	11
% 3+ Axle Heavy Trucks	3.6	0	0	0	1.0	1.9	1.7	0	0	1.3	1.1	0	2.3	0	0.9	0	0.9	0	0	0.6	1.0



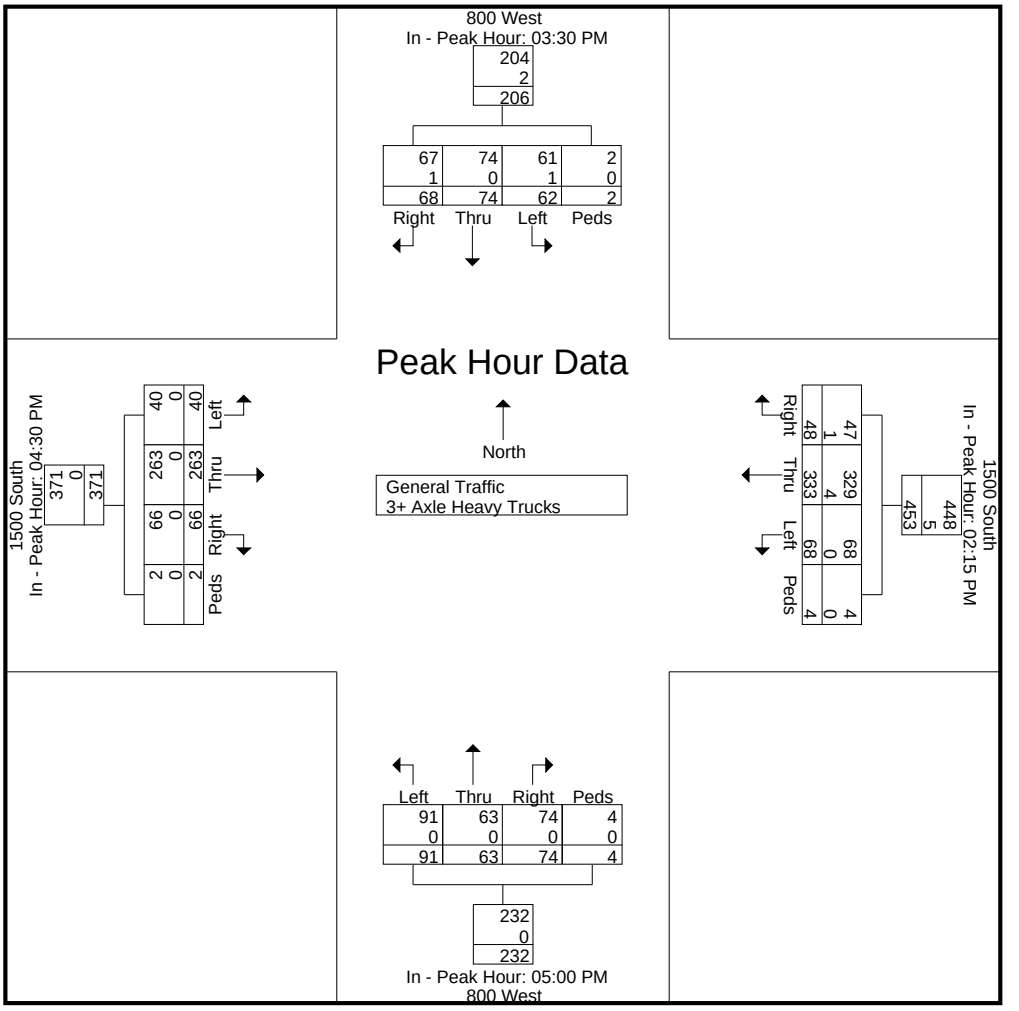
L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 413-2993

Study: JUB0101
Intersection: 800 West / 1500 South
City, State: Woods Cross, Utah
Control: All Stop

File Name : 800 West & 1500 South
Site Code : 00000000
Start Date : 11/8/2022
Page No : 7

	800 West From North					1500 South From East					800 West From South					1500 South From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 07:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	03:30 PM					02:15 PM					05:00 PM					04:30 PM					
+0 mins.	38	37	16	2	93	14	68	19	1	102	19	21	20	0	60	14	67	14	0	95	
+15 mins.	9	12	17	0	38	12	102	18	0	132	15	14	16	1	46	22	53	7	1	83	
+30 mins.	9	13	10	0	32	6	82	10	2	100	22	17	25	0	64	16	59	9	0	84	
+45 mins.	12	12	19	0	43	16	81	21	1	119	18	11	30	3	62	14	84	10	1	109	
Total Volume	68	74	62	2	206	48	333	68	4	453	74	63	91	4	232	66	263	40	2	371	
% App. Total	33	35.9	30.1	1		10.6	73.5	15	0.9		31.9	27.2	39.2	1.7		17.8	70.9	10.8	0.5		
PHF	.447	.500	.816	.250	.554	.750	.816	.810	.500	.858	.841	.750	.758	.333	.906	.750	.783	.714	.500	.851	
General Traffic	67	74	61	2	204	47	329	68	4	448	74	63	91	4	232	66	263	40	2	371	
% General Traffic	98.5	100	98.4	100	99	97.9	98.8	100	100	98.9	100	100	100	100	100	100	100	100	100	100	
3+ Axle Heavy Trucks	1	0	1	0	2	1	4	0	0	5	0	0	0	0	0	0	0	0	0	0	
% 3+ Axle Heavy Trucks	1.5	0	1.6	0	1	2.1	1.2	0	0	1.1	0	0	0	0	0	0	0	0	0	0	



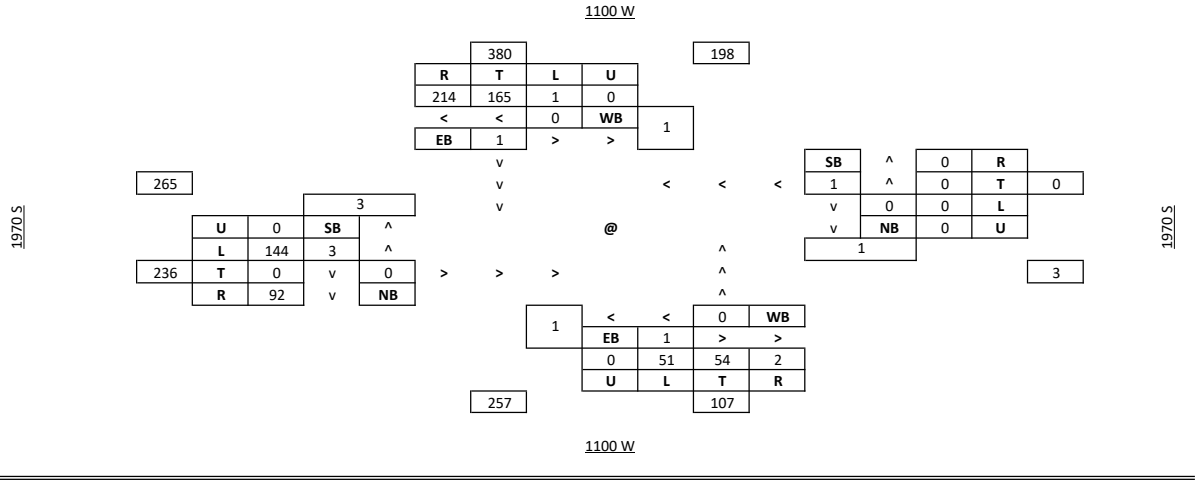
INTERSECTION: 1970 S @ 1100 W
DATE OF TMC: Thursday, September 12, 2024
TIME: 6:00:00 AM
AGENCY: JUB ENGINEERS, INC.

AM Hour		SOUTHBOUND						NORTHBOUND						WESTBOUND						EASTBOUND						GRAND
Start	End	EB Ped	WB Ped	Left	Thru	Right	Total	EB Ped	WB Ped	Left	Thru	Right	Total	SB Ped	NB Ped	Left	Thru	Right	Total	SB Ped	NB Ped	Left	Thru	Right	Total	TOTAL
6:00 AM	6:15 AM	0	0	1	23	5	29	0	0	0	6	0	6	0	0	0	0	0	0	1	0	1	0	1	2	37
6:15 AM	6:30 AM	0	0	0	20	10	30	1	0	9	7	0	16	0	0	0	0	0	0	0	0	1	1	0	2	48
6:30 AM	6:45 AM	0	0	2	27	10	39	0	0	3	3	2	8	0	0	0	0	0	0	1	0	12	0	7	19	66
6:45 AM	7:00 AM	1	0	1	28	13	42	1	0	1	11	7	19	1	0	1	0	0	1	0	0	1	0	1	2	64
7:00 AM	7:15 AM	0	0	0	27	7	34	4	0	0	8	0	8	1	0	0	0	0	0	0	0	2	0	0	2	44
7:15 AM	7:30 AM	0	0	1	43	23	67	1	0	5	10	0	15	0	0	0	0	0	0	1	0	3	0	0	3	85
7:30 AM	7:45 AM	0	0	0	48	79	127	0	0	25	14	0	39	0	0	0	0	0	0	0	0	26	0	28	54	220
7:45 AM	8:00 AM	0	0	0	40	101	141	0	0	21	10	0	31	1	0	0	0	0	0	1	0	77	0	57	134	306
8:00 AM	8:15 AM	1	0	0	34	11	45	0	0	0	20	2	22	0	0	0	0	0	0	1	0	38	0	7	45	112
8:15 AM	8:30 AM	0	0	0	29	7	36	1	0	2	9	0	11	4	0	0	0	0	0	0	0	5	0	1	6	53
8:30 AM	8:45 AM	0	0	0	23	6	29	2	0	3	14	0	17	2	0	1	0	0	1	0	0	5	0	1	6	53
8:45 AM	9:00 AM	0	0	0	37	10	47	2	0	4	15	0	19	0	0	0	0	0	0	2	0	6	0	2	8	74
	TOTAL	2	0	5	379	282	666	12	0	73	127	11	211	9	0	2	0	0	2	7	0	177	1	105	283	1162

INTERSECTION: 1970 S @ 1100 W
DATE OF TMC: Thursday, September 12, 2024
TIME: 6:00:00 AM
AGENCY: JUB ENGINEERS, INC.

AM Peak Hour		SOUTHBOUND						NORTHBOUND						WESTBOUND						EASTBOUND						GRAND
Start	End	EB Ped	WB Ped	Left	Thru	Right	Total	EB Ped	WB Ped	Left	Thru	Right	Total	SB Ped	NB Ped	Left	Thru	Right	Total	SB Ped	NB Ped	Left	Thru	Right	Total	TOTAL
7:15 AM	7:30 AM	0	0	1	43	23	67	1	0	5	10	0	15	0	0	0	0	0	0	1	0	3	0	0	3	85
7:30 AM	7:45 AM	0	0	0	48	79	127	0	0	25	14	0	39	0	0	0	0	0	0	0	0	26	0	28	54	220
7:45 AM	8:00 AM	0	0	0	40	101	141	0	0	21	10	0	31	1	0	0	0	0	0	1	0	77	0	57	134	306
8:00 AM	8:15 AM	1	0	0	34	11	45	0	0	0	20	2	22	0	0	0	0	0	0	1	0	38	0	7	45	112
	TOTAL	1	0	1	165	214	380	1	0	51	54	2	107	1	0	0	0	0	0	3	0	144	0	92	236	723
	PHF						0.67						0.69						0.00						0.44	0.59
	%HGV						2.0%						4.7%						50.0%						0.7%	2.2%

1970 S @ 1100 W



INTERSECTION: 1970 S @ 1100 W
DATE OF TMC: Tuesday, September 10, 2024
TIME: 12:00:00 PM
AGENCY:

JUB
J-U-B ENGINEERS, INC.

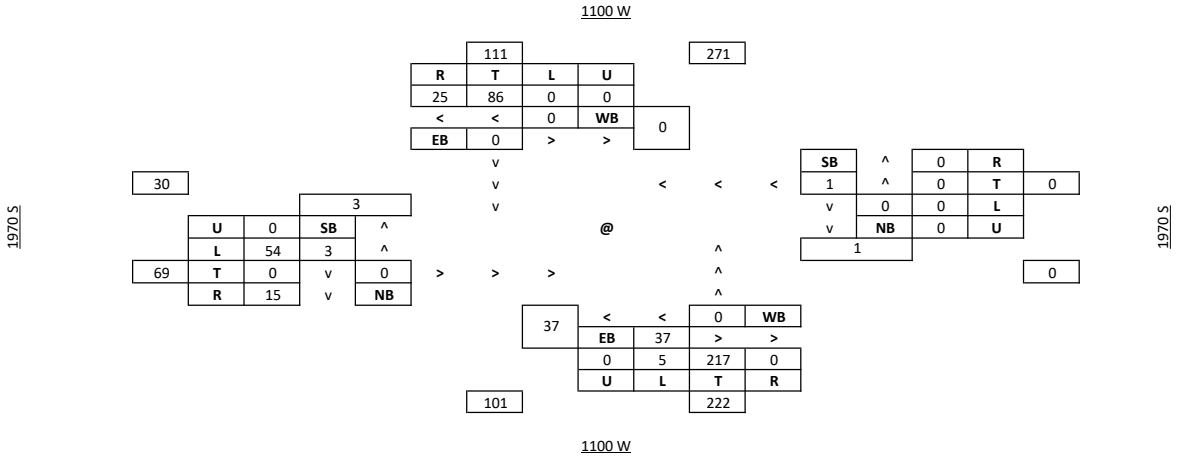
PM Hour		SOUTHBOUND						NORTHBOUND						WESTBOUND						EASTBOUND						GRAND
Start	End	EB Ped	WB Ped	Left	Thru	Right	Total	EB Ped	WB Ped	Left	Thru	Right	Total	SB Ped	NB Ped	Left	Thru	Right	Total	SB Ped	NB Ped	Left	Thru	Right	Total	TOTAL
3:00 PM	3:15 PM	1	0	0	0	0	0	3	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	3:30 PM	3	0	0	0	0	0	14	0	0	0	0	0	3	0	0	0	0	0	1	0	0	0	0	0	0
3:30 PM	3:45 PM	2	0	0	0	0	0	10	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	4:00 PM	0	0	0	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	4:15 PM	0	0	0	14	6	20	7	0	1	42	0	43	1	0	0	0	0	0	1	0	14	0	4	18	81
4:15 PM	4:30 PM	0	0	0	13	4	17	8	0	0	39	0	39	7	0	0	0	0	0	2	0	19	1	2	22	78
4:30 PM	4:45 PM	0	0	0	20	7	27	7	0	4	39	0	43	0	0	0	0	0	0	0	0	26	0	4	30	100
4:45 PM	5:00 PM	0	0	0	15	9	24	9	0	3	52	0	55	1	0	0	0	0	0	1	0	12	0	5	17	96
5:00 PM	5:15 PM	0	0	0	22	1	23	6	0	0	57	0	57	0	0	0	0	0	0	0	0	10	0	2	12	92
5:15 PM	5:30 PM	0	0	0	30	9	39	9	0	1	50	0	51	0	0	0	0	0	0	1	0	11	0	4	15	105
5:30 PM	5:45 PM	0	0	0	19	6	25	13	0	1	58	0	59	0	0	0	0	0	0	1	0	21	0	4	25	109
5:45 PM	6:00 PM	0	0	0	28	6	34	15	0	0	35	0	35	0	0	1	0	0	1	0	0	10	0	1	11	81
	TOTAL	6	0	0	161	48	209	113	0	10	372	0	382	15	0	1	0	0	1	7	0	123	1	26	150	742

INTERSECTION: 1970 S @ 1100 W
DATE OF TMC: Tuesday, September 10, 2024
TIME: 12:00:00 PM
AGENCY:

J-U-B ENGINEERS, INC.

PM Peak Hour		SOUTHBOUND						NORTHBOUND						WESTBOUND						EASTBOUND						GRAND
Start	End	EB Ped	WB Ped	Left	Thru	Right	Total	EB Ped	WB Ped	Left	Thru	Right	Total	SB Ped	NB Ped	Left	Thru	Right	Total	SB Ped	NB Ped	Left	Thru	Right	Total	TOTAL
4:45 PM	5:00 PM	0	0	0	15	9	24	9	0	3	52	0	55	1	0	0	0	0	0	1	0	12	0	5	17	96
5:00 PM	5:15 PM	0	0	0	22	1	23	6	0	0	57	0	57	0	0	0	0	0	0	0	0	10	0	2	12	92
5:15 PM	5:30 PM	0	0	0	30	9	39	9	0	1	50	0	51	0	0	0	0	0	0	1	0	11	0	4	15	105
5:30 PM	5:45 PM	0	0	0	19	6	25	13	0	1	58	0	59	0	0	0	0	0	0	1	0	21	0	4	25	109
	TOTAL	0	0	0	86	25	111	37	0	5	217	0	222	1	0	0	0	0	0	3	0	54	0	15	69	402
	PHF						0.71						0.94						0.00						0.69	0.92
	%HGV						0.5%						0.8%						0.0%						0.7%	0.7%

1970 S @ 1100 W



Existing Condition

Intersection		Movement	Existing Condition AM					Existing Condition PM				
			Volume	Delay (sec)	LOS	Queue Length (Ft)	V/C Ratio	Volume	Delay (sec)	LOS	Queue Length (Ft)	V/C Ratio
800 W/ 1100 S (TWSC)	1100 S	WBL	11	12.9	B	17.5	0.18	10	10.5	B	2.5	0.05
		WBR	24					14				
	800 W	NBT	93	-	-	-	-	158	-	-	-	-
		NBR	175					11				
	800 W	SBL	49	8.3	A	7.5	0.08	13	7.7	A	0.0	0.01
		SBT	165					177				
Mountain View / 1500 S (Roundabout)	1500 S	EBL	0	3.2	A	0.0	0.03	2	3.3	A	0.0	0.03
		EBT	25					22				
		EBR	5					2				
	1500 S	WBL	20	3.0	A	0.0	0.04	47	4.0	A	25.0	0.17
		WBT	10					35				
		WBR	11					105				
	Mountain View	NBL	4	3.4	A	0.0	0.06	0	3.3	A	0.0	0.05
		NBT	1					0				
		NBR	35					40				
	Mountain View	SBL	21	3.2	A	0.0	0.03	20	3.5	A	0.0	0.05
		SBT	6					2				
		SBR	0					1				
	Overall			**3.2**	**A**				**3.8**	**A**		
1600 W / 1500 S (TWSC)	1500 S	EBT	103	-	-	-	-	211	-	-	-	-
		EBR	19					63				
	1500 S	WBL	9	7.6	A	0.0	0.01	22	8.0	A	2.5	0.02
		WBT	156					202				
	1600 W	NBL	60	11.4	B	15.0	0.18	34	12.6	B	10.0	0.11
		NBR	24					11				
1450 W / 1500 S (TWSC)	1500 S	EBL	3	7.6	A	0.0	0.00	24	0.0	A	-	-
		EBT	129					208				
		EBR	2					2				
	1500 S	WBL	1	7.5	A	0.0	0.00	10	7.7	A	0.0	0.01
		WBT	141					237				
		WBR	12					10				
	1450 W	NBL	5	10.4	B	2.5	0.02	0	9.6	A	2.5	0.03
		NBT	0					0				
		NBR	3					8				
	1450 W	SBL	22	10.8	B	7.5	0.09	13	12.6	B	7.5	0.08
		SBT	0					0				
		SBR	21					11				

Existing Condition

Intersection		Movement	Existing Condition AM					Existing Condition PM				
			Volume	Delay (sec)	LOS	Queue Length (Ft)	V/C Ratio	Volume	Delay (sec)	LOS	Queue Length (Ft)	V/C Ratio
1100 W / 1500 S (AWSC)	1500 S	EBL	23	15.7	C	47.5	0.40	31	19.6	C	87.5	0.57
		EBT	124					177				
		EBR	33					27				
	1500 S	WBL	119	22.4	C	115.0	0.65	81	39.7	E	237.5	0.86
		WBT	113					227				
		WBR	20					50				
	1100 W	NBL	18	26.3	D	157.5	0.74	25	21.2	C	105.0	0.62
		NBT	129					183				
		NBR	118					78				
	1100 W	SBL	17	20.8	C	107.5	0.63	37	17.3	C	65.0	0.49
		SBT	155					93				
		SBR	17					67				
800 W / 1500 S (Signalized)	1500 S	EBL	68	8.2	A	12.5	0.17	52	9.1	A	10.0	0.14
		EBT	226	6.9	A	37.5	0.54	233	7.2	A	42.5	0.50
		EBR	54					44				
	1500 S	WBL	36	8.3	A	7.5	0.09	78	9.2	A	15.0	0.20
		WBT	196	6.5	A	30.0	0.47	239	7.3	A	45.0	0.54
		WBR	50					52				
	800 W	NBL	29	8.6	A	5.0	0.08	43	9.9	A	7.5	0.10
		NBT	95	8.3	A	27.5	0.44	82	8.1	A	27.5	0.36
		NBR	53					86				
	800 W	SBL	44	9.4	A	10.0	0.14	55	9.6	A	17.5	0.21
		SBT	55	8.0	A	20.0	0.36	76	8.8	A	37.5	0.49
		SBR	51					56				
	Overall			**7.5**	**A**				**8.1**	**A**		
1955 W / 1950 S (TWSC)	1950 S	EBL	1	11.0	B	2.5	0.04	0	9.9	A	2.5	0.03
		EBT	14					13				
		EBR	2					0				
	1950 S	WBL	43	10.6	B	7.5	0.10	36	9.8	A	12.5	0.13
		WBT	5					16				
		WBR	8					25				
	1955 W	NBL	0	0.0	A	0.0	-	1	7.2	A	0.0	0.00
		NBT	22					8				
		NBR	66					29				
	1955 W	SBL	18	7.7	A	2.5	0.02	12	7.4	A	0.0	0.01
		SBT	27					2				
		SBR	4					1				

Existing Condition

Intersection		Movement	Existing Condition AM					Existing Condition PM				
			Volume	Delay (sec)	LOS	Queue Length (Ft)	V/C Ratio	Volume	Delay (sec)	LOS	Queue Length (Ft)	V/C Ratio
1425 W / 1900 S (AWSC)	1900 S	EBL	0	7.3	A	2.5	0.03	2	7.3	A	5.0	0.06
		EBT	16					25				
		EBR	3					12				
	1900 S	WBL	25	7.7	A	7.5	0.09	40	7.7	A	10.0	0.12
		WBT	14					30				
		WBR	4					11				
	1425 W	NBL	13	7.2	A	7.5	0.10	10	7.2	A	5.0	0.08
		NBT	0					4				
		NBR	50					49				
	1425 W	SBL	6	7.4	A	0.0	0.01	7	7.5	A	2.5	0.03
		SBT	1					3				
		SBR	0					2				
1100 W / 1970 S (TWSC)	1970 S	EBL	144	16.1	C	35.0	0.33	54	11.7	B	7.5	0.10
		EBT	0	10.6	B	12.5	0.13	0	8.9	A	2.5	0.02
		EBR	92					15				
	Approach X	WBL	0	0.0	A	-	-	0	0.0	A	-	-
		WBT	0					0				
		WBR	0					0				
	1100 W	NBL	51	8.3	A	5.0	0.05	5	7.5	A	0.0	0.00
		NBT	54					217				
		NBR	2					0				
	1100 W	SBL	1	7.3	A	0.0	0.00	0	0.0	A	0.0	-
		SBT	165					86				
		SBR	214					25				
625 W/ 1950 S (TWSC)	1950 S	SEL	4	9.2	A	10.0	0.11	3	9.1	A	5.0	0.06
		SER	66					42				
	625 W	NEL	53	7.4	A	2.5	0.05	59	7.5	A	5.0	0.06
		NET	52					62				
	625 W	SWT	36	-	-	-	-	62	-	-	-	-
		SWR	4					3				
Mountain View / 2260 S (Yield Control)	2260 S	EBL	5	7.7	A	-	-	6	7.2	A	-	-
		EBT	6					6				
		EBR	0					0				
	2260 S	WBL	2	7.1	A	-	-	6	7.0	A	-	-
		WBT	1					12				
		WBR	7					13				
	Mountain View	NBL	0	7.0	A	-	-	0	6.9	A	-	-
		NBT	5					6				
		NBR	5					5				
	Mountain View	SBL	7	7.5	A	-	-	7	7.2	A	-	-
		SBT	3					4				
		SBR	3					1				

2050 No Build Condition

Intersection		Movement	2050 No Build Condition AM					2050 No Build Condition PM				
			Volume	Delay (sec)	LOS	Queue Length (Ft)	V/C Ratio	Volume	Delay (sec)	LOS	Queue Length (Ft)	V/C Ratio
800 W/ 1100 S (TWSC)	1100 S	WBL	12	15.8	C	25.0	0.26	11	11.1	B	5.0	0.06
		WBR	27					16				
	800 W	NBT	105	-	-	-	-	179	7.8	A	0.0	0.02
		NBR	198					12				
	800 W	SBL	69	8.6	A	10.0	0.11	18	-	-	-	-
		SBT	233					250				
Mountain View / 1500 S (Roundabout)	1500 S	EBL	0	3.3	A	0.0	0.04	2	3.4	A	0.0	0.03
		EBT	28					25				
		EBR	6					2				
	1500 S	WBL	23	3.1	A	0.0	0.04	53	4.2	A	25.0	0.19
		WBT	11					40				
		WBR	12					119				
	Mountain View	NBL	5	3.5	A	0.0	0.07	0	3.4	A	0.0	0.05
		NBT	1					0				
		NBR	40					45				
	Mountain View	SBL	24	3.2	A	0.0	0.03	23	3.6	A	0.0	0.06
		SBT	7					2				
		SBR	0					1				
	Overall			**3.3**	**A**				**3.9**	**A**		
1600 W / 1500 S (TWSC)	1500 S	EBT	116	-	-	-	-	238	-	-	-	-
		EBR	21					71				
	1500 S	WBL	10	7.7	A	0.0	0.01	25	8.1	A	2.5	0.02
		WBT	176					228				
	1600 W	NBL	68	12.0	B	20.0	0.21	38	13.6	B	12.5	0.14
		NBR	27					12				
1450 W / 1500 S (TWSC)	1500 S	EBL	4	8.0	A	0.0	0.00	34	8.6	A	2.5	0.04
		EBT	185					298				
		EBR	3					3				
	1500 S	WBL	2	7.6	A	0.0	0.00	18	8.0	A	0.0	0.02
		WBT	258					434				
		WBR	22					18				
	1450 W	NBL	6	12.7	B	2.5	0.03	0	10.3	B	2.5	0.03
		NBT	0					0				
		NBR	3					9				
	1450 W	SBL	45	14.4	B	27.5	0.27	13	17.0	C	15.0	0.17
		SBT	0					0				
		SBR	47					23				

2050 No Build Condition

Intersection		Movement	2050 No Build Condition AM					2050 No Build Condition PM				
			Volume	Delay (sec)	LOS	Queue Length (Ft)	V/C Ratio	Volume	Delay (sec)	LOS	Queue Length (Ft)	V/C Ratio
1100 W / 1500 S (AWSC)	1500 S	EBL	37	63.4	F	155.0	1.30	50	134.6	F	312.5	1.76
		EBT	200					286				
		EBR	53					44				
	1500 S	WBL	185	190.6	F	435.0	1.82	126	383.0	F	855.0	2.33
		WBT	175					352				
		WBR	31					78				
	1100 W	NBL	48	765.0	F	1987.5	2.78	67	487.7	F	1177.5	2.44
		NBT	344					488				
		NBR	315					208				
	1100 W	SBL	19	83.6	F	212.5	1.47	42	50.5	F	115.0	1.18
		SBT	175					105				
		SBR	19					76				
800 W / 1500 S (Signalized)	1500 S	EBL	83	10.6	B	22.5	0.25	64	12.5	B	20.0	0.21
		EBT	278	7.2	A	62.5	0.57	286	7.6	A	67.5	0.53
		EBR	66					54				
	1500 S	WBL	53	9.6	A	12.5	0.15	116	11.2	B	35.0	0.31
		WBT	291	7.4	A	67.5	0.59	355	8.7	A	97.5	0.68
		WBR	74					77				
	800 W	NBL	33	11.1	B	10.0	0.10	49	13.0	B	15.0	0.14
		NBT	107	10.5	B	47.5	0.49	93	10.2	B	45.0	0.40
		NBR	60					97				
	800 W	SBL	50	12.3	B	17.5	0.19	62	12.6	B	30.0	0.27
		SBT	62	10.0	B	37.5	0.40	86	11.1	B	65.0	0.54
		SBR	58					63				
	Overall			**8.7**	**A**				**9.7**	**A**		
1955 W / 1950 S (TWSC)	1950 S	EBL	1	11.3	B	2.5	0.05	0	10.0	B	2.5	0.03
		EBT	16					15				
		EBR	2					0				
	1950 S	WBL	49	11.0	B	10.0	0.12	41	10.0	A	12.5	0.15
		WBT	6					18				
		WBR	9					28				
	1955 W	NBL	0	0.0	A	0.0	-	1	7.2	A	0.0	0.00
		NBT	25					9				
		NBR	75					33				
	1955 W	SBL	20	7.8	A	2.5	0.02	14	7.4	A	2.5	0.02
		SBT	31					2				
		SBR	5					1				

2050 No Build Condition

Intersection		Movement	2050 No Build Condition AM					2050 No Build Condition PM				
			Volume	Delay (sec)	LOS	Queue Length (Ft)	V/C Ratio	Volume	Delay (sec)	LOS	Queue Length (Ft)	V/C Ratio
1425 W / 1900 S (AWSC)	1900 S	EBL	0	7.4	A	2.5	0.03	2	7.4	A	5.0	0.07
		EBT	18					28				
		EBR	3					14				
	1900 S	WBL	28	7.8	A	7.5	0.10	45	7.9	A	12.5	0.14
		WBT	16					34				
		WBR	5					12				
	1425 W	NBL	15	7.3	A	10.0	0.11	11	7.3	A	7.5	0.09
		NBT	0					5				
		NBR	57					55				
	1425 W	SBL	7	7.5	A	0.0	0.01	7	7.5	A	2.5	0.03
		SBT	1					3				
		SBR	0					2				
1100 W / 1970 S (TWSC)	1970 S	EBL	197	67.6	F	175.0	0.85	74	17.0	C	20.0	0.21
		EBT	0	13.4	B	22.5	0.24	0	9.3	A	2.5	0.03
		EBR	126					21				
	Approach X	WBL	0	0.0	A	-	-	0	0.0	A	-	-
		WBT	0					0				
		WBR	0					0				
	1100 W	NBL	96	9.6	A	10.0	0.12	9	7.7	A	0.0	0.01
		NBT	101					407				
		NBR	4					0				
	1100 W	SBL	2	7.4	A	0.0	0.00	0	0.0	A	0.0	-
		SBT	285					149				
		SBR	370					43				
625 W/ 1950 S (TWSC)	1950 S	SEL	5	9.3	A	12.5	0.13	3	9.2	A	5.0	0.07
		SER	75					47				
	625 W	NEL	60	7.5	A	5.0	0.05	67	7.6	A	5.0	0.06
		NET	59					70				
	625 W	SWT	41	-	-	-	-	70	-	-	-	-
		SWR	5					3				
Mountain View / 2260 S (Yield Control)	2260 S	EBL	6	7.8	A	-	-	7	7.3	A	-	-
		EBT	7					7				
		EBR	0					0				
	2260 S	WBL	2	7.1	A	-	-	7	7.0	A	-	-
		WBT	1					14				
		WBR	8					15				
	Mountain View	NBL	0	7.0	A	-	-	0	6.9	A	-	-
		NBT	6					7				
		NBR	6					6				
	Mountain View	SBL	8	7.5	A	-	-	8	7.3	A	-	-
		SBT	3					5				
		SBR	3					1				

2050 Build Condition

Intersection		Movement	2050 Build Condition AM					2050 Build Condition PM				
			Volume	Delay (sec)	LOS	Queue Length (Ft)	V/C Ratio	Volume	Delay (sec)	LOS	Queue Length (Ft)	V/C Ratio
800 W/ 1100 S (TWSC)	1100 S	WBL	12	15.8	C	25.0	0.26	11	11.1	B	5.0	0.06
		WBR	27					16				
	800 W	NBT	105	-	-	-	-	179	7.8	A	0.0	0.02
		NBR	198					12				
	800 W	SBL	69	8.6	A	10.0	0.11	18	-	-	-	-
		SBT	233					250				
Mountain View / 1500 S (Roundabout)	1500 S	EBL	0	3.3	A	0.0	0.04	2	3.4	A	0.0	0.03
		EBT	28					25				
		EBR	6					2				
	1500 S	WBL	23	3.1	A	0.0	0.04	53	4.2	A	25.0	0.19
		WBT	11					40				
		WBR	12					119				
	Mountain View	NBL	5	3.5	A	0.0	0.07	0	3.4	A	0.0	0.05
		NBT	1					0				
		NBR	40					45				
	Mountain View	SBL	24	3.2	A	0.0	0.03	23	3.6	A	0.0	0.06
		SBT	7					2				
		SBR	0					1				
	Overall			**3.3**	**A**				**3.9**	**A**		
1600 W / 1500 S (TWSC)	1500 S	EBT	116	-	-	-	-	238	-	-	-	-
		EBR	21					71				
	1500 S	WBL	10	7.7	A	0.0	0.01	25	8.1	A	2.5	0.02
		WBT	176					228				
	1600 W	NBL	68	12.0	B	20.0	0.21	38	13.6	B	12.5	0.14
		NBR	27					12				
1450 W / 1500 S (TWSC)	1500 S	EBL	4	8.0	A	0.0	0.00	34	8.6	A	2.5	0.04
		EBT	185					298				
		EBR	3					3				
	1500 S	WBL	2	7.6	A	0.0	0.00	18	8.0	A	0.0	0.02
		WBT	258					434				
		WBR	22					18				
	1450 W	NBL	6	12.7	B	2.5	0.03	0	10.3	B	2.5	0.03
		NBT	0					0				
		NBR	3					9				
	1450 W	SBL	45	14.4	B	27.5	0.27	13	17.0	C	15.0	0.17
		SBT	0					0				
		SBR	47					23				

2050 Build Condition

Intersection		Movement	2050 Build Condition AM					2050 Build Condition PM				
			Volume	Delay (sec)	LOS	Queue Length (Ft)	V/C Ratio	Volume	Delay (sec)	LOS	Queue Length (Ft)	V/C Ratio
1100 W / 1500 S (Signalized)	1500 S	EBL	37	12.0	B	12.5	0.09	50	16.9	B	22.5	0.20
		EBT	200	10.0	B	70.0	0.38	286	10.1	B	102.5	0.52
		EBR	53					44				
	1500 S	WBL	185	15.5	B	90.0	0.51	126	15.3	B	60.0	0.39
		WBT	175	10.0	B	70.0	0.38	352	12.4	B	170.0	0.72
		WBR	31					78				
	1100 W	NBL	48	13.0	B	22.5	0.17	67	12.3	B	22.5	0.15
		NBT	344	12.1	B	157.5	0.69	488	15.1	B	190.0	0.76
		NBR	315	13.5	B	155.0	0.75	208	10.7	B	62.5	0.39
	1100 W	SBL	19	16.4	B	12.5	0.13	42	18.8	B	20.0	0.20
		SBT	175	10.1	B	87.5	0.45	105	10.3	B	57.5	0.34
		SBR	19					76				
		Overall		**12.1**	**B**				**12.7**	**B**		
800 W / 1500 S (Signalized)	1500 S	EBL	83	10.6	B	22.5	0.25	64	12.5	B	20.0	0.21
		EBT	278	7.2	A	62.5	0.57	286	7.6	A	67.5	0.53
		EBR	66					54				
	1500 S	WBL	53	9.6	A	12.5	0.15	116	11.2	B	35.0	0.31
		WBT	291	7.4	A	67.5	0.59	355	8.7	A	97.5	0.68
		WBR	74					77				
	800 W	NBL	33	11.1	B	10.0	0.10	49	13.0	B	15.0	0.14
		NBT	107	10.5	B	47.5	0.49	93	10.2	B	45.0	0.40
		NBR	60					97				
	800 W	SBL	50	12.3	B	17.5	0.19	62	12.6	B	30.0	0.27
		SBT	62	10.0	B	37.5	0.40	86	11.1	B	65.0	0.54
		SBR	58					63				
		Overall		**8.7**	**A**				**9.7**	**A**		
1955 W / 1950 S (TWSC)	1950 S	EBL	1	11.3	B	2.5	0.05	0	10.0	B	2.5	0.03
		EBT	16					15				
		EBR	2					0				
	1950 S	WBL	49	11.0	B	10.0	0.12	41	10.0	A	12.5	0.15
		WBT	6					18				
		WBR	9					28				
	1955 W	NBL	0	0.0	A	0.0	-	1	7.2	A	0.0	0.00
		NBT	25					9				
		NBR	75					33				
	1955 W	SBL	20	7.8	A	2.5	0.02	14	7.4	A	2.5	0.02
		SBT	31					2				
		SBR	5					1				

2050 Build Condition

Intersection		Movement	2050 Build Condition AM					2050 Build Condition PM				
			Volume	Delay (sec)	LOS	Queue Length (Ft)	V/C Ratio	Volume	Delay (sec)	LOS	Queue Length (Ft)	V/C Ratio
1425 W / 1900 S (AWSC)	1900 S	EBL	0	7.4	A	2.5	0.03	2	7.4	A	5.0	0.07
		EBT	18					28				
		EBR	3					14				
	1900 S	WBL	28	7.8	A	7.5	0.10	45	7.9	A	12.5	0.14
		WBT	16					34				
		WBR	5					12				
	1425 W	NBL	15	7.3	A	10.0	0.11	11	7.3	A	7.5	0.09
		NBT	0					5				
		NBR	57					55				
	1425 W	SBL	7	7.5	A	0.0	0.01	7	7.5	A	2.5	0.03
		SBT	1					3				
		SBR	0					2				
1100 W / 1970 S (TWSC)	1970 S	EBL	197	31.5	D	100.0	0.63	74	16.5	C	20.0	0.20
		EBT	0	11.1	B	17.5	0.19	0	9.2	A	2.5	0.03
		EBR	126					21				
	Approach X	WBL	0	0.0	A	-	-	0	0.0	A	-	-
		WBT	0					0				
		WBR	0					0				
	1100 W	NBL	96	9.6	A	10.0	0.12	9	7.7	A	0.0	0.01
		NBT	101					407				
		NBR	4					0				
	1100 W	SBL	2	7.4	A	0.0	0.00	0	0.0	A	0.0	-
		SBT	285	0.0	A	-	-	149	-	-	-	-
		SBR	370					43				
625 W/ 1950 S (TWSC)	1950 S	SEL	5	9.3	A	12.5	0.13	3	9.2	A	5.0	0.07
		SER	75					47				
	625 W	NEL	60	7.5	A	5.0	0.05	67	7.6	A	5.0	0.06
		NET	59					70				
	625 W	SWT	41	-	-	-	-	70	-	-	-	-
		SWR	5					3				
Mountain View / 2260 S (Yield Control)	2260 S	EBL	6	7.8	A	-	-	7	7.3	A	-	-
		EBT	7					7				
		EBR	0					0				
	2260 S	WBL	2	7.1	A	-	-	7	7.0	A	-	-
		WBT	1					14				
		WBR	8					15				
	Mountain View	NBL	0	7.0	A	-	-	0	6.9	A	-	-
		NBT	6					7				
		NBR	6					6				
	Mountain View	SBL	8	7.5	A	-	-	8	7.3	A	-	-
		SBT	3					5				
		SBR	3					1				

Existing Condition - AM

Intersection	
Int Delay, s/veh	2.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	11	24	93	175	49	165
Future Vol, veh/h	11	24	93	175	49	165
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	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	34	34	68	68	54	54
Heavy Vehicles, %	0	0	0	2	0	4
Mvmt Flow	32	71	137	257	91	306

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	752	265	0	0	394	0
Stage 1	265	-	-	-	-	-
Stage 2	487	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	381	778	-	-	1175	-
Stage 1	784	-	-	-	-	-
Stage 2	622	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	345	778	-	-	1175	-
Mov Cap-2 Maneuver	345	-	-	-	-	-
Stage 1	784	-	-	-	-	-
Stage 2	564	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	12.9	0	1.9
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	558	412	-
HCM Lane V/C Ratio	-	-	0.184	0.077	-
HCM Ctrl Dly (s/v)	-	-	12.9	8.3	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.7	0.3	-

Intersection	
Intersection Delay, s/veh	3.2
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	40	49	80	32
Demand Flow Rate, veh/h	42	51	82	35
Vehicles Circulating, veh/h	59	12	62	44
Vehicles Exiting, veh/h	20	132	39	19
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	3.2	3.0	3.4	3.2
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
A (Intercept)	1380	1380	1380	1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3	1.02e-3
Entry Flow, veh/h	42	51	82	35
Cap Entry Lane, veh/h	1299	1363	1295	1319
Entry HV Adj Factor	0.945	0.961	0.976	0.914
Flow Entry, veh/h	40	49	80	32
Cap Entry, veh/h	1228	1310	1264	1206
V/C Ratio	0.032	0.037	0.063	0.027
Control Delay, s/veh	3.2	3.0	3.4	3.2
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Int Delay, s/veh	3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	103	19	9	156	60	24
Future Vol, veh/h	103	19	9	156	60	24
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	82	82	75	75	70	70
Heavy Vehicles, %	9	5	11	4	2	4
Mvmt Flow	126	23	12	208	86	34

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	149	0	369	137
Stage 1	-	-	-	-	137	-
Stage 2	-	-	-	-	232	-
Critical Hdwy	-	-	4.21	-	6.42	6.24
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.299	-	3.518	3.336
Pot Cap-1 Maneuver	-	-	1379	-	631	906
Stage 1	-	-	-	-	889	-
Stage 2	-	-	-	-	807	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1379	-	625	906
Mov Cap-2 Maneuver	-	-	-	-	625	-
Stage 1	-	-	-	-	889	-
Stage 2	-	-	-	-	799	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.42	11.36
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	686	-	-	98	-
HCM Lane V/C Ratio	0.175	-	-	0.009	-
HCM Ctrl Dly (s/v)	11.4	-	-	7.6	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.6	-	-	0	-

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	129	2	1	141	12	5	0	3	22	0	21
Future Vol, veh/h	3	129	2	1	141	12	5	0	3	22	0	21
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	79	79	79	67	67	67	67	67	67
Heavy Vehicles, %	0	6	0	0	3	25	0	0	0	14	0	10
Mvmt Flow	3	147	2	1	178	15	7	0	4	33	0	31

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	194	0	0	149	0	0	336	351	148	342	344	186
Stage 1	-	-	-	-	-	-	155	155	-	189	189	-
Stage 2	-	-	-	-	-	-	181	196	-	153	156	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.24	6.5	6.3
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.24	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.24	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.626	4	3.39
Pot Cap-1 Maneuver	1392	-	-	1445	-	-	622	577	904	590	582	836
Stage 1	-	-	-	-	-	-	853	773	-	786	748	-
Stage 2	-	-	-	-	-	-	825	742	-	821	773	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1392	-	-	1445	-	-	596	575	904	585	580	836
Mov Cap-2 Maneuver	-	-	-	-	-	-	596	575	-	585	580	-
Stage 1	-	-	-	-	-	-	850	771	-	785	747	-
Stage 2	-	-	-	-	-	-	794	742	-	815	771	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.17	0.05	10.36	10.79
HCM LOS			B	B

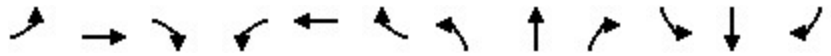
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	684	40	-	-	12	-	-	685
HCM Lane V/C Ratio	0.017	0.002	-	-	0.001	-	-	0.094
HCM Ctrl Dly (s/v)	10.4	7.6	0	-	7.5	0	-	10.8
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.3

Intersection	
Intersection Delay, s/veh	22.2
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	23	124	33	119	113	20	18	129	118	17	155	17
Future Vol, veh/h	23	124	33	119	113	20	18	129	118	17	155	17
Peak Hour Factor	0.94	0.94	0.94	0.76	0.76	0.76	0.66	0.66	0.66	0.57	0.57	0.57
Heavy Vehicles, %	13	2	9	3	3	5	11	2	3	0	0	18
Mvmt Flow	24	132	35	157	149	26	27	195	179	30	272	30
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	15.7	22.4	26.3	20.8
HCM LOS	C	C	D	C

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	7%	13%	47%	9%
Vol Thru, %	49%	69%	45%	82%
Vol Right, %	45%	18%	8%	9%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	265	180	252	189
LT Vol	18	23	119	17
Through Vol	129	124	113	155
RT Vol	118	33	20	17
Lane Flow Rate	402	191	332	332
Geometry Grp	1	1	1	1
Degree of Util (X)	0.74	0.402	0.65	0.629
Departure Headway (Hd)	6.631	7.555	7.061	6.828
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	546	475	511	527
Service Time	4.683	5.622	5.117	4.886
HCM Lane V/C Ratio	0.736	0.402	0.65	0.63
HCM Control Delay, s/veh	26.3	15.7	22.4	20.8
HCM Lane LOS	D	C	C	C
HCM 95th-tile Q	6.3	1.9	4.6	4.3



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	68	226	54	36	196	50	29	95	53	44	55	51
Future Volume (veh/h)	68	226	54	36	196	50	29	95	53	44	55	51
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1885	1841	1856	1856	1870	1900	1870	1900	1900	1841	1900
Adj Flow Rate, veh/h	91	301	72	47	255	65	41	134	75	68	85	78
Peak Hour Factor	0.75	0.75	0.75	0.77	0.77	0.77	0.71	0.71	0.71	0.65	0.65	0.65
Percent Heavy Veh, %	2	1	4	3	3	2	0	2	0	0	4	0
Cap, veh/h	538	553	132	499	537	137	522	304	170	487	239	219
Arrive On Green	0.38	0.38	0.38	0.38	0.38	0.38	0.27	0.27	0.27	0.27	0.27	0.27
Sat Flow, veh/h	1060	1470	352	1001	1426	364	1242	1126	630	1191	884	811
Grp Volume(v), veh/h	91	0	373	47	0	320	41	0	209	68	0	163
Grp Sat Flow(s),veh/h/ln	1060	0	1822	1001	0	1790	1242	0	1757	1191	0	1695
Q Serve(g_s), s	1.8	0.0	4.1	1.0	0.0	3.5	0.7	0.0	2.5	1.3	0.0	2.0
Cycle Q Clear(g_c), s	5.3	0.0	4.1	5.1	0.0	3.5	2.7	0.0	2.5	3.8	0.0	2.0
Prop In Lane	1.00		0.19	1.00		0.20	1.00		0.36	1.00		0.48
Lane Grp Cap(c), veh/h	538	0	686	499	0	674	522	0	474	487	0	457
V/C Ratio(X)	0.17	0.00	0.54	0.09	0.00	0.47	0.08	0.00	0.44	0.14	0.00	0.36
Avail Cap(c_a), veh/h	1034	0	1539	968	0	1512	1382	0	1691	1312	0	1632
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	8.0	0.0	6.2	8.2	0.0	6.0	8.6	0.0	7.7	9.3	0.0	7.5
Incr Delay (d2), s/veh	0.1	0.0	0.7	0.1	0.0	0.5	0.1	0.0	0.6	0.1	0.0	0.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.5	0.0	1.5	0.3	0.0	1.2	0.2	0.0	1.1	0.4	0.0	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	8.2	0.0	6.9	8.3	0.0	6.5	8.6	0.0	8.3	9.4	0.0	8.0
LnGrp LOS	A		A	A		A	A		A	A		A
Approach Vol, veh/h		464			367			250			231	
Approach Delay, s/veh		7.1			6.8			8.4			8.4	
Approach LOS		A			A			A			A	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	11.4	14.1	11.4	14.1
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	24.5	21.5	24.5	21.5
Max Q Clear Time (g_c+I1), s	4.7	7.3	5.8	7.1
Green Ext Time (p_c), s	1.3	2.3	1.1	1.8

Intersection Summary	
HCM 7th Control Delay, s/veh	7.5
HCM 7th LOS	A

Intersection	
Int Delay, s/veh	3.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	14	2	43	5	8	0	22	66	18	27	4
Future Vol, veh/h	1	14	2	43	5	8	0	22	66	18	27	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	71	71	71	78	78	78	45	45	45	68	68	68
Heavy Vehicles, %	0	7	100	0	0	13	0	5	2	6	4	25
Mvmt Flow	1	20	3	55	6	10	0	49	147	26	40	6

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	148	291	43	225	221	122	46	0	0	196	0	0
Stage 1	96	96	-	122	122	-	-	-	-	-	-	-
Stage 2	52	196	-	103	99	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.57	7.2	7.1	6.5	6.33	4.1	-	-	4.16	-	-
Critical Hdwy Stg 1	6.1	5.57	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.57	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.063	4.2	3.5	4	3.417	2.2	-	-	2.254	-	-
Pot Cap-1 Maneuver	825	611	807	735	681	900	1575	-	-	1354	-	-
Stage 1	916	806	-	887	799	-	-	-	-	-	-	-
Stage 2	966	730	-	908	817	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	792	599	807	695	668	900	1575	-	-	1354	-	-
Mov Cap-2 Maneuver	792	599	-	695	668	-	-	-	-	-	-	-
Stage 1	898	790	-	887	799	-	-	-	-	-	-	-
Stage 2	947	730	-	865	801	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	10.97	10.59	0	2.83
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1575	-	-	627	715	645	-	-
HCM Lane V/C Ratio	-	-	-	0.038	0.1	0.02	-	-
HCM Ctrl Dly (s/v)	0	-	-	11	10.6	7.7	0	-
HCM Lane LOS	A	-	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.3	0.1	-	-

Intersection	
Intersection Delay, s/veh	7.4
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	16	3	25	14	4	13	0	50	6	1	0
Future Vol, veh/h	0	16	3	25	14	4	13	0	50	6	1	0
Peak Hour Factor	0.79	0.79	0.79	0.60	0.60	0.60	0.68	0.68	0.68	0.88	0.88	0.88
Heavy Vehicles, %	0	6	33	8	0	0	8	0	0	0	0	0
Mvmt Flow	0	20	4	42	23	7	19	0	74	7	1	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7.3	7.7	7.2	7.4
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	21%	0%	58%	86%
Vol Thru, %	0%	84%	33%	14%
Vol Right, %	79%	16%	9%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	63	19	43	7
LT Vol	13	0	25	6
Through Vol	0	16	14	1
RT Vol	50	3	4	0
Lane Flow Rate	93	24	72	8
Geometry Grp	1	1	1	1
Degree of Util (X)	0.097	0.028	0.085	0.01
Departure Headway (Hd)	3.772	4.137	4.289	4.309
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	941	859	832	823
Service Time	1.829	2.191	2.331	2.377
HCM Lane V/C Ratio	0.099	0.028	0.087	0.01
HCM Control Delay, s/veh	7.2	7.3	7.7	7.4
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	0.1	0.3	0

Intersection	
Int Delay, s/veh	5.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	144	0	92	0	0	0	51	54	2	1	165	214
Future Vol, veh/h	144	0	92	0	0	0	51	54	2	1	165	214
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	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	157	0	100	0	0	0	55	59	2	1	179	233

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	467	470	296	352	585	60	412	0	0	61	0	0
Stage 1	298	298	-	171	171	-	-	-	-	-	-	-
Stage 2	170	172	-	182	414	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	506	492	744	603	423	1006	1147	-	-	1542	-	-
Stage 1	711	667	-	831	757	-	-	-	-	-	-	-
Stage 2	832	757	-	820	593	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	480	467	744	495	401	1006	1147	-	-	1542	-	-
Mov Cap-2 Maneuver	480	467	-	495	401	-	-	-	-	-	-	-
Stage 1	710	666	-	790	720	-	-	-	-	-	-	-
Stage 2	791	719	-	709	592	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	13.94	0	3.96	0.02
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	852	-	-	480	744	-	4	-	-
HCM Lane V/C Ratio	0.048	-	-	0.326	0.134	-	0.001	-	-
HCM Ctrl Dly (s/v)	8.3	0	-	16.1	10.6	0	7.3	0	-
HCM Lane LOS	A	A	-	C	B	A	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	1.4	0.5	-	0	-	-

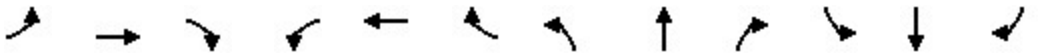
Intersection	
Int Delay, s/veh	5

Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	4	66	53	52	36	4
Future Vol, veh/h	4	66	53	52	36	4
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	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	63	63	75	75	67	67
Heavy Vehicles, %	25	2	0	0	0	25
Mvmt Flow	6	105	71	69	54	6

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	267	57	60	0	-	0
Stage 1	57	-	-	-	-	-
Stage 2	211	-	-	-	-	-
Critical Hdwy	6.65	6.22	4.1	-	-	-
Critical Hdwy Stg 1	5.65	-	-	-	-	-
Critical Hdwy Stg 2	5.65	-	-	-	-	-
Follow-up Hdwy	3.725	3.318	2.2	-	-	-
Pot Cap-1 Maneuver	675	1010	1557	-	-	-
Stage 1	910	-	-	-	-	-
Stage 2	773	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	644	1010	1557	-	-	-
Mov Cap-2 Maneuver	644	-	-	-	-	-
Stage 1	869	-	-	-	-	-
Stage 2	773	-	-	-	-	-

Approach	SE	NE	SW
HCM Ctrl Dly, s/v	9.15	3.75	0
HCM LOS	A		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	1557	-	978	-	-
HCM Lane V/C Ratio	0.045	-	0.114	-	-
HCM Ctrl Dly (s/v)	7.4	-	9.2	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.4	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Yield			Yield			Yield			Yield	
Traffic Volume (vph)	5	6	0	2	1	7	0	5	5	7	3	3
Future Volume (vph)	5	6	0	2	1	7	0	5	5	7	3	3
Peak Hour Factor	0.55	0.55	0.55	0.42	0.42	0.42	0.50	0.50	0.50	0.33	0.33	0.33
Hourly flow rate (vph)	9	11	0	5	2	17	0	10	10	21	9	9

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	20	24	20	39
Volume Left (vph)	9	5	0	21
Volume Right (vph)	0	17	10	9
Hadj (s)	0.56	-0.04	-0.13	0.23
Departure Headway (s)	4.6	4.0	3.9	4.3
Degree Utilization, x	0.03	0.03	0.02	0.05
Capacity (veh/h)	765	878	896	833
Control Delay (s/veh)	7.7	7.1	7.0	7.5
Approach Delay (s/veh)	7.7	7.1	7.0	7.5
Approach LOS	A	A	A	A

Intersection Summary				
Delay	7.3			
Level of Service	A			
Intersection Capacity Utilization	16.8%	ICU Level of Service	A	
Analysis Period (min)	15			

Existing Condition - PM

Intersection	
Int Delay, s/veh	1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	10	14	158	11	13	177
Future Vol, veh/h	10	14	158	11	13	177
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	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	75	75	81	81	91	91
Heavy Vehicles, %	10	7	2	0	8	0
Mvmt Flow	13	19	195	14	14	195

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	425	202	0	0	209	0
Stage 1	202	-	-	-	-	-
Stage 2	223	-	-	-	-	-
Critical Hdwy	6.5	6.27	-	-	4.18	-
Critical Hdwy Stg 1	5.5	-	-	-	-	-
Critical Hdwy Stg 2	5.5	-	-	-	-	-
Follow-up Hdwy	3.59	3.363	-	-	2.272	-
Pot Cap-1 Maneuver	571	826	-	-	1327	-
Stage 1	813	-	-	-	-	-
Stage 2	795	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	564	826	-	-	1327	-
Mov Cap-2 Maneuver	564	-	-	-	-	-
Stage 1	813	-	-	-	-	-
Stage 2	786	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	10.45	0	0.53
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	692	123	-
HCM Lane V/C Ratio	-	-	0.046	0.011	-
HCM Ctrl Dly (s/v)	-	-	10.5	7.7	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Intersection Delay, s/veh	3.8
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	35	228	55	62
Demand Flow Rate, veh/h	36	232	57	65
Vehicles Circulating, veh/h	119	3	90	103
Vehicles Exiting, veh/h	49	144	65	132
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	3.3	4.0	3.3	3.5
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
A (Intercept)	1380	1380	1380	1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3	1.02e-3
Entry Flow, veh/h	36	232	57	65
Cap Entry Lane, veh/h	1222	1376	1259	1242
Entry HV Adj Factor	0.960	0.984	0.965	0.954
Flow Entry, veh/h	35	228	55	62
Cap Entry, veh/h	1174	1354	1215	1185
V/C Ratio	0.029	0.169	0.045	0.052
Control Delay, s/veh	3.3	4.0	3.3	3.5
LOS	A	A	A	A
95th %tile Queue, veh	0	1	0	0

Intersection	
Int Delay, s/veh	1.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	211	63	22	202	34	11
Future Vol, veh/h	211	63	22	202	34	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	89	89	75	75
Heavy Vehicles, %	2	0	5	1	0	0
Mvmt Flow	240	72	25	227	45	15

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	311	0	552	276
Stage 1	-	-	-	-	276	-
Stage 2	-	-	-	-	276	-
Critical Hdwy	-	-	4.15	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.245	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1232	-	498	768
Stage 1	-	-	-	-	776	-
Stage 2	-	-	-	-	775	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1232	-	487	768
Mov Cap-2 Maneuver	-	-	-	-	487	-
Stage 1	-	-	-	-	776	-
Stage 2	-	-	-	-	757	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.78	12.58
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	535	-	-	177	-
HCM Lane V/C Ratio	0.112	-	-	0.02	-
HCM Ctrl Dly (s/v)	12.6	-	-	8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.4	-	-	0.1	-

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	24	208	2	10	237	10	0	0	8	13	0	11
Future Vol, veh/h	24	208	2	10	237	10	0	0	8	13	0	11
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	90	90	90	40	40	40	60	60	60
Heavy Vehicles, %	4	2	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	28	242	2	11	263	11	0	0	20	22	0	18

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	274	0	0	244	0	0	584	596	243	589	591	269
Stage 1	-	-	-	-	-	-	299	299	-	291	291	-
Stage 2	-	-	-	-	-	-	286	297	-	298	300	-
Critical Hdwy	4.14	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.236	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1277	-	-	1334	-	-	426	420	801	423	422	775
Stage 1	-	-	-	-	-	-	714	670	-	721	675	-
Stage 2	-	-	-	-	-	-	726	671	-	715	669	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1277	-	-	1334	-	-	401	405	801	398	408	775
Mov Cap-2 Maneuver	-	-	-	-	-	-	401	405	-	398	408	-
Stage 1	-	-	-	-	-	-	696	653	-	714	669	-
Stage 2	-	-	-	-	-	-	702	665	-	680	652	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.81	0.3	9.61	12.62
HCM LOS			A	B

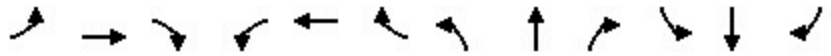
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	801	184	-	-	69	-	-	512
HCM Lane V/C Ratio	0.025	0.022	-	-	0.008	-	-	0.078
HCM Ctrl Dly (s/v)	9.6	7.9	0	-	7.7	0	-	12.6
HCM Lane LOS	A	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0	-	-	0.3

Intersection	
Intersection Delay, s/veh	26.8
Intersection LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	31	177	27	81	227	50	25	183	78	37	93	67
Future Vol, veh/h	31	177	27	81	227	50	25	183	78	37	93	67
Peak Hour Factor	0.83	0.83	0.83	0.77	0.77	0.77	0.91	0.91	0.91	0.83	0.83	0.83
Heavy Vehicles, %	7	2	0	3	0	4	0	1	5	3	3	3
Mvmt Flow	37	213	33	105	295	65	27	201	86	45	112	81
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	19.6	39.7	21.2	17.3
HCM LOS	C	E	C	C

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	9%	13%	23%	19%
Vol Thru, %	64%	75%	63%	47%
Vol Right, %	27%	11%	14%	34%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	286	235	358	197
LT Vol	25	31	81	37
Through Vol	183	177	227	93
RT Vol	78	27	50	67
Lane Flow Rate	314	283	465	237
Geometry Grp	1	1	1	1
Degree of Util (X)	0.62	0.571	0.869	0.487
Departure Headway (Hd)	7.101	7.258	6.726	7.382
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	506	495	539	487
Service Time	5.172	5.335	4.791	5.461
HCM Lane V/C Ratio	0.621	0.572	0.863	0.487
HCM Control Delay, s/veh	21.2	19.6	39.7	17.3
HCM Lane LOS	C	C	E	C
HCM 95th-tile Q	4.2	3.5	9.5	2.6



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	52	233	44	78	239	52	43	82	86	55	76	56
Future Volume (veh/h)	52	233	44	78	239	52	43	82	86	55	76	56
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1885	1900	1900	1870	1870	1870	1900	1885	1900	1900	1841
Adj Flow Rate, veh/h	66	295	56	99	303	66	47	90	95	106	146	108
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.91	0.91	0.91	0.52	0.52	0.52
Percent Heavy Veh, %	0	1	0	0	2	2	2	0	1	0	0	4
Cap, veh/h	488	586	111	504	566	123	458	250	264	517	300	222
Arrive On Green	0.38	0.38	0.38	0.38	0.38	0.38	0.30	0.30	0.30	0.30	0.30	0.30
Sat Flow, veh/h	1029	1540	292	1046	1488	324	1126	846	893	1218	1014	750
Grp Volume(v), veh/h	66	0	351	99	0	369	47	0	185	106	0	254
Grp Sat Flow(s),veh/h/ln	1029	0	1833	1046	0	1812	1126	0	1739	1218	0	1765
Q Serve(g_s), s	1.5	0.0	4.1	2.2	0.0	4.4	1.0	0.0	2.3	2.1	0.0	3.3
Cycle Q Clear(g_c), s	5.9	0.0	4.1	6.3	0.0	4.4	4.3	0.0	2.3	4.4	0.0	3.3
Prop In Lane	1.00		0.16	1.00		0.18	1.00		0.51	1.00		0.43
Lane Grp Cap(c), veh/h	488	0	697	504	0	689	458	0	514	517	0	521
V/C Ratio(X)	0.14	0.00	0.50	0.20	0.00	0.54	0.10	0.00	0.36	0.21	0.00	0.49
Avail Cap(c_a), veh/h	894	0	1420	917	0	1404	1120	0	1536	1233	0	1558
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	9.0	0.0	6.6	9.0	0.0	6.7	9.8	0.0	7.7	9.5	0.0	8.0
Incr Delay (d2), s/veh	0.1	0.0	0.6	0.2	0.0	0.6	0.1	0.0	0.4	0.2	0.0	0.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.4	0.0	1.7	0.6	0.0	1.8	0.3	0.0	1.1	0.7	0.0	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	9.1	0.0	7.2	9.2	0.0	7.3	9.9	0.0	8.1	9.6	0.0	8.8
LnGrp LOS	A		A	A		A	A		A	A		A
Approach Vol, veh/h		417			468			232			360	
Approach Delay, s/veh		7.5			7.7			8.5			9.0	
Approach LOS		A			A			A			A	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	12.7	15.1	12.7	15.1
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	24.5	21.5	24.5	21.5
Max Q Clear Time (g_c+I1), s	6.3	7.9	6.4	8.3
Green Ext Time (p_c), s	1.1	2.0	1.8	2.3

Intersection Summary	
HCM 7th Control Delay, s/veh	8.1
HCM 7th LOS	A

Intersection	
Int Delay, s/veh	6.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	13	0	36	16	25	1	8	29	12	2	1
Future Vol, veh/h	0	13	0	36	16	25	1	8	29	12	2	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	65	65	65	66	66	66	50	50	50	54	54	54
Heavy Vehicles, %	0	0	0	0	6	4	0	0	0	0	50	0
Mvmt Flow	0	20	0	55	24	38	2	16	58	22	4	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	81	127	5	107	99	45	6	0	0	74	0	0
Stage 1	49	49	-	49	49	-	-	-	-	-	-	-
Stage 2	32	78	-	58	50	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.56	6.24	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.56	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.56	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4.054	3.336	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	911	767	1085	877	784	1019	1629	-	-	1538	-	-
Stage 1	969	858	-	969	846	-	-	-	-	-	-	-
Stage 2	989	834	-	959	845	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	837	755	1085	840	771	1019	1629	-	-	1538	-	-
Mov Cap-2 Maneuver	837	755	-	840	771	-	-	-	-	-	-	-
Stage 1	955	846	-	968	845	-	-	-	-	-	-	-
Stage 2	924	833	-	922	833	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	9.9	9.75	0.19	5.9
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	41	-	-	755	874	1350	-	-
HCM Lane V/C Ratio	0.001	-	-	0.026	0.134	0.014	-	-
HCM Ctrl Dly (s/v)	7.2	0	-	9.9	9.8	7.4	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.5	0	-	-

Intersection	
Intersection Delay, s/veh	7.5
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	25	12	40	30	11	10	4	49	7	3	2
Future Vol, veh/h	2	25	12	40	30	11	10	4	49	7	3	2
Peak Hour Factor	0.70	0.70	0.70	0.78	0.78	0.78	0.88	0.88	0.88	0.43	0.43	0.43
Heavy Vehicles, %	0	0	0	0	3	0	0	0	0	0	0	0
Mvmt Flow	3	36	17	51	38	14	11	5	56	16	7	5
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7.3	7.7	7.2	7.5
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	16%	5%	49%	58%
Vol Thru, %	6%	64%	37%	25%
Vol Right, %	78%	31%	14%	17%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	63	39	81	12
LT Vol	10	2	40	7
Through Vol	4	25	30	3
RT Vol	49	12	11	2
Lane Flow Rate	72	56	104	28
Geometry Grp	1	1	1	1
Degree of Util (X)	0.075	0.062	0.119	0.033
Departure Headway (Hd)	3.762	3.979	4.134	4.249
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	938	892	862	831
Service Time	1.844	2.04	2.182	2.335
HCM Lane V/C Ratio	0.077	0.063	0.121	0.034
HCM Control Delay, s/veh	7.2	7.3	7.7	7.5
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.2	0.4	0.1

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	54	0	15	0	0	0	5	217	0	0	86	25
Future Vol, veh/h	54	0	15	0	0	0	5	217	0	0	86	25
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	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	59	0	16	0	0	0	5	236	0	0	93	27

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	354	354	107	340	367	236	121	0	0	236	0	0
Stage 1	107	107	-	247	247	-	-	-	-	-	-	-
Stage 2	247	247	-	93	121	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	601	571	947	614	561	803	1467	-	-	1331	-	-
Stage 1	898	807	-	757	702	-	-	-	-	-	-	-
Stage 2	757	702	-	913	796	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	599	569	947	601	559	803	1467	-	-	1331	-	-
Mov Cap-2 Maneuver	599	569	-	601	559	-	-	-	-	-	-	-
Stage 1	898	807	-	754	699	-	-	-	-	-	-	-
Stage 2	754	699	-	898	796	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	11.06	0	0.17	0
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	41	-	-	599	947	-	1331	-	-
HCM Lane V/C Ratio	0.004	-	-	0.098	0.017	-	-	-	-
HCM Ctrl Dly (s/v)	7.5	0	-	11.7	8.9	0	0	-	-
HCM Lane LOS	A	A	-	B	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.3	0.1	-	0	-	-

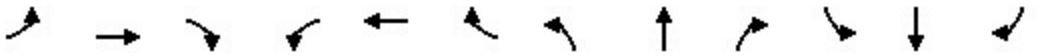
Intersection	
Int Delay, s/veh	3.8

Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	3	42	59	62	62	3
Future Vol, veh/h	3	42	59	62	62	3
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	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	75	75	70	70	81	81
Heavy Vehicles, %	0	2	2	0	2	0
Mvmt Flow	4	56	84	89	77	4

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	336	78	80	0	-	0
Stage 1	78	-	-	-	-	-
Stage 2	257	-	-	-	-	-
Critical Hdwy	6.4	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	664	982	1518	-	-	-
Stage 1	950	-	-	-	-	-
Stage 2	790	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	627	982	1518	-	-	-
Mov Cap-2 Maneuver	627	-	-	-	-	-
Stage 1	897	-	-	-	-	-
Stage 2	790	-	-	-	-	-

Approach	SE	NE	SW
HCM Ctrl Dly, s/v	9.06	3.66	0
HCM LOS	A		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	1518	-	946	-	-
HCM Lane V/C Ratio	0.056	-	0.063	-	-
HCM Ctrl Dly (s/v)	7.5	-	9.1	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0.2	-	0.2	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Yield			Yield			Yield			Yield	
Traffic Volume (vph)	6	6	0	6	12	13	0	6	5	7	4	1
Future Volume (vph)	6	6	0	6	12	13	0	6	5	7	4	1
Peak Hour Factor	0.60	0.60	0.60	0.86	0.86	0.86	0.69	0.69	0.69	0.75	0.75	0.75
Hourly flow rate (vph)	10	10	0	7	14	15	0	9	7	9	5	1

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	20	36	16	15
Volume Left (vph)	10	7	0	9
Volume Right (vph)	0	15	7	1
Hadj (s)	0.13	-0.18	-0.23	0.11
Departure Headway (s)	4.1	3.8	3.8	4.1
Degree Utilization, x	0.02	0.04	0.02	0.02
Capacity (veh/h)	857	932	920	852
Control Delay (s/veh)	7.2	7.0	6.9	7.2
Approach Delay (s/veh)	7.2	7.0	6.9	7.2
Approach LOS	A	A	A	A

Intersection Summary				
Delay	7.0			
Level of Service	A			
Intersection Capacity Utilization	16.6%	ICU Level of Service	A	
Analysis Period (min)	15			

2050 No Build Condition - AM

Intersection	
Int Delay, s/veh	2.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	12	27	105	198	69	233
Future Vol, veh/h	12	27	105	198	69	233
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	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	34	34	68	68	54	54
Heavy Vehicles, %	0	0	0	2	0	4
Mvmt Flow	35	79	154	291	128	431

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	987	300	0	0	446	0
Stage 1	300	-	-	-	-	-
Stage 2	687	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	277	744	-	-	1125	-
Stage 1	756	-	-	-	-	-
Stage 2	503	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	235	744	-	-	1125	-
Mov Cap-2 Maneuver	235	-	-	-	-	-
Stage 1	756	-	-	-	-	-
Stage 2	428	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	15.81	0	1.97
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	447	411	-
HCM Lane V/C Ratio	-	-	0.257	0.114	-
HCM Ctrl Dly (s/v)	-	-	15.8	8.6	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	1	0.4	-

Intersection	
Intersection Delay, s/veh	3.3
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	45	54	92	37
Demand Flow Rate, veh/h	48	57	94	40
Vehicles Circulating, veh/h	67	14	70	50
Vehicles Exiting, veh/h	23	150	45	21
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	3.3	3.1	3.5	3.2
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
A (Intercept)	1380	1380	1380	1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3	1.02e-3
Entry Flow, veh/h	48	57	94	40
Cap Entry Lane, veh/h	1289	1360	1285	1311
Entry HV Adj Factor	0.928	0.947	0.979	0.925
Flow Entry, veh/h	45	54	92	37
Cap Entry, veh/h	1196	1289	1257	1213
V/C Ratio	0.037	0.042	0.073	0.031
Control Delay, s/veh	3.3	3.1	3.5	3.2
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Int Delay, s/veh	3.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	116	21	10	176	68	27
Future Vol, veh/h	116	21	10	176	68	27
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	82	82	75	75	70	70
Heavy Vehicles, %	9	5	11	4	2	4
Mvmt Flow	141	26	13	235	97	39

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	167	0	416	154
Stage 1	-	-	-	-	154	-
Stage 2	-	-	-	-	261	-
Critical Hdwy	-	-	4.21	-	6.42	6.24
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.299	-	3.518	3.336
Pot Cap-1 Maneuver	-	-	1358	-	593	886
Stage 1	-	-	-	-	874	-
Stage 2	-	-	-	-	782	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1358	-	587	886
Mov Cap-2 Maneuver	-	-	-	-	587	-
Stage 1	-	-	-	-	874	-
Stage 2	-	-	-	-	774	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.41	12.01
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	649	-	-	97	-
HCM Lane V/C Ratio	0.209	-	-	0.01	-
HCM Ctrl Dly (s/v)	12	-	-	7.7	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.8	-	-	0	-

Intersection	
Int Delay, s/veh	3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	185	3	2	258	22	6	0	3	45	0	47
Future Vol, veh/h	4	185	3	2	258	22	6	0	3	45	0	47
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	79	79	79	67	67	67	67	67	67
Heavy Vehicles, %	0	6	0	0	3	25	0	0	0	14	0	10
Mvmt Flow	5	210	3	3	327	28	9	0	4	67	0	70

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	354	0	0	214	0	0	553	581	212	565	568	341
Stage 1	-	-	-	-	-	-	221	221	-	346	346	-
Stage 2	-	-	-	-	-	-	332	359	-	219	223	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.24	6.5	6.3
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.24	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.24	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.626	4	3.39
Pot Cap-1 Maneuver	1216	-	-	1369	-	-	447	428	833	418	435	684
Stage 1	-	-	-	-	-	-	786	724	-	646	639	-
Stage 2	-	-	-	-	-	-	686	630	-	757	723	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1216	-	-	1369	-	-	399	425	833	413	432	684
Mov Cap-2 Maneuver	-	-	-	-	-	-	399	425	-	413	432	-
Stage 1	-	-	-	-	-	-	783	721	-	644	638	-
Stage 2	-	-	-	-	-	-	614	629	-	749	720	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.17	0.05	12.68	14.44
HCM LOS			B	B

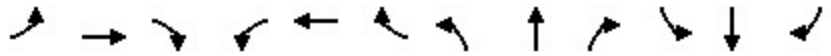
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	482	37	-	-	13	-	-	518
HCM Lane V/C Ratio	0.028	0.004	-	-	0.002	-	-	0.265
HCM Ctrl Dly (s/v)	12.7	8	0	-	7.6	0	-	14.4
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	1.1

Intersection	
Intersection Delay, s/veh	427
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	37	200	53	185	175	31	48	344	315	19	175	19
Future Vol, veh/h	37	200	53	185	175	31	48	344	315	19	175	19
Peak Hour Factor	0.94	0.94	0.94	0.76	0.76	0.76	0.66	0.66	0.66	0.57	0.57	0.57
Heavy Vehicles, %	13	2	9	3	3	5	11	2	3	0	0	18
Mvmt Flow	39	213	56	243	230	41	73	521	477	33	307	33
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	63.4	190.6	765	83.6
HCM LOS	F	F	F	F

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	7%	13%	47%	9%
Vol Thru, %	49%	69%	45%	82%
Vol Right, %	45%	18%	8%	9%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	707	290	391	213
LT Vol	48	37	185	19
Through Vol	344	200	175	175
RT Vol	315	53	31	19
Lane Flow Rate	1071	309	514	374
Geometry Grp	1	1	1	1
Degree of Util (X)	2.637	0.818	1.29	0.94
Departure Headway (Hd)	9.829	15.49	13.2	14.547
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	386	238	283	254
Service Time	7.829	13.49	11.2	12.547
HCM Lane V/C Ratio	2.775	1.298	1.816	1.472
HCM Control Delay, s/veh	765	63.4	190.6	83.6
HCM Lane LOS	F	F	F	F
HCM 95th-tile Q	79.5	6.2	17.4	8.5



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	83	278	66	53	291	74	33	107	60	50	62	58
Future Volume (veh/h)	83	278	66	53	291	74	33	107	60	50	62	58
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1885	1841	1856	1856	1870	1900	1870	1900	1900	1841	1900
Adj Flow Rate, veh/h	111	371	88	69	378	96	46	151	85	77	95	89
Peak Hour Factor	0.75	0.75	0.75	0.77	0.77	0.77	0.71	0.71	0.71	0.65	0.65	0.65
Percent Heavy Veh, %	2	1	4	3	3	2	0	2	0	0	4	0
Cap, veh/h	451	656	156	464	636	161	450	307	173	412	239	224
Arrive On Green	0.45	0.45	0.45	0.45	0.45	0.45	0.27	0.27	0.27	0.27	0.27	0.27
Sat Flow, veh/h	920	1473	349	925	1428	363	1219	1124	633	1162	874	819
Grp Volume(v), veh/h	111	0	459	69	0	474	46	0	236	77	0	184
Grp Sat Flow(s),veh/h/ln	920	0	1822	925	0	1790	1219	0	1756	1162	0	1693
Q Serve(g_s), s	3.3	0.0	6.0	1.9	0.0	6.4	1.0	0.0	3.6	1.9	0.0	2.8
Cycle Q Clear(g_c), s	9.7	0.0	6.0	7.9	0.0	6.4	3.9	0.0	3.6	5.5	0.0	2.8
Prop In Lane	1.00		0.19	1.00		0.20	1.00		0.36	1.00		0.48
Lane Grp Cap(c), veh/h	451	0	811	464	0	797	450	0	480	412	0	462
V/C Ratio(X)	0.25	0.00	0.57	0.15	0.00	0.59	0.10	0.00	0.49	0.19	0.00	0.40
Avail Cap(c_a), veh/h	661	0	1226	675	0	1205	1052	0	1347	986	0	1299
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	10.3	0.0	6.6	9.5	0.0	6.7	11.0	0.0	9.8	12.1	0.0	9.5
Incr Delay (d2), s/veh	0.3	0.0	0.6	0.1	0.0	0.7	0.1	0.0	0.8	0.2	0.0	0.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.9	0.0	2.5	0.5	0.0	2.7	0.4	0.0	1.9	0.7	0.0	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	10.6	0.0	7.2	9.6	0.0	7.4	11.1	0.0	10.5	12.3	0.0	10.0
LnGrp LOS	B		A	A		A	B		B	B		B
Approach Vol, veh/h		570			543			282			261	
Approach Delay, s/veh		7.9			7.7			10.6			10.7	
Approach LOS		A			A			B			B	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	13.2	18.7	13.2	18.7
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	24.5	21.5	24.5	21.5
Max Q Clear Time (g_c+I1), s	5.9	11.7	7.5	9.9
Green Ext Time (p_c), s	1.4	2.5	1.2	2.7

Intersection Summary	
HCM 7th Control Delay, s/veh	8.7
HCM 7th LOS	A

Intersection	
Int Delay, s/veh	3.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	16	2	49	6	9	0	25	75	20	31	5
Future Vol, veh/h	1	16	2	49	6	9	0	25	75	20	31	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	71	71	71	78	78	78	45	45	45	68	68	68
Heavy Vehicles, %	0	7	100	0	0	13	0	5	2	6	4	25
Mvmt Flow	1	23	3	63	8	12	0	56	167	29	46	7

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	167	330	49	255	251	139	53	0	0	222	0	0
Stage 1	108	108	-	139	139	-	-	-	-	-	-	-
Stage 2	59	222	-	116	112	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.57	7.2	7.1	6.5	6.33	4.1	-	-	4.16	-	-
Critical Hdwy Stg 1	6.1	5.57	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.57	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.063	4.2	3.5	4	3.417	2.2	-	-	2.254	-	-
Pot Cap-1 Maneuver	801	581	799	703	656	881	1566	-	-	1323	-	-
Stage 1	902	796	-	869	786	-	-	-	-	-	-	-
Stage 2	957	710	-	894	807	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	763	568	799	658	641	881	1566	-	-	1323	-	-
Mov Cap-2 Maneuver	763	568	-	658	641	-	-	-	-	-	-	-
Stage 1	882	778	-	869	786	-	-	-	-	-	-	-
Stage 2	935	710	-	845	788	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	11.35	11.02	0	2.78
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1566	-	-	594	680	625	-	-
HCM Lane V/C Ratio	-	-	-	0.045	0.121	0.022	-	-
HCM Ctrl Dly (s/v)	0	-	-	11.3	11	7.8	0	-
HCM Lane LOS	A	-	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.4	0.1	-	-

Intersection	
Intersection Delay, s/veh	7.5
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	18	3	28	16	5	15	0	57	7	1	0
Future Vol, veh/h	0	18	3	28	16	5	15	0	57	7	1	0
Peak Hour Factor	0.79	0.79	0.79	0.60	0.60	0.60	0.68	0.68	0.68	0.88	0.88	0.88
Heavy Vehicles, %	0	6	33	8	0	0	8	0	0	0	0	0
Mvmt Flow	0	23	4	47	27	8	22	0	84	8	1	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7.4	7.8	7.3	7.5
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	21%	0%	57%	88%
Vol Thru, %	0%	86%	33%	13%
Vol Right, %	79%	14%	10%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	72	21	49	8
LT Vol	15	0	28	7
Through Vol	0	18	16	1
RT Vol	57	3	5	0
Lane Flow Rate	106	27	82	9
Geometry Grp	1	1	1	1
Degree of Util (X)	0.112	0.031	0.098	0.011
Departure Headway (Hd)	3.798	4.18	4.31	4.347
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	934	849	827	814
Service Time	1.863	2.244	2.357	2.426
HCM Lane V/C Ratio	0.113	0.032	0.099	0.011
HCM Control Delay, s/veh	7.3	7.4	7.8	7.5
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.4	0.1	0.3	0

Intersection	
Int Delay, s/veh	13.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	197	0	126	0	0	0	96	101	4	2	285	370
Future Vol, veh/h	197	0	126	0	0	0	96	101	4	2	285	370
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	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	214	0	137	0	0	0	104	110	4	2	310	402

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	834	838	511	635	1037	112	712	0	0	114	0	0
Stage 1	515	515	-	321	321	-	-	-	-	-	-	-
Stage 2	318	323	-	314	716	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	288	302	563	391	231	941	888	-	-	1475	-	-
Stage 1	542	535	-	691	652	-	-	-	-	-	-	-
Stage 2	693	650	-	697	434	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	251	264	563	258	202	941	888	-	-	1475	-	-
Mov Cap-2 Maneuver	251	264	-	258	202	-	-	-	-	-	-	-
Stage 1	541	533	-	604	570	-	-	-	-	-	-	-
Stage 2	606	569	-	526	433	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	46.49	0	4.58	0.02
HCM LOS	E	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	831	-	-	251	563	-	5	-	-
HCM Lane V/C Ratio	0.118	-	-	0.854	0.243	-	0.001	-	-
HCM Ctrl Dly (s/v)	9.6	0	-	67.6	13.4	0	7.4	0	-
HCM Lane LOS	A	A	-	F	B	A	A	A	-
HCM 95th %tile Q(veh)	0.4	-	-	7	0.9	-	0	-	-

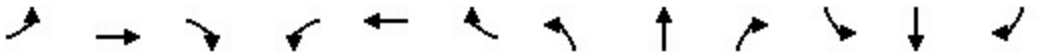
Intersection	
Int Delay, s/veh	5

Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	5	75	60	59	41	5
Future Vol, veh/h	5	75	60	59	41	5
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	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	63	63	75	75	67	67
Heavy Vehicles, %	25	2	0	0	0	25
Mvmt Flow	8	119	80	79	61	7

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	304	65	69	0	-	0
Stage 1	65	-	-	-	-	-
Stage 2	239	-	-	-	-	-
Critical Hdwy	6.65	6.22	4.1	-	-	-
Critical Hdwy Stg 1	5.65	-	-	-	-	-
Critical Hdwy Stg 2	5.65	-	-	-	-	-
Follow-up Hdwy	3.725	3.318	2.2	-	-	-
Pot Cap-1 Maneuver	643	999	1545	-	-	-
Stage 1	902	-	-	-	-	-
Stage 2	750	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	609	999	1545	-	-	-
Mov Cap-2 Maneuver	609	-	-	-	-	-
Stage 1	856	-	-	-	-	-
Stage 2	750	-	-	-	-	-

Approach	SE	NE	SW
HCM Ctrl Dly, s/v	9.32	3.76	0
HCM LOS	A		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	1545	-	961	-	-
HCM Lane V/C Ratio	0.052	-	0.132	-	-
HCM Ctrl Dly (s/v)	7.5	-	9.3	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0.2	-	0.5	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Yield			Yield			Yield			Yield	
Traffic Volume (vph)	6	7	0	2	1	8	0	6	6	8	3	3
Future Volume (vph)	6	7	0	2	1	8	0	6	6	8	3	3
Peak Hour Factor	0.55	0.55	0.55	0.42	0.42	0.42	0.50	0.50	0.50	0.33	0.33	0.33
Hourly flow rate (vph)	11	13	0	5	2	19	0	12	12	24	9	9

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	24	26	24	42
Volume Left (vph)	11	5	0	24
Volume Right (vph)	0	19	12	9
Hadj (s)	0.55	-0.06	-0.13	0.23
Departure Headway (s)	4.6	4.0	3.9	4.3
Degree Utilization, x	0.03	0.03	0.03	0.05
Capacity (veh/h)	762	878	891	829
Control Delay (s/veh)	7.8	7.1	7.0	7.5
Approach Delay (s/veh)	7.8	7.1	7.0	7.5
Approach LOS	A	A	A	A

Intersection Summary				
Delay	7.4			
Level of Service	A			
Intersection Capacity Utilization	17.5%	ICU Level of Service	A	
Analysis Period (min)	15			

2050 No Build Condition - PM

Intersection	
Int Delay, s/veh	1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	11	16	179	12	18	250
Future Vol, veh/h	11	16	179	12	18	250
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	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	75	75	81	81	91	91
Heavy Vehicles, %	10	7	2	0	8	0
Mvmt Flow	15	21	221	15	20	275

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	543	228	0	0	236	0
Stage 1	228	-	-	-	-	-
Stage 2	314	-	-	-	-	-
Critical Hdwy	6.5	6.27	-	-	4.18	-
Critical Hdwy Stg 1	5.5	-	-	-	-	-
Critical Hdwy Stg 2	5.5	-	-	-	-	-
Follow-up Hdwy	3.59	3.363	-	-	2.272	-
Pot Cap-1 Maneuver	487	799	-	-	1297	-
Stage 1	791	-	-	-	-	-
Stage 2	723	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	479	799	-	-	1297	-
Mov Cap-2 Maneuver	479	-	-	-	-	-
Stage 1	791	-	-	-	-	-
Stage 2	710	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	11.08	0	0.53
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	628	121	-
HCM Lane V/C Ratio	-	-	0.057	0.015	-
HCM Ctrl Dly (s/v)	-	-	11.1	7.8	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0	-

Intersection	
Intersection Delay, s/veh	3.9
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	39	259	62	70
Demand Flow Rate, veh/h	41	263	64	73
Vehicles Circulating, veh/h	135	3	103	117
Vehicles Exiting, veh/h	55	164	73	149
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	3.4	4.2	3.4	3.6
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
A (Intercept)	1380	1380	1380	1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3	1.02e-3
Entry Flow, veh/h	41	263	64	73
Cap Entry Lane, veh/h	1202	1376	1242	1225
Entry HV Adj Factor	0.959	0.985	0.969	0.959
Flow Entry, veh/h	39	259	62	70
Cap Entry, veh/h	1153	1355	1203	1174
V/C Ratio	0.034	0.191	0.052	0.060
Control Delay, s/veh	3.4	4.2	3.4	3.6
LOS	A	A	A	A
95th %tile Queue, veh	0	1	0	0

Intersection	
Int Delay, s/veh	1.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	238	71	25	228	38	12
Future Vol, veh/h	238	71	25	228	38	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	89	89	75	75
Heavy Vehicles, %	2	0	5	1	0	0
Mvmt Flow	270	81	28	256	51	16

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	351	0	623	311
Stage 1	-	-	-	-	311	-
Stage 2	-	-	-	-	312	-
Critical Hdwy	-	-	4.15	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.245	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1191	-	453	734
Stage 1	-	-	-	-	748	-
Stage 2	-	-	-	-	746	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1191	-	440	734
Mov Cap-2 Maneuver	-	-	-	-	440	-
Stage 1	-	-	-	-	748	-
Stage 2	-	-	-	-	726	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.8	13.56
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	487	-	-	178	-
HCM Lane V/C Ratio	0.137	-	-	0.024	-
HCM Ctrl Dly (s/v)	13.6	-	-	8.1	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.5	-	-	0.1	-

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	34	298	3	18	434	18	0	0	9	13	0	23
Future Vol, veh/h	34	298	3	18	434	18	0	0	9	13	0	23
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	90	90	90	40	40	40	60	60	60
Heavy Vehicles, %	4	2	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	40	347	3	20	482	20	0	0	23	22	0	38

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	502	0	0	350	0	0	950	970	348	958	961	492
Stage 1	-	-	-	-	-	-	427	427	-	532	532	-
Stage 2	-	-	-	-	-	-	522	542	-	426	429	-
Critical Hdwy	4.14	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.236	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1052	-	-	1220	-	-	242	255	700	239	258	581
Stage 1	-	-	-	-	-	-	609	588	-	535	529	-
Stage 2	-	-	-	-	-	-	541	523	-	611	587	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1052	-	-	1220	-	-	211	238	700	216	241	581
Mov Cap-2 Maneuver	-	-	-	-	-	-	211	238	-	216	241	-
Stage 1	-	-	-	-	-	-	581	561	-	522	517	-
Stage 2	-	-	-	-	-	-	494	511	-	563	560	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.87	0.31	10.32	16.98
HCM LOS			B	C

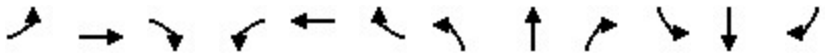
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	700	182	-	-	68	-	-	360
HCM Lane V/C Ratio	0.032	0.038	-	-	0.016	-	-	0.167
HCM Ctrl Dly (s/v)	10.3	8.6	0	-	8	0	-	17
HCM Lane LOS	B	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0	-	-	0.6

Intersection	
Intersection Delay, s/veh	332.6
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	50	286	44	126	352	78	67	488	208	42	105	76
Future Vol, veh/h	50	286	44	126	352	78	67	488	208	42	105	76
Peak Hour Factor	0.83	0.83	0.83	0.77	0.77	0.77	0.91	0.91	0.91	0.83	0.83	0.83
Heavy Vehicles, %	7	2	0	3	0	4	0	1	5	3	3	3
Mvmt Flow	60	345	53	164	457	101	74	536	229	51	127	92
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	134.6	383	487.7	50.5
HCM LOS	F	F	F	F

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	9%	13%	23%	19%
Vol Thru, %	64%	75%	63%	47%
Vol Right, %	27%	12%	14%	34%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	763	380	556	223
LT Vol	67	50	126	42
Through Vol	488	286	352	105
RT Vol	208	44	78	76
Lane Flow Rate	838	458	722	269
Geometry Grp	1	1	1	1
Degree of Util (X)	2.007	1.124	1.76	0.708
Departure Headway (Hd)	10.852	14.263	12.048	16.053
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	344	261	310	228
Service Time	8.852	12.263	10.048	14.053
HCM Lane V/C Ratio	2.436	1.755	2.329	1.18
HCM Control Delay, s/veh	487.7	134.6	383	50.5
HCM Lane LOS	F	F	F	F
HCM 95th-tile Q	47.1	12.5	34.2	4.6



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	64	286	54	116	355	77	49	93	97	62	86	63
Future Volume (veh/h)	64	286	54	116	355	77	49	93	97	62	86	63
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1885	1900	1900	1870	1870	1870	1900	1885	1900	1900	1841
Adj Flow Rate, veh/h	81	362	68	147	449	97	54	102	107	119	165	121
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.91	0.91	0.91	0.52	0.52	0.52
Percent Heavy Veh, %	0	1	0	0	2	2	2	0	1	0	0	4
Cap, veh/h	384	684	128	472	660	143	385	253	266	448	304	223
Arrive On Green	0.44	0.44	0.44	0.44	0.44	0.44	0.30	0.30	0.30	0.30	0.30	0.30
Sat Flow, veh/h	874	1543	290	973	1490	322	1093	849	891	1191	1019	747
Grp Volume(v), veh/h	81	0	430	147	0	546	54	0	209	119	0	286
Grp Sat Flow(s),veh/h/ln	874	0	1833	973	0	1812	1093	0	1740	1191	0	1766
Q Serve(g_s), s	2.8	0.0	5.9	4.5	0.0	8.4	1.5	0.0	3.3	3.1	0.0	4.7
Cycle Q Clear(g_c), s	11.2	0.0	5.9	10.4	0.0	8.4	6.2	0.0	3.3	6.4	0.0	4.7
Prop In Lane	1.00		0.16	1.00		0.18	1.00		0.51	1.00		0.42
Lane Grp Cap(c), veh/h	384	0	812	472	0	803	385	0	519	448	0	527
V/C Ratio(X)	0.21	0.00	0.53	0.31	0.00	0.68	0.14	0.00	0.40	0.27	0.00	0.54
Avail Cap(c_a), veh/h	537	0	1132	642	0	1120	828	0	1225	932	0	1243
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	12.2	0.0	7.1	10.9	0.0	7.7	12.8	0.0	9.7	12.3	0.0	10.2
Incr Delay (d2), s/veh	0.3	0.0	0.5	0.4	0.0	1.0	0.2	0.0	0.5	0.3	0.0	0.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.8	0.0	2.7	1.4	0.0	3.9	0.6	0.0	1.8	1.2	0.0	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	12.5	0.0	7.6	11.2	0.0	8.7	13.0	0.0	10.2	12.6	0.0	11.1
LnGrp LOS	B		A	B		A	B		B	B		B
Approach Vol, veh/h		511			693			263			405	
Approach Delay, s/veh		8.4			9.3			10.8			11.5	
Approach LOS		A			A			B			B	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	14.9	19.9	14.9	19.9
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	24.5	21.5	24.5	21.5
Max Q Clear Time (g_c+I1), s	8.2	13.2	8.4	12.4
Green Ext Time (p_c), s	1.3	2.0	2.0	3.0

Intersection Summary	
HCM 7th Control Delay, s/veh	9.7
HCM 7th LOS	A

Intersection	
Int Delay, s/veh	6.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	15	0	41	18	28	1	9	33	14	2	1
Future Vol, veh/h	0	15	0	41	18	28	1	9	33	14	2	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	65	65	65	66	66	66	50	50	50	54	54	54
Heavy Vehicles, %	0	0	0	0	6	4	0	0	0	0	50	0
Mvmt Flow	0	23	0	62	27	42	2	18	66	26	4	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	92	144	5	122	112	51	6	0	0	84	0	0
Stage 1	56	56	-	55	55	-	-	-	-	-	-	-
Stage 2	36	88	-	67	57	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.56	6.24	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.56	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.56	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4.054	3.336	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	897	750	1085	857	770	1011	1629	-	-	1526	-	-
Stage 1	961	852	-	962	841	-	-	-	-	-	-	-
Stage 2	985	826	-	948	839	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	813	737	1085	816	756	1011	1629	-	-	1526	-	-
Mov Cap-2 Maneuver	813	737	-	816	756	-	-	-	-	-	-	-
Stage 1	944	837	-	961	840	-	-	-	-	-	-	-
Stage 2	912	825	-	906	825	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	10.04	9.98	0.17	6.09
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	36	-	-	737	855	1390	-	-
HCM Lane V/C Ratio	0.001	-	-	0.031	0.154	0.017	-	-
HCM Ctrl Dly (s/v)	7.2	0	-	10	10	7.4	0	-
HCM Lane LOS	A	A	-	B	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.5	0.1	-	-

Intersection	
Intersection Delay, s/veh	7.6
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	28	14	45	34	12	11	5	55	7	3	2
Future Vol, veh/h	2	28	14	45	34	12	11	5	55	7	3	2
Peak Hour Factor	0.70	0.70	0.70	0.78	0.78	0.78	0.88	0.88	0.88	0.43	0.43	0.43
Heavy Vehicles, %	0	0	0	0	3	0	0	0	0	0	0	0
Mvmt Flow	3	40	20	58	44	15	13	6	63	16	7	5
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7.4	7.9	7.3	7.5
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	15%	5%	49%	58%
Vol Thru, %	7%	64%	37%	25%
Vol Right, %	77%	32%	13%	17%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	71	44	91	12
LT Vol	11	2	45	7
Through Vol	5	28	34	3
RT Vol	55	14	12	2
Lane Flow Rate	81	63	117	28
Geometry Grp	1	1	1	1
Degree of Util (X)	0.085	0.07	0.135	0.033
Departure Headway (Hd)	3.797	3.998	4.158	4.292
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	926	886	856	820
Service Time	1.891	2.067	2.211	2.391
HCM Lane V/C Ratio	0.087	0.071	0.137	0.034
HCM Control Delay, s/veh	7.3	7.4	7.9	7.5
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	0.2	0.5	0.1

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	74	0	21	0	0	0	9	407	0	0	149	43
Future Vol, veh/h	74	0	21	0	0	0	9	407	0	0	149	43
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	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	80	0	23	0	0	0	10	442	0	0	162	47

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	647	647	185	624	671	442	209	0	0	442	0	0
Stage 1	185	185	-	462	462	-	-	-	-	-	-	-
Stage 2	462	462	-	162	209	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	384	390	857	398	378	615	1362	-	-	1118	-	-
Stage 1	816	746	-	580	565	-	-	-	-	-	-	-
Stage 2	580	565	-	840	729	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	380	386	857	384	374	615	1362	-	-	1118	-	-
Mov Cap-2 Maneuver	380	386	-	384	374	-	-	-	-	-	-	-
Stage 1	816	746	-	574	559	-	-	-	-	-	-	-
Stage 2	574	559	-	818	729	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	15.29	0	0.17	0
HCM LOS	C	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	39	-	-	380	857	-	1118	-	-
HCM Lane V/C Ratio	0.007	-	-	0.212	0.027	-	-	-	-
HCM Ctrl Dly (s/v)	7.7	0	-	17	9.3	0	0	-	-
HCM Lane LOS	A	A	-	C	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.8	0.1	-	0	-	-

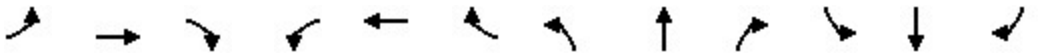
Intersection	
Int Delay, s/veh	3.8

Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	3	47	67	70	70	3
Future Vol, veh/h	3	47	67	70	70	3
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	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	75	75	70	70	81	81
Heavy Vehicles, %	0	2	2	0	2	0
Mvmt Flow	4	63	96	100	86	4

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	380	88	90	0	-	0
Stage 1	88	-	-	-	-	-
Stage 2	291	-	-	-	-	-
Critical Hdwy	6.4	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	626	970	1505	-	-	-
Stage 1	940	-	-	-	-	-
Stage 2	763	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	586	970	1505	-	-	-
Mov Cap-2 Maneuver	586	-	-	-	-	-
Stage 1	880	-	-	-	-	-
Stage 2	763	-	-	-	-	-

Approach	SE	NE	SW
HCM Ctrl Dly, s/v	9.15	3.69	0
HCM LOS	A		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	1505	-	933	-	-
HCM Lane V/C Ratio	0.064	-	0.071	-	-
HCM Ctrl Dly (s/v)	7.6	-	9.2	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0.2	-	0.2	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Yield			Yield			Yield			Yield	
Traffic Volume (vph)	7	7	0	7	14	15	0	7	6	8	5	1
Future Volume (vph)	7	7	0	7	14	15	0	7	6	8	5	1
Peak Hour Factor	0.60	0.60	0.60	0.86	0.86	0.86	0.69	0.69	0.69	0.75	0.75	0.75
Hourly flow rate (vph)	12	12	0	8	16	17	0	10	9	11	7	1

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	24	41	19	19
Volume Left (vph)	12	8	0	11
Volume Right (vph)	0	17	9	1
Hadj (s)	0.13	-0.18	-0.25	0.12
Departure Headway (s)	4.2	3.8	3.8	4.2
Degree Utilization, x	0.03	0.04	0.02	0.02
Capacity (veh/h)	852	925	917	845
Control Delay (s/veh)	7.3	7.0	6.9	7.3
Approach Delay (s/veh)	7.3	7.0	6.9	7.3
Approach LOS	A	A	A	A

Intersection Summary				
Delay	7.1			
Level of Service	A			
Intersection Capacity Utilization	17.4%	ICU Level of Service	A	
Analysis Period (min)	15			

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Intersection	
Int Delay, s/veh	2.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	12	27	105	198	69	233
Future Vol, veh/h	12	27	105	198	69	233
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	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	34	34	68	68	54	54
Heavy Vehicles, %	0	0	0	2	0	4
Mvmt Flow	35	79	154	291	128	431

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	987	300	0	0	446	0
Stage 1	300	-	-	-	-	-
Stage 2	687	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	277	744	-	-	1125	-
Stage 1	756	-	-	-	-	-
Stage 2	503	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	235	744	-	-	1125	-
Mov Cap-2 Maneuver	235	-	-	-	-	-
Stage 1	756	-	-	-	-	-
Stage 2	428	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	15.81	0	1.97
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	447	411	-
HCM Lane V/C Ratio	-	-	0.257	0.114	-
HCM Ctrl Dly (s/v)	-	-	15.8	8.6	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	1	0.4	-

Intersection	
Intersection Delay, s/veh	3.3
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	45	54	92	37
Demand Flow Rate, veh/h	48	57	94	40
Vehicles Circulating, veh/h	67	14	70	50
Vehicles Exiting, veh/h	23	150	45	21
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	3.3	3.1	3.5	3.2
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
A (Intercept)	1380	1380	1380	1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3	1.02e-3
Entry Flow, veh/h	48	57	94	40
Cap Entry Lane, veh/h	1289	1360	1285	1311
Entry HV Adj Factor	0.928	0.947	0.979	0.925
Flow Entry, veh/h	45	54	92	37
Cap Entry, veh/h	1196	1289	1257	1213
V/C Ratio	0.037	0.042	0.073	0.031
Control Delay, s/veh	3.3	3.1	3.5	3.2
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Int Delay, s/veh	3.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	116	21	10	176	68	27
Future Vol, veh/h	116	21	10	176	68	27
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	82	82	75	75	70	70
Heavy Vehicles, %	9	5	11	4	2	4
Mvmt Flow	141	26	13	235	97	39

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	167	0	416	154
Stage 1	-	-	-	-	154	-
Stage 2	-	-	-	-	261	-
Critical Hdwy	-	-	4.21	-	6.42	6.24
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.299	-	3.518	3.336
Pot Cap-1 Maneuver	-	-	1358	-	593	886
Stage 1	-	-	-	-	874	-
Stage 2	-	-	-	-	782	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1358	-	587	886
Mov Cap-2 Maneuver	-	-	-	-	587	-
Stage 1	-	-	-	-	874	-
Stage 2	-	-	-	-	774	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.41	12.01
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	649	-	-	97	-
HCM Lane V/C Ratio	0.209	-	-	0.01	-
HCM Ctrl Dly (s/v)	12	-	-	7.7	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.8	-	-	0	-

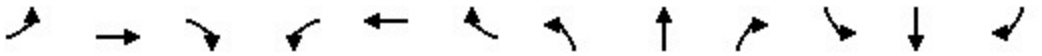
Intersection	
Int Delay, s/veh	3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	185	3	2	258	22	6	0	3	45	0	47
Future Vol, veh/h	4	185	3	2	258	22	6	0	3	45	0	47
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	79	79	79	67	67	67	67	67	67
Heavy Vehicles, %	0	6	0	0	3	25	0	0	0	14	0	10
Mvmt Flow	5	210	3	3	327	28	9	0	4	67	0	70

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	354	0	0	214	0	0	553	581	212	565	568	341
Stage 1	-	-	-	-	-	-	221	221	-	346	346	-
Stage 2	-	-	-	-	-	-	332	359	-	219	223	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.24	6.5	6.3
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.24	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.24	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.626	4	3.39
Pot Cap-1 Maneuver	1216	-	-	1369	-	-	447	428	833	418	435	684
Stage 1	-	-	-	-	-	-	786	724	-	646	639	-
Stage 2	-	-	-	-	-	-	686	630	-	757	723	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1216	-	-	1369	-	-	399	425	833	413	432	684
Mov Cap-2 Maneuver	-	-	-	-	-	-	399	425	-	413	432	-
Stage 1	-	-	-	-	-	-	783	721	-	644	638	-
Stage 2	-	-	-	-	-	-	614	629	-	749	720	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.17	0.05	12.68	14.44
HCM LOS			B	B

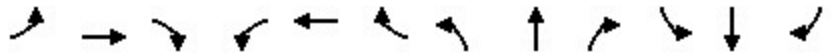
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	482	37	-	-	13	-	-	518
HCM Lane V/C Ratio	0.028	0.004	-	-	0.002	-	-	0.265
HCM Ctrl Dly (s/v)	12.7	8	0	-	7.6	0	-	14.4
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	1.1



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	37	200	53	185	175	31	48	344	315	19	175	19
Future Volume (veh/h)	37	200	53	185	175	31	48	344	315	19	175	19
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1707	1870	1767	1856	1856	1826	1737	1870	1856	1900	1900	1633
Adj Flow Rate, veh/h	39	213	56	243	230	41	73	521	477	33	307	33
Peak Hour Factor	0.94	0.94	0.94	0.76	0.76	0.76	0.66	0.66	0.66	0.57	0.57	0.57
Percent Heavy Veh, %	13	2	9	3	3	5	11	2	3	0	0	18
Cap, veh/h	450	562	148	477	604	108	425	759	638	261	684	74
Arrive On Green	0.39	0.39	0.39	0.39	0.39	0.39	0.41	0.41	0.41	0.41	0.41	0.41
Sat Flow, veh/h	1012	1427	375	1101	1533	273	966	1870	1572	573	1686	181
Grp Volume(v), veh/h	39	0	269	243	0	271	73	521	477	33	0	340
Grp Sat Flow(s),veh/h/ln	1012	0	1803	1101	0	1806	966	1870	1572	573	0	1867
Q Serve(g_s), s	1.3	0.0	4.8	9.1	0.0	4.8	2.7	10.3	11.6	2.3	0.0	5.9
Cycle Q Clear(g_c), s	6.1	0.0	4.8	13.8	0.0	4.8	8.6	10.3	11.6	12.6	0.0	5.9
Prop In Lane	1.00		0.21	1.00		0.15	1.00		1.00	1.00		0.10
Lane Grp Cap(c), veh/h	450	0	710	477	0	711	425	759	638	261	0	758
V/C Ratio(X)	0.09	0.00	0.38	0.51	0.00	0.38	0.17	0.69	0.75	0.13	0.00	0.45
Avail Cap(c_a), veh/h	615	0	1003	656	0	1005	592	1082	910	360	0	1081
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	11.9	0.0	9.7	14.6	0.0	9.7	12.8	11.0	11.4	16.2	0.0	9.7
Incr Delay (d2), s/veh	0.1	0.0	0.3	0.8	0.0	0.3	0.2	1.1	2.1	0.2	0.0	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.5	0.0	2.8	3.6	0.0	2.8	0.9	6.3	6.2	0.5	0.0	3.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	12.0	0.0	10.0	15.5	0.0	10.0	13.0	12.1	13.5	16.4	0.0	10.1
LnGrp LOS	B		B	B		B	B	B	B	B		B
Approach Vol, veh/h		308			514			1071			373	
Approach Delay, s/veh		10.3			12.6			12.8			10.7	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	22.7	22.2	22.7	22.2
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	26.0	25.0	26.0	25.0
Max Q Clear Time (g_c+I1), s	13.6	8.1	14.6	15.8
Green Ext Time (p_c), s	4.6	1.6	1.8	1.9

Intersection Summary	
HCM 7th Control Delay, s/veh	12.1
HCM 7th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	83	278	66	53	291	74	33	107	60	50	62	58
Future Volume (veh/h)	83	278	66	53	291	74	33	107	60	50	62	58
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1885	1841	1856	1856	1870	1900	1870	1900	1900	1841	1900
Adj Flow Rate, veh/h	111	371	88	69	378	96	46	151	85	77	95	89
Peak Hour Factor	0.75	0.75	0.75	0.77	0.77	0.77	0.71	0.71	0.71	0.65	0.65	0.65
Percent Heavy Veh, %	2	1	4	3	3	2	0	2	0	0	4	0
Cap, veh/h	451	656	156	464	636	161	450	307	173	412	239	224
Arrive On Green	0.45	0.45	0.45	0.45	0.45	0.45	0.27	0.27	0.27	0.27	0.27	0.27
Sat Flow, veh/h	920	1473	349	925	1428	363	1219	1124	633	1162	874	819
Grp Volume(v), veh/h	111	0	459	69	0	474	46	0	236	77	0	184
Grp Sat Flow(s),veh/h/ln	920	0	1822	925	0	1790	1219	0	1756	1162	0	1693
Q Serve(g_s), s	3.3	0.0	6.0	1.9	0.0	6.4	1.0	0.0	3.6	1.9	0.0	2.8
Cycle Q Clear(g_c), s	9.7	0.0	6.0	7.9	0.0	6.4	3.9	0.0	3.6	5.5	0.0	2.8
Prop In Lane	1.00		0.19	1.00		0.20	1.00		0.36	1.00		0.48
Lane Grp Cap(c), veh/h	451	0	811	464	0	797	450	0	480	412	0	462
V/C Ratio(X)	0.25	0.00	0.57	0.15	0.00	0.59	0.10	0.00	0.49	0.19	0.00	0.40
Avail Cap(c_a), veh/h	661	0	1226	675	0	1205	1052	0	1347	986	0	1299
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	10.3	0.0	6.6	9.5	0.0	6.7	11.0	0.0	9.8	12.1	0.0	9.5
Incr Delay (d2), s/veh	0.3	0.0	0.6	0.1	0.0	0.7	0.1	0.0	0.8	0.2	0.0	0.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.9	0.0	2.5	0.5	0.0	2.7	0.4	0.0	1.9	0.7	0.0	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	10.6	0.0	7.2	9.6	0.0	7.4	11.1	0.0	10.5	12.3	0.0	10.0
LnGrp LOS	B		A	A		A	B		B	B		B
Approach Vol, veh/h		570			543			282			261	
Approach Delay, s/veh		7.9			7.7			10.6			10.7	
Approach LOS		A			A			B			B	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	13.2	18.7	13.2	18.7
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	24.5	21.5	24.5	21.5
Max Q Clear Time (g_c+I1), s	5.9	11.7	7.5	9.9
Green Ext Time (p_c), s	1.4	2.5	1.2	2.7

Intersection Summary	
HCM 7th Control Delay, s/veh	8.7
HCM 7th LOS	A

Intersection	
Int Delay, s/veh	3.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	16	2	49	6	9	0	25	75	20	31	5
Future Vol, veh/h	1	16	2	49	6	9	0	25	75	20	31	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	71	71	71	78	78	78	45	45	45	68	68	68
Heavy Vehicles, %	0	7	100	0	0	13	0	5	2	6	4	25
Mvmt Flow	1	23	3	63	8	12	0	56	167	29	46	7

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	167	330	49	255	251	139	53	0	0	222	0	0
Stage 1	108	108	-	139	139	-	-	-	-	-	-	-
Stage 2	59	222	-	116	112	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.57	7.2	7.1	6.5	6.33	4.1	-	-	4.16	-	-
Critical Hdwy Stg 1	6.1	5.57	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.57	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.063	4.2	3.5	4	3.417	2.2	-	-	2.254	-	-
Pot Cap-1 Maneuver	801	581	799	703	656	881	1566	-	-	1323	-	-
Stage 1	902	796	-	869	786	-	-	-	-	-	-	-
Stage 2	957	710	-	894	807	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	763	568	799	658	641	881	1566	-	-	1323	-	-
Mov Cap-2 Maneuver	763	568	-	658	641	-	-	-	-	-	-	-
Stage 1	882	778	-	869	786	-	-	-	-	-	-	-
Stage 2	935	710	-	845	788	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	11.35	11.02	0	2.78
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1566	-	-	594	680	625	-	-
HCM Lane V/C Ratio	-	-	-	0.045	0.121	0.022	-	-
HCM Ctrl Dly (s/v)	0	-	-	11.3	11	7.8	0	-
HCM Lane LOS	A	-	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.4	0.1	-	-

Intersection	
Intersection Delay, s/veh	7.5
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	18	3	28	16	5	15	0	57	7	1	0
Future Vol, veh/h	0	18	3	28	16	5	15	0	57	7	1	0
Peak Hour Factor	0.79	0.79	0.79	0.60	0.60	0.60	0.68	0.68	0.68	0.88	0.88	0.88
Heavy Vehicles, %	0	6	33	8	0	0	8	0	0	0	0	0
Mvmt Flow	0	23	4	47	27	8	22	0	84	8	1	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7.4	7.8	7.3	7.5
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	21%	0%	57%	88%
Vol Thru, %	0%	86%	33%	13%
Vol Right, %	79%	14%	10%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	72	21	49	8
LT Vol	15	0	28	7
Through Vol	0	18	16	1
RT Vol	57	3	5	0
Lane Flow Rate	106	27	82	9
Geometry Grp	1	1	1	1
Degree of Util (X)	0.112	0.031	0.098	0.011
Departure Headway (Hd)	3.798	4.18	4.31	4.347
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	934	849	827	814
Service Time	1.863	2.244	2.357	2.426
HCM Lane V/C Ratio	0.113	0.032	0.099	0.011
HCM Control Delay, s/veh	7.3	7.4	7.8	7.5
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.4	0.1	0.3	0

Intersection	
Int Delay, s/veh	7.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	197	0	126	0	0	0	96	101	4	2	285	370
Future Vol, veh/h	197	0	126	0	0	0	96	101	4	2	285	370
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	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	214	0	137	0	0	0	104	110	4	2	310	402

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	633	637	310	635	1037	112	712	0	0	114	0	0
Stage 1	314	314	-	321	321	-	-	-	-	-	-	-
Stage 2	318	323	-	314	716	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	393	395	730	391	231	941	888	-	-	1475	-	-
Stage 1	697	656	-	691	652	-	-	-	-	-	-	-
Stage 2	693	650	-	697	434	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	342	344	730	277	202	941	888	-	-	1475	-	-
Mov Cap-2 Maneuver	342	344	-	277	202	-	-	-	-	-	-	-
Stage 1	695	654	-	604	570	-	-	-	-	-	-	-
Stage 2	606	569	-	565	433	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	23.55	0	4.58	0.02
HCM LOS	C	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	831	-	-	342	730	-	13	-	-
HCM Lane V/C Ratio	0.118	-	-	0.625	0.188	-	0.001	-	-
HCM Ctrl Dly (s/v)	9.6	0	-	31.5	11.1	0	7.4	0	-
HCM Lane LOS	A	A	-	D	B	A	A	A	-
HCM 95th %tile Q(veh)	0.4	-	-	4	0.7	-	0	-	-

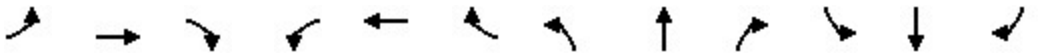
Intersection	
Int Delay, s/veh	5

Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	5	75	60	59	41	5
Future Vol, veh/h	5	75	60	59	41	5
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	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	63	63	75	75	67	67
Heavy Vehicles, %	25	2	0	0	0	25
Mvmt Flow	8	119	80	79	61	7

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	304	65	69	0	-	0
Stage 1	65	-	-	-	-	-
Stage 2	239	-	-	-	-	-
Critical Hdwy	6.65	6.22	4.1	-	-	-
Critical Hdwy Stg 1	5.65	-	-	-	-	-
Critical Hdwy Stg 2	5.65	-	-	-	-	-
Follow-up Hdwy	3.725	3.318	2.2	-	-	-
Pot Cap-1 Maneuver	643	999	1545	-	-	-
Stage 1	902	-	-	-	-	-
Stage 2	750	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	609	999	1545	-	-	-
Mov Cap-2 Maneuver	609	-	-	-	-	-
Stage 1	856	-	-	-	-	-
Stage 2	750	-	-	-	-	-

Approach	SE	NE	SW
HCM Ctrl Dly, s/v	9.32	3.76	0
HCM LOS	A		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	1545	-	961	-	-
HCM Lane V/C Ratio	0.052	-	0.132	-	-
HCM Ctrl Dly (s/v)	7.5	-	9.3	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0.2	-	0.5	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Yield			Yield			Yield			Yield	
Traffic Volume (vph)	6	7	0	2	1	8	0	6	6	8	3	3
Future Volume (vph)	6	7	0	2	1	8	0	6	6	8	3	3
Peak Hour Factor	0.55	0.55	0.55	0.42	0.42	0.42	0.50	0.50	0.50	0.33	0.33	0.33
Hourly flow rate (vph)	11	13	0	5	2	19	0	12	12	24	9	9

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	24	26	24	42
Volume Left (vph)	11	5	0	24
Volume Right (vph)	0	19	12	9
Hadj (s)	0.55	-0.06	-0.13	0.23
Departure Headway (s)	4.6	4.0	3.9	4.3
Degree Utilization, x	0.03	0.03	0.03	0.05
Capacity (veh/h)	762	878	891	829
Control Delay (s/veh)	7.8	7.1	7.0	7.5
Approach Delay (s/veh)	7.8	7.1	7.0	7.5
Approach LOS	A	A	A	A

Intersection Summary				
Delay	7.4			
Level of Service	A			
Intersection Capacity Utilization	17.5%	ICU Level of Service	A	
Analysis Period (min)	15			

2050 Build Condition - PM

Intersection	
Int Delay, s/veh	1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	11	16	179	12	18	250
Future Vol, veh/h	11	16	179	12	18	250
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	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	75	75	81	81	91	91
Heavy Vehicles, %	10	7	2	0	8	0
Mvmt Flow	15	21	221	15	20	275

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	543	228	0	0	236	0
Stage 1	228	-	-	-	-	-
Stage 2	314	-	-	-	-	-
Critical Hdwy	6.5	6.27	-	-	4.18	-
Critical Hdwy Stg 1	5.5	-	-	-	-	-
Critical Hdwy Stg 2	5.5	-	-	-	-	-
Follow-up Hdwy	3.59	3.363	-	-	2.272	-
Pot Cap-1 Maneuver	487	799	-	-	1297	-
Stage 1	791	-	-	-	-	-
Stage 2	723	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	479	799	-	-	1297	-
Mov Cap-2 Maneuver	479	-	-	-	-	-
Stage 1	791	-	-	-	-	-
Stage 2	710	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	11.08	0	0.53
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	628	121	-
HCM Lane V/C Ratio	-	-	0.057	0.015	-
HCM Ctrl Dly (s/v)	-	-	11.1	7.8	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0	-

Intersection	
Intersection Delay, s/veh	3.9
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	39	259	62	70
Demand Flow Rate, veh/h	41	263	64	73
Vehicles Circulating, veh/h	135	3	103	117
Vehicles Exiting, veh/h	55	164	73	149
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	3.4	4.2	3.4	3.6
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
A (Intercept)	1380	1380	1380	1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3	1.02e-3
Entry Flow, veh/h	41	263	64	73
Cap Entry Lane, veh/h	1202	1376	1242	1225
Entry HV Adj Factor	0.959	0.985	0.969	0.959
Flow Entry, veh/h	39	259	62	70
Cap Entry, veh/h	1153	1355	1203	1174
V/C Ratio	0.034	0.191	0.052	0.060
Control Delay, s/veh	3.4	4.2	3.4	3.6
LOS	A	A	A	A
95th %tile Queue, veh	0	1	0	0

Intersection	
Int Delay, s/veh	1.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	238	71	25	228	38	12
Future Vol, veh/h	238	71	25	228	38	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	89	89	75	75
Heavy Vehicles, %	2	0	5	1	0	0
Mvmt Flow	270	81	28	256	51	16

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	351	0	623	311
Stage 1	-	-	-	-	311	-
Stage 2	-	-	-	-	312	-
Critical Hdwy	-	-	4.15	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.245	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1191	-	453	734
Stage 1	-	-	-	-	748	-
Stage 2	-	-	-	-	746	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1191	-	440	734
Mov Cap-2 Maneuver	-	-	-	-	440	-
Stage 1	-	-	-	-	748	-
Stage 2	-	-	-	-	726	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.8	13.56
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	487	-	-	178	-
HCM Lane V/C Ratio	0.137	-	-	0.024	-
HCM Ctrl Dly (s/v)	13.6	-	-	8.1	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.5	-	-	0.1	-

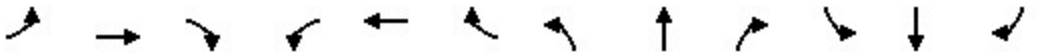
Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	34	298	3	18	434	18	0	0	9	13	0	23
Future Vol, veh/h	34	298	3	18	434	18	0	0	9	13	0	23
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	90	90	90	40	40	40	60	60	60
Heavy Vehicles, %	4	2	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	40	347	3	20	482	20	0	0	23	22	0	38

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	502	0	0	350	0	0	950	970	348	958	961	492
Stage 1	-	-	-	-	-	-	427	427	-	532	532	-
Stage 2	-	-	-	-	-	-	522	542	-	426	429	-
Critical Hdwy	4.14	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.236	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1052	-	-	1220	-	-	242	255	700	239	258	581
Stage 1	-	-	-	-	-	-	609	588	-	535	529	-
Stage 2	-	-	-	-	-	-	541	523	-	611	587	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1052	-	-	1220	-	-	211	238	700	216	241	581
Mov Cap-2 Maneuver	-	-	-	-	-	-	211	238	-	216	241	-
Stage 1	-	-	-	-	-	-	581	561	-	522	517	-
Stage 2	-	-	-	-	-	-	494	511	-	563	560	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.87	0.31	10.32	16.98
HCM LOS			B	C

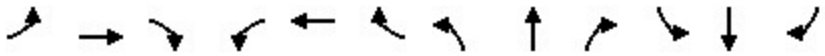
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	700	182	-	-	68	-	-	360
HCM Lane V/C Ratio	0.032	0.038	-	-	0.016	-	-	0.167
HCM Ctrl Dly (s/v)	10.3	8.6	0	-	8	0	-	17
HCM Lane LOS	B	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0	-	-	0.6



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	286	44	126	352	78	67	488	208	42	105	76
Future Volume (veh/h)	50	286	44	126	352	78	67	488	208	42	105	76
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1870	1900	1856	1900	1841	1900	1885	1826	1856	1856	1856
Adj Flow Rate, veh/h	60	345	53	164	457	101	74	536	229	51	127	92
Peak Hour Factor	0.83	0.83	0.83	0.77	0.77	0.77	0.91	0.91	0.91	0.83	0.83	0.83
Percent Heavy Veh, %	7	2	0	3	0	4	0	1	5	3	3	3
Cap, veh/h	301	670	103	417	638	141	498	709	582	250	376	273
Arrive On Green	0.42	0.42	0.42	0.42	0.42	0.42	0.38	0.38	0.38	0.38	0.38	0.38
Sat Flow, veh/h	818	1583	243	979	1507	333	1181	1885	1547	697	1000	725
Grp Volume(v), veh/h	60	0	398	164	0	558	74	536	229	51	0	219
Grp Sat Flow(s),veh/h/ln	818	0	1827	979	0	1840	1181	1885	1547	697	0	1725
Q Serve(g_s), s	2.9	0.0	7.2	6.7	0.0	11.3	2.1	11.1	4.9	3.1	0.0	4.1
Cycle Q Clear(g_c), s	14.2	0.0	7.2	13.9	0.0	11.3	6.2	11.1	4.9	14.2	0.0	4.1
Prop In Lane	1.00		0.13	1.00		0.18	1.00		1.00	1.00		0.42
Lane Grp Cap(c), veh/h	301	0	773	417	0	778	498	709	582	250	0	649
V/C Ratio(X)	0.20	0.00	0.52	0.39	0.00	0.72	0.15	0.76	0.39	0.20	0.00	0.34
Avail Cap(c_a), veh/h	411	0	1018	549	0	1026	606	883	725	314	0	808
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	16.6	0.0	9.5	14.7	0.0	10.7	12.2	12.2	10.2	18.4	0.0	10.0
Incr Delay (d2), s/veh	0.3	0.0	0.5	0.6	0.0	1.6	0.1	2.9	0.4	0.4	0.0	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.9	0.0	4.1	2.4	0.0	6.8	0.9	7.6	2.5	0.8	0.0	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	16.9	0.0	10.1	15.3	0.0	12.4	12.3	15.1	10.7	18.8	0.0	10.3
LnGrp LOS	B		B	B		B	B	B	B	B		B
Approach Vol, veh/h		458			722			839			270	
Approach Delay, s/veh		11.0			13.0			13.7			11.9	
Approach LOS		B			B			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		21.4		23.5		21.4		23.5				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		21.0		25.0		21.0		25.0				
Max Q Clear Time (g_c+I1), s		13.1		16.2		16.2		15.9				
Green Ext Time (p_c), s		2.9		1.9		0.7		3.1				

Intersection Summary												
HCM 7th Control Delay, s/veh			12.7									
HCM 7th LOS			B									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	64	286	54	116	355	77	49	93	97	62	86	63
Future Volume (veh/h)	64	286	54	116	355	77	49	93	97	62	86	63
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1885	1900	1900	1870	1870	1870	1900	1885	1900	1900	1841
Adj Flow Rate, veh/h	81	362	68	147	449	97	54	102	107	119	165	121
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.91	0.91	0.91	0.52	0.52	0.52
Percent Heavy Veh, %	0	1	0	0	2	2	2	0	1	0	0	4
Cap, veh/h	384	684	128	472	660	143	385	253	266	448	304	223
Arrive On Green	0.44	0.44	0.44	0.44	0.44	0.44	0.30	0.30	0.30	0.30	0.30	0.30
Sat Flow, veh/h	874	1543	290	973	1490	322	1093	849	891	1191	1019	747
Grp Volume(v), veh/h	81	0	430	147	0	546	54	0	209	119	0	286
Grp Sat Flow(s),veh/h/ln	874	0	1833	973	0	1812	1093	0	1740	1191	0	1766
Q Serve(g_s), s	2.8	0.0	5.9	4.5	0.0	8.4	1.5	0.0	3.3	3.1	0.0	4.7
Cycle Q Clear(g_c), s	11.2	0.0	5.9	10.4	0.0	8.4	6.2	0.0	3.3	6.4	0.0	4.7
Prop In Lane	1.00		0.16	1.00		0.18	1.00		0.51	1.00		0.42
Lane Grp Cap(c), veh/h	384	0	812	472	0	803	385	0	519	448	0	527
V/C Ratio(X)	0.21	0.00	0.53	0.31	0.00	0.68	0.14	0.00	0.40	0.27	0.00	0.54
Avail Cap(c_a), veh/h	537	0	1132	642	0	1120	828	0	1225	932	0	1243
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	12.2	0.0	7.1	10.9	0.0	7.7	12.8	0.0	9.7	12.3	0.0	10.2
Incr Delay (d2), s/veh	0.3	0.0	0.5	0.4	0.0	1.0	0.2	0.0	0.5	0.3	0.0	0.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.8	0.0	2.7	1.4	0.0	3.9	0.6	0.0	1.8	1.2	0.0	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	12.5	0.0	7.6	11.2	0.0	8.7	13.0	0.0	10.2	12.6	0.0	11.1
LnGrp LOS	B		A	B		A	B		B	B		B
Approach Vol, veh/h		511			693			263			405	
Approach Delay, s/veh		8.4			9.3			10.8			11.5	
Approach LOS		A			A			B			B	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	14.9	19.9	14.9	19.9
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	24.5	21.5	24.5	21.5
Max Q Clear Time (g_c+I1), s	8.2	13.2	8.4	12.4
Green Ext Time (p_c), s	1.3	2.0	2.0	3.0

Intersection Summary	
HCM 7th Control Delay, s/veh	9.7
HCM 7th LOS	A

Intersection	
Int Delay, s/veh	6.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	15	0	41	18	28	1	9	33	14	2	1
Future Vol, veh/h	0	15	0	41	18	28	1	9	33	14	2	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	65	65	65	66	66	66	50	50	50	54	54	54
Heavy Vehicles, %	0	0	0	0	6	4	0	0	0	0	50	0
Mvmt Flow	0	23	0	62	27	42	2	18	66	26	4	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	92	144	5	122	112	51	6	0	0	84	0	0
Stage 1	56	56	-	55	55	-	-	-	-	-	-	-
Stage 2	36	88	-	67	57	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.56	6.24	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.56	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.56	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4.054	3.336	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	897	750	1085	857	770	1011	1629	-	-	1526	-	-
Stage 1	961	852	-	962	841	-	-	-	-	-	-	-
Stage 2	985	826	-	948	839	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	813	737	1085	816	756	1011	1629	-	-	1526	-	-
Mov Cap-2 Maneuver	813	737	-	816	756	-	-	-	-	-	-	-
Stage 1	944	837	-	961	840	-	-	-	-	-	-	-
Stage 2	912	825	-	906	825	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	10.04	9.98	0.17	6.09
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	36	-	-	737	855	1390	-	-
HCM Lane V/C Ratio	0.001	-	-	0.031	0.154	0.017	-	-
HCM Ctrl Dly (s/v)	7.2	0	-	10	10	7.4	0	-
HCM Lane LOS	A	A	-	B	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.5	0.1	-	-

Intersection	
Intersection Delay, s/veh	7.6
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	28	14	45	34	12	11	5	55	7	3	2
Future Vol, veh/h	2	28	14	45	34	12	11	5	55	7	3	2
Peak Hour Factor	0.70	0.70	0.70	0.78	0.78	0.78	0.88	0.88	0.88	0.43	0.43	0.43
Heavy Vehicles, %	0	0	0	0	3	0	0	0	0	0	0	0
Mvmt Flow	3	40	20	58	44	15	13	6	63	16	7	5
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7.4	7.9	7.3	7.5
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	15%	5%	49%	58%
Vol Thru, %	7%	64%	37%	25%
Vol Right, %	77%	32%	13%	17%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	71	44	91	12
LT Vol	11	2	45	7
Through Vol	5	28	34	3
RT Vol	55	14	12	2
Lane Flow Rate	81	63	117	28
Geometry Grp	1	1	1	1
Degree of Util (X)	0.085	0.07	0.135	0.033
Departure Headway (Hd)	3.797	3.998	4.158	4.292
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	926	886	856	820
Service Time	1.891	2.067	2.211	2.391
HCM Lane V/C Ratio	0.087	0.071	0.137	0.034
HCM Control Delay, s/veh	7.3	7.4	7.9	7.5
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	0.2	0.5	0.1

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	74	0	21	0	0	0	9	407	0	0	149	43
Future Vol, veh/h	74	0	21	0	0	0	9	407	0	0	149	43
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	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	80	0	23	0	0	0	10	442	0	0	162	47

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	624	624	162	624	671	442	209	0	0	442	0	0
Stage 1	162	162	-	462	462	-	-	-	-	-	-	-
Stage 2	462	462	-	162	209	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	398	402	883	398	378	615	1362	-	-	1118	-	-
Stage 1	840	764	-	580	565	-	-	-	-	-	-	-
Stage 2	580	565	-	840	729	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	394	398	883	384	374	615	1362	-	-	1118	-	-
Mov Cap-2 Maneuver	394	398	-	384	374	-	-	-	-	-	-	-
Stage 1	840	764	-	574	559	-	-	-	-	-	-	-
Stage 2	574	559	-	818	729	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	14.85	0	0.17	0
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	39	-	-	394	883	-	1118	-	-
HCM Lane V/C Ratio	0.007	-	-	0.204	0.026	-	-	-	-
HCM Ctrl Dly (s/v)	7.7	0	-	16.5	9.2	0	0	-	-
HCM Lane LOS	A	A	-	C	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.8	0.1	-	0	-	-

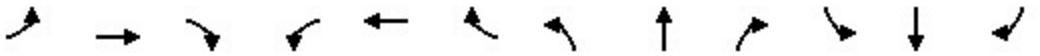
Intersection	
Int Delay, s/veh	3.8

Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	3	47	67	70	70	3
Future Vol, veh/h	3	47	67	70	70	3
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	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	75	75	70	70	81	81
Heavy Vehicles, %	0	2	2	0	2	0
Mvmt Flow	4	63	96	100	86	4

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	380	88	90	0	-	0
Stage 1	88	-	-	-	-	-
Stage 2	291	-	-	-	-	-
Critical Hdwy	6.4	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	626	970	1505	-	-	-
Stage 1	940	-	-	-	-	-
Stage 2	763	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	586	970	1505	-	-	-
Mov Cap-2 Maneuver	586	-	-	-	-	-
Stage 1	880	-	-	-	-	-
Stage 2	763	-	-	-	-	-

Approach	SE	NE	SW
HCM Ctrl Dly, s/v	9.15	3.69	0
HCM LOS	A		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	1505	-	933	-	-
HCM Lane V/C Ratio	0.064	-	0.071	-	-
HCM Ctrl Dly (s/v)	7.6	-	9.2	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0.2	-	0.2	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Yield			Yield			Yield			Yield	
Traffic Volume (vph)	7	7	0	7	14	15	0	7	6	8	5	1
Future Volume (vph)	7	7	0	7	14	15	0	7	6	8	5	1
Peak Hour Factor	0.60	0.60	0.60	0.86	0.86	0.86	0.69	0.69	0.69	0.75	0.75	0.75
Hourly flow rate (vph)	12	12	0	8	16	17	0	10	9	11	7	1

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	24	41	19	19
Volume Left (vph)	12	8	0	11
Volume Right (vph)	0	17	9	1
Hadj (s)	0.13	-0.18	-0.25	0.12
Departure Headway (s)	4.2	3.8	3.8	4.2
Degree Utilization, x	0.03	0.04	0.02	0.02
Capacity (veh/h)	852	925	917	845
Control Delay (s/veh)	7.3	7.0	6.9	7.3
Approach Delay (s/veh)	7.3	7.0	6.9	7.3
Approach LOS	A	A	A	A

Intersection Summary				
Delay	7.1			
Level of Service	A			
Intersection Capacity Utilization	17.4%	ICU Level of Service	A	
Analysis Period (min)	15			

APPENDIX B: CRASH ANALYSIS RESULTS

Intersection Crashes (2020 Oct-2025 Oct)

Crash Type																
Intersections																
	3-Legged				4-leg, TWSC				4-Leg AWSC				4-Leg Yield		RAB-4 Leg	
Crash Type	UDOT Historic	1100S / 800W	1500S / 1600W	1950S / 625W	UDOT Historic	1500S / 1450W	1950S / 1955W	1970S / 1100W	UDOT Historic	1500S / 1100W	1500S / 800W	1900S / 1425W	UDOT Historic	2260S / Mountain View	UDOT Historic	1500S / Mountain View
Roadway Departure Involved	5 to 7%	0.0%	0.0%	0.0%	4 to 6%	0.0%	0.0%	0.0%	3.0%	0.0%	18.2%	0.0%	-	0.0%	-	0.0%
Pedestrian Involved	1.3 to 2.2%	0.0%	0.0%	0.0%	0 to 2%	0.0%	0.0%	0.0%	-	0.0%	9.1%	0.0%	-	0.0%	-	0.0%
Night Dark Condition	18 to 20%	0.0%	0.0%	0.0%	20 to 24%	0.0%	0.0%	0.0%	17.0%	33.3%	18.2%	50.0%	-	0.0%	-	0.0%
Speed Related	-	0.0%	100.0%	0.0%	-	0.0%	0.0%	0.0%	-	11.1%	9.1%	0.0%	-	0.0%	-	0.0%
Teenage Driver Involved	24 to 31%	100.0%	0.0%	0.0%	30 to 33%	0.0%	100.0%	0.0%	42.0%	22.2%	18.2%	100.0%	-	0.0%	-	0.0%
Older Driver Involved	14 to 18%	0.0%	0.0%	0.0%	17 to 20%	0.0%	0.0%	0.0%	16.0%	44.4%	18.2%	0.0%	-	0.0%	-	100.0%
Motorcycle Involved	-	0.0%	0.0%	0.0%	-	0.0%	0.0%	100.0%	-	0.0%	0.0%	0.0%	-	0.0%	-	0.0%
Commercial Motor Vehicle Involved	8.0%	0.0%	0.0%	0.0%	8 to 13%	0.0%	0.0%	0.0%	8.0%	22.2%	36.4%	0.0%	-	0.0%	-	0.0%
DUI Involved	1 to 2%	0.0%	100.0%	0.0%	1 to 2.5%	0.0%	0.0%	0.0%	1.0%	0.0%	0.0%	0.0%	-	0.0%	-	0.0%
Wild Animal Involved	-	0.0%	0.0%	0.0%	-	0.0%	0.0%	0.0%	-	0.0%	0.0%	0.0%	-	0.0%	-	0.0%
Left Turn Analysis Filter	42 to 46%	100.0%	0.0%	0.0%	28 to 32%	0.0%	0.0%	0.0%	17.0%	11.1%	9.1%	0.0%	-	0.0%	-	0.0%
Disregard Traffic Control Device Involved	3.0%	0.0%	0.0%	0.0%	4 to 10%	0.0%	0.0%	0.0%	23.0%	22.2%	9.1%	0.0%	-	0.0%	-	0.0%
Bicycle Involved	0 to 1.4%	0.0%	0.0%	0.0%	1 to 2%	0.0%	0.0%	0.0%	4.0%	0.0%	0.0%	0.0%	-	0.0%	-	0.0%

Crash Manner of Collision																
	3-Legged				4-leg, TWSC				4-Leg AWSC				4-Leg Yield		RAB-4 Leg	
Manner of Collision	UDOT Historic	1100S / 800W	1500S / 1600W	1950S / 625W	UDOT Historic	1500S / 1450W	1950S / 1955W	1970S / 1100W	UDOT Historic	1500S / 1100W	1500S / 800W	1900S / 1425W	UDOT Historic	2260S / Mountain View	UDOT Historic	1500S / Mountain View
Front to Rear	31.4%	100.0%	100.0%	0.0%	20.0%	0.0%	0.0%	0.0%	20.4%	44.4%	27.3%	50.0%	-	0.0%	-	0.0%
Angle	46.4%	0.0%	0.0%	0.0%	63.5%	0.0%	100.0%	0.0%	68.4%	33.3%	27.3%	50.0%	-	0.0%	-	100.0%
Not Applicable/Single Vehicle	11.2%	0.0%	0.0%	0.0%	6.1%	0.0%	0.0%	100.0%	3.1%	0.0%	27.3%	0.0%	-	0.0%	-	0.0%
Sideswipe Same Direction	6.2%	0.0%	0.0%	0.0%	7.6%	0.0%	0.0%	0.0%	4.1%	22.2%	18.2%	0.0%	-	0.0%	-	0.0%
Head On (front-to-front)	1.0%	0.0%	0.0%	0.0%	1.1%	0.0%	0.0%	0.0%	1.0%	0.0%	0.0%	0.0%	-	0.0%	-	0.0%
Sideswipe Opposite Direction	3.2%	0.0%	0.0%	0.0%	0.5%	0.0%	0.0%	0.0%	1.0%	0.0%	0.0%	0.0%	-	0.0%	-	0.0%
Parked Vehicle	-	0.0%	0.0%	0.0%	-	0.0%	0.0%	0.0%	-	0.0%	0.0%	0.0%	-	0.0%	-	0.0%
Other Crashes	0.6%	0.0%	0.0%	0.0%	1.2%	0.0%	0.0%	0.0%	2.0%	0.0%	0.0%	0.0%	-	0.0%	-	0.0%
Grand Total	**-**	**1**	**1**	**0**	**-**	**0**	**1**	**1**	**-**	**9**	**11**	**2**	**-**	**0**	**-**	**1**

Crash Severity																
	3-Legged				4-leg, TWSC				4-Leg AWSC				4-Leg Yield		RAB-4 Leg	
Crash Severity	UDOT Historic	1100S / 800W	1500S / 1600W	1950S / 625W	UDOT Historic	1500S / 1450W	1950S / 1955W	1970S / 1100W	UDOT Historic	1500S / 1100W	1500S / 800W	1900S / 1425W	UDOT Historic	2260S / Mountain View	UDOT Historic	1500S / Mountain View
Fatal	-	0.00%	0.00%	0.00%	0.21%	0.00%	0.00%	0.00%	1.02%	0.00%	0.00%	0.00%	-	0.00%	-	0.00%
Suspected Serious Injury	1.50%	0.00%	0.00%	0.00%	2.37%	0.00%	0.00%	0.00%	-	0.00%	0.00%	0.00%	-	0.00%	-	0.00%
Suspected Minor Injury	8.73%	0.00%	0.00%	0.00%	13.73%	0.00%	0.00%	100.00%	10.20%	0.00%	9.09%	50.00%	-	0.00%	-	0.00%
Possible Injury	15.46%	0.00%	100.00%	0.00%	17.44%	0.00%	0.00%	0.00%	17.35%	22.22%	27.27%	0.00%	-	0.00%	-	0.00%
No injury/PDO	74.31%	100.00%	0.00%	0.00%	66.25%	0.00%	100.00%	0.00%	71.43%	77.78%	63.64%	50.00%	-	0.00%	-	100.00%
Grand Total	**-**	**1**	**1**	**0**	**-**	**0**	**1**	**1**	**-**	**9**	**11**	**2**	**-**	**0**	**-**	**1**

First Harmful Event											
	3-Legged			4-leg, TWSC			4-Leg AWSC			4-Leg Yield	RAB-4 Leg
First Harmful Event	1100S / 800W	1500S / 1600W	1950S / 625W	1500S / 1450W	1950S / 1955W	1970S / 1100W	1500S / 1100W	1500S / 800W	1900S / 1425W	2260S / MountainView	1500S / Mountain View
Collision With Other Motor Vehicle in Transport	100.0%	100.0%	0.0%	0.0%	100.0%	0.0%	100.0%	72.7%	100.0%	0.0%	100.0%
Cub	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	9.1%	0.0%	0.0%	0.0%
Fell/Jumped From Motor Vehicle	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Other Fixed Object*	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	9.1%	0.0%	0.0%	0.0%
Pedestrian	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	9.1%	0.0%	0.0%	0.0%
Grand Total	**1**	**1**	**0**	**0**	**1**	**1**	**9**	**11**	**2**	**0**	**1**

Time											
	3-Legged			4-leg, TWSC			4-Leg AWSC			4-Leg Yield	RAB-4 Leg
Time	1100S / 800W	1500S / 1600W	1950S / 625W	1500S / 1450W	1950S / 1955W	1970S / 1100W	1500S / 1100W	1500S / 800W	1900S / 1425W	2260S / MountainView	1500S / Mountain View
Peak AM	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	11.1%	18.2%	0.0%	0.0%	0.0%
Peak PM	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	11.1%	9.1%	100.0%	0.0%	0.0%
Off Peak Day	0.0%	100.0%	0.0%	0.0%	100.0%	0.0%	55.6%	45.5%	0.0%	0.0%	100.0%
Off Peak Night	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	22.2%	27.3%	0.0%	0.0%	0.0%
Grand Total	**1**	**1**	**0**	**0**	**1**	**1**	**9**	**11**	**2**	**0**	**1**

Intersections	AADT	Total Crashes	Crash Rate (per MEV)
1100S / 800W	5170	1	0.11
1500S / MountainView	2760	1	0.20
1500S / 1600W	5430	1	0.10
1500S / 1450W	5230	0	0.00
1500S / 1100W	10760	9	0.46
1500S / 800W	10960	11	0.55
1950S / 1955W	2100	1	0.26
1900S / 1425W	1950	2	0.56
1970S / 1100W	7230	1	0.08
1950S / 625W	2310	0	0
2260S / MountainView	660	0	0

Segment Crashes (2020 Oct-2025 Oct)

Segments	Segment Number	Segment Length (miles)	AADT (2023)	Total Crashes	Crash Rate (per 100
800W/500S to 800W/1100S	1	0.52	4700	10	224
800W/1100S to 800W/1500S	2	0.26	4700	1	45
800W/1500S to 800W/2250S	3	0.58	6900	5	68
1100W/500S to 1100W/1500S	4	0.65	5000	2	34
1100W/1500S to 1100W/1970S	5	0.32	5000	5	171
1100W/1970S to 1100W/2600S	6	0.59	5000	5	93
1500S/2095W to 1500S/MountainView	7	0.1	620	0	0
1500S/MountainView to 1500S/1600W	8	0.48	3000	3	114
1500S/1600W to 1500S/1450W	9	0.23	3000	0	0
1500S/1450W to 1500S/1100W	10	0.44	3000	0	0
1500S/1100W to 1500S/SpurLine	11	0.06	3000	0	0
1500S/SpurLine to 1500S/MainLine	12	0.26	3000	2	141
1500S/MainLine to 1500S/800W	13	0.19	3000	3	288
1500S/800W to 1500S/US-89	14	0.7	14000	11	62

Crash Type															
		Segments													
Crash Type	UDOT Historic (Urban Arterials)	1	2	3	4	5	6	7	8	9	10	11	12	13	14
Roadway Departure Involved	9-16%	30.0%	0.0%	20.0%	0.0%	20.0%	40.0%	0.0%	66.7%	0.0%	0.0%	0.0%	0.0%	33.3%	27.3%
Pedestrian Involved	0.5-1.4%	10.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Night Dark Condition	22-28%	40.0%	0.0%	20.0%	50.0%	60.0%	40.0%	0.0%	66.7%	0.0%	0.0%	0.0%	0.0%	33.3%	9.1%
Speed Related	6-16%	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Teenage Driver Involved	16-24%	50.0%	100.0%	20.0%	50.0%	0.0%	0.0%	0.0%	66.7%	0.0%	0.0%	0.0%	50.0%	33.3%	18.2%
Older Driver Involved	11-17%	0.0%	0.0%	20.0%	0.0%	0.0%	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	33.3%	18.2%
Motorcycle Involved	1-3%	0.0%	0.0%	0.0%	0.0%	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Commercial Motor Vehicle Involved	4-6%	0.0%	0.0%	0.0%	0.0%	20.0%	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	33.3%	0.0%
DUI Involved	3-5%	0.0%	0.0%	0.0%	0.0%	40.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Wild Animal Involved	2-9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Left Turn Analysis Filter	NA	50.0%	100.0%	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	18.2%
Disregard Traffic Control Device Involved	NA	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	27.3%
Bicycle Involved	NA	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Crash Manner of Collision															
Manner of Collision	UDOT Historic	1	2	3	4	5	6	7	8	9	10	11	12	13	14
Front to Rear	38-45%	10.0%	0.0%	20.0%	50.0%	0.0%	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50.0%	33.3%	27.3%
Angle	12-15%	20.0%	100.0%	40.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	18.2%
Not Applicable/Single Vehicle	15-29%	40.0%	0.0%	40.0%	0.0%	60.0%	80.0%	0.0%	33.3%	0.0%	0.0%	0.0%	0.0%	33.3%	45.5%
Sideswipe Same Direction	12-20%	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50.0%	33.3%	0.0%
Head On (front-to-front)		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Sideswipe Opposite Direction	2-3%	10.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Parked Vehicle	2-3%	0.0%	0.0%	0.0%	50.0%	20.0%	0.0%	0.0%	66.7%	0.0%	0.0%	0.0%	0.0%	0.0%	9.1%
Rear to Side	NA	0.0%	0.0%	0.0%	0.0%	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Other Crashes	1-2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Grand Total		**10**	**1**	**5**	**2**	**5**	**5**	**0**	**3**	**0**	**0**	**0**	**2**	**3**	**11**

Crash Severity 2020-2025															
Crash Severity	UDOT Historic Urban 2-Lane	1	2	3	4	5	6	7	8	9	10	11	12	13	14
Fatal	0.83%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Suspected Serious Injury	2.45%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Suspected Minor Injury	10.17%	10.0%	0.0%	40.0%	0.0%	80.0%	20.0%	0.0%	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	9.1%
Possible Injury	15.47%	20.0%	0.0%	20.0%	0.0%	0.0%	20.0%	0.0%	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
No injury/PDO	71.09%	70.0%	100.0%	40.0%	100.0%	20.0%	60.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%	90.9%
Grand Total		**10**	**1**	**5**	**2**	**5**	**5**	**0**	**3**	**0**	**0**	**0**	**2**	**3**	**11**

First Harmful Event														
First Harmful Event	1	2	3	4	5	6	7	8	9	10	11	12	13	14
Collision With Other Motor Vehicle in Transport	60.0%	100.0%	60.0%	100.0%	40.0%	20.0%	0.0%	66.7%	0.0%	0.0%	0.0%	100.0%	66.7%	54.5%
Cub	10.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Fell/Jumped From Motor Vehicle	0.0%	0.0%	0.0%	0.0%	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Other Fixed Object*	10.0%	0.0%	0.0%	0.0%	0.0%	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Pedestrian	10.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Other Non-Fixed Object*	0.0%	0.0%	0.0%	0.0%	20.0%	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Other Non-Collision*	0.0%	0.0%	20.0%	0.0%	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Utility Pole/Light Support	10.0%	0.0%	20.0%	0.0%	0.0%	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	9.1%
Other Post, Pole or Support	0.0%	0.0%	0.0%	0.0%	0.0%	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Animal - Domestic	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	18.2%
Ditch	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	9.1%
Traffic Sign Support	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	33.3%	9.1%
Fence	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Grand Total	**10**	**1**	**5**	**2**	**5**	**5**	**0**	**3**	**0**	**0**	**0**	**2**	**3**	**11**

Time														
Time	1	2	3	4	5	6	7	8	9	10	11	12	13	14
Peak AM	10.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Peak PM	0.0%	0.0%	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	18.2%
Off Peak Day	40.0%	0.0%	20.0%	50.0%	20.0%	60.0%	0.0%	33.3%	0.0%	0.0%	0.0%	100.0%	66.7%	54.5%
Off Peak Night	50.0%	0.0%	60.0%	50.0%	80.0%	40.0%	0.0%	66.7%	0.0%	0.0%	0.0%	0.0%	33.3%	27.3%
Grand Total	**10**	**1**	**5**	**2**	**5**	**5**	**0**	**3**	**0**	**0**	**0**	**2**	**3**	**11**

Rail Road Crashes (2020 Oct-2025 Oct)

Crash Type	Intersections						
Crash Type	Main Line / 500S	Spur Line / 500S	Main Line / 1500S	Spur Line / 1500S	Spur Line / 1100W	Main Line / 2600S	Spur Line / 2600S
Roadway Departure Involved	21.4%	0.0%	0.0%	0.0%	100.0%	0.0%	33.3%
Pedestrian Involved	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Night Dark Condition	28.6%	0.0%	0.0%	100.0%	100.0%	16.7%	0.0%
Speed Related	7.1%	0.0%	25.0%	0.0%	0.0%	0.0%	0.0%
Teenage Driver Involved	21.4%	0.0%	75.0%	0.0%	0.0%	33.3%	0.0%
Older Driver Involved	21.4%	0.0%	0.0%	0.0%	0.0%	0.0%	33.3%
Motorcycle Involved	7.1%	0.0%	0.0%	0.0%	0.0%	16.7%	0.0%
Commercial Motor Vehicle Involved	14.3%	0.0%	25.0%	0.0%	0.0%	16.7%	0.0%
DUI Involved	7.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Wild Animal Involved	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Left Turn Analysis Filter	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Disregard Traffic Control Device Involved	7.1%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%
Bicycle Involved	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Crash Manner of Collision							
Manner of Collision	Main Line / 500S	Spur Line / 500S	Main Line / 1500S	Spur Line / 1500S	Spur Line / 1100W	Main Line / 2600S	Spur Line / 2600S
Front to Rear	42.9%	0.0%	100.0%	100.0%	0.0%	66.7%	33.3%
Angle	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Not Applicable/Single Vehicle	42.9%	0.0%	0.0%	0.0%	100.0%	0.0%	33.3%
Sideswipe Same Direction	7.1%	0.0%	0.0%	0.0%	0.0%	33.3%	33.3%
Head On (front-to-front)	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Sideswipe Opposite Direction	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Parked Vehicle	7.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Other Crashes	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Grand Total	**14**	**0**	**4**	**1**	**1**	**6**	**3**

Crash Severity							
Crash Severity	Main Line / 500S	Spur Line / 500S	Main Line / 1500S	Spur Line / 1500S	Spur Line / 1100W	Main Line / 2600S	Spur Line / 2600S
Fatal	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Suspected Serious Injury	14.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Suspected Minor Injury	7.1%	0.0%	25.0%	0.0%	100.0%	0.0%	0.0%
Possible Injury	0.0%	0.0%	0.0%	0.0%	0.0%	33.3%	66.7%
No injury/PDO	78.6%	0.0%	75.0%	100.0%	0.0%	66.7%	33.3%
Grand Total	**14**	**0**	**4**	**1**	**1**	**6**	**3**

First Harmful Event							
First Harmful Event	Main Line / 500S	Spur Line / 500S	Main Line / 1500S	Spur Line / 1500S	Spur Line / 1100W	Main Line / 2600S	Spur Line / 2600S
Collision With Other Motor Vehicle in Transport	57.1%	0.0%	100.0%	100.0%	0.0%	100.0%	66.7%
Fell/Jumped From Motor Vehicle	7.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Other Fixed Object*	7.1%	0.0%	0.0%	0.0%	0.0%	0.0%	33.3%
Animal - Domestic	14.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Other Post, Pole or Support	14.3%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%
Traffic Signal Support	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Utility Pole/Light Support	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Concrete Barrier	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Grand Total	**14**	**0**	**4**	**1**	**1**	**6**	**3**

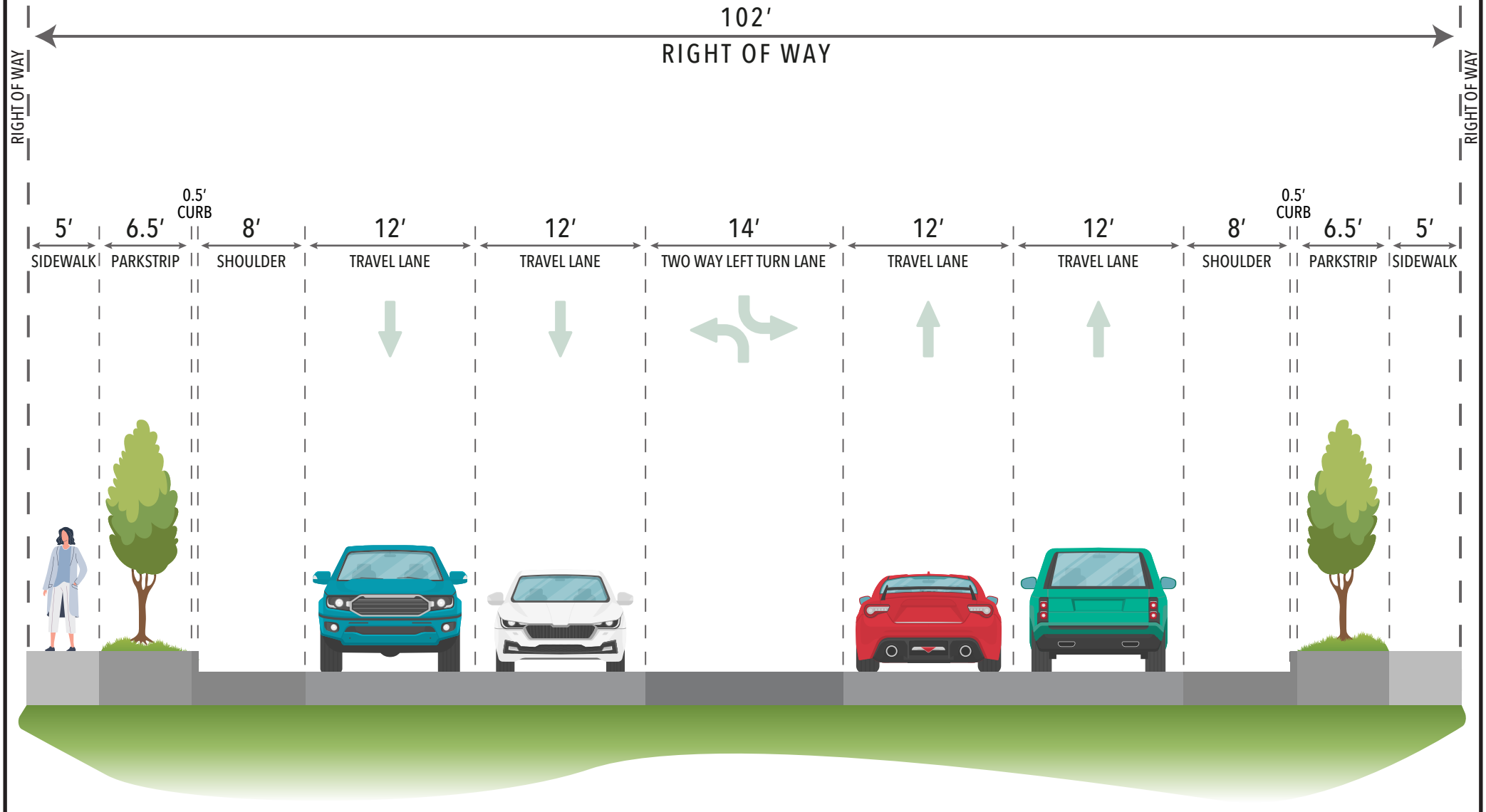
Time							
Time	Main Line / 500S	Spur Line / 500S	Main Line / 1500S	Spur Line / 1500S	Spur Line / 1100W	Main Line / 2600S	Spur Line / 2600S
Peak AM	7.1%	0.0%	50.0%	0.0%	0.0%	0.0%	0.0%
Peak PM	14.3%	0.0%	0.0%	0.0%	0.0%	0.0%	33.3%
Off Peak Day	35.7%	0.0%	50.0%	0.0%	0.0%	83.3%	0.0%
Off Peak Night	42.9%	0.0%	0.0%	100.0%	100.0%	16.7%	66.7%
Grand Total	**14**	**0**	**4**	**1**	**1**	**6**	**3**

APPENDIX C: TRAFFIC ANALYSIS ZONE INPUTS

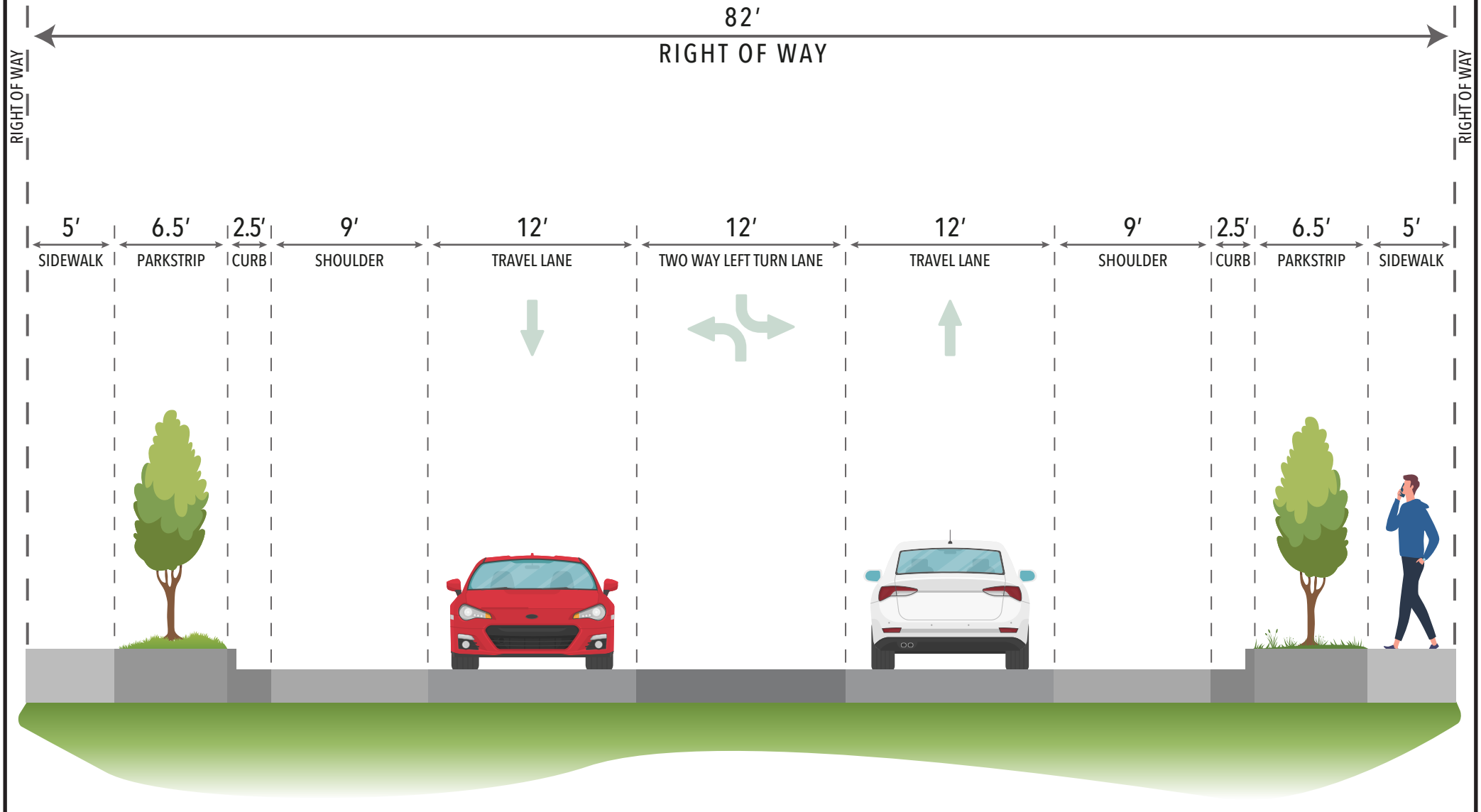
Traffic Analysis Zone Inputs						
TAZ ID Number	2023			2050		
	Population	Households	Employment	Population	Households	Employment
820	43	13	38	491	173	138
821	190	66	223	851	326	215
859	0	0	0	0	0	0
860	460	145	70	2185	831	197
861	151	48	61	1893	702	573
862	1977	620	293	6439	2450	814
863	852	256	199	987	355	265
864	1207	375	816	1394	525	812
865	471	185	2359	507	226	2417
866	1427	462	527	1864	686	551
867	5	3	725	4	3	742
868	2727	831	0	2485	900	0
869	41	14	256	65	25	254
870	1063	324	299	1001	356	439
871	1100	335	341	1129	398	342
872	314	116	1407	892	357	1634
873	798	294	70	771	333	81
3547	0	0	566	0	0	612
Total	12826	4087	8250	22958	8646	10086

APPENDIX D: ARTERIAL AND COLLECTOR TYPICAL SECTIONS

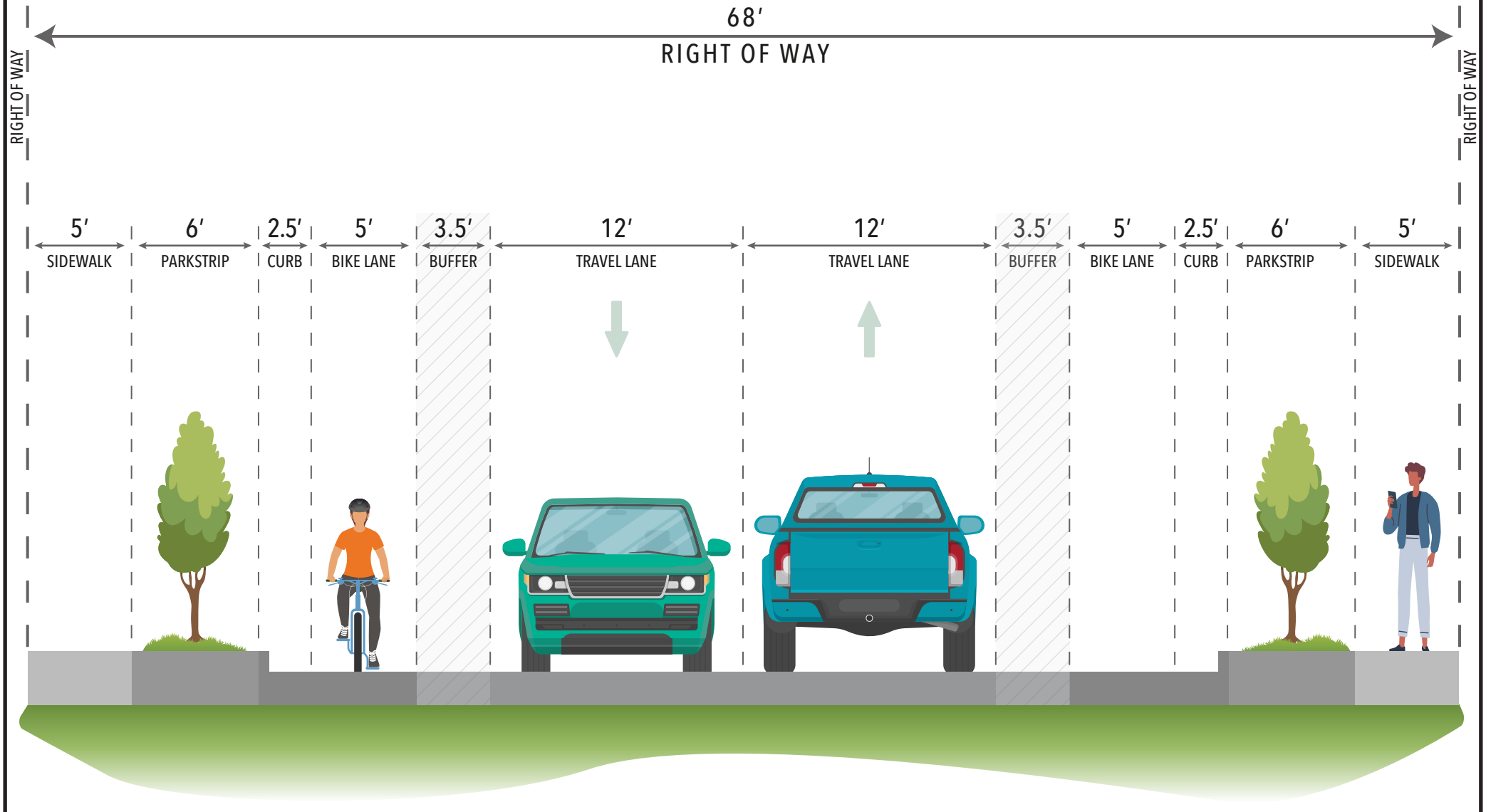
WOODS CROSS CITY - PRINCIPAL ARTERIAL



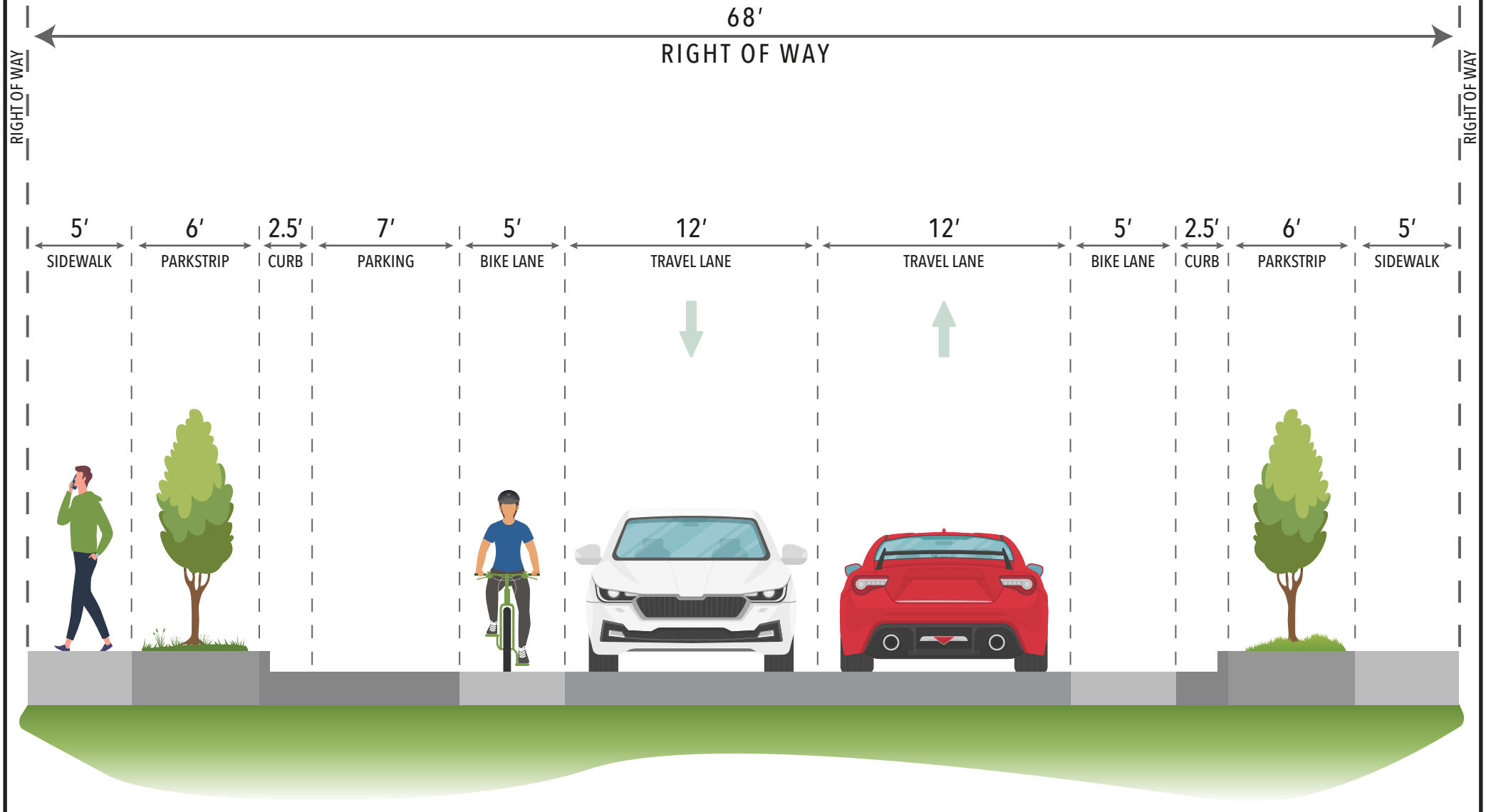
WOODS CROSS CITY - MINOR ARTERIAL



WOODS CROSS CITY - MAJOR COLLECTOR

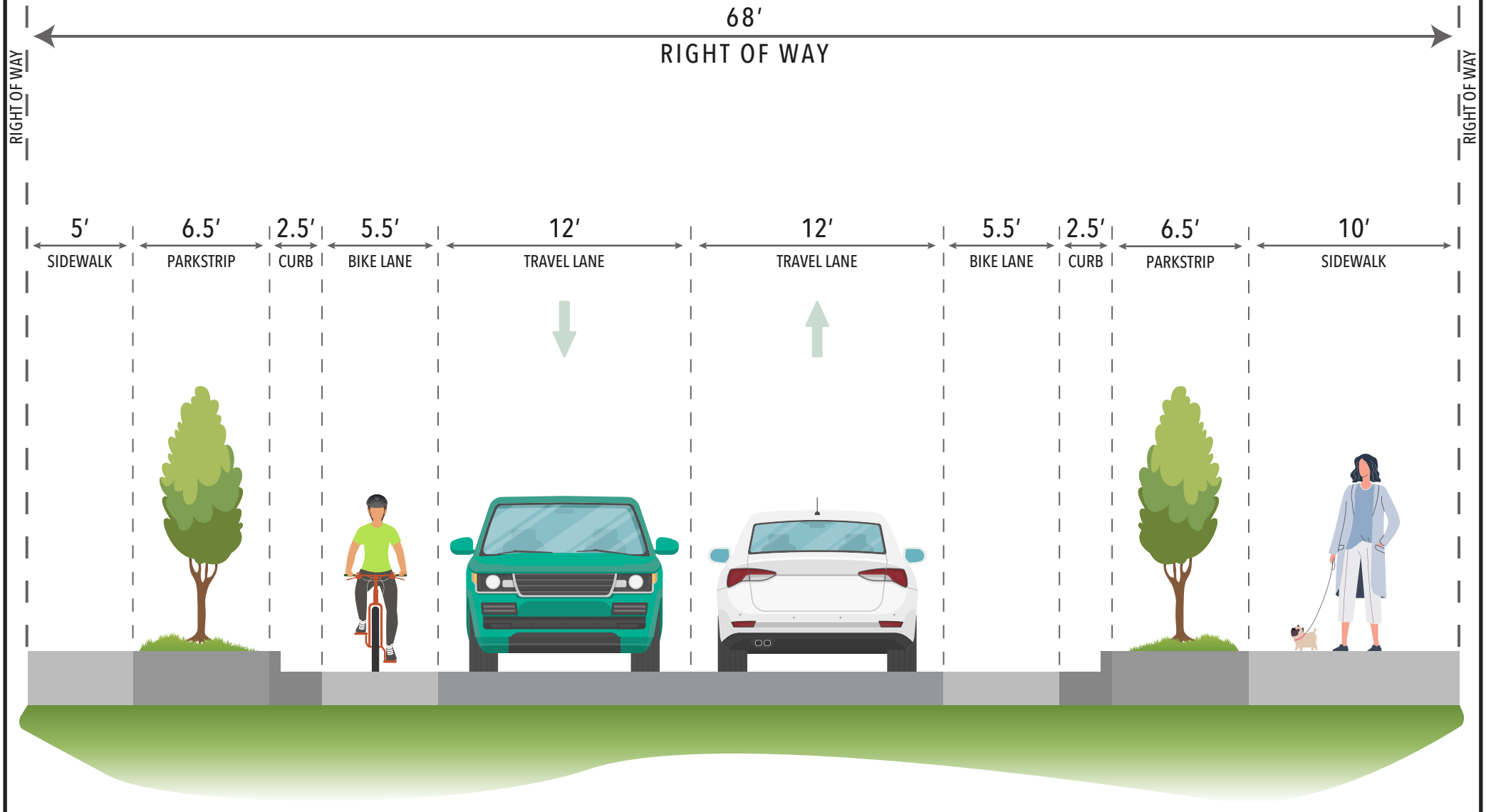


WOODS CROSS CITY - MINOR COLLECTOR

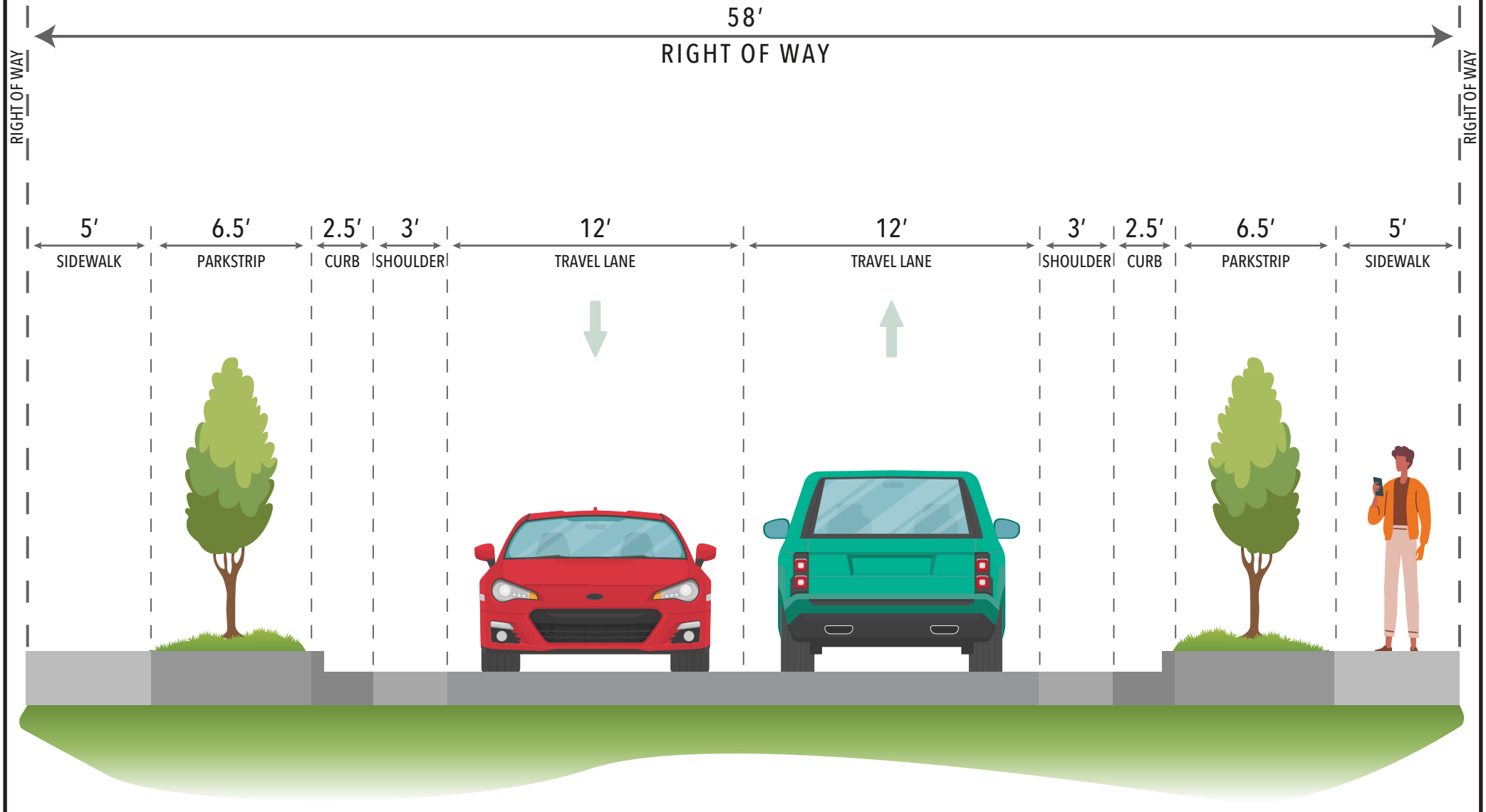


WOODS CROSS CITY - MAJOR COLLECTOR

(Share Use Path)



WOODS CROSS CITY - LOCAL



APPENDIX E: COMMUNITY ENGAGEMENT

BACKGROUND

Woods Cross City is in the process of updating its Transportation Master Plan to reflect current community needs, local conditions, and long-term transportation goals. This effort is informed by the community's vision for a safe, efficient, and connected transportation system that serves all users from drivers, pedestrians, cyclists, and transit riders.

To help guide this planning process, Woods Cross City conducted early public engagement activities to gather community input on transportation priorities and values. This input was collected through an online comment mapping activity designed to identify transportation challenges and opportunities throughout the city and an in person open houses for comment gathering. These engagement activities were held both virtually and in person to ensure broad accessibility.

The online mapping was open from October 2024 to December 2024. Promotion of the comment mapping and engagement activities included city social media platforms, the Woods Cross City website, direct email notifications, and city newsletters.

This **Woods Cross City Transportation Master Plan – Community Engagement Summary Report** includes three key sections:

1. **Who We Heard From** – detailing participant demographics and outreach reach.

2. **What We Heard** – summarizing the key themes and community priorities that emerged.
3. **Appendices** – community comments and sign-in sheets.

Who We Heard From

A total of 13 online comments come through the online comment mapping. 41 documented in-person attendees went to the in-person open house that was held on November 20, 2024, and a total of seven comment cards were collected from that event. While demographic information was not collected for in-person participants or online participants, these events focused on reaching people who specifically lived in Woods Cross. Of the 41 documented attendees for the open house, 39 were Woods Cross residents, and two were from elsewhere. of the online comments, ten comments were made by Woods Cross residents, and three were made anonymously.

What We Heard

This section summarizes community priorities for the city's transportation master plan and feedback on existing conditions.

Online and in-person participants were asked to express areas that they felt could be improved and their vision for how Woods Cross streets and transportation should feel and look in the future. Online comments and location specifical and be seen in appendix A &B. In-person comments can be seen in appendix D The following key themes emerged as potential inspirations for the transportation master plan.

1. **Bicycle & Pedestrian:** Pedestrian and cyclist safety is a recurring concern, particularly near schools and high-traffic corridors. Maintenance and infrastructure upgrades (e.g., sidewalks, crossings, bike lanes) are needed to improve accessibility and safety.
    - Requests for safer crossings (e.g., hawk lights near schools/Hogan Park).

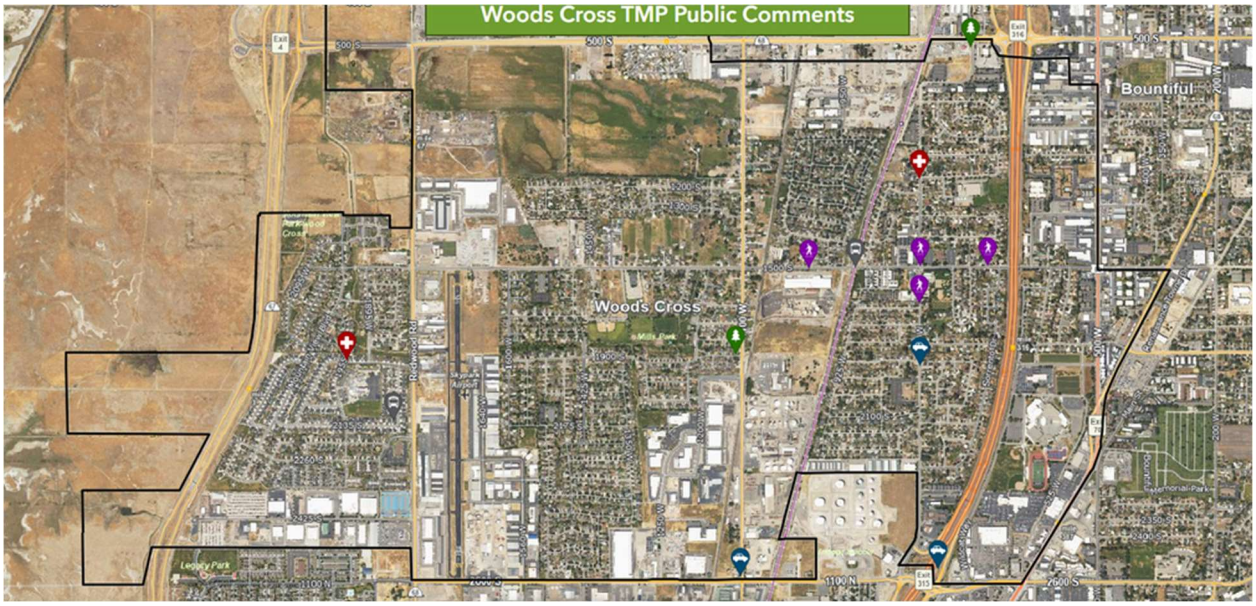
- Poor sidewalk conditions (dirt, weeds, thorns) and lack of sidewalks in some areas.
- Suggestions for striping improvements (center/edge lines, bike lanes) on major roads (1500 South, 800 West).

1. **Traffic:** Traffic flow and road quality are critical. Intersection redesigns (e.g., signals), pavement repairs, and better traffic management could address these issues.
   - Complaints about confusing intersections (e.g., 2600 S between 1100 W–500 W) and requests for stoplights.
   - Poor road conditions (cracking, steep slopes) on 800 West.
   - Frustration with inefficient 4-way stops causing congestion.
1. **Safety:** Need for pedestrian safety measures near schools, including infrastructure changes (bulb-outs) and visibility improvements.
   - High risk for pedestrians (especially children) at school crossings; requests for bulb-outs to improve visibility.
   - Visibility obstructions (power poles, mailboxes) near crosswalks.
1. **Landscaping/Aesthetics:** Aesthetic upkeep and consistent landscaping standards (for public/private properties) are needed to enhance community appeal.
   - Complaints about unkempt public spaces (e.g., UTA field, overgrown weeds).
   - Unattractive city entrances and poor landscaping enforcement for businesses.
   - Awkward pavement repairs in neighborhoods (e.g., Cloverdale entrance).
1. **Transit:** Transit gaps (lack of routes) and rail-crossing hazards highlight the need for expanded service and infrastructure (e.g., overpasses).
   - Need for a direct bus route to downtown.

- Safety concerns due to blocked roads when trains stop on tracks; requests for an overpass.

Appendices

Appendix A: Comment Map



Appendix B: Online Comments

Comment Category	Comment
Traffic	Need a stoplight. Multiple travel lanes in east/west directions that doesn't work as a 4-way stop. Have to force your way through going North/South as east/west drivers constantly act like it is their turn.

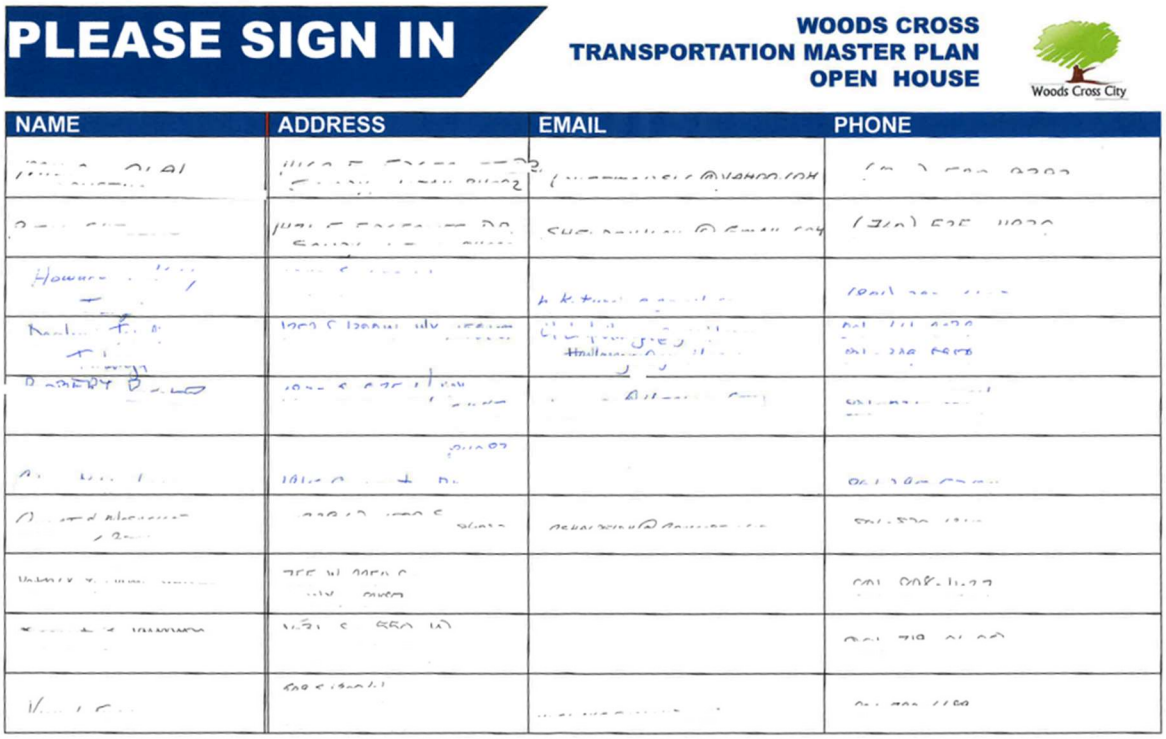
Traffic	I avoid 2600 from 1100 W to 500 W at all costs. There are always too many cars and too much confusion.
Transit	There is no way west when long trains come through and especially when they stop on the tracks. There needs to be a way for us to safely leave the area, especially if there is an emergency. We cannot all go north to 400 N. It would be chaos and unsafe. We need an overpass.
Landscaping/Aesthetics	The entrance to the Cloverdale neighborhood had a broken sign and dead plants forever. We're thankful that it was taken out, but the pavement that was put in is awkward. It would be nice to have something beautiful there again or at least for the road to be smoothed out and even where the new pavement is.

Bicycle & Pedestrian	A hawk light here would make this crossing much safer for children coming and going from school and pedestrians using Hogan Park.
Landscaping/Aesthetics	This entrance to our city is unwelcoming, untidy, and ugly. Do city ordinances for landscaping and aesthetics apply to businesses as well? Additionally, the UTA field is often wild and only mowed down a few times in the summer. This brings weeds into neighborhoods and makes our city look uncared for.
Safety	I am writing to request a bulb-out at this intersection. It is quite dangerous with a large amount of children walking to school and crossing this street. I have spoken to several of the crossing guards both from this year and last and they all report daily near-misses for car accidents and car-pedestrian accidents. We are hoping a bulb out may be the solution to make this a safer walkway for our children as well as others.

Bicycle & Pedestrian	Much of the sidewalk along 1500 South is poorly maintained (dirt on the sidewalk and goat heads thorns growing onto the sidewalk). Would love to see wider sidewalks along 1500 South that would be more inviting to pedestrians along this major collector. The area that I have the most concern with is from 1100 West to the I-15.
Traffic	The pavement along 800 West from 1500 South to 2600 South could use a full depth reconstruction. The pavement is in bad shape (cracking and settled trenches) and has steep cross slopes.
Safety	During non-school crossing guard hours there is a poor visibility of pedestrians waiting to cross on the west side of this cross walk. A power pole and brick mailbox make it difficult to see pedestrians.
Bicycle & Pedestrian	Would love to see striping improvements along 1500 South and 800 West

	including center stripe, edge stripes, and bike lanes. At a minimum striping similar to what is out on the west end 1500 South.
Transit	We need a bus that goes through woods cross to Downtown.
Bicycle & Pedestrian	Road is in bad shape/ no sidewalk

Appendix C: Open House Sign-in Sheets



PLEASE SIGN IN

WOODS CROSS TRANSPORTATION MASTER PLAN OPEN HOUSE

Woods Cross City

NAME	ADDRESS	EMAIL	PHONE

PLEASE SIGN IN

WOODS CROSS TRANSPORTATION MASTER PLAN OPEN HOUSE

Woods Cross City

NAME	ADDRESS	EMAIL	PHONE

PLEASE SIGN IN

WOODS CROSS TRANSPORTATION MASTER PLAN OPEN HOUSE

Woods Cross City

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PLEASE SIGN IN

WOODS CROSS
TRANSPORTATION MASTER PLAN
OPEN HOUSE

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WOODS CROSS
TRANSPORTATION MASTER PLAN
OPEN HOUSE

Woods Cross City

NAME	ADDRESS	EMAIL	PHONE

Appendix D: Comment Cards

COMMENT CARD

WOODS CROSS TRANSPORTATION MASTER PLAN OPEN HOUSE

Woods Cross City

Name _____

Address _____ City _____ Zip _____

Email _____ Phone _____

Comments It would be very beneficial to have a sidewalk on 1250 West from 2600 So to the Legacy Schools. Kids walking to 2600 So. do not have a safe path to get there. Need a sidewalk on the west side to the corner.

COMMENT CARD

WOODS CROSS TRANSPORTATION MASTER PLAN OPEN HOUSE

Woods Cross City

Name

Address City Zip

Email Phone

Comments IDEAS FOR BETTER ACCOMMODATING TRAFFIC FROM NORTHBOUND 700 W TO WESTBOUND 500 S ?

COMMENT CARD

WOODS CROSS TRANSPORTATION MASTER PLAN OPEN HOUSE

Woods Cross City

Name

Address City Zip

Email Phone

Comments Need Crossing on 1500 So.
There is only one on 1450 W, Redwood Rd & 1100 W.

COMMENT CARD

WOODS CROSS TRANSPORTATION MASTER PLAN OPEN HOUSE

Woods Cross City

Name

Address City Zip

Email Phone

Comments Bikelanes for the community is a big safety issue to address.

Bike Races are getting more & more in our areas and drivers need to be educated around bikers with appropriate Bike lines, etc.

Woods Cross City

WELCOME

TRANSPORTATION MASTER PLAN
OPEN HOUSE

PURPOSE

- Connectivity
- Reducing congestion
- Increasing safety
- Supporting growth
- Planning for the city infrastructure and network
- Plan and promote active transportation

TIMELINE

	PHASE AND TASK	2024				2025												
		Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec
1	Project Initiation and Data collection																	
2	Assessment and Analysis																	
3	Plan Refinement and Finalization																	
4	Project Closeout																	

PROCESS

1	2	3	4
• Kick-off Project • Review of data • Public engagement • Initial data collection • Collect and analyze data • Field visits • Draft goals and objectives	• Conduct traffic analysis • Assess infrastructure • Identify deficiencies • Evaluate transportation options and forecast • Analyze trends • Assess environmentatl and social impacts • Gather public feedback • Incorporate public input • Develop transportation alternatives • Evaluate alternatives • Analyze cost-effectiveness • Develop recommendations and identify potential projects	• Present draft plans • gather feedback • refine implementation • present plans for adoption. • Finalize planning reports and deliver plans	• Prepare final report • Deliver final report and archive data • Closeout

TRAFFIC AND SAFETY

Improvements

- Road Capacity Upgrades
- Intersection modifications
- Active transportation plan
- Traffic calming measures
- Public transit

PUBLIC INVOLVEMENT

- Identifies Community Needs and Priorities
  - Local Knowledge: Residents often have valuable insights about travel patterns, dangerous intersections, or gaps in accessibility.
  - Priority alignment: Public input helps prioritize improvements that align with what matters most to the community.
- Plan Quality and Effectiveness
  - Diverse Perspectives: Public input often reveals the diverse ways people use and experience transportation.

PUBLIC INVOLVEMENT

- Increases Safety and Usability
  - Identifies Safety: Residents can identify areas where they feel unsafe, leading to safety-focused adjustments that benefit the community.
  - Accessibility Improvements: Feedback from a range of users, including elderly individuals, people with disabilities, and parents with young children, can lead to a more accessible transportation network for everyone.
- Building Trust
  - Open Communication: The city values resident input and is committed to addressing their needs.

HOW TO STAY INVOLVED

- Follow Woods Cross socials
- Leave comments online or through comment card
- Look out for City Newsletters
- Email project team
    - WoodCrossTMP@TLGInfo.com

SCAN ME

PLEASE SIGN IN

WOODS CROSS TRANSPORTATION MASTER PLAN OPEN HOUSE

Woods Cross City

NAME	ADDRESS	EMAIL	PHONE
Anne Blankenship	1918 S. 580 W., WX	amblankenship@prodigy.net	801-589-9676 cell ~~801-554~~ 801-292-1695 house
Hall Blankenship	1918 S 580W WX	hblankenship@prodigy.net	Home 801 292-1695 Cell 801 554-2651
~~Kaylene & Tony Stewart~~	720 W. 1100 S WX	tonyandkaylene@gmail.com	8012437915 801 940 1111
MARK & JULIE ADAMSON	780 W. 2250 S. WX	markadamson@Juno.com	801-530-9446
Daylene Riley	1613 Sorrento Dr	rileymc@msn.com	801.643.8962
Todd Riley	1613 SORRENTO DR	nathan9l100@gmail.com	801.643.8693
Trina McConkie	730 W 2125 S WX	trina.mcconkie@gmail.com	801-292-9745

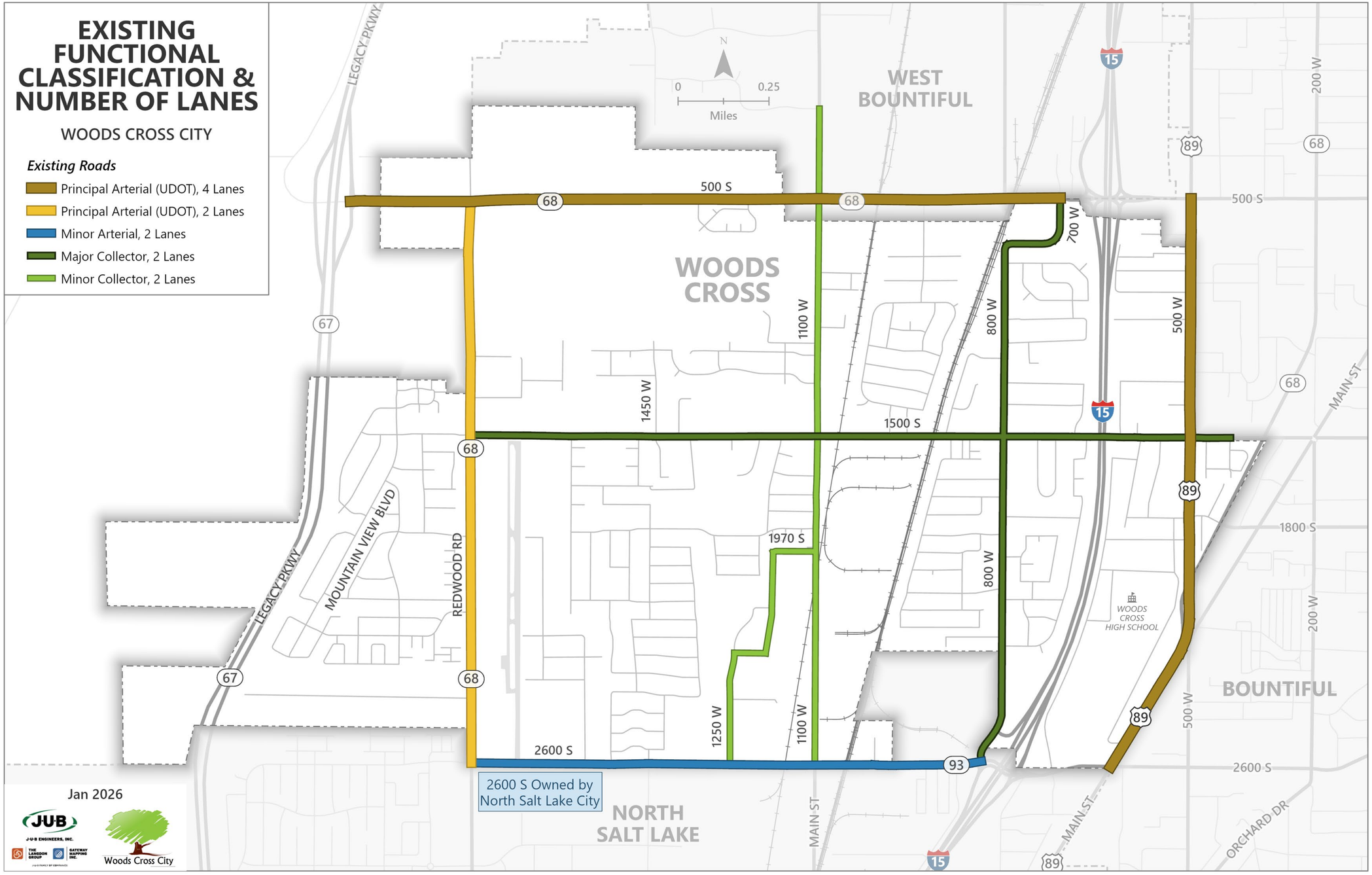
Woods Cross City

WELCOME

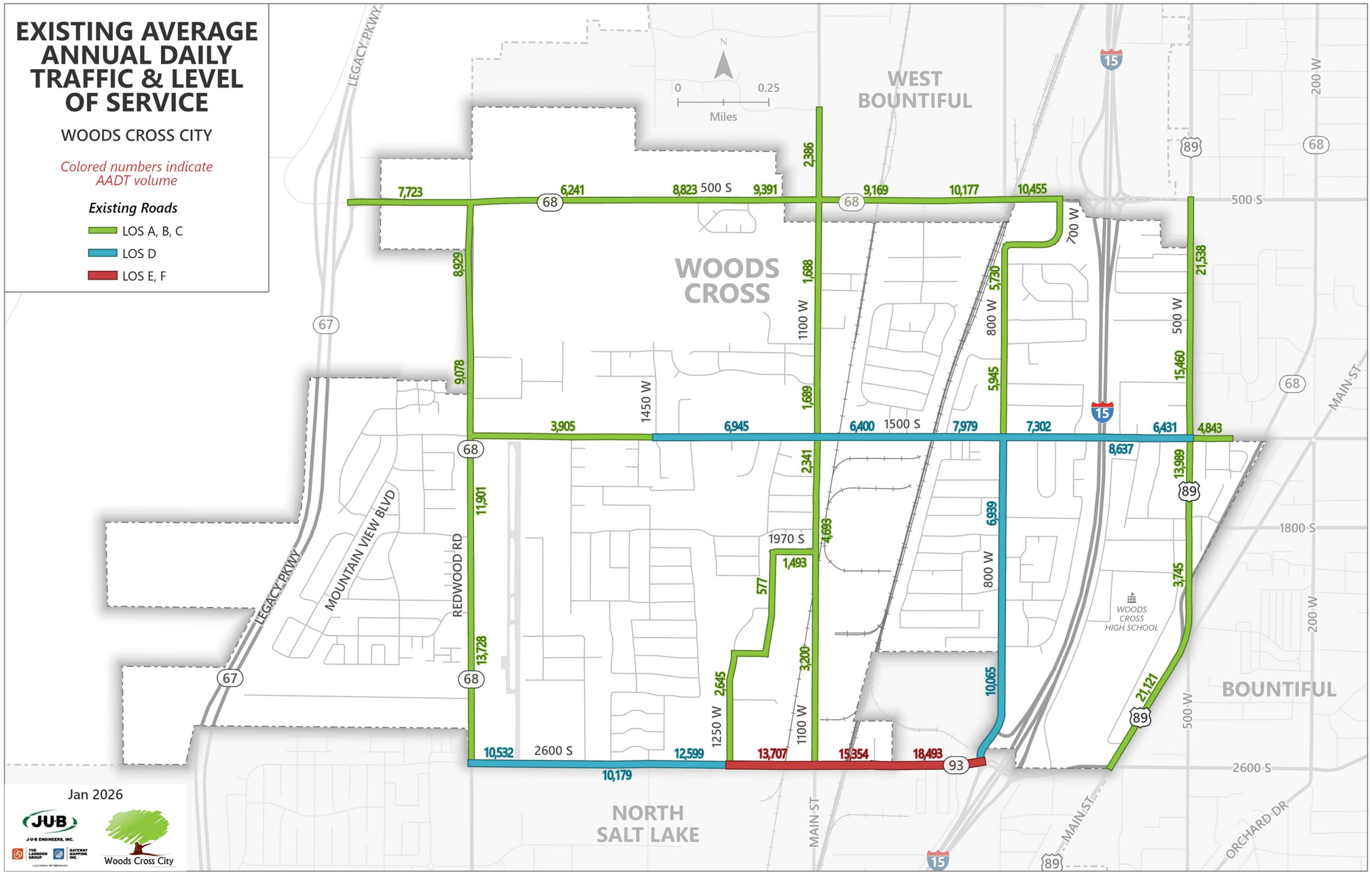
TRANSPORTATION MASTER PLAN
OPEN HOUSE

January 21, 2026

Existing Road Classifications



Annual Average Daily Traffic



2050 No Build Average Daily Traffic

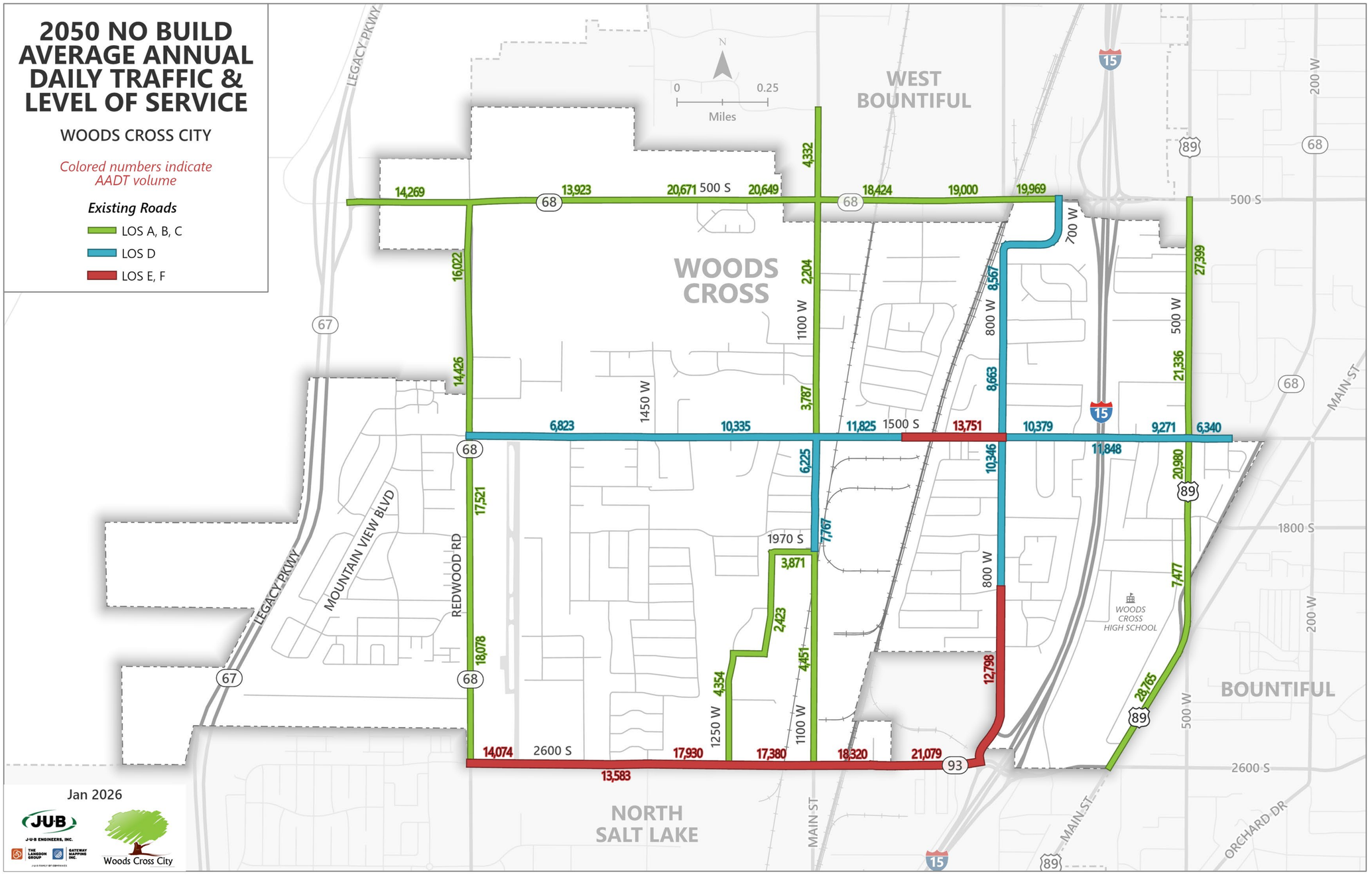
2050 NO BUILD AVERAGE ANNUAL DAILY TRAFFIC & LEVEL OF SERVICE

WOODS CROSS CITY

Colored numbers indicate AADT volume

Existing Roads

- LOS A, B, C
- LOS D
- LOS E, F

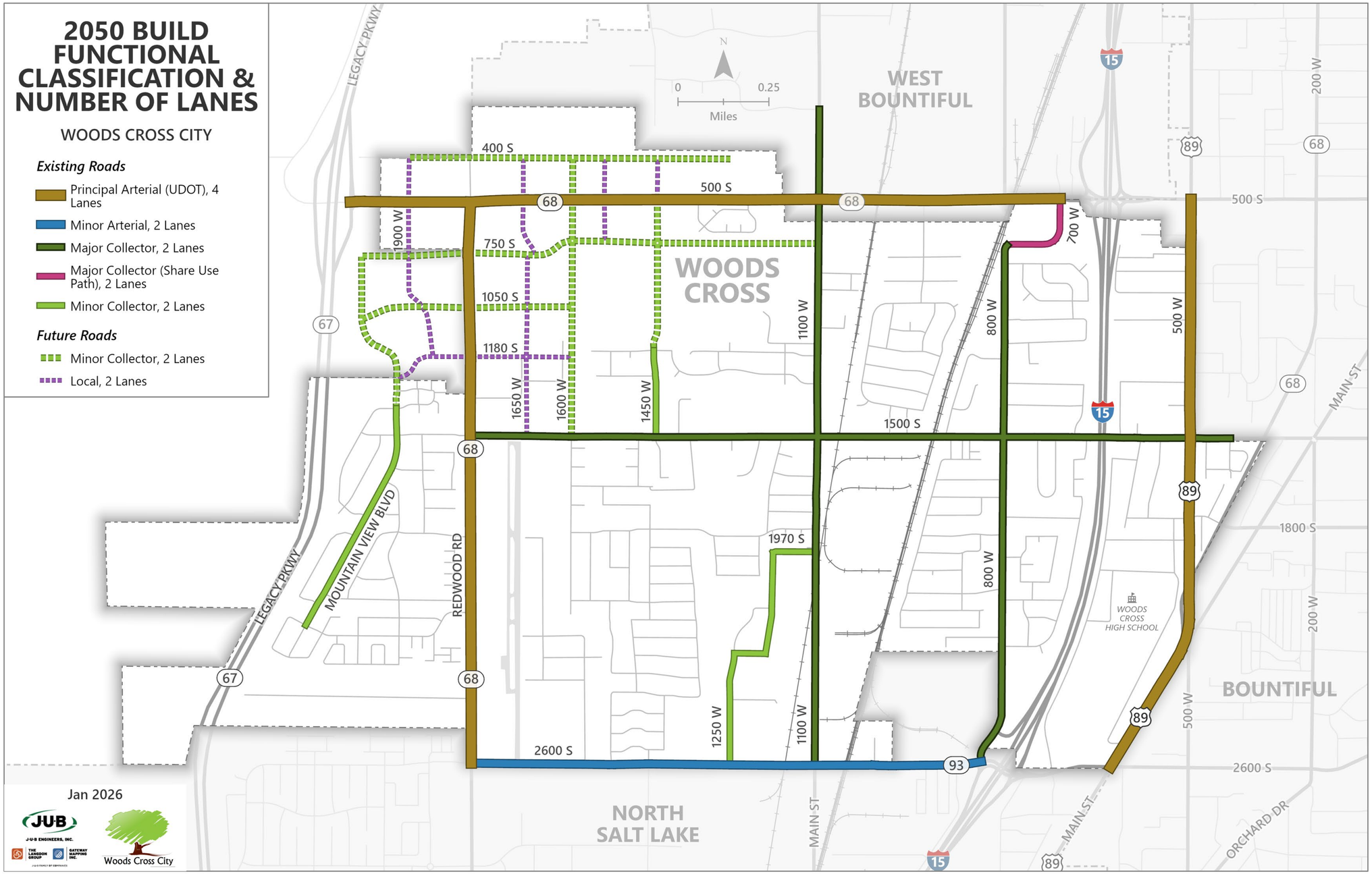


Jan 2026

JUB ENGINEERS, INC. · THE LANGDON GROUP · GATEWAY MAPPING INC.

Woods Cross City

2050 Build Functional Classifications



2050 Build Average Daily Traffic

2050 BUILD AVERAGE ANNUAL DAILY TRAFFIC & LEVEL OF SERVICE

WOODS CROSS CITY

Colored numbers indicate AADT volume

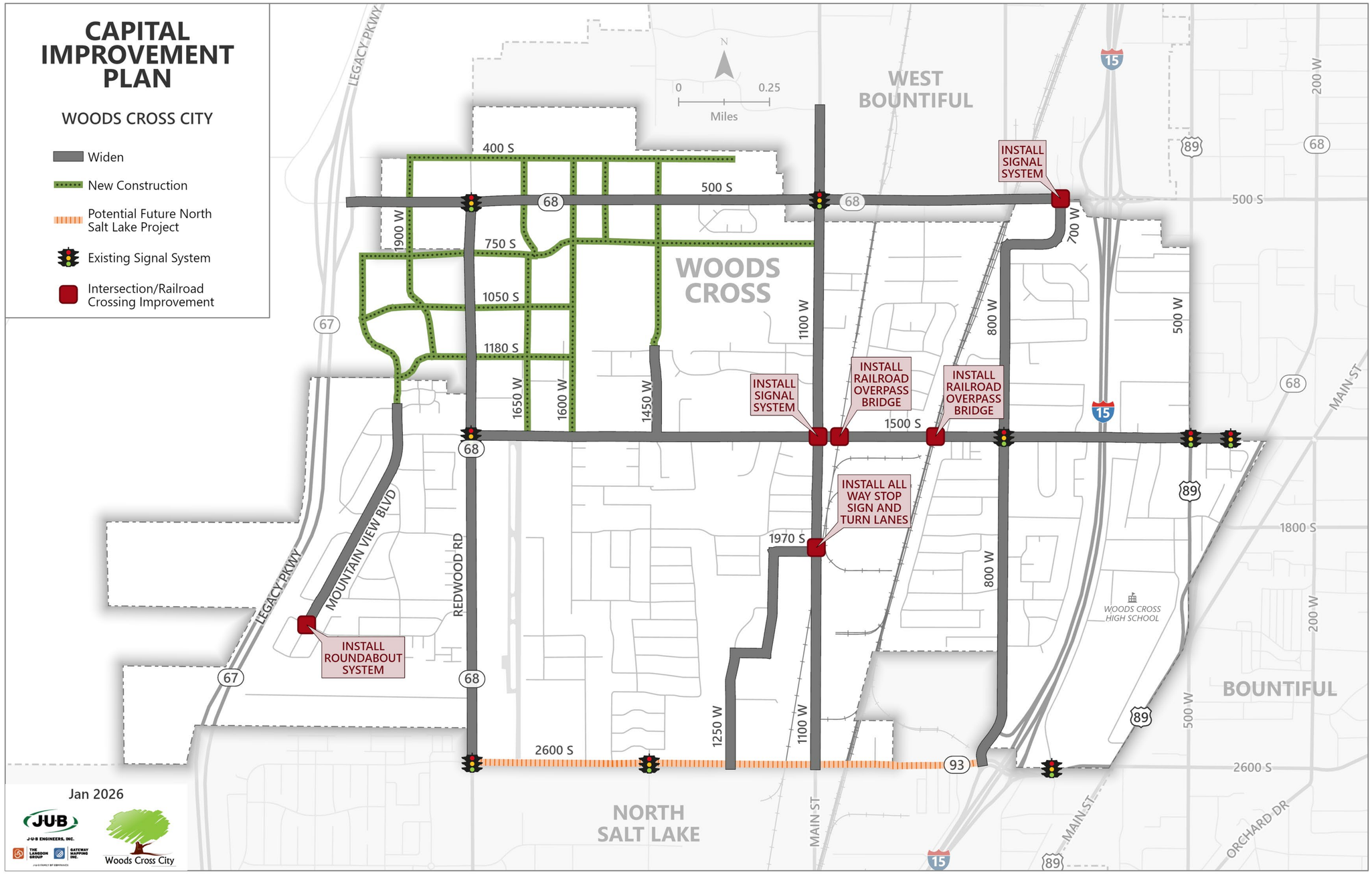
Existing Roads	*Future Roads*
LOS A, B, C	LOS A, B, C
LOS D	LOS D
E, F	E, F

Jan 2026

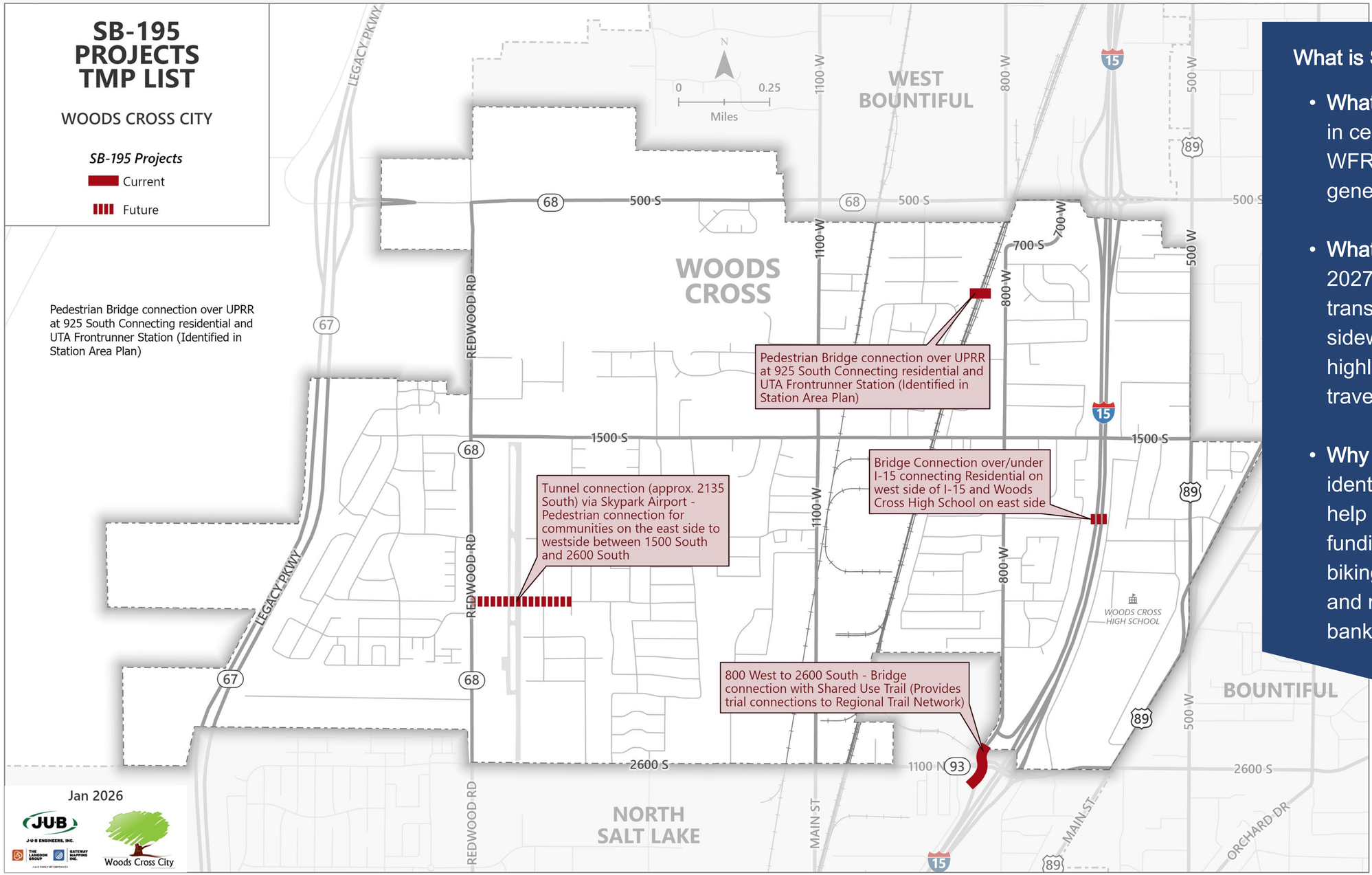
JUB ENGINEERS, INC. · THE LANDDON GROUP · GATEWAY MAPPING INC.

Woods Cross City

Capital Improvemnt Plan



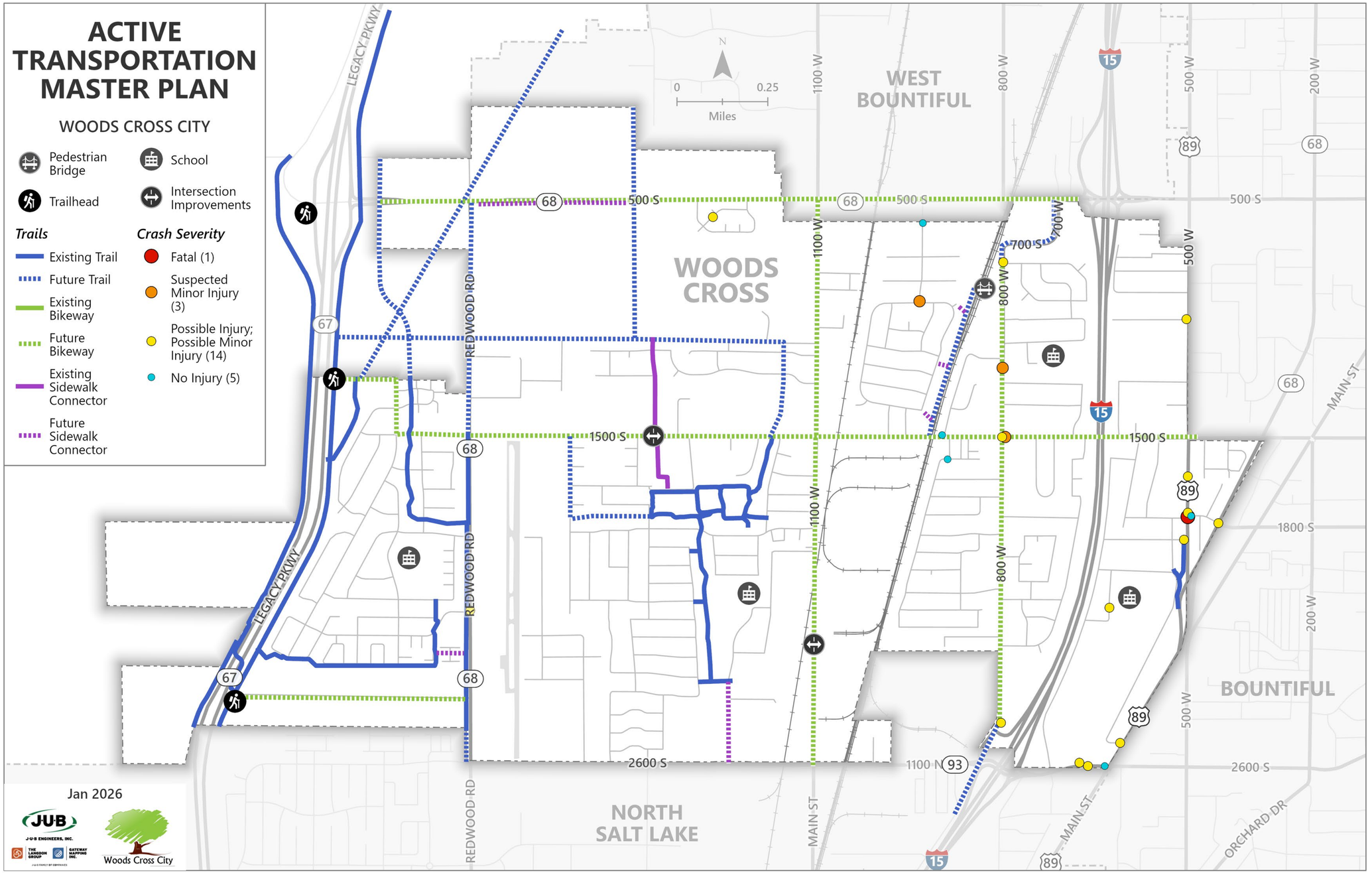
Senate Bill - 195 Projects



What is SB - 195 & Why It Matters

- **What it is:** A new rule that cities in certain metro areas (like WFRC) must update their general plans.
- **What it requires** : By July 1, 2027, cities must revise their transportation plans (streets, sidewalks, bike paths, transit) to highlight the most important travel routes.
- **Why it matters:** These identified “priority connections” help guide which projects get funding, especially for walking, biking, and transit, from UDOT and regional infrastructure banks.

Active Transportation Plan



HOW TO STAY INVOLVED

- Follow Woods Cross socials
- Watch for City Newsletters
- Email project team
  - WoodCrossTMP@TLGInfo.com

APPENDIX F: PROJECT COST ESTIMATES

ENGINEER'S OPINION OF PROBABLE COST

J-U-B ENGINEERS, INC.

PROJECT NAME: **DATE:** 2/4/2026

Woods Cross TMP

PROJECT DESCRIPTION:

Roadway Cost

CLIENT:

City of Woods Cross

J-U-B PROJ. NO.: 07-24-094

No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
	1250 W - 1780 Feet				
	1950 S to 2275 S				
1	Mobilization - 10%	1	LS	$282,068.51	$282,068.51
2	Storm Water Pollution Prevention	1	LS	$17,800.00	$17,800.00
3	Traffic Control - 10%	1	LS	$282,068.51	$282,068.51
4	Clear and Grub	1	LS	$14,240.00	$14,240.00
5	Dust Control & Watering	1	LS	$6,230.00	$6,230.00
6	Survey - 3%	1	LS	$84,620.55	$84,620.55
7	Drainage Pipes and System	1	LS	$427,200.00	$427,200.00
8	Relocate Street Light	7	EA	$1,500.00	$10,500.00
9	Roadway Excavation (Plan Quantity)	44,577	CY	$25.00	$1,114,422.84
10	Remove Asphalt Pavement	8,307	SY	$6.50	$53,993.33
11	Relocate Sign	13	EA	$200.00	$2,600.00
12	Concrete Curb and Gutter	8,900	LF	$28.00	$249,200.00
13	HMA 6"	2,700	TON	$150.00	$405,039.00
14	Untreated Based Course 10”	3,077	CY	$32.00	$98,449.38
15	Granular Sub Base 12"	3,033	CY	$28.00	$84,912.59
16	Concrete Driveway	1,500	SF	$20.00	$30,000.00
17	Concrete Sidewalk	17,800	SF	$15.00	$267,000.00
18	Concrete Curb Ramp	4	EA	$3,500.00	$14,000.00
19	4" Paint Line	7,120	LF	$1.00	$7,120.00
20	Sod	21,360	SF	$1.30	$27,768.00
21	Topsoil-6 inch thick	2,373	SY	$12.00	$28,480.00
				SUBTOTAL	$3,507,712.73
				ROW Acquisition	$0.00
				Contingency - 35%	$1,227,699.46
				Design Engineering - 10%	$350,771.27
				Construction Engineering - 10%	$350,771.27
				Miscellaneous Item - 5%	$175,385.64
				Total:	**$5,612,400.00**

ENGINEER'S OPINION OF PROBABLE COST

J-U-B ENGINEERS, INC.

PROJECT NAME: **DATE:** 2/4/2026

Woods Cross TMP

PROJECT DESCRIPTION:

Roadway Cost

CLIENT:

City of Woods Cross

J-U-B PROJ. NO.: 07-24-094

No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
	1250 W - 1590 Feet				
	2275 S to 2600 S				
22	Mobilization - 10%	1	LS	$251,179.57	$251,179.57
23	Storm Water Pollution Prevention	1	LS	$15,900.00	$15,900.00
24	Traffic Control - 10%	1	LS	$251,179.57	$251,179.57
25	Clear and Grub	1	LS	$12,720.00	$12,720.00
26	Dust Control & Watering	1	LS	$5,565.00	$5,565.00
27	Survey - 3%	1	LS	$75,353.87	$75,353.87
28	Drainage Pipes and System	1	LS	$381,600.00	$381,600.00
29	Roadway Excavation (Plan Quantity)	39,819	CY	$25.00	$995,467.59
30	Remove Asphalt Pavement	7,420	SY	$6.50	$48,230.00
31	Relocate Sign	6	EA	$200.00	$1,200.00
32	Concrete Curb and Gutter	7,950	LF	$28.00	$222,600.00
33	HMA 6"	2,412	TON	$150.00	$361,804.50
34	Untreated Based Course 10”	2,748	CY	$32.00	$87,940.74
35	Granular Sub Base 12"	2,709	CY	$28.00	$75,848.89
36	Concrete Driveway	1,750	SF	$20.00	$35,000.00
37	Concrete Sidewalk	15,900	SF	$15.00	$238,500.00
38	Concrete Curb Ramp	2	EA	$3,500.00	$7,000.00
39	4" Paint Line	6,360	LF	$1.00	$6,360.00
40	Sod	19,080	SF	$1.30	$24,804.00
41	Topsoil-6 inch thick	2,120	SY	$12.00	$25,440.00
				SUBTOTAL	$3,123,693.74
				ROW Acquisition	$0.00
				Contingency - 35%	$1,093,292.81
				Design Engineering - 10%	$312,369.37
				Construction Engineering - 10%	$312,369.37
				Miscellaneous Item - 5%	$156,184.69
				Total:	**$4,998,000.00**

ENGINEER'S OPINION OF PROBABLE COST

J-U-B ENGINEERS, INC.

PROJECT NAME: **DATE:** 2/4/2026

Woods Cross TMP

PROJECT DESCRIPTION:

Roadway Cost

CLIENT:

City of Woods Cross

J-U-B PROJ. NO.: 07-24-094

No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
1100 W - 1780 Feet					
50 S to 500 S					
1	Mobilization - 10%	1	LS	$292,958.33	$292,958.33
2	Storm Water Pollution Prevention	1	LS	$17,800.00	$17,800.00
3	Traffic Control - 10%	1	LS	$292,958.33	$292,958.33
4	Clear and Grub	1	LS	$14,240.00	$14,240.00
5	Dust Control & Watering	1	LS	$6,230.00	$6,230.00
6	Survey - 3%	1	LS	$87,887.50	$87,887.50
7	Utilities (Contingency)	1	LS	$146,479.16	$146,479.16
8	Drainage Pipes and System	1	LS	$427,200.00	$427,200.00
9	Relocate Street Light	7	EA	$1,500.00	$10,500.00
10	Roadway Excavation (Plan Quantity)	47,610	CY	$25.00	$1,190,237.65
11	Remove Asphalt Pavement	6,329	SY	$6.50	$41,137.78
12	Relocate Sign	1	EA	$200.00	$200.00
13	Concrete Curb and Gutter	8,900	LF	$28.00	$249,200.00
14	HMA 6"	2,898	TON	$150.00	$434,676.00
15	Untreated Based Course 10”	3,241	CY	$32.00	$103,723.46
16	Granular Sub Base 12"	3,230	CY	$28.00	$90,450.37
17	Concrete Driveway	1,500	SF	$20.00	$30,000.00
18	Concrete Sidewalk	17,800	SF	$15.00	$267,000.00
19	Concrete Curb Ramp	6	EA	$3,500.00	$21,000.00
20	4" Paint Line	8,010	LF	$1.00	$8,010.00
21	Sod	21,360	SF	$1.30	$27,768.00
22	Topsoil-6 inch thick	2,373	SY	$12.00	$28,480.00
				SUBTOTAL	$3,788,136.57
				ROW Acquisition	$0.00
				Contingency - 35%	$1,325,847.80
				Design Engineering - 10%	$378,813.66
				Construction Engineering - 10%	$378,813.66
				Miscellaneous Item - 5%	$189,406.83
				Total:	**$6,061,100.00**

ENGINEER'S OPINION OF PROBABLE COST

J-U-B ENGINEERS, INC.

PROJECT NAME: **DATE:** 2/4/2026

Woods Cross TMP

PROJECT DESCRIPTION:

Roadway Cost

CLIENT:

City of Woods Cross

J-U-B PROJ. NO.: 07-24-094

No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
	1100 W - 790 Feet				
	500 S to 750 S				
23	Mobilization - 10%	1	LS	$131,108.35	$131,108.35
24	Storm Water Pollution Prevention	1	LS	$7,900.00	$7,900.00
25	Traffic Control - 10%	1	LS	$131,108.35	$131,108.35
26	Clear and Grub	1	LS	$6,320.00	$6,320.00
27	Dust Control & Watering	1	LS	$2,765.00	$2,765.00
28	Survey - 3%	1	LS	$39,332.50	$39,332.50
29	Drainage Pipes and System	1	LS	$189,600.00	$189,600.00
30	Roadway Excavation (Plan Quantity)	21,130	CY	$25.00	$528,251.54
31	Remove Asphalt Pavement	2,633	SY	$6.50	$17,116.67
32	Relocate Sign	2	EA	$200.00	$400.00
33	Concrete Curb and Gutter	3,950	LF	$28.00	$110,600.00
34	HMA 6"	1,286	TON	$150.00	$192,918.00
35	Untreated Based Course 10”	1,439	CY	$32.00	$46,034.57
36	Granular Sub Base 12"	1,434	CY	$28.00	$40,143.70
37	Concrete Driveway	1,250	SF	$20.00	$25,000.00
38	Concrete Sidewalk	7,900	SF	$15.00	$118,500.00
39	Concrete Curb Ramp	4	EA	$3,500.00	$14,000.00
40	4" Paint Line	3,555	LF	$1.00	$3,555.00
41	Sod	9,480	SF	$1.30	$12,324.00
42	Topsoil-6 inch thick	1,053	SY	$12.00	$12,640.00
				SUBTOTAL	$1,629,617.68
				ROW Acquisition	$0.00
				Contingency - 35%	$570,366.19
				Design Engineering - 10%	$162,961.77
				Construction Engineering - 10%	$162,961.77
				Miscellaneous Item - 5%	$81,480.88
				Total:	**$2,607,400.00**

ENGINEER'S OPINION OF PROBABLE COST

J-U-B ENGINEERS, INC.

PROJECT NAME: **DATE:** 2/4/2026

Woods Cross TMP

PROJECT DESCRIPTION:

Roadway Cost

CLIENT:

City of Woods Cross

J-U-B PROJ. NO.: 07-24-094

No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
	1100 W - 1360 Feet				
	750 S to 1125 S				
43	Mobilization - 10%	1	LS	$219,748.73	$219,748.73
44	Storm Water Pollution Prevention	1	LS	$13,600.00	$13,600.00
45	Traffic Control - 10%	1	LS	$219,748.73	$219,748.73
46	Clear and Grub	1	LS	$10,880.00	$10,880.00
47	Dust Control & Watering	1	LS	$4,760.00	$4,760.00
48	Survey - 3%	1	LS	$65,924.62	$65,924.62
49	Drainage Pipes and System	1	LS	$326,400.00	$326,400.00
50	Relocate Street Light	1	EA	$1,500.00	$1,500.00
51	Roadway Excavation (Plan Quantity)	36,376	CY	$25.00	$909,395.06
52	Remove Asphalt Pavement	3,173	SY	$6.50	$20,626.67
53	Relocate Sign	3	EA	$200.00	$600.00
54	Concrete Curb and Gutter	6,800	LF	$28.00	$190,400.00
55	HMA 6"	2,214	TON	$150.00	$332,112.00
56	Untreated Based Course 10”	2,477	CY	$32.00	$79,249.38
57	Granular Sub Base 12"	2,468	CY	$28.00	$69,108.15
58	Concrete Driveway	750	SF	$20.00	$15,000.00
59	Concrete Sidewalk	13,600	SF	$15.00	$204,000.00
60	4" Paint Line	6,120	LF	$1.00	$6,120.00
61	Sod	16,320	SF	$1.30	$21,216.00
62	Topsoil-6 inch thick	1,813	SY	$12.00	$21,760.00
				SUBTOTAL	$2,732,149.33
				ROW Acquisition	$0.00
				Contingency - 35%	$956,252.27
				Design Engineering - 10%	$273,214.93
				Construction Engineering - 10%	$273,214.93
				Miscellaneous Item - 5%	$136,607.47
				Total:	**$4,371,500.00**

ENGINEER'S OPINION OF PROBABLE COST

J-U-B ENGINEERS, INC.

PROJECT NAME: **DATE:** 2/4/2026

Woods Cross TMP

PROJECT DESCRIPTION:

Roadway Cost

CLIENT:

City of Woods Cross

J-U-B PROJ. NO.: 07-24-094

No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
	1100 W - 1360 Feet				
	1125 S to 1500 S				
63	Mobilization - 10%	1	LS	$233,844.95	$233,844.95
64	Storm Water Pollution Prevention	1	LS	$13,600.00	$13,600.00
65	Traffic Control - 10%	1	LS	$233,844.95	$233,844.95
66	Clear and Grub	1	LS	$10,880.00	$10,880.00
67	Dust Control & Watering	1	LS	$4,760.00	$4,760.00
68	Survey - 3%	1	LS	$70,153.48	$70,153.48
69	Utilities (Contingency)	1	LS	$116,922.47	$116,922.47
70	Drainage Pipes and System	1	LS	$326,400.00	$326,400.00
71	Relocate Street Light	4	EA	$1,500.00	$6,000.00
72	Roadway Excavation (Plan Quantity)	36,376	CY	$25.00	$909,395.06
73	Remove Asphalt Pavement	6,044	SY	$6.50	$39,288.89
74	Relocate Sign	7	EA	$200.00	$1,400.00
75	Concrete Curb and Gutter	6,800	LF	$28.00	$190,400.00
76	HMA 6"	2,214	TON	$150.00	$332,112.00
77	Untreated Based Course 10”	2,477	CY	$32.00	$79,249.38
78	Granular Sub Base 12"	2,468	CY	$28.00	$69,108.15
79	Concrete Driveway	6,250	SF	$20.00	$125,000.00
80	Concrete Sidewalk	13,600	SF	$15.00	$204,000.00
81	Concrete Curb Ramp	2	EA	$3,500.00	$7,000.00
82	4" Paint Line	6,120	LF	$1.00	$6,120.00
83	Sod	16,320	SF	$1.30	$21,216.00
84	Topsoil-6 inch thick	1,813	SY	$12.00	$21,760.00
				SUBTOTAL	$3,022,455.34
				ROW Acquisition	$0.00
				Contingency - 35%	$1,057,859.37
				Design Engineering - 10%	$302,245.53
				Construction Engineering - 10%	$302,245.53
				Miscellaneous Item - 5%	$151,122.77
				Total:	**$4,836,000.00**

ENGINEER'S OPINION OF PROBABLE COST

J-U-B ENGINEERS, INC.

PROJECT NAME: **DATE:** 2/4/2026

Woods Cross TMP

PROJECT DESCRIPTION:

Roadway Cost

CLIENT:

City of Woods Cross

J-U-B PROJ. NO.: 07-24-094

No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
	1100 W - 1060 Feet				
	1500 S to 1850 S				
85	Mobilization - 10%	1	LS	$181,552.73	$181,552.73
86	Storm Water Pollution Prevention	1	LS	$10,600.00	$10,600.00
87	Traffic Control - 10%	1	LS	$181,552.73	$181,552.73
88	Clear and Grub	1	LS	$8,480.00	$8,480.00
89	Dust Control & Watering	1	LS	$3,710.00	$3,710.00
90	Survey - 3%	1	LS	$54,465.82	$54,465.82
91	Utilities (Contingency)	1	LS	$90,776.36	$90,776.36
92	Drainage Pipes and System	1	LS	$254,400.00	$254,400.00
93	Relocate Street Light	2	EA	$1,500.00	$3,000.00
94	Roadway Excavation (Plan Quantity)	28,352	CY	$25.00	$708,793.21
95	Remove Asphalt Pavement	5,182	SY	$6.50	$33,684.44
96	Relocate Sign	5	EA	$200.00	$1,000.00
97	Concrete Curb and Gutter	5,300	LF	$28.00	$148,400.00
98	HMA 6"	1,726	TON	$150.00	$258,852.00
99	Untreated Based Course 10”	1,930	CY	$32.00	$61,767.90
100	Granular Sub Base 12"	1,924	CY	$28.00	$53,863.70
101	Concrete Driveway	3,500	SF	$20.00	$70,000.00
102	Concrete Sidewalk	10,600	SF	$15.00	$159,000.00
103	Concrete Curb Ramp	7	EA	$3,500.00	$24,500.00
104	4" Paint Line	4,770	LF	$1.00	$4,770.00
105	Sod	12,720	SF	$1.30	$16,536.00
106	Topsoil-6 inch thick	1,413	SY	$12.00	$16,960.00
				SUBTOTAL	$2,346,664.89
				ROW Acquisition	$0.00
				Contingency - 35%	$821,332.71
				Design Engineering - 10%	$234,666.49
				Construction Engineering - 10%	$234,666.49
				Miscellaneous Item - 5%	$117,333.24
				Total:	**$3,754,700.00**

ENGINEER'S OPINION OF PROBABLE COST

J-U-B ENGINEERS, INC.

PROJECT NAME: **DATE:** 2/4/2026

Woods Cross TMP

PROJECT DESCRIPTION:

Roadway Cost

CLIENT:

City of Woods Cross

J-U-B PROJ. NO.: 07-24-094

No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
	1100 W - 520 Feet				
	1850 S to 1970 S				
107	Mobilization - 10%	1	LS	$85,971.53	$85,971.53
108	Storm Water Pollution Prevention	1	LS	$5,200.00	$5,200.00
109	Traffic Control - 10%	1	LS	$85,971.53	$85,971.53
110	Clear and Grub	1	LS	$4,160.00	$4,160.00
111	Dust Control & Watering	1	LS	$1,820.00	$1,820.00
112	Survey - 3%	1	LS	$25,791.46	$25,791.46
113	Utilities (Contingency)	1	LS	$42,985.76	$42,985.76
114	Drainage Pipes and System	1	LS	$124,800.00	$124,800.00
115	Relocate Street Light	1	EA	$1,500.00	$1,500.00
116	Roadway Excavation (Plan Quantity)	13,908	CY	$25.00	$347,709.88
117	Remove Asphalt Pavement	2,542	SY	$6.50	$16,524.44
118	Relocate Sign	2	EA	$200.00	$400.00
119	Concrete Curb and Gutter	2,600	LF	$28.00	$72,800.00
120	HMA 6"	847	TON	$150.00	$126,984.00
121	Untreated Based Course 10”	947	CY	$32.00	$30,301.23
122	Granular Sub Base 12"	944	CY	$28.00	$26,423.70
123	Concrete Driveway	250	SF	$20.00	$5,000.00
124	Concrete Sidewalk	5,200	SF	$15.00	$78,000.00
125	Concrete Curb Ramp	3	EA	$3,500.00	$10,500.00
126	4" Paint Line	2,340	LF	$1.00	$2,340.00
127	Sod	6,240	SF	$1.30	$8,112.00
128	Topsoil-6 inch thick	693	SY	$12.00	$8,320.00
				SUBTOTAL	$1,111,615.53
				ROW Acquisition	$0.00
				Contingency - 35%	$389,065.44
				Design Engineering - 10%	$111,161.55
				Construction Engineering - 10%	$111,161.55
				Miscellaneous Item - 5%	$55,580.78
				Total:	**$1,778,600.00**

ENGINEER'S OPINION OF PROBABLE COST

J-U-B ENGINEERS, INC.

PROJECT NAME: **DATE:** 2/4/2026

Woods Cross TMP

PROJECT DESCRIPTION:

Roadway Cost

CLIENT:

City of Woods Cross

J-U-B PROJ. NO.: 07-24-094

No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
	1100 W - 3040 Feet				
	1970 S to 2600 S				
129	Mobilization - 10%	1	LS	$493,816.68	$493,816.68
130	Storm Water Pollution Prevention	1	LS	$30,400.00	$30,400.00
131	Traffic Control - 10%	1	LS	$493,816.68	$493,816.68
132	Clear and Grub	1	LS	$24,320.00	$24,320.00
133	Dust Control & Watering	1	LS	$10,640.00	$10,640.00
134	Survey - 3%	1	LS	$148,145.00	$148,145.00
135	Utilities (Contingency)	1	LS	$246,908.34	$246,908.34
136	Drainage Pipes and System	1	LS	$729,600.00	$729,600.00
137	Relocate Street Light	4	EA	$1,500.00	$6,000.00
138	Roadway Excavation (Plan Quantity)	81,311	CY	$25.00	$2,032,765.43
139	Remove Asphalt Pavement	10,133	SY	$6.50	$65,866.67
140	Relocate Sign	8	EA	$200.00	$1,600.00
141	Concrete Curb and Gutter	15,200	LF	$28.00	$425,600.00
142	HMA 6"	4,949	TON	$150.00	$742,368.00
143	Untreated Based Course 10”	5,536	CY	$32.00	$177,145.68
144	Granular Sub Base 12"	5,517	CY	$28.00	$154,477.04
145	Concrete Driveway	1,500	SF	$20.00	$30,000.00
146	Concrete Sidewalk	30,400	SF	$15.00	$456,000.00
147	Concrete Curb Ramp	2	EA	$3,500.00	$7,000.00
148	4" Paint Line	13,680	LF	$1.00	$13,680.00
149	Sod	36,480	SF	$1.30	$47,424.00
150	Topsoil-6 inch thick	4,053	SY	$12.00	$48,640.00
				SUBTOTAL	$6,386,213.52
				ROW Acquisition	$0.00
				Contingency - 35%	$2,235,174.73
				Design Engineering - 10%	$638,621.35
				Construction Engineering - 10%	$638,621.35
				Miscellaneous Item - 5%	$319,310.68
				Total:	**$10,218,000.00**

ENGINEER'S OPINION OF PROBABLE COST

J-U-B ENGINEERS, INC.

PROJECT NAME: **DATE:** 2/4/2026

Woods Cross TMP

PROJECT DESCRIPTION:

Roadway Cost

CLIENT:

City of Woods Cross

J-U-B PROJ. NO.: 07-24-094

No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
	700 W - 580 Feet				
	500 S to 700 S				
1	Mobilization - 10%	1	LS	$86,706.22	$86,706.22
2	Storm Water Pollution Prevention	1	LS	$5,800.00	$5,800.00
3	Traffic Control - 10%	1	LS	$86,706.22	$86,706.22
4	Clear and Grub	1	LS	$4,640.00	$4,640.00
5	Dust Control & Watering	1	LS	$2,030.00	$2,030.00
6	Survey - 3%	1	LS	$26,011.87	$26,011.87
7	Utilities (Contingency)	1	LS	$43,353.11	$43,353.11
8	Drainage Pipes and System	1	LS	$139,200.00	$139,200.00
9	Relocate Street Light	3	EA	$1,500.00	$4,500.00
10	Roadway Excavation (Plan Quantity)	12,602	CY	$25.00	$315,061.73
11	Remove Asphalt Pavement	2,964	SY	$6.50	$19,268.89
12	Relocate Sign	5	EA	$200.00	$1,000.00
13	Concrete Curb and Gutter	2,900	LF	$28.00	$81,200.00
14	HMA 6"	751	TON	$150.00	$112,665.00
15	Untreated Based Course 10”	895	CY	$32.00	$28,641.98
16	Granular Sub Base 12"	859	CY	$28.00	$24,059.26
17	Concrete Driveway	1,250	SF	$20.00	$25,000.00
18	Concrete Sidewalk	5,800	SF	$15.00	$87,000.00
19	Concrete Curb Ramp	2	EA	$3,500.00	$7,000.00
20	4" Paint Line	2,610	LF	$1.00	$2,610.00
21	Sod	7,540	SF	$1.30	$9,802.00
22	Topsoil-6 inch thick	838	SY	$12.00	$10,053.33
				SUBTOTAL	$1,122,309.60
				ROW Acquisition	$0.00
				Contingency - 35%	$392,808.36
				Design Engineering - 10%	$112,230.96
				Construction Engineering - 10%	$112,230.96
				Miscellaneous Item - 5%	$56,115.48
				Total:	**$1,795,700.00**

ENGINEER'S OPINION OF PROBABLE COST

J-U-B ENGINEERS, INC.

PROJECT NAME: **DATE:** 2/4/2026

Woods Cross TMP

PROJECT DESCRIPTION:

Roadway Cost

CLIENT:

City of Woods Cross

J-U-B PROJ. NO.: 07-24-094

No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
	700 S - 650 Feet				
	700 W to 800 W				
1	Mobilization - 10%	1	LS	$94,918.73	$94,918.73
2	Storm Water Pollution Prevention	1	LS	$6,500.00	$6,500.00
3	Traffic Control - 10%	1	LS	$94,918.73	$94,918.73
4	Clear and Grub	1	LS	$5,200.00	$5,200.00
5	Dust Control & Watering	1	LS	$2,275.00	$2,275.00
6	Survey - 3%	1	LS	$28,475.62	$28,475.62
7	Drainage Pipes and System	1	LS	$156,000.00	$156,000.00
8	Relocate Street Light	6	EA	$1,500.00	$9,000.00
9	Roadway Excavation (Plan Quantity)	14,123	CY	$25.00	$353,086.42
10	Remove Asphalt Pavement	2,600	SY	$6.50	$16,900.00
11	Relocate Sign	1	EA	$200.00	$200.00
12	Concrete Curb and Gutter	3,250	LF	$28.00	$91,000.00
13	HMA 6"	842	TON	$150.00	$126,262.50
14	Untreated Based Course 10”	1,003	CY	$32.00	$32,098.77
15	Granular Sub Base 12"	963	CY	$28.00	$26,962.96
16	Concrete Driveway	750	SF	$20.00	$15,000.00
17	Concrete Sidewalk	6,500	SF	$15.00	$97,500.00
18	4" Paint Line	2,925	LF	$1.00	$2,925.00
19	Sod	8,450	SF	$1.30	$10,985.00
20	Topsoil-6 inch thick	939	SY	$12.00	$11,266.67
				SUBTOTAL	$1,181,475.40
				ROW Acquisition	$0.00
				Contingency - 35%	$413,516.39
				Design Engineering - 10%	$118,147.54
				Construction Engineering - 10%	$118,147.54
				Miscellaneous Item - 5%	$59,073.77
				Total:	**$1,890,400.00**

ENGINEER'S OPINION OF PROBABLE COST

J-U-B ENGINEERS, INC.

PROJECT NAME: **DATE:** 2/4/2026

Woods Cross TMP

PROJECT DESCRIPTION:

Roadway Cost

CLIENT:

City of Woods Cross

J-U-B PROJ. NO.: 07-24-094

No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
	800 W - 1080 Feet				
	700 S to 1000 S				
1	Mobilization - 10%	1	LS	$182,202.40	$182,202.40
2	Storm Water Pollution Prevention	1	LS	$10,800.00	$10,800.00
3	Traffic Control - 10%	1	LS	$182,202.40	$182,202.40
4	Clear and Grub	1	LS	$8,640.00	$8,640.00
5	Dust Control & Watering	1	LS	$3,780.00	$3,780.00
6	Survey - 3%	1	LS	$54,660.72	$54,660.72
7	Utilities (Contingency)	1	LS	$91,101.20	$91,101.20
8	Drainage Pipes and System	1	LS	$259,200.00	$259,200.00
9	Relocate Street Light	1	EA	$1,500.00	$1,500.00
10	Roadway Excavation (Plan Quantity)	28,887	CY	$25.00	$722,166.67
11	Remove Asphalt Pavement	5,280	SY	$6.50	$34,320.00
12	Relocate Sign	8	EA	$200.00	$1,600.00
13	Concrete Curb and Gutter	5,400	LF	$28.00	$151,200.00
14	HMA 6"	1,758	TON	$150.00	$263,736.00
15	Untreated Based Course 10”	1,967	CY	$32.00	$62,933.33
16	Granular Sub Base 12"	1,960	CY	$28.00	$54,880.00
17	Concrete Driveway	2,250	SF	$20.00	$45,000.00
18	Concrete Sidewalk	10,800	SF	$15.00	$162,000.00
19	Concrete Curb Ramp	7	EA	$3,500.00	$24,500.00
20	4" Paint Line	4,860	LF	$1.00	$4,860.00
21	Sod	12,960	SF	$1.30	$16,848.00
22	Topsoil-6 inch thick	1,440	SY	$12.00	$17,280.00
				SUBTOTAL	$2,355,410.72
				ROW Acquisition	$0.00
				Contingency - 35%	$824,393.75
				Design Engineering - 10%	$235,541.07
				Construction Engineering - 10%	$235,541.07
				Miscellaneous Item - 5%	$117,770.54
				Total:	**$3,768,700.00**

ENGINEER'S OPINION OF PROBABLE COST

J-U-B ENGINEERS, INC.

PROJECT NAME: **DATE:** 2/4/2026

Woods Cross TMP

PROJECT DESCRIPTION:

Roadway Cost

CLIENT:

City of Woods Cross

J-U-B PROJ. NO.: 07-24-094

No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
	800 W - 1660 Feet				
	1000 S to 1500 S				
23	Mobilization - 10%	1	LS	$287,062.95	$287,062.95
24	Storm Water Pollution Prevention	1	LS	$16,600.00	$16,600.00
25	Traffic Control - 10%	1	LS	$287,062.95	$287,062.95
26	Clear and Grub	1	LS	$13,280.00	$13,280.00
27	Dust Control & Watering	1	LS	$5,810.00	$5,810.00
28	Survey - 3%	1	LS	$86,118.88	$86,118.88
29	Drainage Pipes and System	1	LS	$398,400.00	$398,400.00
30	Relocate Street Light	6	EA	$1,500.00	$9,000.00
31	Roadway Excavation (Plan Quantity)	44,400	CY	$25.00	$1,109,996.91
32	Remove Asphalt Pavement	8,116	SY	$6.50	$52,751.11
33	Relocate Sign	21	EA	$200.00	$4,200.00
34	Concrete Curb and Gutter	8,300	LF	$28.00	$232,400.00
35	HMA 6"	2,702	TON	$150.00	$405,372.00
36	Untreated Based Course 10”	3,023	CY	$32.00	$96,730.86
37	Granular Sub Base 12"	3,013	CY	$28.00	$84,352.59
38	Concrete Driveway	6,500	SF	$20.00	$130,000.00
39	Concrete Sidewalk	16,600	SF	$15.00	$249,000.00
40	Concrete Curb Ramp	11	EA	$3,500.00	$38,500.00
41	4" Paint Line	7,470	LF	$1.00	$7,470.00
42	Sod	19,920	SF	$1.30	$25,896.00
43	Topsoil-6 inch thick	2,213	SY	$12.00	$26,560.00
				SUBTOTAL	$3,566,564.26
				ROW Acquisition	$0.00
				Contingency - 35%	$1,248,297.49
				Design Engineering - 10%	$356,656.43
				Construction Engineering - 10%	$356,656.43
				Miscellaneous Item - 5%	$178,328.21
				Total:	**$5,706,600.00**

ENGINEER'S OPINION OF PROBABLE COST

J-U-B ENGINEERS, INC.

PROJECT NAME: **DATE:** 2/4/2026

Woods Cross TMP

PROJECT DESCRIPTION:

Roadway Cost

CLIENT:

City of Woods Cross

J-U-B PROJ. NO.: 07-24-094

No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
	800 W - 2185 Feet				
	1500 S to 2100 S				
44	Mobilization - 10%	1	LS	$373,212.20	$373,212.20
45	Storm Water Pollution Prevention	1	LS	$21,850.00	$21,850.00
46	Traffic Control - 10%	1	LS	$373,212.20	$373,212.20
47	Clear and Grub	1	LS	$17,480.00	$17,480.00
48	Dust Control & Watering	1	LS	$7,647.50	$7,647.50
49	Survey - 3%	1	LS	$111,963.66	$111,963.66
50	Drainage Pipes and System	1	LS	$524,400.00	$524,400.00
51	Relocate Street Light	9	EA	$1,500.00	$13,500.00
52	Roadway Excavation (Plan Quantity)	58,442	CY	$25.00	$1,461,050.15
53	Remove Asphalt Pavement	10,925	SY	$6.50	$71,012.50
54	Relocate Sign	11	EA	$200.00	$2,200.00
55	Concrete Curb and Gutter	10,925	LF	$28.00	$305,900.00
56	HMA 6"	3,557	TON	$150.00	$533,577.00
57	Untreated Based Course 10”	3,979	CY	$32.00	$127,323.46
58	Granular Sub Base 12"	3,965	CY	$28.00	$111,030.37
59	Concrete Driveway	6,500	SF	$20.00	$130,000.00
60	Concrete Sidewalk	21,850	SF	$15.00	$327,750.00
61	Concrete Curb Ramp	13	EA	$3,500.00	$45,500.00
62	4" Paint Line	9,833	LF	$1.00	$9,832.50
63	Sod	26,220	SF	$1.30	$34,086.00
64	Topsoil-6 inch thick	2,913	SY	$12.00	$34,960.00
				SUBTOTAL	$4,637,487.54
				ROW Acquisition	$0.00
				Contingency - 35%	$1,623,120.64
				Design Engineering - 10%	$463,748.75
				Construction Engineering - 10%	$463,748.75
				Miscellaneous Item - 5%	$231,874.38
				Total:	**$7,420,000.00**

ENGINEER'S OPINION OF PROBABLE COST

J-U-B ENGINEERS, INC.

PROJECT NAME: **DATE:** 2/4/2026

Woods Cross TMP

PROJECT DESCRIPTION:

Roadway Cost

CLIENT:

City of Woods Cross

J-U-B PROJ. NO.: 07-24-094

No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
	800 W - 1700 Feet				
	2100 S to 2400 S				
65	Mobilization - 10%	1	LS	$291,879.52	$291,879.52
66	Storm Water Pollution Prevention	1	LS	$17,000.00	$17,000.00
67	Traffic Control - 10%	1	LS	$291,879.52	$291,879.52
68	Clear and Grub	1	LS	$13,600.00	$13,600.00
69	Dust Control & Watering	1	LS	$5,950.00	$5,950.00
70	Survey - 3%	1	LS	$87,563.86	$87,563.86
71	Utilities (Contingency)	1	LS	$145,939.76	$145,939.76
72	Drainage Pipes and System	1	LS	$408,000.00	$408,000.00
73	Relocate Street Light	3	EA	$1,500.00	$4,500.00
74	Roadway Excavation (Plan Quantity)	45,470	CY	$25.00	$1,136,743.83
75	Remove Asphalt Pavement	8,122	SY	$6.50	$52,794.44
76	Relocate Sign	4	EA	$200.00	$800.00
77	Concrete Curb and Gutter	8,500	LF	$28.00	$238,000.00
78	HMA 6"	2,768	TON	$150.00	$415,140.00
79	Untreated Based Course 10”	3,096	CY	$32.00	$99,061.73
80	Granular Sub Base 12"	3,085	CY	$28.00	$86,385.19
81	Concrete Driveway	7,000	SF	$20.00	$140,000.00
82	Concrete Sidewalk	17,000	SF	$15.00	$255,000.00
83	Concrete Curb Ramp	6	EA	$3,500.00	$21,000.00
84	4" Paint Line	7,650	LF	$1.00	$7,650.00
85	Sod	20,400	SF	$1.30	$26,520.00
86	Topsoil-6 inch thick	2,267	SY	$12.00	$27,200.00
				SUBTOTAL	$3,772,607.84
				ROW Acquisition	$0.00
				Contingency - 35%	$1,320,412.74
				Design Engineering - 10%	$377,260.78
				Construction Engineering - 10%	$377,260.78
				Miscellaneous Item - 5%	$188,630.39
				Total:	**$6,036,200.00**

ENGINEER'S OPINION OF PROBABLE COST

J-U-B ENGINEERS, INC.

PROJECT NAME: **DATE:** 2/4/2026

Woods Cross TMP

PROJECT DESCRIPTION:

Roadway Cost

CLIENT:

City of Woods Cross

J-U-B PROJ. NO.: 07-24-094

No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
	800 W - 720 Feet				
	2400 S to 2600 S				
87	Mobilization - 10%	1	LS	$119,500.27	$119,500.27
88	Storm Water Pollution Prevention	1	LS	$7,200.00	$7,200.00
89	Traffic Control - 10%	1	LS	$119,500.27	$119,500.27
90	Clear and Grub	1	LS	$5,760.00	$5,760.00
91	Dust Control & Watering	1	LS	$2,520.00	$2,520.00
92	Survey - 3%	1	LS	$35,850.08	$35,850.08
93	Utilities (Contingency)	1	LS	$59,750.13	$59,750.13
94	Drainage Pipes and System	1	LS	$172,800.00	$172,800.00
95	Relocate Street Light	4	EA	$1,500.00	$6,000.00
96	Roadway Excavation (Plan Quantity)	19,258	CY	$25.00	$481,444.44
97	Remove Asphalt Pavement	4,000	SY	$6.50	$26,000.00
98	Relocate Sign	3	EA	$200.00	$600.00
99	Concrete Curb and Gutter	3,600	LF	$28.00	$100,800.00
100	HMA 6"	1,172	TON	$150.00	$175,824.00
101	Untreated Based Course 10”	1,311	CY	$32.00	$41,955.56
102	Granular Sub Base 12"	1,307	CY	$28.00	$36,586.67
103	Concrete Driveway	250	SF	$20.00	$5,000.00
104	Concrete Sidewalk	7,200	SF	$15.00	$108,000.00
105	Concrete Curb Ramp	4	EA	$3,500.00	$14,000.00
106	4" Paint Line	3,240	LF	$1.00	$3,240.00
107	Sod	8,640	SF	$1.30	$11,232.00
108	Topsoil-6 inch thick	960	SY	$12.00	$11,520.00
				SUBTOTAL	$1,545,083.41
				ROW Acquisition	$0.00
				Contingency - 35%	$540,779.19
				Design Engineering - 10%	$154,508.34
				Construction Engineering - 10%	$154,508.34
				Miscellaneous Item - 5%	$77,254.17
				Total:	**$2,472,200.00**

ENGINEER'S OPINION OF PROBABLE COST

J-U-B ENGINEERS, INC.

PROJECT NAME: **DATE:** 2/4/2026

Woods Cross TMP

PROJECT DESCRIPTION:

Roadway Cost

CLIENT:

City of Woods Cross

J-U-B PROJ. NO.: 07-24-094

No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
	1500 S - 1280 Feet				
	Redwood Rd to 1650 W				
1	Mobilization - 10%	1	LS	$214,434.25	$214,434.25
2	Storm Water Pollution Prevention	1	LS	$12,800.00	$12,800.00
3	Traffic Control - 10%	1	LS	$214,434.25	$214,434.25
4	Clear and Grub	1	LS	$10,240.00	$10,240.00
5	Dust Control & Watering	1	LS	$4,480.00	$4,480.00
6	Survey - 3%	1	LS	$64,330.28	$64,330.28
7	Drainage Pipes and System	1	LS	$307,200.00	$307,200.00
8	Relocate Street Light	2	EA	$1,500.00	$3,000.00
9	Roadway Excavation (Plan Quantity)	34,236	CY	$25.00	$855,901.23
10	Remove Asphalt Pavement	5,973	SY	$6.50	$38,826.67
11	Relocate Sign	4	EA	$200.00	$800.00
12	Concrete Curb and Gutter	6,400	LF	$28.00	$179,200.00
13	HMA 6"	2,084	TON	$150.00	$312,576.00
14	Untreated Based Course 10”	2,331	CY	$32.00	$74,587.65
15	Granular Sub Base 12"	2,323	CY	$28.00	$65,042.96
16	Concrete Driveway	2,750	SF	$20.00	$55,000.00
17	Concrete Sidewalk	12,800	SF	$15.00	$192,000.00
18	Concrete Curb Ramp	4	EA	$3,500.00	$14,000.00
19	4" Paint Line	5,760	LF	$1.00	$5,760.00
20	Sod	15,360	SF	$1.30	$19,968.00
21	Topsoil-6 inch thick	1,707	SY	$12.00	$20,480.00
				SUBTOTAL	$2,665,061.30
				ROW Acquisition	$0.00
				Contingency - 35%	$932,771.45
				Design Engineering - 10%	$266,506.13
				Construction Engineering - 10%	$266,506.13
				Miscellaneous Item - 5%	$133,253.06
				Total:	**$4,264,100.00**

ENGINEER'S OPINION OF PROBABLE COST

J-U-B ENGINEERS, INC.

PROJECT NAME: **DATE:** 2/4/2026

Woods Cross TMP

PROJECT DESCRIPTION:

Roadway Cost

CLIENT:

City of Woods Cross

J-U-B PROJ. NO.: 07-24-094

No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
	1500 S - 125 Feet				
	1650 W to 1600 W				
22	Mobilization - 10%	1	LS	$20,561.85	$20,561.85
23	Storm Water Pollution Prevention	1	LS	$1,250.00	$1,250.00
24	Traffic Control - 10%	1	LS	$20,561.85	$20,561.85
25	Clear and Grub	1	LS	$1,000.00	$1,000.00
26	Dust Control & Watering	1	LS	$437.50	$437.50
27	Survey - 3%	1	LS	$6,168.56	$6,168.56
28	Drainage Pipes and System	1	LS	$30,000.00	$30,000.00
29	Roadway Excavation (Plan Quantity)	3,343	CY	$25.00	$83,584.10
30	Remove Asphalt Pavement	556	SY	$6.50	$3,611.11
31	Concrete Curb and Gutter	625	LF	$28.00	$17,500.00
32	HMA 6"	204	TON	$150.00	$30,525.00
33	Untreated Based Course 10”	228	CY	$32.00	$7,283.95
34	Granular Sub Base 12"	227	CY	$28.00	$6,351.85
35	Concrete Sidewalk	1,250	SF	$15.00	$18,750.00
36	Concrete Curb Ramp	1	EA	$3,500.00	$3,500.00
37	4" Paint Line	563	LF	$1.00	$562.50
38	Sod	1,500	SF	$1.30	$1,950.00
39	Topsoil-6 inch thick	167	SY	$12.00	$2,000.00
				SUBTOTAL	$255,598.28
				ROW Acquisition	$0.00
				Contingency - 35%	$89,459.40
				Design Engineering - 10%	$25,559.83
				Construction Engineering - 10%	$25,559.83
				Miscellaneous Item - 5%	$12,779.91
				Total:	**$409,000.00**

ENGINEER'S OPINION OF PROBABLE COST

J-U-B ENGINEERS, INC.

PROJECT NAME: **DATE:** 2/4/2026

Woods Cross TMP

PROJECT DESCRIPTION:

Roadway Cost

CLIENT:

City of Woods Cross

J-U-B PROJ. NO.: 07-24-094

No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
	1500 S - 920 Feet				
	1600 W to 1470 W				
40	Mobilization - 10%	1	LS	$152,952.12	$152,952.12
41	Storm Water Pollution Prevention	1	LS	$9,200.00	$9,200.00
42	Traffic Control - 10%	1	LS	$152,952.12	$152,952.12
43	Clear and Grub	1	LS	$7,360.00	$7,360.00
44	Dust Control & Watering	1	LS	$3,220.00	$3,220.00
45	Survey - 3%	1	LS	$45,885.64	$45,885.64
46	Drainage Pipes and System	1	LS	$220,800.00	$220,800.00
47	Relocate Street Light	2	EA	$1,500.00	$3,000.00
48	Roadway Excavation (Plan Quantity)	24,607	CY	$25.00	$615,179.01
49	Remove Asphalt Pavement	4,293	SY	$6.50	$27,906.67
50	Relocate Sign	3	EA	$200.00	$600.00
51	Concrete Curb and Gutter	4,600	LF	$28.00	$128,800.00
52	HMA 6"	1,498	TON	$150.00	$224,664.00
53	Untreated Based Course 10”	1,675	CY	$32.00	$53,609.88
54	Granular Sub Base 12"	1,670	CY	$28.00	$46,749.63
55	Concrete Driveway	1,500	SF	$20.00	$30,000.00
56	Concrete Sidewalk	9,200	SF	$15.00	$138,000.00
57	Concrete Curb Ramp	2	EA	$3,500.00	$7,000.00
58	4" Paint Line	4,140	LF	$1.00	$4,140.00
59	Sod	11,040	SF	$1.30	$14,352.00
60	Topsoil-6 inch thick	1,227	SY	$12.00	$14,720.00
				SUBTOTAL	$1,901,091.06
				ROW Acquisition	$0.00
				Contingency - 35%	$665,381.87
				Design Engineering - 10%	$190,109.11
				Construction Engineering - 10%	$190,109.11
				Miscellaneous Item - 5%	$95,054.55
				Total:	**$3,041,800.00**

ENGINEER'S OPINION OF PROBABLE COST

J-U-B ENGINEERS, INC.

PROJECT NAME: **DATE:** 2/4/2026

Woods Cross TMP

PROJECT DESCRIPTION:

Roadway Cost

CLIENT:

City of Woods Cross

J-U-B PROJ. NO.: 07-24-094

No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
	1500 S - 200 Feet				
	1470 W to 1450 W				
61	Mobilization - 10%	1	LS	$34,248.96	$34,248.96
62	Storm Water Pollution Prevention	1	LS	$2,000.00	$2,000.00
63	Traffic Control - 10%	1	LS	$34,248.96	$34,248.96
64	Clear and Grub	1	LS	$1,600.00	$1,600.00
65	Dust Control & Watering	1	LS	$700.00	$700.00
66	Survey - 3%	1	LS	$10,274.69	$10,274.69
67	Utilities (Contingency)	1	LS	$17,124.48	$17,124.48
68	Drainage Pipes and System	1	LS	$48,000.00	$48,000.00
69	Relocate Street Light	2	EA	$1,500.00	$3,000.00
70	Roadway Excavation (Plan Quantity)	5,349	CY	$25.00	$133,734.57
71	Remove Asphalt Pavement	889	SY	$6.50	$5,777.78
72	Relocate Sign	3	EA	$200.00	$600.00
73	Concrete Curb and Gutter	1,000	LF	$28.00	$28,000.00
74	HMA 6"	326	TON	$150.00	$48,840.00
75	Untreated Based Course 10”	364	CY	$32.00	$11,654.32
76	Granular Sub Base 12"	363	CY	$28.00	$10,162.96
77	Concrete Driveway	250	SF	$20.00	$5,000.00
78	Concrete Sidewalk	2,000	SF	$15.00	$30,000.00
79	Concrete Curb Ramp	3	EA	$3,500.00	$10,500.00
80	4" Paint Line	900	LF	$1.00	$900.00
81	Sod	2,400	SF	$1.30	$3,120.00
82	Topsoil-6 inch thick	267	SY	$12.00	$3,200.00
				SUBTOTAL	$442,686.73
				ROW Acquisition	$0.00
				Contingency - 35%	$154,940.35
				Design Engineering - 10%	$44,268.67
				Construction Engineering - 10%	$44,268.67
				Miscellaneous Item - 5%	$22,134.34
				Total:	**$708,300.00**

ENGINEER'S OPINION OF PROBABLE COST

J-U-B ENGINEERS, INC.

PROJECT NAME: **DATE:** 2/4/2026

Woods Cross TMP

PROJECT DESCRIPTION:

Roadway Cost

CLIENT:

City of Woods Cross

J-U-B PROJ. NO.: 07-24-094

No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
	1500 S - 2290 Feet				
	1450 W to 1100 W				
83	Mobilization - 10%	1	LS	$392,091.13	$392,091.13
84	Storm Water Pollution Prevention	1	LS	$22,900.00	$22,900.00
85	Traffic Control - 10%	1	LS	$392,091.13	$392,091.13
86	Clear and Grub	1	LS	$18,320.00	$18,320.00
87	Dust Control & Watering	1	LS	$8,015.00	$8,015.00
88	Survey - 3%	1	LS	$117,627.34	$117,627.34
89	Utilities (Contingency)	1	LS	$196,045.56	$196,045.56
90	Drainage Pipes and System	1	LS	$549,600.00	$549,600.00
91	Relocate Street Light	6	EA	$1,500.00	$9,000.00
92	Roadway Excavation (Plan Quantity)	61,250	CY	$25.00	$1,531,260.80
93	Remove Asphalt Pavement	10,178	SY	$6.50	$66,155.56
94	Relocate Sign	18	EA	$200.00	$3,600.00
95	Concrete Curb and Gutter	11,450	LF	$28.00	$320,600.00
96	HMA 6"	3,728	TON	$150.00	$559,218.00
97	Untreated Based Course 10”	4,170	CY	$32.00	$133,441.98
98	Granular Sub Base 12"	4,156	CY	$28.00	$116,365.93
99	Concrete Driveway	8,000	SF	$20.00	$160,000.00
100	Concrete Sidewalk	22,900	SF	$15.00	$343,500.00
101	Concrete Curb Ramp	13	EA	$3,500.00	$45,500.00
102	4" Paint Line	10,305	LF	$1.00	$10,305.00
103	Sod	27,480	SF	$1.30	$35,724.00
104	Topsoil-6 inch thick	3,053	SY	$12.00	$36,640.00
				SUBTOTAL	$5,068,001.41
				ROW Acquisition	$0.00
				Contingency - 35%	$1,773,800.49
				Design Engineering - 10%	$506,800.14
				Construction Engineering - 10%	$506,800.14
				Miscellaneous Item - 5%	$253,400.07
				Total:	**$8,108,900.00**

ENGINEER'S OPINION OF PROBABLE COST

J-U-B ENGINEERS, INC.

PROJECT NAME: **DATE:** 2/4/2026

Woods Cross TMP

PROJECT DESCRIPTION:

Roadway Cost

CLIENT:

City of Woods Cross

J-U-B PROJ. NO.: 07-24-094

No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
	1500 S - 1255 Feet				
	1100 W to 950 W				
105	Mobilization - 10%	1	LS	$211,839.55	$211,839.55
106	Storm Water Pollution Prevention	1	LS	$12,550.00	$12,550.00
107	Traffic Control - 10%	1	LS	$211,839.55	$211,839.55
108	Clear and Grub	1	LS	$10,040.00	$10,040.00
109	Dust Control & Watering	1	LS	$4,392.50	$4,392.50
110	Survey - 3%	1	LS	$63,551.86	$63,551.86
111	Utilities (Contingency)	1	LS	$105,919.77	$105,919.77
112	Drainage Pipes and System	1	LS	$301,200.00	$301,200.00
113	Relocate Street Light	2	EA	$1,500.00	$3,000.00
114	Roadway Excavation (Plan Quantity)	33,567	CY	$25.00	$839,184.41
115	Remove Asphalt Pavement	6,136	SY	$6.50	$39,881.11
116	Relocate Sign	10	EA	$200.00	$2,000.00
117	Concrete Curb and Gutter	6,275	LF	$28.00	$175,700.00
118	HMA 6"	2,043	TON	$150.00	$306,471.00
119	Untreated Based Course 10”	2,285	CY	$32.00	$73,130.86
120	Granular Sub Base 12"	2,278	CY	$28.00	$63,772.59
121	Concrete Driveway	3,500	SF	$20.00	$70,000.00
122	Concrete Sidewalk	12,550	SF	$15.00	$188,250.00
123	Concrete Curb Ramp	3	EA	$3,500.00	$10,500.00
124	4" Paint Line	5,648	LF	$1.00	$5,647.50
125	Sod	15,060	SF	$1.30	$19,578.00
126	Topsoil-6 inch thick	1,673	SY	$12.00	$20,080.00
				SUBTOTAL	$2,738,528.72
				ROW Acquisition	$0.00
				Contingency - 35%	$958,485.05
				Design Engineering - 10%	$273,852.87
				Construction Engineering - 10%	$273,852.87
				Miscellaneous Item - 5%	$136,926.44
				Total:	**$4,381,700.00**

ENGINEER'S OPINION OF PROBABLE COST

J-U-B ENGINEERS, INC.

PROJECT NAME: **DATE:** 2/4/2026

Woods Cross TMP

PROJECT DESCRIPTION:

Roadway Cost

CLIENT:

City of Woods Cross

J-U-B PROJ. NO.: 07-24-094

No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
	1500 S - 1355 Feet				
	950 W to 800 W				
127	Mobilization - 10%	1	LS	$231,097.92	$231,097.92
128	Storm Water Pollution Prevention	1	LS	$13,550.00	$13,550.00
129	Traffic Control - 10%	1	LS	$231,097.92	$231,097.92
130	Clear and Grub	1	LS	$10,840.00	$10,840.00
131	Dust Control & Watering	1	LS	$4,742.50	$4,742.50
132	Survey - 3%	1	LS	$69,329.38	$69,329.38
133	Utilities (Contingency)	1	LS	$115,548.96	$115,548.96
134	Drainage Pipes and System	1	LS	$325,200.00	$325,200.00
135	Relocate Street Light	6	EA	$1,500.00	$9,000.00
136	Roadway Excavation (Plan Quantity)	36,242	CY	$25.00	$906,051.70
137	Remove Asphalt Pavement	6,624	SY	$6.50	$43,058.89
138	Relocate Sign	13	EA	$200.00	$2,600.00
139	Concrete Curb and Gutter	6,775	LF	$28.00	$189,700.00
140	HMA 6"	2,206	TON	$150.00	$330,891.00
141	Untreated Based Course 10”	2,467	CY	$32.00	$78,958.02
142	Granular Sub Base 12"	2,459	CY	$28.00	$68,854.07
143	Concrete Driveway	4,000	SF	$20.00	$80,000.00
144	Concrete Sidewalk	13,550	SF	$15.00	$203,250.00
145	Concrete Curb Ramp	7	EA	$3,500.00	$24,500.00
146	4" Paint Line	6,098	LF	$1.00	$6,097.50
147	Sod	16,260	SF	$1.30	$21,138.00
148	Topsoil-6 inch thick	1,807	SY	$12.00	$21,680.00
				SUBTOTAL	$2,987,185.86
				ROW Acquisition	$0.00
				Contingency - 35%	$1,045,515.05
				Design Engineering - 10%	$298,718.59
				Construction Engineering - 10%	$298,718.59
				Miscellaneous Item - 5%	$149,359.29
				Total:	**$4,779,500.00**

ENGINEER'S OPINION OF PROBABLE COST

J-U-B ENGINEERS, INC.

PROJECT NAME: **DATE:** 2/4/2026

Woods Cross TMP

PROJECT DESCRIPTION:

Roadway Cost

CLIENT:

City of Woods Cross

J-U-B PROJ. NO.: 07-24-094

No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
	1500 S - 1000 Feet				
	800 W to 675 W				
149	Mobilization - 10%	1	LS	$172,584.81	$172,584.81
150	Storm Water Pollution Prevention	1	LS	$10,000.00	$10,000.00
151	Traffic Control - 10%	1	LS	$172,584.81	$172,584.81
152	Clear and Grub	1	LS	$8,000.00	$8,000.00
153	Dust Control & Watering	1	LS	$3,500.00	$3,500.00
154	Survey - 3%	1	LS	$51,775.44	$51,775.44
155	Utilities (Contingency)	1	LS	$86,292.41	$86,292.41
156	Drainage Pipes and System	1	LS	$240,000.00	$240,000.00
157	Relocate Street Light	7	EA	$1,500.00	$10,500.00
158	Roadway Excavation (Plan Quantity)	26,747	CY	$25.00	$668,672.84
159	Remove Asphalt Pavement	4,444	SY	$6.50	$28,888.89
160	Relocate Sign	12	EA	$200.00	$2,400.00
161	Concrete Curb and Gutter	5,000	LF	$28.00	$140,000.00
162	HMA 6"	1,628	TON	$150.00	$244,200.00
163	Untreated Based Course 10”	1,821	CY	$32.00	$58,271.60
164	Granular Sub Base 12"	1,815	CY	$28.00	$50,814.81
165	Concrete Driveway	3,750	SF	$20.00	$75,000.00
166	Concrete Sidewalk	10,000	SF	$15.00	$150,000.00
167	Concrete Curb Ramp	6	EA	$3,500.00	$21,000.00
168	4" Paint Line	4,500	LF	$1.00	$4,500.00
169	Sod	12,000	SF	$1.30	$15,600.00
170	Topsoil-6 inch thick	1,333	SY	$12.00	$16,000.00
				SUBTOTAL	$2,230,585.63
				ROW Acquisition	$0.00
				Contingency - 35%	$780,704.97
				Design Engineering - 10%	$223,058.56
				Construction Engineering - 10%	$223,058.56
				Miscellaneous Item - 5%	$111,529.28
				Total:	**$3,569,000.00**

ENGINEER'S OPINION OF PROBABLE COST

J-U-B ENGINEERS, INC.

PROJECT NAME: **DATE:** 2/4/2026

Woods Cross TMP

PROJECT DESCRIPTION:

Roadway Cost

CLIENT:

City of Woods Cross

J-U-B PROJ. NO.: 07-24-094

No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
	1500 S - 925 Feet				
	675 W to 580 W				
171	Mobilization - 10%	1	LS	$155,841.73	$155,841.73
172	Storm Water Pollution Prevention	1	LS	$9,250.00	$9,250.00
173	Traffic Control - 10%	1	LS	$155,841.73	$155,841.73
174	Clear and Grub	1	LS	$7,400.00	$7,400.00
175	Dust Control & Watering	1	LS	$3,237.50	$3,237.50
176	Survey - 3%	1	LS	$46,752.52	$46,752.52
177	Drainage Pipes and System	1	LS	$222,000.00	$222,000.00
178	Relocate Street Light	3	EA	$1,500.00	$4,500.00
179	Roadway Excavation (Plan Quantity)	24,741	CY	$25.00	$618,522.38
180	Remove Asphalt Pavement	4,625	SY	$6.50	$30,062.50
181	Relocate Sign	2	EA	$200.00	$400.00
182	Concrete Curb and Gutter	4,625	LF	$28.00	$129,500.00
183	HMA 6"	1,506	TON	$150.00	$225,885.00
184	Untreated Based Course 10”	1,684	CY	$32.00	$53,901.23
185	Granular Sub Base 12"	1,679	CY	$28.00	$47,003.70
186	Concrete Driveway	1,500	SF	$20.00	$30,000.00
187	Concrete Sidewalk	9,250	SF	$15.00	$138,750.00
188	Concrete Curb Ramp	7	EA	$3,500.00	$24,500.00
189	4" Paint Line	4,163	LF	$1.00	$4,162.50
190	Sod	11,100	SF	$1.30	$14,430.00
191	Topsoil-6 inch thick	1,233	SY	$12.00	$14,800.00
				SUBTOTAL	$1,936,740.80
				ROW Acquisition	$0.00
				Contingency - 35%	$677,859.28
				Design Engineering - 10%	$193,674.08
				Construction Engineering - 10%	$193,674.08
				Miscellaneous Item - 5%	$96,837.04
				Total:	**$3,098,800.00**

ENGINEER'S OPINION OF PROBABLE COST

J-U-B ENGINEERS, INC.

PROJECT NAME: **DATE:** 2/4/2026

Woods Cross TMP

PROJECT DESCRIPTION:

Roadway Cost

CLIENT:

City of Woods Cross

J-U-B PROJ. NO.: 07-24-094

No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
	1500 S - 645 Feet				
	580 W to US-89				
192	Mobilization - 10%	1	LS	$113,132.66	$113,132.66
193	Storm Water Pollution Prevention	1	LS	$6,450.00	$6,450.00
194	Traffic Control - 10%	1	LS	$113,132.66	$113,132.66
195	Clear and Grub	1	LS	$5,160.00	$5,160.00
196	Dust Control & Watering	1	LS	$2,257.50	$2,257.50
197	Survey - 3%	1	LS	$33,939.80	$33,939.80
198	Drainage Pipes and System	1	LS	$154,800.00	$154,800.00
199	Relocate Street Light	2	EA	$1,500.00	$3,000.00
200	Roadway Excavation (Plan Quantity)	17,252	CY	$25.00	$431,293.98
201	Remove Asphalt Pavement	3,297	SY	$6.50	$21,428.33
202	Relocate Sign	8	EA	$200.00	$1,600.00
203	Concrete Curb and Gutter	3,225	LF	$28.00	$90,300.00
204	HMA 6"	1,050	TON	$150.00	$157,509.00
205	Untreated Based Course 10”	1,175	CY	$32.00	$37,585.19
206	Granular Sub Base 12"	1,171	CY	$28.00	$32,775.56
207	Concrete Driveway	3,000	SF	$20.00	$60,000.00
208	Concrete Sidewalk	6,450	SF	$15.00	$96,750.00
209	Concrete Curb Ramp	6	EA	$3,500.00	$21,000.00
210	4" Paint Line	2,903	LF	$1.00	$2,902.50
211	Sod	7,740	SF	$1.30	$10,062.00
212	Topsoil-6 inch thick	860	SY	$12.00	$10,320.00
				SUBTOTAL	$1,405,399.16
				ROW Acquisition	$0.00
				Contingency - 35%	$491,889.71
				Design Engineering - 10%	$140,539.92
				Construction Engineering - 10%	$140,539.92
				Miscellaneous Item - 5%	$70,269.96
				Total:	**$2,248,700.00**

ENGINEER'S OPINION OF PROBABLE COST

J-U-B ENGINEERS, INC.

PROJECT NAME: **DATE:** 2/4/2026

Woods Cross TMP

PROJECT DESCRIPTION:

Roadway Cost

CLIENT:

City of Woods Cross

J-U-B PROJ. NO.: 07-24-094

No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
	1500 S - 1010 Feet				
	US-89 to 400 W				
213	Mobilization - 10%	1	LS	$174,209.43	$174,209.43
214	Storm Water Pollution Prevention	1	LS	$10,100.00	$10,100.00
215	Traffic Control - 10%	1	LS	$174,209.43	$174,209.43
216	Clear and Grub	1	LS	$8,080.00	$8,080.00
217	Dust Control & Watering	1	LS	$3,535.00	$3,535.00
218	Survey - 3%	1	LS	$52,262.83	$52,262.83
219	Drainage Pipes and System	1	LS	$242,400.00	$242,400.00
220	Relocate Street Light	6	EA	$1,500.00	$9,000.00
221	Roadway Excavation (Plan Quantity)	27,014	CY	$25.00	$675,359.57
222	Remove Asphalt Pavement	5,162	SY	$6.50	$33,554.44
223	Relocate Sign	8	EA	$200.00	$1,600.00
224	Concrete Curb and Gutter	5,050	LF	$28.00	$141,400.00
225	HMA 6"	1,644	TON	$150.00	$246,642.00
226	Untreated Based Course 10”	1,839	CY	$32.00	$58,854.32
227	Granular Sub Base 12"	1,833	CY	$28.00	$51,322.96
228	Concrete Driveway	4,000	SF	$20.00	$80,000.00
229	Concrete Sidewalk	10,100	SF	$15.00	$151,500.00
230	Concrete Curb Ramp	4	EA	$3,500.00	$14,000.00
231	4" Paint Line	4,545	LF	$1.00	$4,545.00
232	Sod	12,120	SF	$1.30	$15,756.00
233	Topsoil-6 inch thick	1,347	SY	$12.00	$16,160.00
				SUBTOTAL	$2,164,490.98
				ROW Acquisition	$0.00
				Contingency - 35%	$757,571.84
				Design Engineering - 10%	$216,449.10
				Construction Engineering - 10%	$216,449.10
				Miscellaneous Item - 5%	$108,224.55
				Total:	**$3,463,200.00**

ENGINEER'S OPINION OF PROBABLE COST

J-U-B ENGINEERS, INC.

PROJECT NAME: **DATE:** 2/4/2026

Woods Cross TMP

PROJECT DESCRIPTION:

Roadway Cost

CLIENT:

City of Woods Cross

J-U-B PROJ. NO.: 07-24-094

No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
	1950 S - 550 Feet				
	1250 W to 1175 W				
1	Mobilization - 10%	1	LS	$85,462.23	$85,462.23
2	Storm Water Pollution Prevention	1	LS	$5,500.00	$5,500.00
3	Traffic Control - 10%	1	LS	$85,462.23	$85,462.23
4	Clear and Grub	1	LS	$4,400.00	$4,400.00
5	Dust Control & Watering	1	LS	$1,925.00	$1,925.00
6	Survey - 3%	1	LS	$25,638.67	$25,638.67
7	Utilities (Contingency)	1	LS	$42,731.12	$42,731.12
8	Drainage Pipes and System	1	LS	$132,000.00	$132,000.00
9	Relocate Street Light	1	EA	$1,500.00	$1,500.00
10	Roadway Excavation (Plan Quantity)	13,774	CY	$25.00	$344,344.14
11	Remove Asphalt Pavement	2,444	SY	$6.50	$15,888.89
12	Concrete Curb and Gutter	2,750	LF	$28.00	$77,000.00
13	HMA 6"	834	TON	$150.00	$125,152.50
14	Untreated Based Course 10”	951	CY	$32.00	$30,419.75
15	Granular Sub Base 12"	937	CY	$28.00	$26,237.04
16	Concrete Sidewalk	5,500	SF	$15.00	$82,500.00
17	4" Paint Line	2,200	LF	$1.00	$2,200.00
18	Sod	6,600	SF	$1.30	$8,580.00
19	Topsoil-6 inch thick	733	SY	$12.00	$8,800.00
				SUBTOTAL	$1,105,741.56
				ROW Acquisition	$0.00
				Contingency - 35%	$387,009.55
				Design Engineering - 10%	$110,574.16
				Construction Engineering - 10%	$110,574.16
				Miscellaneous Item - 5%	$55,287.08
				Total:	**$1,769,200.00**

ENGINEER'S OPINION OF PROBABLE COST

J-U-B ENGINEERS, INC.

PROJECT NAME: **DATE:** 2/4/2026

Woods Cross TMP

PROJECT DESCRIPTION:

Roadway Cost

CLIENT:

City of Woods Cross

J-U-B PROJ. NO.: 07-24-094

No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
	1950 S - 375 Feet				
	1175 W to 1100 W				
20	Mobilization - 10%	1	LS	$58,707.43	$58,707.43
21	Storm Water Pollution Prevention	1	LS	$3,750.00	$3,750.00
22	Traffic Control - 10%	1	LS	$58,707.43	$58,707.43
23	Clear and Grub	1	LS	$3,000.00	$3,000.00
24	Dust Control & Watering	1	LS	$1,312.50	$1,312.50
25	Survey - 3%	1	LS	$17,612.23	$17,612.23
26	Drainage Pipes and System	1	LS	$90,000.00	$90,000.00
27	Roadway Excavation (Plan Quantity)	9,391	CY	$25.00	$234,780.09
28	Remove Asphalt Pavement	1,667	SY	$6.50	$10,833.33
29	Relocate Sign	2	EA	$200.00	$400.00
30	Concrete Curb and Gutter	1,875	LF	$28.00	$52,500.00
31	HMA 6"	569	TON	$150.00	$85,331.25
32	Untreated Based Course 10”	648	CY	$32.00	$20,740.74
33	Granular Sub Base 12"	639	CY	$28.00	$17,888.89
34	Concrete Driveway	250	SF	$20.00	$5,000.00
35	Concrete Sidewalk	3,750	SF	$15.00	$56,250.00
36	4" Paint Line	1,500	LF	$1.00	$1,500.00
37	Sod	4,500	SF	$1.30	$5,850.00
38	Topsoil-6 inch thick	500	SY	$12.00	$6,000.00
				SUBTOTAL	$730,163.90
				ROW Acquisition	$0.00
				Contingency - 35%	$255,557.36
				Design Engineering - 10%	$73,016.39
				Construction Engineering - 10%	$73,016.39
				Miscellaneous Item - 5%	$36,508.19
				Total:	**$1,168,300.00**

ENGINEER'S OPINION OF PROBABLE COST

J-U-B ENGINEERS, INC.

PROJECT NAME: **DATE:** 2/4/2026

Woods Cross TMP

PROJECT DESCRIPTION:

Roadway Cost

CLIENT:

City of Woods Cross

J-U-B PROJ. NO.: 07-24-094

No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
	400 S - 700 Feet				
	1900 W to 1775 W				
1	Mobilization - 10%	1	LS	$106,556.98	$106,556.98
2	Storm Water Pollution Prevention	1	LS	$7,000.00	$7,000.00
3	Traffic Control - 10%	1	LS	$106,556.98	$106,556.98
4	Clear and Grub	1	LS	$5,600.00	$5,600.00
5	Dust Control & Watering	1	LS	$2,450.00	$2,450.00
6	Survey - 3%	1	LS	$31,967.09	$31,967.09
7	Drainage Pipes and System	1	LS	$168,000.00	$168,000.00
8	Roadway Excavation (Plan Quantity)	17,530	CY	$25.00	$438,256.17
9	Concrete Curb and Gutter	3,500	LF	$28.00	$98,000.00
10	HMA 6"	1,062	TON	$150.00	$159,285.00
11	Untreated Based Course 10”	1,210	CY	$32.00	$38,716.05
12	Granular Sub Base 12"	1,193	CY	$28.00	$33,392.59
13	Concrete Sidewalk	7,000	SF	$15.00	$105,000.00
14	4" Paint Line	2,800	LF	$1.00	$2,800.00
15	Sod	8,400	SF	$1.30	$10,920.00
16	Topsoil-6 inch thick	933	SY	$12.00	$11,200.00
				SUBTOTAL	$1,325,700.87
				ROW Acquisition	$0.00
				Contingency - 35%	$463,995.31
				Design Engineering - 10%	$132,570.09
				Construction Engineering - 10%	$132,570.09
				Miscellaneous Item - 5%	$66,285.04
				Total:	**$2,121,200.00**

ENGINEER'S OPINION OF PROBABLE COST

J-U-B ENGINEERS, INC.

PROJECT NAME: **DATE:** 2/4/2026

Woods Cross TMP

PROJECT DESCRIPTION:

Roadway Cost

CLIENT:

City of Woods Cross

J-U-B PROJ. NO.: 07-24-094

No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
	400 S - 430 Feet				
	1775 W to 1650 W				
17	Mobilization - 10%	1	LS	$65,456.43	$65,456.43
18	Storm Water Pollution Prevention	1	LS	$4,300.00	$4,300.00
19	Traffic Control - 10%	1	LS	$65,456.43	$65,456.43
20	Clear and Grub	1	LS	$3,440.00	$3,440.00
21	Dust Control & Watering	1	LS	$1,505.00	$1,505.00
22	Survey - 3%	1	LS	$19,636.93	$19,636.93
23	Drainage Pipes and System	1	LS	$103,200.00	$103,200.00
24	Roadway Excavation (Plan Quantity)	10,769	CY	$25.00	$269,214.51
25	Concrete Curb and Gutter	2,150	LF	$28.00	$60,200.00
26	HMA 6"	652	TON	$150.00	$97,846.50
27	Untreated Based Course 10”	743	CY	$32.00	$23,782.72
28	Granular Sub Base 12"	733	CY	$28.00	$20,512.59
29	Concrete Sidewalk	4,300	SF	$15.00	$64,500.00
30	4" Paint Line	1,720	LF	$1.00	$1,720.00
31	Sod	5,160	SF	$1.30	$6,708.00
32	Topsoil-6 inch thick	573	SY	$12.00	$6,880.00
				SUBTOTAL	$814,359.11
				ROW Acquisition	$0.00
				Contingency - 35%	$285,025.69
				Design Engineering - 10%	$81,435.91
				Construction Engineering - 10%	$81,435.91
				Miscellaneous Item - 5%	$40,717.96
				Total:	**$1,303,000.00**

ENGINEER'S OPINION OF PROBABLE COST

J-U-B ENGINEERS, INC.

PROJECT NAME: **DATE:** 2/4/2026

Woods Cross TMP

PROJECT DESCRIPTION:

Roadway Cost

CLIENT:

City of Woods Cross

J-U-B PROJ. NO.: 07-24-094

No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
	400 S - 165 Feet				
	1650 W to 1625 W				
33	Mobilization - 10%	1	LS	$25,117.00	$25,117.00
34	Storm Water Pollution Prevention	1	LS	$1,650.00	$1,650.00
35	Traffic Control - 10%	1	LS	$25,117.00	$25,117.00
36	Clear and Grub	1	LS	$1,320.00	$1,320.00
37	Dust Control & Watering	1	LS	$577.50	$577.50
38	Survey - 3%	1	LS	$7,535.10	$7,535.10
39	Drainage Pipes and System	1	LS	$39,600.00	$39,600.00
40	Roadway Excavation (Plan Quantity)	4,132	CY	$25.00	$103,303.24
41	Concrete Curb and Gutter	825	LF	$28.00	$23,100.00
42	HMA 6"	250	TON	$150.00	$37,545.75
43	Untreated Based Course 10”	285	CY	$32.00	$9,125.93
44	Granular Sub Base 12"	281	CY	$28.00	$7,871.11
45	Concrete Sidewalk	1,650	SF	$15.00	$24,750.00
46	4" Paint Line	660	LF	$1.00	$660.00
47	Sod	1,980	SF	$1.30	$2,574.00
48	Topsoil-6 inch thick	220	SY	$12.00	$2,640.00
				SUBTOTAL	$312,486.63
				ROW Acquisition	$0.00
				Contingency - 35%	$109,370.32
				Design Engineering - 10%	$31,248.66
				Construction Engineering - 10%	$31,248.66
				Miscellaneous Item - 5%	$15,624.33
				Total:	**$500,000.00**

ENGINEER'S OPINION OF PROBABLE COST

J-U-B ENGINEERS, INC.

PROJECT NAME: **DATE:** 2/4/2026

Woods Cross TMP

PROJECT DESCRIPTION:

Roadway Cost

CLIENT:

City of Woods Cross

J-U-B PROJ. NO.: 07-24-094

No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
	400 S - 165 Feet				
	1625 W to 1600 W				
49	Mobilization - 10%	1	LS	$25,117.00	$25,117.00
50	Storm Water Pollution Prevention	1	LS	$1,650.00	$1,650.00
51	Traffic Control - 10%	1	LS	$25,117.00	$25,117.00
52	Clear and Grub	1	LS	$1,320.00	$1,320.00
53	Dust Control & Watering	1	LS	$577.50	$577.50
54	Survey - 3%	1	LS	$7,535.10	$7,535.10
55	Utilities (Contingency)	1	LS	$12,558.50	$12,558.50
56	Drainage Pipes and System	1	LS	$39,600.00	$39,600.00
57	Roadway Excavation (Plan Quantity)	4,132	CY	$25.00	$103,303.24
58	Concrete Curb and Gutter	825	LF	$28.00	$23,100.00
59	HMA 6"	250	TON	$150.00	$37,545.75
60	Untreated Based Course 10”	285	CY	$32.00	$9,125.93
61	Granular Sub Base 12"	281	CY	$28.00	$7,871.11
62	Concrete Sidewalk	1,650	SF	$15.00	$24,750.00
63	4" Paint Line	660	LF	$1.00	$660.00
64	Sod	1,980	SF	$1.30	$2,574.00
65	Topsoil-6 inch thick	220	SY	$12.00	$2,640.00
				SUBTOTAL	$325,045.14
				ROW Acquisition	$0.00
				Contingency - 35%	$113,765.80
				Design Engineering - 10%	$32,504.51
				Construction Engineering - 10%	$32,504.51
				Miscellaneous Item - 5%	$16,252.26
				Total:	**$520,100.00**

ENGINEER'S OPINION OF PROBABLE COST

J-U-B ENGINEERS, INC.

PROJECT NAME: **DATE:** 2/4/2026

Woods Cross TMP

PROJECT DESCRIPTION:

Roadway Cost

CLIENT:

City of Woods Cross

J-U-B PROJ. NO.: 07-24-094

No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
	400 S - 500 Feet				
	1600 W to 1525 W				
66	Mobilization - 10%	1	LS	$76,112.13	$76,112.13
67	Storm Water Pollution Prevention	1	LS	$5,000.00	$5,000.00
68	Traffic Control - 10%	1	LS	$76,112.13	$76,112.13
69	Clear and Grub	1	LS	$4,000.00	$4,000.00
70	Dust Control & Watering	1	LS	$1,750.00	$1,750.00
71	Survey - 3%	1	LS	$22,833.64	$22,833.64
72	Utilities (Contingency)	1	LS	$38,056.06	$38,056.06
73	Drainage Pipes and System	1	LS	$120,000.00	$120,000.00
74	Roadway Excavation (Plan Quantity)	12,522	CY	$25.00	$313,040.12
75	Concrete Curb and Gutter	2,500	LF	$28.00	$70,000.00
76	HMA 6"	759	TON	$150.00	$113,775.00
77	Untreated Based Course 10”	864	CY	$32.00	$27,654.32
78	Granular Sub Base 12"	852	CY	$28.00	$23,851.85
79	Concrete Sidewalk	5,000	SF	$15.00	$75,000.00
80	4" Paint Line	2,000	LF	$1.00	$2,000.00
81	Sod	6,000	SF	$1.30	$7,800.00
82	Topsoil-6 inch thick	667	SY	$12.00	$8,000.00
				SUBTOTAL	$984,985.26
				ROW Acquisition	$0.00
				Contingency - 35%	$344,744.84
				Design Engineering - 10%	$98,498.53
				Construction Engineering - 10%	$98,498.53
				Miscellaneous Item - 5%	$49,249.26
				Total:	**$1,576,000.00**

ENGINEER'S OPINION OF PROBABLE COST

J-U-B ENGINEERS, INC.

PROJECT NAME: **DATE:** 2/4/2026

Woods Cross TMP

PROJECT DESCRIPTION:

Roadway Cost

CLIENT:

City of Woods Cross

J-U-B PROJ. NO.: 07-24-094

No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
	400 S - 400 Feet				
	1525 W to 1450 W				
83	Mobilization - 10%	1	LS	$60,889.70	$60,889.70
84	Storm Water Pollution Prevention	1	LS	$4,000.00	$4,000.00
85	Traffic Control - 10%	1	LS	$60,889.70	$60,889.70
86	Clear and Grub	1	LS	$3,200.00	$3,200.00
87	Dust Control & Watering	1	LS	$1,400.00	$1,400.00
88	Survey - 3%	1	LS	$18,266.91	$18,266.91
89	Utilities (Contingency)	1	LS	$30,444.85	$30,444.85
90	Drainage Pipes and System	1	LS	$96,000.00	$96,000.00
91	Roadway Excavation (Plan Quantity)	10,017	CY	$25.00	$250,432.10
92	Concrete Curb and Gutter	2,000	LF	$28.00	$56,000.00
93	HMA 6"	607	TON	$150.00	$91,020.00
94	Untreated Based Course 10”	691	CY	$32.00	$22,123.46
95	Granular Sub Base 12"	681	CY	$28.00	$19,081.48
96	Concrete Sidewalk	4,000	SF	$15.00	$60,000.00
97	4" Paint Line	1,600	LF	$1.00	$1,600.00
98	Sod	4,800	SF	$1.30	$6,240.00
99	Topsoil-6 inch thick	533	SY	$12.00	$6,400.00
				SUBTOTAL	$787,988.21
				ROW Acquisition	$0.00
				Contingency - 35%	$275,795.87
				Design Engineering - 10%	$78,798.82
				Construction Engineering - 10%	$78,798.82
				Miscellaneous Item - 5%	$39,399.41
				Total:	**$1,260,800.00**

ENGINEER'S OPINION OF PROBABLE COST

J-U-B ENGINEERS, INC.

PROJECT NAME: **DATE:** 2/4/2026

Woods Cross TMP

PROJECT DESCRIPTION:

Roadway Cost

CLIENT:

City of Woods Cross

J-U-B PROJ. NO.: 07-24-094

No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
	400 S - 1655 Feet				
	1450 W to 1275 W				
100	Mobilization - 10%	1	LS	$251,931.15	$251,931.15
101	Storm Water Pollution Prevention	1	LS	$16,550.00	$16,550.00
102	Traffic Control - 10%	1	LS	$251,931.15	$251,931.15
103	Clear and Grub	1	LS	$13,240.00	$13,240.00
104	Dust Control & Watering	1	LS	$5,792.50	$5,792.50
105	Survey - 3%	1	LS	$75,579.34	$75,579.34
106	Utilities (Contingency)	1	LS	$125,965.57	$125,965.57
107	Drainage Pipes and System	1	LS	$397,200.00	$397,200.00
108	Roadway Excavation (Plan Quantity)	41,447	CY	$25.00	$1,036,162.81
109	Concrete Curb and Gutter	8,275	LF	$28.00	$231,700.00
110	HMA 6"	2,511	TON	$150.00	$376,595.25
111	Untreated Based Course 10”	2,860	CY	$32.00	$91,535.80
112	Granular Sub Base 12"	2,820	CY	$28.00	$78,949.63
113	Concrete Sidewalk	16,550	SF	$15.00	$248,250.00
114	4" Paint Line	6,620	LF	$1.00	$6,620.00
115	Sod	19,860	SF	$1.30	$25,818.00
116	Topsoil-6 inch thick	2,207	SY	$12.00	$26,480.00
				SUBTOTAL	$3,260,301.21
				ROW Acquisition	$0.00
				Contingency - 35%	$1,141,105.42
				Design Engineering - 10%	$326,030.12
				Construction Engineering - 10%	$326,030.12
				Miscellaneous Item - 5%	$163,015.06
				Total:	**$5,216,500.00**

ENGINEER'S OPINION OF PROBABLE COST

J-U-B ENGINEERS, INC.

PROJECT NAME: **DATE:** 2/4/2026

Woods Cross TMP

PROJECT DESCRIPTION:

Roadway Cost

CLIENT:

City of Woods Cross

J-U-B PROJ. NO.: 07-24-094

No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
	750 S - 300 Feet				
	Mountain View Blvd to 2000 W				
1	Mobilization - 10%	1	LS	$45,667.28	$45,667.28
2	Storm Water Pollution Prevention	1	LS	$3,000.00	$3,000.00
3	Traffic Control - 10%	1	LS	$45,667.28	$45,667.28
4	Clear and Grub	1	LS	$2,400.00	$2,400.00
5	Dust Control & Watering	1	LS	$1,050.00	$1,050.00
6	Survey - 3%	1	LS	$13,700.18	$13,700.18
7	Drainage Pipes and System	1	LS	$72,000.00	$72,000.00
8	Roadway Excavation (Plan Quantity)	7,513	CY	$25.00	$187,824.07
9	Concrete Curb and Gutter	1,500	LF	$28.00	$42,000.00
10	HMA 6"	455	TON	$150.00	$68,265.00
11	Untreated Based Course 10”	519	CY	$32.00	$16,592.59
12	Granular Sub Base 12"	511	CY	$28.00	$14,311.11
13	Concrete Sidewalk	3,000	SF	$15.00	$45,000.00
14	4" Paint Line	1,200	LF	$1.00	$1,200.00
15	Sod	3,600	SF	$1.30	$4,680.00
16	Topsoil-6 inch thick	400	SY	$12.00	$4,800.00
				SUBTOTAL	$568,157.52
				ROW Acquisition	$0.00
				Contingency - 35%	$198,855.13
				Design Engineering - 10%	$56,815.75
				Construction Engineering - 10%	$56,815.75
				Miscellaneous Item - 5%	$28,407.88
				Total:	**$909,100.00**

ENGINEER'S OPINION OF PROBABLE COST

J-U-B ENGINEERS, INC.

PROJECT NAME: **DATE:** 2/4/2026

Woods Cross TMP

PROJECT DESCRIPTION:

Roadway Cost

CLIENT:

City of Woods Cross

J-U-B PROJ. NO.: 07-24-094

No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
	750 S - 630 Feet				
	2000 W to 1900 W				
17	Mobilization - 10%	1	LS	$95,901.28	$95,901.28
18	Storm Water Pollution Prevention	1	LS	$6,300.00	$6,300.00
19	Traffic Control - 10%	1	LS	$95,901.28	$95,901.28
20	Clear and Grub	1	LS	$5,040.00	$5,040.00
21	Dust Control & Watering	1	LS	$2,205.00	$2,205.00
22	Survey - 3%	1	LS	$28,770.39	$28,770.39
23	Drainage Pipes and System	1	LS	$151,200.00	$151,200.00
24	Roadway Excavation (Plan Quantity)	15,777	CY	$25.00	$394,430.56
25	Concrete Curb and Gutter	3,150	LF	$28.00	$88,200.00
26	HMA 6"	956	TON	$150.00	$143,356.50
27	Untreated Based Course 10”	1,089	CY	$32.00	$34,844.44
28	Granular Sub Base 12"	1,073	CY	$28.00	$30,053.33
29	Concrete Sidewalk	6,300	SF	$15.00	$94,500.00
30	4" Paint Line	2,520	LF	$1.00	$2,520.00
31	Sod	7,560	SF	$1.30	$9,828.00
32	Topsoil-6 inch thick	840	SY	$12.00	$10,080.00
				SUBTOTAL	$1,193,130.79
				ROW Acquisition	$0.00
				Contingency - 35%	$417,595.77
				Design Engineering - 10%	$119,313.08
				Construction Engineering - 10%	$119,313.08
				Miscellaneous Item - 5%	$59,656.54
				Total:	**$1,909,100.00**

ENGINEER'S OPINION OF PROBABLE COST

J-U-B ENGINEERS, INC.

PROJECT NAME: **DATE:** 2/4/2026

Woods Cross TMP

PROJECT DESCRIPTION:

Roadway Cost

CLIENT:

City of Woods Cross

J-U-B PROJ. NO.: 07-24-094

No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
	750 S - 710 Feet				
	1900 W to Redwood Rd				
33	Mobilization - 10%	1	LS	$108,079.22	$108,079.22
34	Storm Water Pollution Prevention	1	LS	$7,100.00	$7,100.00
35	Traffic Control - 10%	1	LS	$108,079.22	$108,079.22
36	Clear and Grub	1	LS	$5,680.00	$5,680.00
37	Dust Control & Watering	1	LS	$2,485.00	$2,485.00
38	Survey - 3%	1	LS	$32,423.77	$32,423.77
39	Drainage Pipes and System	1	LS	$170,400.00	$170,400.00
40	Roadway Excavation (Plan Quantity)	17,781	CY	$25.00	$444,516.98
41	Concrete Curb and Gutter	3,550	LF	$28.00	$99,400.00
42	HMA 6"	1,077	TON	$150.00	$161,560.50
43	Untreated Based Course 10”	1,227	CY	$32.00	$39,269.14
44	Granular Sub Base 12"	1,210	CY	$28.00	$33,869.63
45	Concrete Sidewalk	7,100	SF	$15.00	$106,500.00
46	4" Paint Line	2,840	LF	$1.00	$2,840.00
47	Sod	8,520	SF	$1.30	$11,076.00
48	Topsoil-6 inch thick	947	SY	$12.00	$11,360.00
				SUBTOTAL	$1,344,639.46
				ROW Acquisition	$0.00
				Contingency - 35%	$470,623.81
				Design Engineering - 10%	$134,463.95
				Construction Engineering - 10%	$134,463.95
				Miscellaneous Item - 5%	$67,231.97
				Total:	**$2,151,500.00**

ENGINEER'S OPINION OF PROBABLE COST

J-U-B ENGINEERS, INC.

PROJECT NAME: **DATE:** 2/4/2026

Woods Cross TMP

PROJECT DESCRIPTION:

Roadway Cost

CLIENT:

City of Woods Cross

J-U-B PROJ. NO.: 07-24-094

No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
	750 S - 660 Feet				
	Redwood Rd to 1650 W				
49	Mobilization - 10%	1	LS	$100,468.01	$100,468.01
50	Storm Water Pollution Prevention	1	LS	$6,600.00	$6,600.00
51	Traffic Control - 10%	1	LS	$100,468.01	$100,468.01
52	Clear and Grub	1	LS	$5,280.00	$5,280.00
53	Dust Control & Watering	1	LS	$2,310.00	$2,310.00
54	Survey - 3%	1	LS	$30,140.40	$30,140.40
55	Utilities (Contingency)	1	LS	$50,234.01	$50,234.01
56	Drainage Pipes and System	1	LS	$158,400.00	$158,400.00
57	Roadway Excavation (Plan Quantity)	16,529	CY	$25.00	$413,212.96
58	Concrete Curb and Gutter	3,300	LF	$28.00	$92,400.00
59	HMA 6"	1,001	TON	$150.00	$150,183.00
60	Untreated Based Course 10”	1,141	CY	$32.00	$36,503.70
61	Granular Sub Base 12"	1,124	CY	$28.00	$31,484.44
62	Concrete Sidewalk	6,600	SF	$15.00	$99,000.00
63	4" Paint Line	2,640	LF	$1.00	$2,640.00
64	Sod	7,920	SF	$1.30	$10,296.00
65	Topsoil-6 inch thick	880	SY	$12.00	$10,560.00
				SUBTOTAL	$1,300,180.54
				ROW Acquisition	$0.00
				Contingency - 35%	$455,063.19
				Design Engineering - 10%	$130,018.05
				Construction Engineering - 10%	$130,018.05
				Miscellaneous Item - 5%	$65,009.03
				Total:	**$2,080,300.00**

ENGINEER'S OPINION OF PROBABLE COST

J-U-B ENGINEERS, INC.

PROJECT NAME: **DATE:** 2/4/2026

Woods Cross TMP

PROJECT DESCRIPTION:

Roadway Cost

CLIENT:

City of Woods Cross

J-U-B PROJ. NO.: 07-24-094

No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
	750 S - 530 Feet				
	1650 W to 1600 W				
66	Mobilization - 10%	1	LS	$80,678.86	$80,678.86
67	Storm Water Pollution Prevention	1	LS	$5,300.00	$5,300.00
68	Traffic Control - 10%	1	LS	$80,678.86	$80,678.86
69	Clear and Grub	1	LS	$4,240.00	$4,240.00
70	Dust Control & Watering	1	LS	$1,855.00	$1,855.00
71	Survey - 3%	1	LS	$24,203.66	$24,203.66
72	Utilities (Contingency)	1	LS	$40,339.43	$40,339.43
73	Drainage Pipes and System	1	LS	$127,200.00	$127,200.00
74	Roadway Excavation (Plan Quantity)	13,273	CY	$25.00	$331,822.53
75	Concrete Curb and Gutter	2,650	LF	$28.00	$74,200.00
76	HMA 6"	804	TON	$150.00	$120,601.50
77	Untreated Based Course 10”	916	CY	$32.00	$29,313.58
78	Granular Sub Base 12"	903	CY	$28.00	$25,282.96
79	Concrete Sidewalk	5,300	SF	$15.00	$79,500.00
80	4" Paint Line	2,120	LF	$1.00	$2,120.00
81	Sod	6,360	SF	$1.30	$8,268.00
82	Topsoil-6 inch thick	707	SY	$12.00	$8,480.00
				SUBTOTAL	$1,044,084.37
				ROW Acquisition	$0.00
				Contingency - 35%	$365,429.53
				Design Engineering - 10%	$104,408.44
				Construction Engineering - 10%	$104,408.44
				Miscellaneous Item - 5%	$52,204.22
				Total:	**$1,670,600.00**

ENGINEER'S OPINION OF PROBABLE COST

J-U-B ENGINEERS, INC.

PROJECT NAME: **DATE:** 2/4/2026

Woods Cross TMP

PROJECT DESCRIPTION:

Roadway Cost

CLIENT:

City of Woods Cross

J-U-B PROJ. NO.: 07-24-094

No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
	750 S - 740 Feet				
	1600 W to 1525 W				
83	Mobilization - 10%	1	LS	$112,645.95	$112,645.95
84	Storm Water Pollution Prevention	1	LS	$7,400.00	$7,400.00
85	Traffic Control - 10%	1	LS	$112,645.95	$112,645.95
86	Clear and Grub	1	LS	$5,920.00	$5,920.00
87	Dust Control & Watering	1	LS	$2,590.00	$2,590.00
88	Survey - 3%	1	LS	$33,793.79	$33,793.79
89	Utilities (Contingency)	1	LS	$56,322.98	$56,322.98
90	Drainage Pipes and System	1	LS	$177,600.00	$177,600.00
91	Roadway Excavation (Plan Quantity)	18,532	CY	$25.00	$463,299.38
92	Concrete Curb and Gutter	3,700	LF	$28.00	$103,600.00
93	HMA 6"	1,123	TON	$150.00	$168,387.00
94	Untreated Based Course 10”	1,279	CY	$32.00	$40,928.40
95	Granular Sub Base 12"	1,261	CY	$28.00	$35,300.74
96	Concrete Sidewalk	7,400	SF	$15.00	$111,000.00
97	4" Paint Line	2,960	LF	$1.00	$2,960.00
98	Sod	8,880	SF	$1.30	$11,544.00
99	Topsoil-6 inch thick	987	SY	$12.00	$11,840.00
				SUBTOTAL	$1,457,778.18
				ROW Acquisition	$0.00
				Contingency - 35%	$510,222.36
				Design Engineering - 10%	$145,777.82
				Construction Engineering - 10%	$145,777.82
				Miscellaneous Item - 5%	$72,888.91
				Total:	**$2,332,500.00**

ENGINEER'S OPINION OF PROBABLE COST

J-U-B ENGINEERS, INC.

PROJECT NAME: **DATE:** 2/4/2026

Woods Cross TMP

PROJECT DESCRIPTION:

Roadway Cost

CLIENT:

City of Woods Cross

J-U-B PROJ. NO.: 07-24-094

No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
	750 S - 530 Feet				
	1525 W to 1450 W				
100	Mobilization - 10%	1	LS	$80,678.86	$80,678.86
101	Storm Water Pollution Prevention	1	LS	$5,300.00	$5,300.00
102	Traffic Control - 10%	1	LS	$80,678.86	$80,678.86
103	Clear and Grub	1	LS	$4,240.00	$4,240.00
104	Dust Control & Watering	1	LS	$1,855.00	$1,855.00
105	Survey - 3%	1	LS	$24,203.66	$24,203.66
106	Utilities (Contingency)	1	LS	$40,339.43	$40,339.43
107	Drainage Pipes and System	1	LS	$127,200.00	$127,200.00
108	Roadway Excavation (Plan Quantity)	13,273	CY	$25.00	$331,822.53
109	Concrete Curb and Gutter	2,650	LF	$28.00	$74,200.00
110	HMA 6"	804	TON	$150.00	$120,601.50
111	Untreated Based Course 10”	916	CY	$32.00	$29,313.58
112	Granular Sub Base 12"	903	CY	$28.00	$25,282.96
113	Concrete Sidewalk	5,300	SF	$15.00	$79,500.00
114	4" Paint Line	2,120	LF	$1.00	$2,120.00
115	Sod	6,360	SF	$1.30	$8,268.00
116	Topsoil-6 inch thick	707	SY	$12.00	$8,480.00
				SUBTOTAL	$1,044,084.37
				ROW Acquisition	$0.00
				Contingency - 35%	$365,429.53
				Design Engineering - 10%	$104,408.44
				Construction Engineering - 10%	$104,408.44
				Miscellaneous Item - 5%	$52,204.22
				Total:	**$1,670,600.00**

ENGINEER'S OPINION OF PROBABLE COST

J-U-B ENGINEERS, INC.

PROJECT NAME: **DATE:** 2/4/2026

Woods Cross TMP

PROJECT DESCRIPTION:

Roadway Cost

CLIENT:

City of Woods Cross

J-U-B PROJ. NO.: 07-24-094

No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
	750 S - 1350 Feet				
	1450 W to 1275 W				
117	Mobilization - 10%	1	LS	$205,502.75	$205,502.75
118	Storm Water Pollution Prevention	1	LS	$13,500.00	$13,500.00
119	Traffic Control - 10%	1	LS	$205,502.75	$205,502.75
120	Clear and Grub	1	LS	$10,800.00	$10,800.00
121	Dust Control & Watering	1	LS	$4,725.00	$4,725.00
122	Survey - 3%	1	LS	$61,650.83	$61,650.83
123	Utilities (Contingency)	1	LS	$102,751.38	$102,751.38
124	Drainage Pipes and System	1	LS	$324,000.00	$324,000.00
125	Roadway Excavation (Plan Quantity)	33,808	CY	$25.00	$845,208.33
126	Concrete Curb and Gutter	6,750	LF	$28.00	$189,000.00
127	HMA 6"	2,048	TON	$150.00	$307,192.50
128	Untreated Based Course 10”	2,333	CY	$32.00	$74,666.67
129	Granular Sub Base 12"	2,300	CY	$28.00	$64,400.00
130	Concrete Sidewalk	13,500	SF	$15.00	$202,500.00
131	4" Paint Line	5,400	LF	$1.00	$5,400.00
132	Sod	16,200	SF	$1.30	$21,060.00
133	Topsoil-6 inch thick	1,800	SY	$12.00	$21,600.00
				SUBTOTAL	$2,659,460.20
				ROW Acquisition	$0.00
				Contingency - 35%	$930,811.07
				Design Engineering - 10%	$265,946.02
				Construction Engineering - 10%	$265,946.02
				Miscellaneous Item - 5%	$132,973.01
				Total:	**$4,255,200.00**

ENGINEER'S OPINION OF PROBABLE COST

J-U-B ENGINEERS, INC.

PROJECT NAME: **DATE:** 2/4/2026

Woods Cross TMP

PROJECT DESCRIPTION:

Roadway Cost

CLIENT:

City of Woods Cross

J-U-B PROJ. NO.: 07-24-094

No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
	750 S - 1160 Feet				
	1275 W to 1100 W				
134	Mobilization - 10%	1	LS	$176,580.14	$176,580.14
135	Storm Water Pollution Prevention	1	LS	$11,600.00	$11,600.00
136	Traffic Control - 10%	1	LS	$176,580.14	$176,580.14
137	Clear and Grub	1	LS	$9,280.00	$9,280.00
138	Dust Control & Watering	1	LS	$4,060.00	$4,060.00
139	Survey - 3%	1	LS	$52,974.04	$52,974.04
140	Drainage Pipes and System	1	LS	$278,400.00	$278,400.00
141	Roadway Excavation (Plan Quantity)	29,050	CY	$25.00	$726,253.09
142	Concrete Curb and Gutter	5,800	LF	$28.00	$162,400.00
143	HMA 6"	1,760	TON	$150.00	$263,958.00
144	Untreated Based Course 10”	2,005	CY	$32.00	$64,158.02
145	Granular Sub Base 12"	1,976	CY	$28.00	$55,336.30
146	Concrete Sidewalk	11,600	SF	$15.00	$174,000.00
147	4" Paint Line	4,640	LF	$1.00	$4,640.00
148	Sod	13,920	SF	$1.30	$18,096.00
149	Topsoil-6 inch thick	1,547	SY	$12.00	$18,560.00
				SUBTOTAL	$2,196,875.73
				ROW Acquisition	$0.00
				Contingency - 35%	$768,906.51
				Design Engineering - 10%	$219,687.57
				Construction Engineering - 10%	$219,687.57
				Miscellaneous Item - 5%	$109,843.79
				Total:	**$3,515,100.00**

ENGINEER'S OPINION OF PROBABLE COST

J-U-B ENGINEERS, INC.

PROJECT NAME: **DATE:** 2/4/2026

Woods Cross TMP

PROJECT DESCRIPTION:

Roadway Cost

CLIENT:

City of Woods Cross

J-U-B PROJ. NO.: 07-24-094

No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
	1050 S - 300 Feet				
	Mountain View Blvd to 2000 W				
1	Mobilization - 10%	1	LS	$45,667.28	$45,667.28
2	Storm Water Pollution Prevention	1	LS	$3,000.00	$3,000.00
3	Traffic Control - 10%	1	LS	$45,667.28	$45,667.28
4	Clear and Grub	1	LS	$2,400.00	$2,400.00
5	Dust Control & Watering	1	LS	$1,050.00	$1,050.00
6	Survey - 3%	1	LS	$13,700.18	$13,700.18
7	Drainage Pipes and System	1	LS	$72,000.00	$72,000.00
8	Roadway Excavation (Plan Quantity)	7,513	CY	$25.00	$187,824.07
9	Concrete Curb and Gutter	1,500	LF	$28.00	$42,000.00
10	HMA 6"	455	TON	$150.00	$68,265.00
11	Untreated Based Course 10”	519	CY	$32.00	$16,592.59
12	Granular Sub Base 12"	511	CY	$28.00	$14,311.11
13	Concrete Sidewalk	3,000	SF	$15.00	$45,000.00
14	4" Paint Line	1,200	LF	$1.00	$1,200.00
15	Sod	3,600	SF	$1.30	$4,680.00
16	Topsoil-6 inch thick	400	SY	$12.00	$4,800.00
				SUBTOTAL	$568,157.52
				ROW Acquisition	$0.00
				Contingency - 35%	$198,855.13
				Design Engineering - 10%	$56,815.75
				Construction Engineering - 10%	$56,815.75
				Miscellaneous Item - 5%	$28,407.88
				Total:	**$909,100.00**

ENGINEER'S OPINION OF PROBABLE COST

J-U-B ENGINEERS, INC.

PROJECT NAME: **DATE:** 2/4/2026

Woods Cross TMP

PROJECT DESCRIPTION:

Roadway Cost

CLIENT:

City of Woods Cross

J-U-B PROJ. NO.: 07-24-094

No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
	1050 S - 630 Feet				
	2000 W to 1900 W				
17	Mobilization - 10%	1	LS	$95,901.28	$95,901.28
18	Storm Water Pollution Prevention	1	LS	$6,300.00	$6,300.00
19	Traffic Control - 10%	1	LS	$95,901.28	$95,901.28
20	Clear and Grub	1	LS	$5,040.00	$5,040.00
21	Dust Control & Watering	1	LS	$2,205.00	$2,205.00
22	Survey - 3%	1	LS	$28,770.39	$28,770.39
23	Drainage Pipes and System	1	LS	$151,200.00	$151,200.00
24	Roadway Excavation (Plan Quantity)	15,777	CY	$25.00	$394,430.56
25	Concrete Curb and Gutter	3,150	LF	$28.00	$88,200.00
26	HMA 6"	956	TON	$150.00	$143,356.50
27	Untreated Based Course 10”	1,089	CY	$32.00	$34,844.44
28	Granular Sub Base 12"	1,073	CY	$28.00	$30,053.33
29	Concrete Sidewalk	6,300	SF	$15.00	$94,500.00
30	4" Paint Line	2,520	LF	$1.00	$2,520.00
31	Sod	7,560	SF	$1.30	$9,828.00
32	Topsoil-6 inch thick	840	SY	$12.00	$10,080.00
				SUBTOTAL	$1,193,130.79
				ROW Acquisition	$0.00
				Contingency - 35%	$417,595.77
				Design Engineering - 10%	$119,313.08
				Construction Engineering - 10%	$119,313.08
				Miscellaneous Item - 5%	$59,656.54
				Total:	**$1,909,100.00**

ENGINEER'S OPINION OF PROBABLE COST

J-U-B ENGINEERS, INC.

PROJECT NAME: **DATE:** 2/4/2026

Woods Cross TMP

PROJECT DESCRIPTION:

Roadway Cost

CLIENT:

City of Woods Cross

J-U-B PROJ. NO.: 07-24-094

No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
	1050 S - 710 Feet				
	1900 W to Redwood Rd				
33	Mobilization - 10%	1	LS	$108,079.22	$108,079.22
34	Storm Water Pollution Prevention	1	LS	$7,100.00	$7,100.00
35	Traffic Control - 10%	1	LS	$108,079.22	$108,079.22
36	Clear and Grub	1	LS	$5,680.00	$5,680.00
37	Dust Control & Watering	1	LS	$2,485.00	$2,485.00
38	Survey - 3%	1	LS	$32,423.77	$32,423.77
39	Drainage Pipes and System	1	LS	$170,400.00	$170,400.00
40	Roadway Excavation (Plan Quantity)	17,781	CY	$25.00	$444,516.98
41	Concrete Curb and Gutter	3,550	LF	$28.00	$99,400.00
42	HMA 6"	1,077	TON	$150.00	$161,560.50
43	Untreated Based Course 10”	1,227	CY	$32.00	$39,269.14
44	Granular Sub Base 12"	1,210	CY	$28.00	$33,869.63
45	Concrete Sidewalk	7,100	SF	$15.00	$106,500.00
46	4" Paint Line	2,840	LF	$1.00	$2,840.00
47	Sod	8,520	SF	$1.30	$11,076.00
48	Topsoil-6 inch thick	947	SY	$12.00	$11,360.00
				SUBTOTAL	$1,344,639.46
				ROW Acquisition	$0.00
				Contingency - 35%	$470,623.81
				Design Engineering - 10%	$134,463.95
				Construction Engineering - 10%	$134,463.95
				Miscellaneous Item - 5%	$67,231.97
				Total:	**$2,151,500.00**

ENGINEER'S OPINION OF PROBABLE COST

J-U-B ENGINEERS, INC.

PROJECT NAME: **DATE:** 2/4/2026

Woods Cross TMP

PROJECT DESCRIPTION:

Roadway Cost

CLIENT:

City of Woods Cross

J-U-B PROJ. NO.: 07-24-094

No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
	1050 S - 660 Feet				
	Redwood Rd to 1650 W				
49	Mobilization - 10%	1	LS	$100,468.01	$100,468.01
50	Storm Water Pollution Prevention	1	LS	$6,600.00	$6,600.00
51	Traffic Control - 10%	1	LS	$100,468.01	$100,468.01
52	Clear and Grub	1	LS	$5,280.00	$5,280.00
53	Dust Control & Watering	1	LS	$2,310.00	$2,310.00
54	Survey - 3%	1	LS	$30,140.40	$30,140.40
55	Utilities (Contingency)	1	LS	$50,234.01	$50,234.01
56	Drainage Pipes and System	1	LS	$158,400.00	$158,400.00
57	Roadway Excavation (Plan Quantity)	16,529	CY	$25.00	$413,212.96
58	Concrete Curb and Gutter	3,300	LF	$28.00	$92,400.00
59	HMA 6"	1,001	TON	$150.00	$150,183.00
60	Untreated Based Course 10”	1,141	CY	$32.00	$36,503.70
61	Granular Sub Base 12"	1,124	CY	$28.00	$31,484.44
62	Concrete Sidewalk	6,600	SF	$15.00	$99,000.00
63	4" Paint Line	2,640	LF	$1.00	$2,640.00
64	Sod	7,920	SF	$1.30	$10,296.00
65	Topsoil-6 inch thick	880	SY	$12.00	$10,560.00
				SUBTOTAL	$1,300,180.54
				ROW Acquisition	$0.00
				Contingency - 35%	$455,063.19
				Design Engineering - 10%	$130,018.05
				Construction Engineering - 10%	$130,018.05
				Miscellaneous Item - 5%	$65,009.03
				Total:	**$2,080,300.00**

ENGINEER'S OPINION OF PROBABLE COST

J-U-B ENGINEERS, INC.

PROJECT NAME: **DATE:** 2/4/2026

Woods Cross TMP

PROJECT DESCRIPTION:

Roadway Cost

CLIENT:

City of Woods Cross

J-U-B PROJ. NO.: 07-24-094

No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
	1050 S - 530 Feet				
	1650 W to 1600 W				
66	Mobilization - 10%	1	LS	$80,678.86	$80,678.86
67	Storm Water Pollution Prevention	1	LS	$5,300.00	$5,300.00
68	Traffic Control - 10%	1	LS	$80,678.86	$80,678.86
69	Clear and Grub	1	LS	$4,240.00	$4,240.00
70	Dust Control & Watering	1	LS	$1,855.00	$1,855.00
71	Survey - 3%	1	LS	$24,203.66	$24,203.66
72	Utilities (Contingency)	1	LS	$40,339.43	$40,339.43
73	Drainage Pipes and System	1	LS	$127,200.00	$127,200.00
74	Roadway Excavation (Plan Quantity)	13,273	CY	$25.00	$331,822.53
75	Concrete Curb and Gutter	2,650	LF	$28.00	$74,200.00
76	HMA 6"	804	TON	$150.00	$120,601.50
77	Untreated Based Course 10”	916	CY	$32.00	$29,313.58
78	Granular Sub Base 12"	903	CY	$28.00	$25,282.96
79	Concrete Sidewalk	5,300	SF	$15.00	$79,500.00
80	4" Paint Line	2,120	LF	$1.00	$2,120.00
81	Sod	6,360	SF	$1.30	$8,268.00
82	Topsoil-6 inch thick	707	SY	$12.00	$8,480.00
				SUBTOTAL	$1,044,084.37
				ROW Acquisition	$0.00
				Contingency - 35%	$365,429.53
				Design Engineering - 10%	$104,408.44
				Construction Engineering - 10%	$104,408.44
				Miscellaneous Item - 5%	$52,204.22
				Total:	**$1,670,600.00**

ENGINEER'S OPINION OF PROBABLE COST

J-U-B ENGINEERS, INC.

PROJECT NAME: **DATE:** 2/4/2026

Woods Cross TMP

PROJECT DESCRIPTION:

Roadway Cost

CLIENT:

City of Woods Cross

J-U-B PROJ. NO.: 07-24-094

No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
	1600 W - 320 Feet				
	400 S to 500 S				
1	Mobilization - 10%	1	LS	$48,711.76	$48,711.76
2	Storm Water Pollution Prevention	1	LS	$3,200.00	$3,200.00
3	Traffic Control - 10%	1	LS	$48,711.76	$48,711.76
4	Clear and Grub	1	LS	$2,560.00	$2,560.00
5	Dust Control & Watering	1	LS	$1,120.00	$1,120.00
6	Survey - 3%	1	LS	$14,613.53	$14,613.53
7	Drainage Pipes and System	1	LS	$76,800.00	$76,800.00
8	Roadway Excavation (Plan Quantity)	8,014	CY	$25.00	$200,345.68
9	Concrete Curb and Gutter	1,600	LF	$28.00	$44,800.00
10	HMA 6"	485	TON	$150.00	$72,816.00
11	Untreated Based Course 10”	553	CY	$32.00	$17,698.77
12	Granular Sub Base 12"	545	CY	$28.00	$15,265.19
13	Concrete Sidewalk	3,200	SF	$15.00	$48,000.00
14	4" Paint Line	1,280	LF	$1.00	$1,280.00
15	Sod	3,840	SF	$1.30	$4,992.00
16	Topsoil-6 inch thick	427	SY	$12.00	$5,120.00
				SUBTOTAL	$606,034.68
				ROW Acquisition	$0.00
				Contingency - 35%	$212,112.14
				Design Engineering - 10%	$60,603.47
				Construction Engineering - 10%	$60,603.47
				Miscellaneous Item - 5%	$30,301.73
				Total:	**$969,700.00**

ENGINEER'S OPINION OF PROBABLE COST

J-U-B ENGINEERS, INC.

PROJECT NAME: **DATE:** 2/4/2026

Woods Cross TMP

PROJECT DESCRIPTION:

Roadway Cost

CLIENT:

City of Woods Cross

J-U-B PROJ. NO.: 07-24-094

No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
	1600 W - 990 Feet				
	500 S to 750 S				
17	Mobilization - 10%	1	LS	$150,702.02	$150,702.02
18	Storm Water Pollution Prevention	1	LS	$9,900.00	$9,900.00
19	Traffic Control - 10%	1	LS	$150,702.02	$150,702.02
20	Clear and Grub	1	LS	$7,920.00	$7,920.00
21	Dust Control & Watering	1	LS	$3,465.00	$3,465.00
22	Survey - 3%	1	LS	$45,210.61	$45,210.61
23	Drainage Pipes and System	1	LS	$237,600.00	$237,600.00
24	Roadway Excavation (Plan Quantity)	24,793	CY	$25.00	$619,819.44
25	Concrete Curb and Gutter	4,950	LF	$28.00	$138,600.00
26	HMA 6"	1,502	TON	$150.00	$225,274.50
27	Untreated Based Course 10”	1,711	CY	$32.00	$54,755.56
28	Granular Sub Base 12"	1,687	CY	$28.00	$47,226.67
29	Concrete Sidewalk	9,900	SF	$15.00	$148,500.00
30	4" Paint Line	3,960	LF	$1.00	$3,960.00
31	Sod	11,880	SF	$1.30	$15,444.00
32	Topsoil-6 inch thick	1,320	SY	$12.00	$15,840.00
				SUBTOTAL	$1,874,919.81
				ROW Acquisition	$0.00
				Contingency - 35%	$656,221.93
				Design Engineering - 10%	$187,491.98
				Construction Engineering - 10%	$187,491.98
				Miscellaneous Item - 5%	$93,745.99
				Total:	**$2,999,900.00**

ENGINEER'S OPINION OF PROBABLE COST

J-U-B ENGINEERS, INC.

PROJECT NAME: **DATE:** 2/4/2026

Woods Cross TMP

PROJECT DESCRIPTION:

Roadway Cost

CLIENT:

City of Woods Cross

J-U-B PROJ. NO.: 07-24-094

No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
	1600 W - 460 Feet				
	750 S to 900 S				
33	Mobilization - 10%	1	LS	$70,023.16	$70,023.16
34	Storm Water Pollution Prevention	1	LS	$4,600.00	$4,600.00
35	Traffic Control - 10%	1	LS	$70,023.16	$70,023.16
36	Clear and Grub	1	LS	$3,680.00	$3,680.00
37	Dust Control & Watering	1	LS	$1,610.00	$1,610.00
38	Survey - 3%	1	LS	$21,006.95	$21,006.95
39	Drainage Pipes and System	1	LS	$110,400.00	$110,400.00
40	Roadway Excavation (Plan Quantity)	11,520	CY	$25.00	$287,996.91
41	Concrete Curb and Gutter	2,300	LF	$28.00	$64,400.00
42	HMA 6"	698	TON	$150.00	$104,673.00
43	Untreated Based Course 10”	795	CY	$32.00	$25,441.98
44	Granular Sub Base 12"	784	CY	$28.00	$21,943.70
45	Concrete Sidewalk	4,600	SF	$15.00	$69,000.00
46	4" Paint Line	1,840	LF	$1.00	$1,840.00
47	Sod	5,520	SF	$1.30	$7,176.00
48	Topsoil-6 inch thick	613	SY	$12.00	$7,360.00
				SUBTOTAL	$871,174.86
				ROW Acquisition	$0.00
				Contingency - 35%	$304,911.20
				Design Engineering - 10%	$87,117.49
				Construction Engineering - 10%	$87,117.49
				Miscellaneous Item - 5%	$43,558.74
				Total:	**$1,393,900.00**

ENGINEER'S OPINION OF PROBABLE COST

J-U-B ENGINEERS, INC.

PROJECT NAME: **DATE:** 2/4/2026

Woods Cross TMP

PROJECT DESCRIPTION:

Roadway Cost

CLIENT:

City of Woods Cross

J-U-B PROJ. NO.: 07-24-094

No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
	1600 W - 550 Feet				
	900 S to 1050 S				
49	Mobilization - 10%	1	LS	$83,723.34	$83,723.34
50	Storm Water Pollution Prevention	1	LS	$5,500.00	$5,500.00
51	Traffic Control - 10%	1	LS	$83,723.34	$83,723.34
52	Clear and Grub	1	LS	$4,400.00	$4,400.00
53	Dust Control & Watering	1	LS	$1,925.00	$1,925.00
54	Survey - 3%	1	LS	$25,117.00	$25,117.00
55	Utilities (Contingency)	1	LS	$41,861.67	$41,861.67
56	Drainage Pipes and System	1	LS	$132,000.00	$132,000.00
57	Roadway Excavation (Plan Quantity)	13,774	CY	$25.00	$344,344.14
58	Concrete Curb and Gutter	2,750	LF	$28.00	$77,000.00
59	HMA 6"	834	TON	$150.00	$125,152.50
60	Untreated Based Course 10”	951	CY	$32.00	$30,419.75
61	Granular Sub Base 12"	937	CY	$28.00	$26,237.04
62	Concrete Sidewalk	5,500	SF	$15.00	$82,500.00
63	4" Paint Line	2,200	LF	$1.00	$2,200.00
64	Sod	6,600	SF	$1.30	$8,580.00
65	Topsoil-6 inch thick	733	SY	$12.00	$8,800.00
				SUBTOTAL	$1,083,483.79
				ROW Acquisition	$0.00
				Contingency - 35%	$379,219.32
				Design Engineering - 10%	$108,348.38
				Construction Engineering - 10%	$108,348.38
				Miscellaneous Item - 5%	$54,174.19
				Total:	**$1,733,600.00**

ENGINEER'S OPINION OF PROBABLE COST

J-U-B ENGINEERS, INC.

PROJECT NAME: **DATE:** 2/4/2026

Woods Cross TMP

PROJECT DESCRIPTION:

Roadway Cost

CLIENT:

City of Woods Cross

J-U-B PROJ. NO.: 07-24-094

No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
	1600 W - 155 Feet				
	1050 S to 1115 S				
66	Mobilization - 10%	1	LS	$23,594.76	$23,594.76
67	Storm Water Pollution Prevention	1	LS	$1,550.00	$1,550.00
68	Traffic Control - 10%	1	LS	$23,594.76	$23,594.76
69	Clear and Grub	1	LS	$1,240.00	$1,240.00
70	Dust Control & Watering	1	LS	$542.50	$542.50
71	Survey - 3%	1	LS	$7,078.43	$7,078.43
72	Utilities (Contingency)	1	LS	$11,797.38	$11,797.38
73	Drainage Pipes and System	1	LS	$37,200.00	$37,200.00
74	Roadway Excavation (Plan Quantity)	3,882	CY	$25.00	$97,042.44
75	Concrete Curb and Gutter	775	LF	$28.00	$21,700.00
76	HMA 6"	235	TON	$150.00	$35,270.25
77	Untreated Based Course 10”	268	CY	$32.00	$8,572.84
78	Granular Sub Base 12"	264	CY	$28.00	$7,394.07
79	Concrete Sidewalk	1,550	SF	$15.00	$23,250.00
80	4" Paint Line	620	LF	$1.00	$620.00
81	Sod	1,860	SF	$1.30	$2,418.00
82	Topsoil-6 inch thick	207	SY	$12.00	$2,480.00
				SUBTOTAL	$305,345.43
				ROW Acquisition	$0.00
				Contingency - 35%	$106,870.90
				Design Engineering - 10%	$30,534.54
				Construction Engineering - 10%	$30,534.54
				Miscellaneous Item - 5%	$15,267.27
				Total:	**$488,600.00**

ENGINEER'S OPINION OF PROBABLE COST

J-U-B ENGINEERS, INC.

PROJECT NAME: **DATE:** 2/4/2026

Woods Cross TMP

PROJECT DESCRIPTION:

Roadway Cost

CLIENT:

City of Woods Cross

J-U-B PROJ. NO.: 07-24-094

No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
	1600 W - 220 Feet				
	1115 S to 1180 S				
83	Mobilization - 10%	1	LS	$33,489.34	$33,489.34
84	Storm Water Pollution Prevention	1	LS	$2,200.00	$2,200.00
85	Traffic Control - 10%	1	LS	$33,489.34	$33,489.34
86	Clear and Grub	1	LS	$1,760.00	$1,760.00
87	Dust Control & Watering	1	LS	$770.00	$770.00
88	Survey - 3%	1	LS	$10,046.80	$10,046.80
89	Utilities (Contingency)	1	LS	$16,744.67	$16,744.67
90	Drainage Pipes and System	1	LS	$52,800.00	$52,800.00
91	Roadway Excavation (Plan Quantity)	5,510	CY	$25.00	$137,737.65
92	Concrete Curb and Gutter	1,100	LF	$28.00	$30,800.00
93	HMA 6"	334	TON	$150.00	$50,061.00
94	Untreated Based Course 10”	380	CY	$32.00	$12,167.90
95	Granular Sub Base 12"	375	CY	$28.00	$10,494.81
96	Concrete Sidewalk	2,200	SF	$15.00	$33,000.00
97	4" Paint Line	880	LF	$1.00	$880.00
98	Sod	2,640	SF	$1.30	$3,432.00
99	Topsoil-6 inch thick	293	SY	$12.00	$3,520.00
				SUBTOTAL	$433,393.51
				ROW Acquisition	$0.00
				Contingency - 35%	$151,687.73
				Design Engineering - 10%	$43,339.35
				Construction Engineering - 10%	$43,339.35
				Miscellaneous Item - 5%	$21,669.68
				Total:	**$693,500.00**

ENGINEER'S OPINION OF PROBABLE COST

J-U-B ENGINEERS, INC.

PROJECT NAME: **DATE:** 2/4/2026

Woods Cross TMP

PROJECT DESCRIPTION:

Roadway Cost

CLIENT:

City of Woods Cross

J-U-B PROJ. NO.: 07-24-094

No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
	1600 W - 1050 Feet				
	1180 S to 1500 S				
100	Mobilization - 10%	1	LS	$159,835.47	$159,835.47
101	Storm Water Pollution Prevention	1	LS	$10,500.00	$10,500.00
102	Traffic Control - 10%	1	LS	$159,835.47	$159,835.47
103	Clear and Grub	1	LS	$8,400.00	$8,400.00
104	Dust Control & Watering	1	LS	$3,675.00	$3,675.00
105	Survey - 3%	1	LS	$47,950.64	$47,950.64
106	Utilities (Contingency)	1	LS	$79,917.74	$79,917.74
107	Drainage Pipes and System	1	LS	$252,000.00	$252,000.00
108	Roadway Excavation (Plan Quantity)	26,295	CY	$25.00	$657,384.26
109	Concrete Curb and Gutter	5,250	LF	$28.00	$147,000.00
110	HMA 6"	1,593	TON	$150.00	$238,927.50
111	Untreated Based Course 10”	1,815	CY	$32.00	$58,074.07
112	Granular Sub Base 12"	1,789	CY	$28.00	$50,088.89
113	Concrete Sidewalk	10,500	SF	$15.00	$157,500.00
114	4" Paint Line	4,200	LF	$1.00	$4,200.00
115	Sod	12,600	SF	$1.30	$16,380.00
116	Topsoil-6 inch thick	1,400	SY	$12.00	$16,800.00
				SUBTOTAL	$2,068,469.04
				ROW Acquisition	$0.00
				Contingency - 35%	$723,964.17
				Design Engineering - 10%	$206,846.90
				Construction Engineering - 10%	$206,846.90
				Miscellaneous Item - 5%	$103,423.45
				Total:	**$3,309,600.00**

ENGINEER'S OPINION OF PROBABLE COST

J-U-B ENGINEERS, INC.

PROJECT NAME: **DATE:** 2/4/2026

Woods Cross TMP

PROJECT DESCRIPTION:

Roadway Cost

CLIENT:

City of Woods Cross

J-U-B PROJ. NO.: 07-24-094

No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
	1450 W - 990 Feet				
	500 S to 750 S				
1	Mobilization - 10%	1	LS	$150,702.02	$150,702.02
2	Storm Water Pollution Prevention	1	LS	$9,900.00	$9,900.00
3	Traffic Control - 10%	1	LS	$150,702.02	$150,702.02
4	Clear and Grub	1	LS	$7,920.00	$7,920.00
5	Dust Control & Watering	1	LS	$3,465.00	$3,465.00
6	Survey - 3%	1	LS	$45,210.61	$45,210.61
7	Drainage Pipes and System	1	LS	$237,600.00	$237,600.00
8	Roadway Excavation (Plan Quantity)	24,793	CY	$25.00	$619,819.44
9	Concrete Curb and Gutter	4,950	LF	$28.00	$138,600.00
10	HMA 6"	1,502	TON	$150.00	$225,274.50
11	Untreated Based Course 10”	1,711	CY	$32.00	$54,755.56
12	Granular Sub Base 12"	1,687	CY	$28.00	$47,226.67
13	Concrete Sidewalk	9,900	SF	$15.00	$148,500.00
14	4" Paint Line	3,960	LF	$1.00	$3,960.00
15	Sod	11,880	SF	$1.30	$15,444.00
16	Topsoil-6 inch thick	1,320	SY	$12.00	$15,840.00
				SUBTOTAL	$1,874,919.81
				ROW Acquisition	$0.00
				Contingency - 35%	$656,221.93
				Design Engineering - 10%	$187,491.98
				Construction Engineering - 10%	$187,491.98
				Miscellaneous Item - 5%	$93,745.99
				Total:	**$2,999,900.00**

ENGINEER'S OPINION OF PROBABLE COST

J-U-B ENGINEERS, INC.

PROJECT NAME: **DATE:** 2/4/2026

Woods Cross TMP

PROJECT DESCRIPTION:

Roadway Cost

CLIENT:

City of Woods Cross

J-U-B PROJ. NO.: 07-24-094

No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
	1450 W - 1370 Feet				
	750 S to 1200 S				
17	Mobilization - 10%	1	LS	$208,547.24	$208,547.24
18	Storm Water Pollution Prevention	1	LS	$13,700.00	$13,700.00
19	Traffic Control - 10%	1	LS	$208,547.24	$208,547.24
20	Clear and Grub	1	LS	$10,960.00	$10,960.00
21	Dust Control & Watering	1	LS	$4,795.00	$4,795.00
22	Survey - 3%	1	LS	$62,564.17	$62,564.17
23	Drainage Pipes and System	1	LS	$328,800.00	$328,800.00
24	Roadway Excavation (Plan Quantity)	34,309	CY	$25.00	$857,729.94
25	Concrete Curb and Gutter	6,850	LF	$28.00	$191,800.00
26	HMA 6"	2,078	TON	$150.00	$311,743.50
27	Untreated Based Course 10”	2,368	CY	$32.00	$75,772.84
28	Granular Sub Base 12"	2,334	CY	$28.00	$65,354.07
29	Concrete Sidewalk	13,700	SF	$15.00	$205,500.00
30	4" Paint Line	5,480	LF	$1.00	$5,480.00
31	Sod	16,440	SF	$1.30	$21,372.00
32	Topsoil-6 inch thick	1,827	SY	$12.00	$21,920.00
				SUBTOTAL	$2,594,585.99
				ROW Acquisition	$0.00
				Contingency - 35%	$908,105.10
				Design Engineering - 10%	$259,458.60
				Construction Engineering - 10%	$259,458.60
				Miscellaneous Item - 5%	$129,729.30
				Total:	**$4,151,400.00**

ENGINEER'S OPINION OF PROBABLE COST

J-U-B ENGINEERS, INC.

PROJECT NAME: **DATE:** 2/4/2026

Woods Cross TMP

PROJECT DESCRIPTION:

Roadway Cost

CLIENT:

City of Woods Cross

J-U-B PROJ. NO.: 07-24-094

No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
	1450 W - 1120 Feet				
	1200 S to 1500 S				
33	Mobilization - 10%	1	LS	$186,047.84	$186,047.84
34	Storm Water Pollution Prevention	1	LS	$11,200.00	$11,200.00
35	Traffic Control - 10%	1	LS	$186,047.84	$186,047.84
36	Clear and Grub	1	LS	$8,960.00	$8,960.00
37	Dust Control & Watering	1	LS	$3,920.00	$3,920.00
38	Survey - 3%	1	LS	$55,814.35	$55,814.35
39	Drainage Pipes and System	1	LS	$268,800.00	$268,800.00
40	Relocate Street Light	3	EA	$1,500.00	$4,500.00
41	Roadway Excavation (Plan Quantity)	28,048	CY	$25.00	$701,209.88
42	Remove Asphalt Pavement	3,733	SY	$6.50	$24,266.67
43	Relocate Sign	4	EA	$200.00	$800.00
44	Concrete Curb and Gutter	5,600	LF	$28.00	$156,800.00
45	HMA 6"	1,699	TON	$150.00	$254,856.00
46	Untreated Based Course 10”	1,936	CY	$32.00	$61,945.68
47	Granular Sub Base 12"	1,908	CY	$28.00	$53,428.15
48	Concrete Driveway	5,250	SF	$20.00	$105,000.00
49	Concrete Sidewalk	11,200	SF	$15.00	$168,000.00
50	Concrete Curb Ramp	6	EA	$3,500.00	$21,000.00
51	4" Paint Line	4,480	LF	$1.00	$4,480.00
52	Sod	13,440	SF	$1.30	$17,472.00
53	Topsoil-6 inch thick	1,493	SY	$12.00	$17,920.00
				SUBTOTAL	$2,312,468.40
				ROW Acquisition	$0.00
				Contingency - 35%	$809,363.94
				Design Engineering - 10%	$231,246.84
				Construction Engineering - 10%	$231,246.84
				Miscellaneous Item - 5%	$115,623.42
				Total:	**$3,700,000.00**

ENGINEER'S OPINION OF PROBABLE COST

J-U-B ENGINEERS, INC.

PROJECT NAME: **DATE:** 2/4/2026

Woods Cross TMP

PROJECT DESCRIPTION:

Roadway Cost

CLIENT:

City of Woods Cross

J-U-B PROJ. NO.: 07-24-094

No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
Mountain View Blvd - 460 Feet					
750 S to 900 S					
1	Mobilization - 10%	1	LS	$70,023.16	$70,023.16
2	Storm Water Pollution Prevention	1	LS	$4,600.00	$4,600.00
3	Traffic Control - 10%	1	LS	$70,023.16	$70,023.16
4	Clear and Grub	1	LS	$3,680.00	$3,680.00
5	Dust Control & Watering	1	LS	$1,610.00	$1,610.00
6	Survey - 3%	1	LS	$21,006.95	$21,006.95
7	Drainage Pipes and System	1	LS	$110,400.00	$110,400.00
8	Roadway Excavation (Plan Quantity)	11,520	CY	$25.00	$287,996.91
9	Concrete Curb and Gutter	2,300	LF	$28.00	$64,400.00
10	HMA 6"	698	TON	$150.00	$104,673.00
11	Untreated Based Course 10”	795	CY	$32.00	$25,441.98
12	Granular Sub Base 12"	784	CY	$28.00	$21,943.70
13	Concrete Sidewalk	4,600	SF	$15.00	$69,000.00
14	4" Paint Line	1,840	LF	$1.00	$1,840.00
15	Sod	5,520	SF	$1.30	$7,176.00
16	Topsoil-6 inch thick	613	SY	$12.00	$7,360.00
				SUBTOTAL	$871,174.86
				ROW Acquisition	$0.00
				Contingency - 35%	$304,911.20
				Design Engineering - 10%	$87,117.49
				Construction Engineering - 10%	$87,117.49
				Miscellaneous Item - 5%	$43,558.74
				Total:	**$1,393,900.00**

ENGINEER'S OPINION OF PROBABLE COST

J-U-B ENGINEERS, INC.

PROJECT NAME: **DATE:** 2/4/2026

Woods Cross TMP

PROJECT DESCRIPTION:

Roadway Cost

CLIENT:

City of Woods Cross

J-U-B PROJ. NO.: 07-24-094

No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
Mountain View Blvd - 550 Feet					
900 S to 1050 S					
17	Mobilization - 10%	1	LS	$83,723.34	$83,723.34
18	Storm Water Pollution Prevention	1	LS	$5,500.00	$5,500.00
19	Traffic Control - 10%	1	LS	$83,723.34	$83,723.34
20	Clear and Grub	1	LS	$4,400.00	$4,400.00
21	Dust Control & Watering	1	LS	$1,925.00	$1,925.00
22	Survey - 3%	1	LS	$25,117.00	$25,117.00
23	Drainage Pipes and System	1	LS	$132,000.00	$132,000.00
24	Roadway Excavation (Plan Quantity)	13,774	CY	$25.00	$344,344.14
25	Concrete Curb and Gutter	2,750	LF	$28.00	$77,000.00
26	HMA 6"	834	TON	$150.00	$125,152.50
27	Untreated Based Course 10”	951	CY	$32.00	$30,419.75
28	Granular Sub Base 12"	937	CY	$28.00	$26,237.04
29	Concrete Sidewalk	5,500	SF	$15.00	$82,500.00
30	4" Paint Line	2,200	LF	$1.00	$2,200.00
31	Sod	6,600	SF	$1.30	$8,580.00
32	Topsoil-6 inch thick	733	SY	$12.00	$8,800.00
				SUBTOTAL	$1,041,622.11
				ROW Acquisition	$0.00
				Contingency - 35%	$364,567.74
				Design Engineering - 10%	$104,162.21
				Construction Engineering - 10%	$104,162.21
				Miscellaneous Item - 5%	$52,081.11
				Total:	**$1,666,600.00**

ENGINEER'S OPINION OF PROBABLE COST

J-U-B ENGINEERS, INC.

PROJECT NAME: **DATE:** 2/4/2026

Woods Cross TMP

PROJECT DESCRIPTION:

Roadway Cost

CLIENT:

City of Woods Cross

J-U-B PROJ. NO.: 07-24-094

No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
Mountain View Blvd - 155 Feet					
1050 S to 1115 S					
33	Mobilization - 10%	1	LS	$23,594.76	$23,594.76
34	Storm Water Pollution Prevention	1	LS	$1,550.00	$1,550.00
35	Traffic Control - 10%	1	LS	$23,594.76	$23,594.76
36	Clear and Grub	1	LS	$1,240.00	$1,240.00
37	Dust Control & Watering	1	LS	$542.50	$542.50
38	Survey - 3%	1	LS	$7,078.43	$7,078.43
39	Drainage Pipes and System	1	LS	$37,200.00	$37,200.00
40	Roadway Excavation (Plan Quantity)	3,882	CY	$25.00	$97,042.44
41	Concrete Curb and Gutter	775	LF	$28.00	$21,700.00
42	HMA 6"	235	TON	$150.00	$35,270.25
43	Untreated Based Course 10”	268	CY	$32.00	$8,572.84
44	Granular Sub Base 12"	264	CY	$28.00	$7,394.07
45	Concrete Sidewalk	1,550	SF	$15.00	$23,250.00
46	4" Paint Line	620	LF	$1.00	$620.00
47	Sod	1,860	SF	$1.30	$2,418.00
48	Topsoil-6 inch thick	207	SY	$12.00	$2,480.00
				SUBTOTAL	$293,548.05
				ROW Acquisition	$0.00
				Contingency - 35%	$102,741.82
				Design Engineering - 10%	$29,354.81
				Construction Engineering - 10%	$29,354.81
				Miscellaneous Item - 5%	$14,677.40
				Total:	**$469,700.00**

ENGINEER'S OPINION OF PROBABLE COST

J-U-B ENGINEERS, INC.

PROJECT NAME: **DATE:** 2/4/2026

Woods Cross TMP

PROJECT DESCRIPTION:

Roadway Cost

CLIENT:

City of Woods Cross

J-U-B PROJ. NO.: 07-24-094

No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
Mountain View Blvd - 220 Feet					
1115 S to 1180 S					
49	Mobilization - 10%	1	LS	$33,489.34	$33,489.34
50	Storm Water Pollution Prevention	1	LS	$2,200.00	$2,200.00
51	Traffic Control - 10%	1	LS	$33,489.34	$33,489.34
52	Clear and Grub	1	LS	$1,760.00	$1,760.00
53	Dust Control & Watering	1	LS	$770.00	$770.00
54	Survey - 3%	1	LS	$10,046.80	$10,046.80
55	Utilities (Contingency)	1	LS	$16,744.67	$16,744.67
56	Drainage Pipes and System	1	LS	$52,800.00	$52,800.00
57	Roadway Excavation (Plan Quantity)	5,510	CY	$25.00	$137,737.65
58	Concrete Curb and Gutter	1,100	LF	$28.00	$30,800.00
59	HMA 6"	334	TON	$150.00	$50,061.00
60	Untreated Based Course 10”	380	CY	$32.00	$12,167.90
61	Granular Sub Base 12"	375	CY	$28.00	$10,494.81
62	Concrete Sidewalk	2,200	SF	$15.00	$33,000.00
63	4" Paint Line	880	LF	$1.00	$880.00
64	Sod	2,640	SF	$1.30	$3,432.00
65	Topsoil-6 inch thick	293	SY	$12.00	$3,520.00
				SUBTOTAL	$433,393.51
				ROW Acquisition	$0.00
				Contingency - 35%	$151,687.73
				Design Engineering - 10%	$43,339.35
				Construction Engineering - 10%	$43,339.35
				Miscellaneous Item - 5%	$21,669.68
				Total:	**$693,500.00**

ENGINEER'S OPINION OF PROBABLE COST

J-U-B ENGINEERS, INC.

PROJECT NAME: **DATE:** 2/4/2026

Woods Cross TMP

PROJECT DESCRIPTION:

Roadway Cost

CLIENT:

City of Woods Cross

J-U-B PROJ. NO.: 07-24-094

No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
Mountain View Blvd - 625 Feet					
1180 S to 1400 S					
66	Mobilization - 10%	1	LS	$95,140.16	$95,140.16
67	Storm Water Pollution Prevention	1	LS	$6,250.00	$6,250.00
68	Traffic Control - 10%	1	LS	$95,140.16	$95,140.16
69	Clear and Grub	1	LS	$5,000.00	$5,000.00
70	Dust Control & Watering	1	LS	$2,187.50	$2,187.50
71	Survey - 3%	1	LS	$28,542.05	$28,542.05
72	Utilities (Contingency)	1	LS	$47,570.08	$47,570.08
73	Drainage Pipes and System	1	LS	$150,000.00	$150,000.00
74	Roadway Excavation (Plan Quantity)	15,652	CY	$25.00	$391,300.15
75	Concrete Curb and Gutter	3,125	LF	$28.00	$87,500.00
76	HMA 6"	948	TON	$150.00	$142,218.75
77	Untreated Based Course 10”	1,080	CY	$32.00	$34,567.90
78	Granular Sub Base 12"	1,065	CY	$28.00	$29,814.81
79	Concrete Sidewalk	6,250	SF	$15.00	$93,750.00
80	4" Paint Line	2,500	LF	$1.00	$2,500.00
81	Sod	7,500	SF	$1.30	$9,750.00
82	Topsoil-6 inch thick	833	SY	$12.00	$10,000.00
				SUBTOTAL	$1,231,231.57
				ROW Acquisition	$0.00
				Contingency - 35%	$430,931.05
				Design Engineering - 10%	$123,123.16
				Construction Engineering - 10%	$123,123.16
				Miscellaneous Item - 5%	$61,561.58
				Total:	**$1,970,000.00**

ENGINEER'S OPINION OF PROBABLE COST

J-U-B ENGINEERS, INC.

PROJECT NAME: **DATE:** 2/4/2026

Woods Cross TMP

PROJECT DESCRIPTION:

Roadway Cost

CLIENT:

City of Woods Cross

J-U-B PROJ. NO.: 07-24-094

No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
Mountain View Blvd - 360 Feet					
1400 S to 1500 S					
83	Mobilization - 10%	1	LS	$61,608.73	$61,608.73
84	Storm Water Pollution Prevention	1	LS	$3,600.00	$3,600.00
85	Traffic Control - 10%	1	LS	$61,608.73	$61,608.73
86	Clear and Grub	1	LS	$2,880.00	$2,880.00
87	Dust Control & Watering	1	LS	$1,260.00	$1,260.00
88	Survey - 3%	1	LS	$18,482.62	$18,482.62
89	Utilities (Contingency)	1	LS	$30,804.37	$30,804.37
90	Drainage Pipes and System	1	LS	$86,400.00	$86,400.00
91	Relocate Street Light	3	EA	$1,500.00	$4,500.00
92	Roadway Excavation (Plan Quantity)	9,016	CY	$25.00	$225,388.89
93	Remove Asphalt Pavement	1,720	SY	$6.50	$11,180.00
94	Relocate Sign	2	EA	$200.00	$400.00
95	Concrete Curb and Gutter	1,800	LF	$28.00	$50,400.00
96	HMA 6"	546	TON	$150.00	$81,918.00
97	Untreated Based Course 10”	622	CY	$32.00	$19,911.11
98	Granular Sub Base 12"	613	CY	$28.00	$17,173.33
99	Concrete Driveway	2,250	SF	$20.00	$45,000.00
100	Concrete Sidewalk	3,600	SF	$15.00	$54,000.00
101	Concrete Curb Ramp	2	EA	$3,500.00	$7,000.00
102	4" Paint Line	1,440	LF	$1.00	$1,440.00
103	Sod	4,320	SF	$1.30	$5,616.00
104	Topsoil-6 inch thick	480	SY	$12.00	$5,760.00
				SUBTOTAL	$796,331.79
				ROW Acquisition	$0.00
				Contingency - 35%	$278,716.13
				Design Engineering - 10%	$79,633.18
				Construction Engineering - 10%	$79,633.18
				Miscellaneous Item - 5%	$39,816.59
				Total:	**$1,274,200.00**

ENGINEER'S OPINION OF PROBABLE COST

J-U-B ENGINEERS, INC.

PROJECT NAME: **DATE:** 2/4/2026

Woods Cross TMP

PROJECT DESCRIPTION:

Roadway Cost

CLIENT:

City of Woods Cross

J-U-B PROJ. NO.: 07-24-094

No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
Mountain View Blvd - 440 Feet					
1500 S to 1690 S					
105	Mobilization - 10%	1	LS	$73,318.67	$73,318.67
106	Storm Water Pollution Prevention	1	LS	$4,400.00	$4,400.00
107	Traffic Control - 10%	1	LS	$73,318.67	$73,318.67
108	Clear and Grub	1	LS	$3,520.00	$3,520.00
109	Dust Control & Watering	1	LS	$1,540.00	$1,540.00
110	Survey - 3%	1	LS	$21,995.60	$21,995.60
111	Utilities (Contingency)	1	LS	$36,659.34	$36,659.34
112	Drainage Pipes and System	1	LS	$105,600.00	$105,600.00
113	Relocate Street Light	2	EA	$1,500.00	$3,000.00
114	Roadway Excavation (Plan Quantity)	11,019	CY	$25.00	$275,475.31
115	Remove Asphalt Pavement	2,200	SY	$6.50	$14,300.00
116	Relocate Sign	3	EA	$200.00	$600.00
117	Concrete Curb and Gutter	2,200	LF	$28.00	$61,600.00
118	HMA 6"	667	TON	$150.00	$100,122.00
119	Untreated Based Course 10”	760	CY	$32.00	$24,335.80
120	Granular Sub Base 12"	750	CY	$28.00	$20,989.63
121	Concrete Driveway	1,750	SF	$20.00	$35,000.00
122	Concrete Sidewalk	4,400	SF	$15.00	$66,000.00
123	Concrete Curb Ramp	3	EA	$3,500.00	$10,500.00
124	4" Paint Line	1,760	LF	$1.00	$1,760.00
125	Sod	5,280	SF	$1.30	$6,864.00
126	Topsoil-6 inch thick	587	SY	$12.00	$7,040.00
				SUBTOTAL	$947,939.03
				ROW Acquisition	$0.00
				Contingency - 35%	$331,778.66
				Design Engineering - 10%	$94,793.90
				Construction Engineering - 10%	$94,793.90
				Miscellaneous Item - 5%	$47,396.95
				Total:	**$1,516,800.00**

ENGINEER'S OPINION OF PROBABLE COST

J-U-B ENGINEERS, INC.

PROJECT NAME: **DATE:** 2/4/2026

Woods Cross TMP

PROJECT DESCRIPTION:

Roadway Cost

CLIENT:

City of Woods Cross

J-U-B PROJ. NO.: 07-24-094

No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
	Mountain View Blvd - 640 Feet				
	1690 S to 1870 S				
127	Mobilization - 10%	1	LS	$108,012.41	$108,012.41
128	Storm Water Pollution Prevention	1	LS	$6,400.00	$6,400.00
129	Traffic Control - 10%	1	LS	$108,012.41	$108,012.41
130	Clear and Grub	1	LS	$5,120.00	$5,120.00
131	Dust Control & Watering	1	LS	$2,240.00	$2,240.00
132	Survey - 3%	1	LS	$32,403.72	$32,403.72
133	Utilities (Contingency)	1	LS	$54,006.21	$54,006.21
134	Drainage Pipes and System	1	LS	$153,600.00	$153,600.00
135	Relocate Street Light	2	EA	$1,500.00	$3,000.00
136	Roadway Excavation (Plan Quantity)	16,028	CY	$25.00	$400,691.36
137	Remove Asphalt Pavement	2,844	SY	$6.50	$18,488.89
138	Relocate Sign	2	EA	$200.00	$400.00
139	Concrete Curb and Gutter	3,200	LF	$28.00	$89,600.00
140	HMA 6"	971	TON	$150.00	$145,632.00
141	Untreated Based Course 10”	1,106	CY	$32.00	$35,397.53
142	Granular Sub Base 12"	1,090	CY	$28.00	$30,530.37
143	Concrete Driveway	3,500	SF	$20.00	$70,000.00
144	Concrete Sidewalk	6,400	SF	$15.00	$96,000.00
145	Concrete Curb Ramp	4	EA	$3,500.00	$14,000.00
146	4" Paint Line	2,560	LF	$1.00	$2,560.00
147	Sod	7,680	SF	$1.30	$9,984.00
148	Topsoil-6 inch thick	853	SY	$12.00	$10,240.00
				SUBTOTAL	$1,396,318.91
				ROW Acquisition	$0.00
				Contingency - 35%	$488,711.62
				Design Engineering - 10%	$139,631.89
				Construction Engineering - 10%	$139,631.89
				Miscellaneous Item - 5%	$69,815.95
				Total:	**$2,234,200.00**

ENGINEER'S OPINION OF PROBABLE COST

J-U-B ENGINEERS, INC.

PROJECT NAME: **DATE:** 2/4/2026

Woods Cross TMP

PROJECT DESCRIPTION:

Roadway Cost

CLIENT:

City of Woods Cross

J-U-B PROJ. NO.: 07-24-094

No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
	Mountain View Blvd - 440 Feet				
	1870 S to 1990 S				
149	Mobilization - 10%	1	LS	$72,215.12	$72,215.12
150	Storm Water Pollution Prevention	1	LS	$4,400.00	$4,400.00
151	Traffic Control - 10%	1	LS	$72,215.12	$72,215.12
152	Clear and Grub	1	LS	$3,520.00	$3,520.00
153	Dust Control & Watering	1	LS	$1,540.00	$1,540.00
154	Survey - 3%	1	LS	$21,664.54	$21,664.54
155	Drainage Pipes and System	1	LS	$105,600.00	$105,600.00
156	Relocate Street Light	3	EA	$1,500.00	$4,500.00
157	Roadway Excavation (Plan Quantity)	11,019	CY	$25.00	$275,475.31
158	Remove Asphalt Pavement	2,102	SY	$6.50	$13,664.44
159	Relocate Sign	1	EA	$200.00	$200.00
160	Concrete Curb and Gutter	2,200	LF	$28.00	$61,600.00
161	HMA 6"	667	TON	$150.00	$100,122.00
162	Untreated Based Course 10”	760	CY	$32.00	$24,335.80
163	Granular Sub Base 12"	750	CY	$28.00	$20,989.63
164	Concrete Driveway	1,000	SF	$20.00	$20,000.00
165	Concrete Sidewalk	4,400	SF	$15.00	$66,000.00
166	Concrete Curb Ramp	4	EA	$3,500.00	$14,000.00
167	4" Paint Line	1,760	LF	$1.00	$1,760.00
168	Sod	5,280	SF	$1.30	$6,864.00
169	Topsoil-6 inch thick	587	SY	$12.00	$7,040.00
				SUBTOTAL	$897,705.96
				ROW Acquisition	$0.00
				Contingency - 35%	$314,197.09
				Design Engineering - 10%	$89,770.60
				Construction Engineering - 10%	$89,770.60
				Miscellaneous Item - 5%	$44,885.30
				Total:	**$1,436,400.00**

ENGINEER'S OPINION OF PROBABLE COST

J-U-B ENGINEERS, INC.

PROJECT NAME: **DATE:** 2/4/2026

Woods Cross TMP

PROJECT DESCRIPTION:

Roadway Cost

CLIENT:

City of Woods Cross

J-U-B PROJ. NO.: 07-24-094

No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
Mountain View Blvd - 1080 Feet					
1990 S to 2170 S					
170	Mobilization - 10%	1	LS	$182,012.20	$182,012.20
171	Storm Water Pollution Prevention	1	LS	$10,800.00	$10,800.00
172	Traffic Control - 10%	1	LS	$182,012.20	$182,012.20
173	Clear and Grub	1	LS	$8,640.00	$8,640.00
174	Dust Control & Watering	1	LS	$3,780.00	$3,780.00
175	Survey - 3%	1	LS	$54,603.66	$54,603.66
176	Drainage Pipes and System	1	LS	$259,200.00	$259,200.00
177	Relocate Street Light	3	EA	$1,500.00	$4,500.00
178	Roadway Excavation (Plan Quantity)	27,047	CY	$25.00	$676,166.67
179	Remove Asphalt Pavement	4,800	SY	$6.50	$31,200.00
180	Relocate Sign	2	EA	$200.00	$400.00
181	Concrete Curb and Gutter	5,400	LF	$28.00	$151,200.00
182	HMA 6"	1,638	TON	$150.00	$245,754.00
183	Untreated Based Course 10”	1,867	CY	$32.00	$59,733.33
184	Granular Sub Base 12"	1,840	CY	$28.00	$51,520.00
185	Concrete Driveway	7,000	SF	$20.00	$140,000.00
186	Concrete Sidewalk	10,800	SF	$15.00	$162,000.00
187	4" Paint Line	4,320	LF	$1.00	$4,320.00
188	Sod	12,960	SF	$1.30	$16,848.00
189	Topsoil-6 inch thick	1,440	SY	$12.00	$17,280.00
				SUBTOTAL	$2,261,970.06
				ROW Acquisition	$0.00
				Contingency - 35%	$791,689.52
				Design Engineering - 10%	$226,197.01
				Construction Engineering - 10%	$226,197.01
				Miscellaneous Item - 5%	$113,098.50
				Total:	**$3,619,200.00**

ENGINEER'S OPINION OF PROBABLE COST

J-U-B ENGINEERS, INC.

PROJECT NAME: **DATE:** 2/4/2026

Woods Cross TMP

PROJECT DESCRIPTION:

Roadway Cost

CLIENT:

City of Woods Cross

J-U-B PROJ. NO.: 07-24-094

No.	ITEM	QUANTITY	UNIT	UNIT COST	TOTAL COST
Mountain View Blvd - 330 Feet					
2170 S to 2260 S					
190	Mobilization - 10%	1	LS	$55,777.34	$55,777.34
191	Storm Water Pollution Prevention	1	LS	$3,300.00	$3,300.00
192	Traffic Control - 10%	1	LS	$55,777.34	$55,777.34
193	Clear and Grub	1	LS	$2,640.00	$2,640.00
194	Dust Control & Watering	1	LS	$1,155.00	$1,155.00
195	Survey - 3%	1	LS	$16,733.20	$16,733.20
196	Drainage Pipes and System	1	LS	$79,200.00	$79,200.00
197	Relocate Street Light	1	EA	$1,500.00	$1,500.00
198	Roadway Excavation (Plan Quantity)	8,264	CY	$25.00	$206,606.48
199	Remove Asphalt Pavement	1,467	SY	$6.50	$9,533.33
200	Relocate Sign	2	EA	$200.00	$400.00
201	Concrete Curb and Gutter	1,650	LF	$28.00	$46,200.00
202	HMA 6"	501	TON	$150.00	$75,091.50
203	Untreated Based Course 10”	570	CY	$32.00	$18,251.85
204	Granular Sub Base 12"	562	CY	$28.00	$15,742.22
205	Concrete Driveway	1,500	SF	$20.00	$30,000.00
206	Concrete Sidewalk	3,300	SF	$15.00	$49,500.00
207	Concrete Curb Ramp	4	EA	$3,500.00	$14,000.00
208	4" Paint Line	1,320	LF	$1.00	$1,320.00
209	Sod	3,960	SF	$1.30	$5,148.00
210	Topsoil-6 inch thick	440	SY	$12.00	$5,280.00
				SUBTOTAL	$693,156.27
				ROW Acquisition	$0.00
				Contingency - 35%	$242,604.69
				Design Engineering - 10%	$69,315.63
				Construction Engineering - 10%	$69,315.63
				Miscellaneous Item - 5%	$34,657.81
				Total:	**$1,109,100.00**

Tunnel connection via Skypark Aiport at Approx. 2135 South

Item	Unit	Qty	Unit Price	OPCC
Tunnel structure	Foot	1600	$ 6,600	$ 10,560,000
Mech/HVAC/lighting/fire supp/emergency access	% tunnel	125%		$ 13,200,000
Temporary shoring / impacts to existing facilities	Lump	1	$ 300,000	$ 300,000
Walls & trail at exits	Lump	1	$ 450,000	$ 450,000
Mobilization	%		10%	$ 2,451,000
Contingency	%		35%	$ 8,578,500
Construction Subtotal				$ 35,540,000
PE & CE	%		26%	$ 9,240,400
Project Total				$ 44,800,000

Pedestrian Bridge Connection over UPRR at Approx. 925 South

Item	Unit	Qty	Unit Price	OPCC
Premanufactured Steel Truss Bridge (Main Span = 175 ft)	Each	1	$ 780,000	$ 780,000
Premanufactured Steel Truss Bridge (Approach Span = 100 ft)	Each	2	$ 285,000	$ 570,000
Ornamental fence on structure	Foot	2360	$ 150	$ 354,000
Structural Concrete	Cu Yd	95	$ 1,250	$ 118,750
Reinforcing Steel - Coated	Pound	16800	$ 2.00	$ 33,600
MSE Wall	Sq Ft	15900	$ 120	$ 1,908,000
Driven Piles	Foot	960	$ 115	$ 110,400
MSE Backfill	Cu Yd	4600	$ 130	$ 598,000
ROW Acquisition	Lump	1	$ 500,000	$ 500,000
Environmental Permitting	Lump	1	$ 200,000	$ 200,000
Temporary Shoring at/near UPRR ROW	Lump	1	$ 80,000	$ 80,000
Mobilization	%		10%	$ 525,275
Contingency	%		35%	$ 2,022,309
Construction Subtotal				$ 7,810,000
PE & CE	%		26%	$ 2,030,600
Project Total				$ 9,840,600

Pedestrian Bridge Connection over I-15 at Approx. 1950 South

Item	Unit	Qty	Unit Price	OPCC
Premanufactured Steel Truss Bridge (Main Span = 240 ft)	Each	1	$ 1,100,000	$ 1,100,000
Premanufactured Steel Truss Bridge (Approach Span = 100 ft)	Each	1	$ 285,000	$ 285,000
Ramp structure (west side of I-15, in neighborhood area)	Lump	1	$ 950,000	$ 950,000
Ornamental fence on structure	Foot	1540	$ 150	$ 231,000
Structural Concrete	Cu Yd	70	$ 1,250	$ 87,500
Reinforcing Steel - Coated	Pound	11900	$ 2.00	$ 23,800
MSE Wall	Sq Ft	3000	$ 120	$ 360,000
Driven Piles	Foot	960	$ 115	$ 110,400
MSE Backfill	Cu Yd	1700	$ 130	$ 221,000
ROW Acquisition	Lump	1	$ 2,000,000	$ 2,000,000
Environmental Permitting	Lump	1	$ 340,000	$ 340,000
Mobilization	%		10%	$ 570,870
Contingency	%		35%	$ 2,197,850
Construction Subtotal				$ 8,480,000
PE & CE	%		26%	$ 2,204,800
Project Total				$ 10,684,800

From: Sam Christiansen
To: Vijay Kornala
Subject: [EXTERNAL] Fwd: 19854 I-15 Farmington to SLC; Segment 2 800 West Structure Estimate
Date: Thursday, March 5, 2026 1:31:47 PM
Attachments: image001.png
image002.png
image003.png
image004.png
image005.png
image006.png

Here are the cost estimates for the 800 W Bridge over 2600 S.

Sam Christiansen
Public Works Director/Emergency Manager
Woods Cross City
(801)677-1020

Sent from my iPhone

Begin forwarded message:

> **From:** Michael Romero <michaelromero@utah.gov>
> **Date:** March 2, 2026 at 6:46:59 AM MST
> **To:** Sam Christiansen <schristiansen@woodscross.gov>
> **Subject: Fwd: 19854 I-15 Farmington to SLC; Segment 2 800 West Structure Estimate**
>
> Sam,
> Here are the costs for the 800 West concept, please let me know if you have any questions.
>
> Thanks,
> Mike
>
> ---------- Forwarded message ---------
> From: **Ryan Wride** <RyanW@horrocks.com>
> Date: Fri, Feb 27, 2026 at 2:49 PM
> Subject: 19854 I-15 Farmington to SLC; Segment 2 800 West Structure Estimate
> To: Michael Romero <michaelromero@utah.gov>
> Cc: Doug Graham <DougG@horrocks.com>
>
> Mike,

Below is a high-level breakdown of the 800 West structure over 2600 South (from the profile touch down points on the north and south sides of the 2600 South crossing).

Structure: $4,587,200 (9,760 SF X $470/SF)

Pavement: $385,000 (38,500 SF X $10/SF)

Retaining Walls: $1,719,250 (14,950 SF X $115/SF)

Embankment for Bridge: $645,000 (10,750 CY X $60/CY)

Earthwork: $195,000 (9,750 CY X $20/CY)

Total: $7,531,450

Let me know if you have any questions.

Thanks,

Ryan Wride, P.E. (UT, CO)

Roadway

Horrocks.

2162 West Grove Parkway, Suite 100

Pleasant Grove, UT 84062

Direct 801-763-5182

Mobile 801-319-4930
Email ryanw@horrocks.com

Web www.horrocks.com

--
Michael Romero, S.E.
I-15 Project Director
Cell: (801) 618-7746
Emal: michaelromero@utah.gov

APPENDIX G: TRAFFIC IMPACT STUDY GUIDELINES

Permit Level / Traffic Study Level I

Project generates less than 100 daily trips.

No proposed modifications to traffic signals or roadway elements or geometry.

1. Study Area
   a. Defined by City Engineer.
   b. The study area may include property frontage, neighboring and adjacent parcels, and require applicant to identify site access points, and any access points along the roadway within access category distance of property boundaries (Refer to **Section 4.3** and **Table 5**).
2. Horizon year
   a. Opening year of project.
3. Data Collection
   a. AM and PM Peak period turning movement counts of site and study area.
      I. Collect turning movement counts mid week on non-holiday weeks
   b. Identify site and study area roadway and intersection geometries.
   c. Identify study area traffic volume and characteristics.
   d. Identify queue lengths at site and study intersections.
4. Analysis Period
   a. Identify site and study area road traffic for weekday AM and PM peak hours.
5. Right-of-Way Access
   a. Right-of-way and physical conflicts.
   b. Investigate existence of federal or state, no access or limited access control lines.
6. Generate access point capacity analysis as necessary
   a. Analyze the site and study area for the following time periods: weekday AM and PM peak hours including Saturday peak hours.
   b. Identify special event peak hour as necessary (per roadway peak and site peak).
7. Design and Mitigation
   a. Determine and document safe and efficient operational design needs based on site and study area data.
   b. Identify operational concerns and mitigation measures to ensure safe and efficient operation.

Permit Level / Traffic Study Level II

Project generates 100 to 500 daily trips

1. Study Area
   a. Defined by City Engineer.
   b. The study area may include property frontage, neighboring and adjacent parcels, and require applicant to identify site, cross and next adjacent up and down stream access points within access category distance of property boundaries, the intersection of site access drives with state highways and any signalized and un-signalized intersection within access category distance of property line, including any identified queuing (Refer to **Section 4.3** and **Table 5**).

2. Horizon Year
   a. Opening year of project.

3. Data Collection
   a. AM and PM Peak period turning movement counts of site and study area.
      I. Collect turning movement counts mid week on non-holiday weeks
   b. Identify site and study area roadway and intersection geometries.
   c. Identify study area traffic volume and characteristics.
   d. Identify queue lengths at site and study intersections.

4. Analysis Period
   a. Identify site and study area road traffic for weekday AM and PM peak hours.
   b. Identify special event peak hour as necessary (study area roadway peak and site peak).

5. Capacity Analysis
   a. Level of Service (LOS) for all intersections.
   b. LOS for existing conditions, design year without project, design year with project.

6. Right-of-Way Access
   a. Identify right-of-way and physical conflicts.
   b. Investigate existence of federal or state, no access or limited access control lines.

7. Design and Mitigation
   a. Determine and document safe and efficient operational design needs based on site and study area data.
   b. Identify operational concerns and mitigation measures to ensure safe and efficient operation pursuant to appropriate state highway access category.

Permit Level / Traffic Study Level III

Project Generates 500 to 3,000 daily trips or less than 500 peak hour trips

1. Study Area
   a. Defined by City Engineer.
   b. The study area may include property frontage, neighboring and adjacent parcels, and require applicant to identify site, cross and next adjacent up and down stream access points within access category distance of property boundaries, the intersection of site access drives with state highways and any signalized and un-signalized intersection within access category distance of property line, including any identified queuing (Refer to **Section 4.3** and **Table 5**).

2. Horizon Year
   a. Opening year of project.
   b. Five years after opening.
   c. Document and include all phases of development.

3. Data Collection
   a. AM and PM Peak period turning movement counts of site and study area.
      I. Collect turning movement counts mid week on non-holiday weeks
   b. Identify site and study area roadway and intersection geometries.
   c. Identify queue lengths at site and study intersections.
   d. Traffic control devices including traffic signals and regulatory signs.
   e. Automatic continuous traffic counts for at least 48 hours.
   f. Traffic crash data

4. Analysis Period
   a. For each design year analyze site and study area road traffic for weekday A.M. and P.M. peak hours.
   b. Identify special event peak hour as necessary (study area roadway peak and site peak).

5. Trip Generation
   a. Use equations or rates available in latest edition of ITE Trip Generation.
   b. Where developed equations are unavailable for intended land use, perform trip rate study and estimation following ITE procedures or develop justified trip rate agreed to by the City Engineer.

6. Trip Distribution and Assignment
   a. Document distribution and assignment of existing, site, background, and future traffic volumes on surrounding roadway network of study area.

7. Capacity Analysis
   a. Level of Service (LOS) for all intersections.
   b. LOS for existing conditions, design year without project, design year with project.

8. Traffic Signal Impacts
   a. Traffic signal warrant study (prepared by developer).
   b. Traffic signal construction drawings if traffic signal is warranted (prepared by developer).

c. Queuing Analysis
d. Identify traffic signal coordination with existing signals along the corridor.

9. Right-of-Way Access
   a. Identify right-of-way and physical conflicts.
   b. Investigate existence of federal or state, no access or limited access control lines.

10. Design and Mitigation
   c. Determine and document safe and efficient operational design needs based on site and study area data.
   d. Identify operational concerns and mitigation measures to ensure safe and efficient operation.

Permit Level / Traffic Study Level IV

Project generates 3,000 to 10,000 daily trips or 500 to 1,200 peak hour trips.

1. Study Area
   a. Defined by City Engineer.
   b. The study area may include property frontage, neighboring and adjacent parcels, and require applicant to identify site, cross and next adjacent up and down stream access points within access category distance of property boundaries, the intersection of site access drives with state highways and any signalized and un-signalized intersection within ½ mile of the property line on each side of the project (Refer to **Section 4.3** and **Table 5**).

2. Horizon Year
   a. Opening year of project
   b. Five years after opening.
   c. Twenty years after opening.
   d. Document and include all phases of development.

3. Data Collection
   a. AM and PM Peak period turning movement counts of site and study area.
      I. Collect turning movement counts mid week on non-holiday weeks
   b. Identify site and study area roadway and intersection geometries.
   c. Identify queue lengths at site and study intersections.
   d. Traffic control devices including traffic signals and regulatory signs.
   e. Traffic crash data.

4. Analysis period
   a. For each design year analyze site and study area road traffic for weekday A.M. and P.M. peak hours.
   b. Identify special event peak hour as necessary (study area roadway peak and site peak).

5. Trip Generation
   a. Use equations or rates available in latest edition of ITE Trip Generation.
   b. Where developed equations are unavailable for intended land use, perform trip rate study and estimation following ITE procedures or develop justified trip rate agreed to by the City Engineer.

6. Trip Distributions and Assignment
   a. Document distribution and assignment of existing, site, background, and future traffic volumes on surrounding roadway network of study area.

7. Capacity Analysis
   a. Level of Service (LOS) for all intersections.
   b. LOS for existing conditions, design year without project, design year with project.

8. Traffic Signal Impacts. For proposed Traffic Signals:

a. Traffic signal warrant study (prepared by developer).
b. Traffic signal construction drawings if traffic signal is warranted (prepared by developer).
c. Queuing analysis.
d. Identify traffic signal coordination with existing signals along the corridor.

9. Right-of-Way Access
   a. Identify right-of-way and physical conflicts.
   b. Investigate existence of federal or state, no access or limited access control lines.

10. Traffic Safety Analysis.
    a. Identify crash trends.
    b. Identify crash mitigation measures.

11. Design and Mitigation
    a. Determine and document safe and efficient operational design needs based on site and study area data.
    b. Identify operational concerns and mitigation measures to ensure safe and efficient operation.

Permit Level / Traffic Study Level V

Project generates more than 10,000 daily trips or more than 1,200 peak hour

1. Study Area
    a. Defined by City Engineer.
    b. The study area may include property frontage, neighboring and adjacent parcels, and require applicant to identify site, cross and next adjacent up and down stream access points within access category distance of property boundaries, the intersection of site access drives with state highways and any signalized and un-signalized intersection within ½ mile of the property line on each side of the project (Refer to **Section 4.3** and **Table 5**).

2. Horizon Year
    a. Opening year of project.
    b. Five years after opening.
    c. Twenty years after opening.
    d. Document and include all phases of development.

3. Data Collection
    a. AM and PM Peak period turning movement counts of site and study area.
        I. Collect turning movement counts mid week on non-holiday weeks
    b. Identify site and study area roadway and intersection geometries.
    c. Identify queue lengths at site and study intersections.
    d. Traffic control devices including traffic signals and regulatory signs.
    e. Traffic crash data.

4. Analysis period
    a. For each design year analyze site and adjacent road traffic for weekday A.M. and P.M. peak hours.
    b. Identify special event peak hour as necessary (adjacent roadway peak and site peak).

5. Trip Generation
    a. Use equations or rates available in latest edition of ITE Trip Generation.
    b. Where developed equations are unavailable for intended land use, perform trip rate study and estimation following ITE procedures or develop justified trip rate agreed to by the City Engineer.

6. Trip Distributions and Assignment
    a. Document distribution and assignment of existing, site, background, and future traffic volumes on surrounding network of study area.

7. Capacity Analysis
    a. Level of Service (LOS) for all intersections.
    b. LOS for existing conditions, design year without project, design year with project.

8. Traffic Signal Impacts
    a. Traffic signal warrant study (prepared by developer).
    b. Traffic signal construction drawings if traffic signal is warranted (prepared by developer).

c. Queuing Analysis.
d. Identify traffic signal coordination with existing signals along the corridor.

9. Right-of-Way Access
   a. Identify right-of-way, geometric boundaries and physical conflicts.
   b. Investigate existence of federal or state, no access or limited access control line.

10. Traffic Safety Analysis
    a. Identify crash trends.
    b. Identify crash mitigation measures.

11. Design and Mitigation
    a. Determine and document safe and efficient operational design needs based on site and study area data.
    b. Identify operational concerns and mitigation measures to ensure safe and efficient operation pursuant to appropriate state highway access category.

Application Submittal and TIS Report Format

The applicant must submit one complete application with attachments to the City Engineer. Please include scaled schematic drawings illustrating alignment, number of lanes, lane widths, signing, and pavement markings. If traffic signal modifications are proposed, drawings must show signal phasing, signal head locations and lane markings.

The Traffic Impact Study must follow the recommended format below.

1. Introduction and summary
2. Proposed project description
3. Existing study area conditions
4. Analysis of existing conditions
5. Projected site trips
6. Analysis of projected traffic
7. Conclusions and recommendations

Action Items

Woods Cross City

Ryan Westergard
Mayor

Bryce K Haderlie
City Administrator

Public Works Department
Sam Christiansen
Public Works Director
1555 South 800 West, Woods Cross, Utah 84087
Phone: 801-292-4421 Fax: 801-292-2225

Memorandum

DATE: June 29, 2026

TO: Mayor and City Council

FROM: Sam Christiansen, Public Works Director

SUBJECT: A Resolution Approving the Road Marking Modifications of the 1900 S 1100 W and 1500 S 1100 W Intersections

Recommendation:

City Staff recommends approving the Resolution approving the Road Marking Modifications of the 1900 S 1100 W and 1500 S 1100 W intersections with the 1900 S intersection receiving the markings as shown in an attachment and the 1500 S intersection having the fog-lines (edge-lines) removed from within 200 ft of the intersection in all directions.

Budget:

The cost of the 1900 S 1100 W road markings will be approximately $1,500

The cost of the 1500 S 1100 W road markings will be approximately $700

The city will save on contractor mobilization fees if both intersections are painted at the same time, along with other yearly maintenance, such as straight-line painting (Centerlines and fog lines). The costs of the layout exhibit and painting the road markings will be paid out of the Street Maintenance Budget 21-40-410 in the Class C Fund.

Background:

1900 S 1100 W

Since working with the Meadow Crossing PUD, off 1900 S and 1100 W, to get the road dedicated and the old sign island removed from the roadway, City staff have received requests to paint a dedicated left-turn lane now that the 1900 S asphalt is at full width at 1100 W. Residents and staff have observed increased traffic backing up on 1900 S when someone attempts to turn left onto 1100 W during Legacy Prep School drop-off/pick-up. With the forthcoming 4-way stop at 1970 S (currently awaiting Wood Preserve installation), backing up on 1900 S will increase during drop-off/pick-up hours and rush hour.

City staff reviewed whether painting turn lanes at this intersection complied with the Manual of Uniform Traffic Control Devices (MUTCD) warrants. No specific warrants apply, and a traffic study is not required in this situation. JUB traffic engineers have confirmed this. The only requirements are to meet lane widths and the centerline (double yellow) taper length. Staff

measured the widths and lengths and had JUB draw an exhibit for the road paint plans, to be kept on file.

1500 S 1100 W

City Staff have received numerous requests to install dedicated right-turn lanes at the 1500 S and 1100 W intersection, highlighting concerns about the confusing solid white edge line and instances of vehicles turning right onto the paved shoulder between the curb and edge line. Chief Bigelow has investigated this issue, and the Utah Highway Patrol has confirmed that turning in this shoulder is illegal as it is currently painted, underscoring the safety risks involved.

In response, City Staff analyzed relevant standards, including the MUTCD and state law, to assess the feasibility of modifying the road markings to create dedicated right-turn lanes. JUB traffic engineers indicate that implementing such lanes would require comprehensive traffic studies, intersection redesign, acquisition of right-of-way from property owners, and significant construction costs. Additionally, the current asphalt width cannot accommodate a four-way intersection with dedicated turn lanes, especially considering the access needs of oil trucks serving Peak Asphalt at 991 W 1500 S.

A practical solution is to remove the fog lines and solid white markings approximately 200 feet from the intersection on all approaches. This alteration would provide the necessary lane width and enable vehicles to make legal right turns, pulling closer to the curb as required by Utah State Code 41-6a-801 (1), which mandates that right turns be made as close as practicable to the right-hand edge of the road, edge lines, or curb.

Implementing this change would allow vehicles to turn right when sufficient space is available, aligning this intersection with similar setups across the county and ultimately improving flow. The existing white lines would be ground or sealed over. Since the designated school crossing does not currently apply at this location as part of the safe route to school for Woods Cross Elementary, the existing school-related road markings would be removed, and standard pedestrian crossings and stop bars would be installed instead.

Looking ahead, if traffic demands increase or if directed by the city council, the intersection can be expanded and upgraded to meet MUTCD standards, which may include adding dedicated right-turn lanes. This ensures the intersection accommodates current traffic needs while allowing for future improvements, supporting efficient movement for all users.

RESOLUTION 2026-2007

A RESOLUTION APPROVING THE ROAD MARKING MODIFICATIONS OF THE 1900 S 1100 W AND 1500 S 1100 W INTERSECTIONS

WHEREAS, Woods Cross City is responsible for the safe operation and maintenance of public streets under its jurisdiction; and

WHEREAS, the State of Utah has adopted the Utah Manual on Uniform Traffic Control Devices (2009 MUTCD Edition) as the governing standards for traffic control devices on public roads; and

WHEREAS, the Utah MUTCD requires that traffic control devices, including pavement markings, be based upon engineering judgment or engineering study and be uniform throughout the jurisdiction; and

WHEREAS, Woods Cross City Code 14-06-020 authorizes the City to regulate traffic following the Utah MUTCD, install and maintain traffic control devices, and improve public streets in the interest of public safety; and

WHEREAS, the City Staff has evaluated existing intersection pavement markings and has identified locations where modifications are warranted to improve safety, operational efficiency, and compliance with current engineering standards; and

WHEREAS, the City Council finds that approving such modifications serves the public health, safety, and welfare.

NOW, THEREFORE, BE IT RESOLVED, by the City Council of Woods Cross City, Utah:

1. The Mayor is authorized to sign this resolution.

2. The intersections will be modified as shown in the exhibits described in the memo

3. This Resolution shall become effective immediately upon its adoption

PASSED AND ADOPTED BY THE CITY COUNCIL OF WOODS CROSS CITY, STATE OF UTAH, ON THIS 7th DAY OF JULY 2026.

WOODS CROSS CITY
A MUNICIPAL CORPORATION

ATTEST:

RYAN WESTERGARD, MAYOR

ANNETTE HANSON, CITY RECORDER

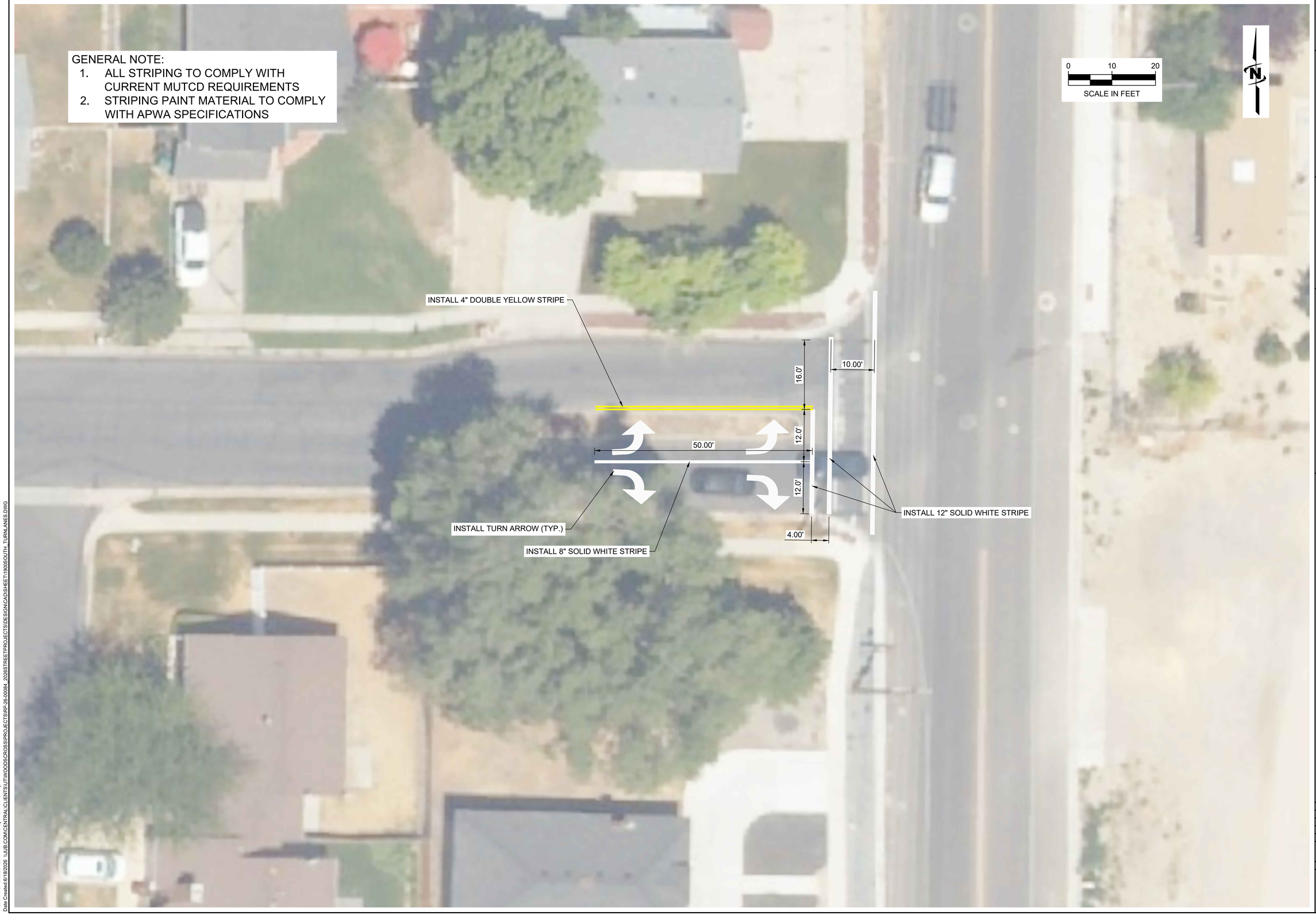
Voting:

Julie Checketts	Yea ___	Nay ___	
Eric Jones	Yea ___	Nay ___	
Wallace Larrabee	Yea ___	Nay ___	
Jim Grover	Yea ___	Nay ___	
Rachel Peterson	Yea ___	Nay ___	
Ryan Westergard	Yea ___	Nay ___	*[tie vote only]*

WOODS CROSS CITY CORPORATE SEAL DAVIS COUNTY UTAH

GENERAL NOTE:

1. ALL STRIPING TO COMPLY WITH CURRENT MUTCD REQUIREMENTS
2. STRIPING PAINT MATERIAL TO COMPLY WITH APWA SPECIFICATIONS



J-U-B ENGINEERS, INC.

J-U-B ENGINEERS, INC.
466 North 900 West
Kaysville, UT 84037
Phone: 801.547.0393
www.jub.com

PRELIMINARY PLANS

NOT FOR CONSTRUCTION

NO	DESCRIPTION	BY	APR	DATE
	REVISION			

1900 SOUTH TURN LANES
CITY OF WOODS CROSS CORPORATION

PLAN VIEW

FILE : 1900SOUTH_TURNLANES
JUB PROJ. # : RP-26-00084
DRAWN BY: PDL
DESIGN BY: PDL
CHECKED BY: MJC

ONE INCH
AT FULL SIZE. IF NOT ONE INCH, SCALE ACCORDINGLY

LAST UPDATED: 6/18/2026

SHEET NUMBER:

EXH A

Plot Date:6/18/2026 12:38 PM Plotted By: Matthew Crump
Date Created:6/18/2026 \\JUB.COM\CENTRAL\CLIENTS\UT\WOODSCROSS\PROJECTS\RP-26-00084_2026STREETPROJECTS\DESIGN\CAD\SHEET\1900SOUTH_TURNLANES.DWG

Discussion Items

STAFF REPORT

To: Mayor Westergard, City Council Members

From: Curtis Poole, Community Development Director

Date: July 9, 2026

Re: Code Text Discussion – Second Driveway and Front Yard Hard Surface Coverage

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Background

The City Council requested that staff further evaluate the city's regulations governing residential driveways and hard surface coverage to determine whether amendments to the code should be considered. Specifically, the Council asked staff to research how neighboring communities regulate multiple driveways, front yard hard surface coverage, and driveway surfacing materials.

Staff reviewed the regulations of several cities throughout Davis County to identify common practices and to determine whether the city's current standards are consistent with surrounding communities.

Staff Follow-Up

Staff reviewed the ordinances of Bountiful, Layton, North Salt Lake, Centerville, Kaysville, Farmington, Syracuse, West Bountiful, and Clinton. While each city regulates residential driveways differently, several consistent themes emerged.

Multiple Driveways

- Most cities allow two driveways on residential lots, although the allowance is typically subject to minimum lot frontage, driveway separation requirements, or maximum combined driveway width.
- Maximum driveway widths generally range from 30 to 35 feet, with the minimum width of 10 to 12 feet.
- Most cities have minimum lot frontage requirements between 80 to 100 feet to permit a second driveway.

Front Yard Hard Surface Coverage

- Most cities limit hard surface coverage within the required front yard to 50 percent.
- Bountiful and Centerville allows up to 60 percent impervious surface coverage for the entire lot, while still requiring that at least 50 percent of the required front yard remain landscaped.
- No city allows for more than 50 percent hard surface coverage in the front yard area

Driveway Surface Materials

- Most cities require driveways to be constructed of hard surface materials such as concrete or asphalt.
- Farmington permits gravel parking areas but does not establish construction standards.
- Clinton allows gravel only for accessory parking areas and requires specific construction standards, including minimum gravel depth and edging to prevent migration of gravel.

Parking in Front Yards

- Nearly every city prohibits creating additional paved parking areas between the home and the road outside of approved driveways.
- Several cities regulate recreational vehicle parking separately by limiting where RVs and trailers may be parked or requiring that they remain on approved driveways.
- A few cities specify that RV's and trailers parked on the second driveway must be behind the front yard setback, with two cities requiring they also must be behind a fence.

Overall, staff found that neighboring cities generally emphasize preserving landscaped front yards while allowing flexibility for additional driveways when adequate lot size, frontage, and spacing standards are met. Most cities require hard-surface driveways, with very limited exceptions for gravel.

Council Discussion

As the Council considers whether amendments to code are appropriate, staff recommends discussing the following policy questions:

- Should the city require all driveways, including second driveways, and parking pads be constructed of hard surface materials, or should gravel be permitted under specific circumstances?
- If gravel parking areas are allowed, should minimum construction standards (such as gravel depth, edging, and maintenance requirements) be established?
- Should the city limit front yard hard surface coverage to preserve landscaping?
- Should additional driveways be permitted on all residential lots, or only on larger lots or those with sufficient street frontage?

Recommendation

Staff recommends that the City Council review and discuss the findings and provide policy direction regarding whether amendments to code should be drafted.

Memo

To: Woods Cross Mayor and City Council

From: Bryce K Haderlie, City Administrator

Date: July 1, 2026

Re: FY27 Capital Projects Discussion

This agenda item is for the City Council to determine which capital projects will be included in the final FY27 budget. This will require the City Council evaluating the attached capital projects lists and determining which projects will be added to the budget as one-time (green) expenses, or ongoing (orange) expenses. The projects that are approved will be added to the final budget that will be presented on August 4, 2026.

For each of the related funds, we have **shown in black** and the budget screenshot, the budgeted transfer to fund balance or use of fund balance when that is the case. The **cash on hand as of July 1, 2026 (fund balance) is shown in blue.**

General Fund, Transfer to fund balance $276,843 (this is reducing the $276,863 by $20,000 for the Comm. Srvcs. PT Emp.)

Cash July 1, 2026 = $1,662,986.21

Account Number	Account Title	PY 2024-25 Actual Rev/Exp	FY 2026-27 Interim Budget	FY 2026-27 Final Budget	Dollar Increase Yr/Yr	Budget Balance (0 = Balanced)
10-90-990	**BUDGETED INCREASE TO FUND BALANCE**	0	**314,420**	**276,863**	(37,557)	
Totals:		1,348,865	1,687,534	1,649,977	(37,557)	0
Total General Fund Expenditures		8,808,462	10,059,292	10,059,292	0	
Net Revenue over/(under) Expenditures		78,707	0	0	0	

RAP Tax Fund GL 23, Transfer to fund balance $592,000 (We have anticipated at least $250,000 annually to the City Hall/Hogan Park Bond from this $592,000, and we might need $300,000 annually)

Cash July 1, 2026 = $924,719.60

Account Number	Account Title	PY 2024-25 Actual Rev/Exp	FY 2026-27 Interim Budget	FY 2026-27 Final Budget	Dollar Increase Yr/Yr	Budget Balance (0 = Balanced)
23-40-920	BUDGETED INCREASE TO FUND BALANCE	0	592,000	592,000	0	
Total Fund Expenditures		127,326	602,000	602,000	0	
Net Revenue over/(under) Expenditures		449,785	0	0	0	

Class C Special Revenue Fund GL 21, Transfer to fund balance $0.00, (This fund is using $575,117 of fund balance this year)

Cash July 1, 2026 = $2,119,175.70

Account Number	Account Title	PY 2024-25 Actual Rev/Exp	FY 2026-27 Interim Budget	FY 2026-27 Final Budget	Dollar Increase Yr/Yr	Budget Balance (0 = Balanced)
21-40-990	BUDGETED INCREASE TO FUND BALANCE	0	**0**	**0**	0	
21-90-910	TRANSFER TO GENERAL FUND	0	0	0	0	
Total Fund Expenditures		1,298,870	1,935,117	1,935,117	0	
Net Revenue over/(under) Expenditures		168,364	0	0	0	

Parks Impact Fee Fund GL 24, Transfer to fund balance $115,000

Cash July 1, 2026 = $66,507.82

Account Number	Account Title	PY 2024-25 Actual Rev/Exp	FY 2026-27 Interim Budget	FY 2026-27 Final Budget	Dollar Increase Yr/Yr	Budget Balance (0 = Balanced)
24-40-990	BUDGETED INCREASE TO FUND BALANCE	0	0	115,000	115,000	
Total Fund Expenditures		6,002	11,500	126,500	115,000	
Net Revenue over/(under) Expenditures		-44,304	0	0	0	

Water Enterprise Fund GL 51, Transfer to fund balance $50,739

Cash July 1, 026 = $918,366.23

Account Number	Account Title	PY 2024-25 Actual Rev/Exp	FY 2026-27 Interim Budget	FY 2026-27 Final Budget	Dollar Increase Yr/Yr	Budget Balance (0 = Balanced)
51-40-990	**FUND BALANCE-INCREASE/DECREASE**	0	**50,739**	**50,739**	**0**	
Total Fund Expenditures		2,000,816	9,883,740	9,883,740	0	
Net Revenue over/(under) Expenditures		513,655	0	0	0	

Water Impact Fee Fund GL 53, Transfer to fund balance $0.00 ($75,000 is being used from the fund balance for budget expenses)

Cash July 1, 2026 = $571,361.00

Account Number	Account Title	PY 2024-25 Actual Rev/Exp	FY 2026-27 Interim Budget	FY 2026-27 Final Budget	Dollar Increase Yr/Yr	Budget Balance (0 = Balanced)
53-39-900	FUND BALANCE APPROPRIATION	0	75,000	75,000	0	
Totals:		97,602	148,000	148,000	0	0

Storm Drain Fee Enterprise Fund GL 56, Transfer to fund balance $0, however, $281,000 has been earmarked for CIP projects. (Reducing this amount will put $ into the fund balance, raising this amount will require the use of fund balance (savings))

Cash July 1, 2026 = $1,007,653.43

Account Number	Account Title	PY 2024-25 Actual Rev/Exp	FY 2026-27 Interim Budget	FY 2026-27 Final Budget	Dollar Increase Yr/Yr	Budget Balance (0 = Balanced)
56-39-900	FUND BALANCE APPROPRIATION	0	16,010	16,010	0	
Totals:		714,655	1,058,834	1,058,834	0	0
56-61-705	**CIP Projects List**		281,000	281,000	0	
56-40-990	FUND BALANCE- INCREASE	0	0	0	0	
Total Fund Expenditures		593,653	1,058,834	1,058,834	0	

Stormwater Impact Fee Fund GL 57, Transfer to fund balance $47,000

Cash July 1, 2026 = $682,219.44

Account Number	Account Title	PY 2024-25 Actual Rev/Exp	FY 2026-27 Interim Budget	FY 2026-27 Final Budget	Dollar Increase Yr/Yr	Budget Balance (0 = Balanced)
57-40-990	FUND BALANCE-INCREASE	0	52,500	47,000	(5,500)	
Total Fund Expenditures		185	57,500	57,500	0	
Net Revenue over/(under) Expenditures		74,301	0	0	0	

Fleet Fund GL 61

Cash July 1, 2026 = $676,203.28

SUMMARY

While it is desirable to maintain a fund balance of 1-years revenue in each account, some portion of the fund balance or transfer to fund balance can be considered for capital projects. Staff will be prepared to discuss those balances during the course of the conversation.

The proposed capital projects are attached. The green column are one-time expenses and the orange column is ongoing expenses that would be added into the future budgets due to the nature of the expense/contract/appropriation.

PRIORITIES/RANKING

The senior staff members met and ranked the general fund projects in the order with #1 being of greatest overall priority to the city and going down in level of priority. Sam Christiansen has ranked the capital projects in public works funds based on his knowledge of each fund and related projects.

FY27 GENERAL FUND
ONE-TIME CAPITAL PROJECT AND LINE ITEM PROPOSALS

CAPITAL REQUESTS (ONE TIME EXPENSE)

Priority	Project	GL	Cost	Subtotal
1	PW Roof Repair over Offices	10-79-260	$40,000	$40,000
2	Replace Roadway Construction Signs/Markers	10-71-741	$5,000	$45,000
3	Bleachers for baseball fields (2 replacement, 1 new)	Rec, Prk, RAP?	$60,000	$105,000
4	Stand on Spreader Sprayer	Rec, Prk, RAP?	$10,000	$115,000
5	Truck Mounted Pressure Washer	Rec, Prk, RAP?	$8,000	$123,000
6	Stand on Aerator	Rec, Prk, RAP?	$14,000	$137,000
7	Traffic Safety Committee (Traffic counters & Code Update)	10-71-620	$10,000	$147,000
8	Onsite Generator rewire and make automatic (use existing Generator)	10-79-730	$45,000	$192,000
9	Citizen Corps Committee (Council Appointed) Codification	10-67-610	$6,000	$198,000
~~10~~	~~Snack Bar Refrigerators~~	~~Rec, Prk, RAP?~~	~~$4,000~~	~~$202,000~~
11	Portable Pickleball Nets	Rec, Prk, RAP?	$2,000	$204,000
12	Mills Park Lighting: $120,000 less 50% Grant Application	Rec, Prk, RAP?	$60,000	$264,000
13	Additional Motorized Blinds in Public Works Multipurpose Room	10-79-730	$10,000	$274,000
14	Jersey Barriers for Cleanup and City Events	10-71-741	$5,000	$279,000
15	Water Softener for Wash bay and Kitchen	10-79-730	$6,500	$285,500
16	Replace Pavilion worn/damaged pavilion tables	Rec, Prk, RAP?	$25,000	$310,500
17	Mills Park Restrooms- Cameras & Server	Rec, Prk, RAP?	$35,000	$345,500
18	2 Qty Shade Structures & benches (locations TBA)	Rec, Prk, RAP?	$50,000	$395,500
19	Additional Cameras at Public Works (rear yard and fuel tank)	10-79-730	$15,000	$410,500
20	Pedestrian Flasher signs for 800 W (Quantity 3 locations)	10-71-740	$30,000	$440,500
21	Dog Park Restroom	Rec, Prk, RAP?	$75,000	$515,500
23	Additional Banner Mounts and Banners on Locations on 800 W	Rec, Prk, RAP?	$6,500	$522,000
24	Street Light Improvements on 800 W from 1500 S going North (Decorative Poles)	10-51-740	$40,000	$562,000
25	Christmas Decoration	Rec, Prk, RAP?	$12,000	$574,000
26	Mills Annex Plans Concept planning (Parking & Amenities)	Rec, Prk, RAP?	$25,000	$599,000
x	Banners for America 250, Memorial Day, Back to School	Rec, Prk, RAP?	$1,500	$600,500
	~~Private City Wi-Fi to parks for door locks and future cameras (Backbone Equipment FY26)~~	~~Rec, Prk, RAP?~~	~~$0~~	$600,500
	FY26 Budget Requests (not in any preferential order)			
	~~Cameras and Wi-Fi Expansion at Public Work~~	~~10-46-~~	~~$12,000~~	
	~~Water tank and Pressure Washer for Off season pavilion cleaning (ACT#?)~~	~~10-83-~~	~~$5,000~~	
	~~Water Softener for Kitchen and wash bay ACT#?)~~	~~10-79-~~	~~$6,000~~	
	~~Asphalt Sample Core Drill (10-71-740)~~		~~$10,000~~	
	~~Concrete repairs at Mountain View (10-83-260)~~	~~10-83-~~	~~$40,000~~	
	~~Excavation and ROW code update (10-71-310)~~		~~$5,000~~	
	~~Hydraulic Hose crimping tool and supplies for truck repair (10-71-740)~~		~~$6,000~~	
	~~Traffic Safety Committee Codification and Traffic Counter purchase (PD BUDGET?) (ACT#?)~~		~~$8,000~~	
	~~2600 S Entrance Tree Buffer on 800 W (new Drip irrigate and tree replacements, and rock Xeriscape)(ACT#?) $40,000 per year until complete (3-5 yrs.)~~	~~10-83-~~	~~$40,000~~	

FY27 GENERAL FUND
ONGOING CAPITAL PROJECT AND LINE ITEM PROPOSALS

LINE ITEM INCREASES (ONGOING EXPENSE)

Priority	Project	GL	Cost	Subtotal
1	Website maintaince & support	10-42-310	$20,000	$20,000
2	Dog Park Operating Expenses	10-83-261	$10,000	$30,000
3	**Community Services Part-time Emp**	**10-86-111**	**$20,000**	**$50,000**
4	PD- Equipment over $5,000 (Replace 4 radios approx. $5,000 per radio, software, accessories). This is requested as an ongoing expense as radios age out.	10-60-741	$18,000	
5	PD- Professional Technical (Taser Upgrades - This $15K is added to the current $10K already budgeted for the current contract for $25K total per year for 5 yrs)	10-60-310	$15,000	$615,500
5	Axon LPR's for 17 vehicles 5 year lease	10-60-310	$12,000	$62,000
6	Additional Seasonal - Parks Department	10-83-111	$15,000	$77,000
7	PD- Schools, Seminars & Training - Increase to $30K	10-60-230	$10,000	$87,000
9	New Police Officer	10-60-110,135	$230,000	#REF!
10	New Police Sergeant	10-60-110,135	$254,000	#REF!
11	Axon LPR's for four vehicles 5 year lease; or	10-60-310	$5,000	#REF!
12	Flock Stationary (pole mounted) LPR x 11	10-60-310	$35,500	#REF!
x	Beautification increase to put flowers in more areas	Rec, Prk, RAP?	$6,500	#REF!
	FY26 Budget Requests (not in any preferential order)			
	~~New Police Sergeant~~	~~10-35-610~~	~~$254,000~~	
	~~Street light Improvements (new installation requests and Light Upgrades as approved by City Council)~~	~~10-60~~	~~$50,000~~	
	~~New Police Officer~~	~~10-60-310~~	~~$230,000~~	

FY27 CAPITAL PROJECT PROPOSALS

CAPITAL REQUESTS AND LINE ITEM INCREASES (ONE TIME EXPENSE)

Priority	CLASS C SPECIAL REVENUE FUND GL 21	TYPE	COST	Subtotal
	Concrete last island on 500 S (far West one)	21-40-620	$55,000	$55,000
	Traffic Utility Fee Study & Traffic Facilities Plan	21-40-310	$66,000	$121,000
#	RAP TAX GL 23	TYPE	COST	Subtotal
#	PARKS IMP FEE GL 24	TYPE	COST	Subtotal
	Parks Imp Fee Facilities Plan & Analysis (IFFP, IFA) Studies	24-40-310	$10,000	$10,000
#	WATER ENTERPRISE FUND GL 51	TYPE	COST	Subtotal
1	DDW Mandates: Source Protection Plan, Lead Service Line Inventory	51-40-xxx	$77,000	$77,000
2	Well 3 Rehab	51-61-702	$2,500,000	Bond
3	Reservoir Replacement	51-61-703	$4,000,000	Bond
5	1400 S Water Line Project- $180k from CDBG Grant ($250K total)	51-40-7xx	$70,000	$147,000
6	SCADA System- Replace out-of-business product	51-40-7xx	$230,000	$377,000
7	1500 S 830 W to 934 W Water Line Engineering and permits	51-40-xxx	$21,300	$398,300
	Not Included In FY26 Budget (not in any preferential order)			
	Additional Elements Feature for Water (Additional to 51-40-310)	One Time	$10,000	$387,000
#	WATER IMPACT FEE FUND GL 53	TYPE	COST	Subtotal
1	**Water Imp Fee Facilities Plan & Analysis (IFFP, IFA) Studies**	**53-40-310**	**$10,000**	**$10,000**
2	Water Impact Fee Assessment set for Reservoir Replacement	53-40-310	TBD	
#	STORM DRAIN FEE ENTERPRISE FUND GL 56	TYPE	COST	Subtotal
1	A2 Drain Tree removals and ditch cleanout PY Carry Forward	56-40-620	$55,000	$55,000
2	1875 S 400-500 W S-Drain pipe lining **(New GL 56-61-702)**	56-61-702	$150,000	$205,000
3	2425 S Nature Preserve Outlet Proj **(New GL 56-61-703)**	56-61-703	$41,000	$246,000
4	Spill Response Trailer: PY Carry FWD	56-40-740	$15,000	$261,000
5	Elements Features for Storm Water (Addition to 56-40-310)	56-40-310	$5,000	$266,000
6	SWPPP Update required by DWQ	56-40-310	$15,000	$281,000
	Not Included In FY26 Budget (not in any preferential order)			
	500 S Storm Drain Repair	CIP	$500,000	
	Elements Features for Storm Water (Additional to 56-40-310)	One time	$10,000	
	Spill Response Trailer	CIP	$15,000	
#	STORMWATER IMPACT FEE FUND GL 57	TYPE	COST	Subtotal
1	Imp Fee Facilities Plan & Analysis (IFFP, IFA) Studies	57-40-310	$10,500	$10,500
#	Fleet Fund 61	TYPE	COST	Subtotal
1	Leasable Equipment- Public Works Backhoe, Skid Steer	61-70-xxx	$132,500	$132,500
2	Bobtail Replacement	61-70-171	$300,000	$432,500
3	Paint Trailer- Streets	61-70-171	$6,000	$438,500
4	Vac Trailer- Water	61-70-510	$130,000	$568,500
5	Pickup Truck- Storm Water	61-70-560	$60,000	$628,500
6	7 Police Vehicles	61-70-160	630,000	$1,068,500

FY27 CAPITAL PROJECT AND LINE ITEM PROPOSALS

LINE ITEM INCREASES (ONGOING EXPENSE)

Priority	WATER ENTERPRISE FUND GL 51	GL	COST	Subtotal
1	Meters & Small Tools- Increase over PY's expenditures	51-40-741	$17,000	$17,000
2	Chlorinator yearly Service	51-40-620	$3,800	$20,800
3	Road Repairs from Emergency Waterline repair (ACT#?)	New GL	$15,000	$35,800
4	Sinking Fund for future Meter Replacements	?	$100,000	$135,800
	Not Included In FY26 Budget			
	Road Repairs from Emergency Waterline repair (ACT#?)	51-40-250	$20,000	

Memo

To: Woods Cross Mayor and City Council

From: Bryce K Haderlie, City Administrator

Date: July 1, 2026

Re: Compensation of Elected Offices and Planning Commission Members

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Following the required public hearing, there was discussion at the June 12th meeting to postpone the compensation of the Mayor, City Council, and Planning Commission members. Curtis Poole spoke to the planning commission at their last meeting, and they felt that due to the small amount of the increase, .98 cents per meeting, keeping the compensation on par with inflation seems reasonable and less than $175 for the year.

The compensation increase for the Mayor is $380 for the year, and $197 per city council member, or $1,182 total all of the city council members.

Office or Position	FY26 Compensation	FY26 Compensation	% Increase
Mayor	$15,872 yr.	$16,252 yr.	2.4%
City Council Members	$8,192 yr.	$8,389 yr.	2.4%
Planning Commission Members	$53.25 per mtg.	$54.53 per mtg.	2.4%

Because the public hearing has been held, the city council can indicate what increases you want included in the budget and they can be included in final budget.

Memo

To: Woods Cross Mayor and City Council

From: Bryce K Haderlie, City Administrator

Date: July 1, 2026

Re: 2025 Water Bond Discussion

This agenda item is to discuss the 2025 Water Revenue Bond projects and seek council approval to appropriate $900,000 of the 2025 bond funds towards the 1500 S Reservoir Replacement project.

BACKGROUND

At the August 19, 2025, City Council meeting, we discussed anticipated project costs for the 1100 W waterline replacement, redrilling well 3, and replacement of a water tank near 1500 S and Orchard Drive in Bountiful. The City Council authorized the issuance of $8,000,000 in bonds for those projects with $500,000 of that being project contingency. See the attached Aug. 2025 CIP Plan for more detail.

CURRENT PROJECT STATUS

1100 W Waterline - To date, the total project cost is approximately $406,650 below the anticipated $1,200,000 (we are awaiting a final engineering invoice).

Well #3 – The well drilling bid came in below the estimate, but the wellhouse and associated infrastructure cannot be bid until after the well drilling and flow tests are completed. We are optimistic that the total project cost may still come in at or below the anticipated cost of $2,282,162.

Any savings can be put towards elements of the water tank or other water projects once the well project is completed.

1500 S Reservoir Replacement - The project estimate used for the bonds was $4,012,236. However, the low bid is $4,827,527, with engineering and other expenses anticipated to exceed $450,000. We are looking for ways to reduce the current total cost estimate of $5,277,527 and maximize the tank size.

Soil shoring (retaining the soil banks around the tank during construction) has been one element of the project that exceeded original estimates. Fuel expenses and other inflationary factors have also been major factors in the bid that exceeded the estimate.

The bid for the reservoir project was structured to enable the contractor and the city to work together to reduce costs while maintaining maximum tank volume. A contract and bid award with firm costs is anticipated to come before the council in August 2026 for approval.

DISCUSSION AND STAFF RECOMMENDATION

The purpose of the discussion is to obtain council approval to allocate $400,000 from the 1100 W waterline project and the $500,000 contingency towards the 1500 S Reservoir Replacement project, so that we can maximize the tank volume toward the desired 1.5 million gallons. The discussion and direction from the council tonight will be memorialized on the water tank contract.

2025 August Updated Capital Improvement Plan

Fiscal Year	Location	Description	Exist type	Age	Leaks	New Size	Length Ft	Cost/LF	Project total in 2024 dollars	FY Total
2025 Bond Projects	Well 3	Well 3 Replacement (Drill, new well house) includes Design/construction JUB costs, and 10% contingency							$2,282,162.00	$7,494,398.00
	1100 W	2600 S to 2150 S. Includes construction inspection, 20% contingency and some design costs	6" CI	1963	3	12"	1300	Per Est	$1,200,000.00	
	1500 S Reservoir Replacement and upsize	Reservoir Replacement (1500 S reservoir #1 not in service, Leaks)Includes Design, Inspections, and 10% contingency	.5 Million	1950s	1	1.5 Million			$4,012,236.00	
2026	Treatment Plant	GAC Replacement and Vessel Repair						Per Est	$250,000.00	$250,000.00
UDOT related betterments	Train station area	Upsize line 10 inch to 12 inch that is being relocated(approximately 400 Ft)	10" CI	1990s		12"			$30,000.00	$131,785.00
	Sorrento 1-15 crossing	replace the line under the freeway. UDOT Will be extending the casing	8" CI	1960s		8"		$203.57	$101,785.00	
2027	1500 S	830 W to 934 W	10" CI	1950s	2	16"	1000	$280.92	$280,920.00	$618,024.00
	1500 S	934 W to 1070 W	10" CI	1950s	2	16"	1200	$280.92	$337,104.00	
2028	700 W	700 W and 720 W Horseshoe	6" CI	1960s	1	8"	1800	$203.57	$366,426.00	$616,426.00
	SCADA	SCADA system Replacement		1990					$250,000.00	
2029	1300 S	675 W to 800 W	6" CI	1970s		8"	1000	$203.57	$203,570.00	$407,140.00
	1400 S	675 w to 800 W	6" CI	1970s	1	8"	1000	$203.57	$203,570.00	
2030	1100 S	675 W to 800 W	6" CI	1970s		8"	1100	$203.57	$223,927.00	$473,927.00
	Treatment Plant	GAC replacement						Per Est	$250,000.00	
2031	WX Elem & 760 W	Woods Cross Elementary	6" DI	1970s	1	8"	1200	$203.57	$244,284.00	$437,675.50
	440 W	440 W and 1875 S	6/12 CI	1960s		8"	950	$203.57	$193,391.50	
2032	1500 S	300 W to 500 W	6/16" CI	1930/1950s		16"	1100	$280.92	$309,012.00	$309,012.00
2033	1900 S	Sorrento to 800 W	4/6" CI	1950s		8"	1100	$203.57	$223,927.00	$223,927.00
2034	500 W	1500 S to 800 S	8 or 6" CI	1967		12"	2400	$254.86	$611,658.00	$611,658.00
2035	Treatment Plant	GAC replacement						Per Est	$275,000.00	$621,069.00
	875 W	1175 S to 1500 S	6" DI	1977	6	8"	1700	$203.57	$346,069.00	
2036	1900 S	800 W to Sorrento	6/4" CI	1965	1	8"	1100	$203.57	$223,927.00	$468,211.00
	1935 S	800 W 925 W	6" CI	1979	3	8"	1200	$203.57	$244,284.00	
2037	1500 S	200 W to 500 W	6/16" CI	1930/1950s	5	16"	1100	$280.92	$309,012.00	$309,012.00

Staff Reports

Community Development Report

MEMORANDUM

To: Mayor Westergard, City Council Members

From: Curtis Poole, Community Development Director

Date: July 7, 2026

Re: Community Development Department Report

Woods Cross City

Below is the report for the month of June.

Building Permits and Land Use Applications

- 19 Residential Building Permits (1 New Single-Family)
  - $2,820,900 total valuation
  - $37,150 total permit fees
- 2 Site Plan Applications
- 6 Miscellaneous Land Use Applications

Business Licenses

- 9 new Business Licenses
- 4 new Home Occupation Licenses
- 721 total Business Licenses

Code Enforcement

- 43 new Cases
- 172 total Active Cases
- Top Cases
  - Weeds
  - Parking violations – parking on lawn, illegal driveways, inoperable vehicles, etc.

Updates

- The Moderate-Income Housing Report has been submitted to the state. It was a smaller version than what had been required in the past. The legislature gave a small reprieve to cities this year; however, the larger reports will start again next year.
- Sam continues to work with our building permit and business license software provider to add all land use applications to the portal. This will allow applicants to upload, pay for, and track their applications from the portal. This will also allow all reviews to occur electronically.
- It's the time of year when weeds are growing tall. Leah is doing a great job keeping residents informed of the standards and ensuring properties are compliant. We continue to follow the process on cases which is, reach out to residents and provide

them reasonable time to comply. As discussed in a previous Council meeting, very few cases actually require legal action; however, we do have a couple of properties that are or will be going through the legal process.

- New construction projects underway
    - DC Customs and the Boat Shack – next to Pace's Dairy Ann
    - The Crossing townhomes – northeast of Woods Cross High and across 500 West from The Hills apartments
    - Salmon Electric office warehouse – 1379 S Redwood Road
- New businesses coming to the city
    - Graydaze Contracting – Specialty painting for warehouse and manufacturing industries – 2561 S 1560 W
    - General Water Technologies – Ultra-pure water filter manufacturer for hospitals and medical labs nationwide – 2261 S 1560 W
    - Sky Ventures – Streaming services to multi-family buildings – 2272 S 1560 W
    - Alpha Medical Supplies – Medical office and billing service provider – 1290 S 500 W
    - Care Medical Supplies – Medical office and billing service provider – 1290 S 500 W

Police Report

Police Department

City Council Report
June 2026

Dispatched/On View Calls

2026		2025	
January-	441	January-	475
February-	448	February-	420
March-	449	March-	474
April-	539	April-	530
May-	505	May-	595
June-	618	June-	503
July-		July-	568
August-		August-	578
September-		September-	639
October-		October-	520
November-		November-	385
December-		December-	426

Patrol Overview

June 2026		May 2026	
Calls for service-	618	Calls for service-	505
Reports-	214	Reports-	231
Citations-	104	Citations-	96
Physical Arrests-	16	Physical Arrests-	14
Use of Force-	00	Use of Force-	02

Detective Division

21- **Persons Crimes / Sexual Assault / Death Investigations /C.A.N.R. cases (child abuse neglect report)**

09- **Theft / Property / Fraud Cases**

46- **Cases closed with and without arrests.**

35- **Active cases.**

01- **Death Investigation.**

Use of Force Reviews

There were no use of force incidents in the month of June.

INVESTIGATIONS/ICAC

The investigations division was able to close out forty-six cases due to the lower number of new cases they were assigned this month.

Detective Timothy passed his remote pilot test to be a certified drone operator. Now both Detective Timothy and Detective Zierse are certified.

Detective Timothy and Detective Zierse participated in a weeklong ICAC chat operation that was hosted by Herriman P.D. The operation was successful with numerous arrests being made across the Wasatch Front.

Questions?

Public Works Report

Public Works

Department Report

May 2026

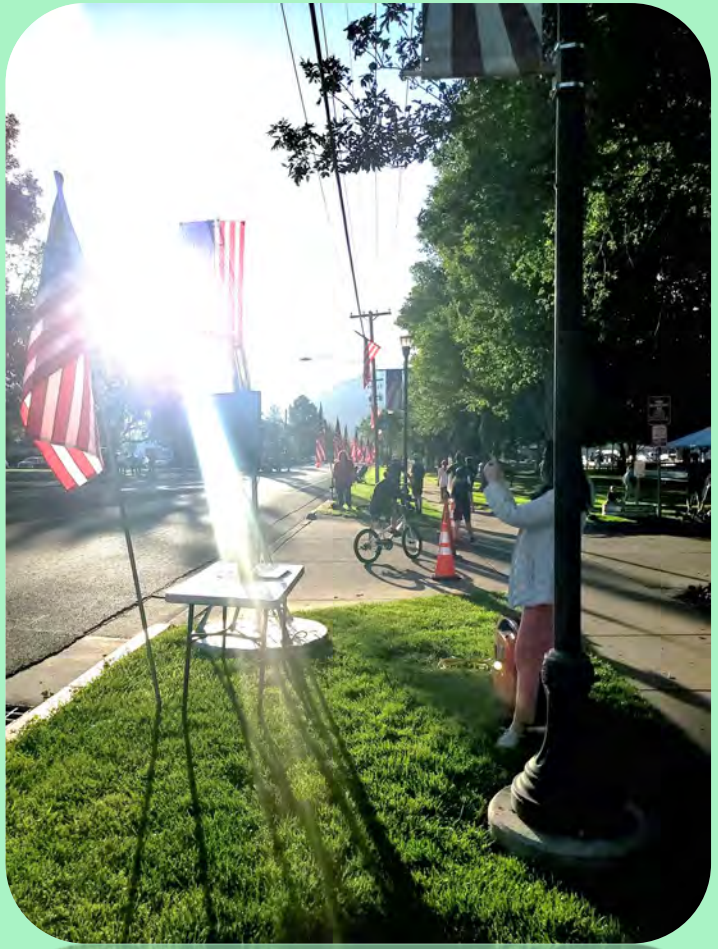
Sam Christiansen

Danny Rhodes

Woods Cross City

May Parks Tasks

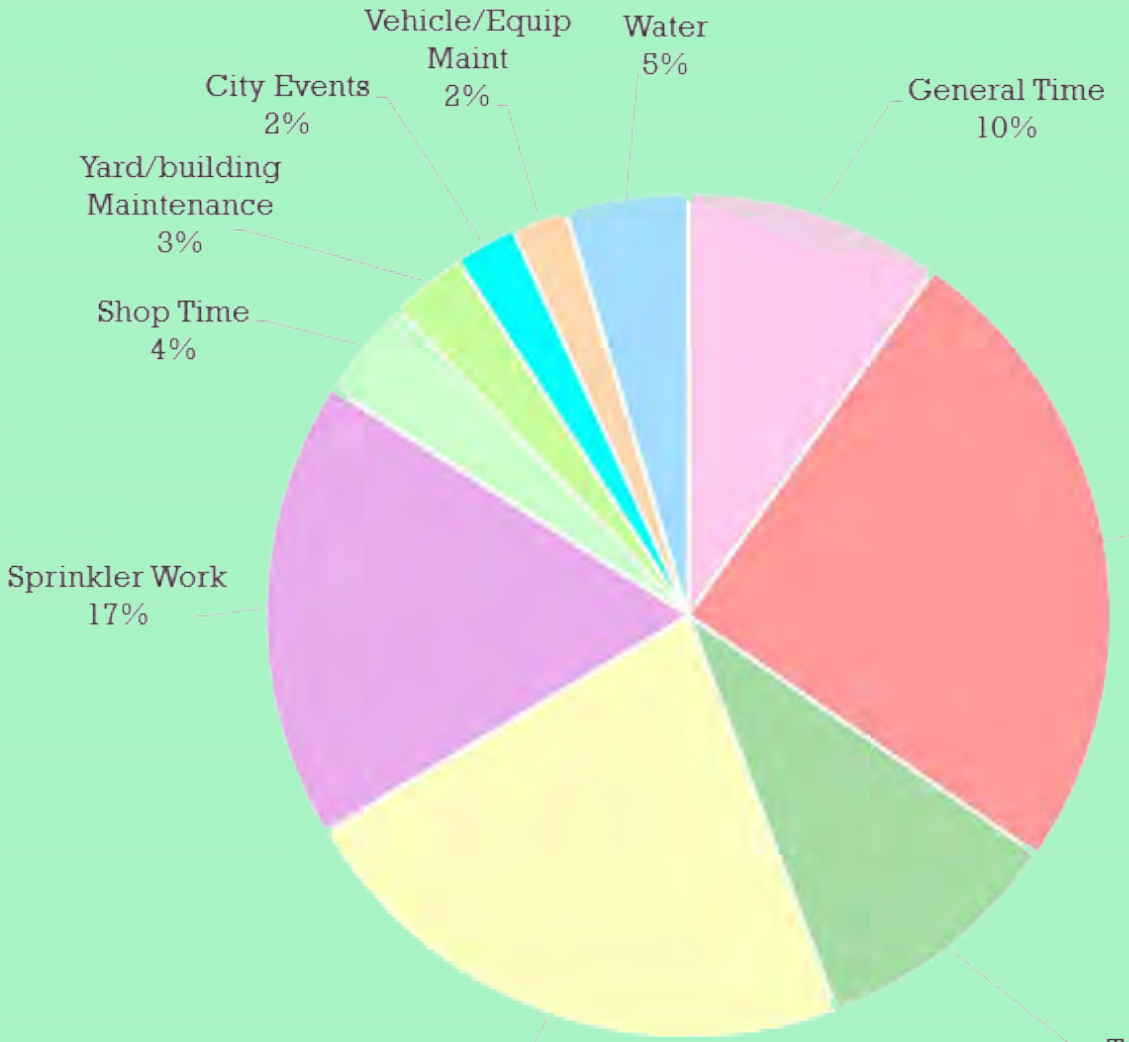
- Dog Park
  - Bird care
  - Grand Opening
  - Irrigation Repairs - 20 hours
- Tree care 5 hours
- Second mowing
- General cleanup
- Ball Field prep
- Park Inspections - 30 hours
- Playground Inspections - 10 hours
- Restroom cleaning
- Equipment maintenance
- Memorial Day Prep – 120 hours
- Pruning
- City-wide irrigation start-up
  - Repairs – 50 hours
- Gopher destruction
- Weed Spraying



Woods Cross City

Parks

Parks May 2025



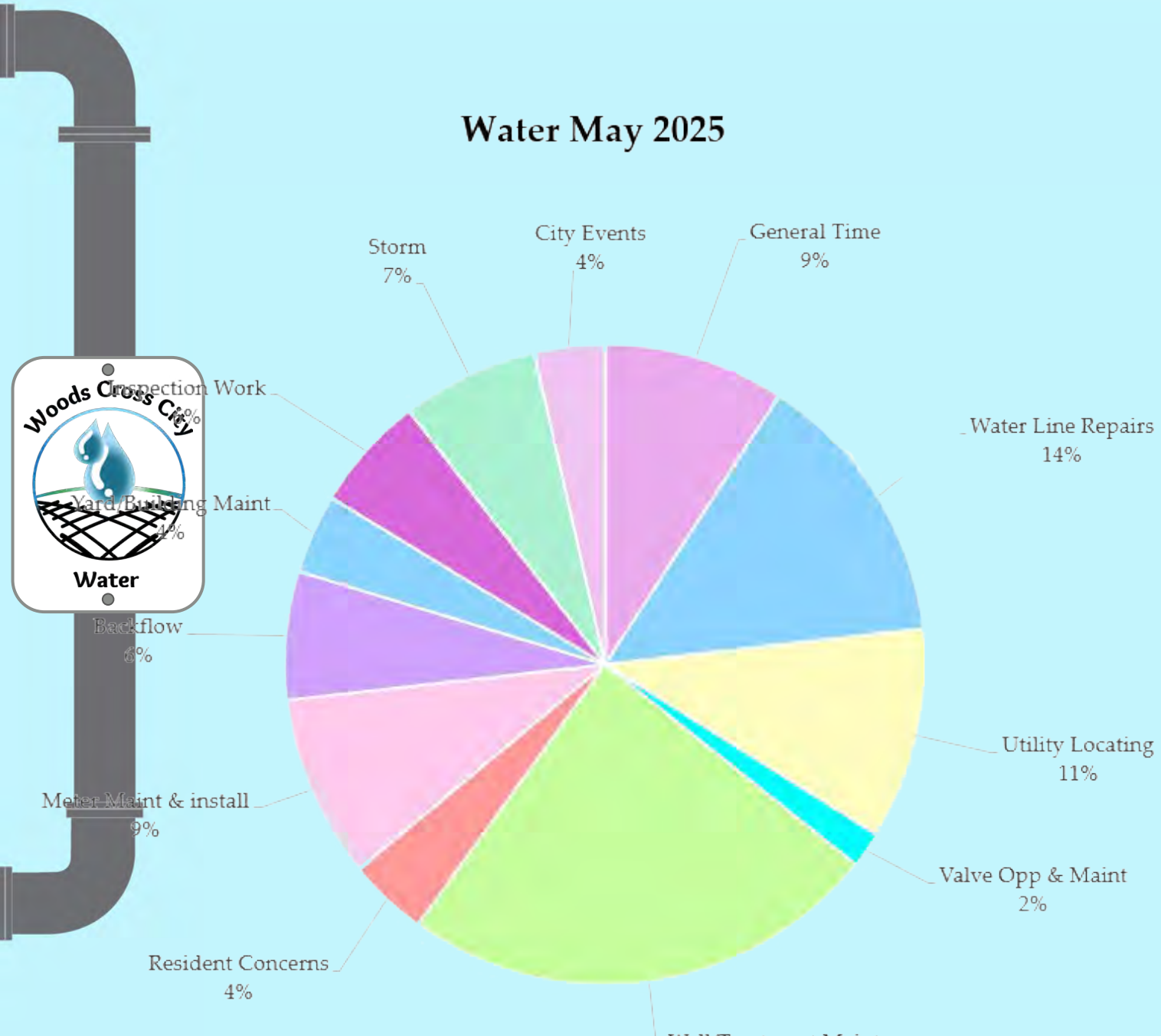
Woods Cross City
Parks

May Water Tasks

- 170 Bluestakes
- 2 Valve repairs on 2425 S
- 65 Shut-off notices non-payment
- 8 Meters shut-off non-payment
- 14 Leak Investigations
- 8 New meter Installs
- 18 Endpoint repairs
- Memorial day pre and event
- Valve/Hydrant Exercising
- PRV maintenance
- Monthly Bac-T Samples
- 1500 S Tank Project onsite meetings
- Dog park work/prep

Woods Cross City Water

Water May 2025

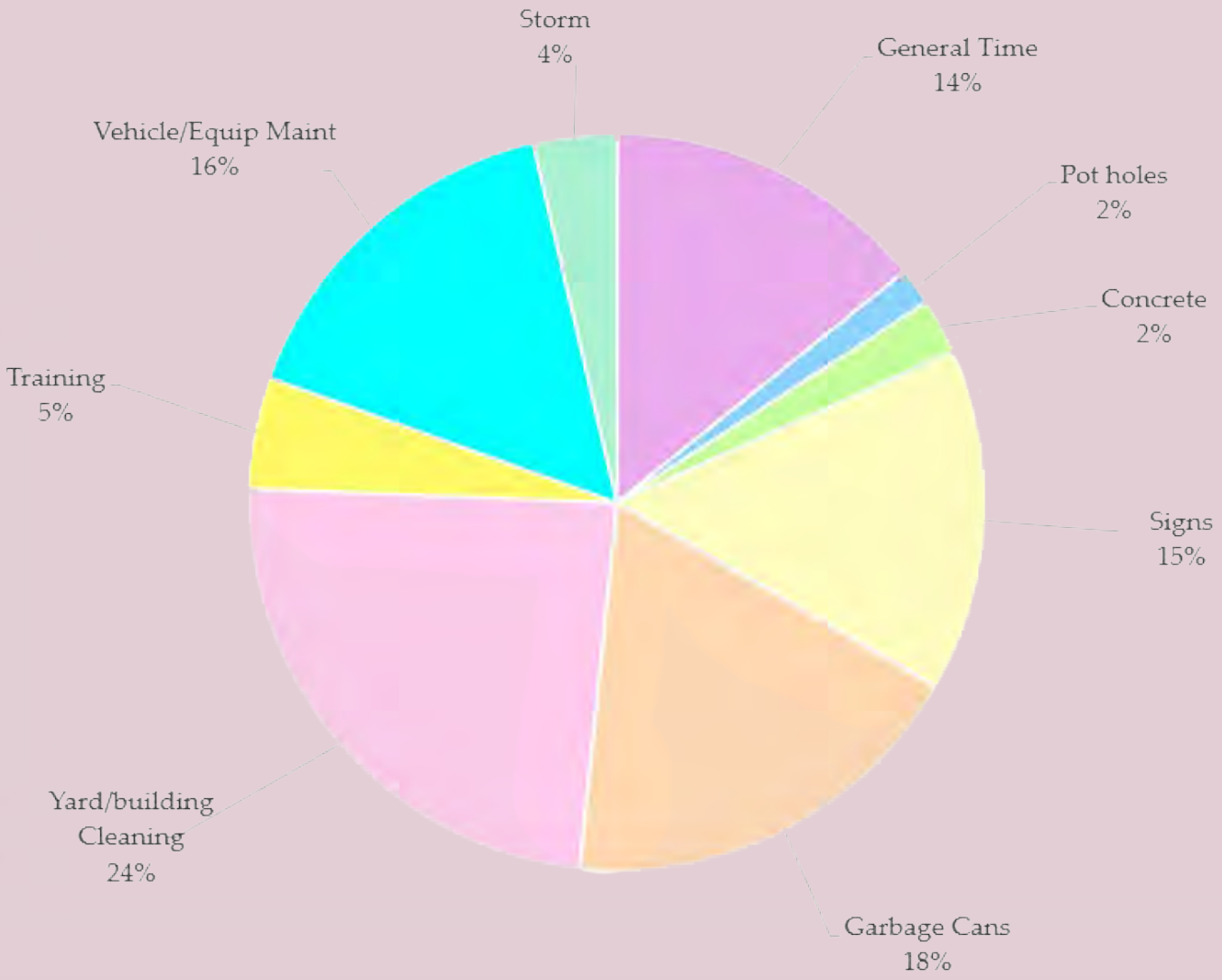


May Streets/Storm Tasks:

- Finish Plow truck service
- Emission Inspections on PW vehicles
- Memorial Day Event
- RR medians cleaned
- Potholes and asphalt patching
- Banner changeouts
- Lots of concrete Inspections/replacement
- Graffiti removal
- Garbage can work orders
- Sign replacements

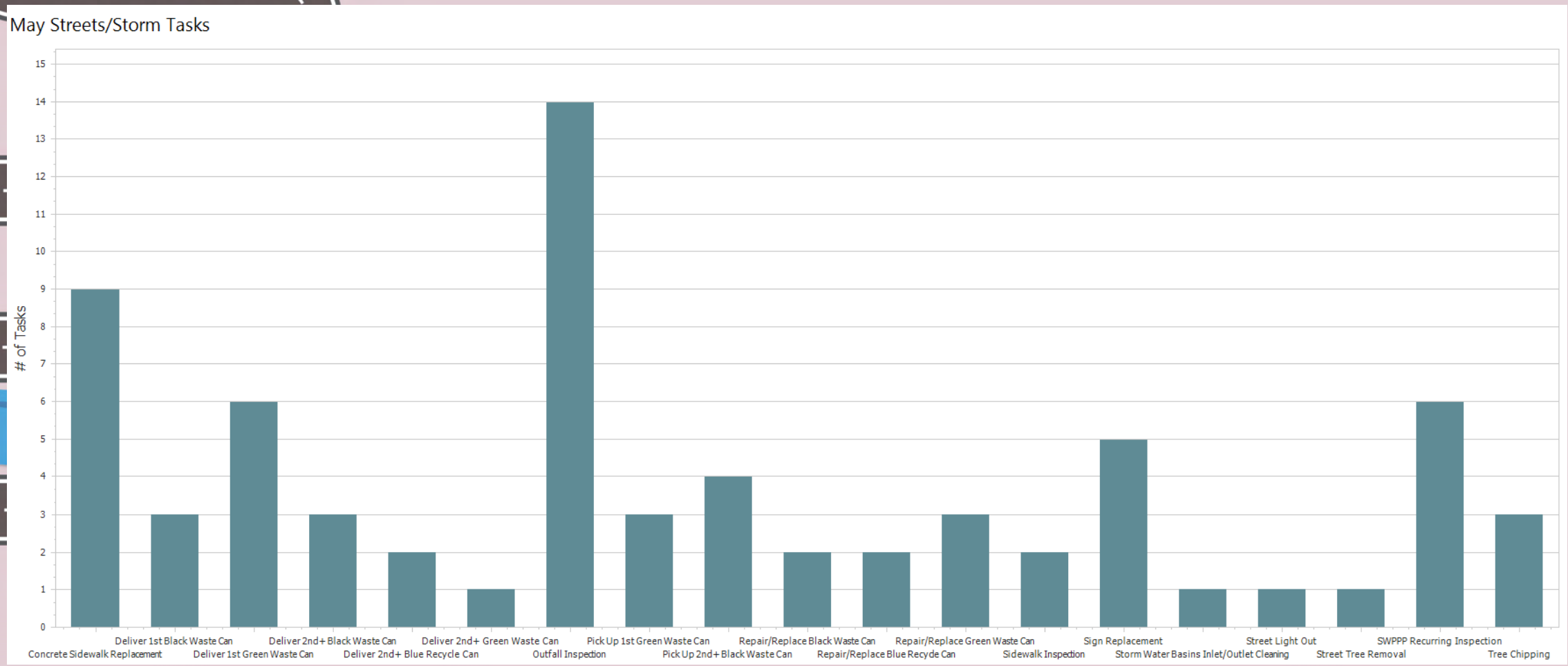
- SWPPP Inspections – 6 sites
- 14 Outfall inspections
- Post construction inspections
- A-2 Drain bidding
- GIS Mapping
- RSR/RSW Certification
- Mtn View Land Drain cleaning/camera
- Detention basin cleaning
- CDL driving hours

Street May 2025



Woods Cross City
Streets

May Streets/Storm Tasks



In the Works

- Well 3 Drilling – Casing has been installed. Drilling is at 320'
- 1500 S Tank is being re-bid. Bid Opening June 23.
- 1100 W 2100 S to 2600 S – Design and construction has transitioned to UDOT, with an expected fall start of construction
- Front Runner Double Tracking – WX water and storm relocation work designed and approved
- Legacy Highway Project – additional freeway lanes are being paved. Sound wall delays due to conflict with Enbridge Gas Mains
- The Reuse Plan application is still in process at the State Engineer's office.
-

- Enbridge Gas Project on 500 S - Ongoing
- SWMP Update – MS4 Permit renewed (every 5 years) City must update management plan.

City Administrator Report

Memo

To: Woods Cross Mayor and City Council

From: Bryce K Haderlie, City Administrator

Date: July 1, 2026

Re: City Administrator Report for July 7, 2026, City Council Meeting

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1. Staff have been heavily involved in preparing for the upcoming FY27 Budget adoption and Truth In Taxation process.
2. Regular meetings for the city hall/Hogan Park project design. We continue to refine the floor plan and functional layout of the building.
3. The city submitted the needed paperwork for the 2027 CDBG waterline replacement and HOME foundation repair grants to Davis County.
4. Due to revenue exceeding required expenditures in the 1960 S Special Improvement District, and related bond payments, the City purchased an additional $11,462.49 in Variable Rate Demand Deposit State and Local Government Securities ("DD SLGS") that will enable the city to collect the maximum interest on the deposits without tax implications with the IRS during the period of investment. It is anticipated that these SLGS will collect sufficient interest to meet future payments.
5. Worked with the South Davis Metro Fire Service Area and neighboring cities in the district to build consensus on the statewide fireworks restrictions over the 4th of July.
6. Staff continue to learn about and put artificial intelligence software to work to save time and resources to analyze and create reports, letters, etc.
7. Completed the FY27 compensation tables and wage adjustment reports for the next pay period.

Financial Report

W O O D S C R O S S C I T Y

BUDGET REPORT

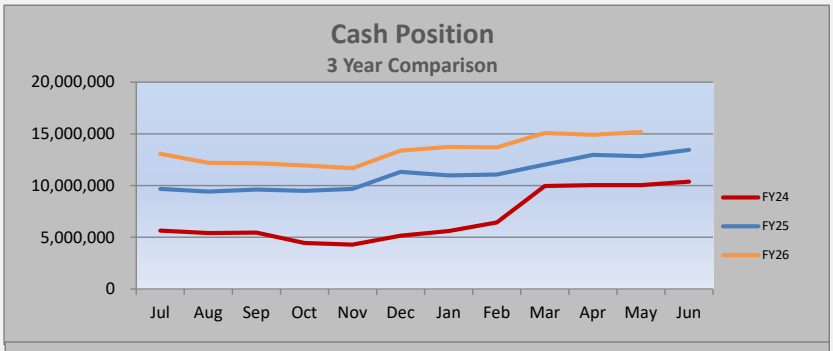
and

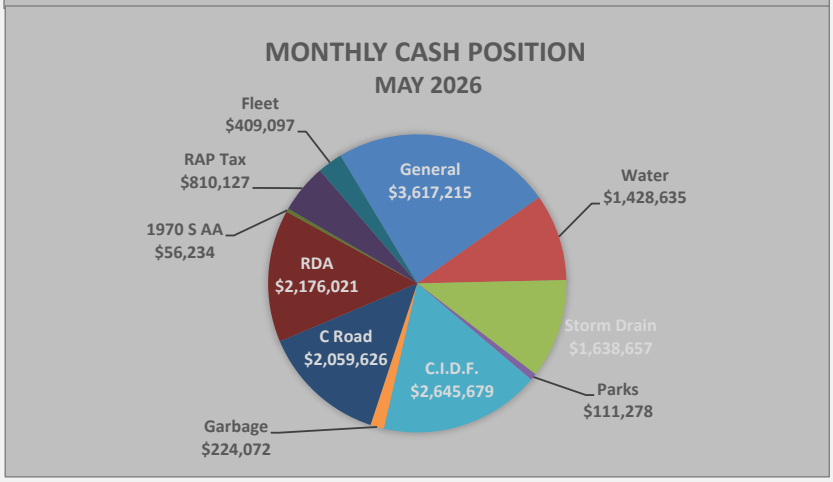
RELATED FINANCIAL INFORMATION

May 2026

Funds

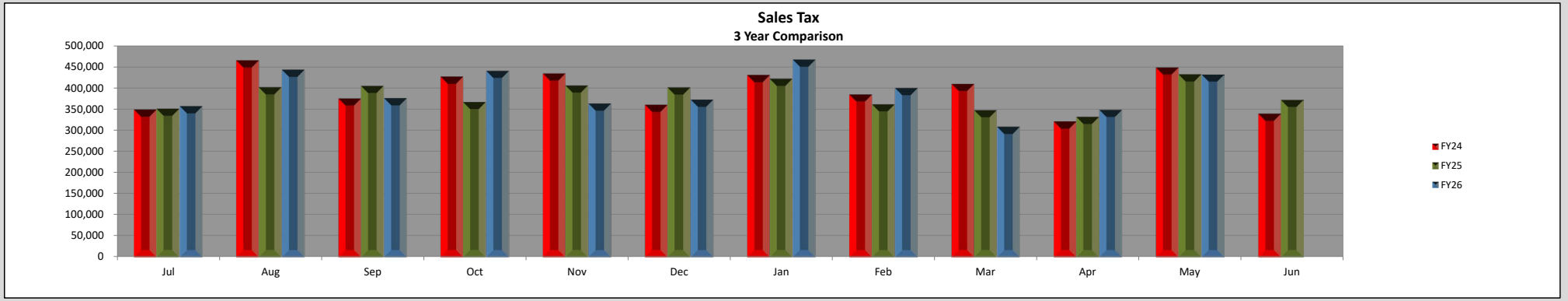
Month	General	Water	Water Impact	Garbage	Road	Subsurface Stm Drn	RAP Tax	RDA	1970 S AA	C.I.D.F.	Prk Impv	Storm Drain	Fleet	Total	St Treas Int. Rate
Jul	$2,131,890	$667,046	$568,836	$79,417	$2,153,705	$0	$499,823	$1,737,894	$7,442	$2,707,537	$57,850	$1,608,317	$860,167	**$13,079,923**	4.4692%
Aug	$2,039,276	$92,942	$606,062	$95,679	$1,783,735	$0	$531,045	$1,726,876	$5,462	$2,717,338	$53,385	$1,660,765	$893,922	**$12,206,486**	4.4658%
Sep	$2,292,938	$219,156	$588,380	$107,994	$1,392,662	$0	$554,945	$1,714,870	$5,480	$2,726,348	$53,562	$1,712,906	$779,710	**$12,148,951**	4.3833%
Oct	$2,128,102	$84,641	$585,455	$97,580	$1,405,494	$0	$601,598	$1,698,194	$5,498	$2,735,627	$53,745	$1,726,259	$813,112	**$11,935,305**	4.2704%
Nov	$1,691,349	$144,544	$583,645	$108,669	$1,517,206	$0	$624,373	$1,684,043	$5,516	$2,743,538	$62,727	$1,684,482	$834,808	**$11,684,898**	4.1330%
Dec	$3,179,073	$454,688	$597,284	$142,653	$1,506,083	$0	$662,872	$1,668,437	$11,135	$2,736,102	$74,676	$1,467,423	$868,332	**$13,368,758**	4.0116%
Jan	$3,346,239	$693,192	$598,051	$183,121	$1,483,792	$0	$722,677	$1,655,076	$11,169	$2,730,202	$86,657	$1,426,729	$793,564	**$13,730,469**	3.8579%
Feb	$3,511,569	$637,424	$590,931	$177,169	$1,601,362	$0	$704,347	$1,584,923	-$10,936	$2,716,733	$89,836	$1,473,815	$628,083	**$13,705,255**	3.8567%
Mar	$3,791,810	$712,687	$591,557	$196,109	$1,822,158	$0	$739,655	$2,383,855	-$15,731	$2,724,500	$101,842	$1,531,887	$512,995	**$15,093,324**	3.8595%
Apr	$3,654,515	$782,019	$582,007	$241,176	$1,922,164	$0	$759,324	$2,193,295	$15,166	$2,682,724	$102,155	$1,591,815	$377,046	**$14,903,406**	3.8566%
May	$3,617,215	$848,508	$580,126	$224,072	$2,059,626	$0	$810,127	$2,176,021	$56,234	$2,645,679	$111,278	$1,638,657	$409,097	**$15,176,641**	3.8580%
Jun														**0**	0.0000%





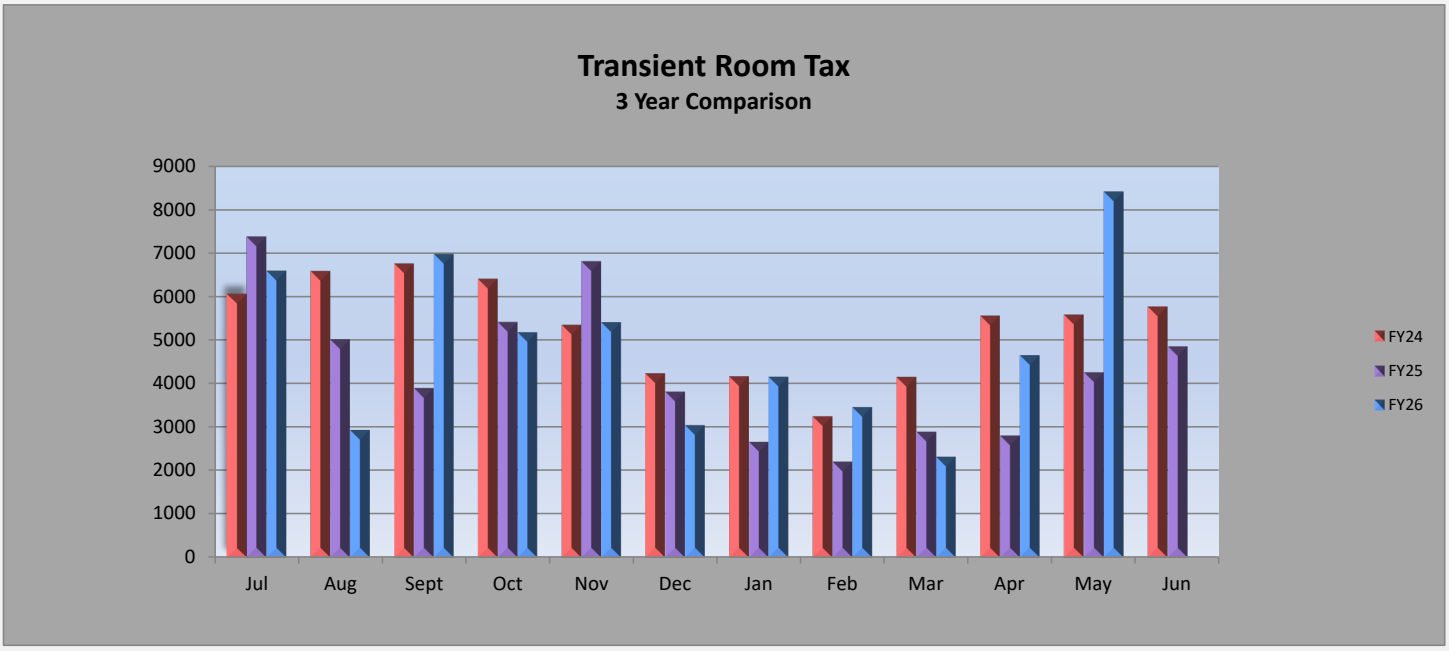
Woods Cross City
Sales Tax Collection
FY 2026

BUSINESS	July	Aug	Sep	*Quarter Total*	Oct	Nov	Dec	*Quarter Total*	Jan	Feb	Mar	*Quarter Total*	**Apr**	May	June	*Quarter Total*	Total
Total Point of Sale	530,644	559,560	492,213	*1,582,417*	586,432	452,126	478,218	*1,516,776*	614,956	473,825	379,091	*1,467,872*	424,826	539,608		*964,433*	5,531,498
Share of POS to City (50%)	265,322	279,780	246,107	*791,208*	293,216	226,063	239,109	*758,388*	307,478	236,913	189,545	*733,936*	212,413	269,804		*482,217*	2,765,749
Share of 50% Statewide Collections	143,715	172,902	136,592	*453,208*	155,330	143,921	140,695	*439,946*	168,535	170,798	126,339	*465,672*	138,589	169,747		*308,336*	1,667,162
Deductions & non nexus	(51,985)	(9,374)	(6,936)	*(68,295)*	(8,190)	(6,790)	(7,414)	*(22,394)*	(8,953)	(7,863)	(7,806)	*(24,622)*	(2,961)	(7,831)		*(10,792)*	(126,103)
FY2026 Final Distribution	357,052	443,308	375,762	*1,176,122*	440,357	363,318	372,390	*1,176,065*	467,060	399,847	308,079	1,174,986	348,040	431,721	0	779,761	4,306,934
FY 2025 Monthly Distribution	350,604	401,186	404,495	*1,156,285*	366,385	405,394	400,819	*1,172,598*	421,426	360,906	347,308	*1,129,641*	331,445	431,588	371,433	*1,134,466*	4,592,989
Better/(Worse)	6,448	42,122	(28,733)	*19,837*	73,972	(42,075)	(28,430)	3,467	45,634	38,941	(39,230)	45,346	16,595	133	0	0	0
FY 2026 Cumulative	357,052	800,360	1,176,122	*1,176,122*	1,616,479	1,979,797	2,352,187	2,352,187	2,819,247	3,219,094	3,527,173	*3,527,173*	*3,875,213*	*4,306,934*	*0*	*0*	4,306,934
FY 2025 Cumulative	350,604	751,790	1,156,285	*1,156,285*	1,522,670	1,928,064	2,328,883	*2,328,883*	2,750,309	3,111,215	3,458,523	*3,458,523*	3,789,968	4,221,556	4,592,989	*4,592,989*	4,592,989
Cumulative Better(Worse)	6,448	48,570	19,837	19,837	93,809	51,733	23,304	23,304	68,938	107,880	68,650	68,650	85,245	85,377	0	*0*	0



Woods Cross City
Transient Room Tax
FY 26

YTD	$	53,142	% Budget	106.3%
Budget	$	50,000	% Year	91.7%



WOODS CROSS CITY

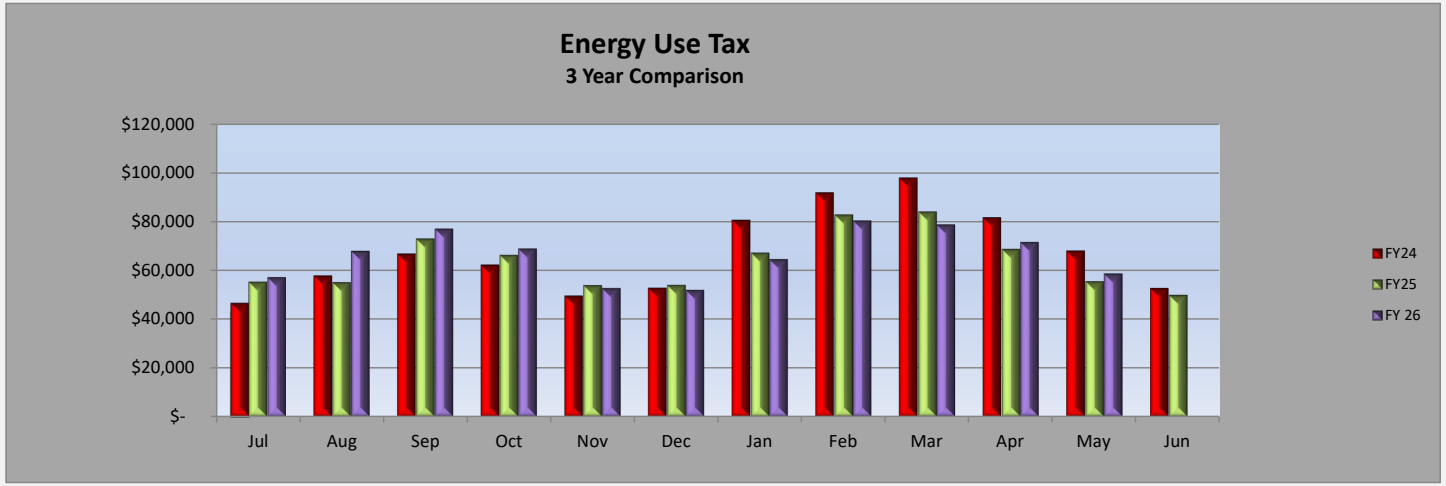
Energy Use Taxes

FY 26

Month	Electric Amount	***Electric Cumul Amount***	Nat'l Gas Amount	***Nat'l Gas Cumul Amount***	Other	***Cumul Other***	Total for Month	**Total Cumul Amount**	Prior Year Cumul Amount
Jul	$ 46,222	***$ 46,222***	$ 9,102	***$ 9,102***	$ 1,678	***$ 1,678***	$ 57,002	**$ 57,002**	$ 55,262
Aug	$ 58,439	***$ 104,661***	$ 6,884	***$ 15,986***	$ 2,438	***$ 4,117***	$ 67,762	***$ 124,764***	$ 110,379
Sep	$ 67,868	***$ 172,529***	$ 7,020	***$ 23,007***	$ 1,954	***$ 6,071***	$ 76,843	***$ 201,607***	$ 183,359
Oct	$ 60,363	***$ 232,892***	$ 6,654	***$ 29,661***	$ 1,736	***$ 7,807***	$ 68,753	***$ 270,360***	$ 249,621
Nov	$ 43,486	***$ 276,378***	$ 7,243	***$ 36,905***	$ 1,778	***$ 9,585***	$ 52,508	***$ 322,867***	$ 303,467
Dec	$ 35,619	***$ 311,997***	$ 14,325	***$ 51,230***	$ 1,787	***$ 11,372***	$ 51,732	***$ 374,599***	$ 357,464
Jan	$ 39,781	***$ 351,778***	$ 22,648	***$ 73,878***	$ 1,918	***$ 13,290***	$ 64,347	***$ 438,946***	$ 424,708
Feb	$ 40,299	***$ 392,076***	$ 37,129	***$ 111,008***	$ 2,768	***$ 16,058***	$ 80,196	***$ 519,142***	$ 507,569
Mar	$ 37,241	***$ 429,318***	$ 39,364	***$ 150,372***	$ 1,940	***$ 17,997***	$ 78,545	***$ 597,687***	$ 591,626
Apr	$ 38,083	***$ 467,401***	$ 30,125	***$ 180,497***	$ 3,198	***$ 21,195***	$ 71,406	***$ 669,093***	$ 660,316
May	$ 36,005	***$ 503,406***	$ 19,532	***$ 200,029***	$ 3,004	***$ 24,199***	$ 58,540	***$ 727,633***	$ 715,743
Jun							$ -		$ 765,622

WOODS CROSS CITY
Energy Use Taxes
FY 26

YTD	**$ 727,633**	**% Budget**	**93.9%**
Budget	**$ 775,000**	**% Year**	**91.7%**

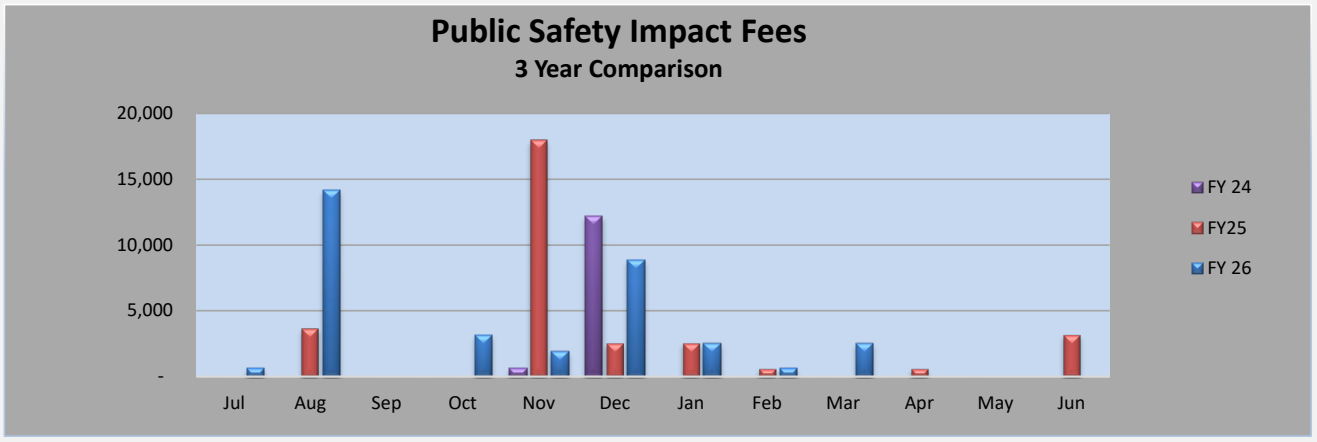


WOODS CROSS CITY

Public Safety Impact Fees Collected

FY 26

		Amount		Cumulative Total		Prior Year Cumulative Total
Jul	$	644	$	644	$	-
Aug	$	14,168	$	14,812	$	3,692
Sep	$	-	$	14,812	$	3,692
Oct	$	3,125	$	17,937	$	3,692
Nov	$	1,932	$	19,869	$	21,665
Dec	$	8,883	$	28,752	$	24,241
Jan	$	2,576	$	31,328	$	26,817
Feb	$	644	$	31,972	$	27,461
Mar	$	2,576	$	34,548	$	27,461
Apr	$	-	$	34,548	$	28,105
May	$	1,932	$	36,480	$	28,105
Jun	$	-	$	-	$	31,325

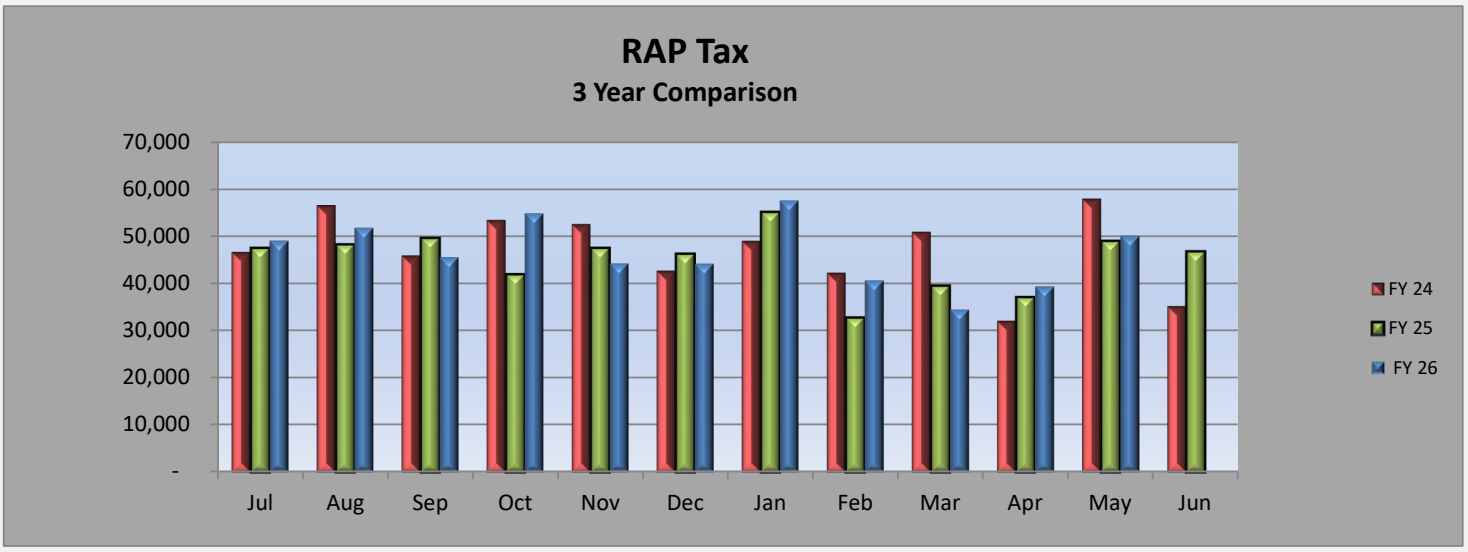


WOODS CROSS CITY

RAP Tax Revenue
FY 26

		Amount		Cumulative Total		Prior Year Cumulative Total
Jul	$	49,109	$	49,109	$	47,545
Aug	$	51,809	$	100,918	$	95,818
Sep	$	45,587	$	146,505	$	145,495
Oct	$	54,840	$	201,345	$	187,494
Nov	$	44,277	$	245,622	$	235,066
Dec	$	44,227	$	289,849	$	281,408
Jan	$	57,595	$	347,444	$	336,548
Feb	$	40,664	$	388,108	$	369,350
Mar	$	34,467	$	422,575	$	408,940
Apr	$	39,346	$	461,921	$	446,067
May	$	50,097	$	512,018	$	495,076
Jun					$	541,880

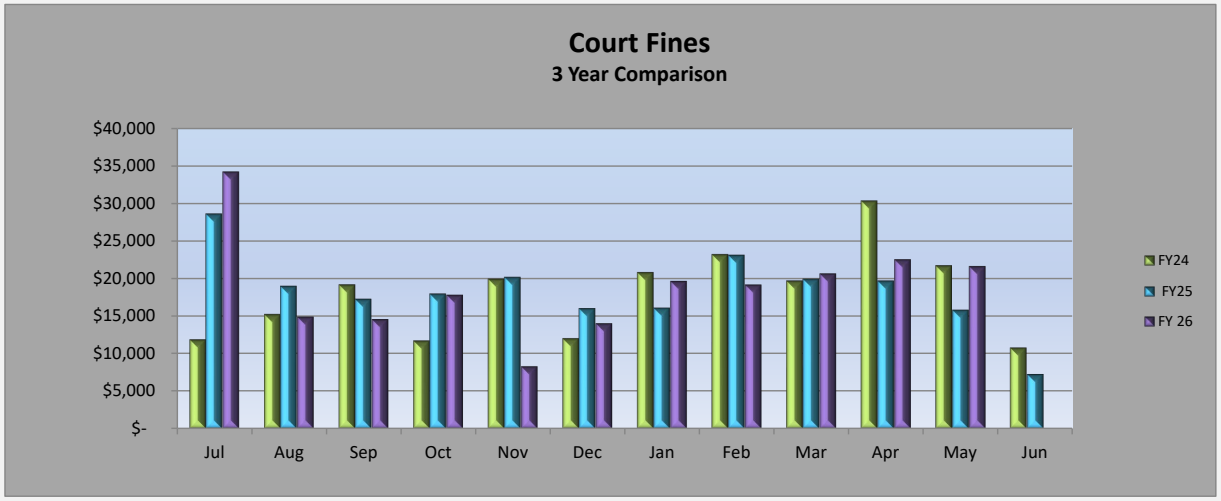
YTD	**$**	**512,018**	**% Budget**	**94.8%**
Budget	**$**	**540,000**	**% Year**	**91.7%**



Woods Cross City
Net Court Fines Collected
FY 26

	Amount	Cumul Amt	Prior Year Cumul Amt
Jul	$ 34,225	$ 34,225	$ 28,602
Aug	$ 14,884	$ 49,109	$ 47,595
Sep	$ 14,574	$ 63,683	$ 64,852
Oct	$ 17,789	$ 81,472	$ 82,797
Nov	$ 8,286	$ 89,758	$ 102,962
Dec	$ 14,015	$ 103,773	$ 118,976
Jan	$ 19,660	$ 123,433	$ 135,060
Feb	$ 19,170	$ 142,603	$ 158,176
Mar	$ 20,639	$ 163,242	$ 178,115
Apr	$ 22,548	$ 185,790	$ 197,784
May	$ 21,628	$ 207,418	$ 213,598
Jun	$ -		$ 190,851

YTD	**$**	**207,418**	**% Budget**	**92.2%**
Budget	**$**	**225,000**	**% Year**	**91.7%**



Woods Cross City

City Council Financial Summary Fiscal Year 2025-26

May 31, 2026

92% of the year expired

Line No.	Fund	YTD FY 2026	Annual Budget	% of Budget	Page No.	Comments
	******* 10-General Fund *******					
	Revenue					
1	Property Taxes	2,253,092	2,338,274	96%	1	
2	Sales & Use Taxes	4,306,934	4,450,000	97%	1	
3	Energy & Other Taxes	865,305	925,000	94%	1	
4	Licenses & Permits	355,001	176,500	201%	1	
5	Fines & Forefeitures	207,428	225,000	92%	1	
6	All Other General Fund Revenue	330,630	330,300	100%	1-2	
7	Transfers In from Other Funds	380,732	415,344	92%	2	
8	Fund Balance Decrease/(Increase)	0	(45,329)	0%	2	
8	Total Revenue	8,699,120	8,815,089	99%	2	
	Expenditures					
9	Legislative	86,578	108,455	80%	2	ULCT Dues
10	Judicial	257,337	285,501	90%	3	
11	Administration	588,320	702,311	84%	3	
12	Data Processing	145,244	276,200	53%	4	Caselle Annual Payment
13	Non Departmental	220,795	386,000	57%	4	
14	City Attorney	44,476	114,000	39%	4	Zoning Ordinance Update
15	City Hall	89,702	177,800	50%	4	
16	Election	5,185	11,000	47%	5	
17	Community Development	277,645	313,555	89%	5	
18	Police Department	3,062,719	3,502,855	87%	6	
19	Fire Department	876,178	876,178	100%	6	Quarterly Payment
20	Building Inspector	102,730	100,000	103%	6	
21	Volunteer Services	925	3,000	31%	6	
22	Street Department	389,057	493,158	79%	7	
23	City Shop	84,091	96,052	88%	7	
24	Parks	661,527	719,195	92%	8	
28	Recreation	78,870	97,651	81%	8	Summer Rec Program
27	Debt Service	201,313	203,313	99%	8	
29	Transfers	321,930	348,865	92%	9	
30	Total Expenditures	7,494,619	8,815,089	85%	9	
31	Revenues Over/(Under) Expenditures	1,204,501	-	0%	9	
	********* 51-Water Fund *********					
32	Water Sales	2,159,800	2,340,229	92%	20	
33	Other Revenue	367,042	7,871,500	5%	20	ARPA Funds
34	Transfer from the Impact Fund	124,667	136,000	92%	20	
	Fund Balance Decrease/(Increase)	-	47,841		20	
35	Total Revenue	2,651,509	10,395,570	26%	20	
36	Expenditures excluding Depreciation	2,784,871	9,340,407	30%	21	
37	Depreciation	0	455,000	0%	21	
38	Debt Service	798,589	600,163	133%	22	
39	Revenues Over/(Under) Expenditures	(931,951)	-	0%	22	
	*****53-Water Impact Fee Fund *****					
40	Impact Fees	129,794	47,000	276%	24	
41	Interest Earnings	20,601	26,000	79%	24	
42	Fund Balance Appropriation	-	96,500	0%	24	
43	Total Revenue	150,395	169,500	89%	24	
44	Prof. Tech. Srvcs & Water Line Projects	21,170	33,500	63%	24	
45	Transfer to Bond Fund	124,667	136,000	92%	24	
46	Total	145,837	169,500	86%	24	
47	Revenues Over/(Under) Expenditures	4,558	-	0%	24	
	******** 52-Garbage Fund ********					
48	Garbage Pickup Fees	677,348	725,000	93%	23	
49	Green Waste Pickup Fees	152,326	165,000	92%	23	
51	Curbside Recycling Fees	272,149	300,000	91%	23	
50	Other Revenue	67,771	57,000	119%	23	
52	Fund Balance Decrease/(Increase)	0	0	0%	23	
53	Total Revenue	1,169,594	1,247,000	94%	23	
54	Expenditures	1,027,117	1,247,000	82%	23	
55	Revenues Over/(Under) Expenditures	142,477	0	0%	23	

Woods Cross City

City Council Financial Summary Fiscal Year 2025-26

May 31, 2026

92% of the year expired

Line No.	Fund	YTD FY 2026	Annual Budget	% of Budget	Page No.	Comments
	***21- Roadway Special Revenue Fund ***					
56	Revenues	1,397,496	1,300,000	107%	10	
57	Fund Balance Decrease/(Increase)	0	983,507	0%	10	
58	Expenditures	1,690,663	2,283,507	74%	10	
59	Revenues Over/(Under) Expenditures	(293,167)	0	0%	11	
	*** 23-RAP TAX FUND***					
60	Revenues	534,654	562,000	95%	12	
61	Fund Balance Decrease/(Increase)	0	(180,500)	0%	12	
62	Expenditures	172,740	381,500	45%	12	
63	Revenues Over/(Under) Expenditures	361,914	0	0%	12	
	*** 24-Park Dvlpmnt Spec Rev Fund ***					
64	Revenues	97,988	11,500	852%	13	
65	Fund Balance Decrease/(Increase)	0	(9,000)	0%	13	
66	Loan from Other Funds	0	0	0%	13	
67	Expenditures	0	2,500	0%	13	
68	Revenues Over/(Under) Expenditures	97,988	0	0%	13	
	*** 25-RDA Operating ***					
69	Project Area Tax Increment	909,917	840,700	108%	14	
70	Other Revenue	67,103	69,000	97%	14	
71	Fund Balance Decrease/(Increase)	0	(167,981)	0%	14	
72	Total Revenue	977,020	741,719	132%	14	
73	Operating Expenses	223,561	491,719	45%	14	
74	Special Projects	146,040	50,000	292%	14	
75	Project Area Agreement Payments	185,203	200,000	93%	14	
76	Total Expenditures	554,803	741,719	75%	14	
77	(Decrease)Increase in Fund Balance	0	155,001	0%	14	
78	Revenues Over/(Under) Expenditures	422,217	0	0%	14	

Woods Cross City

City Council Financial Summary Fiscal Year 2025-26

May 31, 2026

92% of the year expired

Line No.	Fund	YTD FY 2026	Annual Budget	% of Budget	Page No.	Comments
	***** 26-Youth City Council Fund *****					
79	Revenues	21,438	20,325	105%	15	
80	Expenditures	14,412	20,325	71%	15	
81	Revenues Over/(Under) Expenditures	7,026	0	0%	15	
	***** 27-Community of Promise Fund *****					
82	Revenues	58,266	65,000	90%	16	
83	Fund Balance Decrease/(Increase)	0	0	0%	16	
84	Expenditures	17,466	65,000	27%	16	
85	Revenues Over/(Under) Expenditures	40,799	0	0%	16	
	***** 28-State Liquor Allotment Fund *****					
86	Revenues	19,339	14,500	133%	17	
87	Fund Balance Decrease/(Increase)	0	(1,500)	0%	17	
88	Expenditures	45,314	13,000	349%	17	
89	Revenues Over/(Under) Expenditures	(25,975)	0	0%	17	
	***** 41-1960 South Assessment Area Fund*****					
90	Revenues	103,768	193,785	54%	18	
91	Fund Balance Decrease/(Increase)	0	(16,910)	0%	18	
92	Expenditures	149,625	176,875	85%	18	
93	Revenues Over/(Under) Expenditures	(45,856)	0	0%	18	
	***** 46-Cap Improvement Development Fund *****					
94	Revenues	94,719	100,000	95%	19	
95	Fund Balance Decrease/(Increase)	0	(100,000)	0%	19	
96	Improvements	146,901	0	0%	19	
97	Transfers Out & Loans to Other Funds	0	0	0%	19	
98	Revenues Over/(Under) Expenditures	(52,182)	0	0%	19	
	***** 56-Storm Drain Enterprise Fund *****					
99	Revenues	837,691	838,824	100%	26	
100	Fund Balance Decrease/(Increase)	0	389,364	0%	26	
101	Expenditures	840,873	1,228,188	68%	27	
102	Revenues Over/(Under) Expenditures	(3,182)	0	0%	27	
	***** 57 Storm Drn Impact Fee Ent Fund *****					
103	Revenues	92,907	57,500	162%	28	
104	Fund Balance Decrease/(Increase)	0	(52,500)		28	
105	Expenditures	0	5,000	0%	28	
106	Revenues Over/(Under) Expenditures	92,907	0	0%	28	
	***** 61 Fleet Fund *****					
107	Revenues	24,718	36,000	69%	29	
108	Transfers In	394,075	429,900	92%	29	
109	Sale of Assets	0	125,000	0%	29	
110	Fund Balance Decrease/(Increase)	0	506,290	0%	29	
111	Total Revenue	418,793	1,097,190	38%	29	
					29	
112	Purchases	218,103	445,000	49%	29	
113	Vehicle Upfits	76,186	0	0%	29	
114	Lease Payments	658,981	652,190	101%	29	
115	Revenues Over/(Under) Expenditures	(534,477)	0	0%	29	

WOODS CROSS CITY
REVENUES WITH COMPARISON TO BUDGET
FOR THE 10 MONTHS ENDING APRIL 30, 2026

GENERAL FUND

		PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
	TAXES					
10-31-100	PROPERTY TAXES- REAL PROPERTY	9,711.28	2,049,011.06	2,157,774.00	108,762.94	95.0
10-31-150	FEES IN LIEU- MOTOR VEHICLES	10,251.41	90,121.99	85,000.00	(5,121.99)	106.0
10-31-200	PROPERTY TAXES- PERSONAL PROP	366.54	83,699.17	95,500.00	11,800.83	87.6
10-31-300	SALES AND USE TAXES	348,040.15	3,875,212.97	4,450,000.00	574,787.03	87.1
10-31-400	DATA FRANCHISE FEES	.00	57,854.63	70,000.00	12,145.37	82.7
10-31-500	TRANSIENT ROOM TAX	4,615.59	44,617.34	50,000.00	5,382.66	89.2
10-31-600	TELECOMMUNICATION TAX	3,488.44	34,982.01	30,000.00	(4,982.01)	116.6
10-31-700	ENERGY TAX	71,405.76	669,092.81	775,000.00	105,907.19	86.3
	TOTAL TAXES	447,879.17	6,904,591.98	7,713,274.00	808,682.02	89.5
	LICENSES AND PERMITS					
10-32-100	BUSINESS LICENSES AND PERMITS	1,550.00	37,364.25	25,000.00	(12,364.25)	149.5
10-32-210	BUILDING PERMITS	4,827.11	160,927.57	75,000.00	(85,927.57)	214.6
10-32-260	PLAN CHECK FEES	3,648.72	100,570.73	50,000.00	(50,570.73)	201.1
10-32-270	PLANNING & ZONING FEES	1,125.00	14,165.00	7,000.00	(7,165.00)	202.4
10-32-280	INSPECTION FEES	.00	.00	9,500.00	9,500.00	.0
10-32-290	OTHER PERMITS	1,380.00	16,515.00	10,000.00	(6,515.00)	165.2
	TOTAL LICENSES AND PERMITS	12,530.83	329,542.55	176,500.00	(153,042.55)	186.7
	INTERGOVERNMENTAL REVENUE					
10-33-400	STATE GRANT- GENERAL	1,200.00	2,700.00	.00	(2,700.00)	.0
10-33-450	STATE GRANTS- POLICE	.00	.00	5,000.00	5,000.00	.0
10-33-540	FEDERAL GRANTS- POLICE	.00	1,200.00	.00	(1,200.00)	.0
10-33-550	REIMBURSED POLICE TIME	37.00	61,934.83	70,000.00	8,065.17	88.5
10-33-555	RESTITUTION TO POLICE DEPT	.00	.00	7,000.00	7,000.00	.0
	TOTAL INTERGOVERNMENTAL REVENUE	1,237.00	65,834.83	82,000.00	16,165.17	80.3
	CHARGES FOR SERVICES					
10-34-150	SALE OF MAPS AND PUBLICATIONS	730.00	8,054.65	5,000.00	(3,054.65)	161.1
10-34-710	PARK USE FEES	950.00	3,500.00	3,000.00	(500.00)	116.7
10-34-740	FIELD USE FEES	1,940.00	23,640.00	15,000.00	(8,640.00)	157.6
10-34-750	MULTI-PURPOSE ROOM USE FEES	624.99	4,677.45	5,000.00	322.55	93.6
	TOTAL CHARGES FOR SERVICES	4,244.99	39,872.10	28,000.00	(11,872.10)	142.4
	FINES AND FORFEITURES					
10-35-100	COURT FINES	22,547.55	185,789.60	225,000.00	39,210.40	82.6
	TOTAL FINES AND FORFEITURES	22,547.55	185,789.60	225,000.00	39,210.40	82.6

WOODS CROSS CITY
REVENUES WITH COMPARISON TO BUDGET
FOR THE 10 MONTHS ENDING APRIL 30, 2026

GENERAL FUND

		PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
	MISCELLANEOUS REVENUE					
10-36-100	INTEREST EARNINGS	10,599.39	80,750.77	97,000.00	16,249.23	83.3
10-36-110	INTEREST- BONDS (STAX, EXCISE)	4.96	1,975.59	3,000.00	1,024.41	65.9
10-36-200	RENTAL INCOME	6,071.91	53,271.26	51,600.00	(1,671.26)	103.2
10-36-300	MEMORIAL DAY CELEBRATION REV	.00	.00	2,500.00	2,500.00	.0
10-36-330	RECREATION REVENUES	5,947.50	6,177.50	30,000.00	23,822.50	20.6
10-36-340	SNACK SHACK REVENUES	.00	.00	1,200.00	1,200.00	.0
	TOTAL MISCELLANEOUS REVENUE	22,623.76	142,175.12	185,300.00	43,124.88	76.7
	OTHER REVENUE					
10-38-400	SALE OF FIXED ASSETS	.00	12,142.50	20,000.00	7,857.50	60.7
10-38-410	SALE OF UNCLAIMED PROP- POLICE	.00	4,050.00	.00	(4,050.00)	.0
10-38-700	CONTRIBUTIONS- PRIVATE SOURCES	100.00	1,350.00	.00	(1,350.00)	.0
10-38-900	MISCELLANEOUS REVENUE	665.46	13,216.48	15,000.00	1,783.52	88.1
10-38-935	MISC- USBANK P-CARD PROGRAM	(7.00)	8,162.18	.00	(8,162.18)	.0
	TOTAL OTHER REVENUE	758.46	38,921.16	35,000.00	(3,921.16)	111.2
	TRANSFERS					
10-39-300	TRANSFER IN FROM OTHER FUNDS	34,612.00	346,120.01	415,344.00	69,223.99	83.3
	TOTAL TRANSFERS	34,612.00	346,120.01	415,344.00	69,223.99	83.3
	TOTAL FUND REVENUE	546,433.76	8,052,847.35	8,860,418.00	807,570.65	90.9
	LEGISLATIVE					
10-41-110	SALARIES AND WAGES	4,371.72	46,483.14	57,200.00	10,716.86	81.3
10-41-130	RETIREMENT	327.86	3,466.16	4,440.00	973.84	78.1
10-41-132	WORKERS COMP INSURANCE	64.94	485.78	1,050.00	564.22	46.3
10-41-134	MEDICARE TAX	180.58	1,682.95	765.00	(917.95)	220.0
10-41-210	BOOKS, SUBSCRIPTIONS, MEMBERSH	.00	11,670.71	16,000.00	4,329.29	72.9
10-41-230	SCHOOLS, SEMINARS & TRAINING	395.00	6,955.91	13,000.00	6,044.09	53.5
10-41-610	MISCELLANEOUS SUPPLIES	.00	977.40	1,000.00	22.60	97.7
10-41-620	MISCELLANEOUS SERVICES	.00	5,731.44	15,000.00	9,268.56	38.2
	TOTAL LEGISLATIVE	5,340.10	77,453.49	108,455.00	31,001.51	71.4

GENERAL FUND

		PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
	JUDICIAL					
10-42-110	SALARIES AND WAGES	15,092.82	158,805.39	196,162.00	37,356.61	81.0
10-42-111	TEMP LABOR	.00	.00	2,000.00	2,000.00	.0
10-42-112	OVERTIME	400.00	4,400.00	6,000.00	1,600.00	73.3
10-42-130	RETIREMENT	3,092.12	32,486.12	44,462.00	11,975.88	73.1
10-42-131	GROUP HEALTH INSURANCE	1,699.59	17,057.03	19,442.00	2,384.97	87.7
10-42-132	WORKERS COMP INSURANCE	16.42	130.25	222.00	91.75	58.7
10-42-133	LTD INSURANCE	139.77	1,410.46	1,752.00	341.54	80.5
10-42-134	MEDICARE TAX	474.36	5,028.18	6,311.00	1,282.82	79.7
10-42-210	BOOKS, SUBSCRIPTIONS, MEMBERSH	.00	.00	1,000.00	1,000.00	.0
10-42-230	SCHOOLS, SEMINARS & TRAINING	76.10	1,924.51	750.00	(1,174.51)	256.6
10-42-240	OFFICE SUPPLIES AND EXPENSE	.00	211.08	900.00	688.92	23.5
10-42-310	PROFESSIONAL & TECHNICAL	514.00	4,483.77	1,000.00	(3,483.77)	448.4
10-42-610	MISCELLANEOUS SUPPLIES	.00	.00	5,000.00	5,000.00	.0
10-42-621	JURY & WITNESS FEES	.00	252.86	500.00	247.14	50.6
	TOTAL JUDICIAL	21,505.18	226,189.65	285,501.00	59,311.35	79.2
	ADMINISTRATION					
10-43-110	SALARIES AND WAGES	33,289.01	340,663.08	410,902.00	70,238.92	82.9
10-43-112	OVERTIME	81.37	3,523.39	3,000.00	(523.39)	117.5
10-43-130	RETIREMENT	5,268.46	55,474.54	80,101.00	24,626.46	69.3
10-43-131	GROUP HEALTH INSURANCE	3,243.31	29,260.07	42,702.00	13,441.93	68.5
10-43-132	WORKERS COMP INSURANCE	259.63	2,560.40	968.00	(1,592.40)	264.5
10-43-133	LTD INSURANCE	319.62	3,222.83	5,041.00	1,818.17	63.9
10-43-134	MEDICARE TAX	776.94	8,706.88	10,747.00	2,040.12	81.0
10-43-135	EMPLOYEE HEALTH FITNESS	10.00	100.00	100.00	.00	100.0
10-43-210	BOOKS, SUBSCRIPTIONS & MEMBERS	.00	194.00	3,600.00	3,406.00	5.4
10-43-220	PUBLIC NOTICES	.00	.00	1,000.00	1,000.00	.0
10-43-230	SCHOOLS, SEMINARS & TRAINING	215.00	6,264.71	8,000.00	1,735.29	78.3
10-43-231	AUTO MILEAGE REIMBURSEMENT	.00	.00	1,500.00	1,500.00	.0
10-43-240	OFFICE SUPPLIES AND EXPENSE	1,373.06	8,565.92	12,000.00	3,434.08	71.4
10-43-250	EQUIP MAINTENANCE & REPAIRS	48.00	1,220.93	4,000.00	2,779.07	30.5
10-43-252	FUEL PURCHASES	49.65	1,325.07	.00	(1,325.07)	.0
10-43-310	PROFESSIONAL & TECHNICAL SERVI	.00	29,222.29	86,000.00	56,777.71	34.0
10-43-510	INSURANCE AND SURETY BONDS	.00	603.10	650.00	46.90	92.8
10-43-610	MISCELLANEOUS SUPPLIES	574.52	6,520.17	8,000.00	1,479.83	81.5
10-43-620	MISCELLANEOUS SERVICES	.00	24,398.16	22,000.00	(2,398.16)	110.9
10-43-741	EQUIPMENT UNDER $5000	.00	1,304.02	2,000.00	695.98	65.2
	TOTAL ADMINISTRATION	45,508.57	523,129.56	702,311.00	179,181.44	74.5

GENERAL FUND

		PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
	DATA PROCESSING					
10-46-240	SOFTWARE UPDATES	176.96	176.96	20,000.00	19,823.04	.9
10-46-250	COMPUTER EQUIPMENT MAINT & REP	.00	.00	2,000.00	2,000.00	.0
10-46-310	COMPUTER SYSTEMS SUPPORT	9,196.55	102,860.54	150,000.00	47,139.46	68.6
10-46-312	SUPPORT - POLICE SYSTEM	.00	19,559.10	55,000.00	35,440.90	35.6
10-46-740	EQUIPMENT OVER $5000	1,480.00	12,947.15	40,000.00	27,052.85	32.4
10-46-741	EQUIPMENT - POLICE	.00	19.97	8,000.00	7,980.03	.3
10-46-745	EQUIPMENT UNDER $5000	.00	2,850.78	1,200.00	(1,650.78)	237.6
	TOTAL DATA PROCESSING	10,853.51	138,414.50	276,200.00	137,785.50	50.1
	NON DEPARTMENTAL					
10-47-250	STREET LIGHT MAINTENANCE	3,855.38	81,326.78	93,000.00	11,673.22	87.5
10-47-270	STREET LIGHTS ELECTRICITY	8,448.85	56,641.05	59,000.00	2,358.95	96.0
10-47-310	CITY ENGINEER	3,179.00	18,933.50	130,000.00	111,066.50	14.6
10-47-510	LIABILITY INSURANCE	.00	37,244.36	37,500.00	255.64	99.3
10-47-620	POST OFFICE EXPENSES	32.87	640.92	1,000.00	359.08	64.1
10-47-621	EDUCATION REIMBURSEMENT	.00	.00	2,000.00	2,000.00	.0
10-47-622	CREDIT CARD FEES	1,718.13	17,949.09	25,000.00	7,050.91	71.8
10-47-625	SICK LEAVE CONVERSION-RETIREMT	.00	4,019.86	32,000.00	27,980.14	12.6
10-47-630	SAFETY PROGRAM INCENTIVES	.00	.00	6,500.00	6,500.00	.0
10-47-635	EMPLOYEE RECOGNITION & APPREC	.00	1,588.70	.00	(1,588.70)	.0
	TOTAL NON DEPARTMENTAL	17,234.23	218,344.26	386,000.00	167,655.74	56.6
	CITY ATTORNEY					
10-49-310	LEGAL - GENERAL	194.75	9,507.35	80,000.00	70,492.65	11.9
10-49-311	LEGAL - JP COURT	2,600.00	26,000.00	27,000.00	1,000.00	96.3
10-49-312	LEGAL - PUBLIC DEFENDER	750.00	5,250.00	7,000.00	1,750.00	75.0
	TOTAL CITY ATTORNEY	3,544.75	40,757.35	114,000.00	73,242.65	35.8
	CITY HALL					
10-51-134	MEDICARE TAX	3.82	31.39	200.00	168.61	15.7
10-51-250	EQUIPMENT-SUPPLIES & MAINTENAN	402.82	4,917.03	10,000.00	5,082.97	49.2
10-51-255	LEASED EQUIPMENT	195.12	585.36	1,000.00	414.64	58.5
10-51-260	BLDGS & GROUNDS - SUPPLIES & M	161.29	11,833.31	65,000.00	53,166.69	18.2
10-51-270	UTILITIES	2,181.98	15,876.96	18,000.00	2,123.04	88.2
10-51-280	TELEPHONE	3,888.60	30,381.24	43,000.00	12,618.76	70.7
10-51-610	MISC. SUPPLIES	.00	31.19	200.00	168.81	15.6
10-51-620	MISC. SERVICES	702.00	6,392.45	8,200.00	1,807.55	78.0
10-51-720	BUILDINGS	.00	.00	10,000.00	10,000.00	.0
10-51-740	EQUIPMENT OVER $5000	.00	6,000.00	15,000.00	9,000.00	40.0
10-51-961	TRANSFER TO FLEET FUND	600.00	6,000.00	7,200.00	1,200.00	83.3
	TOTAL CITY HALL	8,135.63	82,048.93	177,800.00	95,751.07	46.2

GENERAL FUND

		PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
	ELECTION					
10-55-220	PUBLIC NOTICE	.00	.00	1,000.00	1,000.00	.0
10-55-620	MISC. SERVICES	.00	5,184.63	10,000.00	4,815.37	51.9
	TOTAL ELECTION	.00	5,184.63	11,000.00	5,815.37	47.1
	COMMUNITY DEVELOPMENT					
10-57-110	SALARIES AND WAGES	15,277.16	175,254.59	207,356.00	32,101.41	84.5
10-57-111	TEMPORARY LABOR	.00	.00	8,000.00	8,000.00	.0
10-57-130	RETIREMENT	2,315.08	31,530.48	43,776.00	12,245.52	72.0
10-57-131	GROUP HEALTH INSURANCE	3,847.50	24,543.76	22,180.00	(2,363.76)	110.7
10-57-132	WORKERS COMP INSURANCE	59.16	(43.66)	3,199.00	3,242.66	(1.4)
10-57-133	LTD INSURANCE	150.31	1,595.77	1,752.00	156.23	91.1
10-57-134	MEDICARE TAX	418.93	4,422.94	5,742.00	1,319.06	77.0
10-57-210	SUBSCRIPTIONS,MEMBERSHIPS,DUES	.00	330.00	800.00	470.00	41.3
10-57-230	MEETING ALLOWANCE	692.25	4,205.50	9,000.00	4,794.50	46.7
10-57-231	SCHOOLS, SEMINARS & TRAINING	.00	1,248.00	3,000.00	1,752.00	41.6
10-57-232	AUTO MILEAGE REIMBURSEMENT	.00	.00	50.00	50.00	.0
10-57-240	OFFICE SUPPLIES AND EXPENSE	.00	560.07	500.00	(60.07)	112.0
10-57-250	EQUIP MAINT, REPAIRS & FUEL	.00	613.18	1,600.00	986.82	38.3
10-57-252	FUEL PURCHASES	(7.28)	237.71	400.00	162.29	59.4
10-57-310	PROFESSIONAL SERVICES	.00	1,415.00	4,300.00	2,885.00	32.9
10-57-510	INSURANCE AND SURETY BONDS	.00	368.17	400.00	31.83	92.0
10-57-610	MISCELLANEOUS SUPPLIES	.00	308.04	.00	(308.04)	.0
10-57-741	EQUIPMENT UNDER $5000	.00	125.52	1,500.00	1,374.48	8.4
	TOTAL COMMUNITY DEVELOPMENT	22,753.11	246,715.07	313,555.00	66,839.93	78.7

GENERAL FUND

		PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
	POLICE DEPARTMENT					
10-60-110	SALARIES AND WAGES	131,395.53	1,344,355.45	1,693,583.00	349,227.55	79.4
10-60-111	PARTTIME WAGES (X-GUARDS, ETC)	4,904.95	50,700.46	60,000.00	9,299.54	84.5
10-60-112	OVERTIME	11,407.26	95,371.20	120,000.00	24,628.80	79.5
10-60-130	RETIREMENT	40,512.82	415,440.85	518,664.00	103,223.15	80.1
10-60-131	GROUP HEALTH INSURANCE	29,614.14	289,647.21	372,672.00	83,024.79	77.7
10-60-132	WORKERS COMP INSURANCE	2,005.90	15,423.24	27,464.00	12,040.76	56.2
10-60-133	LTD INSURANCE	1,648.07	16,032.09	19,105.00	3,072.91	83.9
10-60-134	MEDICARE TAX	2,422.53	25,206.84	27,167.00	1,960.16	92.8
10-60-135	EMPLOYEE HEALTH FITNESS	20.00	90.00	200.00	110.00	45.0
10-60-210	BOOKS, SUBSCRIPTIONS & MEMBERS	.00	5,147.57	12,000.00	6,852.43	42.9
10-60-230	SCHOOLS, SEMINARS & TRAINING	1,999.32	21,203.86	25,000.00	3,796.14	84.8
10-60-240	OFFICE SUPPLIES AND EXPENSE	63.09	1,209.22	5,000.00	3,790.78	24.2
10-60-250	EQUIPMENT OPERATIONS	.00	.00	12,000.00	12,000.00	.0
10-60-251	EQUIPMENT MAINT. & REPAIRS	523.59	15,927.61	20,000.00	4,072.39	79.6
10-60-252	FUEL PURCHASES	6,388.32	35,112.66	48,000.00	12,887.34	73.2
10-60-280	ACCESS CHARGES	16,153.57	65,051.38	95,000.00	29,948.62	68.5
10-60-310	PROFESSIONAL & TECHNICAL SERVI	1,146.00	48,189.45	86,000.00	37,810.55	56.0
10-60-450	UNIFORM PURCHASES	4,782.17	18,308.00	24,000.00	5,692.00	76.3
10-60-455	SPECIAL DEPARTMENTAL SUPPLIES	1,769.52	20,291.85	38,000.00	17,708.15	53.4
10-60-456	SPEC DEPT SUPP- FIREARMS/AMMO	1,731.36	9,230.43	30,000.00	20,769.57	30.8
10-60-460	K9 PROGRAM EXPENSES	.00	.00	6,000.00	6,000.00	.0
10-60-510	INSURANCE AND SURETY BONDS	.00	23,508.76	25,000.00	1,491.24	94.0
10-60-620	MISC. SERVICES OR EVENTS	.00	150.00	2,000.00	1,850.00	7.5
10-60-740	EQUIPMENT OVER $5000	.00	44,130.60	56,000.00	11,869.40	78.8
10-60-961	TRANSFER TO FLEET FUND	15,000.00	150,000.00	180,000.00	30,000.00	83.3
	TOTAL POLICE DEPARTMENT	273,488.14	2,709,728.73	3,502,855.00	793,126.27	77.4
	FIRE DEPARTMENT					
10-62-310	PROFESSIONAL SERVICES	219,044.50	876,178.00	876,178.00	.00	100.0
	TOTAL FIRE DEPARTMENT	219,044.50	876,178.00	876,178.00	.00	100.0
	BUILDING INSPECTION					
10-63-310	BUILDING INSPECTIONS	13,545.00	91,570.00	100,000.00	8,430.00	91.6
	TOTAL BUILDING INSPECTION	13,545.00	91,570.00	100,000.00	8,430.00	91.6
	VOLUNTEER SERVICES					
10-67-230	SCHOOLS. SEMINARS & TRAINING	.00	180.00	1,000.00	820.00	18.0
10-67-610	MISC SUPPLIES-MEDICAL & PARTIE	.00	745.00	1,000.00	255.00	74.5
10-67-740	EQUIPMENT	.00	.00	1,000.00	1,000.00	.0
	TOTAL VOLUNTEER SERVICES	.00	925.00	3,000.00	2,075.00	30.8

GENERAL FUND

		PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
	STREET DEPARTMENT					
10-71-110	SALARIES AND WAGES	12,652.17	137,147.19	161,701.00	24,553.81	84.8
10-71-112	OVERTIME	.00	349.31	10,000.00	9,650.69	3.5
10-71-130	RETIREMENT	2,427.44	26,256.42	31,576.00	5,319.58	83.2
10-71-131	GROUP HEALTH INSURANCE	929.91	18,922.56	41,135.00	22,212.44	46.0
10-71-132	WORKERS COMP INSURANCE	193.57	1,628.48	2,615.00	986.52	62.3
10-71-133	LTD INSURANCE	143.42	1,536.31	1,941.00	404.69	79.2
10-71-134	MEDICARE TAX	165.19	1,884.18	2,490.00	605.82	75.7
10-71-210	BOOKS, SUBSCRIPTIONS & MEMBERS	.00	.00	500.00	500.00	.0
10-71-230	SCHOOLS, SEMINARS & TRAINING	.00	400.00	2,000.00	1,600.00	20.0
10-71-240	OFFICE SUPPLIES AND EXPENSE	.00	33.95	.00	(33.95)	.0
10-71-250	EQUIPMENT-SUPPLIES & MAINTENAN	1,063.55	17,649.28	32,000.00	14,350.72	55.2
10-71-252	FUEL PURCHASES	317.17	2,468.01	8,000.00	5,531.99	30.9
10-71-280	ACCESS CHARGES	.00	.00	1,300.00	1,300.00	.0
10-71-410	SPECIAL DEPARTMENT SUPPLIES	.00	8,030.95	22,500.00	14,469.05	35.7
10-71-510	INSURANCE	.00	8,032.05	8,500.00	467.95	94.5
10-71-610	MISCELLANEOUS SUPPLIES	.00	2,157.30	13,500.00	11,342.70	16.0
10-71-611	ROAD SALT	.00	2,396.16	15,400.00	13,003.84	15.6
10-71-620	MISCELLANEOUS SERVICES	175.00	34,109.89	30,000.00	(4,109.89)	113.7
10-71-741	EQUIPMENT UNDER $5000	.00	3,268.48	6,000.00	2,731.52	54.5
10-71-961	TRANSFER TO FLEET FUND	8,500.00	85,000.00	102,000.00	17,000.00	83.3
	TOTAL STREET DEPARTMENT	26,567.42	351,270.52	493,158.00	141,887.48	71.2
	CITY SHOP					
10-79-110	SALARIES AND WAGES	1,175.70	12,579.99	15,284.00	2,704.01	82.3
10-79-130	RETIREMENT	227.14	2,384.97	2,953.00	568.03	80.8
10-79-131	GROUP HEALTH INSURANCE	227.69	2,254.93	2,615.00	360.07	86.2
10-79-132	WORKERS COMP INSURANCE	19.90	163.41	259.00	95.59	63.1
10-79-133	LTD INSURANCE	14.12	141.20	169.00	27.80	83.6
10-79-134	MEDICARE TAX	16.24	175.76	222.00	46.24	79.2
10-79-250	EQUIPMENT-SUPPLIES & MAINTENAN	629.70	4,069.25	1,500.00	(2,569.25)	271.3
10-79-255	EQUIPMENT LEASE	.00	405.25	5,000.00	4,594.75	8.1
10-79-260	BLDGS & GROUNDS - SUPPLIES & M	1,722.57	33,849.89	34,000.00	150.11	99.6
10-79-270	UTILITIES	2,566.56	21,131.07	28,000.00	6,868.93	75.5
10-79-510	INSURANCE	.00	985.35	650.00	(335.35)	151.6
10-79-610	MISC. SUPPLIES	.00	995.01	1,000.00	4.99	99.5
10-79-620	MISC. SERVICES	.00	.00	2,300.00	2,300.00	.0
10-79-741	EQUIPMENT UNDER $5000	.00	29.98	2,100.00	2,070.02	1.4
	TOTAL CITY SHOP	6,599.62	79,166.06	96,052.00	16,885.94	82.4

GENERAL FUND

		PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
	PARKS					
10-83-110	SALARIES AND WAGES	17,635.60	174,056.95	213,771.00	39,714.05	81.4
10-83-111	PARTTIME WAGES	3,925.50	47,186.49	42,000.00	(5,186.49)	112.4
10-83-112	OVERTIME	936.91	5,508.00	4,000.00	(1,508.00)	137.7
10-83-130	RETIREMENT	3,562.56	42,714.89	42,842.00	127.11	99.7
10-83-131	GROUP HEALTH INSURANCE	3,360.77	40,744.12	57,320.00	16,575.88	71.1
10-83-132	WORKERS COMP INSURANCE	374.22	3,143.35	3,504.00	360.65	89.7
10-83-133	LTD INSURANCE	211.50	1,896.46	2,691.00	794.54	70.5
10-83-134	MEDICARE TAX	549.77	6,131.67	3,767.00	(2,364.67)	162.8
10-83-230	SCHOOLS, SEMINARS & TRAINING	24.99	2,845.89	2,500.00	(345.89)	113.8
10-83-250	EQUIPMENT-SUPPLIES & MAINTENAN	3,926.96	15,224.58	15,000.00	(224.58)	101.5
10-83-252	FUEL PURCHASES	478.52	6,180.23	5,000.00	(1,180.23)	123.6
10-83-260	MAINTENANCE & REPAIRS: BLDG'S	536.27	7,514.25	40,000.00	32,485.75	18.8
10-83-261	MAINTENANCE & REPAIRS: GROUNDS	867.51	63,905.52	35,000.00	(28,905.52)	182.6
10-83-262	MAINT & REPAIRS: SPORTS FIELDS	427.96	612.74	2,000.00	1,387.26	30.6
10-83-270	UTILITIES	1,461.06	7,458.86	7,500.00	41.14	99.5
10-83-280	ACCESS CHARGES	.00	.00	1,300.00	1,300.00	.0
10-83-310	PROFESSIONAL SERVICES	13,710.02	66,952.82	120,000.00	53,047.18	55.8
10-83-410	BEAUTIFICATION PROJECTS	.00	.00	2,500.00	2,500.00	.0
10-83-510	INSURANCE	.00	1,880.95	2,000.00	119.05	94.1
10-83-610	MISC. SUPPLIES	178.04	4,410.89	2,500.00	(1,910.89)	176.4
10-83-620	MISC. SERVICES	.00	53,803.01	43,000.00	(10,803.01)	125.1
10-83-730	IMPROVEMENTS	.00	17,188.04	30,000.00	12,811.96	57.3
10-83-741	EQUIPMENT UNDER $5000	3,085.63	4,446.26	5,000.00	553.74	88.9
10-83-961	TRANSFER TO FLEET FUND	3,000.00	30,000.00	36,000.00	6,000.00	83.3
	TOTAL PARKS	58,253.79	603,805.97	719,195.00	115,389.03	84.0
	RECREATION					
10-86-110	SALARIES AND WAGES	2,892.96	30,538.81	37,609.00	7,070.19	81.2
10-86-112	OVERTIME	81.36	2,712.08	1,000.00	(1,712.08)	271.2
10-86-130	RETIREMENT	521.68	5,748.83	7,266.00	1,517.17	79.1
10-86-131	GROUP HEALTH INSURANCE	1,128.75	11,193.32	13,073.00	1,879.68	85.6
10-86-132	WORKERS COMP INSURANCE	46.18	446.45	965.00	518.55	46.3
10-86-133	LTD INSURANCE	36.99	372.34	846.00	473.66	44.0
10-86-134	MEDICARE TAX	52.47	1,357.06	942.00	(415.06)	144.1
10-86-230	AUTO MILEAGE	.00	.00	500.00	500.00	.0
10-86-252	FUEL PURCHASES	290.57	317.82	.00	(317.82)	.0
10-86-610	REC PROGRAM SUPPLIES	19.29	6,491.60	8,000.00	1,508.40	81.2
10-86-621	REC PROGRAM STAFFING COSTS	135.63	11,741.63	26,350.00	14,608.37	44.6
10-86-622	SNACK SHACK EXPENSES	.00	.00	1,100.00	1,100.00	.0
	TOTAL RECREATION	5,205.88	70,919.94	97,651.00	26,731.06	72.6

GENERAL FUND

		PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
	DEBT SERVICE					
10-89-800	ALLOCATION TO BOND PAYMENT	.00	(200,000.00)	(200,000.00)	.00	(100.0)
10-89-810	PUB WKS FACILITY PRINCIPAL PMT	.00	275,000.00	275,000.00	.00	100.0
10-89-820	PUB WKS FACILITY INTEREST PMT	.00	64,406.25	123,313.00	58,906.75	52.2
10-89-830	PUB WKS FACILITY OTHER COSTS	.00	2,750.00	5,000.00	2,250.00	55.0
	TOTAL DEBT SERVICE	.00	142,156.25	203,313.00	61,156.75	69.9
	TRANSFERS					
10-90-910	TRANSFERS OUT TO OTHER FUNDS	26,935.42	294,994.19	348,865.00	53,870.81	84.6
10-90-990	FUND BALANCE-INCREASE/DECREASE	.00	.00	45,329.00	45,329.00	.0
	TOTAL TRANSFERS	26,935.42	294,994.19	394,194.00	99,199.81	74.8
	TOTAL FUND EXPENDITURES	764,514.85	6,778,952.10	8,860,418.00	2,081,465.90	76.5
	NET REVENUE OVER EXPENDITURES	(218,081.09)	1,273,895.25	.00	(1,273,895.25)	.0

WOODS CROSS CITY
REVENUES WITH COMPARISON TO BUDGET
FOR THE 10 MONTHS ENDING APRIL 30, 2026

CLASS C SPECIAL REVENUE FUND

		PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
	INTERGOVERNMENTAL REVENUE					
21-33-560	C ROAD FUND ALLOTMENT	84,487.59	476,576.23	500,000.00	23,423.77	95.3
21-33-600	TRANSIT TAX- LOCAL	32,196.65	364,644.78	435,000.00	70,355.22	83.8
	TOTAL INTERGOVERNMENTAL REVENUE	116,684.24	841,221.01	935,000.00	93,778.99	90.0
	MISCELLANEOUS REVENUE					
21-36-100	INTEREST EARNINGS	5,892.81	52,860.92	75,000.00	22,139.08	70.5
21-36-110	INTEREST EARNINGS- 2022 BOND	2,677.96	37,337.69	40,000.00	2,662.31	93.3
	TOTAL MISCELLANEOUS REVENUE	8,570.77	90,198.61	115,000.00	24,801.39	78.4
	OTHER REVENUE					
21-38-720	REIMB- SIGNAL @ 800 W 1500 S	.00	80,000.00	.00	(80,000.00)	.0
21-38-900	MISCELLANEOUS REVENUE	.00	6,137.00	.00	(6,137.00)	.0
	TOTAL OTHER REVENUE	.00	86,137.00	.00	(86,137.00)	.0
	TRANSFERS					
21-39-100	TRANSFER FROM GENERAL FUND	4,166.67	41,666.69	50,000.00	8,333.31	83.3
21-39-110	TRANSFER FROM GF FOR 2022 BOND	16,666.67	166,666.69	200,000.00	33,333.31	83.3
21-39-900	FUND BALANCE APPROPRIATION	.00	.00	983,507.00	983,507.00	.0
	TOTAL TRANSFERS	20,833.34	208,333.38	1,233,507.00	1,025,173.62	16.9
	TOTAL FUND REVENUE	146,088.35	1,225,890.00	2,283,507.00	1,057,617.00	53.7
	EXPENDITURES					
21-40-310	ENGINEERING SERVICES	4,533.90	34,201.70	30,000.00	(4,201.70)	114.0
21-40-410	STREET MAINTENANCE	20,418.88	757,812.99	600,000.00	(157,812.99)	126.3
21-40-415	SIDEWALK MAINTENANCE	8,036.00	68,138.38	100,000.00	31,861.62	68.1
21-40-610	MISCELLANEOUS SUPPLIES	.00	360.12	.00	(360.12)	.0
21-40-730	STREET IMPROVEMENTS	.00	.00	1,100,000.00	1,100,000.00	.0
21-40-733	800 W 1500 S TRAFFIC LIGHT	4,326.03	209,341.15	.00	(209,341.15)	.0
21-40-737	1100W- 2150S TO 2600S WIDENING	4,535.30	108,526.21	.00	(108,526.21)	.0
21-40-755	TRANSPORTATION MASTER PLAN '24	.00	79,238.50	50,000.00	(29,238.50)	158.5
21-40-820	2022 ROAD IMP BOND PRINCIPAL	.00	325,000.00	325,000.00	.00	100.0
21-40-830	2022 ROAD IMP BOND INTEREST	.00	78,506.85	78,507.00	.15	100.0
	TOTAL EXPENDITURES	41,850.11	1,661,125.90	2,283,507.00	622,381.10	72.7
	TOTAL FUND EXPENDITURES	41,850.11	1,661,125.90	2,283,507.00	622,381.10	72.7

WOODS CROSS CITY
EXPENDITURES WITH COMPARISON TO BUDGET
FOR THE 10 MONTHS ENDING APRIL 30, 2026

CLASS C SPECIAL REVENUE FUND

	PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
NET REVENUE OVER EXPENDITURES	104,238.24	(435,235.90)	.00	435,235.90	.0

WOODS CROSS CITY
REVENUES WITH COMPARISON TO BUDGET
FOR THE 10 MONTHS ENDING APRIL 30, 2026

RAP TAX FUND

		PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
	TAXES					
23-31-300	RAP TAXES	39,346.19	461,920.98	540,000.00	78,079.02	85.5
	TOTAL TAXES	39,346.19	461,920.98	540,000.00	78,079.02	85.5
	MISCELLANEOUS REVENUE					
23-36-100	INTEREST EARNINGS	2,327.87	20,195.02	22,000.00	1,804.98	91.8
	TOTAL MISCELLANEOUS REVENUE	2,327.87	20,195.02	22,000.00	1,804.98	91.8
	TOTAL FUND REVENUE	41,674.06	482,116.00	562,000.00	79,884.00	85.8
	EXPENDITURES					
23-40-310	PROFESSIONAL & TECHNICAL SERVI	.00	8,954.10	5,000.00	(3,954.10)	179.1
23-40-611	CULTURAL ACTIVITIES	.00	5,026.64	2,500.00	(2,526.64)	201.1
23-40-721	BUILDINGS- RESTROOM IMPROVE	.00	.00	45,000.00	45,000.00	.0
23-40-729	BEAUTIFICATION- TREE PROJECTS	.00	.00	50,000.00	50,000.00	.0
23-40-730	PARK IMPROVEMENTS	17,995.00	20,740.00	25,000.00	4,260.00	83.0
23-40-731	MILLS PARK CAPITAL IMPROVEMENT	.00	3,953.24	55,000.00	51,046.76	7.2
23-40-732	DOG PARK PROJECT W/ NSL	197.28	81,334.52	120,000.00	38,665.48	67.8
23-40-735	BEAUTIFICATION- DECOR/BANNER	3,813.00	5,760.07	22,000.00	16,239.93	26.2
23-40-736	MILLS PARK TRAIL OVERLAY	.00	21,787.79	21,000.00	(787.79)	103.8
23-40-740	EQUIPMENT OVER $5000	.00	23,448.00	36,000.00	12,552.00	65.1
23-40-920	BUDGETED INCREASE TO FUND BAL	.00	.00	180,500.00	180,500.00	.0
	TOTAL EXPENDITURES	22,005.28	171,004.36	562,000.00	390,995.64	30.4
	TOTAL FUND EXPENDITURES	22,005.28	171,004.36	562,000.00	390,995.64	30.4
	NET REVENUE OVER EXPENDITURES	19,668.78	311,111.64	.00	(311,111.64)	.0

WOODS CROSS CITY
REVENUES WITH COMPARISON TO BUDGET
FOR THE 10 MONTHS ENDING APRIL 30, 2026

PARK DEVELOPMENT SPEC REV FUND

		PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
	CHARGES FOR SERVICES					
24-34-400	PARK IMPACT FEES	.00	86,709.00	10,000.00	(76,709.00)	867.1
	TOTAL CHARGES FOR SERVICES	.00	86,709.00	10,000.00	(76,709.00)	867.1
	MISCELLANEOUS REVENUE					
24-36-100	INTEREST EARNINGS	313.18	2,156.85	1,500.00	(656.85)	143.8
	TOTAL MISCELLANEOUS REVENUE	313.18	2,156.85	1,500.00	(656.85)	143.8
	TOTAL FUND REVENUE	313.18	88,865.85	11,500.00	(77,365.85)	772.8
	EXPENDITURES					
24-40-310	PROFESSIONAL & TECHNICAL SERVI	.00	.06	500.00	499.94	.0
24-40-734	PARKS & REC MASTER PLAN UPDATE	.00	.00	2,000.00	2,000.00	.0
24-40-990	FUND BALANCE-INCREASE/DECREASE	.00	.00	9,000.00	9,000.00	.0
	TOTAL EXPENDITURES	.00	.06	11,500.00	11,499.94	.0
	TOTAL FUND EXPENDITURES	.00	.06	11,500.00	11,499.94	.0
	NET REVENUE OVER EXPENDITURES	313.18	88,865.79	.00	(88,865.79)	.0

WOODS CROSS CITY
REVENUES WITH COMPARISON TO BUDGET
FOR THE 10 MONTHS ENDING APRIL 30, 2026

REDEVELOPMENT AGENCY FUND

		PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
	TAXES					
25-31-130	PROPERTY TAX INCREMENT WX3	.00	377,591.00	365,000.00	(12,591.00)	103.5
25-31-140	PROPERTY TAX INCREMENT 2600 S	.00	204,794.00	170,000.00	(34,794.00)	120.5
25-31-150	PROP TAX INCREMENT LEGACY CDA	.00	327,532.00	305,000.00	(22,532.00)	107.4
25-31-160	PROP TAX INCR LEGACY CDA WX/WB	.00	.00	700.00	700.00	.0
	TOTAL TAXES	.00	909,917.00	840,700.00	(69,217.00)	108.2
	MISCELLANEOUS REVENUE					
25-36-100	INTEREST EARNINGS	6,724.02	57,382.55	67,000.00	9,617.45	85.7
25-36-300	REPAYMENT OF NOTE RECEIVABLE	.00	3,129.13	2,000.00	(1,129.13)	156.5
	TOTAL MISCELLANEOUS REVENUE	6,724.02	60,511.68	69,000.00	8,488.32	87.7
	TOTAL FUND REVENUE	6,724.02	970,428.68	909,700.00	(60,728.68)	106.7
	EXPENDITURES					
25-40-110	SALARIES & WAGES	10,334.76	109,393.75	123,646.00	14,252.25	88.5
25-40-112	OVERTIME	.00	50.70	500.00	449.30	10.1
25-40-130	RETIREMENT	860.46	8,985.43	24,400.00	15,414.57	36.8
25-40-131	GROUP HEALTH INSURANCE	874.16	10,605.69	14,044.00	3,438.31	75.5
25-40-132	WORKERS COMP INSURANCE	108.86	1,089.73	376.00	(713.73)	289.8
25-40-133	LTD INSURANCE	107.49	1,078.78	3,715.00	2,636.22	29.0
25-40-134	MEDICARE TAX	162.16	1,756.89	2,034.00	277.11	86.4
25-40-220	PUBLIC NOTICES	.00	.00	1,000.00	1,000.00	.0
25-40-260	ALLOCATION OF CITY HALL EXPENS	5,125.00	51,250.67	61,504.00	10,253.33	83.3
25-40-310	LEGAL SERVICES	.00	100.00	5,000.00	4,900.00	2.0
25-40-311	PROFESSIONAL SERVICES	500.00	6,616.90	30,000.00	23,383.10	22.1
25-40-510	INSURANCE	.00	8,766.47	5,500.00	(3,266.47)	159.4
25-40-632	AGREEMENT PMT- 2600 S CDA	128,286.14	128,286.14	120,000.00	(8,286.14)	106.9
25-40-633	AGREEMENT PMT- 2425 S CRA	.00	56,917.00	100,000.00	43,083.00	56.9
25-40-730	SPECIAL PROJECTS	.00	.00	50,000.00	50,000.00	.0
25-40-731	SPECIAL PROJECTS-HOUSING	50,925.50	146,039.50	200,000.00	53,960.50	73.0
	TOTAL EXPENDITURES	197,284.53	530,937.65	741,719.00	210,781.35	71.6
	TRANSFERS					
25-90-990	FUND BALANCE-INCREASE/DECREASE	.00	.00	167,981.00	167,981.00	.0
	TOTAL TRANSFERS	.00	.00	167,981.00	167,981.00	.0
	TOTAL FUND EXPENDITURES	197,284.53	530,937.65	909,700.00	378,762.35	58.4
	NET REVENUE OVER EXPENDITURES	(190,560.51)	439,491.03	.00	(439,491.03)	.0

WOODS CROSS CITY
REVENUES WITH COMPARISON TO BUDGET
FOR THE 10 MONTHS ENDING APRIL 30, 2026

YOUTH CITY COUNCIL FUND

		PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
	MISCELLANEOUS REVENUE					
26-36-100	INTEREST EARNINGS	204.85	1,979.02	2,300.00	320.98	86.0
26-36-320	YOUTH CITY COUNCIL REVENUE	.00	4,070.90	1,500.00	(2,570.90)	271.4
	TOTAL MISCELLANEOUS REVENUE	204.85	6,049.92	3,800.00	(2,249.92)	159.2
	OTHER REVENUE					
26-38-100	TRANSFERS FROM GENERAL FUND	1,377.08	13,770.81	16,525.00	2,754.19	83.3
	TOTAL OTHER REVENUE	1,377.08	13,770.81	16,525.00	2,754.19	83.3
	TOTAL FUND REVENUE	1,581.93	19,820.73	20,325.00	504.27	97.5
	EXPENDITURES					
26-40-132	WORKERS COMP INSURANCE	2.98	10.68	100.00	89.32	10.7
26-40-134	MEDICARE TAX	15.30	153.00	425.00	272.00	36.0
26-40-230	CONFERENCES	.00	3,415.45	9,000.00	5,584.55	38.0
26-40-610	MISCELLANEOUS SUPPLIES	.00	81.13	500.00	418.87	16.2
26-40-611	YCC ACTIVITIES	146.23	3,291.26	3,000.00	(291.26)	109.7
26-40-612	SCHOLARSHIPS	.00	250.00	1,000.00	750.00	25.0
26-40-620	MISC. SERVICES-ADVISORS	200.00	2,000.00	4,800.00	2,800.00	41.7
26-40-990	BUDGETED INCREASE TO FUND BAL	.00	.00	1,500.00	1,500.00	.0
	TOTAL EXPENDITURES	364.51	9,201.52	20,325.00	11,123.48	45.3
	TOTAL FUND EXPENDITURES	364.51	9,201.52	20,325.00	11,123.48	45.3
	NET REVENUE OVER EXPENDITURES	1,217.42	10,619.21	.00	(10,619.21)	.0

WOODS CROSS CITY
REVENUES WITH COMPARISON TO BUDGET
FOR THE 10 MONTHS ENDING APRIL 30, 2026

COMMUNITY OF PROMISE FUND

		PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
	MISCELLANEOUS REVENUE					
27-36-100	INTEREST EARNINGS	432.12	3,938.48	4,800.00	861.52	82.1
27-36-310	COMMUNITY OF PROMISE REVENUE	.00	.00	2,000.00	2,000.00	.0
27-36-320	SENIORS LUNCH BUNCH REVENUE	163.00	1,759.41	1,500.00	(259.41)	117.3
	TOTAL MISCELLANEOUS REVENUE	595.12	5,697.89	8,300.00	2,602.11	68.7
	OTHER REVENUE					
27-38-100	TRANSFER FROM GENERAL FUND	4,725.00	47,250.00	56,700.00	9,450.00	83.3
	TOTAL OTHER REVENUE	4,725.00	47,250.00	56,700.00	9,450.00	83.3
	TOTAL FUND REVENUE	5,320.12	52,947.89	65,000.00	12,052.11	81.5
	EXPENDITURES					
27-40-611	SENIORS-MISC EXPENSE	583.75	6,031.16	9,500.00	3,468.84	63.5
27-40-617	COMMUNITY OF PROMISE EXPENSES	100.39	10,297.18	51,000.00	40,702.82	20.2
27-40-621	LITERACY PROGRAM EXPENSES	.00	80.41	4,500.00	4,419.59	1.8
	TOTAL EXPENDITURES	684.14	16,408.75	65,000.00	48,591.25	25.2
	TOTAL FUND EXPENDITURES	684.14	16,408.75	65,000.00	48,591.25	25.2
	NET REVENUE OVER EXPENDITURES	4,635.98	36,539.14	.00	(36,539.14)	.0

WOODS CROSS CITY
REVENUES WITH COMPARISON TO BUDGET
FOR THE 10 MONTHS ENDING APRIL 30, 2026

STATE LIQUOR ALLOTMENT FUND

		PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
	INTERGOVERNMENTAL REVENUE					
28-33-550	STATE LIQUOR REVENUE	.00	17,833.65	12,000.00	(5,833.65)	148.6
	TOTAL INTERGOVERNMENTAL REVENUE	.00	17,833.65	12,000.00	(5,833.65)	148.6
	MISCELLANEOUS REVENUE					
28-36-100	INTEREST EARNINGS	107.84	1,399.17	2,500.00	1,100.83	56.0
	TOTAL MISCELLANEOUS REVENUE	107.84	1,399.17	2,500.00	1,100.83	56.0
	TOTAL FUND REVENUE	107.84	19,232.82	14,500.00	(4,732.82)	132.6
	EXPENDITURES					
28-40-112	OVERTIME	.00	.00	5,000.00	5,000.00	.0
28-40-455	SPECIAL DEPARTMENTAL SUPPLIES	.00	.00	3,000.00	3,000.00	.0
28-40-740	EQUIPMENT OVER $5000	495.00	45,186.55	5,000.00	(40,186.55)	903.7
28-40-990	BUDGETED INCREASE TO FUND BAL	.00	.00	1,500.00	1,500.00	.0
	TOTAL EXPENDITURES	495.00	45,186.55	14,500.00	(30,686.55)	311.6
	TOTAL FUND EXPENDITURES	495.00	45,186.55	14,500.00	(30,686.55)	311.6
	NET REVENUE OVER EXPENDITURES	(387.16)	(25,953.73)	.00	25,953.73	.0

WOODS CROSS CITY
REVENUES WITH COMPARISON TO BUDGET
FOR THE 10 MONTHS ENDING APRIL 30, 2026

1960 SOUTH ASSESSMENT AREA

		PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
	MISCELLANEOUS REVENUE					
41-36-100	INTEREST EARNINGS	46.49	140.27	1,000.00	859.73	14.0
41-36-110	INTEREST EARNED- SLGS ACCOUNT	322.96	3,069.24	4,000.00	930.76	76.7
	TOTAL MISCELLANEOUS REVENUE	369.45	3,209.51	5,000.00	1,790.49	64.2
	OTHER REVENUE					
41-38-100	TRANSFER FROM GENERAL FUND	.00	25,640.00	25,640.00	.00	100.0
41-38-800	ACCOUNTS RECEIVABLE PAYMENTS	33,850.13	33,850.13	163,145.00	129,294.87	20.8
	TOTAL OTHER REVENUE	33,850.13	59,490.13	188,785.00	129,294.87	31.5
	TOTAL FUND REVENUE	34,219.58	62,699.64	193,785.00	131,085.36	32.4
	EXPENDITURES					
41-40-310	ENGINEERING SERVICES	.00	.00	5,000.00	5,000.00	.0
41-40-311	LEGAL SERVICES	.00	.00	15,000.00	15,000.00	.0
41-40-312	MISCELLANEOUS EXPENSES	3,000.00	7,500.00	15,000.00	7,500.00	50.0
41-40-810	BOND PRINCIPAL PAYMENT	.00	95,000.00	95,000.00	.00	100.0
41-40-820	BOND INTEREST PAYMENT	.00	44,624.50	44,625.00	.50	100.0
41-40-830	BOND AGENT FEES	.00	2,500.00	2,250.00	(250.00)	111.1
41-40-900	BUDGETED INCREASE TO FUND BAL	.00	.00	16,910.00	16,910.00	.0
	TOTAL EXPENDITURES	3,000.00	149,624.50	193,785.00	44,160.50	77.2
	TOTAL FUND EXPENDITURES	3,000.00	149,624.50	193,785.00	44,160.50	77.2
	NET REVENUE OVER EXPENDITURES	31,219.58	(86,924.86)	.00	86,924.86	.0

WOODS CROSS CITY
REVENUES WITH COMPARISON TO BUDGET
FOR THE 10 MONTHS ENDING APRIL 30, 2026

CAPITAL IMPROVEMENT DVPMT FUND

		PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
	MISCELLANEOUS REVENUE					
46-36-100	INTEREST EARNINGS	8,224.47	86,746.43	100,000.00	13,253.57	86.8
	TOTAL MISCELLANEOUS REVENUE	8,224.47	86,746.43	100,000.00	13,253.57	86.8
	TOTAL FUND REVENUE	8,224.47	86,746.43	100,000.00	13,253.57	86.8
	EXPENDITURES					
46-40-710	LAND	.00	13,560.00	.00	(13,560.00)	.0
46-40-720	BUILDINGS	50,000.00	85,925.31	.00	(85,925.31)	.0
46-40-730	IMPROVEMENTS	.00	2,398.50	.00	(2,398.50)	.0
46-40-990	BUDGETED INCREASE TO FUND BAL	.00	.00	100,000.00	100,000.00	.0
	TOTAL EXPENDITURES	50,000.00	101,883.81	100,000.00	(1,883.81)	101.9
	TOTAL FUND EXPENDITURES	50,000.00	101,883.81	100,000.00	(1,883.81)	101.9
	NET REVENUE OVER EXPENDITURES	(41,775.53)	(15,137.38)	.00	15,137.38	.0

WOODS CROSS CITY
REVENUES WITH COMPARISON TO BUDGET
FOR THE 10 MONTHS ENDING APRIL 30, 2026

WATER ENTERPRISE FUND

		PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
	MISCELLANEOUS REVENUE					
51-36-100	INTEREST EARNINGS	2,119.43	11,241.66	27,000.00	15,758.34	41.6
51-36-110	INTEREST EARNINGS- TRUST ACCTS	24,288.40	161,055.43	13,000.00	(148,055.43)	1238.9
51-36-500	BOND PROCEEDS- 2025 WTR BOND	.00	.00	7,756,000.00	7,756,000.00	.0
	TOTAL MISCELLANEOUS REVENUE	26,407.83	172,297.09	7,796,000.00	7,623,702.91	2.2
	UTILITY REVENUE					
51-37-100	WATER SALES	199,093.41	1,959,347.87	2,340,229.00	380,881.13	83.7
51-37-305	DELINQUENT FEES	2,180.00	25,420.02	30,000.00	4,579.98	84.7
51-37-310	SHUT OFF FEES	1,100.00	6,200.00	6,500.00	300.00	95.4
51-37-315	RETURNED CHECK FEES	80.00	1,419.00	.00	(1,419.00)	.0
51-37-400	WATER METER FEES	.00	16,450.00	5,000.00	(11,450.00)	329.0
	TOTAL UTILITY REVENUE	202,453.41	2,008,836.89	2,381,729.00	372,892.11	84.3
	OTHER REVENUE					
51-38-300	TRANSF FROM WIFF FOR BOND PYMT	11,333.33	113,333.30	136,000.00	22,666.70	83.3
51-38-400	SALE OF FIXED ASSETS	.00	.00	30,000.00	30,000.00	.0
51-38-900	MISCELLANEOUS REVENUE	.00	84,487.76	4,000.00	(80,487.76)	2112.2
	TOTAL OTHER REVENUE	11,333.33	197,821.06	170,000.00	(27,821.06)	116.4
	TRANSFERS, OTHER REVENUE					
51-39-900	FUND BALANCE APPROPRIATION	.00	.00	47,841.00	47,841.00	.0
	TOTAL TRANSFERS, OTHER REVENUE	.00	.00	47,841.00	47,841.00	.0
	TOTAL FUND REVENUE	240,194.57	2,378,955.04	10,395,570.00	8,016,614.96	22.9

WOODS CROSS CITY
EXPENDITURES WITH COMPARISON TO BUDGET
FOR THE 10 MONTHS ENDING APRIL 30, 2026

WATER ENTERPRISE FUND

		PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
	EXPENDITURES					
51-40-110	SALARIES AND WAGES	27,559.24	277,708.80	333,983.00	56,274.20	83.2
51-40-111	TEMPORARY LABOR	.00	1,139.02	15,000.00	13,860.98	7.6
51-40-112	OVERTIME	630.56	19,721.15	18,000.00	(1,721.15)	109.6
51-40-130	RETIREMENT	5,335.44	55,995.45	64,813.00	8,817.55	86.4
51-40-131	GROUP HEALTH INSURANCE	6,411.53	62,559.62	74,482.00	11,922.38	84.0
51-40-132	WORKERS COMP INSURANCE	370.58	3,185.67	3,489.00	303.33	91.3
51-40-133	LTD INSURANCE	295.64	3,110.82	5,034.00	1,923.18	61.8
51-40-134	MEDICARE TAX	430.64	4,554.06	10,640.00	6,085.94	42.8
51-40-210	BOOKS, SUBSCRIPTIONS & MEMBERS	.00	2,741.00	3,000.00	259.00	91.4
51-40-230	SCHOOLS, SEMINARS & TRAINING	.00	1,554.48	4,500.00	2,945.52	34.5
51-40-240	OFFICE SUPPLIES AND EXPENSE	.00	874.52	1,500.00	625.48	58.3
51-40-250	EQUIPMENT-SUPPLIES & MAINTENAN	14,152.54	59,965.40	75,500.00	15,534.60	79.4
51-40-252	FUEL PURCHASES	623.46	5,250.89	6,500.00	1,249.11	80.8
51-40-260	ALLOCATION OF CITY HALL EXPENS	12,303.40	154,326.87	184,266.00	29,939.13	83.8
51-40-261	BUILDING & RESERVOIR MAINT	.00	436.37	11,500.00	11,063.63	3.8
51-40-270	UTILITIES	8,055.56	59,005.76	85,000.00	25,994.24	69.4
51-40-290	ALLOCATION TO PW FACILITY BOND	.00	110,000.00	110,000.00	.00	100.0
51-40-310	PROFESSIONAL & TECHNICAL SERVI	7,600.36	69,820.48	65,000.00	(4,820.48)	107.4
51-40-510	INSURANCE AND SURETY BONDS	.00	44,306.39	44,500.00	193.61	99.6
51-40-610	MISCELLANEOUS SUPPLIES	1,104.78	11,744.78	18,000.00	6,255.22	65.3
51-40-620	MISCELLANEOUS SERVICES	5,533.62	43,543.60	55,000.00	11,456.40	79.2
51-40-621	METER READING SERVICES	7,094.97	31,921.41	45,000.00	13,078.59	70.9
51-40-622	WATER PURCHASES	.00	32,502.00	34,000.00	1,498.00	95.6
51-40-650	DEPRECIATION	.00	.00	455,000.00	455,000.00	.0
51-40-730	IMPROVEMENTS	.00	1,539.85	.00	(1,539.85)	.0
51-40-732	GAC VESSEL REPAIR	.00	208,646.37	225,000.00	16,353.63	92.7
51-40-740	EQUIPMENT	632.50	92,889.61	28,000.00	(64,889.61)	331.8
51-40-741	EQUIPMENT UNDER $5000	283.42	19,494.71	.00	(19,494.71)	.0
51-40-961	TRANSFER TO FLEET FUND	5,225.00	52,250.00	62,700.00	10,450.00	83.3
	TOTAL EXPENDITURES	103,643.24	1,430,789.08	2,039,407.00	608,617.92	70.2
	CAPITAL PROJECTS					
51-61-701	1100W 2150-2600S WTRLINE REPL	.00	793,350.42	1,256,000.00	462,649.58	63.2
51-61-702	WELL #3 REHABILITATION PROJECT	7,129.80	135,373.13	2,500,000.00	2,364,626.87	5.4
51-61-703	1500 S RESERVOIR REPLACE PROJ	22,482.69	157,189.27	4,000,000.00	3,842,810.73	3.9
	TOTAL CAPITAL PROJECTS	29,612.49	1,085,912.82	7,756,000.00	6,670,087.18	14.0

WATER ENTERPRISE FUND

		PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
	DEBT SERVICE					
51-80-812	2016 BOND PRINCIPAL	.00	376,000.00	376,000.00	.00	100.0
51-80-813	2014 BOND PRINCIPAL	.00	.00	110,000.00	110,000.00	.0
51-80-814	2023 BOND PRINCIPAL	.00	72,000.00	72,000.00	.00	100.0
51-80-821	2025 BOND INTEREST	.00	151,226.10	.00	(151,226.10)	.0
51-80-822	2016 BOND INTEREST	.00	10,010.00	10,010.00	.00	100.0
51-80-824	2023 BOND INTEREST	.00	25,303.10	25,303.00	(.10)	100.0
51-80-831	2025 TRUSTEE/COI FEES	.00	48,800.00	.00	(48,800.00)	.0
51-80-832	2016 TRUSTEE/COI FEES	.00	2,250.00	2,250.00	.00	100.0
51-80-833	2014 TRUSTEE FEES	.00	.00	2,100.00	2,100.00	.0
51-80-834	2023 TRUSTEE/COI FEES	.00	500.00	2,500.00	2,000.00	20.0
	TOTAL DEBT SERVICE	.00	686,089.20	600,163.00	(85,926.20)	114.3
	TOTAL FUND EXPENDITURES	133,255.73	3,202,791.10	10,395,570.00	7,192,778.90	30.8
	NET REVENUE OVER EXPENDITURES	106,938.84	(823,836.06)	.00	823,836.06	.0

WOODS CROSS CITY
REVENUES WITH COMPARISON TO BUDGET
FOR THE 10 MONTHS ENDING APRIL 30, 2026

SOLID WASTE ENTERPRISE FUND

		PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
	MISCELLANEOUS REVENUE					
52-36-100	INTEREST EARNINGS	739.38	4,523.11	3,000.00	(1,523.11)	150.8
	TOTAL MISCELLANEOUS REVENUE	739.38	4,523.11	3,000.00	(1,523.11)	150.8
	UTILITY REVENUE					
52-37-100	GARBAGE PICK UP FEES	63,865.75	613,317.50	725,000.00	111,682.50	84.6
52-37-110	GREEN WASTE PICK UP FEES	13,808.88	138,399.92	165,000.00	26,600.08	83.9
52-37-120	CURBSIDE RECYCLING FEES	24,754.20	247,339.06	300,000.00	52,660.94	82.5
52-37-150	TIPPING DIVERSION CREDITS	.00	46,155.35	50,000.00	3,844.65	92.3
52-37-200	GARBAGE CAN REPLACEMENT FEES	.00	1,354.00	2,000.00	646.00	67.7
52-37-300	RESIDENTIAL DUMPSTER RENTAL	700.00	2,044.08	2,000.00	(44.08)	102.2
	TOTAL UTILITY REVENUE	103,128.83	1,048,609.91	1,244,000.00	195,390.09	84.3
	TOTAL FUND REVENUE	103,868.21	1,053,133.02	1,247,000.00	193,866.98	84.5
	EXPENDITURES					
52-40-110	SALARIES AND WAGES	4,667.58	41,189.83	40,802.00	(387.83)	101.0
52-40-112	OVERTIME	.00	50.70	200.00	149.30	25.4
52-40-130	RETIREMENT	864.01	7,578.08	7,480.00	(98.08)	101.3
52-40-131	GROUP HEALTH INSURANCE	94.67	3,175.56	3,394.00	218.44	93.6
52-40-132	WORKERS COMP INSURANCE	56.31	426.65	45.00	(381.65)	948.1
52-40-133	LTD INSURANCE	59.66	512.89	291.00	(221.89)	176.3
52-40-134	MEDICARE TAX	97.49	880.74	828.00	(52.74)	106.4
52-40-260	ALLOCATION OF CITY HALL EXPENS	7,265.00	72,650.67	58,955.00	(13,695.67)	123.2
52-40-290	ALLOCATION TO PW FACILITY CONS	.00	5,000.00	5,000.00	.00	100.0
52-40-310	PROFESSIONAL & TECHNICAL	.00	1,650.00	2,500.00	850.00	66.0
52-40-510	INSURANCE	.00	15,360.58	15,800.00	439.42	97.2
52-40-610	MISCELLANEOUS SUPPLIES	.00	44.98	1,000.00	955.02	4.5
52-40-620	GARBAGE PICK UP EXPENSE	18,879.36	190,714.97	241,800.00	51,085.03	78.9
52-40-621	TIPPING COSTS	(20,268.00)	257,352.60	378,000.00	120,647.40	68.1
52-40-622	SPRING & FALL CLEAN UP	1,511.96	32,694.46	50,000.00	17,305.54	65.4
52-40-624	CURBSIDE RECYCLING COLLECTION	14,646.69	147,526.76	182,700.00	35,173.24	80.8
52-40-625	GREEN WASTE COLLECTION	29,417.55	115,219.44	105,200.00	(10,019.44)	109.5
52-40-740	EQUIPMENT OVER $5000	.00	.00	40,000.00	40,000.00	.0
52-40-990	FUND BALANCE-INCREASE/DECREASE	.00	.00	113,005.00	113,005.00	.0
	TOTAL EXPENDITURES	57,292.28	892,028.91	1,247,000.00	354,971.09	71.5
	TOTAL FUND EXPENDITURES	57,292.28	892,028.91	1,247,000.00	354,971.09	71.5
	NET REVENUE OVER EXPENDITURES	46,575.93	161,104.11	.00	(161,104.11)	.0

WOODS CROSS CITY
REVENUES WITH COMPARISON TO BUDGET
FOR THE 10 MONTHS ENDING APRIL 30, 2026

WATER IMPACT FEES ENTERP FUND

		PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
	MISCELLANEOUS REVENUE					
53-36-100	INTEREST EARNINGS	1,784.27	18,852.34	26,000.00	7,147.66	72.5
	TOTAL MISCELLANEOUS REVENUE	1,784.27	18,852.34	26,000.00	7,147.66	72.5
	UTILITY REVENUE					
53-37-200	IMPACT FEES	.00	122,090.00	47,000.00	(75,090.00)	259.8
	TOTAL UTILITY REVENUE	.00	122,090.00	47,000.00	(75,090.00)	259.8
	TRANSFERS					
53-39-900	FUND BALANCE APPROPRIATION	.00	.00	96,500.00	96,500.00	.0
	TOTAL TRANSFERS	.00	.00	96,500.00	96,500.00	.0
	TOTAL FUND REVENUE	1,784.27	140,942.34	169,500.00	28,557.66	83.2
	EXPENDITURES					
53-40-310	PROFESSIONAL & TECHNICAL SERVI	.00	.00	12,000.00	12,000.00	.0
53-40-732	IMPROVEMENT WATERLINE PROJECTS	.00	21,170.32	21,500.00	329.68	98.5
53-40-910	TRNSFR TO BND 02/08 RDMPTN FD	11,333.33	113,333.30	136,000.00	22,666.70	83.3
	TOTAL EXPENDITURES	11,333.33	134,503.62	169,500.00	34,996.38	79.4
	TOTAL FUND EXPENDITURES	11,333.33	134,503.62	169,500.00	34,996.38	79.4
	NET REVENUE OVER EXPENDITURES	(9,549.06)	6,438.72	.00	(6,438.72)	.0

WOODS CROSS CITY
REVENUES WITH COMPARISON TO BUDGET
FOR THE 10 MONTHS ENDING APRIL 30, 2026

WATER NO FAULT FUND

		PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
	MISCELLANEOUS REVENUE					
54-36-100	INTEREST EARNINGS	278.02	2,848.94	4,000.00	1,151.06	71.2
	TOTAL MISCELLANEOUS REVENUE	278.02	2,848.94	4,000.00	1,151.06	71.2
	TOTAL FUND REVENUE	278.02	2,848.94	4,000.00	1,151.06	71.2
	TRANSFERS, OTHER					
54-90-990	FUND BALANCE-INCREASE/DECREASE	.00	.00	4,000.00	4,000.00	.0
	TOTAL TRANSFERS, OTHER	.00	.00	4,000.00	4,000.00	.0
	TOTAL FUND EXPENDITURES	.00	.00	4,000.00	4,000.00	.0
	NET REVENUE OVER EXPENDITURES	278.02	2,848.94	.00	(2,848.94)	.0

WOODS CROSS CITY
REVENUES WITH COMPARISON TO BUDGET
FOR THE 10 MONTHS ENDING APRIL 30, 2026

STORM DRN FEE ENTERPRISE FUND

		PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
	PERMITS					
56-32-210	STORM DRAIN PERMITS	.00	7,750.00	200.00	(7,550.00)	3875.0
	TOTAL PERMITS	.00	7,750.00	200.00	(7,550.00)	3875.0
	CHARGES FOR SERVICES					
56-34-400	STORM DRAIN FEES	82,988.29	712,810.27	796,000.00	83,189.73	89.6
	TOTAL CHARGES FOR SERVICES	82,988.29	712,810.27	796,000.00	83,189.73	89.6
	MISCELLANEOUS REVENUE					
56-36-100	INTEREST EARNINGS	2,813.88	30,638.01	42,624.00	11,985.99	71.9
56-36-105	DELINQUENT FEES	20.00	208.57	.00	(208.57)	.0
56-36-900	SUNDRY REVENUES	343.00	343.00	.00	(343.00)	.0
	TOTAL MISCELLANEOUS REVENUE	3,176.88	31,189.58	42,624.00	11,434.42	73.2
	TRANSFERS					
56-39-900	FUND BALANCE APPROPRIATION	.00	.00	389,364.00	389,364.00	.0
	TOTAL TRANSFERS	.00	.00	389,364.00	389,364.00	.0
	TOTAL FUND REVENUE	86,165.17	751,749.85	1,228,188.00	476,438.15	61.2

WOODS CROSS CITY
EXPENDITURES WITH COMPARISON TO BUDGET
FOR THE 10 MONTHS ENDING APRIL 30, 2026

STORM DRN FEE ENTERPRISE FUND

		PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
	EXPENDITURES					
56-40-110	SALARIES AND WAGES	9,873.73	93,018.54	136,613.00	43,594.46	68.1
56-40-130	RETIREMENT	1,887.93	17,568.27	26,394.00	8,825.73	66.6
56-40-131	GROUP HEALTH INSURANCE	2,189.98	25,685.92	31,820.00	6,134.08	80.7
56-40-132	WORKERS COMP INSURANCE	87.64	1,000.47	1,991.00	990.53	50.3
56-40-133	LTD INSURANCE	114.16	1,021.20	1,525.00	503.80	67.0
56-40-134	MEDICARE TAX	140.90	1,385.53	3,111.00	1,725.47	44.5
56-40-210	BOOKS, SUBSCRIPTIONS, MEMBERSH	.00	317.00	300.00	(17.00)	105.7
56-40-230	SCHOOLS, SEMINARS & TRAINING	150.00	697.00	1,500.00	803.00	46.5
56-40-250	EQUIPMENT-SUPPLIES & MAINTENAN	.00	3,504.15	2,100.00	(1,404.15)	166.9
56-40-252	FUEL PURCHASES	(14.92)	715.12	500.00	(215.12)	143.0
56-40-260	ALLOCATION OF CITY HALL EXPENS	6,866.00	68,659.67	82,390.00	13,730.33	83.3
56-40-290	ALLOCATION TO PW FACILITY BOND	.00	85,000.00	85,000.00	.00	100.0
56-40-310	PROFESSIONAL & TECHNICAL	5,552.76	52,291.47	65,000.00	12,708.53	80.5
56-40-510	INSURANCE AND SURETY BONDS	.00	2,754.90	3,000.00	245.10	91.8
56-40-610	MISCELLANEOUS SUPPLIES	53.77	1,990.43	5,000.00	3,009.57	39.8
56-40-620	MISCELLANEOUS SERVICES	632.50	32,615.75	100,000.00	67,384.25	32.6
56-40-650	DEPRECIATION	.00	.00	130,000.00	130,000.00	.0
56-40-730	IMPROVEMENTS	.00	.00	3,000.00	3,000.00	.0
56-40-733	CROSSROADS STORM DRAIN	.00	.00	151,944.00	151,944.00	.0
56-40-740	EQUIPMENT	.00	191.97	5,000.00	4,808.03	3.8
56-40-961	TRANSFER TO FLEET FUND	3,500.00	35,000.00	42,000.00	7,000.00	83.3
	TOTAL EXPENDITURES	31,034.45	423,417.39	878,188.00	454,770.61	48.2
	CAPITAL PROJECTS					
56-61-701	1200 SOUTH STORM DRAIN INSTALL	.00	375,470.69	350,000.00	(25,470.69)	107.3
	TOTAL CAPITAL PROJECTS	.00	375,470.69	350,000.00	(25,470.69)	107.3
	TOTAL FUND EXPENDITURES	31,034.45	798,888.08	1,228,188.00	429,299.92	65.1
	NET REVENUE OVER EXPENDITURES	55,130.72	(47,138.23)	.00	47,138.23	.0

WOODS CROSS CITY
REVENUES WITH COMPARISON TO BUDGET
FOR THE 10 MONTHS ENDING APRIL 30, 2026

STORM DRAIN IMPACT FEE FUND

		PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
	CHARGES FOR SERVICES					
57-34-400	STORM DRAIN IMPACT FEES	.00	65,932.94	35,000.00	(30,932.94)	188.4
	TOTAL CHARGES FOR SERVICES	.00	65,932.94	35,000.00	(30,932.94)	188.4
	MISCELLANEOUS REVENUE					
57-36-100	INTEREST EARNINGS	2,066.17	20,267.09	22,500.00	2,232.91	90.1
	TOTAL MISCELLANEOUS REVENUE	2,066.17	20,267.09	22,500.00	2,232.91	90.1
	TOTAL FUND REVENUE	2,066.17	86,200.03	57,500.00	(28,700.03)	149.9
	EXPENDITURES					
57-40-310	PROFESSIONAL SERVICES	.00	.00	5,000.00	5,000.00	.0
57-40-990	FUND BALANCE-INCREASE/DECREASE	.00	.00	52,500.00	52,500.00	.0
	TOTAL EXPENDITURES	.00	.00	57,500.00	57,500.00	.0
	TOTAL FUND EXPENDITURES	.00	.00	57,500.00	57,500.00	.0
	NET REVENUE OVER EXPENDITURES	2,066.17	86,200.03	.00	(86,200.03)	.0

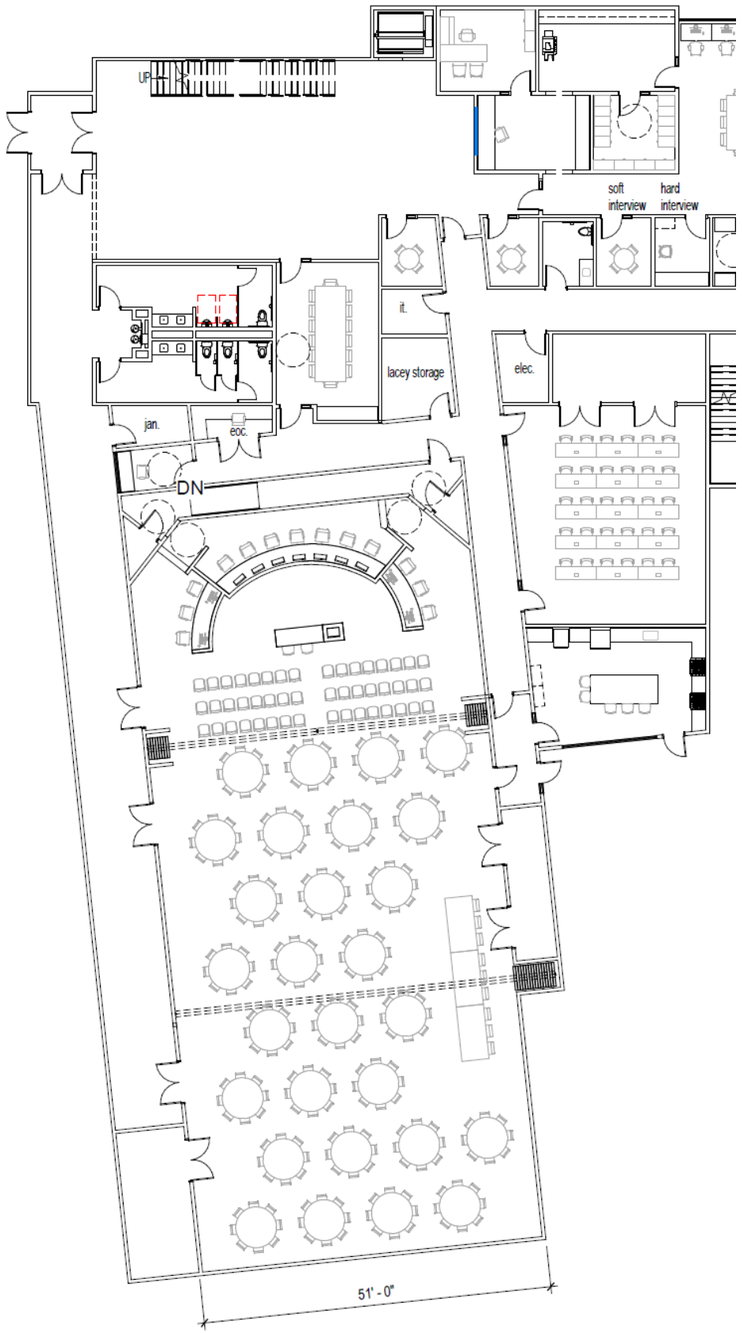
FLEET FUND

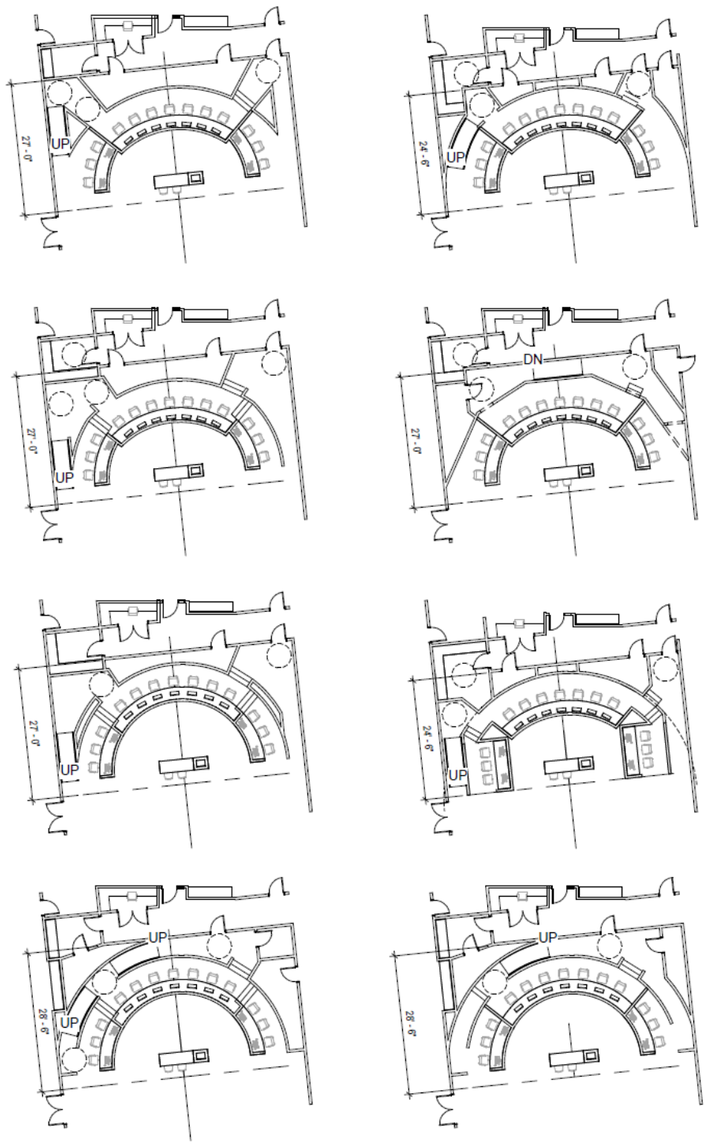
		PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
	MISCELLANEOUS REVENUE					
61-36-100	INTEREST EARNINGS	1,155.91	23,484.66	36,000.00	12,515.34	65.2
	TOTAL MISCELLANEOUS REVENUE	1,155.91	23,484.66	36,000.00	12,515.34	65.2
	OTHER REVENUE					
61-38-400	SALE OF FIXED ASSETS	.00	.00	125,000.00	125,000.00	.0
	TOTAL OTHER REVENUE	.00	.00	125,000.00	125,000.00	.0
	TRANSFERS					
61-39-151	TRANSFERS FROM GF CITY HALL	600.00	6,000.00	7,200.00	1,200.00	83.3
61-39-160	TRANSFERS FROM GF POLICE DEPT	15,000.00	150,000.00	180,000.00	30,000.00	83.3
61-39-171	TRANSFERS FROM GF STREETS DEPT	8,500.00	85,000.00	102,000.00	17,000.00	83.3
61-39-183	TRANSFERS FROM GF PARKS DEPT	3,000.00	30,000.00	36,000.00	6,000.00	83.3
61-39-510	TRANSFERS FROM WATER FUND	5,225.00	52,250.00	62,700.00	10,450.00	83.3
61-39-560	TRANSFERS FROM STORMWATER FUND	3,500.00	35,000.00	42,000.00	7,000.00	83.3
61-39-900	FUND BALANCE APPROPRIATION	.00	.00	506,290.00	506,290.00	.0
	TOTAL TRANSFERS	35,825.00	358,250.00	936,190.00	577,940.00	38.3
	TOTAL FUND REVENUE	36,980.91	381,734.66	1,097,190.00	715,455.34	34.8
	VEHICLE PURCHASES					
61-70-160	VEHICLE PURCHASE- GF POLICE	.00	147,369.00	340,000.00	192,631.00	43.3
61-70-510	VEHICLE PURCHASE- WATER FUND	.00	70,734.00	105,000.00	34,266.00	67.4
	TOTAL VEHICLE PURCHASES	.00	218,103.00	445,000.00	226,897.00	49.0
	VEHICLE UPFITS					
61-71-160	VEHICLE UPFITS- GF POLICE DEPT	75,539.87	76,185.81	.00	(76,185.81)	.0
	TOTAL VEHICLE UPFITS	75,539.87	76,185.81	.00	(76,185.81)	.0

FLEET FUND

		PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
	LEASE PAYMENTS					
61-80-151	LEASE PAYMENTS- GF CITY HALL	562.58	5,625.80	6,756.00	1,130.20	83.3
61-80-160	LEASE PAYMENTS- GF POLICE DEPT	72,706.59	448,920.58	432,954.00	(15,966.58)	103.7
61-80-171	LEASE PAYMENTS- GF STREET DEPT	20,745.46	93,515.47	111,624.00	18,108.53	83.8
61-80-183	LEASE PAYMENTS- GF PARKS DEPT	1,924.29	49,037.12	52,894.00	3,856.88	92.7
61-80-510	LEASE PAYMENTS- WATER FUND	1,156.56	39,028.41	29,525.00	(9,503.41)	132.2
61-80-560	LEASE PAYMENTS- STORM WTR FUND	295.01	17,847.21	18,437.00	589.79	96.8
	TOTAL LEASE PAYMENTS	97,390.49	653,974.59	652,190.00	(1,784.59)	100.3
	TOTAL FUND EXPENDITURES	172,930.36	948,263.40	1,097,190.00	148,926.60	86.4
	NET REVENUE OVER EXPENDITURES	(135,949.45)	(566,528.74)	.00	566,528.74	.0

Work Session





0 Council Chamber Options
1/16" = 1'-0"