EAGLE MOUNTAIN CITY **CITY COUNCIL MEETING** NOVEMBER 1, 2016			
TITLE:	ORDINANCE – Consideration of an Ordinance of Eagle Mountain City, Utah, Amending the Fiscal Year 2016-2017 Budget.		
FISCAL IMPACT:	See Spreadsheet That Details Funds Impacted		
APPLICANT:	City Staff		
GENERAL PLAN DESIGNATION	**CURRENT ZONE**	**ACREAGE**	**COMMUNITY**
N/A	N/A	N/A	N/A

NOTICES:
-Agenda Posted

REQUIRED FINDINGS:

Planning Commission Action / Recommendation

Vote: N/A

Prepared By:
Paul Jerome
Finance Director

NOTES/COMMENTS:

RECOMMENDATION:
City Administration recommends that the City Council approve fiscal year 2017 budget amendments for various Capital Project Fund and Impact Fee Fund expenditures.

BACKGROUND:
State statute requires that cities amend their budgets to appropriate funds for increased expenditures. This can be accomplished throughout the fiscal year, as well as at the end of the fiscal year with final budget amendments.

The current fiscal year 2017 budget amendments include carry-over expenditures that were approved in the prior fiscal year (General Plan and North Area Water Line Extension), various General Fund capital projects (Wride Memorial Park Phase 1A and fees related to the future Petroglyph Park), and Impact Fee Fund expenditures related to transfers for the aforementioned capital projects.

ORDINANCE NO. O- -2016

AN ORDINANCE OF THE CITY COUNCIL OF EAGLE MOUNTAIN CITY, UTAH AMENDING THE EAGLE MOUNTAIN CITY, UTAH FISCAL YEAR 2016-2017 ANNUAL BUDGET (FIRST AMENDMENT)

PREAMBLE

WHEREAS, the City Council of Eagle Mountain City, Utah finds that it is in the public interest to amend the budget for fiscal year 2016-2017; and

WHEREAS, the City Council finds that procedures for the amendments pursuant to Section 10-6-127 of the Utah State Code, Annotated have been followed, including a public hearing if budgetary funds are increasing;

BE IT ORDAINED by the City Council of Eagle Mountain City:

1. The City Council finds that the all required notices have been given and that a public hearing has been conducted, public comment received and considered and that the Council may consider and amend the budget of Eagle Mountain City as follows:

2. "FISCAL YEAR" means that year which began on the first day of July, 2016 and ends on the last day of June, 2017.

3. APPROPRIATIONS. The Budget set and adopted by the City for the fiscal year is hereby amended and re-enacted with respect to the specific items set forth on Exhibit A hereto. From the effective date of this budget ordinance, as outlined in the attached Exhibit A, the several amounts stated therein as proposed expenditures, shall be appropriated for the several objects and purposes therein named.

5. This Ordinance amending the budget of Eagle Mountain City is effective immediately and shall be effective for the Fiscal Year 2016-2017.

Adopted by the City Council of Eagle Mountain City this 1st day of November, 2016.

EAGLE MOUNTAIN CITY, UTAH

ATTEST: Chris Pengra, Mayor

Fionnuala B. Kofoed, MMC
City Recorder

CERTIFICATION

The above resolution was adopted by the City Council of Eagle Mountain City on the 1st day of November, 2016.

Those voting aye:	Those voting nay:
☐ Adam Bradley	☐ Adam Bradley
☐ Colby Curtis	☐ Colby Curtis
☐ Stephanie Gricius	☐ Stephanie Gricius
☐ Benjamin Reaves	☐ Benjamin Reaves
☐ Tom Westmoreland	☐ Tom Westmoreland

_____

Fionnuala B. Kofoed, MMC
City Recorder

EXHIBIT A

Eagle Mountain City Budget Amendments for FY 2017

Through 10/31/16

Fund Name		Original Budget	Proposed Budget	Increase	Funding Source	Approval Date
General Government						
Subtotal General Government:		$ -	$ -	**$ -**		
Enterprise Funds						
Subtotal Enterprise Funds:		$ -	$ -	**$ -**		
Capital Projects						
General Plan (Consulting)	47-81-41710-7001	$ -	$ 95,000.00	$ 95,000.00	Prior Yr. Fund Bal. (rollover)	
North Area Water Line Ext.	48-81-51100-7010	$ -	$ 2,300,000.00	$ 2,300,000.00	Water Impact Fee Fund (rollover)	
Cory Wride Mem. Park Phase 1A	47-81-45100-7001	$ -	$ 800,000.00	$ 800,000.00	Park Impact Fee Fund/CIF	
Petroglyph Preservation Scanning	Pass-Thru Acct.	$ -	$ 50,000.00	$ 50,000.00	Developer Contribution	
Subtotal Capital Projects:		$ -	$ 3,245,000.00	**$ 3,245,000.00**		
Impact Fees						
Transfer to Water Capital Proj. Fun	11-	$ -	$ 2,300,000.00	$ 2,300,000.00	See water line ext. proj. above (rollover)	
Transfer to Gen. Fund Capital Proj.	15-	$ -	$ 805,000.00	$ 805,000.00	See Wride Mem. Park Phase 1A above	
Subtotal Impact Fees:		$ -	$ 3,105,000.00	**$ 3,105,000.00**		

Debt Service

Subtotal Debt Service:	$ -	$ -	**$ -**

Other

Subtotal Other:	$ -	$ -	**$ -**

Total Increase (All Funds):	$ -	$ 6,350,000.00	**$ 6,350,000.00**

*Please note that General Fund balance in excess of 25% of FY 2017's budgeted revenues at the end of FY 2016 will be transferred to the General Fund Capital Projects Fund for use in completion of city capital projects.

RESOLUTION NO. R- -2016

A RESOLUTION OF EAGLE MOUNTAIN CITY, UTAH, AMENDING AND RESTATING THE SCENIC MOUNTAIN MASTER DEVELOPMENT AGREEMENT

PREAMBLE

The City Council of Eagle Mountain City, Utah finds that it is in the public interest to approve the Amended and Restated Scenic Mountain Master Development Agreement as set forth more specifically in Exhibit A.

BE IT ORDAINED by the City Council of Eagle Mountain City, Utah:

1. The City Council finds that all required notices and hearings have been completed as required by law to consider and approve the Amended and Restated Scenic Mountain Master Development Agreement as set forth in Exhibit A.

2. The Amended and Restated Scenic Mountain Master Development Agreement is hereby approved as set forth more specifically in Exhibit A.

3. This Resolution shall take effect upon its first publication or posting.

ADOPTED by the City Council of Eagle Mountain City, Utah, this 1st day of November, 2016.

EAGLE MOUNTAIN CITY, UTAH

_____
Chris Pengra, Mayor

ATTEST:

_____
Fionnuala B. Kofoed, MMC
City Recorder

CERTIFICATION

The above resolution was adopted by the City Council of Eagle Mountain City on the 1st day of November, 2016.

Those voting aye:	Those voting nay:
☐ Adam Bradley	☐ Adam Bradley
☐ Colby Curtis	☐ Colby Curtis
☐ Stephanie Gricius	☐ Stephanie Gricius
☐ Benjamin Reaves	☐ Benjamin Reaves
☐ Tom Westmoreland	☐ Tom Westmoreland

_____

Fionnuala B. Kofoed, MMC
City Recorder

EXHIBIT A

When Recorded Return To:

Eagle Mountain City
c/o Fionnuala Kofoed, City Recorder
1650 E. Stagecoach Run
Eagle Mountain, UT 84005

AMENDED AND RESTATED MASTER DEVELOPMENT AGREEMENT FOR THE SCENIC MOUNTAIN DEVELOPMENT

This *Amended and Restated Master Development Agreement for the Scenic Mountain Development* (this "Master Development Agreement" or "Agreement") is entered into between Eagle Mountain City, a municipal corporation of the state of Utah (the "City"), Scenic Mountain Partners, LLC, a Utah limited liability company ("Scenic Mountain"), and Burntol LC, a Utah limited liability company ("Burntol") (collectively, Scenic Mountain and Burntol are referred to as "Developer"). Together, the City and Developer are the "Parties" to this Agreement, and individually each is a "Party" hereto.

This Agreement is made with reference to the following facts.

A. Developer has submitted to the City an application for a new residential development to be known as Scenic Mountain (the "Project"). The Project consists of approximately 34 acres of land (the "Property") located south of Highway 73. The parcel numbers of land comprising the Property are as follows:

(i) Utah County Parcel No. 58:033:0309
(ii) Utah County Parcel No. 66:307:0102
(iii) Utah County Parcel No. 58:033:0269
(iv) Utah County Parcel No. 58:033:0283
(v) Utah County Parcel No. 58:033:0285
(vi) Utah County Parcel No. 58:033:0154

A legal description of the Property is attached hereto as Exhibit "A."

B. The Parties have authority to enter into this Agreement regulating the zoning and use of the Property pursuant to Utah Code Ann. § 10-9a-102(2) and Section 16.10.060 of the City Code of Eagle Mountain City (the "Code").

C. As set forth below, the Parties intend that the Project will be zoned for residential and commercial use in accordance with Chapter 17.25 and 17.35 of the Code, and except as otherwise provided in this Agreement, will be improved in compliance with procedures and

standards in the Code and consistent with the terms of this Master Development Agreement.

D. A plan which depicts the zoning for the areas within the Project, and land uses which will be allowed by the City ("Land Use Map") is attached as Exhibit "B".

E. Burntol is the owner of Utah County Parcel No. 58:033:0154 and is the successor in interest to Tracy K. Gibbs ("Gibbs").

F. On or about September 10, 2009, the City, Scenic Mountain, and Gibbs entered into a *Master Development Agreement for the Scenic Mountain Development* (the "Original Agreement") which encumbered certain land in Utah County, including the Property.

G. The City, Scenic Mountain, and Burntol (as successor in interest to Gibbs) now wish to amend and restate in its entirety the Original Agreement with the effect that this Agreement shall completely supersede and replace all of the terms, conditions, and provisions set forth in the Original Agreement.

H. The Parties wish to define the rights and responsibilities of the Parties with respect to the development of the land and funding of improvements in the Project which is approved by the City in this Agreement. This Agreement is sometimes referred to herein as the "Master Development Agreement."

NOW, THEREFORE, in consideration of the mutual covenants and promises of the Parties contained herein, and for other valuable consideration received, the Parties agree as follows:

1. Governing Standards. The Parties agree that the recitals stated above are incorporated into and form a part of this Agreement. Persons and entities hereafter developing the Property or any portions of the Project thereon shall accomplish such development in accordance with the provisions of the Code, ordinances, and regulations (collectively "City's Laws") in effect as of the date of this Agreement, and the provisions of this Agreement. This Agreement contains certain requirements and conditions for development of the Property and the Project in addition to those contained in the City's Laws. Development of the Property and the Project shall be governed by the procedures, standards and requirements of the City's Laws in effect as of the date of this Agreement, the approved final plat or plats for the Project, and the Master Development Plan for the Project approved by the City. In the event of a conflict between the terms of the City's Laws then in effect and the terms of this Agreement, the terms of this Agreement shall control, except as provided in Section 2.2(B) of this Agreement.

2. Zoning, Density, and Land Use Standards. The Project will be zoned for residential uses in accordance with Chapter 17.25 of the Code in effect as of the date of this Agreement and allow for commercial uses in accordance with Chapter 17.35 of the Code in effect as of the date of this Agreement as depicted in the Land Use Map along

S.R. 73 at the west end of the subject property. The Land Use Map shall be the official zoning map for the Property.

2.1 Planning Areas and Densities. The total Project densities are as follows:

Total Land Area:	34.82 acres
Total Buildable Acres:	28.50 acres
Total Residential Units:	289 units (86 single family and cluster homes, 83 townhomes, and 120 Tier III - IV multi-family units)
Improved Open Space:	Not less than 6.6 acres

The overall density of the Project may not exceed an average of 10.15 residential units (each a "Unit") per buildable acre of the Project or a total of 289 Units. The numbers of Units granted for each Planning Area are ceilings and not a minimum number of units that the Developer is guaranteed by the City to be able to build. The City makes no guarantee or warranty that the entitled Units can be achieved, and the parties acknowledge that setback requirements, open space requirements, road layouts infrastructure requirements or other similar constraints may prevent the use of all vested density. The Property is divided into three separate planning areas (each a "Planning Area" and collectively the "Planning Areas"). The 289 total Units are, pursuant to this Agreement, allocated between the three Planning Areas. The Planning Areas are depicted on the Land Use Map attached hereto as Exhibit "B."

A. The first Planning Area will be a Tier III single family, cluster home development, subject to the provisions of this Agreement. This area will consist of approximately 15.65 acres, as shown on Exhibit "B". Upon approval and execution of this Agreement, Developer shall have the right to build up to 86 residential Units on the Cluster Home parcel, or a gross density of not more than 5.49 units per acre as shown in the Master Development Plan. A preliminary concept plan for the is attached hereto as Exhibit "C."

B. The second Planning Area will be a Tier III townhome development, subject to the provisions of this Agreement. This area will consist of approximately 10.09 acres, as shown on Exhibit "B". Upon approval and execuition of this Agreement, Developer shall have the right to build up to 83 townhome units on the townhome parcel, or a gross density of not more than 8.23 units per acre as shown in the Master Development Plan. Refer to Section 2.5 of this Agreement and the Master Development Plan for the reduction of units as a result of UDOT property acquisition.

C. The third Planning Area will be preserved as a flexible use area development, subject to the provisions of this Agreement, and may be developed with commercial office or retail development, or residential units which meet the Tier IV subdivision requirements, or a combination of the residential and

commercial uses (the "Flex Use Parcel"). The Flex Use Parcel will consist of approximately 7.22 acres, as shown on Exhibit "B". Upon approval and execution of this Agreement, Developer shall have the right to build commercial office or retail uses in accordance with Chapter 17.35 of the current Code or up to 120 residential units on the Flex Use Parcel.

2.2 Bonus Density Requirements. At the time that any phase of a Planning Area is developed such phase must contain improvements which comply with the Residential Bonus Density Entitlement Requirements as provided in Chapter 17.30 of the current Code (hereafter the "Bonus Density Requirements") in effect as of the date of this Agreement applicable to such phase of the Planning Area. Subject to the terms of this Agreement, the Developer shall comply with all other applicable requirements for each phase of subdivision within the Project as contained in the applicable Code provisions in effect as of the date of this Agreement. The City will not approve a preliminary subdivision plat or site plan for any phase of a Planning Area until Developer has demonstrated how the applicable Bonus Density Requirement for that particular phase of a Planning Area will be accomplished. Nevertheless, the final plat for each phase of a Planning Area will be approved if Developer complies with all the requirements of this Agreement and the City Code. Furthermore, nothing herein shall be deemed as requiring the Developer to build the number of Units approved for a Planning Area. The right to develop Units is not transferable between Planning Areas

2.3 Vested Rights. To the maximum extent permissible under the laws of the State of Utah and the United States, the Parties intend that this Agreement grants to Developer the right to develop the Property in fulfillment of this Agreement without modification or interference by the City except as specifically provided herein.

A. The Parties intend that the rights granted to Developer under this Agreement are contractual and, in addition, constitute "vested rights," as that term is construed in Utah's common law and pursuant to Utah Code Ann. § 10-9a-509 (2016) as to the provisions of this Agreement, including the approved density and number of dwelling units set forth above.

B. Notwithstanding anything to the contrary herein, any City ordinance, amendment to the City's laws, or other development standard enacted by the City after the date of this Agreement which has the effect of prohibiting and/or materially and unreasonably restricting Developer's rights to develop the vested densities set forth in this Agreement and the Master Development Plan for the Property shall be inapplicable to the Property (or modified to the extent necessary to permit Developer to develop the vested densities set forth in this Agreement and the Master Development Plan for the Property) and shall not affect or regulate the development and use of the Property, unless the City Council, on the record, finds that a compelling, countervailing public

interest would be jeopardized by applying the provisions of this Agreement.

2.4 Right to Develop. The City's approval of the Master Development Plan and the execution of this Agreement grant the Developer the right to develop the Property and construct the Project in accordance with the uses, maximum densities, improvements and general configuration of development for the Project set forth in this Agreement and the Master Development Plan for the Property. In the event of any conflict between the Code and the express terms of this Agreement or between the Code and the Master Development Plan for the Property, the express terms of this Agreement and the Master Development Plan shall control, except as provided in Section 2.2(B) of this Agreement.

2.5 UDOT Property Acquisition. UDOT has expressed an interest in acquiring a portion of the Property by the power of eminent domain for purposes of widening or expanding SR-73. Exhibit "B," the Land Use Map, designates 7.15 acres as "Possible UDOT Acquisition for SR 73 Expansion." If, and only if, a portion of the Townhome Parcel is taken by UDOT or any other entity with the power of eminent domain, the vested number of residential units for the Townhome Parcel identified in Section 2.1 will be reduced in the same proportion as the acreage of Townhome Parcel taken in comparison with the total acreage of the Townhome Parcel. Likewise, if, and only if, a portion of the Flex Use Parcel is taken, the vested number of residential units and commercial uses for the Flex Use Parcel will be reduced in the same proportion as the acreage of the Flex Use Parcel taken in comparison with the total acreage of the Flex Use Parcel.

2.6 Proposed Land Uses. The proposed land uses set forth on the Park and Open Space Plan (The Concept Plan) are conceptual and do not dictate the final type or layout of buildings within the Project.

2.7 Developer Flexibility. Notwithstanding any other provision of this Agreement, the Parties understand that the final layout of the Project may vary slightly from the concept currently proposed by the Developer. Subject to the zoning, density, and other requirements of this Agreement, the layout and configuration of the Project as set forth in the Land Use Map, the Open Space Plan, and the other exhibits attached to this Agreement is subject to further revisions so long as such revisions comply with the general layout of building types in the proposed Master Development Plan.

2.8 Development Requirements. Developer shall construct improvements to meet the Bonus Density Requirements within each Planning Area, and shall comply with the Park and Improved Open Space Requirements found in Chapter 16.35.105, and other development requirements found in the City Code in effect as of the date of this Agreement. In addition, Developer shall be required to meet all requirements of the International Building Code and International Fire Code for all buildings in the Project.

2.9 Future Land Use Applications. The approval processes for development applications for the Project shall be as provided in this Agreement, the Master Development Plan for the Property, and the Code. Development applications shall be approved by the City if they comply with the Applicable Codes in effect on the date of this Agreement, except as provided in Section 2.2(B) of this Agreement. Nothing in this Section 2.9 shall be construed to require Developer to obtain further City zoning approval with respect to the use or density provided herein. The City and Developer shall cooperate reasonably in promptly and fairly processing applications.

2.10 Phasing. The City acknowledges that Developer, or future assignees, may develop the Project in phases. The Parties acknowledge that the most efficient and economic development of the Project depends on numerous factors, such as market conditions and demand, infrastructure planning, competition, the public interest and other similar factors. Subject to the terms and conditions of this Agreement, the timing, sequencing, location and phasing of the Project shall be as determined by Developer in its reasonable business judgment.

2.11 Approved Setbacks for Cluster/Patio Homes. Any Cluster/Patio type units that comply with the definition of "cluster home" in EMMC 17.10.030 and approved for the Tier III Parcel as shown on the Land Use Map attached hereto as Exhibit "B" will be allowed to have a minimum side setback of 5 feet, and a minimum rear yard setback of 10 feet. Front setbacks shall comply with City Code requirements.

2.12 Intentionally Deleted.

3. Improved Open Space and Trails. The Project is currently contemplated to contain 13.68 acres of total open space with 1,000 square feet of Improved Open Space per each residential unit. All Improved Open Space must meet the requirements set forth in Section 16.35.105 of the Code in effect as of the date of this Agreement, including, but not limited to, containing 10 points per 0.1 acre or a total of 1368 points for the 13.68 acres of Improved Open Space according to Table 16.35.130(c). Developer has prepared a conceptual plan for the Improved Open Space within the Planning Areas ("Open Space Plan") which is attached hereto as Exhibit "D."

4. Community Recreation Center. Each Planning Area within the Project will have a Community Recreation Center. It is the intent of the Developer and City that the Community Recreation Centers will meet the clubhouse and swimming pool requirement in the City Code in effect as of the date of this Agreement for the Planning Areas within the Project. In order to meet this requirement, a Community Recreation Center must contain at least 1,200 square feet of improved space. A swimming pool must be the greater of 1,000 square feet (including water features) or sufficient size to accommodate 35% of estimated residents of the Planning Area in which the pool is located. The combined equivalent value of the Community Recreation Center(s) in the Project must be no less than $1,000.00 per unit. The Community Recreation Centers will be the property

of the HOA and all costs and maintenance will be the responsibility of the HOA. These facilities shall be available for use by all future residents of the Project, subject to the properly promulgated rules and regulations of the HOA uniformly applied. The construction of the Community Recreation Centers shall commence no later than upon the sale of ten percent (10%) of the number of units within the Planning Area in which the Community Recreation Center is located. If not already constructed, the Community Recreation Centers will be bonded for with the other subdivision improvements. The construction of a pool shall commence no later than upon the sale of ten percent (10%) of the units in the Planning Area in which the pool is located. The pool must be completed upon the sale of fifty percent (50%) of the units in the Planning Area in which the pool is located. The pool must be bonded for with the subdivision improvements. Notwithstanding anything to the contrary, if the Flex Area is developed with only commercial uses the applicable Planning Area will not be required to provide a Community Recreation Center. In addition, and pursuant to section 2.4 of this Agreement, if a portion of the property is acquired by UDOT and the overall number of units is reduced below 250 units, Developer shall only be required to provide one Community Recreation Center.

5. Parks. The Project will include several parks. A depiction of each park showing the current anticipated configuration for parks and amenities is indicated on the Open Space Plan attached hereto as Exhibit "D." Nevertheless, the Parties understand and agree that the final configuration and layout of the parks may vary from the depiction on Exhibit "D" as the Project subdivision is finalized. Parks located in each phase of development shall be fully improved prior to recording the plat for that phase, or a separate cash deposit or cash escrow must be put in place with the city with each plat to cover 150 percent of the pro rata anticipated cost of park improvements to meet the required Improved Open Space and points requirements for each plat.

6. Improved Open Space Areas. Other Improved Open Space within the Project shall include grassy areas and other amenities typical to a neighborhood park. The Improved Open Space areas shall be the property of the HOA and all costs and maintenance shall be the responsibility of the HOA upon completion of the same.

6.1 Neighborhood Trails. As a component of the Development of the Project and the Improved Open Space, a neighborhood trail system shall be installed in the Project including a trailhead park area near the north end of the Project and adjacent to the Regional Trail portion of the plan with parking at a minimum of 5 parking stalls. The current anticipated location for the trail system is indicated on the Open Space Plan. Nevertheless, the Parties understand and agree that the final configuration and layout of the trail system may vary from the depiction on the Open Space Plan attached as Exhibit "D" as the Project subdivision plan is finalized. The neighborhood trails shall be constructed with a solid concrete or asphalt surface or other surface reasonably acceptable to the City. Each section of the neighborhood trail shall be improved along with the infrastructure for any adjacent subdivision phase in the Planning Areas, or

Developer shall place into escrow with the City reasonably sufficient funds to improve that section prior to recording a subdivision plat for any adjacent phase of the Planning Areas. Unless, and until dedicated to, and accepted by, Eagle Mountain City, the neighborhood trail shall be the property of the HOA and all costs and maintenance shall be the responsibility of the HOA upon completion of the same.

6.2 Regional Trail. An 8-foot wide asphalt trail shall be constructed within or near the gas line or power line corridor on the eastern edge of the project, as depicted on the Open Space Plan (A 12-foot wide trail and utility access road shall be constructed where indicated on the plan to provide access for Questar to their facility unless some other means of acceptable access is provided). This trail shall be improved according to Section 16.35.105-A10 of the Code in effect as of the date of this Agreement, which requires full improvement of the pro rata anticipated trail improvements prior to recording each plat that has such trail improvements in the Project, or a separate cash deposit or cash escrow to be put in place within the City with each plat that has such trail improvements to cover 150 percent of the pro rata anticipated cost of the trail improvements.

6.3 Exit Sign Open Space. The Project contains an open space area for a sign indicating the City boundaries for Eagle Mountain City and thanking people for visiting Eagle Mountain City (the "Exit Sign Open Space"). Developer shall work in conjunction with the City to design a sign acceptable to the City. The exit sign open space shall be dedicated to the City and all maintenance costs will be the responsibility of the City, unless a separate maintenance agreement is approved by the Developer or Home Owners' Association and the City at a later date.

7. Slopes. A depiction of the current anticipated slope plan for the Project is attached as Exhibit "E." Nevertheless, the Parties understand and agree that the final configuration and layout of the slope plan may vary from the depiction shown on Exhibit "E."

8. Home Owners' Association. Prior to the recording of any residential subdivision plan for a residence to be constructed within the Project, a Home Owner's Association (the "HOA") shall be formed and organized with the State of Utah Division of Corporations and Commercial Code and covenants, conditions, and restrictions applicable to the Project ("CC&Rs") shall be recorded against the Property. Among other things, the CC&Rs shall give the HOA authority to impose and enforce architectural controls consistent with the City's Laws and this Agreement. A copy of current anticipated elevations for the townhome component of the Project is attached hereto as Exhibit "F." Nevertheless, the Parties understand and agree that the final configuration of the townhome elevations may vary from the depiction shown on Exhibit "F."

9. Buffer Area and Transitioning Requirements. Developer agrees to comply with all transitioning requirements set forth in the Code. The City and Developer agree that

the current configuration of the Project does comply with the transitioning requirements.

10. Dedication of Facilities. Except as otherwise provided in this Agreement, Developer agrees to dedicate to the City, free and clear of all financial encumbrances, all required utilities, streets, utility facilities, and other public improvements for the use of utilities, roads, and other public ways. These facilities shall be dedicated in conjunction with the approvals of the respective subdivision plats within the Project.

11. Streets and Roads. The street on the western portion of the project that connects Inverness Lane to Highway 73, as well as the continuation of Inverness Lane through the project, shall include a minimum of 32 feet of asphalt. All streets within the Project shall comply with the Code in effect as of the date of this Agreement with respect to street width, cross-slope, curb and gutter, sidewalks, planter strip width, street trees, number of lanes, lane widths, signed speed, parking and other requirements set forth in the Code. Notwithstanding the standards in the Code, the maximum grade of any road within the Project may not exceed 10%. All street names must be approved by the City prior to their dedication and public use.

12. Access Points. The Project contains two accesses from Cory Wride Memorial Highway (Highway 73) and one access from Mt. Airey Drive via Inverness Road. The location of the access points is indicated on the Land Use Map Exhibit "B." Developer shall be required to construct acceleration lanes and deceleration lanes along Highway 73 to allow for right-in access from Highway 73 and right-out access to Highway 73. The Highway 73 accesses will not contain a left-out, and Developer shall post a no left turn sign to clearly indicate that left turns are not allowed. Developer shall be required to coordinate with City and the Utah Department of Transportation (UDOT) with respect to all dedicated improvements along Highway 73. At least one of the Highway 73 accesses shall be completed prior to the issuance of the thirty-first (31st) residential building permit within the Project.

13. Road Connection to Saratoga Springs. As noted on Exhibit "B," the Land Use Map, a temporary park area shall be improved at the eastern end of Inverness Lane that may be improved in the future as a road connection to Saratoga Springs. This park area shall include minimal amenities and improvements. The potential road connection shall be indicated on the recorded subdivision plat for that area. Any lots adjoining this open space shall comply with corner lot setbacks.

14. Inverness Drive Access. Prior to issuance of more than thirty (30) building permits within the Project, Developer shall be required to improve Inverness Drive from the edge of the Project to Mt. Airey Drive to at least 32 feet of asphalt. The City shall make all reasonable efforts to assist Developer in obtaining an easement or right-of-way from the neighboring property owner to construct the required improvements to Inverness Drive. The City shall reimburse developer for the reasonable costs of the improvements

Comment [SM1]: Don't we need to address Mt. Airey Drive improvements as well? They should really be made at the same time.

to Inverness Drive through either a reduction in impact fees or through such other means as determined by the City.

15. Utility Services and Infrastructure Improvements.

15.1 On-Site Improvements. Developer shall be responsible for all on-site utilities for the Project as required under the City Code in effect as of the date of this Agreement, including, sewer, electric, gas, water, and storm drain. Due to the location of the Project, it is not anticipated that Developer will be required to upsize utilities or other infrastructure in excess of the capacity necessary for the Project in order to service other projects. A sewer lift station will be required for the northeast portion of the project. This sewer lift station will be required to provide a force main to a point of sufficient elevation to allow for a gravity feed into the existing sewer main on Ranches Parkway. Prior to issuance of any subdivision plats for the Project, Developer shall submit to and receive approval from the City of an On-Site Utilities Concept Plan for the Project. In the event Developer is required to construct utilities or other infrastructure in excess of the capacity necessary to provide services to the Project, Developer shall be entitled to reimbursement for the cost of the excess capacity. The City shall revise and amend the City Impact Fee Ordinance and payment requirements to collect the amounts required to reimburse Developer for the cost of excess capacity and shall reimburse Developer through the reduction of impact fees or cash payment.

15.2 Funding Improvements. All on-site and off-site improvements which are to be transferred to Eagle Mountain City under the terms of this Agreement must be reviewed and approved by Eagle City and shall be constructed in accordance with the review comments and concept approved by Eagle Mountain City. No plat for any phase of the Project may be recorded until improvements required for that particular plat are constructed by Developer, or Developer has placed into escrow adequate funds (whether through cash escrow, letters of credit, or other means reasonably satisfactory to the City Attorney) to construct the Improvements. Developer will be required to construct only that portion of the Improvements for the Project necessary under the Code to service that portion of the Project to be developed as represented by the subdivision plat or site plan under consideration. If funds are placed into escrow, funds will be withdrawn from the escrow to construct Improvements after design and review and approval by Eagle Mountain City of each facility for which funds are provided. Developer and City do not anticipate that Developer will be required to construct any system improvements or upsize any public infrastructure improvements as part of the Project. However, in the event Developer constructs utilities or other infrastructure in excess of the capacity necessary to provide services to the Property, Eagle Mountain City shall enter into a reimbursement agreement with Developer for cost of excess capacity. In addition, Eagle Mountain City agrees to work quickly to finalize the terms of the reimbursement agreement with the Developer so as to not delay the Project. Eagle Mountain City may revise and amend the Capital Facilities Plan and Impact Fee Ordinance and payment requirements to collect the amounts required to reimburse Developer for the cost of

excess capacity.

16. Proportionality of Public Improvements. Subject to any other requirements in this Agreement, the parties agree that for the purpose of avoiding unlawful exactions, all improvements that are constructed by Developer and are intended to be dedicated to, and accepted by, the City in connection with development of the Project shall be governed by the following standards regarding reimbursement.

16.1 Storm Drain and Sewer Improvements. All on-site or off-site storm drain and sewer improvements that are required for the Project and are not "system improvements" will be paid for by Developer without any rights of reimbursement. Storm drain and sewer improvements which constitute system improvements will be reimbursed as set forth below.

16.2 Roadways. All roadways within the Project shall be paid for by Developer without any rights of reimbursement. In the event other roadway improvements are required that exceed the reasonable impacts of the Development, the City agrees to reimburse Developer for all costs associated with the same; provided, that to the extent it is possible to offset the impact fees otherwise payable by Developer, the reimbursement provided for in this Section 12.2 may take the form of reimbursement credits. If such credits are not available, Developer may be reimbursed through the City's subsequent collection of impact fees. Notwithstanding the foregoing, if there are not sufficient impact fees required as part of the Project to cover the costs of expanding capacity, the City shall reimburse Developer byother means as agreed to by the City and Developer.

16.3 Oversizing. To the extent Eagle Mountain City requires Developer construct any oversized improvements to meet demands for surrounding properties (such as culinary waterlines or sewer lines with capacity in excess of what is required to provide service to the Project), a proportionality assessment shall be performed by the City's engineer, with approval from the Developer's engineer (which approval shall not be unreasonably withheld), using applicable engineering standards, to determine the proportion of construction costs to be paid by Developer and the proportion of costs to be paid by the City. The City shall be responsible to reimburse the incremental costs of the oversized improvements (e.g., all amounts in excess of what the Developer would pay to construct improvements with capacity sufficient only for the Project).

16.4 System Improvements. Except for possible improvements to Inverness Lane, the Parties do not anticipate that the Project will require Developer to construct any System Improvements. However, to the extent the Developer is required to construct any system improvements (including, without limitation, system improvements that are identified in an impact fee facilities plan), Developer shall be entitled to reimbursement for any system improvements that are not reasonably necessary to provide service for the Project. The Parties shall enter into a

reimbursement agreement to reimburse Developer for the costs incurred by Developer to construct the City's portion of the system improvements.

16.5 Compliance with Law. The provisions of this Section 12 shall be interpreted and administered in compliance with the standards for lawful exactions as set forth in Utah Code Ann. §10-9a-508 and applicable Utah case law. Nothing in this Agreement shall prohibit the parties from entering into separate reimbursement agreements for each phase, and such reimbursement agreements shall comply with the standards set forth in this Section 12 and applicable Utah law.

17. Water Rights. Developer shall comply with the Code, as amended, related to providing water rights to the City for the Project, as is required for all projects within Eagle Mountain City.

18. Sprinkler Systems for Multifamily Units. Any multi-level condominium units in the Project will require indoor fire suppression sprinkler systems. Prior to approval of any building permit for any of these units, Developer shall submit to the City a plan prepared by a qualified third-party contractor or consultant for the installation of the sprinkler system. Other housing units will be reviewed at time of submittal, and if required by the International Fire Code, may need to install an indoor fire suppression sprinkler system as well.

19. Developers' Remedies Upon Default. Developer acknowledges and agrees that Developers' sole and exclusive remedy under this Agreement shall be specific performance of the development rights granted in this Agreement and City's obligations under this Agreement. IN NO EVENT SHALL CITY BE LIABLE TO DEVELOPERS, THEIR SUCCESSORS OR ASSIGNS, FOR ANY INDIRECT, SPECIAL, PUNITIVE, INCIDENTAL OR CONSEQUENTIAL DAMAGES, INCLUDING, WITHOUT LIMITATION, LOST PROFITS, COSTS OF DELAY, OR LIABILITIES TO THIRD PARTIES.

20. City's Remedies Upon Default. Upon default of a Developer within each Development Area, the City withhold all further reviews, approvals, licenses, building permits and/or other permits for development within that Development Area until the Default has been cured. The City may further exercise its right to draw on any security posted or provided in connection with the Project and relating to remedying of the particular default. The City may further exercise all rights and remedies available at law and in equity, including, but not limited to, injunctive relief or specific performance.

21. Reserved Powers. The parties agree that the City reserves certain legislative powers to amend its Code to apply standards for development and construction generally applicable throughout the City. However, it is the intent of the parties to vest the Developer with the specific land uses and maximum densities for the Property specifically identified in this Agreement. Subject to the terms and conditions of this

Agreement, Developer shall be required to comply in accordance with the provisions of the Code, ordinances, and regulations (collectively "City's Laws") in effect as of the date of this Agreement, and the provisions of this Agreement as of the date of execution.

22. Impact Fees. Developer agrees to pay all lawfully required impact fees when such become due at the time of subdivision approval, subdivision recordation or upon application for building permits from the City as set forth more specifically in the City Impact Fee Ordinance as it may be amended from time to time.

23. Annual Review of Compliance. The Parties agree that the City may conduct an annual review of compliance by the Developer within the terms of this Agreement. It shall be an event of default if the Developer has failed to fund in a timely manner, with no fault of the City, the roads, parks or other utility infrastructure facilities required by this Agreement, or if work remains incomplete on public infrastructure facilities without having received an adequate extension of time for the completion of such facilities from the City. It shall be an event of default if the Developer fails to deposit adequate collateral for the improvements required by this Agreement or fails to cure any defect discovered by the City upon inspection of any infrastructure utility facilities.

24. Default Notice. Upon the occurrence of an event of default, the City shall provide not less than fifteen (15) days' notice to Developer of a meeting of the City Council where the Developer's default shall be heard and reviewed by the City Council. Developer shall be entitled to attend the hearing and comment on the evidence presented concerning the default. Upon a finding by the City Council that Developer is in default, the City Council may order that work in the Project be suspended until the default is cured or may issue such further directions to City staff and to the Developer as deemed appropriate under the circumstances. On the occurrence of a default by the City, developer shall provide written notice to the City and the City will have 30 day thereafter to cure such default. If the City fails to cure said default within 30 days the City's ability to declare a default on the part of Developer or assess penalties hereunder shall be suspended while such default continues to exist.

25. Binding Effect. This Agreement shall be binding upon and inure to the benefit of the successors, heirs and assigns of the Parties hereto, and to any entities resulting from the reorganization, consolidation, or merger of any Party hereto.

26. Integration. This Agreement constitutes the entire understanding and agreement between the Parties, and supersedes any previous agreement, representation, or understanding between the Parties relating to the subject matter hereof; provided however, that the Code shall govern the procedures and standards for approval of each subdivision and public improvement.

27. Severable. The provisions of this Agreement are severable, and should any provision hereof be deemed unenforceable or invalid, such unenforceability or invalidity

provision shall not affect the remaining provisions of this Agreement.

28. Waiver. Any waiver by any Party hereto of any breach of any kind or character what so ever by the other Party, whether such waiver be direct or implied, shall not be construed as a continuing waiver of or consent to any subsequent breach of this Agreement on the part of another Party.

29. No Modification. This Agreement may not be modified except by an instrument in writing signed by the Parties hereto.

30. Governing Law. This Agreement shall be interpreted, construed and enforced according to the laws of the State of Utah.

31. Costs of Enforcement. In the event of default on the part of any Party to this Agreement, that Party shall be liable for all costs and expenses incurred by the other Parties enforcing the provisions of this Agreement, whether or not legal action is instituted.

32. Agreement to Run With the Land. This Agreement shall be recorded against the Property and shall be deemed to run with the land and shall be binding on Developer and all successors and assigns of any of the foregoing.

[This space left intentionally blank]

DATED this _____ day of _____, 2009.

SCENIC MOUNTAIN PARTNERS, LLC

By: _____

Print Name: _____

Its: _____

DATED this _____ day of _____, 2009.

BURNTOL LC.

By: _____

Print Name: _____

Its: _____

DATED this _____ day of _____, 2009

ATTEST:

EAGLE MOUNTAIN CITY

_____
City Recorder

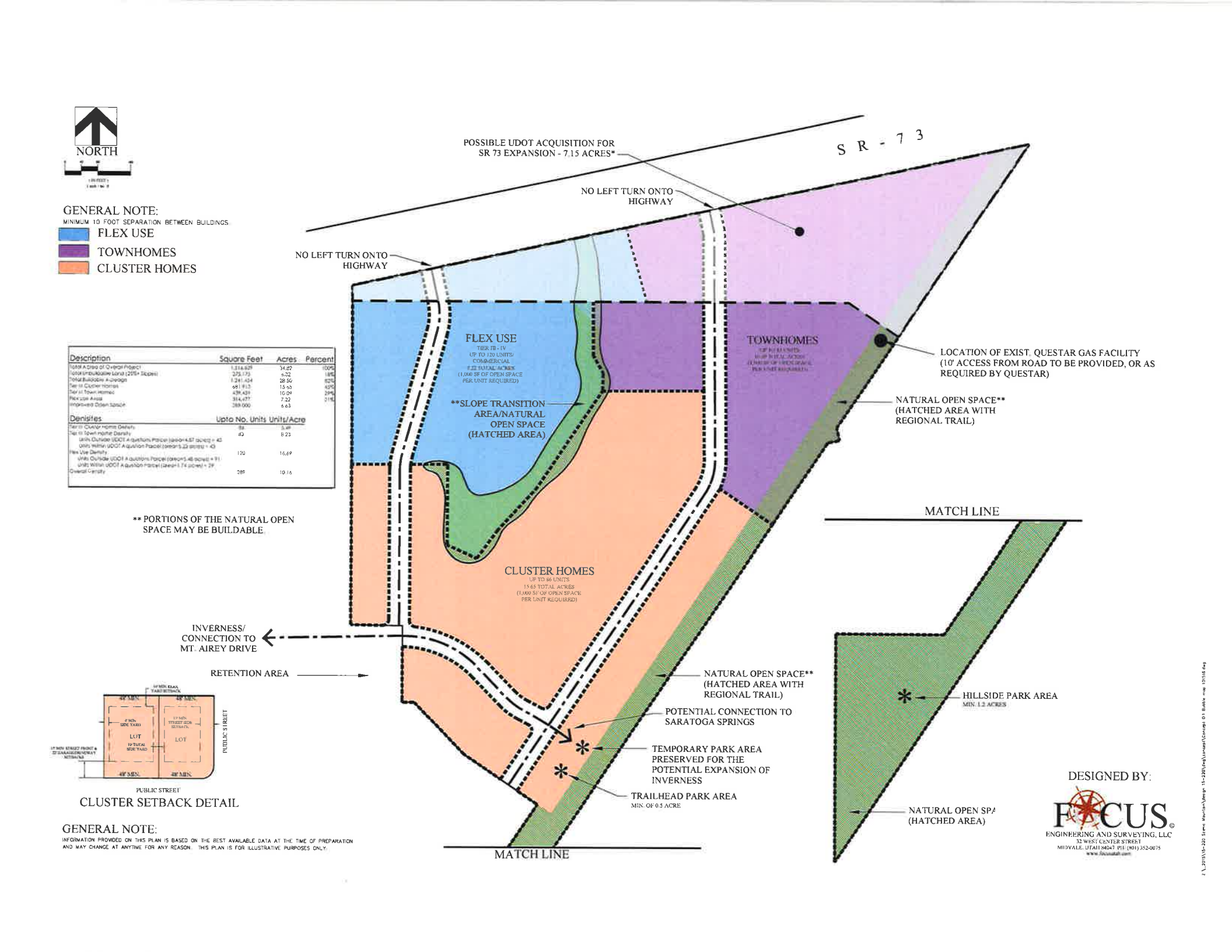
_____
Mayor

EXHIBIT A

Legal Descriptions

EXHIBIT B

Land Use Map



Description	Square Feet	Acres	Percent
Total Area of Overall Project	1,314,629	34.82	100%
Total Undevelopable Land (25%+ Slopes)	273,173	6.32	18%
Total Buildable Acreage	1,241,456	28.50	82%
Tier III Cluster Homes	681,813	15.65	43%
Tier II Town Homes	439,439	10.09	29%
Flex Use Area	314,477	7.22	21%
Improved Open Space	288,000	6.63	

Densities	Upto No. Units	Units/Acre
Tier III Cluster Home Density	86	5.49
Tier II Town Home Density	89	8.23
Units Outside UDOT A quisitions Parcel (area=4.87 acres) = 40		
Units Within UDOT A quisition Parcel (area=5.22 acres) = 49		
Flex Use Density	120	16.69
Units Outside UDOT A quisitions Parcel (area=5.48 acres) = 91		
Units Within UDOT A quisition Parcel (area=1.74 acres) = 29		
Overall Density	295	10.16

** PORTIONS OF THE NATURAL OPEN SPACE MAY BE BUILDABLE

CLUSTER SETBACK DETAIL

GENERAL NOTE:
INFORMATION PROVIDED ON THIS PLAN IS BASED ON THE BEST AVAILABLE DATA AT THE TIME OF PREPARATION AND MAY CHANGE AT ANYTIME FOR ANY REASON. THIS PLAN IS FOR ILLUSTRATIVE PURPOSES ONLY.

DESIGNED BY:

FOCUS©
ENGINEERING AND SURVEYING, LLC
32 WEST CENTER STREET
MIDVALE, UTAH 84047 PH: (801) 352-0075
www.focusutah.com

EXHIBIT C

Conceptual Site Plan for Tier III Parcel

EXHIBIT D

Open Space Plan

NORTH

PARK AND OPEN SPACE PLAN

Description	Square Feet	Acres	Percent
Total Acres of Overall Project	1,316,428	34.80	100%
Total Unbuildable Land (25%+ Slopes)	275,175	6.32	18%
Tier III (Single Family, Pad and Townhomes	1,203,421	27.63	79%
Tier IV (Condo Development)	313,207	7.19	21%
Improved Open Space (Six Park Areas)	168,953	3.88	
Undeveloped Open Space	306,988	7.05	
Total Open Space	475,941	10.93	

Densities	No. Units	Units/Acre
Tier III Density	169	6.92
Tier IV Density	120	16.69
Overall Density	289	8.30

Unit Counts	Unit Count
Single Family Lots	100
Townhomes (East Village)	61
Condominiums	120
Total	281

Description	Square Feet	Acres	Percent
Park Area 1	24,825	0.57	15%
Park Area 2	12,322	0.28	7%
Park Area 3	35,582	0.82	21%
Park Area 4	16,054	0.37	10%
Park Area 5	10,584	0.24	6%
Park Area 6	53,756	1.23	32%
Park Area 7	15,828	0.36	9%
Total Improved Open Space	168,953	3.88	100%
Total Trail Length (8' Wide)	4,314	Lineal Feet	

BENCHES W/SHADE TREES
PLAYGROUND - $35,000
TREES AND TURF

PARK AREA 2

PARK AREA 1
EAGLE MTN SIGN
TURF, TREES, AND 8' ASPHALT TRAIL

CONDO - 120 UNITS MAXIMUM

PARK AREA 3
8' ASPHALT TRAIL,CLUBHOUSE,POOL TREES, AND TURF

PARK AREA 7
TRAILHEAD,PARKING (5 STALLS), TURF, TREES, 10' ASPHALT TRAIL TO QUESTAR FACTILITY

MATCH LINE

PARK AREA 4
TURF, 8' ASPHALT TRAIL AND TREES

PARK AREA 6
TURF, 8' ASPHALT TRAIL,BENCH W/SHADE TREES AND TREES

PARK AREA 5
8' ASPHALT TRAIL AND TREES

MATCH LINE

DESIGNED BY:

FOCUS®
ENGINEERING AND SURVEYING, LLC
352 WEST 8360 South
SANDY, UTAH 84070 PH (801) 352-0075
www.focusutah.com

GENERAL NOTE:

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EXHIBIT E

Slope Plan

EXHIBIT F

Elevations

Residential Development
SR 73
Traffic Impact Study

Eagle Mountain, UT

October 2016
Update #1

TRAFFIC STUDY

A-TRANS
TRANSPORTATION ENGINEERING

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

Residential Development
SR 73
Traffic Impact Analysis

Eagle Mountain, Utah

October 2016
Update #1

Prepared by:

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Joseph Perrin, PhD, PE, PTOE
P.O. Box City, 521651
Salt Lake City, Utah 84152
(801) 949-0348
atrans@comcast.net

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Update #1 involves updating the AM Traffic Counts from July 2016 to October 2016 when school is in session. The AM counts were 19% higher in October than in July. The PM analysis remains unchanged.

I. Introduction and Summary

The proposed residential community is located on the south side of SR 73 in Eagle Mountain, Utah. This is approximately milepost 34 – 34.3 on SR 73. The proposed site is planned to include 281 residential units, 100 single family, 61 townhomes and 120 condominiums. Based on this land use, the site is projected to generate 163 AM and 206 PM peak hour trips with 2,104 daily trips. The site is planned in a single phase to be completed in 2017. A future analysis year of 2022 is also included in this study.

The site is proposing two 3/4 motion accesses which restrict left egress from the site along SR 73. The intersection of SR 73 / Mt. Airey Drive currently operates at overall LOS C in the AM and overall LOS B in the PM. This is maintained in 2017 and 2022, a signal timing update is assumed by 2022. The accesses operate with LOS D or better in the AM and LOS B or better in the PM in 2017 and LOS E or better in the AM and LOS B or better in the 2022 horizon.

Recommendations:

- Both Accesses have shoulder and center turn lane available.
- Both Accesses require a separate left turn deceleration lanes.

II. Study Area Conditions

The study area includes the following intersection.

- Mt Airey Drive / SR 73
- SR 73 / Access 1
- SR 73 / Access 2

The site plan is shown in Figure 1. Figure 2 shows the location of the site. Figure 3 shows existing intersection geometry

SR 73

SR 73 is currently a five lane facility with a 2014 AADT of 20,355 vehicles per day and a speed limit of 55 MPH. SR 73 is a Category 5 Roadway with required street spacing of 660 feet and access spacing of 350 feet.

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P.O. BOX 521551, SLC, UT 84152
Phone: 801-949-0348 Fax: 801-562-6252

Figure 1

Conceptual Site Plan

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Figure 2

Site Location

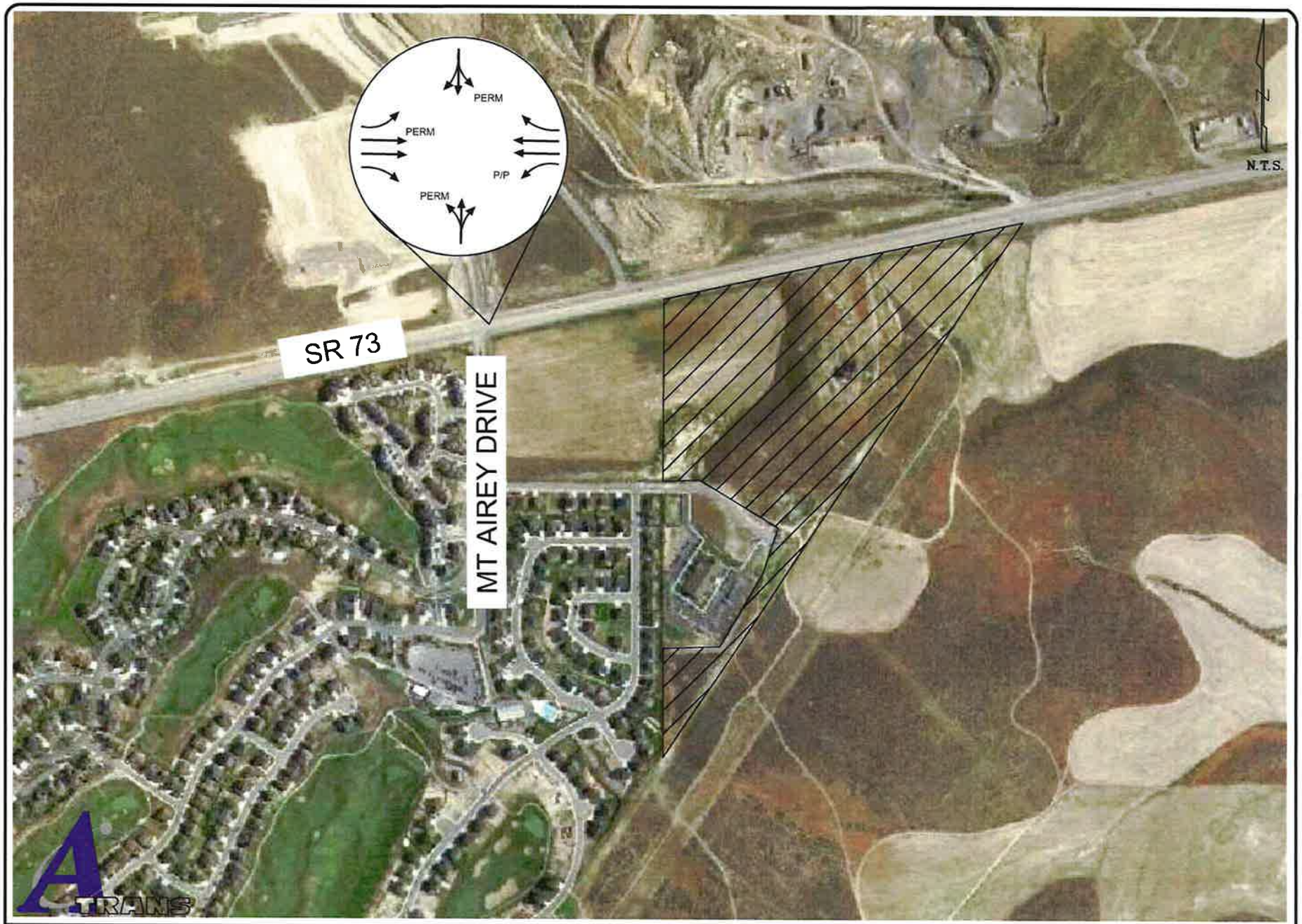

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Figure 3

Proposed Geometry

III. Analysis of Existing Condition

The existing traffic counts were performed on Thursday July 21, 2016 during the PM peak period and AM peak period counts were performed Thursday October 6, 2016. Traffic counts were performed in the AM in July however new data was gathered to reflect the changes in traffic due to school being in session. The October AM counts were 19% higher than the July Counts and all movements increased volumes except the WBL movement. The peak hour factor (PHF) for the AM also decreased from 0.88 in July to 0.83 in October. This adjustment to PHF was applied in the AM. Figure 4 shows existing traffic counts utilized in the study.

SR 73 / Mt. Airey Drive operates at an overall LOS C in the AM and overall LOS A in the PM peak period. Table 1 shows the Existing LOS.

Table 1: Existing Level of Service

	SR 73 / Mt Airey Drive (Overall)	
AM	22.3	C
PM	12.9	B

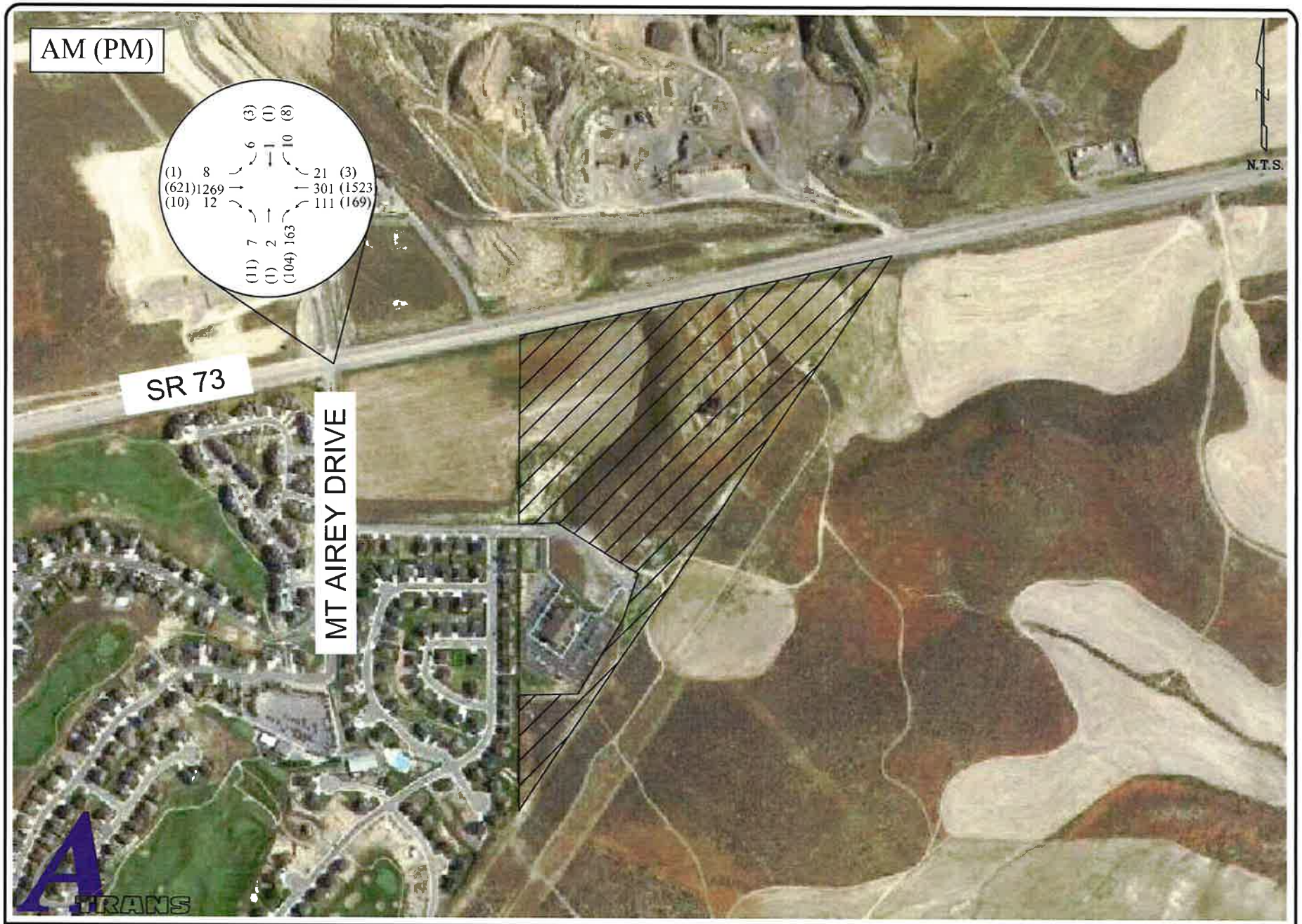

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Figure 4

Existing Traffic

IV. Projected Traffic

A. Trip Generation

Trip generation for the site was done using The Institute of Transportation Engineers (ITE) *Trip Generation* (9th Edition) handbook. The site is planned to include 281 residential units including 100 single family units, 61 townhomes and 120 condominiums. The site is projected to generate 163 AM and 206 PM peak hour trips with 2,104 daily trips. Trip generation is shown in Table 2.

Table 2: Trip Generation

			Trip Rate		Trips		Trips			
	Size	Land Use	AM	PM	AM	PM	AM IN	AM Out	PM IN	PM OUT
Single Family	100	210	0.75	1	75	100	19	56	63	37
Townhome	61	230	0.44	0.52	27	32	5	22	21	11
Multifamily	120	220	0.51	0.62	61	74	12	49	48	26
Total					**163**	**206**	**36**	**127**	**132**	**74**

B. Trip Distribution

Project site traffic was applied to the origin-destination (O-D) for the site. Origin-destination was determined from evaluating the existing traffic patterns and hourly traffic volumes on each leg of the included intersections as well as the location of retail centers and freeways relative to this site. This was used as a baseline for origin destination and engineering judgment was applied to this to determine the following OD for the site.

- 5% to/from west along SR 73
- 95% to/from east along SR 73

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

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Figure 5

Origin Destination

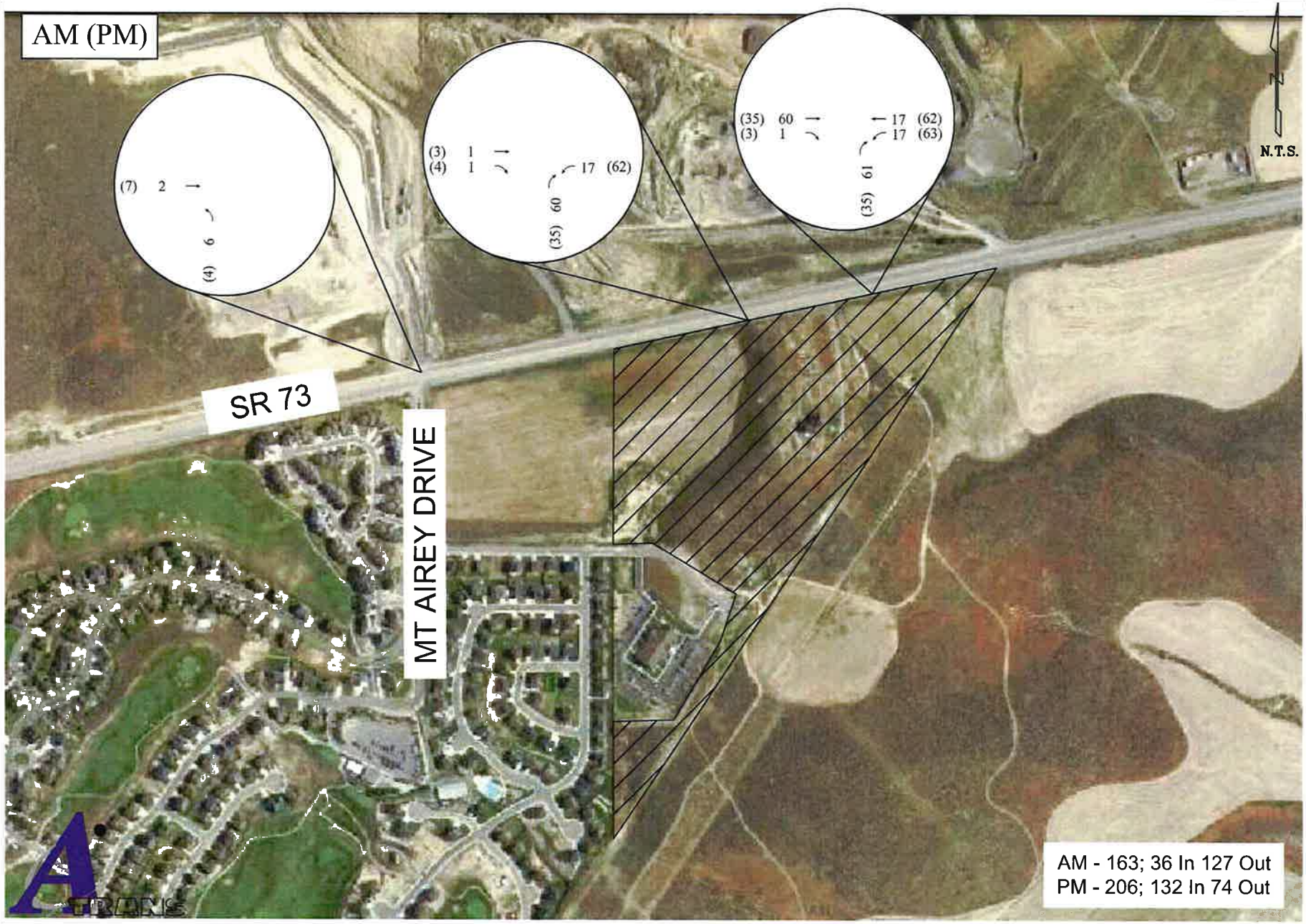

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Figure 6

Site Trip Distribution

C. Growth

Growth in the area was determined from historic growth along SR 73. The 2005 - 2014 AADT was taken from UDOT's Traffic on Utah Highways. The volumes and projections utilized to determine growth in the area is shown in Table 3. Based on this information an average growth of 2.03% was found. The growth rate for 2017 is 1.02 and for 2022 is 1.13.

Table 3: Historical AADT

SR 73		
Year	AADT	Growth
2005	17545	
2006	20280	16%
2007	22340	10%
2008	22010	-1%
2009	22165	1%
2010	19550	-12%
2011	19500	0%
2012	17570	-10%
2013	19065	9%
2014	20355	7%
	Avg	**2.03%**

Background traffic is derived from multiplying the existing traffic counts by the growth factor. 2017 Background Traffic is shown in Figure 7. 2022 Background Traffic is shown in Figure 8. Total traffic in the area for the future projection years is derived by adding the non-site volume forecasts to the site trip distribution. 2017 Total Traffic is shown in Figure 9 and 2022 Total Traffic is shown in Figure 10.

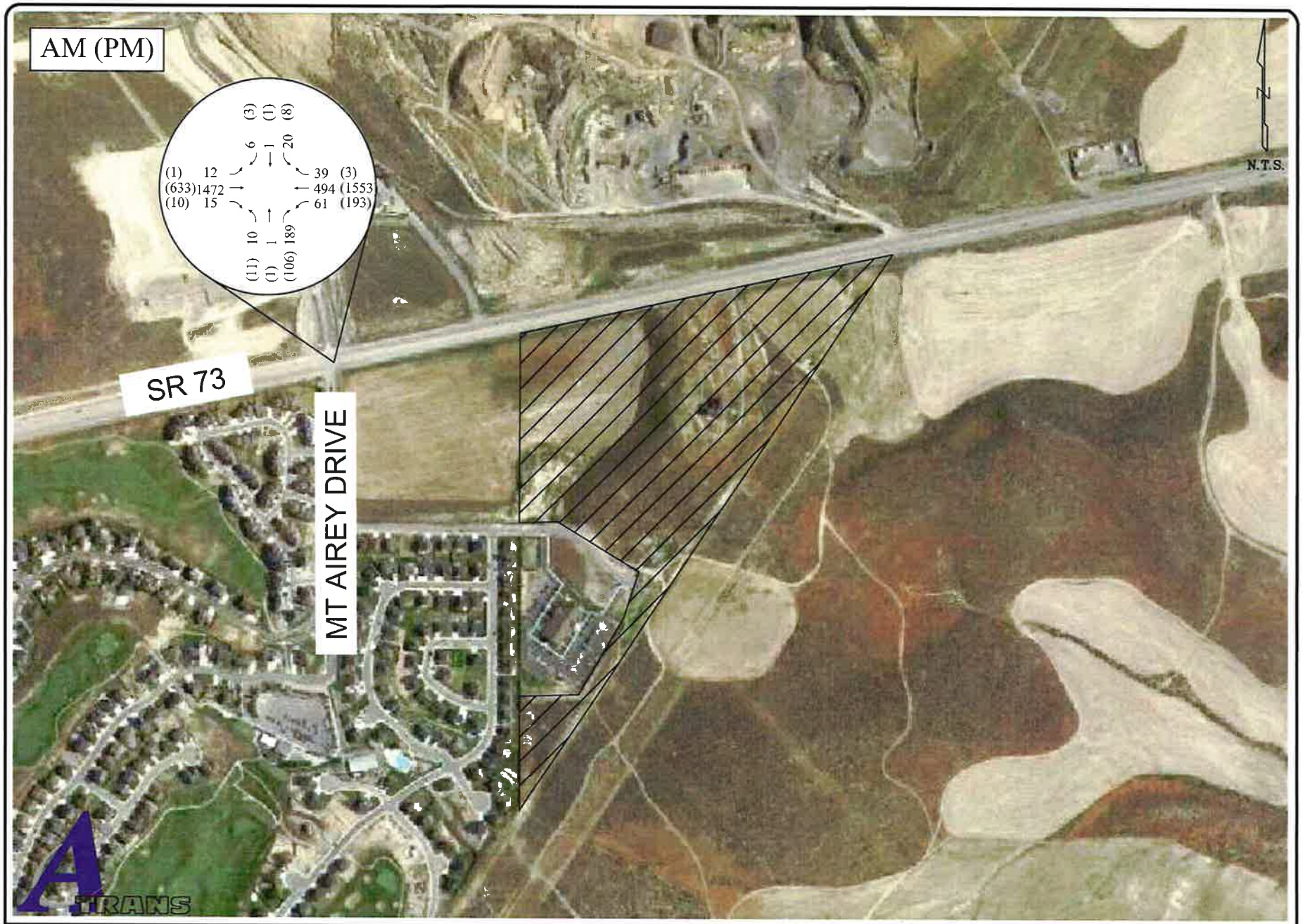

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Figure 7

2017 Background Traffic

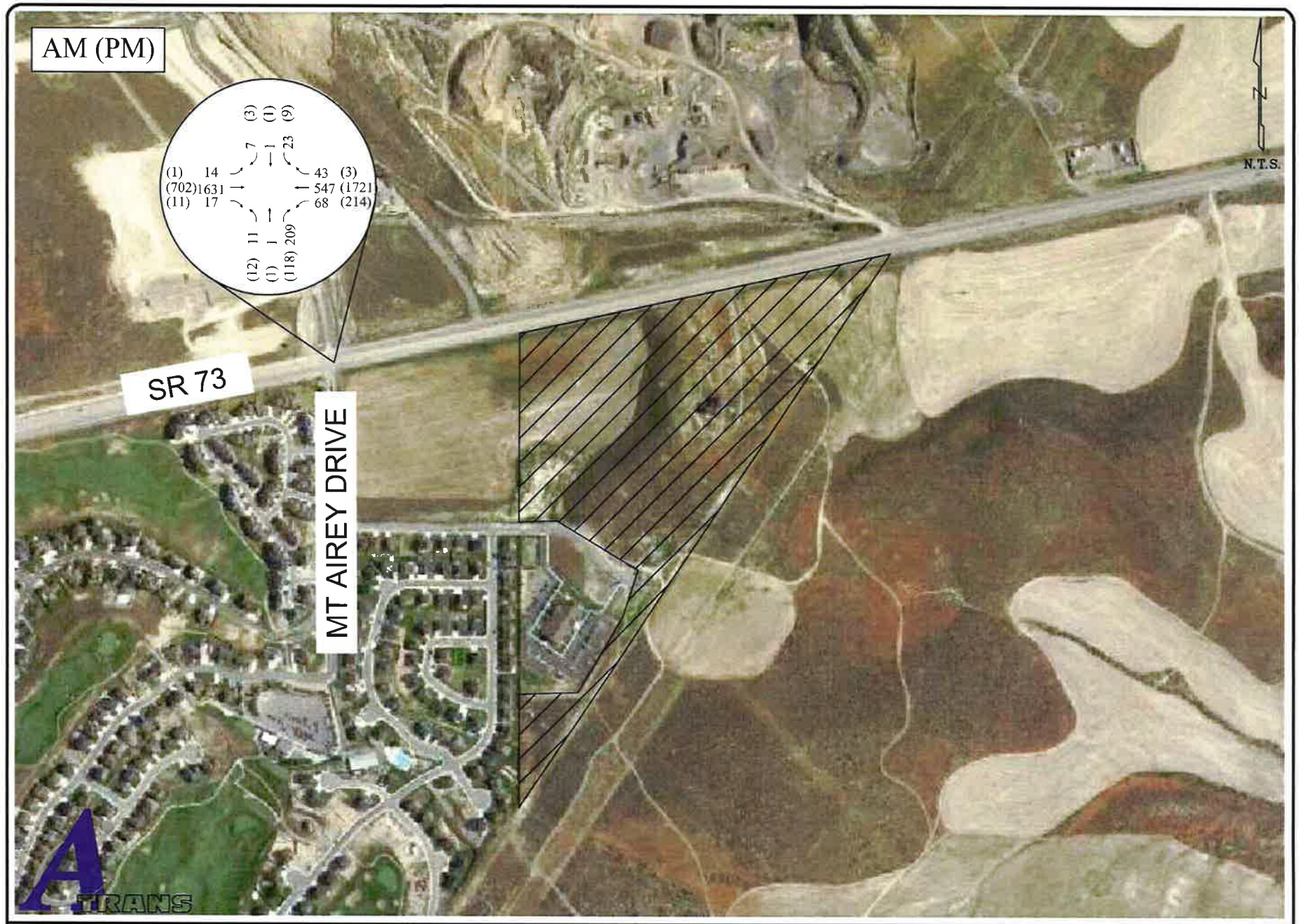

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Figure 8

2022 Background Traffic

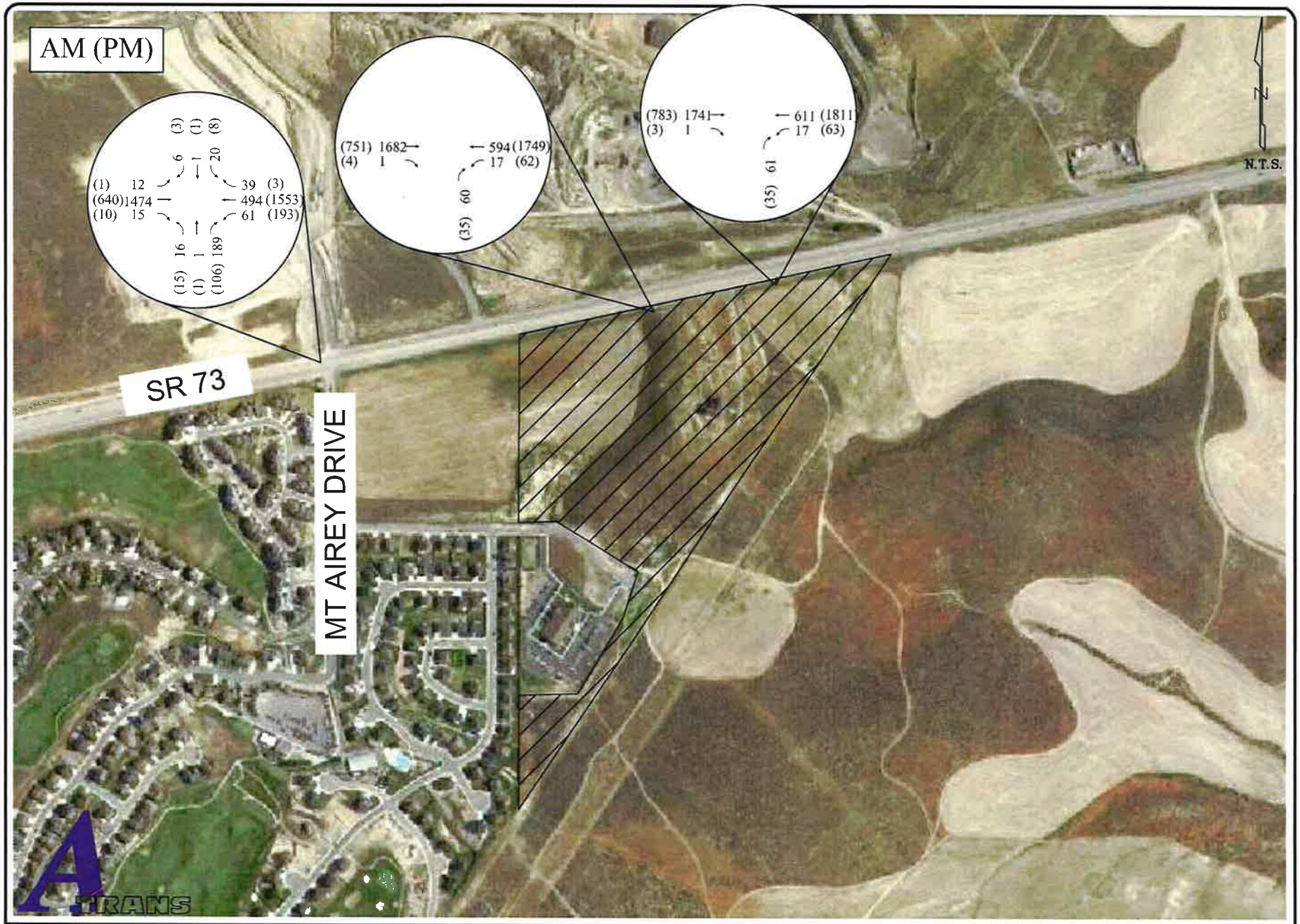

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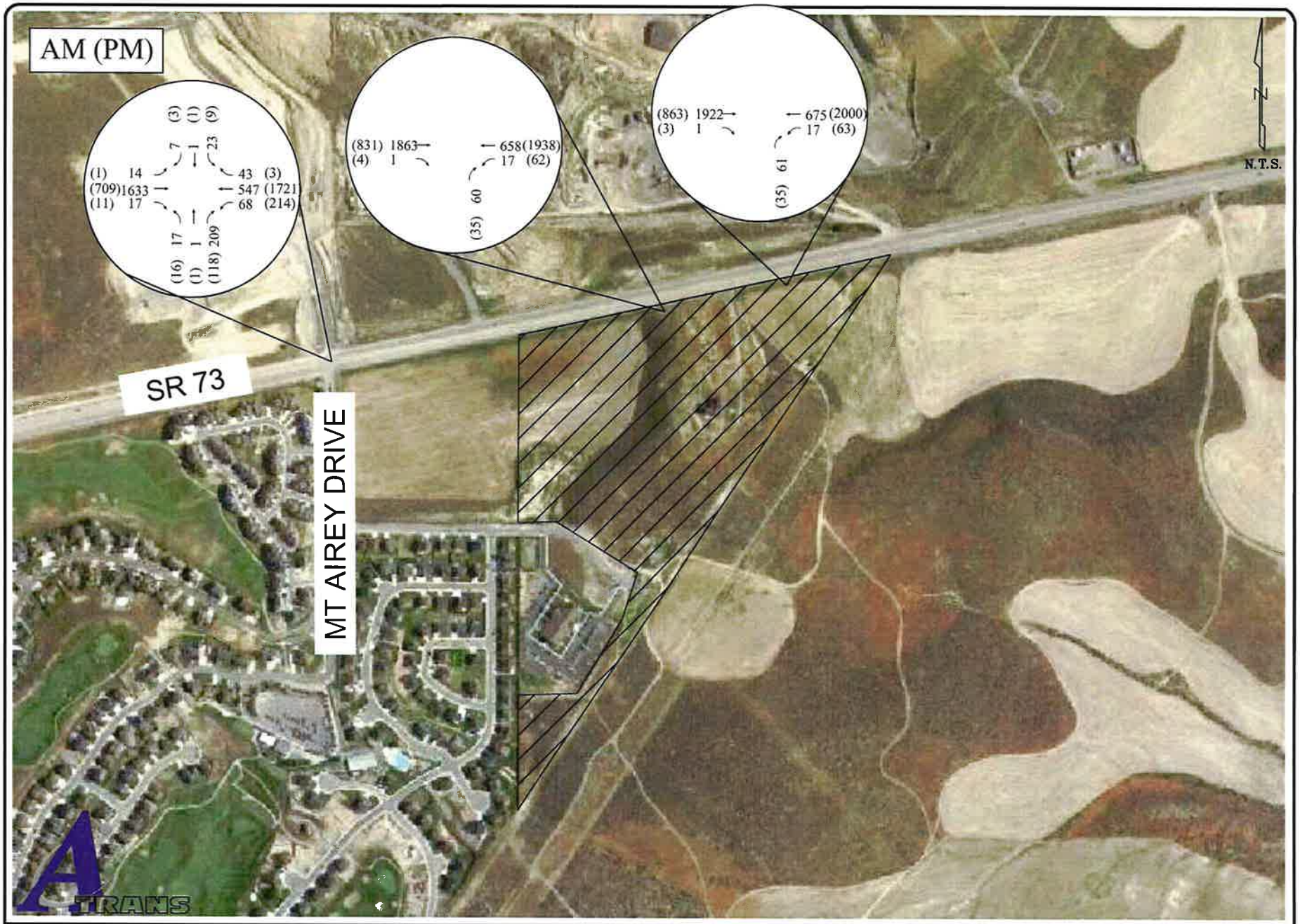
Figure 9

2017 Total Traffic



A-TRANS TRANSPORTATION ENGINEERING P.O. BOX 521651, SLC, UT 84152 Phone: 801-949-0348 Fax: 801-582-6252	Figure 10	2022 Total Traffic

V. Traffic Analysis

A. Level of Service Analysis

The 2010 Highway Capacity Manual defines the Level of Service (LOS) for both signalized and unsignalized intersections as a range of average experienced delay. LOS is a qualitative rating of traveler satisfaction from A to F whereby LOS A is good and LOS F poor. Table 4 shows the LOS range by delay for unsignalized and signalized intersections and accesses.

Table 4: Intersection LOS-Delay Relationship

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

The intersection and access analysis evaluates the performance of each intersection and access using the measure of performance of delay and level of service (LOS). Tables 5 - 7 show the intersection analysis.

Analysis Results

- The intersection of SR 73 / Mt. Airey Drive currently operates at overall LOS C in the AM and overall LOS B in the PM. This is maintained in 2017 and 2022, a signal timing update is assumed by 2022.
- The accesses operate with LOS D or better in the AM and LOS B or better in the PM in 2017 and LOS E or better in the AM and LOS B or better in the 2022 horizon.

Recommendations

- Both Accesses have shoulder and center turn lane available.
- Both Accesses require a separate left turn egress lanes.

Table 5: SR 73 / Mt Airey Drive Intersection Analysis

		EBL		EBT		EBR		WBL		WBT		WBR		NBLTR		SBLTR		INT	
2016 Existing	AM	10.3	B	30.3	C	0.1	A	8.8	A	6.6	A	1.9	A	12.4	B	20.4	C	22.3	C
	PM	11.0	B	14.6	B	0.0	A	8.8	A	12.9	B	0.7	A	10.6	B	29.5	C	12.9	B
2017 Background	AM	10.4	B	33.1	C	0.1	A	9.0	A	6.6	A	1.8	A	12.9	B	20.6	C	24.1	C
	PM	10.0	B	14.3	B	0.0	A	8.8	A	12.8	B	0.7	A	11.0	B	30.7	C	12.8	B
2017 Total	AM	10.3	B	33.4	C	0.1	A	8.9	A	6.6	A	1.8	A	13.5	B	20.5	C	24.3	C
	PM	10.0	B	14.3	B	0.0	A	8.9	A	12.8	B	0.7	A	11.6	B	30.8	C	12.8	B
2022 Background	AM	9.5	A	44.8	D	0.1	A	10.2	B	6.3	A	1.7	A	18.8	B	21.5	C	32.0	C
	PM	10.0	B	13.5	B	0.0	A	9.2	A	13.4	B	0.7	A	11.8	B	34.1	C	13.0	B
2022 Total	AM	9.4	A	45.1	D	0.1	A	10.2	B	6.3	A	1.7	A	19.3	B	21.6	C	32.2	C
	PM	10.0	B	13.6	B	0.0	A	9.4	A	13.4	B	0.7	A	12.4	B	34.1	C	13.1	B

Table 6: SR 73 / Access 1 Intersection Analysis

		EBLR		NBR	
2017 Total	AM	017.	C	12.4	B
	PM	9.6	A	9.6	A
2022 Total	AM	22.8	C	12.6	B
	PM	10.1	B	9.8	A

Table 7: SR 73 / Access 2 Intersection Analysis

		EBLR		NBR	
2017 Total	AM	20.1	C	28.7	D
	PM	10.5	B	12.1	B
2022 Total	AM	23.7	C	35.5	E
	PM	11.0	B	12.7	B

B. Queue Analysis

Based on the projected traffic, queue storage length requirements can be determined. To determine if sufficient storage space exists to accommodate the projected demand, the intersection and accesses included in this traffic study are analyzed for queue storage capacity. The queue lengths are provided by the HCS analysis. Once the storage length is determined, this can typically be compared to the available storage length within the provided turn pockets or between intersections. Table 8 shows the minimum recommended queue storage length that should be provided based on the critical unsignalized and signalized calculation and projected traffic demand.

Table 8: 2022 Queue Analysis

		EBL	EBR	WBL	WBR
Mt Airey Drive / SR 73	Available	100	100	100	100
	Recommended	100	100	100	100
Access 1 / SR 73	Recommended			50	
Access 2 / SR 73	Recommended			50	

C. Auxiliary Lanes

The site is proposing two full motion accesses along SR 73. SR 73 is a Category 5 roadway and not a part of the National Highway System. A category 5 roadway requires a minimum signal spacing of 2,640 feet, a minimum street spacing of 660 feet and a minimum access spacing of 350 feet. According to UDOT's Administrative Rule R930-6, access spacing is measured from end of radius to end of radius. Access 1 is located approximately 915 feet east of Mt Airey Drive and 250 feet east of a gated entrance on the north side of SR 73. Access 2 is located approximately 670 feet east of Access 1 and 690 feet west of the next access to the east.

Access 1 is located an appropriate distance from the signal and Access 2 however it is only 250 feet east of the gated entrance on the north side of SR 73 to the west of Access 1, therefore it does not meet the spacing requirements for the Category of roadways and therefore will need to be approved through the variance process. This access is a fire access and not a traffic access and therefore the variance is recommended.

According to UDOT's Administrative Rule R930-6, a Category 4 and 5 roadway requires:

(I) A left turn deceleration lane with taper and storage length is required for any access with a projected peak hour left ingress turning volume greater than 10 vehicles per hour. The taper length must be included in the required deceleration length.

(II) A right turn deceleration lane and taper length is required for any access with a projected peak hour right ingress turning volume greater than 25 vehicles per hour. The taper length must be included in the required deceleration length.

(III) A right turn acceleration lane and taper length is required for any access with a projected peak hour right turning volume greater than 50 vehicles per hour when the posted speed on the highway is greater than 40 mph. The taper length must be included in the required acceleration length. A right turn acceleration lane may also be required at a signalized intersection if a free-right turn is needed to maintain an appropriate level of service for the intersection.

(IV) Right turn deceleration and acceleration lanes are generally not required on roadways with three or more travel lanes in the direction of the right turn.

(V) A left turn acceleration lane may be required if it will be a benefit to the safety and operation of the roadway.

(VI) A left turn acceleration lane is generally not required where the posted speed is less than 45 mph, the intersection is signalized, or the acceleration lane would interfere with the left turn ingress movements to any other access.

According to the standards, left turn deceleration lanes are required at Access 1 and Access 2. These are already available with the existing center turn lane along SR 73.

VI. Conclusions

The proposed residential community is located on the south side of SR 73 in Eagle Mountain, Utah. This is approximately milepost 34 – 34.3 on SR 73. The proposed site is planned to include 281 residential units, 100 single family, 61 townhomes and 120 condominiums. Based on this land use, the site is projected to generate 163 AM and 206 PM peak hour trips with 2,104 daily trips. The site is proposing two 3/4 motion accesses restricting left egress from the site along SR 73.

The following comments are made about the site:

- The intersection of SR 73 / Mt. Airey Drive currently operates at overall LOS C in the AM and overall LOS B in the PM. This is maintained in 2017 and 2022, a signal timing update is assumed by 2022.
- The accesses operate with LOS D or better in the AM and LOS B or better in the PM in 2017 and LOS E or better in the AM and LOS B or better in the 2022 horizon.
- Access 1 is located an appropriate distance from the signal and Access 2 however it is only 250 feet east of the gated entrance on the north side of SR 73 to the west of Access 1, therefore it does not meet the spacing requirements for the Category of roadways and therefore will need to be approved through the variance process.
- According to the standards, left turn deceleration lanes are required at Access 1 and Access 2. These are already available with the existing center turn lane along SR 73.

Recommendations:

- Both Accesses require a separate left turn egress lanes that are already is place with the current shoulder and center turn lane available.
- No improvements are needed to support his development.

APPENDICES

Appendix A	Traffic Counts and Projections
Appendix B	Intersection Analyses
Appendix C	Access Analyses

Appendix A Traffic Counts and Projections

Historic Growth

Year	SR 73 AADT	Growth
2005	17545	#DIV/0!
2006	20280	16%
2007	22340	10%
2008	22010	-1%
2009	22165	1%
2010	19550	-12%
2011	19500	0%
2012	17570	-10%
2013	19065	9%
2014	20355	7%
	Avg	**2.03%**

2005 - 2014 Traffic volumes are from UDOT's Traffic on Utah Highways

2.03%	Growth Factor	Years	Analysis Year
	1.02	1	2017
	1.13	6	2022
	1.32	14	2030

AM PEAK HOUR VOLUMES

INTERSECTION: Mt. Airey and SR 73

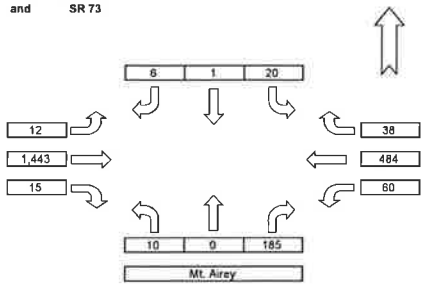
Ped = 1
24 School busses

N-S STREET: Mt. Airey
E-W STREET: SR 73

COUNT DATE: October 6, 2016
Day of the Week: Thursday
NOTES:

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

PK HR VOLUME:	2,274
PHF:	0.83
PEAK HOUR: FROM:	TO:
7:05 AM	8:05 AM



AM Traffic

COUNT DATA INPUT: Name: Tina Name: Tina Name: Tina Name: Tina

TIME PERIOD		NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND			TOTAL 5'	TOTAL 15'	PEDESTRIAN	
FROM:	TO:	NBL	NBT	NBR	EBL	EBT	EBR	SBL	SBT	SBR	WBL	WBT	WBR	VOLUMES	VOLUMES	E/W	N/S
7:00 AM	7:05 AM	0	0	7	1	116	0	0	0	0	2	23	8	157	494	0	0
7:05 AM	7:10 AM	1	0	21	1	91	2	0	0	0	2	34	10	162	547	0	0
7:10 AM	7:15 AM	1	0	17	3	106	1	2	0	0	3	33	9	175	582	0	0
7:15 AM	7:20 AM	2	0	9	1	133	0	1	0	0	8	51	5	210	641	0	0
7:20 AM	7:25 AM	0	0	18	0	122	1	2	0	1	10	41	2	197	669	0	0
7:25 AM	7:30 AM	0	0	18	1	163	1	2	0	1	3	43	2	234	681	0	0
7:30 AM	7:35 AM	0	0	21	1	164	2	2	0	0	5	43	0	238	628	0	0
7:35 AM	7:40 AM	1	0	22	0	136	0	3	1	0	5	41	0	209	551	0	0
7:40 AM	7:45 AM	1	0	8	3	124	1	3	0	0	5	36	0	181	520	0	0
7:45 AM	7:50 AM	2	0	12	2	107	2	1	0	1	7	27	0	161	486	0	0
7:50 AM	7:55 AM	1	0	15	0	108	2	2	0	0	5	43	2	178	507	0	0
7:55 AM	8:00 AM	0	0	6	0	93	1	1	0	2	4	35	5	147	486	0	0
8:00 AM	8:05 AM	1	0	16	0	96	2	1	0	1	3	57	3	182	480	0	1
8:05 AM	8:10 AM	3	1	15	1	80	1	3	0	0	6	45	2	157	447	0	0
8:10 AM	8:15 AM	2	0	8	0	82	2	1	0	1	7	35	3	141	481	0	0
8:15 AM	8:20 AM	0	0	10	0	80	2	6	0	0	5	44	2	149	498	0	0
8:20 AM	8:25 AM	2	0	3	6	114	1	2	0	0	4	36	3	171	482	0	0
8:25 AM	8:30 AM	0	0	9	1	120	0	2	0	0	7	36	3	178	451	0	0
8:30 AM	8:35 AM	0	0	13	0	77	0	3	0	1	3	35	1	133	409	0	0
8:35 AM	8:40 AM	2	0	16	1	72	0	1	0	2	1	43	2	140	399	0	0
8:40 AM	8:45 AM	6	0	13	2	68	0	2	0	5	2	35	3	136	401	0	0
8:45 AM	8:50 AM	1	0	9	0	66	1	3	0	2	1	39	1	123	424	0	0
8:50 AM	8:55 AM	3	1	9	0	81	0	5	0	0	0	42	1	142	301	0	0
8:55 AM	9:00 AM	2	1	13	1	76	0	7	0	0	4	53	2	159	159	0	0

PM PEAK HOUR VOLUMES

INTERSECTION: Mt. Airey and SR 73

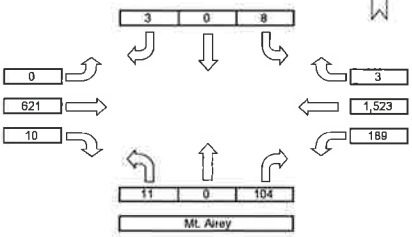
N-S STREET: Mt. Airey
E-W STREET: SR 73

COUNT DATE: July 21, 2016
Day of the Week: Thursday
NOTES:

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

PK HR VOLUME:	2,472
PHF:	0.85
PEAK HOUR:	
FROM:	TO:
4:55 PM	5:55 PM

SR 73



Ped = 0

NORTH

PM Traffic

COUNT DATA INPUT: Name: Tina | Name: Tina | Name: Tina | Name: Tina

TIME PERIOD		NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND			TOTAL 5' VOLUMES	TOTAL 15' VOLUMES	PEDESTRIAN	
FROM:	TO:	NBL	NBT	NBR	EBL	EBT	EBR	SBL	SBT	SBR	WBL	WBT	WBR			E/W	N/S
4:00 PM	4:05 PM	2	0	5	2	37	1	1	0	0	6	104	1	159	490	0	0
4:05 PM	4:10 PM	0	0	5	2	47	1	1	0	2	14	88	1	161	502	0	0
4:10 PM	4:15 PM	0	0	3	2	53	3	0	0	0	11	96	2	170	513	0	0
4:15 PM	4:20 PM	2	0	8	1	46	0	1	0	3	14	94	2	171	506	0	1
4:20 PM	4:25 PM	0	0	9	0	61	0	3	0	0	15	84	0	172	568	0	0
4:25 PM	4:30 PM	1	0	5	0	55	1	1	0	0	8	92	0	163	578	0	0
4:30 PM	4:35 PM	0	1	10	0	56	1	2	0	0	17	146	0	233	610	0	0
4:35 PM	4:40 PM	0	0	10	0	41	0	3	0	1	14	113	0	182	581	0	0
4:40 PM	4:45 PM	1	0	5	2	50	2	2	0	1	16	114	2	195	597	0	0
4:45 PM	4:50 PM	0	0	5	1	72	0	3	1	0	9	113	0	204	597	0	0
4:50 PM	4:55 PM	1	0	7	0	44	0	0	0	0	5	141	0	198	562	0	0
4:55 PM	5:00 PM	0	0	7	0	50	1	0	0	0	7	130	0	195	558	0	0
5:00 PM	5:05 PM	2	0	4	0	43	1	0	0	1	8	109	1	169	552	0	0
5:05 PM	5:10 PM	0	0	4	0	51	1	0	0	0	7	131	0	194	552	0	0
5:10 PM	5:15 PM	0	0	12	0	35	1	1	0	1	22	117	0	189	560	0	0
5:15 PM	5:20 PM	0	0	6	0	69	1	4	0	0	11	77	1	169	567	0	0
5:20 PM	5:25 PM	2	0	10	0	56	2	0	0	0	11	121	0	202	625	0	0
5:25 PM	5:30 PM	1	0	7	0	61	1	2	0	0	20	104	0	196	625	0	0
5:30 PM	5:35 PM	2	0	12	0	55	0	1	0	0	22	134	1	227	662	0	0
5:35 PM	5:40 PM	0	0	9	0	45	1	0	0	1	17	129	0	202	679	0	0
5:40 PM	5:45 PM	2	0	13	0	61	1	0	0	0	21	135	0	233	729	0	0
5:45 PM	5:50 PM	1	0	9	0	38	0	0	0	0	18	178	0	244	677	0	0
5:50 PM	5:55 PM	1	0	11	0	57	0	0	0	0	25	158	0	252	433	0	0
5:55 PM	6:00 PM	2	0	4	0	61	1	1	0	0	13	99	0	181	181	0	0

TRIP GENERATION

			Trip Rate		Trips			In / Out %				New			
ITE 9th Ed	Size	Land Use	AM	PM	AM	PM	Daily	AM IN	AM Out	PM IN	PM OUT	AM IN	AM Out	PM IN	PM OUT
Single Family	100.000	210	0.75	1	75	100	952	25%	75%	63%	37%	19	56	63	37
Townhome	61.000	230	0.44	0.52	27	32	354	17%	83%	67%	33%	5	22	21	11
Multifamily	120.000	220	0.51	0.62	61	74	798	20%	80%	65%	35%	12	49	48	26
			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
Total					**163**	**206**	**2104**					**36**	**127**	**132**	**74**

Trip Distribution

Mt Airey Drive / SR 73				1.02		1.13	
	2016	2016	Site	2	2017	2022	2022
AM	October	July	Traffic	Backgroun	Total	Backgroun	Total
EBL	12	6		12	12	14	14
EBT	1,443	1,269	2	1472	1474	1631	1633
EBR	15	12		15	15	17	17
WBL	60	111		61	61	66	66
WBT	484	301		494	494	547	547
WBR	38	21		39	39	43	43
NBL	10	7	6	10	16	11	17
NBT	1	2		1	1	1	1
NBR	185	163		189	189	209	209
SBL	20	10		20	20	23	23
SBT	1	1		1	1	1	1
SBR	6	6		6	6	7	7
	1.19	0.84			veh/hr	% Site	veh/hr
East	2230		2		2276.6	0%	2522
West	1970		8		2017.4	0%	2234
North	78		0		79.56	0%	88
South	272		6		283.44	2%	313

	2016		Site	2017	2017	2022	2022
PM	Existing		Traffic	Backgroun	Total	Backgroun	Total
EBL	1	12		1	1	1	1
EBT	621	1,443	7	633	640	702	709
EBR	10	15		10	10	11	11
WBL	189	50		193	193	214	214
WBT	1,523	484		1553	1553	1721	1721
WBR	3	38		3	3	3	3
NBL	11	10	4	11	15	12	16
NBT	1	1		1	1	1	1
NBR	104	165		106	106	118	118
SBL	8	20		8	8	9	9
SBT	1	1		1	1	1	1
SBR	3	6		3	3	3	3
	veh/hr	0.92			veh/hr	% Site	veh/hr
East	2448		7		2503.96	0%	2773
West	2169		11		2223.38	0%	2462
North	17		0		17.34	0%	19
South	316		4		326.32	1%	361

0.3%

0.4%

Access 1 / SR 73			1.02		1.13	
	2016	Site	2017	2017	2022	2022
AM	Existing	Traffic	Backgroun	Total	Backgroun	Total
EBL			0	0	0	0
EBT	1,648	1	1681	1682	1862	1863
EBR		1	0	1	0	1
WBL		17	0	17	0	17
WBT	582		594	594	658	658
WBR			0	0	0	0
NBL			0	0	0	0
NBT			0	0	0	0
NBR		60	0	60	0	60
SBL			0	0	0	0
SBT			0	0	0	0
SBR			0	0	0	0
	veh/hr			veh/hr	% Site	veh/hr
East	2230	78		2352.6	3%	2598
West	2230	2		2276.6	0%	2522
North	0	0		0	#DIV/0!	0
South	0	78		78	100%	78

	2016	Site	2017	2017	2022	2022
PM	Existing	Traffic	Backgroun	Total	Backgroun	Total
EBL			0	0	0	0
EBT	733	3	748	751	828	831
EBR		4	0	4	0	4
WBL		62	0	62	0	62
WBT	1,715		1749	1749	1938	1938
WBR			0	0	0	0
NBL			0	0	0	0
NBT			0	0	0	0
NBR		35	0	35	0	35
SBL			0	0	0	0
SBT			0	0	0	0
SBR			0	0	0	0
	veh/hr			veh/hr	% Site	veh/hr
East	2448	100		2596.96	3%	2866
West	2448	7		2503.96	0%	2773
North	0	0		0	#DIV/0!	0
South	0	101		101	100%	101

3.0%

3.6%

Access 2 / SR 73			1.02		1.13	
	2016	Site	2017	2017	2022	2022
AM	Existing	Traffic	Backgroun	Total	Backgroun	Total
EBL			0	0	0	0
EBT	1,648	60	1681	1741	1862	1922
EBR		1	0	1	0	1
WBL		17	0	17	0	17
WBT	582	17	594	611	658	675
WBR			0	0	0	0
NBL			0	0	0	0
NBT			0	0	0	0
NBR		61	0	61	0	61
SBL			0	0	0	0
SBT			0	0	0	0
SBR			0	0	0	0
	veh/hr			veh/hr	% Site	veh/hr
East	2230	155		2429.6	6%	2675
West	2230	78		2352.6	3%	2598
North	0	0		0	#DIV/0!	0
South	0	79		79	100%	79

	2016	Site	2017	2017	2022	2022
PM	Existing	Traffic	Backgroun	Total	Backgroun	Total
EBL			0	0	0	0
EBT	733	35	748	783	828	863
EBR		3	0	3	0	3
WBL		63	0	63	0	63
WBT	1,715	62	1749	1811	1938	2000
WBR			0	0	0	0
NBL			0	0	0	0
NBT			0	0	0	0
NBR		35	0	35	0	35
SBL			0	0	0	0
SBT			0	0	0	0
SBR			0	0	0	0
	veh/hr			veh/hr	% Site	veh/hr
East	2448	195		2881.98	7%	2961
West	2448	100		2596.96	3%	2866
North	0	0		0	#DIV/0!	0
South	0	101		101	100%	101

5.8%

6.7%

Signal Performance Metrics

Charts Reports Log Action Taken Links FAQ

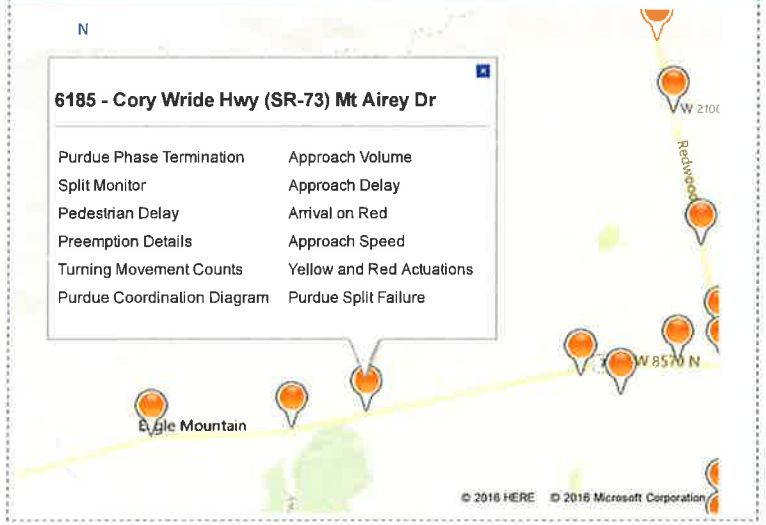
->Signal Metrics

Selected Signal
6185 Cory Wride Hwy (SR-73) Mt Airey Dr

Signals
Region All
Metric Type All
Filter Signal Id Filter Clear Filter

Signal List

Map



Metric Settings

Metric Type
- ○ Purdue Phase Termination
- ◉ Split Monitor
- ○ Pedestrian Delay
- ○ Preemption Details
- ○ Turning Movement Counts
- ○ Purdue Coordination Diagram
- ○ Approach Volume
- ○ Approach Delay
- ○ Arrivals On Red
- ○ Approach Speed
- ○ Yellow and Red Actuations
- ○ Purdue Split Failure

Y Axis Maximum
Percentile Split 50
☑ Show Plan Stripes ☑ Show % Max Out/ Force Off
☑ Show Ped Activity ☑ Show Percent Gap Outs
☑ Show Average Split ☑ Show Percent Skip
☐ Upload Current Data

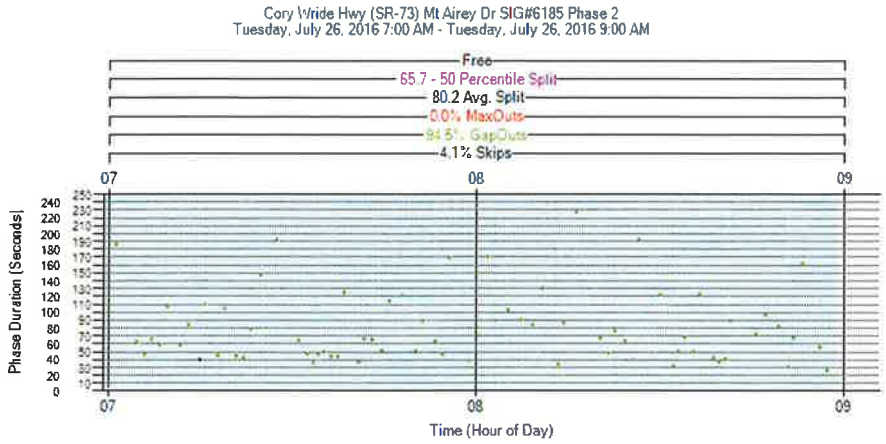
Dates
Start Date 7/26/2016 ... 7:00 AM
End Date 7/26/2016 ... 9:00 AM
Reset Date

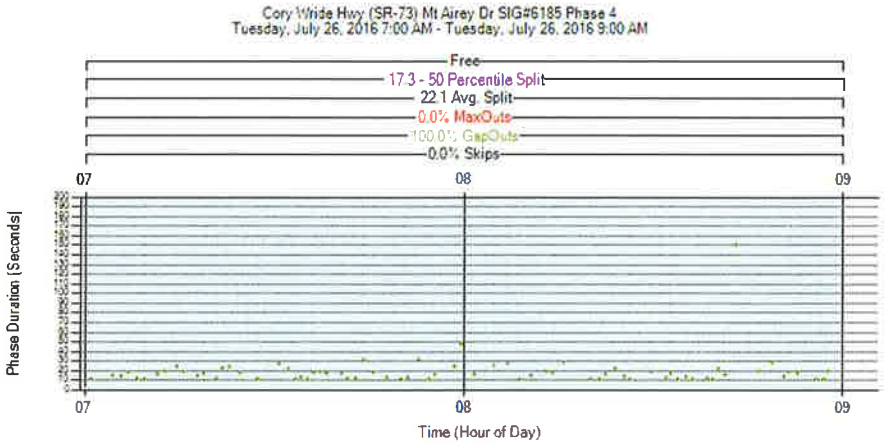
< July 2016 >

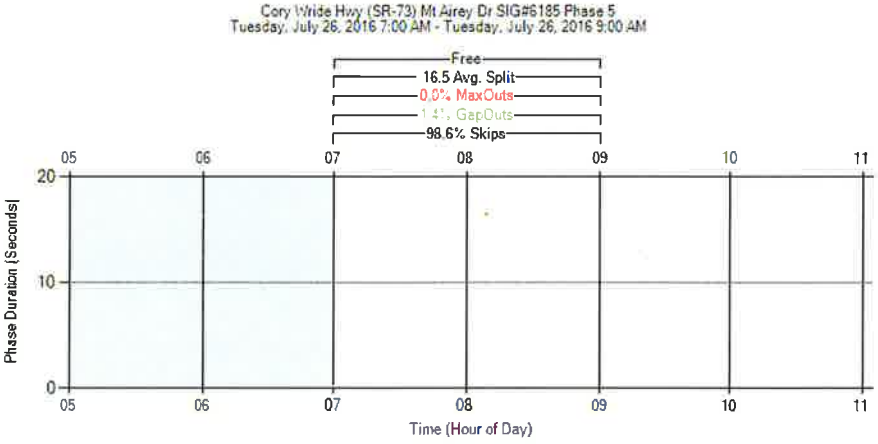
Sun	Mon	Tue	Wed	Thu	Fri	Sat
26	27	28	29	30	1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31	1	2	3	4	5	6

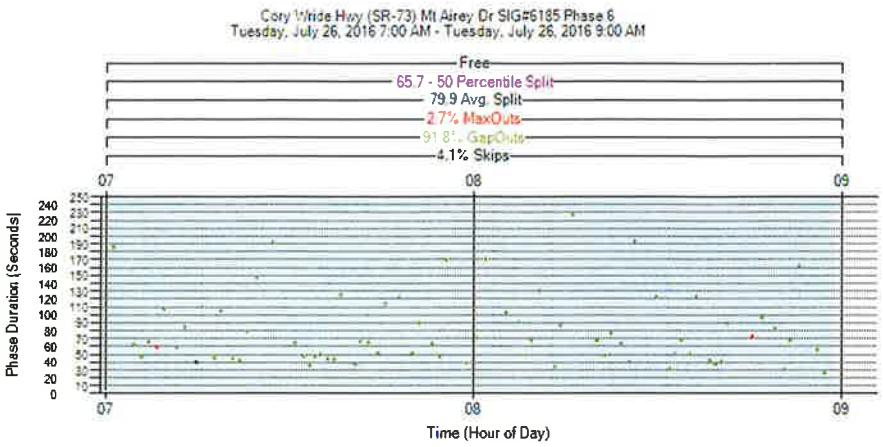
Create Metrics

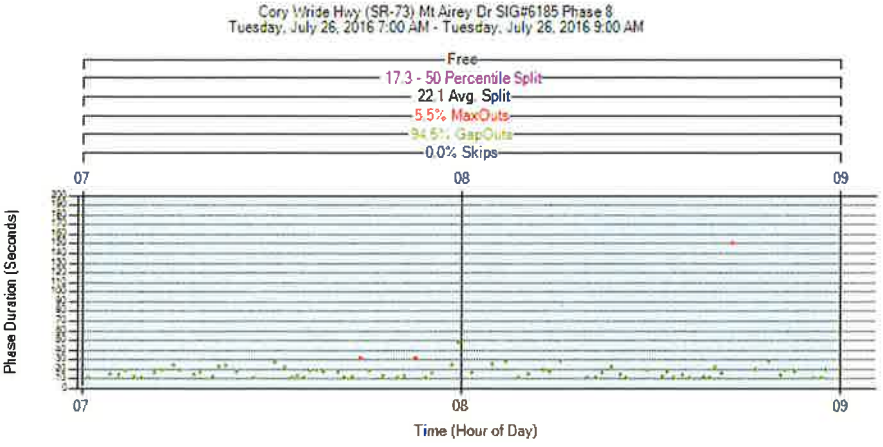
Chart Legend
Programmed Split Gap Out Max Out Force Off Unknown Termination Cause Ped Activity


Cory Wride Hwy (SR-73) Mt Airey Dr SIG#6185 Phase 2
Tuesday, July 26, 2016 7:00 AM - Tuesday, July 26, 2016 9:00 AM
Free
65.7 - 50 Percentile Split
80.2 Avg. Split
0.0% MaxOuts
94.5% GapOuts
4.1% Skips
Phase Duration (Seconds)
Time (Hour of Day)


Cory Wride Hwy (SR-73) Mt Airey Dr SIG#6185 Phase 4
Tuesday, July 26, 2016 7:00 AM - Tuesday, July 26, 2016 9:00 AM
Free
17.3 - 50 Percentile Split
22.1 Avg. Split
0.0% MaxOuts
100.0% GapOuts
0.0% Skips
Phase Duration (Seconds)
Time (Hour of Day)


Cory Wride Hwy (SR-73) Mt Airey Dr SIG#6185 Phase 5
Tuesday, July 26, 2016 7:00 AM - Tuesday, July 26, 2016 9:00 AM
Free
16.5 Avg. Split
0.0% MaxOuts
1.4% GapOuts
98.6% Skips
Phase Duration (Seconds)
Time (Hour of Day)





Version 3.1.5. Release Dat

Signal Performance Metrics

Charts Reports Log Action Taken Links FAQ

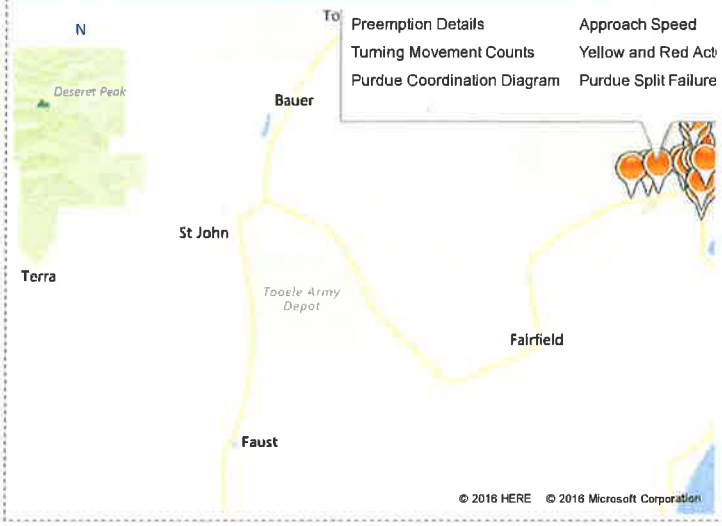
->Signal Metrics

Selected Signal
6185 Cory Wride Hwy (SR-73) Mt Airey Dr

Signals
Region All
Metric Type All
Filter Signal Id
Filter Clear Filter

Signal List

Map



Metric Settings

Metric Type

- ○ Purdue Phase Termination
- ○ Approach Volume
- ◉ Split Monitor
- ○ Approach Delay
- ○ Pedestrian Delay
- ○ Arrivals On Red
- ○ Preemption Details
- ○ Approach Speed
- ○ Turning Movement Counts
- ○ Yellow and Red Actuations
- ○ Purdue Coordination Diagram
- ○ Purdue Split Failure

Y Axis Maximum
Percentile Split 50

- ☑ Show Plan Stripes
- ☑ Show % Max Out/ Force Off
- ☑ Show Ped Activity
- ☑ Show Percent Gap Outs
- ☑ Show Average Split
- ☑ Show Percent Skip
- ☐ Upload Current Data

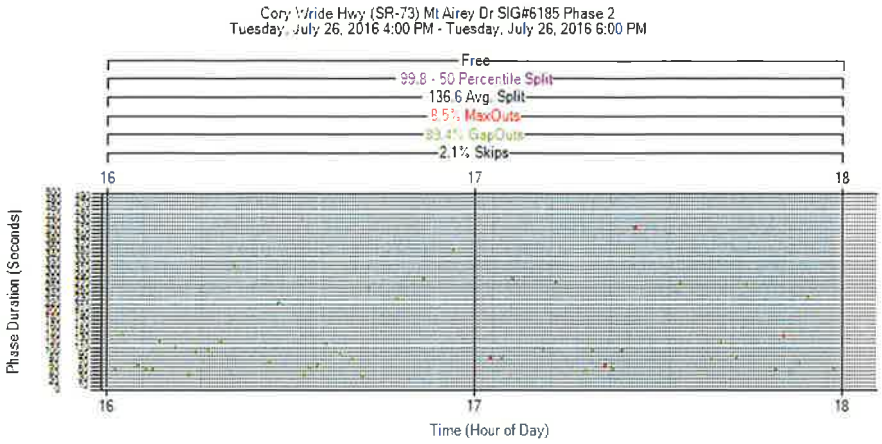
Dates
Start Date 7/26/2016 ... 4:00 PM
End Date 7/26/2016 ... 6:00 PM
Reset Date

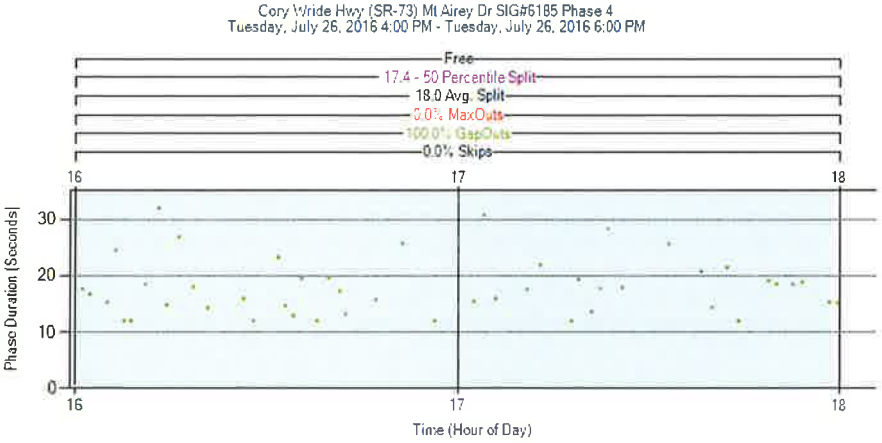
< July 2016 >

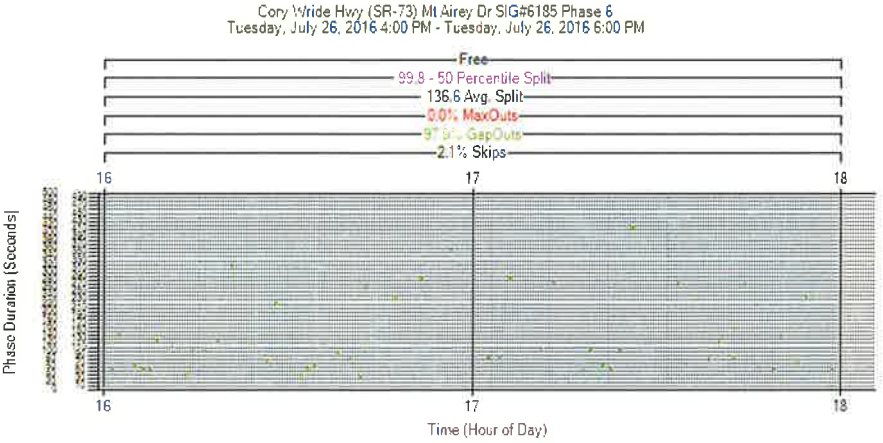
Sun	Mon	Tue	Wed	Thu	Fri	Sat
26	27	28	29	30	1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31	1	2	3	4	5	6

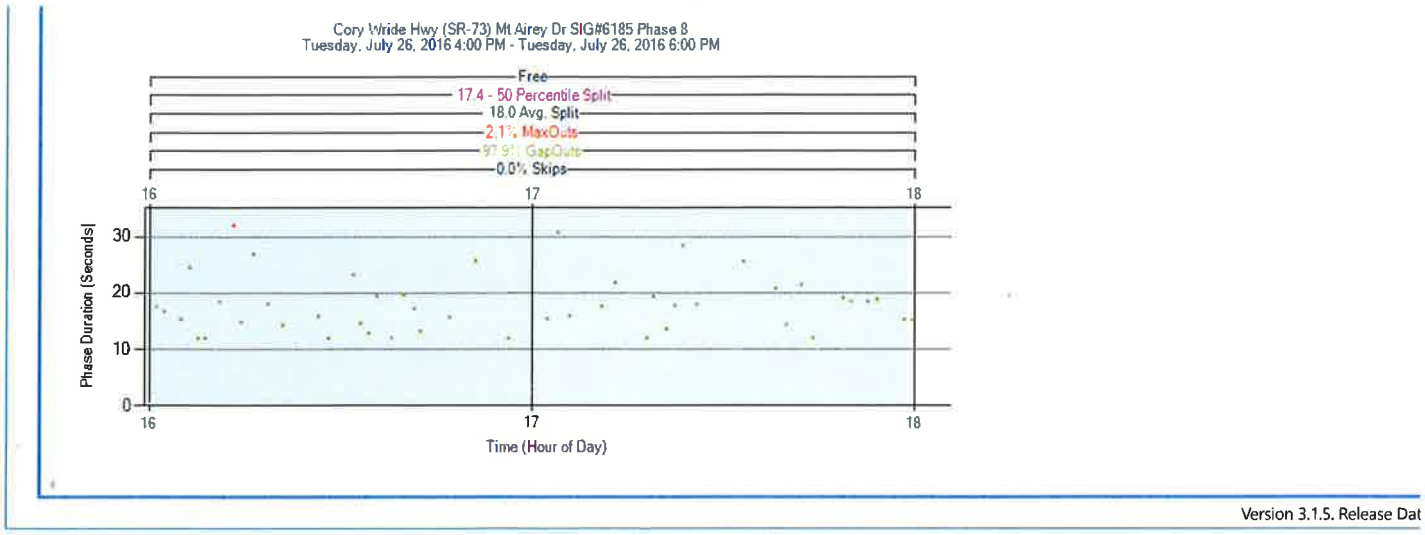
Create Metrics

Chart Legend
Programmed Split Gap Out Max Out Force Off Unknown Termination Cause Ped Activity


Cory Wride Hwy (SR-73) Mt Airey Dr SIG#6185 Phase 2
Tuesday, July 26, 2016 4:00 PM - Tuesday, July 26, 2016 6:00 PM
Free
99.8 - 50 Percentile Split
136.6 Avg. Split
8.5% MaxOuts
89.4% GapOuts
2.1% Skips
16
17
18
Phase Duration (Seconds)
Time (Hour of Day)


Cory Wride Hwy (SR-73) Mt Airey Dr SIG#6185 Phase 4
Tuesday, July 26, 2016 4:00 PM - Tuesday, July 26, 2016 6:00 PM
Free
17.4 - 50 Percentile Split
18.0 Avg. Split
0.0% MaxOuts
100.0% GapOuts
0.0% Skips
16
17
18
30
20
10
0
Phase Duration (Seconds)
Time (Hour of Day)


Cory Wride Hwy (SR-73) Mt Airey Dr SIG#6185 Phase 6
Tuesday, July 26, 2016 4:00 PM - Tuesday, July 26, 2016 6:00 PM
Free
99.8 - 50 Percentile Split
136.6 Avg. Split
0.0% MaxOuts
97.9% GapOuts
2.1% Skips
16
17
18
Phase Duration (Seconds)
Time (Hour of Day)


Cory Wride Hwy (SR-73) Mt Airey Dr SIG#6185 Phase 8
Tuesday, July 26, 2016 4:00 PM - Tuesday, July 26, 2016 6:00 PM
Free
17.4 - 50 Percentile Split
18.0 Avg. Split
2.1% MaxOuts
97.9% GapOuts
0.0% Skips
16
17
18
30
20
10
0
Phase Duration (Seconds)
Time (Hour of Day)
Version 3.1.5. Release Dat

Appendix B Intersection Analyses

Timings
1: Mt Airey Drive & SR 73

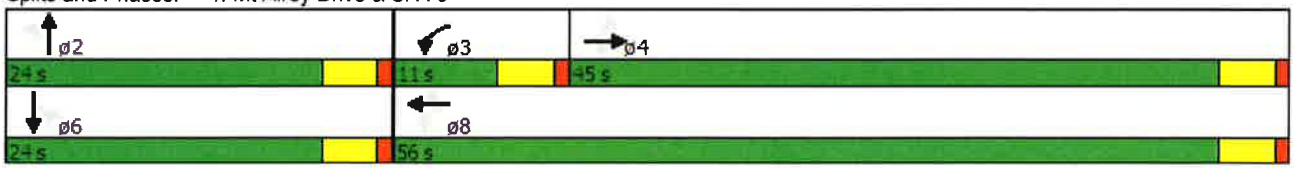
10/10/2016

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	12	1443	15	60	484	38	10	1	20	1
Future Volume (vph)	12	1443	15	60	484	38	10	1	20	1
Turn Type	Perm	NA	Perm	pm+pt	NA	Perm	Perm	NA	Perm	NA
Protected Phases		4		3	8			2		6
Permitted Phases	4		4	8		8	2		6	
Detector Phase	4	4	4	3	8	8	2	2	6	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	9.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	45.0	45.0	45.0	11.0	56.0	56.0	24.0	24.0	24.0	24.0
Total Split (%)	56.3%	56.3%	56.3%	13.8%	70.0%	70.0%	30.0%	30.0%	30.0%	30.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5		4.5		4.5
Lead/Lag	Lag	Lag	Lag	Lead						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes						
Recall Mode	None	None	None	None	None	None	Max	Max	Max	Max
Act Effct Green (s)	40.6	40.6	40.6	49.1	49.1	49.1		19.6		19.6
Actuated g/C Ratio	0.52	0.52	0.52	0.63	0.63	0.63		0.25		0.25
v/c Ratio	0.03	0.94	0.02	0.31	0.26	0.05		0.45		0.09
Control Delay	10.3	30.3	0.1	8.8	6.6	1.9		12.4		20.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0		0.0
Total Delay	10.3	30.3	0.1	8.8	6.6	1.9		12.4		20.4
LOS	B	C	A	A	A	A		B		C
Approach Delay		29.9			6.5			12.4		20.4
Approach LOS		C			A			B		C

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 77.7
Natural Cycle: 80
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.94
Intersection Signal Delay: 22.3 — Intersection LOS: C
Intersection Capacity Utilization 67.2% — ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 1: Mt Airey Drive & SR 73



Timings
1: Mt Airey Drive & SR 73

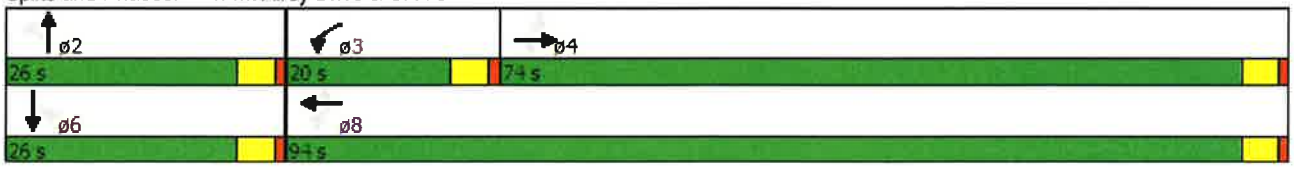
8/1/2016

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	1	621	10	189	1523	3	11	1	8	1
Future Volume (vph)	1	621	10	189	1523	3	11	1	8	1
Turn Type	Perm	NA	Perm	pm+pt	NA	Perm	Perm	NA	Perm	NA
Protected Phases		4		3	8			2		6
Permitted Phases	4		4	8		8	2		6	
Detector Phase	4	4	4	3	8	8	2	2	6	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	9.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	74.0	74.0	74.0	20.0	94.0	94.0	26.0	26.0	26.0	26.0
Total Split (%)	61.7%	61.7%	61.7%	16.7%	78.3%	78.3%	21.7%	21.7%	21.7%	21.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5		4.5		4.5
Lead/Lag	Lag	Lag	Lag	Lead						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes						
Recall Mode	None	None	None	None	None	None	Max	Max	Max	Max
Act Effct Green (s)	45.9	45.9	45.9	60.4	60.4	60.4		22.1		22.1
Actuated g/C Ratio	0.50	0.50	0.50	0.66	0.66	0.66		0.24		0.24
v/c Ratio	0.01	0.41	0.01	0.46	0.77	0.00		0.28		0.04
Control Delay	11.0	14.6	0.0	8.8	12.9	0.7		10.6		29.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0		0.0
Total Delay	11.0	14.6	0.0	8.8	12.9	0.7		10.6		29.5
LOS	B	B	A	A	B	A		B		C
Approach Delay		14.3			12.4			10.6		29.5
Approach LOS		B			B			B		C

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 91.7
Natural Cycle: 60
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.77
Intersection Signal Delay: 12.9 — Intersection LOS: B
Intersection Capacity Utilization 64.5% — ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 1: Mt Airey Drive & SR 73



Timings
1: Mt Airey Drive & SR 73

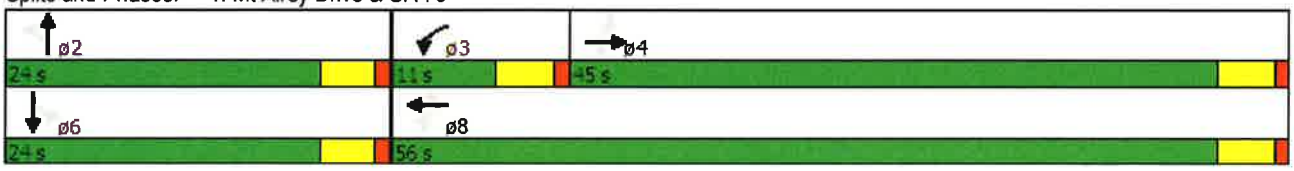
10/10/2016

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	12	1443	15	60	484	38	10	1	20	1
Future Volume (vph)	12	1443	15	60	484	38	10	1	20	1
Turn Type	Perm	NA	Perm	pm+pt	NA	Perm	Perm	NA	Perm	NA
Protected Phases		4		3	8			2		6
Permitted Phases	4		4	8		8	2		6	
Detector Phase	4	4	4	3	8	8	2	2	6	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	9.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	45.0	45.0	45.0	11.0	56.0	56.0	24.0	24.0	24.0	24.0
Total Split (%)	56.3%	56.3%	56.3%	13.8%	70.0%	70.0%	30.0%	30.0%	30.0%	30.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5		4.5		4.5
Lead/Lag	Lag	Lag	Lag	Lead						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes						
Recall Mode	None	None	None	None	None	None	Max	Max	Max	Max
Act Effct Green (s)	40.6	40.6	40.6	49.1	49.1	49.1		19.6		19.6
Actuated g/C Ratio	0.52	0.52	0.52	0.63	0.63	0.63		0.25		0.25
v/c Ratio	0.04	0.96	0.02	0.32	0.27	0.05		0.46		0.09
Control Delay	10.4	33.1	0.1	9.0	6.6	1.8		12.9		20.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0		0.0
Total Delay	10.4	33.1	0.1	9.0	6.6	1.8		12.9		20.6
LOS	B	C	A	A	A	A		B		C
Approach Delay		32.6			6.5			12.9		20.6
Approach LOS		C			A			B		C

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 77.7
Natural Cycle: 80
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.96
Intersection Signal Delay: 24.1 — Intersection LOS: C
Intersection Capacity Utilization 68.2% — ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 1: Mt Airey Drive & SR 73



Timings
1: Mt Airey Drive & SR 73

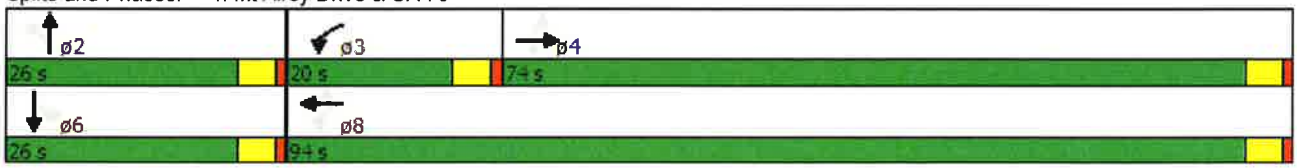
8/1/2016

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	1	621	10	189	1523	3	11	1	8	1
Future Volume (vph)	1	621	10	189	1523	3	11	1	8	1
Turn Type	Perm	NA	Perm	pm+pt	NA	Perm	Perm	NA	Perm	NA
Protected Phases		4		3	8			2		6
Permitted Phases	4		4	8		8	2		6	
Detector Phase	4	4	4	3	8	8	2	2	6	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	9.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	74.0	74.0	74.0	20.0	94.0	94.0	26.0	26.0	26.0	26.0
Total Split (%)	61.7%	61.7%	61.7%	16.7%	78.3%	78.3%	21.7%	21.7%	21.7%	21.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5		4.5		4.5
Lead/Lag	Lag	Lag	Lag	Lead						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes						
Recall Mode	None	None	None	None	None	None	Max	Max	Max	Max
Act Effct Green (s)	48.5	48.5	48.5	63.1	63.1	63.1		22.1		22.1
Actuated g/C Ratio	0.51	0.51	0.51	0.67	0.67	0.67		0.23		0.23
v/c Ratio	0.01	0.41	0.01	0.47	0.77	0.00		0.30		0.04
Control Delay	10.0	14.3	0.0	8.8	12.8	0.7		11.0		30.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0		0.0
Total Delay	10.0	14.3	0.0	8.8	12.8	0.7		11.0		30.7
LOS	A	B	A	A	B	A		B		C
Approach Delay		14.1			12.3			11.0		30.7
Approach LOS		B			B			B		C

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 94.5
Natural Cycle: 60
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.77
Intersection Signal Delay: 12.8 — Intersection LOS: B
Intersection Capacity Utilization 65.5% — ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 1: Mt Airey Drive & SR 73



Timings
1: Mt Airey Drive & SR 73

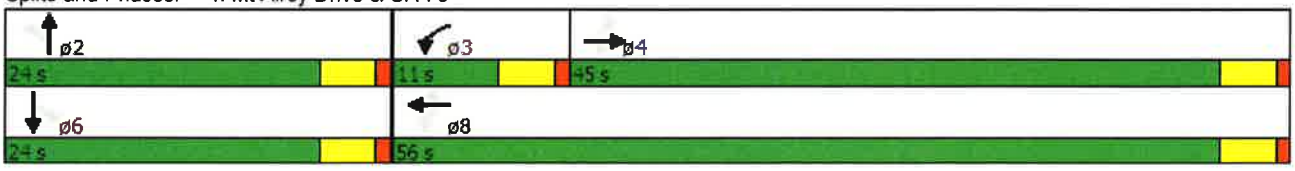
10/10/2016

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	12	1474	15	61	494	39	16	1	20	1
Future Volume (vph)	12	1474	15	61	494	39	16	1	20	1
Turn Type	Perm	NA	Perm	pm+pt	NA	Perm	Perm	NA	Perm	NA
Protected Phases		4		3	8			2		6
Permitted Phases	4		4	8		8	2		6	
Detector Phase	4	4	4	3	8	8	2	2	6	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	9.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	45.0	45.0	45.0	11.0	56.0	56.0	24.0	24.0	24.0	24.0
Total Split (%)	56.3%	56.3%	56.3%	13.8%	70.0%	70.0%	30.0%	30.0%	30.0%	30.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5		4.5		4.5
Lead/Lag	Lag	Lag	Lag	Lead						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes						
Recall Mode	None	None	None	None	None	None	Max	Max	Max	Max
Act Effct Green (s)	40.6	40.6	40.6	49.1	49.1	49.1		19.6		19.6
Actuated g/C Ratio	0.52	0.52	0.52	0.63	0.63	0.63		0.25		0.25
v/c Ratio	0.03	0.96	0.02	0.31	0.27	0.05		0.48		0.09
Control Delay	10.3	33.4	0.1	8.9	6.6	1.8		13.5		20.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0		0.0
Total Delay	10.3	33.4	0.1	8.9	6.6	1.8		13.5		20.5
LOS	B	C	A	A	A	A		B		C
Approach Delay		32.9			6.5			13.5		20.5
Approach LOS		C			A			B		C

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 77.7
Natural Cycle: 80
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.96
Intersection Signal Delay: 24.3 — Intersection LOS: C
Intersection Capacity Utilization 68.5% — ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 1: Mt Airey Drive & SR 73



Timings
1: Mt Airey Drive & SR 73

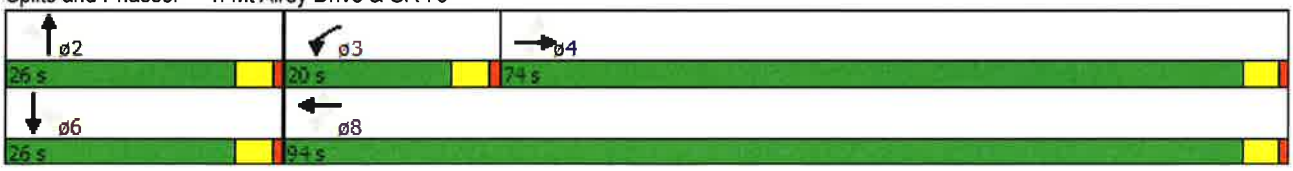
8/3/2016

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	1	640	10	193	1553	3	15	1	8	1
Future Volume (vph)	1	640	10	193	1553	3	15	1	8	1
Turn Type	Perm	NA	Perm	pm+pt	NA	Perm	Perm	NA	Perm	NA
Protected Phases		4		3	8			2		6
Permitted Phases	4		4	8		8	2		6	
Detector Phase	4	4	4	3	8	8	2	2	6	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	9.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	74.0	74.0	74.0	20.0	94.0	94.0	26.0	26.0	26.0	26.0
Total Split (%)	61.7%	61.7%	61.7%	16.7%	78.3%	78.3%	21.7%	21.7%	21.7%	21.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5		4.5		4.5
Lead/Lag	Lag	Lag	Lag	Lead						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes						
Recall Mode	None	None	None	None	None	None	Max	Max	Max	Max
Act Effct Green (s)	48.4	48.4	48.4	63.1	63.1	63.1		22.1		22.1
Actuated g/C Ratio	0.51	0.51	0.51	0.67	0.67	0.67		0.23		0.23
v/c Ratio	0.01	0.41	0.01	0.48	0.77	0.00		0.31		0.04
Control Delay	10.0	14.3	0.0	8.9	12.8	0.7		11.6		30.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0		0.0
Total Delay	10.0	14.3	0.0	8.9	12.8	0.7		11.6		30.8
LOS	A	B	A	A	B	A		B		C
Approach Delay		14.1			12.3			11.6		30.8
Approach LOS		B			B			B		C

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 94.4
Natural Cycle: 60
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.77
Intersection Signal Delay: 12.8 — Intersection LOS: B
Intersection Capacity Utilization 65.6% — ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 1: Mt Airey Drive & SR 73



Timings
1: Mt Airey Drive & SR 73

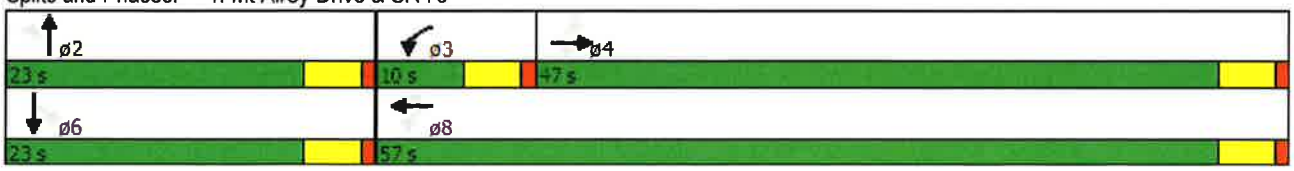
10/10/2016

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	12	1443	15	60	484	38	10	1	20	1
Future Volume (vph)	12	1443	15	60	484	38	10	1	20	1
Turn Type	Perm	NA	Perm	pm+pt	NA	Perm	Perm	NA	Perm	NA
Protected Phases		4		3	8			2		6
Permitted Phases	4		4	8		8	2		6	
Detector Phase	4	4	4	3	8	8	2	2	6	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	9.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	47.0	47.0	47.0	10.0	57.0	57.0	23.0	23.0	23.0	23.0
Total Split (%)	58.8%	58.8%	58.8%	12.5%	71.3%	71.3%	28.8%	28.8%	28.8%	28.8%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5		4.5		4.5
Lead/Lag	Lag	Lag	Lag	Lead						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes						
Recall Mode	None	None	None	None	None	None	Max	Max	Max	Max
Act Effct Green (s)	42.6	42.6	42.6	50.4	50.4	50.4		18.6		18.6
Actuated g/C Ratio	0.55	0.55	0.55	0.65	0.65	0.65		0.24		0.24
v/c Ratio	0.04	1.02	0.02	0.38	0.29	0.05		0.56		0.11
Control Delay	9.5	44.8	0.1	10.2	6.3	1.7		18.8		21.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0		0.0
Total Delay	9.5	44.8	0.1	10.2	6.3	1.7		18.8		21.5
LOS	A	D	A	B	A	A		B		C
Approach Delay		44.0			6.4			18.8		21.5
Approach LOS		D			A			B		C

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 78
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.02
Intersection Signal Delay: 32.0 — Intersection LOS: C
Intersection Capacity Utilization 73.9% — ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 1: Mt Airey Drive & SR 73



Timings
1: Mt Airey Drive & SR 73

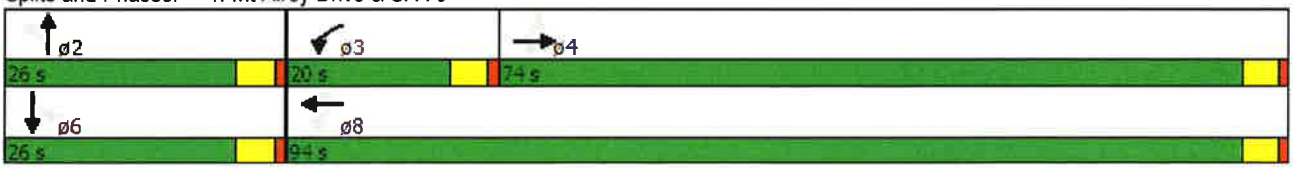
8/1/2016

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	1	621	10	189	1523	3	11	1	8	1
Future Volume (vph)	1	621	10	189	1523	3	11	1	8	1
Turn Type	Perm	NA	Perm	pm+pt	NA	Perm	Perm	NA	Perm	NA
Protected Phases		4		3	8			2		6
Permitted Phases	4		4	8		8	2		6	
Detector Phase	4	4	4	3	8	8	2	2	6	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	9.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	74.0	74.0	74.0	20.0	94.0	94.0	26.0	26.0	26.0	26.0
Total Split (%)	61.7%	61.7%	61.7%	16.7%	78.3%	78.3%	21.7%	21.7%	21.7%	21.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5		4.5		4.5
Lead/Lag	Lag	Lag	Lag	Lead						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes						
Recall Mode	None	None	None	None	None	None	Max	Max	Max	Max
Act Effct Green (s)	59.8	59.8	59.8	74.9	74.9	74.9		21.9		21.9
Actuated g/C Ratio	0.56	0.56	0.56	0.71	0.71	0.71		0.21		0.21
v/c Ratio	0.01	0.41	0.01	0.53	0.81	0.00		0.35		0.05
Control Delay	10.0	13.5	0.0	9.2	13.4	0.7		11.8		34.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0		0.0
Total Delay	10.0	13.5	0.0	9.2	13.4	0.7		11.8		34.1
LOS	A	B	A	A	B	A		B		C
Approach Delay		13.3			12.9			11.8		34.1
Approach LOS		B			B			B		C

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 106
Natural Cycle: 70
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.81
Intersection Signal Delay: 13.0 — Intersection LOS: B
Intersection Capacity Utilization 70.9% — ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 1: Mt Airey Drive & SR 73



Timings
1: Mt Airey Drive & SR 73

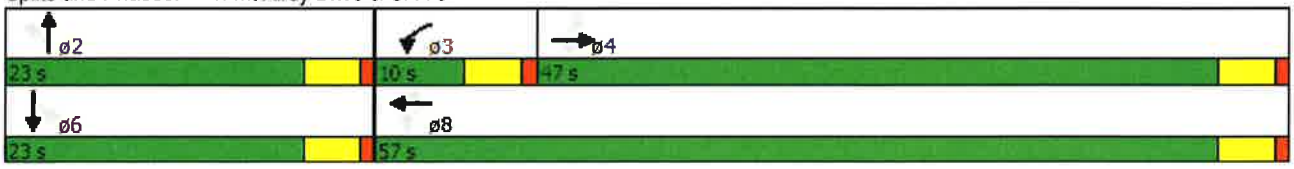
10/10/2016

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	14	1633	17	68	547	43	17	1	23	1
Future Volume (vph)	14	1633	17	68	547	43	17	1	23	1
Turn Type	Perm	NA	Perm	pm+pt	NA	Perm	Perm	NA	Perm	NA
Protected Phases		4		3	8			2		6
Permitted Phases	4		4	8		8	2		6	
Detector Phase	4	4	4	3	8	8	2	2	6	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	9.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	47.0	47.0	47.0	10.0	57.0	57.0	23.0	23.0	23.0	23.0
Total Split (%)	58.8%	58.8%	58.8%	12.5%	71.3%	71.3%	28.8%	28.8%	28.8%	28.8%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5		4.5		4.5
Lead/Lag	Lag	Lag	Lag	Lead						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes						
Recall Mode	None	None	None	None	None	None	Max	Max	Max	Max
Act Effct Green (s)	42.6	42.6	42.6	50.4	50.4	50.4		18.6		18.6
Actuated g/C Ratio	0.55	0.55	0.55	0.65	0.65	0.65		0.24		0.24
v/c Ratio	0.04	1.02	0.02	0.38	0.29	0.05		0.57		0.12
Control Delay	9.4	45.1	0.1	10.2	6.3	1.7		19.3		21.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0		0.0
Total Delay	9.4	45.1	0.1	10.2	6.3	1.7		19.3		21.6
LOS	A	D	A	B	A	A		B		C
Approach Delay		44.3			6.4			19.3		21.6
Approach LOS		D			A			B		C

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 78
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.02
Intersection Signal Delay: 32.2 — Intersection LOS: C
Intersection Capacity Utilization 74.2% — ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 1: Mt Airey Drive & SR 73

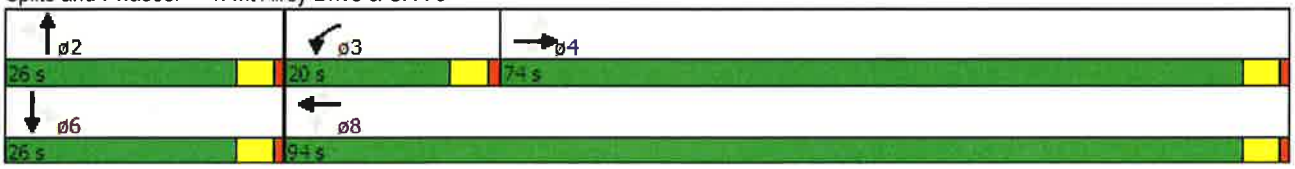


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	1	709	11	214	1721	3	16	1	9	1
Future Volume (vph)	1	709	11	214	1721	3	16	1	9	1
Turn Type	Perm	NA	Perm	pm+pt	NA	Perm	Perm	NA	Perm	NA
Protected Phases		4		3	8			2		6
Permitted Phases	4		4	8		8	2		6	
Detector Phase	4	4	4	3	8	8	2	2	6	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	9.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	74.0	74.0	74.0	20.0	94.0	94.0	26.0	26.0	26.0	26.0
Total Split (%)	61.7%	61.7%	61.7%	16.7%	78.3%	78.3%	21.7%	21.7%	21.7%	21.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5		4.5		4.5
Lead/Lag	Lag	Lag	Lag	Lead						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes						
Recall Mode	None	None	None	None	None	None	Max	Max	Max	Max
Act Effct Green (s)	59.8	59.8	59.8	74.9	74.9	74.9		21.9		21.9
Actuated g/C Ratio	0.56	0.56	0.56	0.71	0.71	0.71		0.21		0.21
v/c Ratio	0.01	0.42	0.01	0.54	0.81	0.00		0.36		0.05
Control Delay	10.0	13.6	0.0	9.4	13.4	0.7		12.4		34.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0		0.0
Total Delay	10.0	13.6	0.0	9.4	13.4	0.7		12.4		34.1
LOS	A	B	A	A	B	A		B		C
Approach Delay		13.3			12.9			12.4		34.1
Approach LOS		B			B			B		C

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 106
Natural Cycle: 70
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.81
Intersection Signal Delay: 13.1 Intersection LOS: B
Intersection Capacity Utilization 71.0% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 1: Mt Airey Drive & SR 73



Appendix C Access Analyses

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1682	1	17	594	0	60
Future Volume (Veh/h)	1682	1	17	594	0	60
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Hourly flow rate (vph)	2027	1	20	716	0	72
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	963					
pX, platoon unblocked			0.52		0.52	0.52
vC, conflicting volume			2028		2425	1014
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1122		1889	0
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			94		100	87
cM capacity (veh/h)			320		30	561

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1
Volume Total	1014	1014	1	20	358	358	72
Volume Left	0	0	0	20	0	0	0
Volume Right	0	0	1	0	0	0	72
cSH	1700	1700	1700	320	1700	1700	561
Volume to Capacity	0.60	0.60	0.00	0.06	0.21	0.21	0.13
Queue Length 95th (ft)	0	0	0	5	0	0	11
Control Delay (s)	0.0	0.0	0.0	17.0	0.0	0.0	12.4
Lane LOS				C			B
Approach Delay (s)	0.0			0.5			12.4
Approach LOS							B

Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	56.9%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	751	4	62	1749	0	35
Future Volume (Veh/h)	751	4	62	1749	0	35
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	884	5	73	2058	0	41
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	963					
pX, platoon unblocked			0.88		0.88	0.88
vC, conflicting volume			889		2059	442
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			614		1936	109
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			91		100	95
cM capacity (veh/h)			851		47	818

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1
Volume Total	442	442	5	73	1029	1029	41
Volume Left	0	0	0	73	0	0	0
Volume Right	0	0	5	0	0	0	41
cSH	1700	1700	1700	851	1700	1700	818
Volume to Capacity	0.26	0.26	0.00	0.09	0.61	0.61	0.05
Queue Length 95th (ft)	0	0	0	7	0	0	4
Control Delay (s)	0.0	0.0	0.0	9.6	0.0	0.0	9.6
Lane LOS				A			A
Approach Delay (s)	0.0			0.3			9.6
Approach LOS							A

Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	51.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1863	1	17	658	0	60
Future Volume (Veh/h)	1863	1	17	658	0	60
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Hourly flow rate (vph)	2245	1	20	793	0	72
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	963					
pX, platoon unblocked			0.50		0.50	0.50
vC, conflicting volume			2246		2682	1122
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1506		2369	0
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			91		100	87
cM capacity (veh/h)			222		13	547

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1
Volume Total	1122	1122	1	20	396	396	72
Volume Left	0	0	0	20	0	0	0
Volume Right	0	0	1	0	0	0	72
cSH	1700	1700	1700	222	1700	1700	547
Volume to Capacity	0.66	0.66	0.00	0.09	0.23	0.23	0.13
Queue Length 95th (ft)	0	0	0	7	0	0	11
Control Delay (s)	0.0	0.0	0.0	22.8	0.0	0.0	12.6
Lane LOS				C			B
Approach Delay (s)	0.0			0.6			12.6
Approach LOS							B

Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	61.9%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	831	4	62	1938	0	35
Future Volume (Veh/h)	831	4	62	1938	0	35
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	978	5	73	2280	0	41
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	963					
pX, platoon unblocked			0.87		0.87	0.87
vC, conflicting volume			983		2264	489
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			694		2159	129
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			91		100	95
cM capacity (veh/h)			785		32	784

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1
Volume Total	489	489	5	73	1140	1140	41
Volume Left	0	0	0	73	0	0	0
Volume Right	0	0	5	0	0	0	41
cSH	1700	1700	1700	785	1700	1700	784
Volume to Capacity	0.29	0.29	0.00	0.09	0.67	0.67	0.05
Queue Length 95th (ft)	0	0	0	8	0	0	4
Control Delay (s)	0.0	0.0	0.0	10.1	0.0	0.0	9.8
Lane LOS				B			A
Approach Delay (s)	0.0			0.3			9.8
Approach LOS							A

Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	56.9%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1741	1	17	611	0	61
Future Volume (Veh/h)	1741	1	17	611	0	61
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Hourly flow rate (vph)	2098	1	20	736	0	73
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			2099		2506	1049
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			2099		2506	1049
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			92		100	67
cM capacity (veh/h)			259		22	224

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1
Volume Total	1049	1049	1	20	368	368	73
Volume Left	0	0	0	20	0	0	0
Volume Right	0	0	1	0	0	0	73
cSH	1700	1700	1700	259	1700	1700	224
Volume to Capacity	0.62	0.62	0.00	0.08	0.22	0.22	0.33
Queue Length 95th (ft)	0	0	0	6	0	0	34
Control Delay (s)	0.0	0.0	0.0	20.1	0.0	0.0	28.7
Lane LOS				C			D
Approach Delay (s)	0.0			0.5			28.7
Approach LOS							D

Intersection Summary			
Average Delay	0.9		
Intersection Capacity Utilization	58.6%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↱	↰	↑↑		↱
Traffic Volume (veh/h)	783	3	63	1811	0	35
Future Volume (Veh/h)	783	3	63	1811	0	35
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	921	4	74	2131	0	41
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			925		2134	460
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			925		2134	460
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			90		100	93
cM capacity (veh/h)			734		38	548

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1
Volume Total	460	460	4	74	1066	1066	41
Volume Left	0	0	0	74	0	0	0
Volume Right	0	0	4	0	0	0	41
cSH	1700	1700	1700	734	1700	1700	548
Volume to Capacity	0.27	0.27	0.00	0.10	0.63	0.63	0.07
Queue Length 95th (ft)	0	0	0	8	0	0	6
Control Delay (s)	0.0	0.0	0.0	10.5	0.0	0.0	12.1
Lane LOS				B			B
Approach Delay (s)	0.0			0.4			12.1
Approach LOS							B

Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	53.4%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis
3: Access 2 & SR 73

10/10/2016

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1922	1	17	675	0	61
Future Volume (Veh/h)	1922	1	17	675	0	61
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Hourly flow rate (vph)	2316	1	20	813	0	73
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			2317		2762	1158
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			2317		2762	1158
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			91		100	61
cM capacity (veh/h)			212		14	189

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1
Volume Total	1158	1158	1	20	406	406	73
Volume Left	0	0	0	20	0	0	0
Volume Right	0	0	1	0	0	0	73
cSH	1700	1700	1700	212	1700	1700	189
Volume to Capacity	0.68	0.68	0.00	0.09	0.24	0.24	0.39
Queue Length 95th (ft)	0	0	0	8	0	0	42
Control Delay (s)	0.0	0.0	0.0	23.7	0.0	0.0	35.5
Lane LOS				C			E
Approach Delay (s)	0.0			0.6			35.5
Approach LOS							E

Intersection Summary			
Average Delay	1.0		
Intersection Capacity Utilization	63.6%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↱	↰	↑↑		↱
Traffic Volume (veh/h)	863	3	63	2000	0	35
Future Volume (Veh/h)	863	3	63	2000	0	35
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	1015	4	74	2353	0	41
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			1019		2340	508
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1019		2340	508
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			89		100	92
cM capacity (veh/h)			677		27	510

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1
Volume Total	508	508	4	74	1176	1176	41
Volume Left	0	0	0	74	0	0	0
Volume Right	0	0	4	0	0	0	41
cSH	1700	1700	1700	677	1700	1700	510
Volume to Capacity	0.30	0.30	0.00	0.11	0.69	0.69	0.08
Queue Length 95th (ft)	0	0	0	9	0	0	7
Control Delay (s)	0.0	0.0	0.0	11.0	0.0	0.0	12.7
Lane LOS				B			B
Approach Delay (s)	0.0			0.3			12.7
Approach LOS							B

Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	58.6%	ICU Level of Service	B
Analysis Period (min)	15		

EAGLE MOUNTAIN CITY **CITY COUNCIL MEETING** NOVEMBER 1, 2016			
TITLE:	MOTION – Consideration of the Neighborhood Matching Grant Project List.		
FISCAL IMPACT:	$167,500 – GL: 47-80-45100-7113 (USP – Neighborhood Match Grant)		
APPLICANT:	Aaron Sanborn, Economic Development Manager		
GENERAL PLAN DESIGNATION N/A	**CURRENT ZONE** N/A	**ACREAGE** N/A	**COMMUNITY** Eagle Mountain City

NOTICES:
-Posted in 2 public places
-Posted on City webpage
-Notice to newspapers

REQUIRED FINDINGS:

Planning Commission Action / Recommendation

Vote: N/A

Prepared By:
Aaron Sanborn,
Economic Development Manager

NOTES/COMMENTS:

RECOMMENDATION:
Staff recommends that the City Council approve the following projects: Silverlake Amphitheater, with the City contribution not to exceed $7,500; Pioneer Park Splash Pad, with the City contribution not to exceed $110,000; The Ranches West Entry Landscaping, with the City contribution not to exceed $20,000; and Sweetwater Park Playground, with the City contribution not to exceed $30,000, and allow staff to take necessary steps to complete the projects.

BACKGROUND:
At the May 17, 2016 City Council meeting, the City Council voted to approve the City's Neighborhood Match Grant program. Eleven different groups applied for projects. The Parks and Recreation Advisory Board reviewed all applications and ultimately recommended six for approval. Two projects require more staff review.

SilverLake Amphitheater
The Eagle Mountain Arts Alliance is proposing to tear out the current stage at the amphitheater and install a much larger stage that will allow for larger productions to take place, as well as bring the shows closer to the audience. They also would like to add a digital sign and a ticket booth on site.

- Location: SilverLake Amphitheater (Ranches)
- Project cost (est.): $14,936
- City contribution (not to exceed) $7,500
- The applicant's contribution is coming in the form of cash, volunteer labor,
- donated equipment rental, donated concrete, donated construction.
- The City will likely purchase materials/structure for the ticket booth as well as purchasing a digital (LED) announcement sign. Applicants have received commitments from several companies to provide the concrete as well as the labor to pour it.

Pioneer Park Splash Pad
The neighborhood is proposing to install a splash pad at Pioneer Park in City Center. There also is the potential to move this project over to Walden Park if it is determined that Pioneer Park does not have sufficient space.

- Location: Pioneer Park (City Center)
- Project Cost (est.): $300,000
- City contribution (not to exceed) $110,000
- The applicant's contribution is coming from $200,000 committed cash
- from two HOAs.
- The City will likely put this project out to bid and allow an outside company install the splash pad.

Ranches West Entry Landscaping

The Ranches HOA is proposing to improve the west entry into Eagle Mountain City. The Parks and Recreation Board approved funds for landscaping and sprinklers only, with the rest of the repairs being handled by the HOA directly.

- Location: The Ranches monument signs/fountains at the intersection of Cory B. Wride Memorial Highway and Ranches Parkway
- Project Cost (est.): $42,000
- City contribution (not to exceed) $20,000
- The applicant's contribution is coming from $17,910 committed cash from The Ranches HOA.
- The City will likely put this project out to bid and allow an outside company to complete the landscaping.

Sweetwater Park Playground

The neighborhood is proposing to add a tot playground to the park on Shadow Drive that was never fully completed.

- Location: Shadow Drive (City Center)
- Project Cost (est.): $42,000
- City contribution (not to exceed) $30,000
- The applicant's contribution is coming from $15,000 committed cash from the HOA, with some minor volunteer labor.
- The City will likely put this project out to bid and purchase the playground, with the company installing it, as well.

EAGLE MOUNTAIN CITY

CITY COUNCIL MEETING

NOVEMBER 1, 2016

TITLE:	BID AWARD – Consideration and Award of Bid to Stratton and Bratt Landscapes, LLC for the 2016 Pony Express Parkway Landscape Modification.		
FISCAL IMPACT:	$301,544.00 – GL# 47-80-44100-7100		
APPLICANT:	Brad Hickman, Parks and Recreation Director		
GENERAL PLAN DESIGNATION	**CURRENT ZONE**	**ACREAGE**	**COMMUNITY**
N/A	N/A	N/A	

NOTICES:
-Bid Sync
-Daily Herald

REQUIRED FINDINGS:

Parks & Recreation Board

Vote: N/A

Prepared By:
Brad Hickman
Parks & Recreation Director

NOTES/COMMENTS:

RECOMMENDATION:

Staff recommends that the City Council award the bid for the 2016 Pony Express Parkway Landscape Modification to Stratton & Bratt Landscapes, LLC for the base bid in the amount of $183,077.32 and an additive alternate bid in the amount of $118,466.68, and authorize the Mayor to sign the contract.

BACKGROUND:

City staff solicited for design and landscape documents in the spring of 2016. Landmark Design supplied the City with landscape and construction documents to modify the landscape medians along Pony Express Parkway in The Ranches.

The project will consist of earthwork, grading, concrete flatwork, landscape irrigation, planting of trees and shrubs and stone mulch. The contractor will supply and install all materials with specific laser grading technology.

Bidder	Base Bid	Additive Alternate	Total
Stratton & Bratt Landscape	$ 183,077.32	$ 118,466.68	**$ 301,544.00**
RBI Inc.	$ 199,712.80	$ 142,157.80	**$ 341,870.60**
Vancon Inc.	$ 242,778.40	$ 156,836.10	**$ 399,614.50**
Terraworks Inc.	$ 307,502.00	$ 183,691.50	**$ 491,193.50**
Beck Construction & Excavation	$ 490,500.00	$ 301,243.00	**$ 791,743.00**