RESOLUTION 2022-46

A RESOLUTION OF VINEYARD CITY, UTAH ACCEPTING A SECTION OF IMPROVED PROPERTY FROM (Andersen Geneva LLC)

WHEREAS, Andersen Geneva LLC owns EASTLAKE ROAD A PRIVATE DRIVE EASTLAKE AT GENEVA INDUSTRIAL BUSINESS PARK PHASE 1 AMENDED SUBDIVISION; MILL ROAD CENTER STREET TO VINEYARD CONNECTOR; AND SEWER LIFT STATION PARCEL LOCATED IN VINEYARD, UTAH (the "Property"), as shown on Exhibit A, attached hereto, and incorporated herein by reference; and

WHEREAS, Andersen Geneva LLC desires to donate the Property to the City at no cost to the City; and

WHEREAS, the improved property, known as EASTLAKE ROADS, MILL ROAD, SEWER LIFT STATION PARCEL, has been built to serve to Vineyard City's residents; and

WHEREAS, the acceptance of the Property would allow the City to provide connectivity throughout Vineyard City, access for the future Vineyard Connector and Roadways, and ability to continue Vineyard City Wastewater service; and

WHEREAS, the City Council has determined that the proposed donation of the Property will promote the public interest and welfare and desires to accept the donation;

NOW, THEREFORE, be it resolved by the City Council of Vineyard, in the State of Utah, as follows:

Section 1. Approval. The City Council of Vineyard City hereby approves the donation of the Property, as shown on Exhibit A, attached hereto, and incorporated herein by reference.

Section 2. Authorization. The City Council hereby approves that certain Special Warranty Deed and Certification of Acceptance of Real Property Conveyance by Municipality, attached hereto as Exhibit B, and incorporated herein by reference. The Mayor of the City is authorized to execute the agreement for and on behalf of the City.

Section 3. Severability Clause. If any section, part, or provision of this Resolution is held invalid or unenforceable, such invalidity or unenforceability shall not affect any other portion of this Resolution; and all sections, parts, and provisions of this Resolution shall be severable.

Section 4. Effective Date. This Resolution shall be in full force and effect from October 12, 2022, and after the required approval and publication according to law.

PASSED AND ADOPTED BY THE VINEYARD CITY COUNCIL ON THIS 12th DAY OF October 2022.

Presiding Officer

Julie Fullmer, Mayor, Vineyard

Attest

Pamela Spencer, City Recorder

PASSAGE BY MUNICIPAL COUNCIL
ROLL CALL VOTE

RESOLUTION NO 2022-46

A RESOLUTION OF VINEYARD CITY, UTAH ACCEPTING A SECTION OF IMPROVED PROPERTY FORM ANDERSON GENEVA LLC

ROLL CALL VOTE:

	MOTION	SECOND	AYES	NAYS	ABSENT
MAYOR JULIE FULLMER			X		
COUNCILMEMBER TYCE FLAKE	X		X		
COUNCILMEMBER AMBER RASMUSSEN			X		
COUNCILMEMBER MARDI SIFUENTES					X
COUNCILMEMBER CRISTY WELSH		X	X		
TOTALS			4		

This Resolution was passed by the City Council of Vineyard Utah on the 12th day of October 2022, by a roll call vote as described above.

CITY RECORDER'S CERTIFICATE AND ATTEST

This Resolution was recorded in the office of the Vineyard City Recorder on the 13th day of October 2022.

I hereby certify and attest that the foregoing constitutes a true and accurate record of proceedings with respect to Resolution No. 2022-46

ATTEST:

Vineyard City Recorder

VINEYARD Seal UTAH

MAIL TAX NOTICES TO GRANTEE(S) AT:
125 S. Main, Vineyard, UT 84059

Property Reference Information:
Tax Parcel Nos.: 38:424:0023 and 38:425:0004

SPECIAL WARRANTY DEED
And
Certification of Acceptance of Real Property Conveyance by Municipality

Anderson Geneva, LLC, a Utah limited liability company ("Grantor"), in exchange for good and valuable consideration, hereby conveys and warrants against all who claim by, through, or under Grantor to

VINEYARD CITY, a body politic organized in the State of Utah, ("Grantee")

in fee simple the following described real property located in UTAH County, Utah, together with all the appurtenances, rights, and privileges belonging thereto, to wit (the "Property"):

PRIVATE DRIVE, EASTLAKE AT GENEVA INDUSTRIAL BUSINESS PARK PHASE 1 AMENDED SUBDIVISION, ON FILE AND OF RECORD IN THE OFFICE OF THE UTAH COUNTY RECORDER (Tax Serial Number 38:424:0023)

With all the covenants and warranties of title from Grantor in favor of Grantee as are included with a conveyance of real property by special warranty deed under Utah law, except for, however, the Property is subject to: (a) leases, rights of way, easements, reservations, plat maps, covenants, conditions, and restrictions appearing of record and enforceable in law; (b) zoning and other regulatory laws and ordinances affecting the Property; and (c) real property taxes and assessments for the current year and thereafter. Significant easements of note are depicted on the Exhibits and are as follows:

Central Utah Easements as found in the following recorded documents: 125484:2008, recorded 11/25/2008; 47677:2013, recorded 5/15/2013; 70792:2013, recorded 7/23/2013; and 206352:2020, recorded 12/23/2020.

Questar/Dominion Easement as found in the following recorded documents: 4775:2013 recorded 1/16/2013; 65206:2013, Recorded 7/8/2013.

Pipe Mill Environmental Covenant as found in the following recorded documents: 123137:2008, recorded 11/18/2008.

Grantee agrees to execute and record any environmental Site Management Plans or Environmental Covenants related to the subject property if required by regulatory authorities.

APPROVAL AND CERTIFICATION OF ACCEPTANCE by GRANTEE

Vineyard City, as Grantee, having duly approved the transfer of the real property parcel described herein, hereby acknowledges, and accepts the conveyance of the Property.

-Signature Page to Special Warranty Deed-

Each individual signing below certifies that they are duly appointed by the Grantor entities as agent representatives authorized to execute this instrument on their behalf with the intent and for the purposes described herein.

Witness the hand of Grantors this ___ day of _____, 2022.

Anderson Geneva, LLC

By: _____

Name:_____

Title: _____

STATE OF UTAH)
) ss.
COUNTY OF UTAH)

On this ___ day of _____, 2022, personally appeared before me _____ who stated he is the _____ of **Anderson Geneva, LLC** the named Grantor of the within instrument, proved on the basis of satisfactory evidence to be the person whose name is subscribed to this instrument, and duly acknowledged that he executed this instrument in his authorized capacity on behalf of said company, intending to be legally bound. Witness my hand and official seal.

_____
NOTARY PUBLIC

-Signature Page to Special Warranty Deed-

Grantee Acknowledgement of Acceptance of Conveyance

The official who signs this deed certifies that this conveyance has been duly approved by Grantee and that they have executed this deed in their authorized capacity on behalf of Grantee.

Witness the hand of Grantee this ___ day of _____, 2022.

Vineyard City

By: _____

Name:_____

Title: _____

STATE OF UTAH)
) ss.
COUNTY OF UTAH)

On this ___ day of _____, 2022, personally appeared before me _____ who stated that they are the _____ of **Vineyard City** the named Grantee of the within instrument, proved on the basis of satisfactory evidence to be the person whose name is subscribed to this instrument, and duly acknowledged that he executed this instrument in their authorized capacity on behalf of said company, intending to be legally bound. Witness my hand and official seal.

_____
NOTARY PUBLIC

Receipt for Donation of Real Property

Vineyard City, a body politic organized in the State of Utah, hereby acknowledges the receipt of the conveyance of the following described real property located within or adjacent to the boundaries of Vineyard City, Utah County, Utah, together with all the appurtenances, rights, and privileges belonging thereto (the "Property"):

PRIVATE DRIVE, EASTLAKE AT GENEVA INDUSTRIAL BUSINESS PARK PHASE 1 AMENDED SUBDIVISION, ON FILE AND OF RECORD IN THE OFFICE OF THE UTAH COUNTY RECORDER (Tax Serial Number 38:424:0023)

At the time of conveyance, the Property has an agreed upon market value of _____.

The Property was donated and conveyed by Grantor:

Anderson Geneva, LLC, a Utah limited liability company

Acknowledged this ___ day of _____, 2022.

Vineyard City

By: _____

Name: _____

Title: _____

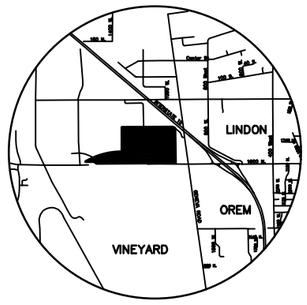
ROADWAY BOUNDARY DESCRIPTION
EASTLAKE DEVELOPMENT VINEYARD, UTAH
ANDERSON GENEVA DEVELOPMENT
07/02/2021

A PARCEL OF LAND LOCATED IN THE SOUTHEAST QUARTER OF THE NORTHEAST QUARTER OF SECTION 5 AND THE NORTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 5, TOWNSHIP 6 SOUTH, RANGE 2 EAST, SLB&M, VINEYARD, UTAH SAID PROPERTY BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE EAST QUARTER CORNER OF SAID SECTION 5; THENCE S.00°52’36”E. A DISTANCE OF 5.67 FEET ALONG THE SECTION LINE; THENCE WEST A DISTANCE OF 939.49 FEET TO A POINT ON THE WESTERLY RIGHT OF WAY OF THE UNION PACIFIC RAILROAD SAID POINT ALSO BEING THE REAL POINT OF BEGINNING;

THENCE S.07°47’29”E. A DISTANCE OF 33.38 FEET ALONG SAID RAILROAD RIGHT OF WAY TO A POINT ON THE SOUTHERLY RIGHT OF WAY OF 1600 NORTH STREET; THENCE S.89°39’15”W. A DISTANCE OF 3258.32 FEET ALONG SAID SOUTHERLY RIGHT OF WAY TO A POINT OF CURVATURE OF A 50.00-FOOT RADIUS TANGENT CURVE TO THE LEFT; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE A DISTANCE OF 56.26 FEET ALONG SAID SOUTHERLY RIGHT OF WAY, SAID CURVE HAVING CENTRAL ANGLE OF 64°28’00” AND A CHORD THAT BEARS S.57°25’15”W. A DISTANCE OF 53.34 FEET TO A POINT OF CURVATURE OF A 66.00-FOOT RADIUS TANGENT REVERSE CURVE TO THE RIGHT; THENCE NORTHWESTERLY ALONG THE ARC OF SAID CURVE A DISTANCE OF 281.61 FEET TO A POINT ON THE NORTHERLY RIGHT OF WAY OF SAID STREET, SAID CURVE HAVING A CENTRAL ANGLE OF 244°28’00” AND A CHORD THAT NEARS N.32°34’45”W. A DISTANCE OF 111.66 FEET; THENCE N.89°39’15”E. A DISTANCE OF 1494.83 FEET ALONG SAID NORTHERLY RIGHT OF WAY TO A POINT OF CURVATURE OF A 25.00-FOOT RADIUS TANGENT CURVE TO THE LEFT; THENCE NORTHEASTERLY ALONG THE ARC OF SAID CURVE A DISTANCE OF 39.12 FEET TO A POINT ON THE WESTERLY RIGHT OF WAY OF 400 EAST STREET, SAID CURVE HAVING A CENTRAL ANGLE OF 89°39’15” AND A CHORD THAT BEARS N.44°49’38”E. A DISTANCE OF 35.25 FEET; THENCE NORTH A DISTANCE OF 763.74 FEET ALONG SAID WESTERLY RIGHT OF WAY TO A POINT OF CURVATURE OF A 25.00-FOOT RADIUS TANGENT CURVE TO THE LEFT; THENCE NORTHWESTERLY ALONG THE ARC OF SAID CURVE A DISTANCE OF 39.49 FEET TO A POINT ON THE SOUTHERLY RIGHT OF WAY OF 1750 NORTH STREET, SAID CURVE HAVING A CENTRAL ANGLE OF 90°30’03” AND A CHORD THAT BEARS N.45°15’01”W. A DISTANCE OF 35.51 FEET; THENCE S.89°29’57”W. A DISTANCE OF 544.39 FEET ALONG SAID SOUTHERLY RIGHT OF WAY; THENCE NORTH A DISTANCE OF 66.00 FEET TO A POINT ON THE NORTHERLY RIGHT OF WAY OF 1750 NORTH STREET; THENCE N.89°29’57”E. A DISTANCE OF 1295.79 FEET ALONG SAID NORTHERLY RIGHT OF WAY TO A POINT OF CURVATURE OF A 50.00-FOOT RADIUS TANGENT CURVE TO THE LEFT; THENCE NORTHEASTERLY ALONG THE ARC OF SAID CURVE A DISTANCE OF 38.67 FEET, SAID CURVE HAVING A CENTRAL ANGLE OF 44°18’55” AND A CHORD THAT BEARS N.67°20’30”E. A DISTANCE OF 37.72 FEET TO A POINT OF CURVATURE OF A 66.00-FOOT RADIUS TANGENT REVERSE CURVE TO THE RIGHT; THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE A DISTANCE OF 309.44 FEET, SAID CURVE HAVING A CENTRAL ANGLE OF 268°37’44”

AND A CHORD THAT BEARS S.00°30’06”E. A DISTANCE OF 94.45 FEET TO A POINT OF CURVATURE OF A 50.00-FOOT RADIUS TANGENT REVERSE CURVE TO THE LEFT; THENCE NORTHWESTERLY ALONG THE ARC OF SAID CURVE A DISTANCE OF 38.67 FEET TO A POINT ON THE SOUTHERLY RIGHT OF WAY OF 1750 NORTH STREET, SAID CURVE HAVING A CENTRAL ANGLE OF 44°18’49” AND A CHORD THAT BEARS N.68°20’38”W. A DISTANCE OF 37.71 FEET; THENCE S.89°29’57”W. A DISTANCE OF 635.98 FEET ALONG SAID SOUTHERLY RIGHT OF WAY TO A POINT OF CURVATURE OF A 25.00-FOOT RADIUS TANGENT CURVE TO THE LEFT; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE A DISTANCE OF 39.05 FEET TO A POINT ON THE EASTERLY RIGHT OF WAY OF 400 EAST STREET, SAID CURVE HAVING A CENTRAL ANGLE OF 89°29’57” AND A CHORD THAT BEARS S.44°44’59”W A DISTANCE OF 35.20 FEET; THENCE SOUTH A DISTANCE OF 764.05 FEET ALONG SAID EASTERLY RIGHT OF WAY TO A POINT OF CURVATURE OF A 25.00-FOOT RADIUS TANGENT CURVE TO THE LEFT; THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE A DISTANCE OF 39.42 FEET TO A POINT ON THE NORTHERLY RIGHT OF WAY LINE OF 1600 NORTH STREET, SAID CURVE HAVING A CENTRAL ANGLE OF 90°20’ 45” AND A CHORD THAT BEARS S.45°10’22”E. A DISTANCE OF 35.46 FEET; THENCE N.89°39’15”E. A DISTANCE OF 1351.20 FEET ALONG SAID NORTHERLY RIGHT OF WAY; THENCE S.00°20’45”E. A DISTANCE OF 33.00 FEET; THENCE N.89°39’15”E. A DISTANCE OF 396.65 FEET TO THE POINT OF BEGINNING. CONTAINING 8.58 ACRES OF LAND



VICINITY MAP
-NTS-



CURVE TABLE					
CURVE	LENGTH	RADIUS	CHORD DIST.	CHORD BRG.	DELTA
C1	56.26'	50.00'	53.34'	S57°25'15"W	64°28'00"
C2	281.61'	66.00'	111.66'	N32°34'45"W	244°28'00"
C3	39.12'	25.00'	35.25'	N44°49'38"E	89°39'15"
C4	39.49'	25.00'	35.51'	N45°15'01"W	90°30'03"
C5	38.67'	50.00'	37.72'	N67°20'30"E	44°18'55"
C6	309.44'	66.00'	94.45'	S0°30'06"E	268°37'44"
C7	38.67'	50.00'	37.71'	N68°20'38"W	44°18'49"
C8	39.05'	25.00'	35.20'	S44°44'59"W	89°29'57"
C9	39.42'	25.00'	35.46'	S45°10'22"E	90°20'45"

THESE DRAWINGS, OR ANY PORTION THEREOF, SHALL NOT BE USED ON ANY PROJECT OR EXTENSIONS OF THIS PROJECT EXCEPT BY AGREEMENT IN WRITING WITH NORTHERN ENGINEERING, INC.

NO.	REVISIONS	BY	DATE
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3			
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1			

DESIGNED BY: DATE:
DRAWN BY: DATE:
CHECKED BY: DATE:
APPROVED: DATE:
COGO FILE: DATE:
REV. COGO FILE: DATE:

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Northern ENGINEERING INC
ENGINEERING-LAND PLANNING
CONSTRUCTION MANAGEMENT
1040 E. 800 N.
OREM, UTAH 84097
(801) 802-8992

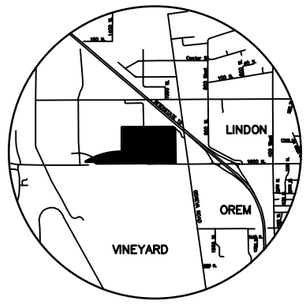
EASTLAKE AT GENEVA

EXHIBIT "A"

VINEYARD, UTAH

JOB NO. 07-045

SHEET NO. 1



VICINITY MAP
-NTS-



CURVE TABLE					
CURVE	LENGTH	RADIUS	CHORD DIST.	CHORD BRG.	DELTA
C1	56.26'	50.00'	53.34'	S57°25'15"W	64°28'00"
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C3	39.12'	25.00'	35.25'	N44°49'38"E	89°39'15"
C4	39.49'	25.00'	35.51'	N45°15'01"W	90°30'03"
C5	38.67'	50.00'	37.72'	N67°20'30"E	44°18'55"
C6	309.44'	66.00'	94.45'	S0°30'06"E	268°37'44"
C7	38.67'	50.00'	37.71'	N68°20'38"W	44°18'49"
C8	39.05'	25.00'	35.20'	S44°44'59"W	89°29'57"
C9	39.42'	25.00'	35.46'	S45°10'22"E	90°20'45"

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NO.	REVISIONS	BY	DATE
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DESIGNED BY: DATE:
DRAWN BY: DATE:
CHECKED BY: DATE:
APPROVED: DATE:
COGO FILE: DATE:
REV. COGO FILE: DATE:

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Northern ENGINEERING INC
ENGINEERING-LAND PLANNING
CONSTRUCTION MANAGEMENT
1040 E. 800 N.
OREM, UTAH 84097
(801) 802-8992

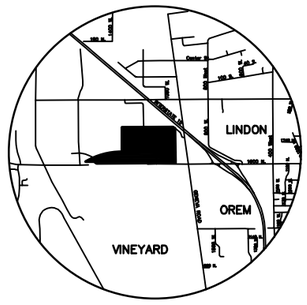
EASTLAKE AT GENEVA

EXHIBIT "C"

VINEYARD, UTAH

JOB NO. 07-045

SHEET NO. 1



VICINITY MAP
-NTS-



CURVE TABLE					
CURVE	LENGTH	RADIUS	CHORD DIST.	CHORD BRG.	DELTA
C1	56.26'	50.00'	53.34'	S57°25'15"W	64°28'00"
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C4	39.49'	25.00'	35.51'	N45°15'01"W	90°30'03"
C5	38.67'	50.00'	37.72'	N67°20'30"E	44°18'55"
C6	309.44'	66.00'	94.45'	S0°30'06"E	268°37'44"
C7	38.67'	50.00'	37.71'	N68°20'38"W	44°18'49"
C8	39.05'	25.00'	35.20'	S44°44'59"W	89°29'57"
C9	39.42'	25.00'	35.46'	S45°10'22"E	90°20'45"

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DRAWN BY: DATE:
CHECKED BY: DATE:
APPROVED: DATE:
COGO FILE: DATE:
REV. COGO FILE: DATE:

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Northern ENGINEERING INC
ENGINEERING-LAND PLANNING
CONSTRUCTION MANAGEMENT
1040 E. 800 N.
OREM, UTAH 84097
(801) 802-8992

EASTLAKE AT GENEVA

EXHIBIT "A"

VINEYARD, UTAH

JOB NO. 07-045

SHEET NO. 1

MAIL TAX NOTICES TO GRANTEE(S) AT:
125 S. Main, Vineyard, UT 84059

Property Reference Information:
Tax Parcel Nos.: 38:424:0023 and 38:425:0004

SPECIAL WARRANTY DEED
And
Certification of Acceptance of Real Property Conveyance by Municipality

Anderson Geneva, LLC, a Utah limited liability company ("Grantor"), in exchange for good and valuable consideration, hereby conveys and warrants against all who claim by, through, or under Grantor to

VINEYARD CITY, a body politic organized in the State of Utah, ("Grantee")

in fee simple the following described real property located in UTAH County, Utah, together with all the appurtenances, rights, and privileges belonging thereto, to wit (the "Property"):

BOUNDARY DESCRIPTION MILL ROAD, CENTER STREET TO VINEYARD CONNECTOR

A PARCEL OF LAND LOCATED IN THE NORTHEAST QUARTER OF SECTION 8 AND THE NORTHEAST QUARTER OF SECTION 17, TOWNSHIP 6 SOUTH, RANGE 2 EAST, SLB& M VINEYARD UTAH, SAID PROPERTY BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:
COMMENCING EAST QUARTER CORNER OF SAID SECTION 8; THENCE SOUTH A DISTANCE OF 124.85 FEET; THENCE WEST A DISTANCE OF 2197.16 FEET; TO THE REAL POINT OF BEGINNING;
THENCE S.08°00'00"E. A DISTANCE OF 120.74 FEET; THENCE S.07°32'34"W. A DISTANCE OF 48.47 FEET TO A POINT OF CURVATURE OF A 87.03-FOOT RADIUS TANGENT CURVE TO THE LEFT; THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE A DISTANCE OF 34.73 FEET, SAID CURVE HAVING A CENTRAL ANGLE OF 22°51'52" AND A CHORD THAT BEARS S.03°53'33"E. A DISTANCE OF 34.50 FEET TO A POINT OF CURVATURE OF A 800.96-FOOR RADIUS TANGENT COMPOUND CURVE TO THE LEFT; THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE A DISTANCE OF 516.45 FEET, SAID CURVE HAVING A CENTRAL ANGLE OF 36°56'37" AND A CHORD THAT BEARS S.33°47'52"E. A DISTANCE OF 507.55 FEET; THENCE S.52°16'08"E. A DISTANCE OF 320.41 FEET TO A POINT OF CURVATURE OF A 898.94-FOOT RADIUS TANGENT CURVE TO THE RIGHT; THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE A DISTANCE OF 811.25 FEET, SAID CURVE HAVING A CENTRAL ANGLE OF 51°42'24" AND A CHORD THAT BEARS S.26°25'02"E. A DISTANCE OF 784.00 FEET; THENCE S.00°33'57"E. A DISTANCE OF 962.06 FEET TO A POINT OF CURVATURE OF A 14.99-FOOT RADIUS TANGENT CURVE TO THE LEFT; THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE A DISTANCE OF 23.56 FEET, SAID CURVE HAVING A CENTRAL ANGLE OF 90°03'33" AND A CHORD THAT BEARS S.45°33'54"E. A DISTANCE OF 21.21 FEET; THENCE N.89°26'00"E. A DISTANCE OF 12.11 FEET; THENCE S.00°33'50"E. A DISTANCE OF 88.52 FEET TO A POINT OF CURVATURE OF A 14.99-FOOT RADIUS NON-TANGENT CURVE TO THE LEFT;

THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE A DISTANCE OF 23.56 FEET, SAID CURVE HAVING A CENTRAL ANGLE OF 90°03'33" AND A CHORD THAT BEARS S.44°25'54"W. A DISTANCE OF 21.21 FEET; THENCE S.00°33'57"E. A DISTANCE OF 102.71 FEET TO A POINT OF CURVATURE OF A 102.48-FOOT RADIUS TANGENT CURVE TO THE RIGHT; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE A DISTANCE OF 13.61 FEET, SAID CURVE HAVING A CENTRAL ANGLE OF 07°36'33" AND A CHORD THAT BEARS S.02°53'01"W. A DISTANCE OF 13.60 FEET; THENCE S.06°20'00"W. A DISTANCE OF 75.50 FEET TO A POINT OF CURVATURE OF A 96.90-FOOT RADIUS TANGENT CURVE TO THE LEFT; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE A DISTANCE OF 16.52 FEET, SAID CURVE HAVING A CENTRAL ANGLE OF 09°46'05" AND A CHORD THAT BEARS S.00°53'39"W. A DISTANCE OF 16.50 FEET TO A POINT OF CURVATURE OF A 701.20-FOOT RADIUS TANGENT COMPOUND CURVE TO THE LEFT; THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE A DISTANCE OF 360.89 FEET, SAID CURVE HAVING CENTRAL ANGLE OF 29°29'19" AND A CHORD THAT BEARS S.19°17'45"E. A DISTANCE OF 356.92 FEET; THENCE S.34°02'40"E. A DISTANCE OF 315.42 FEET TO A POINT OF CURVATURE OF A 799.19-FOOT RADIUS TANGENT CURVE TO THE RIGHT; THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE A DISTANCE OF 466.86 FEET, SAID CURVE HAVING A CENTRAL ANGLE OF 33°28'13" AND A CHORD THAT BEARS S.17°18'19"E. A DISTANCE OF 460.25 FEET; THENCE S.00°33'57"E. A DISTANCE OF 572.78 FEET TO A POINT OF CURVATURE OF A 704.83-FOOT RADIUS TANGENT CURVE TO THE LEFT; THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE A DISTANCE OF 360.91 FEET, SAID CURVE HAVING A CENTRAL ANGLE OF 29°20'18" AND A CHORD THAT BEARS S.15°19'02"E. A DISTANCE OF 356.98 FEET; THENCE S.30°04'05"E. A DISTANCE OF 127.42 FEET TO A POINT OF CURVATURE OF A 515.98-FOOT RADIUS TANGENT CURVE TO THE LEFT; THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE A DISTANCE OF 545.85 FEET, SAID CURVE HAVING A CENTRAL ANGLE OF 60°36'45" AND A CHORD THAT BEARS S.60°22'24"E. A DISTANCE OF 520.75 FEET; THENCE N.89°19'20"E. A DISTANCE OF 103.90 FEET; THENCE S.00°40'41"E. A DISTANCE OF 120.07 FEET; THENCE S.89°19'32"W. A DISTANCE OF 79.39 FEET TO A POINT OF CURVATURE OF A 115.79-FOOT RADIUS TANGENT CURVE TO THE RIGHT; THENCE NORTHWESTERLY ALONG THE ARC OF SAID CURVE A DISTANCE OF 25.25 FEET, SAID CURVE HAVING A CENTRAL ANGLE OF 12°29'40" AND A CHORD THAT BEARS N.84°16'32"W. A DISTANCE OF 25.20 FEET; THENCE N.77°52'22"W. A DISTANCE OF 76.38 FEET TO A POINT OF CURVATURE OF A 87.00-FOOT RADIUS TANGENT CURVE TO THE LEFT; THENCE NORTHWESTERLY ALONG THE ARC OF SAID CURVE A DISTANCE OF 7.22 FEET, SAID CURVE HAVING A CENTRAL ANGLE OF 04°45'23" AND A CHORD THAT BEARS N.80°15'17"W. A DISTANCE OF 7.22 FEET TO A POINT OF CURVATURE OF A 613.95-FOOT RADIUS TANGENT REVERSE CURVE TO THE RIGHT; THENCE NORTHWESTERLY ALONG THE ARC OF SAID CURVE A DISTANCE OF 563.29 FEET, SAID CURVE HAVING A CENTRAL ANGLE OF 52°34'05" AND A CHORD THAT BEARS N.56°21'01"W. A DISTANCE OF 543.74 FEET; THENCE N.30°04'07"W. A DISTANCE OF 58.58 FEET; THENCE S.53°24'27"W. A DISTANCE OF 373.02 FEET; THENCE S.59°55'54"W. A DISTANCE OF 56.68 FEET; THENCE N.30°04'06"W A DISTANCE OF 184.76 FEET; THENCE N.59°59'40"E. A DISTANCE OF 56.74 FEET; THENCE N.66°34'46"E. A DISTANCE OF 361.36 FEET TO A POINT OF CURVATURE OF 797.70-FOOT RADIUS NON-TANGENT CURVE TO THE RIGHT; THENCE NORTHWESTERLY

ALONG THE ARC OF SAID CURVE A DISTANCE OF 84.86 FEET, SAID CURVE HAVING A CENTRAL ANGLE OF 06°05'40" AND A CHORD THAT BEARS N.25°24'21"W. A DISTANCE OF 84.82 FEET TO A POINT OF CURVATURE OF A 111.16-FOOT RADIUS TANGENT COMPOUND CURVE TO THE RIGHT; THENCE NORTHWESTERLY ALONG THE ARC OF SAID CURVE A DISTANCE OF 22.81 FEET, SAID CURVE HAVING A CENTRAL ANGLE OF 11°45'25" AND A CHORD THAT BEARS N.16°37'22"W. A DISTANCE OF 22.77 FEET; THENCE N.10°50'27"W. A DISTANCE OF 77.92 FEET TO A POINT OF CURVATURE OF A 87.14-FOOT RADIUS TANGENT CURVE TO THE LEFT; THENCE NORTHWESTERLY LONG THE ARC OF SAID CURVE A DISTANCE OF 6.10 FEET, SAID CURVE HAVING A CENTRAL ANGLE OF 04°00'42" AND A CHORD THAT BEARS N.12°51'03"W. A DISTANCE OF 6.10 FEET TO A POINT OF CURVATURE OF A 795.95-FOOT RADIUS TANGENT REVERSE CURVE TO THE RIGHT; THENCE NORTHWESTERLY ALONG THE ARC OF SAID CURVE A DISTANCE OF 199.27 FEET, SAID CURVE HAVING A CENTRAL ANGLE OF 14°20'39" AND A CHORD THAT BEARS N.07°42'37"W. A DISTANCE OF 198.75 FEET; THENCE N.00°33'57"W. A DISTANCE OF 392.79 FEET; THENCE N.71°23'30"E. A DISTANCE OF 0.14 FEET; THENCE N.00°33'57"W. A DISTANCE OF 179.99 FEET TO A POINT OF CURVATURE OF A 701.00-FOOT RADIUS TANGENT CURVE TO THE LEFT; THENCE NORTHWESTERLY ALONG THE ARC OF SAID CURVE S DISTANCE OF 409.60 FEET, SAID CURVE HAVING CENTRAL ANGLE OF 33°28'43" AND A CHORD THAT BEARS N.17°18'19"W. A DISTANCE OF 403.80 FEET; THENCE N.34°02'40"W. A DISTANCE OF 315.42 FEET TO A POINT OF CURVATURE OF A 799.00-FOOT RADIUS TANGENT CURVE TO THE RIGHT; THENCE NORTHWESTERLY ALONG THE ARC OF SAID CURVE A DISTANCE OF 466.86 FEET, SAID CURVE A CENTRAL ANGLE 33°28'42" AND A CHORD THAT BEARS N.17°18'19"W. A DISTANCE OF 460.25 FEET; THENCE N.00°33'57"W. A DISTANCE OF 159.05 FEET TO A POINT OF CURVATURE OF 15.00-FOOT RADIUS TANGENT CURVE TO THE LEFT; THENCE NORTHWESTERLY ALONG THE ARC OF SAID CURVE A DISTANCE OF 23.56 FEET, SAID CURVE HAVING A CENTRAL ANGLE OF 89°58'58" AND A CHORD THAT BEARS N.45°33'47"W. A DISTANCE OF 21.21 FEET; THENCE S.89°25'59"W. A DISTANCE OF 12.01 FEET; THENCE N.00°33'48"W. A DISTANCE OF 39.18 FEET; THENCE N.89°26'04"E. A DISTANCE OF 75.73 FEET; THENCE N.00°33'57"W. A DISTANCE OF 1025.98 FEET TO A POINT OF CURVATURE OF A 850.02-FOOT RADIUS TANGENT CURVE TO THE LEFT; THENCE NORTHWESTERLY ALONG THE ARC OF SAID CURVE A DISTANCE OF 767.03, SAID CURVE HAVING A CENTRAL ANGLE OF 51°42'07" AND A CHORD THAT BEARS N.26°25'02"W. A DISTANCE OF 741.27 FEET; THENCE N.52°16'08"W. A DISTANCE OF 320.41 FEET TO A POINT OF CURVATURE OF A 850.11-FOOT RADIUS TANGENT CURVE TO THE RIGHT THENCE NORTHWESTERLY ALONG THE ARC OF SAID CURVE A DISTANCE OF 656.74 FEET, SAID CURVE HAVING A CENTRAL ANGLE OF 44°15'47" AND A CHORD THAT BEARS N.30°08'04"W. A DISTANCE OF 640.53 FEET; THENCE N.08°00'04"W. A DISTANCE OF 100.06 FEET TO A POINT OF CURVATURE OF A 876.31-FOOT RADIUS NON-TANGENT CURVE TO THE RIGHT; THENCE NORTHEASTERLY ALONG THE ARC OF SAID CURVE A DISTANCE OF 71.20 FEET, SAID CURVE HAVING A CENTRAL ANGLE OF 04°42'13" AND A CHORD THAT BEARS N.81°58'48"E. A DISTANCE OF 71.18 FEET TO THE POINT OF BEGINNING. CONTAINING 12.24 ACRES.

(For Reference: Tax Parcel ID No. 18:017:0016)

With all the covenants and warranties of title from Grantor in favor of Grantee as are included with a conveyance of real property by special warranty deed under Utah law, except for, however, the Property is subject to: (a) leases, rights of way, easements, reservations, plat maps, covenants, conditions, and restrictions appearing of record and enforceable in law; (b) zoning and other regulatory laws and ordinances affecting the Property; and (c) real property taxes and assessments for the current year and thereafter. Grantee agrees to execute and record any environmental Site Management Plans or Environmental Covenants related to the subject property if required by regulatory authorities.

APPROVAL AND CERTIFICATION OF ACCEPTANCE by GRANTEE

Vineyard City, as Grantee, having duly approved the transfer of the real property parcel described herein, hereby acknowledges, and accepts the conveyance of the Property.

[Remainder of page intentionally left blank. Signature pages to follow.]

-Signature Page to Special Warranty Deed-

Each individual signing below certifies that they are duly appointed by the Grantor entities as agent representatives authorized to execute this instrument on their behalf with the intent and for the purposes described herein.

Witness the hand of Grantors this ___ day of _____, 2022.

Anderson Geneva, LLC

By: _____

Name:_____

Title: _____

STATE OF UTAH)
) ss.
COUNTY OF UTAH)

On this ___ day of _____, 2022, personally appeared before me _____ who stated he is the _____ of **Anderson Geneva, LLC** the named Grantor of the within instrument, proved on the basis of satisfactory evidence to be the person whose name is subscribed to this instrument, and duly acknowledged that he executed this instrument in his authorized capacity on behalf of said company, intending to be legally bound. Witness my hand and official seal.

_____
NOTARY PUBLIC

-Signature Page to Special Warranty Deed-

Grantee Acknowledgement of Acceptance of Conveyance

The official who signs this deed certifies that this conveyance has been duly approved by Grantee and that they have executed this deed in their authorized capacity on behalf of Grantee.

Witness the hand of Grantee this ___ day of _____, 2022.

Vineyard City

By: _____

Name:_____

Title: _____

STATE OF UTAH)
) ss.
COUNTY OF UTAH)

On this ___ day of _____, 2022, personally appeared before me _____ who stated that they are the _____ of **Vineyard City** the named Grantee of the within instrument, proved on the basis of satisfactory evidence to be the person whose name is subscribed to this instrument, and duly acknowledged that he executed this instrument in their authorized capacity on behalf of said company, intending to be legally bound. Witness my hand and official seal.

_____
NOTARY PUBLIC

Receipt for Donation of Real Property

Vineyard City, a body politic organized in the State of Utah, hereby acknowledges the receipt of the conveyance of the following described real property located within or adjacent to the boundaries of Vineyard City, Utah County, Utah, together with all the appurtenances, rights, and privileges belonging thereto (the "Property"):

BOUNDARY DESCRIPTION MILL ROAD, CENTER STREET TO VINEYARD CONNECTOR

A PARCEL OF LAND LOCATED IN THE NORTHEAST QUARTER OF SECTION 8 AND THE NORTHEAST QUARTER OF SECTION 17, TOWNSHIP 6 SOUTH, RANGE 2 EAST, SLB& M VINEYARD UTAH, SAID PROPERTY BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:
COMMENCING EAST QUARTER CORNER OF SAID SECTION 8; THENCE SOUTH A DISTANCE OF 124.85 FEET; THENCE WEST A DISTANCE OF 2197.16 FEET; TO THE REAL POINT OF BEGINNING;
THENCE S.08°00'00"E. A DISTANCE OF 120.74 FEET; THENCE S.07°32'34"W. A DISTANCE OF 48.47 FEET TO A POINT OF CURVATURE OF A 87.03-FOOT RADIUS TANGENT CURVE TO THE LEFT; THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE A DISTANCE OF 34.73 FEET, SAID CURVE HAVING A CENTRAL ANGLE OF 22°51'52" AND A CHORD THAT BEARS S.03°53'33"E. A DISTANCE OF 34.50 FEET TO A POINT OF CURVATURE OF A 800.96-FOOR RADIUS TANGENT COMPOUND CURVE TO THE LEFT; THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE A DISTANCE OF 516.45 FEET, SAID CURVE HAVING A CENTRAL ANGLE OF 36°56'37" AND A CHORD THAT BEARS S.33°47'52"E. A DISTANCE OF 507.55 FEET; THENCE S.52°16'08"E. A DISTANCE OF 320.41 FEET TO A POINT OF CURVATURE OF A 898.94-FOOT RADIUS TANGENT CURVE TO THE RIGHT; THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE A DISTANCE OF 811.25 FEET, SAID CURVE HAVING A CENTRAL ANGLE OF 51°42'24" AND A CHORD THAT BEARS S.26°25'02"E. A DISTANCE OF 784.00 FEET; THENCE S.00°33'57"E. A DISTANCE OF 962.06 FEET TO A POINT OF CURVATURE OF A 14.99-FOOT RADIUS TANGENT CURVE TO THE LEFT; THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE A DISTANCE OF 23.56 FEET, SAID CURVE HAVING A CENTRAL ANGLE OF 90°03'33" AND A CHORD THAT BEARS S.45°33'54"E. A DISTANCE OF 21.21 FEET; THENCE N.89°26'00"E. A DISTANCE OF 12.11 FEET; THENCE S.00°33'50"E. A DISTANCE OF 88.52 FEET TO A POINT OF CURVATURE OF A 14.99-FOOT RADIUS NON-TANGENT CURVE TO THE LEFT; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE A DISTANCE OF 23.56 FEET, SAID CURVE HAVING A CENTRAL ANGLE OF 90°03'33" AND A CHORD THAT BEARS S.44°25'54"W. A DISTANCE OF 21.21 FEET; THENCE S.00°33'57"E. A DISTANCE OF 102.71 FEET TO A POINT OF CURVATURE OF A 102.48-FOOT RADIUS TANGENT CURVE TO THE RIGHT; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE A DISTANCE OF 13.61 FEET, SAID CURVE HAVING A CENTRAL ANGLE OF 07°36'33" AND A CHORD THAT BEARS S.02°53'01"W. A DISTANCE OF 13.60 FEET;

THENCE S.06°20’00”W. A DISTANCE OF 75.50 FEET TO A POINT OF CURVATURE OF A 96.90-FOOT RADIUS TANGENT CURVE TO THE LEFT; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE A DISTANCE OF 16.52 FEET, SAID CURVE HAVING A CENTRAL ANGLE OF 09°46’05” AND A CHORD THAT BEARS S.00°53’39”W. A DISTANCE OF 16.50 FEET TO A POINT OF CURVATURE OF A 701.20-FOOT RADIUS TANGENT COMPOUND CURVE TO THE LEFT; THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE A DISTANCE OF 360.89 FEET, SAID CURVE HAVING CENTRAL ANGLE OF 29°29’19” AND A CHORD THAT BEARS S.19°17’45”E. A DISTANCE OF 356.92 FEET; THENCE S.34°02’40”E. A DISTANCE OF 315.42 FEET TO A POINT OF CURVATURE OF A 799.19-FOOT RADIUS TANGENT CURVE TO THE RIGHT; THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE A DISTANCE OF 466.86 FEET, SAID CURVE HAVING A CENTRAL ANGLE OF 33°28’13” AND A CHORD THAT BEARS S.17°18’19”E. A DISTANCE OF 460.25 FEET; THENCE S.00°33’57”E. A DISTANCE OF 572.78 FEET TO A POINT OF CURVATURE OF A 704.83-FOOT RADIUS TANGENT CURVE TO THE LEFT; THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE A DISTANCE OF 360.91 FEET, SAID CURVE HAVING A CENTRAL ANGLE OF 29°20’18” AND A CHORD THAT BEARS S.15°19’02”E. A DISTANCE OF 356.98 FEET; THENCE S.30°04’05”E. A DISTANCE OF 127.42 FEET TO A POINT OF CURVATURE OF A 515.98-FOOT RADIUS TANGENT CURVE TO THE LEFT; THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE A DISTANCE OF 545.85 FEET, SAID CURVE HAVING A CENTRAL ANGLE OF 60°36’45” AND A CHORD THAT BEARS S.60°22’24”E. A DISTANCE OF 520.75 FEET; THENCE N.89°19’20”E. A DISTANCE OF 103.90 FEET; THENCE S.00°40’41”E. A DISTANCE OF 120.07 FEET; THENCE S.89°19’32”W. A DISTANCE OF 79.39 FEET TO A POINT OF CURVATURE OF A 115.79-FOOT RADIUS TANGENT CURVE TO THE RIGHT; THENCE NORTHWESTERLY ALONG THE ARC OF SAID CURVE A DISTANCE OF 25.25 FEET, SAID CURVE HAVING A CENTRAL ANGLE OF 12°29’40” AND A CHORD THAT BEARS N.84°16’32”W. A DISTANCE OF 25.20 FEET; THENCE N.77°52’22”W. A DISTANCE OF 76.38 FEET TO A POINT OF CURVATURE OF A 87.00-FOOT RADIUS TANGENT CURVE TO THE LEFT; THENCE NORTHWESTERLY ALONG THE ARC OF SAID CURVE A DISTANCE OF 7.22 FEET, SAID CURVE HAVING A CENTRAL ANGLE OF 04°45’23” AND A CHORD THAT BEARS N.80°15’17”W. A DISTANCE OF 7.22 FEET TO A POINT OF CURVATURE OF A 613.95-FOOT RADIUS TANGENT REVERSE CURVE TO THE RIGHT; THENCE NORTHWESTERLY ALONG THE ARC OF SAID CURVE A DISTANCE OF 563.29 FEET, SAID CURVE HAVING A CENTRAL ANGLE OF 52°34’05” AND A CHORD THAT BEARS N.56°21’01”W. A DISTANCE OF 543.74 FEET; THENCE N.30°04’07”W. A DISTANCE OF 58.58 FEET; THENCE S.53°24’27”W. A DISTANCE OF 373.02 FEET; THENCE S.59°55’54”W. A DISTANCE OF 56.68 FEET; THENCE N.30°04’06”W A DISTANCE OF 184.76 FEET; THENCE N.59°59’40”E. A DISTANCE OF 56.74 FEET; THENCE N.66°34’46”E. A DISTANCE OF 361.36 FEET TO A POINT OF CURVATURE OF 797.70-FOOT RADIUS NON-TANGENT CURVE TO THE RIGHT; THENCE NORTHWESTERLY ALONG THE ARC OF SAID CURVE A DISTANCE OF 84.86 FEET, SAID CURVE HAVING A CENTRAL ANGLE OF 06°05’40” AND A CHORD THAT BEARS N.25°24’21”W. A DISTANCE OF 84.82 FEET TO A POINT OF CURVATURE OF A 111.16-FOOT RADIUS TANGENT COMPOUND CURVE TO THE RIGHT; THENCE NORTHWESTERLY ALONG THE ARC OF SAID CURVE A DISTANCE OF 22.81 FEET, SAID CURVE HAVING A CENTRAL ANGLE OF 11°45’25” AND A CHORD THAT BEARS N.16°37’22”W. A DISTANCE OF 22.77 FEET; THENCE N.10°50’27”W. A DISTANCE OF 77.92 FEET TO A

POINT OF CURVATURE OF A 87.14-FOOT RADIUS TANGENT CURVE TO THE LEFT; THENCE NORTHWESTERLY LONG THE ARC OF SAID CURVE A DISTANCE OF 6.10 FEET, SAID CURVE HAVING A CENTRAL ANGLE OF 04°00'42" AND A CHORD THAT BEARS N.12°51'03"W. A DISTANCE OF 6.10 FEET TO A POINT OF CURVATURE OF A 795.95-FOOT RADIUS TANGENT REVERSE CURVE TO THE RIGHT; THENCE NORTHWESTERLY ALONG THE ARC OF SAID CURVE A DISTANCE OF 199.27 FEET, SAID CURVE HAVING A CENTRAL ANGLE OF 14°20'39" AND A CHORD THAT BEARS N.07°42'37"W. A DISTANCE OF 198.75 FEET; THENCE N.00°33'57"W. A DISTANCE OF 392.79 FEET; THENCE N.71°23'30"E. A DISTANCE OF 0.14 FEET; THENCE N.00°33'57"W. A DISTANCE OF 179.99 FEET TO A POINT OF CURVATURE OF A 701.00-FOOT RADIUS TANGENT CURVE TO THE LEFT; THENCE NORTHWESTERLY ALONG THE ARC OF SAID CURVE S DISTANCE OF 409.60 FEET, SAID CURVE HAVING CENTRAL ANGLE OF 33°28'43" AND A CHORD THAT BEARS N.17°18'19"W. A DISTANCE OF 403.80 FEET; THENCE N.34°02'40"W. A DISTANCE OF 315.42 FEET TO A POINT OF CURVATURE OF A 799.00-FOOT RADIUS TANGENT CURVE TO THE RIGHT; THENCE NORTHWESTERLY ALONG THE ARC OF SAID CURVE A DISTANCE OF 466.86 FEET, SAID CURVE A CENTRAL ANGLE 33°28'42" AND A CHORD THAT BEARS N.17°18'19"W. A DISTANCE OF 460.25 FEET; THENCE N.00°33'57"W. A DISTANCE OF 159.05 FEET TO A POINT OF CURVATURE OF 15.00-FOOT RADIUS TANGENT CURVE TO THE LEFT; THENCE NORTHWESTERLY ALONG THE ARC OF SAID CURVE A DISTANCE OF 23.56 FEET, SAID CURVE HAVING A CENTRAL ANGLE OF 89°58'58" AND A CHORD THAT BEARS N.45°33'47"W. A DISTANCE OF 21.21 FEET; THENCE S.89°25'59"W. A DISTANCE OF 12.01 FEET; THENCE N.00°33'48"W. A DISTANCE OF 39.18 FEET; THENCE N.89°26'04"E. A DISTANCE OF 75.73 FEET; THENCE N.00°33'57"W. A DISTANCE OF 1025.98 FEET TO A POINT OF CURVATURE OF A 850.02-FOOT RADIUS TANGENT CURVE TO THE LEFT; THENCE NORTHWESTERLY ALONG THE ARC OF SAID CURVE A DISTANCE OF 767.03, SAID CURVE HAVING A CENTRAL ANGLE OF 51°42'07" AND A CHORD THAT BEARS N.26°25'02"W. A DISTANCE OF 741.27 FEET; THENCE N.52°16'08"W. A DISTANCE OF 320.41 FEET TO A POINT OF CURVATURE OF A 850.11-FOOT RADIUS TANGENT CURVE TO THE RIGHT THENCE NORTHWESTERLY ALONG THE ARC OF SAID CURVE A DISTANCE OF 656.74 FEET, SAID CURVE HAVING A CENTRAL ANGLE OF 44°15'47" AND A CHORD THAT BEARS N.30°08'04"W. A DISTANCE OF 640.53 FEET; THENCE N.08°00'04"W. A DISTANCE OF 100.06 FEET TO A POINT OF CURVATURE OF A 876.31-FOOT RADIUS NON-TANGENT CURVE TO THE RIGHT; THENCE NORTHEASTERLY ALONG THE ARC OF SAID CURVE A DISTANCE OF 71.20 FEET, SAID CURVE HAVING A CENTRAL ANGLE OF 04°42'13" AND A CHORD THAT BEARS N.81°58'48"E. A DISTANCE OF 71.18 FEET TO THE POINT OF BEGINNING. CONTAINING 12.24 ACRES.

(For Reference: Tax Parcel ID No. 18:017:0016)

At the time of conveyance, the Property has an agreed upon market value of _____.

The Property was donated and conveyed by Grantor:

Anderson Geneva, LLC, a Utah limited liability company

Acknowledged this ___ day of _____, 2022.

Vineyard City

By: _____

Name: _____

Title: _____

BOUNDARY DESCRIPTION
MILL ROAD
CENTER STREET TO VINEYARD CONNECTOR

A PARCEL OF LAND LOCATED IN THE NORTHEAST QUARTER OF SECTION 8 AND THE NORTHEAST QUARTER OF SECTION 17, TOWNSHIP 6 SOUTH, RANGE 2 EAST, SLB&M VINEYARD UTAH, SAID PROPERTY BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

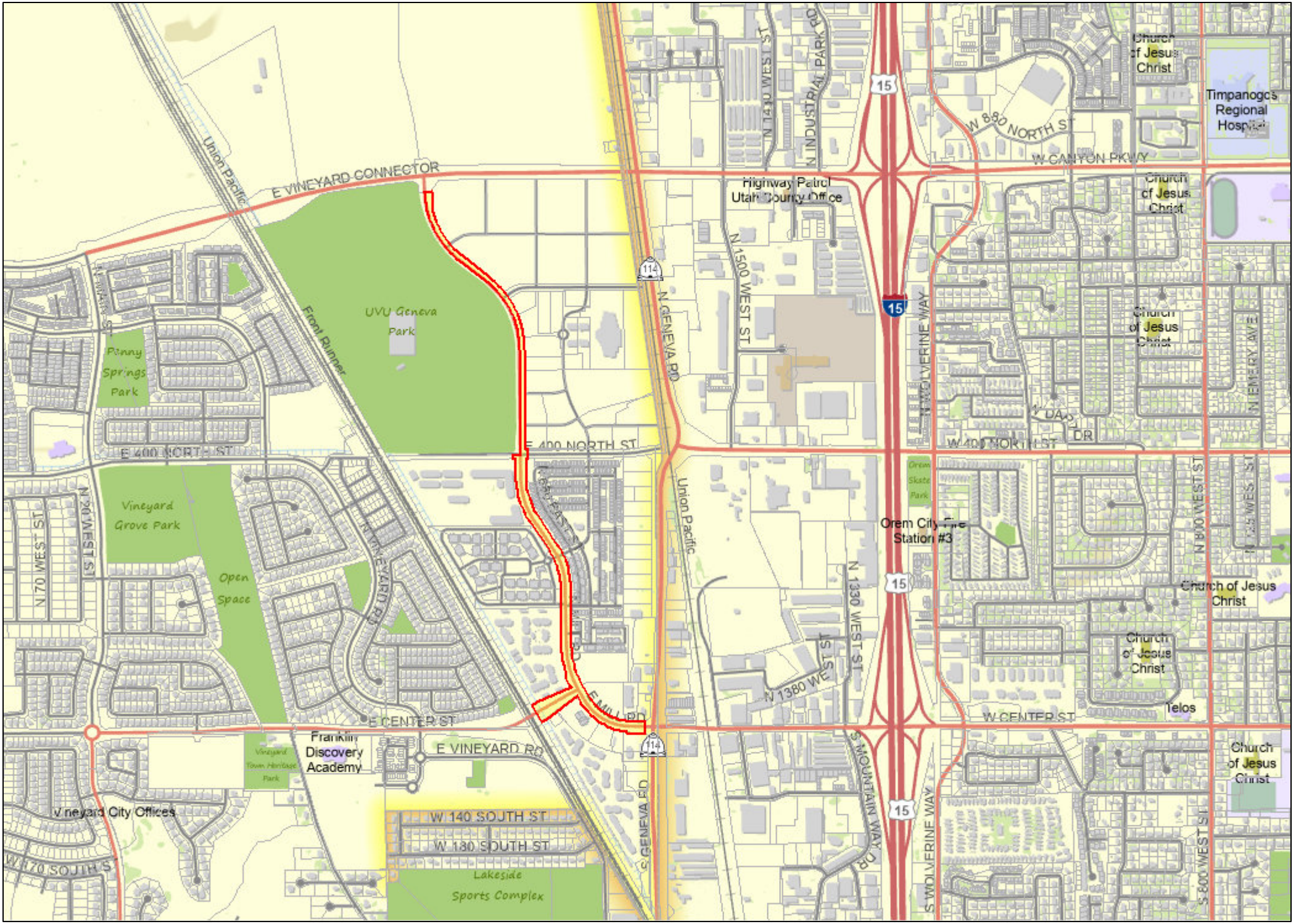
COMMENCING EAST QUARTER CORNER OF SAID SECTION 8; THENCE SOUTH A DISTANCE OF 124.85 FEET; THENCE WEST A DISTANCE OF 2197.16 FEET; TO THE REAL POINT OF BEGINNING;

THENCE S.08°00'00"E. A DISTANCE OF 120.74 FEET; THENCE S.07°32'34"W. A DISTANCE OF 48.47 FEET TO A POINT OF CURVATURE OF A 87.03-FOOT RADIUS TANGENT CURVE TO THE LEFT; THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE A DISTANCE OF 34.73 FEET, SAID CURVE HAVING A CENTRAL ANGLE OF 22°51'52" AND A CHORD THAT BEARS S.03°53'33"E. A DISTANCE OF 34.50 FEET TO A POINT OF CURVATURE OF A 800.96-FOOR RADIUS TANGENT COMPOUND CURVE TO THE LEFT; THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE A DISTANCE OF 516.45 FEET, SAID CURVE HAVING A CENTRAL ANGLE OF 36°56'37" AND A CHORD THAT BEARS S.33°47'52"E. A DISTANCE OF 507.55 FEET; THENCE S.52°16'08"E. A DISTANCE OF 320.41 FEET TO A POINT OF CURVATURE OF A 898.94-FOOT RADIUS TANGENT CURVE TO THE RIGHT; THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE A DISTANCE OF 811.25 FEET, SAID CURVE HAVING A CENTRAL ANGLE OF 51°42'24" AND A CHORD THAT BEARS S.26°25'02"E. A DISTANCE OF 784.00 FEET; THENCE S.00°33'57"E. A DISTANCE OF 962.06 FEET TO A POINT OF CURVATURE OF A 14.99-FOOT RADIUS TANGENT CURVE TO THE LEFT; THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE A DISTANCE OF 23.56 FEET, SAID CURVE HAVING A CENTRAL ANGLE OF 90°03'33" AND A CHORD THAT BEARS S.45°33'54"E. A DISTANCE OF 21.21 FEET; THENCE N.89°26'00"E. A DISTANCE OF 12.11 FEET; THENCE S.00°33'50"E. A DISTANCE OF 88.52 FEET TO A POINT OF CURVATURE OF A 14.99-FOOT RADIUS NON-TANGENT CURVE TO THE LEFT; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE A DISTANCE OF 23.56 FEET, SAID CURVE HAVING A CENTRAL ANGLE OF 90°03'33" AND A CHORD THAT BEARS S.44°25'54"W. A DISTANCE OF 21.21 FEET; THENCE S.00°33'57"E. A DISTANCE OF 102.71 FEET TO A POINT OF CURVATURE OF A 102.48-FOOT RADIUS TANGENT CURVE TO THE RIGHT; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE A DISTANCE OF 13.61 FEET, SAID CURVE HAVING A CENTRAL ANGLE OF 07°36'33" AND A CHORD THAT BEARS S.02°53'01"W. A DISTANCE OF 13.60 FEET; THENCE S.06°20'00"W. A DISTANCE OF 75.50 FEET TO A POINT OF CURVATURE OF A 96.90-FOOT RADIUS TANGENT CURVE TO THE LEFT; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE A DISTANCE OF 16.52 FEET, SAID CURVE HAVING A CENTRAL ANGLE OF 09°46'05" AND A CHORD THAT BEARS S.00°53'39"W. A DISTANCE OF 16.50 FEET TO A POINT OF CURVATURE OF A 701.20-FOOT RADIUS

TANGENT COMPOUND CURVE TO THE LEFT; THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE A DISTANCE OF 360.89 FEET, SAID CURVE HAVING CENTRAL ANGLE OF 29°29’19” AND A CHORD THAT BEARS S.19°17’45”E. A DISTANCE OF 356.92 FEET; THENCE S.34°02’40”E. A DISTANCE OF 315.42 FEET TO A POINT OF CURVATURE OF A 799.19-FOOT RADIUS TANGENT CURVE TO THE RIGHT; THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE A DISTANCE OF 466.86 FEET, SAID CURVE HAVING A CENTRAL ANGLE OF 33°28’13” AND A CHORD THAT BEARS S.17°18’19”E. A DISTANCE OF 460.25 FEET; THENCE S.00°33’57”E. A DISTANCE OF 572.78 FEET TO A POINT OF CURVATURE OF A 704.83-FOOT RADIUS TANGENT CURVE TO THE LEFT; THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE A DISTANCE OF 360.91 FEET, SAID CURVE HAVING A CENTRAL ANGLE OF 29°20’18” AND A CHORD THAT BEARS S.15°19’02”E. A DISTANCE OF 356.98 FEET; THENCE S.30°04’05”E. A DISTANCE OF 127.42 FEET TO A POINT OF CURVATURE OF A 515.98-FOOT RADIUS TANGENT CURVE TO THE LEFT; THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE A DISTANCE OF 545.85 FEET, SAID CURVE HAVING A CENTRAL ANGLE OF 60°36’45” AND A CHORD THAT BEARS S.60°22’24”E. A DISTANCE OF 520.75 FEET; THENCE N.89°19’20”E. A DISTANCE OF 103.90 FEET; THENCE S.00°40’41”E. A DISTANCE OF 120.07 FEET; THENCE S.89°19’32”W. A DISTANCE OF 79.39 FEET TO A POINT OF CURVATURE OF A 115.79-FOOT RADIUS TANGENT CURVE TO THE RIGHT; THENCE NORTHWESTERLY ALONG THE ARC OF SAID CURVE A DISTANCE OF 25.25 FEET, SAID CURVE HAVING A CENTRAL ANGLE OF 12°29’40” AND A CHORD THAT BEARS N.84°16’32”W. A DISTANCE OF 25.20 FEET; THENCE N.77°52’22”W. A DISTANCE OF 76.38 FEET TO A POINT OF CURVATURE OF A 87.00-FOOT RADIUS TANGENT CURVE TO THE LEFT; THENCE NORTHWESTERLY ALONG THE ARC OF SAID CURVE A DISTANCE OF 7.22 FEET, SAID CURVE HAVING A CENTRAL ANGLE OF 04°45’23” AND A CHORD THAT BEARS N.80°15’17”W. A DISTANCE OF 7.22 FEET TO A POINT OF CURVATURE OF A 613.95-FOOT RADIUS TANGENT REVERSE CURVE TO THE RIGHT; THENCE NORTHWESTERLY ALONG THE ARC OF SAID CURVE A DISTANCE OF 563.29 FEET, SAID CURVE HAVING A CENTRAL ANGLE OF 52°34’05” AND A CHORD THAT BEARS N.56°21’01”W. A DISTANCE OF 543.74 FEET; THENCE N.30°04’07”W. A DISTANCE OF 58.58 FEET; THENCE S.53°24’27”W. A DISTANCE OF 373.02 FEET; THENCE S.59°55’54”W. A DISTANCE OF 56.68 FEET; THENCE N.30°04’06”W A DISTANCE OF 184.76 FEET; THENCE N.59°59’40”E. A DISTANCE OF 56.74 FEET; THENCE N.66°34’46”E. A DISTANCE OF 361.36 FEET TO A POINT OF CURVATURE OF 797.70-FOOT RADIUS NON-TANGENT CURVE TO THE RIGHT; THENCE NORTHWESTERLY ALONG THE ARC OF SAID CURVE A DISTANCE OF 84.86 FEET, SAID CURVE HAVING A CENTRAL ANGLE OF 06°05’40” AND A CHORD THAT BEARS N.25°24’21”W. A DISTANCE OF 84.82 FEET TO A POINT OF CURVATURE OF A 111.16-FOOT RADIUS TANGENT COMPOUND CURVE TO THE RIGHT; THENCE NORTHWESTERLY ALONG THE ARC OF SAID CURVE A DISTANCE OF 22.81 FEET, SAID CURVE HAVING A CENTRAL ANGLE OF 11°45’25” AND A CHORD THAT BEARS N.16°37’22”W. A DISTANCE OF 22.77 FEET; THENCE N.10°50’27”W. A DISTANCE OF 77.92 FEET TO A POINT OF CURVATURE OF A 87.14-FOOT RADIUS TANGENT CURVE TO THE LEFT;

THENCE NORTHWESTERLY LONG THE ARC OF SAID CURVE A DISTANCE OF 6.10 FEET, SAID CURVE HAVING A CENTRAL ANGLE OF 04°00’42” AND A CHORD THAT BEARS N.12°51’03”W. A DISTANCE OF 6.10 FEET TO A POINT OF CURVATURE OF A 795.95-FOOT RADIUS TANGENT REVERSE CURVE TO THE RIGHT; THENCE NORTHWESTERLY ALONG THE ARC OF SAID CURVE A DISTANCE OF 199.27 FEET, SAID CURVE HAVING A CENTRAL ANGLE OF 14°20’39” AND A CHORD THAT BEARS N.07°42’37”W. A DISTANCE OF 198.75 FEET; THENCE N.00°33’57”W. A DISTANCE OF 392.79 FEET; THENCE N.71°23’30”E. A DISTANCE OF 0.14 FEET; THENCE N.00°33’57”W. A DISTANCE OF 179.99 FEET TO A POINT OF CURVATURE OF A 701.00-FOOT RADIUS TANGENT CURVE TO THE LEFT; THENCE NORTHWESTERLY ALONG THE ARC OF SAID CURVE S DISTANCE OF 409.60 FEET, SAID CURVE HAVING CENTRAL ANGLE OF 33°28’43” AND A CHORD THAT BEARS N.17°18’19”W. A DISTANCE OF 403.80 FEET; THENCE N.34°02’40”W. A DISTANCE OF 315.42 FEET TO A POINT OF CURVATURE OF A 799.00-FOOT RADIUS TANGENT CURVE TO THE RIGHT; THENCE NORTHWESTERLY ALONG THE ARC OF SAID CURVE A DISTANCE OF 466.86 FEET, SAID CURVE A CENTRAL ANGLE 33°28’42” AND A CHORD THAT BEARS N.17°18’19”W. A DISTANCE OF 460.25 FEET; THENCE N.00°33’57”W. A DISTANCE OF 159.05 FEET TO A POINT OF CURVATURE OF 15.00-FOOT RADIUS TANGENT CURVE TO THE LEFT; THENCE NORTHWESTERLY ALONG THE ARC OF SAID CURVE A DISTANCE OF 23.56 FEET, SAID CURVE HAVING A CENTRAL ANGLE OF 89°58’58” AND A CHORD THAT BEARS N.45°33’47”W. A DISTANCE OF 21.21 FEET; THENCE S.89°25’59”W. A DISTANCE OF 12.01 FEET; THENCE N.00°33’48”W. A DISTANCE OF 39.18 FEET; THENCE N.89°26’04”E. A DISTANCE OF 75.73 FEET; THENCE N.00°33’57”W. A DISTANCE OF 1025.98 FEET TO A POINT OF CURVATURE OF A 850.02-FOOT RADIUS TANGENT CURVE TO THE LEFT; THENCE NORTHWESTERLY ALONG THE ARC OF SAID CURVE A DISTANCE OF 767.03, SAID CURVE HAVING A CENTRAL ANGLE OF 51°42’07” AND A CHORD THAT BEARS N.26°25’02”W. A DISTANCE OF 741.27 FEET; THENCE N.52°16’08”W. A DISTANCE OF 320.41 FEET TO A POINT OF CURVATURE OF A 850.11-FOOT RADIUS TANGENT CURVE TO THE RIGHT THENCE NORTHWESTERLY ALONG THE ARC OF SAID CURVE A DISTANCE OF 656.74 FEET, SAID CURVE HAVING A CENTRAL ANGLE OF 44°15’47” AND A CHORD THAT BEARS N.30°08’04”W. A DISTANCE OF 640.53 FEET; THENCE N.08°00’04”W. A DISTANCE OF 100.06 FEET TO A POINT OF CURVATURE OF A 867.31-FOOT RADIUS NON-TANGENT CURVE TO THE RIGHT; THENCE NORTHEASTERLY ALONG THE ARC OF SAID CURVE A DISTANCE OF 71.20 FEET, SAID CURVE HAVING A CENTRAL ANGLE OF 04°42’13” AND A CHORD THAT BEARS N.81°58’48”E. A DISTANCE OF 71.18 FEET TO THE POINT OF BEGINNING.

CONTAINING 12.24 ACRES.



Utah County Parcel Map

This cadastral map is generated from Utah County Recorder data. It is for reference only and no liability is assumed for any inaccuracies, incorrect data or variations with an actual survey

Date: 7/5/2022

N

MAIL TAX NOTICES TO GRANTEE(S) AT:
125 S. Main, Vineyard, UT 84059

Property Reference Information:
Tax Parcel Nos.: 38:424:0023 and 38:425:0004

SPECIAL WARRANTY DEED
And
Certification of Acceptance of Real Property Conveyance by Municipality

Anderson Geneva, LLC, a Utah limited liability company ("Grantor"), in exchange for good and valuable consideration, hereby conveys and warrants against all who claim by, through, or under Grantor to

VINEYARD CITY, a body politic organized in the State of Utah, ("Grantee")

in fee simple the following described real property located in UTAH County, Utah, together with all the appurtenances, rights, and privileges belonging thereto, to wit (the "Property"):

BOUNDARY DESCRIPTION SEWER LIFT STATION PARCEL VINEYARD, UTAH

A PARCEL OF LAND LOCATED IN THE SOUTHEAST QUARTER OF SECTION 6, TOWNSHIP 6 SOUTH, RANGE 2 EAST, SLB&M, VINEYARD, UTAH SAID PROPERTY BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE EAST QUARTER CORNER OF SAID SECTION 6; THENCE SOUTH A DISTANCE OF 120.89 FEET; THENCE WEST A DISTANCE OF 1898.16 FEET TO A POINT ON THE FUTURE VINEYARD CONNECTOR WESTERLY RIGHT OF WAY, SAID POINT ALSO BEING THE REAL POINT OF BEGINNING. THENCE S.89°37'52"W. A DISTANCE OF 120.20 FEET; THENCE NORTH A DISTANCE OF 108.61 FEET; THENCE N.89°37'52"E. A DISTANCE OF 169.32 FEET TO A POINT ON THE FUTURE VINEYARD CONNECTOR WESTERLY RIGHT OF WAY SAID POINT ALSO BEING A POINT OF CURVATURE OF E 920.00-FOOT RADIUS NON-TANGENT CURVE TO THE RIGHT; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE A DISTANCE OF 78.54 FEET ALONG SAID WESTERLY RIGHT OF WAY, SAID CURVE HAVING A CENTRAL ANGLE OF 04°53'28" AND A CHORD THAT BEARS S.23°25'51"W. A DISTANCE OF 78.51 FEET; THENCE S.25°52'51"W. A DISTANCE OF 41.00 FEET ALONG SAID WESTERLY RIGHT OF WAY TO THE POINT OF BEGINNING. CONTAINING 15,835 SQ.FT. OR 0.36 ACRES OF LAND

With all the covenants and warranties of title from Grantor in favor of Grantee as are included with a conveyance of real property by special warranty deed under Utah law, except for, however, the Property is subject to: (a) leases, rights of way, easements, reservations, plat maps, covenants, conditions, and restrictions appearing of record and enforceable in law; (b) zoning and other regulatory laws and ordinances affecting the Property; and (c) real property taxes and assessments for the current year and thereafter. Grantee agrees to execute and record any environmental Site Management Plans or Environmental Covenants related to the subject property if required by regulatory authorities.

APPROVAL AND CERTIFICATION OF ACCEPTANCE by GRANTEE

Vineyard City, as Grantee, having duly approved the transfer of the real property parcel described herein, hereby acknowledges, and accepts the conveyance of the Property.

-Signature Page to Special Warranty Deed-

Each individual signing below certifies that they are duly appointed by the Grantor entities as agent representatives authorized to execute this instrument on their behalf with the intent and for the purposes described herein.

Witness the hand of Grantors this ___ day of _____, 2022.

Anderson Geneva, LLC

By: _____

Name:_____

Title: _____

STATE OF UTAH)
) ss.
COUNTY OF UTAH)

On this ___ day of _____, 2022, personally appeared before me _____ who stated he is the _____ of **Anderson Geneva, LLC** the named Grantor of the within instrument, proved on the basis of satisfactory evidence to be the person whose name is subscribed to this instrument, and duly acknowledged that he executed this instrument in his authorized capacity on behalf of said company, intending to be legally bound. Witness my hand and official seal.

_____
NOTARY PUBLIC

-Signature Page to Special Warranty Deed-

Grantee Acknowledgement of Acceptance of Conveyance

The official who signs this deed certifies that this conveyance has been duly approved by Grantee and that they have executed this deed in their authorized capacity on behalf of Grantee.

Witness the hand of Grantee this ___ day of _____, 2022.

Vineyard City

By: _____

Name:_____

Title: _____

STATE OF UTAH)
) ss.
COUNTY OF UTAH)

On this ___ day of _____, 2022, personally appeared before me _____ who stated that they are the _____ of **Vineyard City** the named Grantee of the within instrument, proved on the basis of satisfactory evidence to be the person whose name is subscribed to this instrument, and duly acknowledged that he executed this instrument in their authorized capacity on behalf of said company, intending to be legally bound. Witness my hand and official seal.

_____
NOTARY PUBLIC

Receipt for Donation of Real Property

Vineyard City, a body politic organized in the State of Utah, hereby acknowledges the receipt of the conveyance of the following described real property located within or adjacent to the boundaries of Vineyard City, Utah County, Utah, together with all the appurtenances, rights, and privileges belonging thereto (the "Property"):

BOUNDARY DESCRIPTION SEWER LIFT STATION PARCEL VINEYARD, UTAH

A PARCEL OF LAND LOCATED IN THE SOUTHEAST QUARTER OF SECTION 6, TOWNSHIP 6 SOUTH, RANGE 2 EAST, SLB&M, VINEYARD, UTAH SAID PROPERTY BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE EAST QUARTER CORNER OF SAID SECTION 6; THENCE SOUTH A DISTANCE OF 120.89 FEET; THENCE WEST A DISTANCE OF 1898.16 FEET TO A POINT ON THE FUTURE VINEYARD CONNECTOR WESTERLY RIGHT OF WAY, SAID POINT ALSO BEING THE REAL POINT OF BEGINNING. THENCE S.89°37'52"W. A DISTANCE OF 120.20 FEET; THENCE NORTH A DISTANCE OF 108.61 FEET; THENCE N.89°37'52"E. A DISTANCE OF 169.32 FEET TO A POINT ON THE FUTURE VINEYARD CONNECTOR WESTERLY RIGHT OF WAY SAID POINT ALSO BEING A POINT OF CURVATURE OF E 920.00-FOOT RADIUS NON-TANGENT CURVE TO THE RIGHT; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE A DISTANCE OF 78.54 FEET ALONG SAID WESTERLY RIGHT OF WAY, SAID CURVE HAVING A CENTRAL ANGLE OF 04°53'28" AND A CHORD THAT BEARS S.23°25'51"W. A DISTANCE OF 78.51 FEET; THENCE S.25°52'51"W. A DISTANCE OF 41.00 FEET ALONG SAID WESTERLY RIGHT OF WAY TO THE POINT OF BEGINNING. CONTAINING 15,835 SQ.FT. OR 0.36 ACRES OF LAND

At the time of conveyance, the Property has an agreed upon market value of _____.

[Remainder of page intentionally left blank. Signature page to follow.]

The Property was donated and conveyed by Grantor:

Anderson Geneva, LLC, a Utah limited liability company

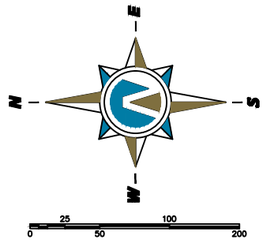
Acknowledged this ___ day of _____, 2022.

Vineyard City

By: _____

Name: _____

Title: _____



(24"x36")
SCALE 1" = 50'
(11"x17")
SCALE 1" = 100'

CURVE TABLE					
CURVE	LENGTH	RADIUS	CHORD DIST.	CHORD BRG.	DELTA
C1	78.54'	920.00'	78.51'	S23°25'51"W	4°53'28"



THESE DRAWINGS, OR ANY PORTION THEREOF, SHALL NOT BE USED ON ANY PROJECT OR EXTENSIONS OF THIS PROJECT EXCEPT BY AGREEMENT IN WRITING WITH NORTHERN ENGINEERING, INC.

NO.	REVISIONS	BY	DATE
5			
4			
3			
2			
1			

DESIGNED BY: DATE:
DRAWN BY: DATE:
CHECKED BY: DATE:
APPROVED: DATE:
COGO FILE: DATE:
REV. COGO FILE: DATE:

K:\3-07-045-00 EAST LAKE\Drawings\Final\EAST-WEST\LIFT STATION -04-11-22.dwg 4/11/2022 10:21 AM

Northern ENGINEERING INC
ENGINEERING-LAND PLANNING
CONSTRUCTION MANAGEMENT
1040 E. 800 N.
OREM, UTAH 84097
(801) 802-8992

ANDERSON GENEVA

LIFT STATION PARCEL EXHIBIT
VINEYARD, UTAH

JOB NO. 3-07-045
SHEET NO. 1

VINEYARD
STAY CONNECTED

Aerial of Eastlake Roads





N

Not To Scale

Subject Roads denoted by Red Shading.

VINEYARD
STAY CONNECTED

Aerial of Mill Road



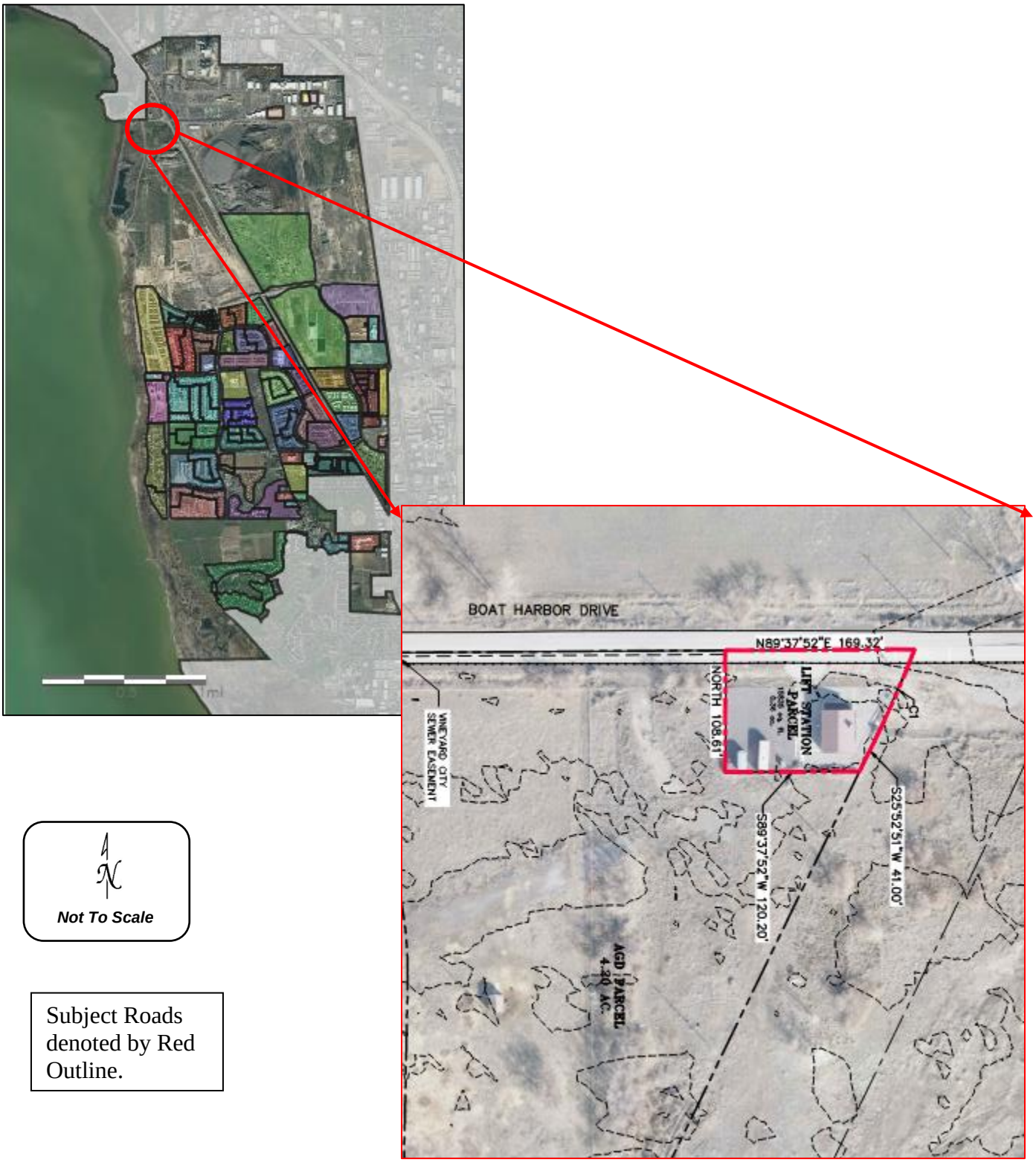
N

Not To Scale

Subject Roads denoted by Red Outline.

VINEYARD
STAY CONNECTED

Aerial of Lift Station #2 Parcel



N

Not To Scale

Subject Roads denoted by Red Outline.

RB&G ENGINEERING, INC.
RB&G Engineering, Inc.
1435 West 820 North
Provo, Utah 84601-1343
801-374-5771 Main Office
801-521-5771 Salt Lake City
801-374-5773 Fax

TECHNICAL MEMORANDUM

TO: Jerry Grover
Geneva Project Manager, LLC
281 South Vineyard Road, Suite 106
Orem, UT 84059
jgrover@geneva-dev.com

FROM: Scott Hendricks, PE
Principal
RB&G Engineering, Inc.

DATE: Updated November 5, 2021

RE: 1600 North Area Pavement Evaluation Services



OVERVIEW

The scope of this phase of the study is to perform a preliminary pavement evaluation for the existing private road network in the area near 1600 North, west of Geneva Road, in Vineyard, Utah. This existing road network, as shown on the attached figure, is approximately 5,800 ft total in length and includes:

1600 North: from Geneva Rd to 3,500 ft westerly

400 East: 1600 North to 1750 North = 900 ft

1750 North: 600 ft westerly, and 800 ft easterly, from 400 East = 1,400 ft.

The roads typically all have a 50-foot wide asphalt pavement, with some having cul-de-sac turn arounds at the end. The road network services an industrial subdivision, which includes moderate truck traffic. We understand the roads are 13 years old (constructed in 2008), and have had multiple road cuts during subsequent years.

PAVEMENT CONDITION AND AGING

Asphalt pavement is, in general, a very durable and resilient product. This is evident as it is a building product of choice by many municipalities and highway agencies. However, like all products, it is subject to deterioration over time from the effects of man and nature. The typical causes of pavement deterioration include traffic loading, environmental and climate conditions such as temperature change, drainage deficiencies and water intrusion, the quality of construction materials and utility cuts. A pavement structure begins to deteriorate from the time of construction.

As pavements age and experience traffic repetitions, the surface becomes oxidized, brittle and distresses begin to become more evident. It is not uncommon for asphalt to begin to crack within 3 to 5 years of construction. Cracks that begin to develop allow water to enter the pavement structure, which further accelerates the deterioration process. The common types of pavement distresses include cracking, distortion; disintegration, skidding hazards and surface distresses. As pavements exhibit distress, ride quality and safety are affected.

However, pavement preservation includes activities and long-term strategies that enhance pavement performance, extend pavement life, improve safety, and meet user expectations.

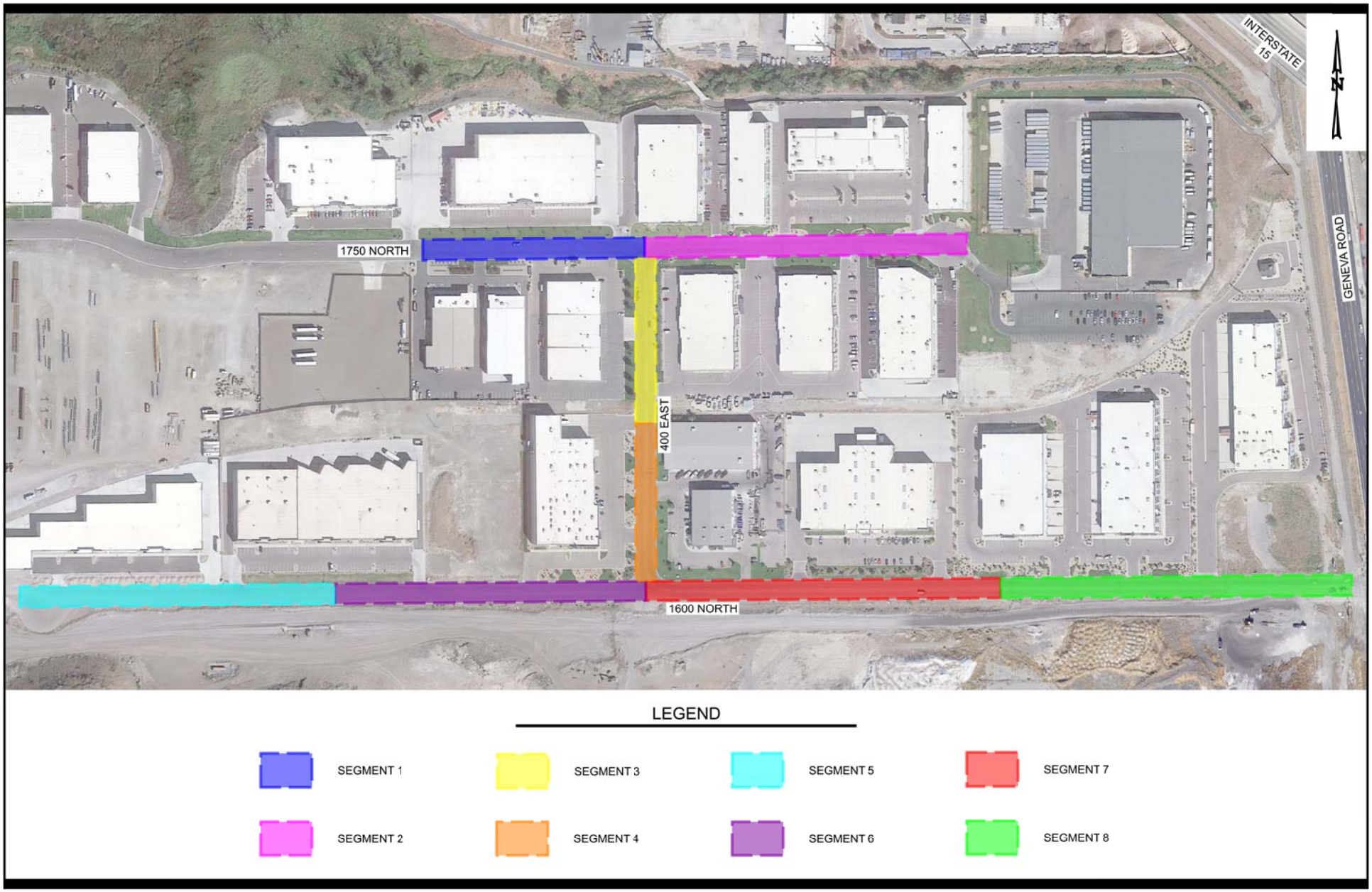
EVALUATION PROCEDURE

A site visit was performed on June 29, 2021 to observe and evaluate existing conditions. For convenience in evaluating the roadways, 1750 North was divided into two segments, one west of 400 East (560 ft.) and one east of 400 East (800 ft.). 400 East was also divided into two equal segments (approximately 418 ft. in length), one to the north and one to the south. 1600 North was divided into four segments. Two segments west of 400 East were equally divided (approximately 800 ft. in length) and two segments east of 400 East were also equally divided (approximately 850 ft. in length). Figure 1 shows the limits of each segment.

An Asphalt Pavement Distress Survey using a modification of the procedure outlined in the Federal Highway Administration (FHWA) Distress Identification Manual for the Long-Term Pavement Performance Project (LTPPP) was performed for each roadway segment. This modified method involves a visual identification of the types, frequency, and severity of distresses which allows the evaluator to determine, in a qualitative manner, the extent of problem areas and the potential causes of that distress, and to calculate a Pavement Condition Rating (PCR) score for each segment. Copies of the surveys, together with photos of typical distresses observed in each segment are attached in the Appendix. Also included in the Appendix for reference, is a copy of the Asphalt Roads PASER Rating System. The PASER Rating System includes useful summary descriptions of pavement distresses and related preservation / mitigation treatments. We note the PASER Rating System uses a different scale, and so a PCR score of 80 does not necessarily correspond to a PASER Rating of 8.

Types of distress that are normally evident in bituminous pavements include: *fatigue cracking, block cracking, edge cracking, longitudinal cracking, transverse cracking, potholes, rutting, shoving, bleeding, raveling, check cracking, polished aggregates, lane to shoulder dropoff and water bleeding and pumping*. Following is a brief discussion of the various types of pavement distress and general rehabilitation strategies to address the distress.

> **Raveling** can result from environmental weathering of the asphalt layer (asphalt stripping, UV exposure, freeze thaw), inadequate compaction, or placement during cold weather



RB&G ENGINEERING, INC.

Figure 1

EASTLAKE AT GENEVA INDUSTRIAL BUSINESS PARK
PAVEMENT EVALUATION AREAS

Bleeding is the result of excess bituminous binder in the asphalt mix, and will cause an accumulation of binder on the pavement surface. Asphalt mix with excess binder can result in premature rutting and shoving of the pavement, particularly in the wheel paths.

Patching and potholes can result from pavement cuts for utility installation or any number of factors or combination of factors noted herein, and should be identified and repaired regularly as part of routine maintenance operations. Particular attention should be paid to addressing the cause of potholes any time a resurfacing (micro surface, seal coat, or mill and fill) is planned for a roadway segment.

Rutting and shoving is the result of asphalt deformation due to traffic loading, and can also result from selecting the wrong asphalt binder and/or mix design for the traffic loads being experienced. Rutting and shoving can be addressed with milling and/or lane leveling combined with a structural overlay.

Map / Block cracking is usually the result of shrinkage of the asphalt layer, and can be minimized during initial construction by selecting the appropriate asphalt binder and mix design. Once block cracking begins to form (generally at 10 to 20 foot intervals) the cracks should be sealed to reduce moisture infiltration which can accelerate pavement deterioration. As block cracking progresses the interval between cracks will shorten to 5 to 10 feet but remain roughly rectangular, and a seal coat / micro surface should be placed in addition to crack sealing. Eventually block cracking will progress to the point where the blocks are one foot or smaller, and a mill and fill or reconstruction will be required.

Base Failure can result from an inadequate structural pavement section, heavy vehicle loads occurring while the base and sub-base is wet / saturated, or from subsurface moisture transporting fine grained materials out of the base. Base failure can result in rutting, fatigue / alligator cracking, or in severe cases complete failure of the pavement section.

Settlement is usually the result of inadequate compaction during placement of the pavement section, or during installation of utilities in trenches that are under the pavement. Settlement will affect ride quality, induce dynamic loading (bounce) and can create a condition where surface water will pond and infiltrate into the underlying base, sub-base, and subgrade. This will lead to more rapid deterioration of the asphalt surface, and the pavement section as a whole.

Transverse cracking results from expansion and contraction of the asphalt mat. Once transverse cracking begins to form and open (40 foot or greater intervals) the cracks should be sealed to reduce moisture infiltration which can accelerate pavement deterioration. Over time, the cracks will become more closely spaced, and a seal coat / micro surface should be placed in addition to crack sealing.

Check Cracking typically occurs during asphalt placement, and is caused by excessive pavement deflection during compaction, deficiencies in the asphalt mix (too much binder, too much moisture, or improper sand gradation), using improper equipment to compact the asphalt mix, or compacting the asphalt when then asphalt mix is too hot or too cold. Check cracking can lead to more rapid deterioration of the pavement.

Alligator / Fatigue cracking is usually the result of inadequate structural support for the pavement section, but can also be the result of weathering / environmental degradation. Fatigue cracking generally requires full depth reconstruction. Alligator cracking typically results in polygon (roughly pentagonal or hexagonal) shaped pieces bounded by intersecting cracks. If the area is localized and isolated within a pavement segment, it can be addressed as a spot repair.

Longitudinal cracking results from inadequate compaction or bonding along longitudinal joints, or tension cracking associated with adjacent rutting in the wheel path. Longitudinal cracks should be crack sealed to reduce moisture infiltration which can accelerate pavement deterioration. If longitudinal cracks are related to adjacent rutting, a structural overlay may also be needed.

Edge Cracking is the result of poor support of the roadway edge, poor roadway drainage, or inadequate support of the shoulder. If left untreated, edge cracking will progress until alligator / fatigue cracking develops.

Pressure Damage / Upheaval can occur from freezing of frost susceptible materials below the asphalt, or as a result of moisture sensitive / expansive subgrade. Pressure damage will generally be accompanied by cracking, and can result in poor ride quality and accelerated deterioration of the pavement section.

Polishing results from physical wearing of the pavement surface due to traffic, and can be more common in areas where softer aggregates are used in the asphalt mix. Both raveling and polishing can be addressed with a micro surface or thin overlay / mill and fill to restore the surface integrity and skid resistance.

PAVEMENT EVALUATION FOR 1750 NORTH

The existing pavement for Segments 1 and 2 have three road cut patches for various utility facilities. Only the patch on segment one for the gas line is very extensive. It continues from 1750 North onto 400 East. Segment 1 has an area near the intersection with 400 East that has some settlement issues which creates an adverse effect on ride quality. There is also minor settlement occurring along the water and sewer line trenches, with most of the distress occurring around valves and manholes. Both segments have minor raveling along the edges, and check cracking throughout the segment. The check cracking although frequent, has not yet worsened into alligator cracking, but will likely need maintenance / preservation soon. Due to

the age of the pavement, longitudinal cracks will likely begin to develop along the longitudinal pavement joints for both segments soon. Transverse cracks are relatively infrequent in these two sections, with a majority originating from manholes and water valves as noted above. Some edge cracking also has begun to develop along about 25 percent of both segments. No crack sealant was observed during the walkthrough. The Pavement Condition Rating is 82 for Segment 1, and 83 for Segment 2. The corresponding PASER Rating is 7 for both segments.

PAVEMENT EVALUATION FOR 400 EAST

The existing pavement for Segment 3 has one utility patch for a gas line that runs along the edge of the curb and gutter for the entire segment, and extends into Segment 4. In addition, Segment 4 also has a patchwork of several road cuts for other utilities that cross one another, and appear to have been placed at different times. In another location in Segment 4 near the intersection of 400 East and 1600 North, a portion of the road has some settlement resulting in an adverse effect on ride quality. Both segments have minor raveling along the edges, and some check cracking throughout the segment. The check cracking although frequent, has not yet worsened into alligator cracking, but will likely need maintenance / preservation soon. Due to the age of the pavement, longitudinal cracks will likely begin to develop along the longitudinal pavement joints for both segments soon. Transverse cracks are relatively infrequent in these two segments, with a majority originating from manholes and water valves. Edge cracking also has begun to develop along about half of Segment 3 and 25 percent of Segment 4. No crack sealant was observed during the walkthrough. Traffic on Segment 3 and Segment 4 includes the FedEx shipping trucks. We were unable to reach anyone at FedEx who could provide an estimated number of trucks per day using the facility. The Pavement Condition Rating is 84 for Segment 3, and 81 for Segment 4. The corresponding PASER Rating is 7 for both Segment 3 and Segment 4.

PAVEMENT EVALUATION FOR 1600 NORTH

The existing pavement for Segments 5 and 6 have extensive pavement cuts and patches for the Central Utah Water Conservancy District (CUWCD) 60-inch water line. There is raveling along the edges along most of the length of both segments. Check cracking was observed throughout these segments. The check cracking is worst for the road cut patch for the CUWCD 60-inch water line, but is also present to a lesser degree on the rest of the roadway. There is also minor settlement occurring along the water and sewer line trenches, with most of the distress occurring around valves and manholes. A ½ inch to a 1 inch wide longitudinal crack has also developed between the roadway and the patch for the CUWCD pipe. Segment 6 has an additional longitudinal joint crack approximately 350 feet in length. Occasional transverse cracks, and cracking around manhole and water valve collars have also developed in these two sections. No crack sealant was observed during the walkthrough.

The existing pavement for Segments 7 and 8 have nine pavement cuts with patches for various utility facilities. One of these patches on Segment 7 is near the intersection with 400 East, has

settled, and has a noticeable adverse effect on ride quality. There is raveling along the edges along most of the length of both segments. The check cracking is more severe on these two segments than elsewhere on 1600 North, and some potholes have begun to develop. A ½ inch to a 1 inch longitudinal crack has also developed along three longitudinal pavement joints. Transverse cracks are also somewhat frequent in these two segments, with typical crack spacing being 20 to 50 feet. No crack sealant was observed during the walkthrough.

The traffic on Segment 7 and Segment 8 includes a high percentage of dump trucks and single unit / single trailer trucks for the FedEx shipping facility and the HARSCO pit. The HARSCO pit reports they generate approximately 200 haul loads (400 total heavy vehicles) per day. Segments 5 and 6 are west of Pioneer Lane, and currently appear to have much less heavy truck traffic. The Pavement Condition Rating is 77 for Segment 5, 76 for Segment 6, 74 for Segment 7, and 76 for Segment 8. The corresponding PASER Rating for Segments 5, 6, 7, and 8 is between 5 and 6.

SUMMARY OF PAVEMENT CONDITION RATINGS (PCR)

Below is a summary of the results of the Asphalt Pavement Distress Survey for each segment, including the Pavement Condition Rating for each segment.

LOCATION	PCR	PASER RATING	CONDITION*
SEGMENT 1	82	7	GOOD
SEGMENT 2	83	7	GOOD
SEGMENT 3	84	7	GOOD
SEGMENT 4	81	7	GOOD
SEGMENT 5	77	5	FAIR
SEGMENT 6	76	5	FAIR
SEGMENT 7	74	5	FAIR
SEGMENT 8	76	5	FAIR

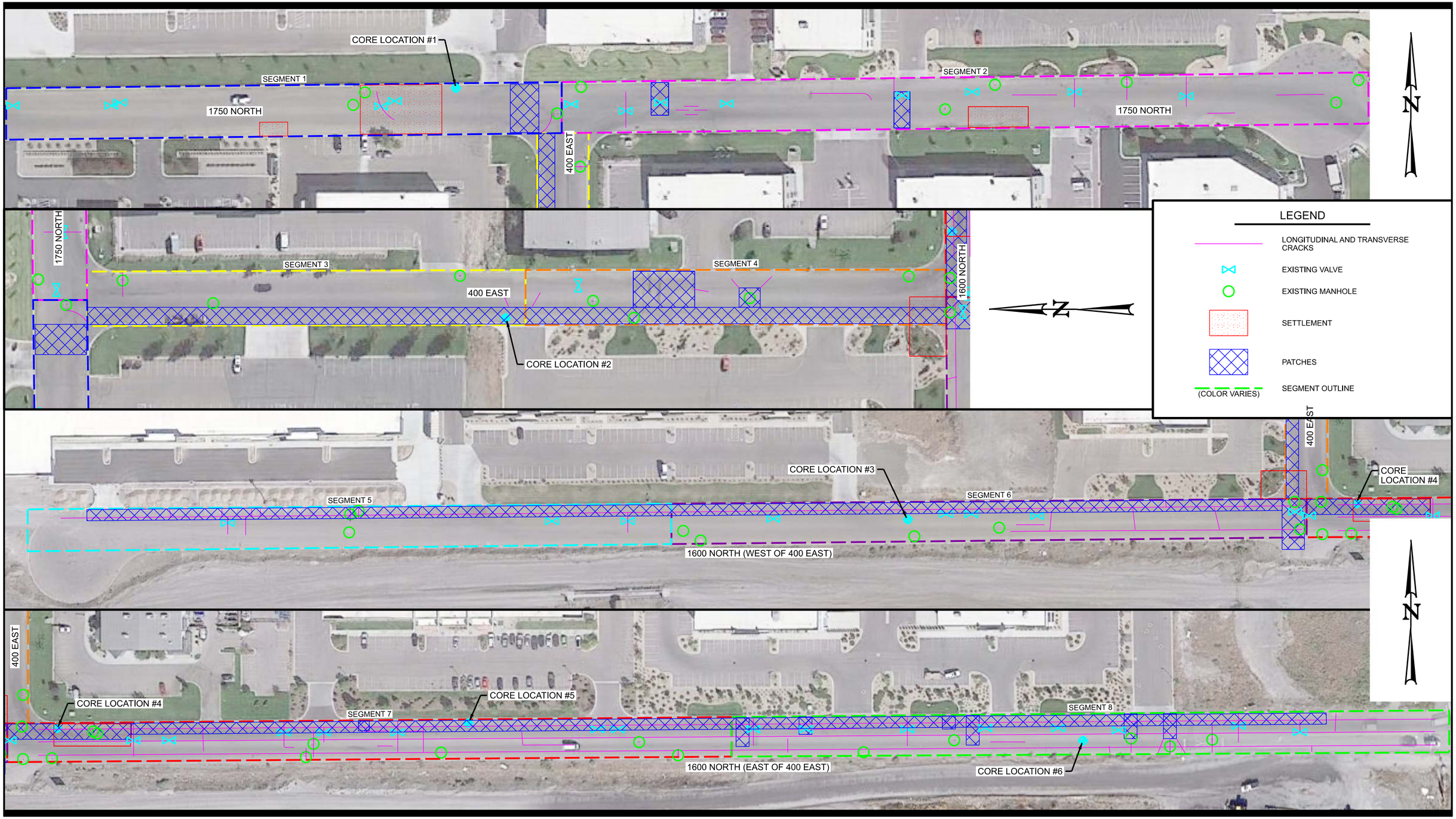
**See the appendix for a more detailed explanation of the pavement conditions for the PCR and PASER Ratings shown.*

PAVEMENT REHABILITATION AND MAINTENANCE STRATEGIES

The following definition of pavement rehabilitation and pavement maintenance is obtained from *Rehabilitation Strategies for Highway Pavements*, published by the NCHRP, Transportation Research Board.

> *"Pavement rehabilitation is defined as a structural or functional enhancement of a pavement which produces a substantial extension in service life, by substantially improving pavement condition and ride quality. Pavement maintenance activities, on the other hand, are those treatments that preserve pavement condition, safety, and ride quality, and therefore aid a pavement in achieving its design life."*

Following are descriptions of several rehabilitation and maintenance strategies that are available for use in preserving and improving roadway pavements.



RB&G ENGINEERING, INC.

EASTLAKE AT GENEVA INDUSTRIAL BUSINESS PARK

Figure 2

PAVEMENT EVALUATION FIELD OBSERVATIONS

Seal Coats are used when the pavement is in relatively good condition with no structural deficiencies, and only minor surface cracking, minor raveling, and/or minor rutting. The purpose of seal coats is threefold: (1) slows down the oxidation process keeping the asphalt surface from becoming brittle, (2) seals the surface to keep water out of the pavement section, and (3) fills in small voids. Seal coats are commonly placed after, or in conjunction with a crack seal as part of regularly schedule maintenance cycle. There are several seal coat options listed below to address a variety of distresses on different types of roadways.

Fog Seal – Fog seals are thin asphalt emulsions with relatively short cure times, and are well suited to low speed, low volume roadways. Fog seals can mitigate light to moderate raveling and surface weathering. A fog seal will rejuvenate the asphalt surface, provide a layer of UV protection, and seal the pavement to reduce moisture infiltration. Fog seals can result in a reduction of skid resistance.

Asphalt Slurry – Slurry seals are thick asphalt emulsions with well graded fine aggregate (generally #4 sand and smaller) better suited to roadways with higher speed and traffic volumes. In addition to providing a layer of UV protection and sealing the surface, it also provides additional wear resistance. Because slurry seals include fine aggregate and mineral fillers, they can address minor surface imperfections and improve ride quality.

Micro Surfacing – Micro Surfacing is similar to a slurry seal, but generally uses higher grade polymer modified asphalt binders with better performance characteristics for collector and arterial roadways. Micro surfacing includes well graded fine aggregate and mineral filler, and will seal the pavement surface and restore skid resistance.

Chip Seal – Chip seals consist of an asphalt emulsion applied to the pavement, and covered with uniformly graded 3/8 to ½ inch aggregate that is rolled into the surface. Chip seals can be placed up to 3 layers thick, and can be used to mitigate minor rutting or surface deviations. In addition to sealing and protecting the pavement, chip seals provide a durable wearing surface with good skid resistance. Chip seals generally have longer cure times, and will result in increased road noise. Because of the placement process, loose aggregate or chips can remain on the surface for some time, which is a concern because it can result in broken windshields. The chips can also ravel in areas with high stress turning movements like intersections. As a result, chip seals are best suited for lower speed or lower volume roadways. To help mitigate the loose chips, and reduce road noise, a second layer of asphalt emulsion (cape seal) can be applied over the chips.

Crack Seal is appropriate for roadways that are in good condition, with no structural damage, to seal surface cracks to minimize moisture infiltration into the pavement section. Crack sealing and seal coating are often combined as part of a regular pavement preservation program activity.

Thin Mill and Fill (2 inches or less) is appropriate when the roadway is in good to fair condition with little to no structural damage, to repair surface deterioration, restore ride quality. A thin overlay or mill and fill will also restore pavement friction and seal and protect underlying asphalt layers.

Structural Mill and Fill (2.5 inches or more) is appropriate when the pavement is in poor to fair condition with some structural damage, and / or closely spaced transverse / longitudinal cracking, block cracking, and/or fatigue cracking to improve the structural capacity of the of the pavement section. As with the thin mill and fill or thin overlay, a structural overlay or mill and fill also restore pavement friction and seal and protect underlying asphalt layers.

Full Reconstruction is appropriate when the pavement has reached the end of its functional life. This can be evidenced by severe alligator and/or closely spaced block cracking, and can be accompanied by rutting. The reconstruction could be achieved using full depth reclamation (FDR) or complete removal and replacement of the pavement section. Where structural capacity is adversely affected by poor drainage, reconstruction should include drainage improvements to prolong the life of the new pavement.

Localized Repairs are appropriate to mitigate structural failure due to problem drainage areas, areas of soft subgrade, utility trench settlement, patches, and potholes. Localized repairs generally consist of excavating and reconstructing the full depth of the pavement, and in some cases may require additional mitigation to improve subgrade support.

RECOMMENDED ADDITIONAL INVESTIGATION AND ACTIONS

We recommend taking 6-inch cores at several locations where check cracking is prevalent to evaluate the depth of the cracks and whether there appears to be any debonding / delamination, and to verify the overall pavement section layer thicknesses. We also recommend coring the road cut patch for the CUWCD pipe line to evaluate the thickness and integrity of the asphalt used in the patch since it appears to be weathering more rapidly than the rest of the roadway.

Due to the condition of the pavement on all segments of 1600 North we recommend 1 core in Segment 6, 2 cores in Segment 7, and 1 core in Segment 8. We also recommend 1 core in Segment 3 or 4 near the gas line trench, and 1 core in Segment 1. The locations of the 6 proposed cores are shown on Figure 2.

We also recommend the existing and expected future traffic for the roadway be obtained / estimated. Once the pavement section layer thicknesses and asphalt condition have been verified, and traffic data has been obtained, the structural capacity and estimated remaining pavement life can be calculated; and needed pavement preservation strategies can be selected. It is anticipated that at a minimum, recommended pavement preservation would include crack sealing, and placing a seal coat on all of the segments. Depending on additional information about the pavement distress obtained from the proposed cores, more extensive preservation efforts may be warranted.

If the owner determines that no additional investigation is desired at this time, we recommend crack sealing to minimize the infiltration of surface water into the underlying pavement section and subgrade. Where check cracking is prevalent, it would also be beneficial to apply a slurry seal to reduce the potential for moisture infiltration. High moisture content in the base course, sub-base, and subgrade will result in more rapid deterioration of the pavement section, and accelerate the progression of existing pavement distress.

RECOMMENDED ADDITIONAL INVESTIGATION AND ACTIONS

We recommend taking 6-inch cores at several locations where check cracking is prevalent to evaluate the depth of the cracks and whether there appears to be any debonding / delamination, and to verify the overall pavement section layer thicknesses. We also recommend coring the road cut patch for the CUWCD pipe line to evaluate the thickness and integrity of the asphalt used in the patch since it appears to be weathering more rapidly than the rest of the roadway.

PHASE 2 INVESTIGATION

FIELD OBSERVATIONS

The Phase II field investigation was performed on August 27, 2021. Six 6-inch cores were taken at the locations shown on Figure 2. The thickness of asphalt pavement in the cores ranges from a minimum of 6 inches (Core No. 3) to a maximum of 7 ½ inches (Core No. 4), though it appears the nominal intended layer thickness was likely 6 inches. Photos of the cores are contained in the appendix. The asphalt matrix in all of the cores, including cores taken in utility patches appears to be firm, uniform, and well compacted. We did not identify any delamination or obvious planes of weakness throughout the depth of the cores. We also did not observe significant raveling around the edges of the cores as they were cut, which can happen when the asphalt surface is deteriorating. Core # 6 was taken along the longitudinal joint between 2 paving passes, and it was evident that at least in that location that the asphalt joints in the top lift and the bottom lift were not offset laterally. Longitudinal joints are typically offset by at least one foot to avoid full depth joints which can result in more rapid deterioration of the pavement. We did not observe crack seals, surface seals, or apparent overlays at the core location or elsewhere in the study area.

The road base consisted of dense, well compacted slag. In most of the core locations the slag was found to be lightly cemented, and had to be chiseled and / or cored to expose the underlying subgrade. In this condition the slag is providing better-to-superior support for the asphalt layer compared to conventional untreated base course.

The subgrade generally consisted of silty sand with some gravel. This material may have been placed as fill by previous industrial activity, since normally, it would be expected to encounter clayey subgrade in this part of Utah Valley. Typical subgrade CBR values for silty or clayey sands with UCS Classifications of SM / SC) are in the range of 10 to 20. Subgrade CBR values for silt, sand, and gravel mixtures with a UCS classification of ML or OL would be lower, in the 4 to 8 range.

We performed a qualitative analysis of the existing pavement section assuming a subgrade conservative resilient modulus of 7,200 psi, which roughly corresponds to a subgrade CBR value of 5. This value is conservative because no field or laboratory tests were run to better characterize the subgrade soil properties.

ANALYSIS

Using the as-constructed pavement layer thicknesses, it is estimated this pavement could function satisfactorily for a normal 20-year flexible pavement design life with 4,750,000 equivalent single axle loads (ESALs). Based on our engineering judgement, for this we developed an approximate breakdown of various vehicle types as shown on Figure 3 and Figure 4.

In summary, we estimated the traffic using these roadways consists of about 80 percent passenger vehicles, 4 percent single unit delivery vehicles / busses, 8 percent single unit trucks with up to 4 axles, and 8 percent heavy trucks having one or more trailers and up to 7 or more axles.

Traffic volume data for the intersection of 1600 North at Geneva Road (Signal ID 6390) were obtained from the UDOT Automated Traffic Signal Performance Measures (ATSPM) website. It appears that a typical 2021 daily traffic volume for the west leg of the intersection is approximately 4,768 vehicles per day.

The Traffic Study for the Geneva Steel Reuse: Industrial Site Phase IV (Hales Engineering, 2008) shows the 2008 ADT to be about 1,628 vehicles per day. Back calculating from the actual 2021 ATSPM report traffic volume, the resultant nominal growth rate is approximately 8.6 percent. Using 2008 ADT from the Hales study, and the actual growth rate, we calculated the number of ESALs experienced by the after 13 years (2021) and 20 years (2028). It appears the as-constructed pavement layer thicknesses are consistent with a design ESALs volume of approximately 4.75 million ESALs for an estimated 20-year traffic loading and observed subgrade characteristics.

Therefore, it is reasonable to infer that since we estimate the pavement has already experienced about 2.10 million ESALs, the approximate remaining life of the pavement is 56 percent, with about 7 years remaining before the estimated design traffic of 4.75 million ESALs is reached, and the design serviceability threshold of the pavement is reached.

PAVEMENT LIFE AND PRESERVATION

While flexible pavement section layers are initially designed based on 20-year traffic loading, in practice, pavements can often last much longer than 20 years before complete reconstruction is needed. The functional life of a roadway can be extended by taking preventative (preservative) actions throughout the life of the pavement to minimize moisture infiltration, mitigate environmental exposure, and address areas of structural concerns if they develop. These actions can restore the pavement to close to new serviceability conditions. This is portrayed graphically in Figure 3 below.

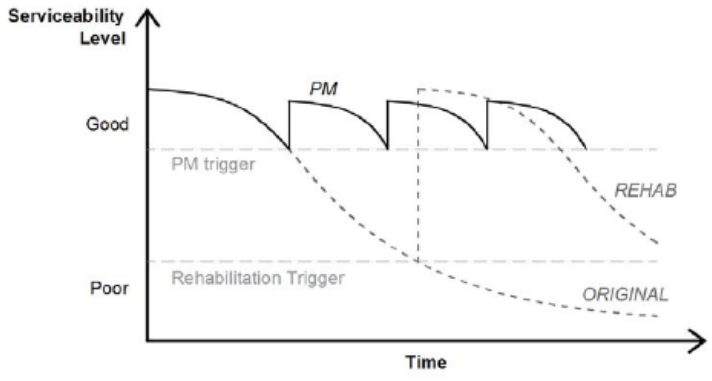


Figure 3 - Source: Center For Transportation Research; Technical Report 0-6878-2

As depicted, the functional performance (serviceability) of the pavement does not abruptly end at some pre-defined time or traffic volume. Instead, it deteriorates over time, with the deterioration accelerating if preventative maintenance work is not performed timely, until eventually more costly rehabilitation or reconstruction becomes necessary. Therefore, it is far more economical to perform regular preventative maintenance activities before significant deterioration of the roadway begins to occur. These actions are discussed in detail above in the section titled "*Pavement Rehabilitation and Maintenance Strategies"*. A sample maintenance and preservation schedule for this type of local roadway is shown below.

- *Year 0 – Construction*
- *Year 3 – Fog Seal*
- *Year 6 – Crack Seal*
- *Year 12 – Crack Seal as needed, then apply Slurry Seal*
- *Year 15 – Repair Potholes / Patch, Crack Seal and Slurry Seal or Chip Seal*
- *Year 20 – 2 ½" edge mill tapering to a uniform 1 ½" Mill, and a uniform 2 1/2" Overlay**
- *Year 22 – Fog Seal*
- *Year 25 – Crack Seal as needed, then apply Slurry Seal*
- *Year 30 – Crack Seal as needed, then apply Slurry Seal*
- *Year 35 – 2 ½" edge mill tapering to a uniform 1 ½" Mill, and a uniform 2 1/2" Overlay**
- *Year 37 – Fog Seal*
- *Year 40 – Repair Potholes / Patch, Crack Seal and Slurry Seal or Chip Seal*

**It is anticipated that 2 ½" edge mill tapering to a uniform 1 ½" Mill, and a uniform 2 1/2" Overlay will be required twice to achieve the projected pavement life shown.*

The estimated cost for each preservation treatment, together with the estimated cost for complete reconstruction is shown below. These estimated costs are also tabulated by roadway for, and reflect 4 percent cost inflation annually. As compared to today, the amount of crack sealing needed is estimated to increase 25 percent by 2033, 75 percent by 2038; and after the overlay in 2043, 50 percent more by 2048 (due to deterioration in the bottom layer of asphalt).

Preservation Treatment(s)	YEAR	1600 North (19,450 Sq. Yd.)	1750 North (7,800 Sq. Yd.)	400 East (5,000 Sq. Yd.)	TOTAL (32,250 Sq. Yd.)
Crack Seal and Slurry Seal	**2021**	$32,481.50	$13,026	$8,350	$53,858
Slurry Seal	**2023**	$28,189.74	$11,305	$7,247	$46,741
Mill and Overlay	**2028**	$287,942.32	$115,473	$74,021	$477,436
Fog Seal	**2030**	$34,604.27	$13,877	$8,896	$57,377
Crack Seal and Slurry Seal	**2033**	$54,572.98	$21,885.31	$14,029.04	$90,487.34
Crack Seal and Slurry Seal	**2038**	$72,647.68	$29,133.77	$18,675.50	$120,456.95
Mill and Overlay	**2043**	$518,567.86	$207,960.37	$133,308	$859,836
Fog Seal	**2045**	$62,320.33	$24,992	$16,021	$103,333
Crack Seal and Slurry Seal	**2048**	$102,909.59	$41,269.65	$26,454.91	$170,634.15
Total Estimated Preservation Cost		**$1,194,236.27**	**$478,922.51**	**$307,001.61**	**$1,980,160.40**

As described in the projected maintenance and preservation schedule above, various, and multiple treatments are applied over the life of the pavement to extend / increase the pavement life. Using the schedule shown, the estimated cost (in 2021 dollars) to perform the recommended preservation activities through 2048 is $61.40 per square yard. This assumes two mill and overlay treatments are necessary, and performed in 2028 and 2043. By performing routine maintenance and pavement preservation activities, the functional life of the pavement will be extended delaying the need for reconstruction. The projected cost to reconstruct the pavement in 2050 is approximately $162.17 per square yard.

CONCLUSIONS AND RECOMMENDED ACTIONS

We recommend that a regular inspection, maintenance, and pavement preservation strategy be implemented to maximize the life of the roadway(s). Based on our visual observations and field investigation it appears the existing roadway segments are in good condition for their age. Due to the age of the pavement and observed cracking, we recommend the roadways be crack sealed in conjunction with the placement of a slurry seal at this time. These treatments are overdue, and should be completed before the next winter season. This will seal the pavement, minimizing water infiltration that can accelerate deterioration of the roadway, and it will also rejuvenate the asphalt surface to protect underlying layers of asphalt from the harmful effects of exposure to water and UV rays.

It does not appear that rutting or areas of surface deterioration currently warrant a more extensive rehabilitation / mill and overlay. We note, during the normal life of a pavement a mill and overlay is generally required to restore ride quality, mitigate rutting and cracking, and to remove and replace weathered asphalt from the pavement surface, but is not recommended at this time. Typically these mill and overlay projects will remove and replace 2 to 3 inches of asphalt depending on the condition of the roadway at the time this preservation work is completed. Performing a mill and overlay before minor problems become more extensive and severe can significantly extend the service life of the pavement.

If recommended and anticipated actions are taken, and a proactive pavement preservation approach is implemented (applying regular crack sealing, and seal coats, etc.) It is our opinion the roadway pavement will perform satisfactorily for many years beyond the initial 20 year design life.

POTENTIAL RISKS

There are factors which can substantially shorten the functional life of a pavement. These include poor surface and subgrade drainage that allows the road base, sub-base, and/or subgrade to become saturated, over-size / over-weight vehicles being allowed to operate on the roadway, and significant changes in the type and size of vehicles using the roadway as rapidly progressing development occurs nearby. Efforts should be made to prevent these from occurring to the extent possible.

Appendix

Segment 1 – 1750 North West of 400 East
Segment 2 – 1750 North East of 400 East
Segment 3 – 400 East from 1675 to 1750 North
Segment 4 – 400 East from 1600 to 1675 North
Segment 5 – 1600 North from 200 East to 300 East
Segment 6 – 1600 North from 300 East to 400 East
Segment 7 – 1600 North from 400 East to 500 East
Segment 8 – 1600 North from 500 East to 600 East
Asphalt Core Log and Photos
Pavement Calculations

PAVEMENT CONDITION RATING PROCEDURES

INTRODUCTION

The rating method is based upon visual inspection of pavement distress. Although the relationship between pavement distress and performance is not well defined, there is general agreement that the ability of a pavement to sustain traffic loads in a safe and smooth manner is adversely affected by the occurrence of observable distress. The rating method provides a procedure for uniformly identifying and describing, in terms of severity and extent, pavement distress. The mathematical expression for pavement condition rating (PCR) provides an index reflecting the composite effects of varying distress types, severity, and extent upon the overall condition of the pavement.

The model for computing PCR is based upon the summation of deduct points for each type of observable distress. Deduct values are a function of distress type, severity, and extent. Deduction for each distress type is calculated by multiplying distress weight times the weights for severity and extent of the distress. Distress weight is the maximum number of deductible points for each different distress type. The mathematical expression for PCR is as follows:

$$PCR = 100 - \sum_{i=1}^{n} Deduct_i \qquad (1)$$

Where:

n = number of observable distresses, and
Deduct = (Weight for distress) (Wt. for severity) (Wt. for Extent)

The Appendices A-F that follow describe various distresses for rigid, flexible, composite, and brick pavements and current guidelines for establishing their severity and extent. Three levels of severity (Low, Medium and High) and three levels of extent (Occasional, Frequent, and Extensive) are defined. The definition for distress type, severity, and extent must be followed closely and be clearly understood by field personnel if the rating method is to provide meaningful data. To illustrate the method for calculating PCR, consider the distress "Faulting" in a hypothetical jointed concrete pavement. If the severity of this distress in the pavement is "Medium" and extent is "Frequent", then, the deduct points for "Faulting" in the pavement would be equal to [(10) (0.7) (0.8)] or 5.6 (see Table on page 11 for the weights of this distress). If an extensive amount of medium severity "Surface Deterioration" is also observed the deduct points for this distress would be equal to [(10) (0.7) (1)] or 7.0. The PCR for the pavement based upon these 2 distresses would equal to:

$$PCR = 100 - (5.6 + 7.0) = 87.4 \qquad (2)$$

The deduct weights for each pavement type have been developed on the basis of the review of the rating methods developed in the United States, Europe, and Canada and the experience gained from the rating methods developed by the Resource staff as a result of studies conducted in this connection. Two premises were considered when assigning the weights:

1. Overlaying and/or rehabilitation of high type (multi-lane) roadways should be considered when the PCR drops within the range of 65 to 55.

2. Deteriorated pavements normally exhibit several different types of distress. Rarely is only a single type of distress observed for a particular pavement.

The first premise is useful in establishing a target value for the proper PCR of pavements that are in a certain state or condition. Roadways scheduled for rehabilitation and resurfacing have to be rated by the PCR procedure.

A Pavement Condition Rating (PCR) Scale was developed to describe the pavement condition using the PCR numbers calculated from Equation (1). This scale has a range from 0 to 100; a PCR of 100 represents a perfect pavement with no observable distress and a PCR of 0 represents a pavement with all distress present at their "High" levels of severity and "Extensive" levels of extent. Figure 1 illustrates the PCR Scale and the descriptive condition of a pavement associated with the various ranges of the PCR values.

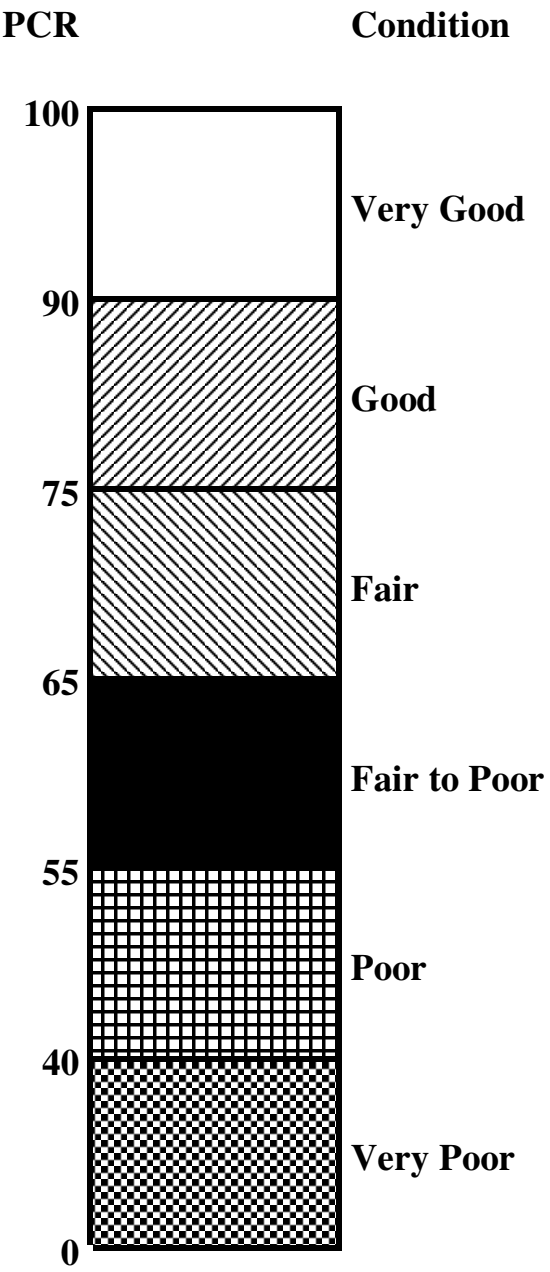


Figure 1. Pavement Condition Rating (PCR) Scale

PASER Rating System
(From Asphalt Roads PASER Manual)

Surface Rating	Visible Distress	General Condition/ Treatment Measures
10 Excellent	None.	New Construction
9 Excellent	None.	Recent overlay. Like new.
8 Very Good	No longitudinal cracks except reflection of paving joints. Occasional transverse cracks, widely spaced (40' or greater). All cracks sealed or tight (open less than 1/4").	Recent sealcoat or new cold mix. Little or no maintenance required.
7 Good	Very slight or no raveling, surface shows some traffic wear. Longitudinal cracks (open 1/4") due to reflection or paving joints. Transverse cracks (open 1/4") spaced 10' or more apart, little or slight crack raveling. No patching or very few patches in excellent condition.	First signs of aging. Maintain with routine crack filling.
6 Good	Slight raveling (loss of fines) and traffic wear. Longitudinal cracks (open 1/4"-1/2"), some spaced less than 10'. First sign of block cracking. Slight to moderate flushing or polishing. Occasional patching in good condition.	Shows signs of aging. Sound structural condition. Could extend life with sealcoat.
5 Fair	Moderate to severe raveling (loss of fine and coarse aggregate). Longitudinal and transverse cracks (open 1/2") show first signs of slight raveling and secondary cracks. First signs of longitudinal cracks near pavement edge. Block cracking up to 50% of surface. Extensive to severe flushing or polishing. Some patching or edge wedging in good condition.	Surface aging. Sound structural condition. Needs sealcoat or thin non-structural overlay (less than 2").
4 Fair	Severe surface raveling. Multiple longitudinal and transverse cracking with slight raveling. Longitudinal cracking in wheel path. Block cracking (over 50% of surface). Patching in fair condition. Slight rutting or distortions (1/2" deep or less).	Significant aging and first signs of need for strengthening. Would benefit from a structural overlay (2" or more).
3 Poor	Closely spaced longitudinal and transverse cracks often showing raveling and crack erosion. Severe block cracking (less than 25% of surface). Patches in fair to poor condition. Moderate rutting or distortion (1" or 2" deep). Occasional potholes.	Needs patching and repair prior to major overlay. Milling and removal of deterioration extends the life of overlay.
2 Very Poor	Alligator cracking (over 25% of surface). Severe distortions (over 2"deep) Extensive patching in poor condition. Potholes	Severe deterioration. Needs reconstruction with extensive base repair. Pulverization of old pavement is effective.
1 Failed	Severe distress with extensive loss of surface integrity.	Failed. Needs total reconstruction.

* Individual pavements will not have all of the types of distress listed for any particular rating. They may have only one or two types.

Segment 1

1750 North West of 400 East

ASPHALT PAVEMENT DISTRESS SURVEY

Project: Anderson Geneva Development Project

Date: 6/29/2021

Roadway: 1750 North

By: Steven Loveland

Roadway Segment: Segment 1 (West End)

No. of Utility Cuts: 1 (1240 sq ft)

DISTRESS TYPE	DISTRESS WEIGHT	SEVERITY			EXTENT			PAVEMENT CONDITION DEDUCTION POINTS
		LOW	MEDIUM	HIGH	OCCASSIONAL	FREQUENT	EXTENSIVE	
RAVELLING	10	*Slight Loss of Sand*	*Open Texture*	*Rough or Pitted*	*< 20%*	*20% - 50%*	*> 50%*	3
		x					x	
BLEEDING	5	*Not Rated*	*Binder / Agg. Visible*	*Black Surface*	*< 10%*	*10%-30%*	*> 30%*	0
PATCHING	5	*< 1 ft²*	*< 1 yd²*	*> 1 yd²*	*< 10 / mile*	*10-20 / mile*	*> 20 / mile*	3
				x	x			
SURFACE DISENTEGRATION / DEBONDING / POTHOLES	5	*Depth < 1", Area < 1yd²*	*Depth < 1", Area > 1yd²* *Depth > 1", Area < 1yd²*	*Depth > 1", Area > 1yd²*	*< 5 / mile*	*5-10 / mile*	*> 10 / mile*	1.2
		x				x		
RUTTING	10	*1/8" - 3/8"*	*3/8" - 3/4"*	*> 3/4"*	*< 20%*	*20% - 50%*	*> 50%*	0
MAP CRACKING	5	*5 ft x 5 ft - 9 ft x 9 ft*	*1 ft x 1 ft - 5 ft x 5 ft*	*< 1 ft x 1 ft*	*< 20%*	*20% - 50%*	*> 50%*	0
BASE FAILURE	10	*Barely Noticeable Pitch and Roll*	*Noticeable Pitch and Roll, Jarring Bump*	*Severe Distortion, Poor Ride*	*< 2 / mile*	*2 - 5 / mile*	*> 5 / mile*	0
SETTLEMENTS	5	*Noticeable Effect on Ride*	*Some Discomfort*	*Poor Ride*	*< 2 / mile*	*2 - 4 / mile*	*> 4 / mile*	2.8
			x			x		
TRANSVERSE CRACKS	10	*< 1/4", No Spalling*	*1 / 4" - 1", >.5 Spalled*	*> 1", >.5 Spalled*	*CS > 100 ft*	*100 ft < CS < 50 ft*	*< 50 ft*	2
		x			x			
WHEEL TRACK / ALLIGATOR CRACKING	15	*Single / Multiple Cracks < 1/4"*	*Multiple Cracks > 1/4"*	*Alligator > 1/4", Spalling*	*< 20%*	*20% - 50%*	*> 50%*	0
LONGITUDINAL CRACKING	5	*< 1/4", No Spalling*	*1/4" - 1", > .5 Spalled*	*> 1", > .5 Spalled*	*< 50 ft / 100 ft*	*50 ft - 150 ft / 100 ft*	*> 150 ft / 100 ft*	0
EDGE CRACKING	5	*Tight, < 1/4"*	*> 1/4", Some Spalling*	*>1/4", Moderate Spalling*	*< 20%*	*20% - 50%*	*> 50%*	1.4
		x				x		
PRESSURE DAMAGE / UPHEAVAL	5	*Bump < 1/2", Barely Noticeable*	*1/2" - 1", Fair Ride*	*> 1", Poor Ride*	*< 20%*	*20% - 50%*	*> 50%*	0
CRACK SEALING DEFICIENCY	5	*Not Considered*			*< 50%*	*> 50%*	*No Sealant*	5
							x	

Total Deduction **18.4**

Structural Deduction **3.4**

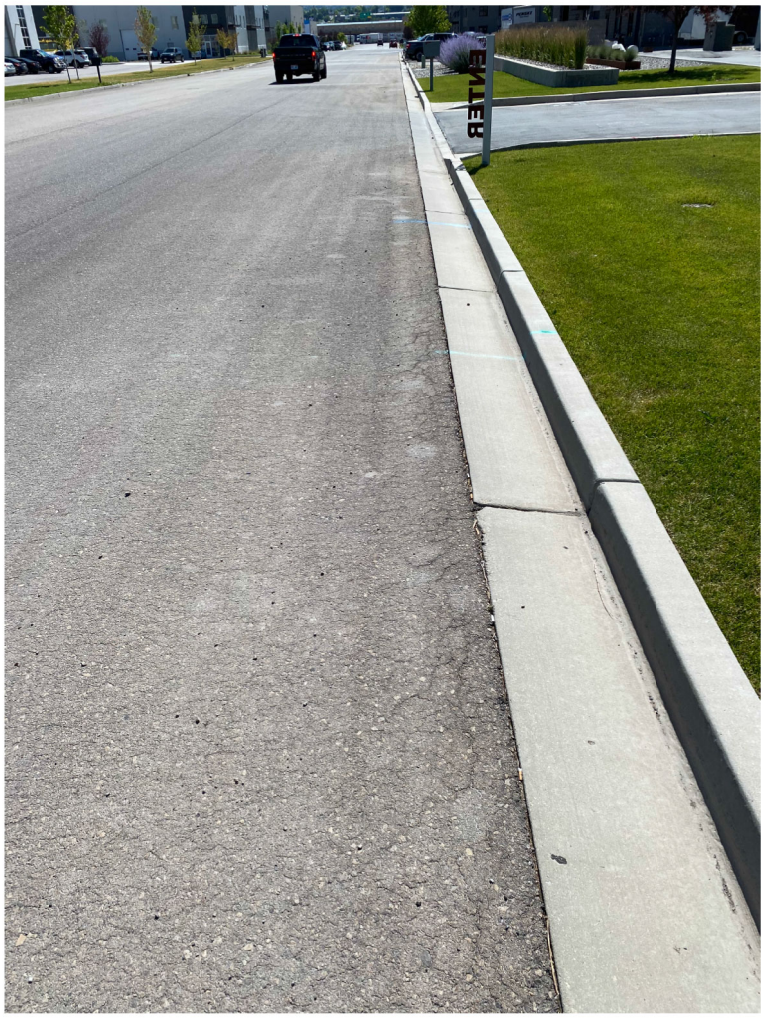
100 - Total Deduction = PCR **81.6**










ENTER

Segment 2

1750 North East of 400 East

ASPHALT PAVEMENT DISTRESS SURVEY

Project: Anderson Geneva Development Project

Date: 6/29/2021

Roadway: 1750 North

By: Steven Loveland

Roadway Segment: Segment 2 (East End)

No. of Utility Cuts: 2 (360 sq ft)

DISTRESS TYPE	DISTRESS WEIGHT	SEVERITY			EXTENT			PAVEMENT CONDITION DEDUCTION POINTS
		LOW	MEDIUM	HIGH	OCCASSIONAL	FREQUENT	EXTENSIVE	
RAVELLING	10	*Slight Loss of Sand*	*Open Texture*	*Rough or Pitted*	*< 20%*	*20% - 50%*	*> 50%*	3
		x					x	
BLEEDING	5	*Not Rated*	*Binder / Agg. Visible*	*Black Surface*	*< 10%*	*10%-30%*	*> 30%*	0
PATCHING	5	*< 1 ft²*	*< 1 yd²*	*> 1 yd²*	*< 10 / mile*	*10-20 / mile*	*> 20 / mile*	3
				x	x			
SURFACE DISENTEGRATION / DEBONDING / POTHOLES	5	*Depth < 1", Area < 1yd²*	*Depth < 1", Area > 1yd²* *Depth > 1", Area < 1yd²*	*Depth > 1", Area > 1yd²*	*< 5 / mile*	*5-10 / mile*	*> 10 / mile*	1.2
		x				x		
RUTTING	10	*1/8" - 3/8"*	*3/8" - 3/4"*	*> 3/4"*	*< 20%*	*20% - 50%*	*> 50%*	0
MAP CRACKING	5	*5 ft x 5 ft - 9 ft x 9 ft*	*1 ft x 1 ft - 5 ft x 5 ft*	*< 1 ft x 1 ft*	*< 20%*	*20% - 50%*	*> 50%*	0
BASE FAILURE	10	*Barely Noticeable Pitch and Roll*	*Noticeable Pitch and Roll, Jarring Bump*	*Severe Distortion, Poor Ride*	*< 2 / mile*	*2 - 5 / mile*	*> 5 / mile*	0
SETTLEMENTS	5	*Noticeable Effect on Ride*	*Some Discomfort*	*Poor Ride*	*< 2 / mile*	*2 - 4 / mile*	*> 4 / mile*	1.2
		x			x			
TRANSVERSE CRACKS	10	*< 1/4", No Spalling*	*1 / 4" - 1", >.5 Spalled*	*> 1", >.5 Spalled*	*CS > 100 ft*	*100 ft < CS < 50 ft*	*< 50 ft*	2
		x			x			
WHEEL TRACK / ALLIGATOR CRACKING	15	*Single / Multiple Cracks < 1/4"*	*Multiple Cracks > 1/4"*	*Alligator > 1/4", Spalling*	*< 20%*	*20% - 50%*	*> 50%*	0
LONGITUDINAL CRACKING	5	*< 1/4", No Spalling*	*1/4" - 1", > .5 Spalled*	*> 1", > .5 Spalled*	*< 50 ft / 100 ft*	*50 ft - 150 ft / 100 ft*	*> 150 ft / 100 ft*	0.4
		x			x			
EDGE CRACKING	5	*Tight, < 1/4"*	*> 1/4", Some Spalling*	*>1/4", Moderate Spalling*	*< 20%*	*20% - 50%*	*> 50%*	1.4
		x				x		
PRESSURE DAMAGE / UPHEAVAL	5	*Bump < 1/2", Barely Noticeable*	*1/2" - 1", Fair Ride*	*> 1", Poor Ride*	*< 20%*	*20% - 50%*	*> 50%*	0
CRACK SEALING DEFICIENCY	5	*Not Considered*			*< 50%*	*> 50%*	*No Sealant*	5
							x	

Total Deduction **17.2**

Structural Deduction **3.8**

100 - Total Deduction = PCR **82.8**













Segment 3

400 East from 1675 to 1750 North

ASPHALT PAVEMENT DISTRESS SURVEY

Project: Anderson Geneva Development Project

Date: 6/29/2021

Roadway: 400 E

By: Steven Loveland

Roadway Segment: Segment 3 (North End)

No. of Utility Cuts: 1 (2860 sq ft)

DISTRESS TYPE	DISTRESS WEIGHT	SEVERITY			EXTENT			PAVEMENT CONDITION DEDUCTION POINTS
		LOW	MEDIUM	HIGH	OCCASSIONAL	FREQUENT	EXTENSIVE	
RAVELLING	10	*Slight Loss of Sand*	*Open Texture*	*Rough or Pitted*	*< 20%*	*20% - 50%*	*> 50%*	3
		x					x	
BLEEDING	5	*Not Rated*	*Binder / Agg. Visible*	*Black Surface*	*< 10%*	*10%-30%*	*> 30%*	0
PATCHING	5	*< 1 ft²*	*< 1 yd²*	*> 1 yd²*	*< 10 / mile*	*10-20 / mile*	*> 20 / mile*	4
				x		x		
SURFACE DISENTEGRATION / DEBONDING / POTHOLES	5	*Depth < 1", Area < 1yd²*	*Depth < 1", Area > 1yd²* *Depth > 1", Area < 1yd²*	*Depth > 1", Area > 1yd²*	*< 5 / mile*	*5-10 / mile*	*> 10 / mile*	0.9
		x			x			
RUTTING	10	*1/8" - 3/8"*	*3/8" - 3/4"*	*> 3/4"*	*< 20%*	*20% - 50%*	*> 50%*	0
MAP CRACKING	5	*5 ft x 5 ft - 9 ft x 9 ft*	*1 ft x 1 ft - 5 ft x 5 ft*	*< 1 ft x 1 ft*	*< 20%*	*20% - 50%*	*> 50%*	0
BASE FAILURE	10	*Barely Noticeable Pitch and Roll*	*Noticeable Pitch and Roll, Jarring Bump*	*Severe Distortion, Poor Ride*	*< 2 / mile*	*2 - 5 / mile*	*> 5 / mile*	0
SETTLEMENTS	5	*Noticeable Effect on Ride*	*Some Discomfort*	*Poor Ride*	*< 2 / mile*	*2 - 4 / mile*	*> 4 / mile*	0
TRANSVERSE CRACKS	10	*< 1/4", No Spalling*	*1 / 4" - 1", >.5 Spalled*	*> 1", >.5 Spalled*	*CS > 100 ft*	*100 ft < CS < 50 ft*	*< 50 ft*	2
		x			x			
WHEEL TRACK / ALLIGATOR CRACKING	15	*Single / Multiple Cracks < 1/4"*	*Multiple Cracks > 1/4"*	*Alligator > 1/4", Spalling*	*< 20%*	*20% - 50%*	*> 50%*	0
LONGITUDINAL CRACKING	5	*< 1/4", No Spalling*	*1/4" - 1", > .5 Spalled*	*> 1", > .5 Spalled*	*< 50 ft / 100 ft*	*50 ft - 150 ft / 100 ft*	*> 150 ft / 100 ft*	0
EDGE CRACKING	5	*Tight, < 1/4"*	*> 1/4", Some Spalling*	*>1/4", Moderate Spalling*	*< 20%*	*20% - 50%*	*> 50%*	1.4
		x				x		
PRESSURE DAMAGE / UPHEAVAL	5	*Bump < 1/2", Barely Noticeable*	*1/2" - 1", Fair Ride*	*> 1", Poor Ride*	*< 20%*	*20% - 50%*	*> 50%*	0
CRACK SEALING DEFICIENCY	5	*Not Considered*			*< 50%*	*> 50%*	*No Sealant*	5
							x	

Total Deduction **16.3**

Structural Deduction **3.4**

100 - Total Deduction = PCR **83.7**











Segment 4

400 East from 1600 to 1675 North

ASPHALT PAVEMENT DISTRESS SURVEY

Project: Anderson Geneva Development Project

Date: 6/29/2021

Roadway: 400 E

By: Steven Loveland

Roadway Segment: Segment 4 (South End)

No. of Utility Cuts: 6 (3722 sq ft)

DISTRESS TYPE	DISTRESS WEIGHT	SEVERITY			EXTENT			PAVEMENT CONDITION DEDUCTION POINTS
		LOW	MEDIUM	HIGH	OCCASSIONAL	FREQUENT	EXTENSIVE	
RAVELLING	10	*Slight Loss of Sand*	*Open Texture*	*Rough or Pitted*	*< 20%*	*20% - 50%*	*> 50%*	3
		x					*x*	
BLEEDING	5	*Not Rated*	*Binder / Agg. Visible*	*Black Surface*	*< 10%*	*10%-30%*	*> 30%*	0
PATCHING	5	*< 1 ft²*	*< 1 yd²*	*> 1 yd²*	*< 10 / mile*	*10-20 / mile*	*> 20 / mile*	5
				x			*x*	
SURFACE DISENTEGRATION / DEBONDING / POTHOLES	5	*Depth < 1", Area < 1yd²*	*Depth < 1", Area > 1yd²* *Depth > 1", Area < 1yd²*	*Depth > 1", Area > 1yd²*	*< 5 / mile*	*5-10 / mile*	*> 10 / mile*	0.9
		x			*x*			
RUTTING	10	*1/8" - 3/8"*	*3/8" - 3/4"*	*> 3/4"*	*< 20%*	*20% - 50%*	*> 50%*	0
MAP CRACKING	5	*5 ft x 5 ft - 9 ft x 9 ft*	*1 ft x 1 ft - 5 ft x 5 ft*	*< 1 ft x 1 ft*	*< 20%*	*20% - 50%*	*> 50%*	0
BASE FAILURE	10	*Barely Noticeable Pitch and Roll*	*Noticeable Pitch and Roll, Jarring Bump*	*Severe Distortion, Poor Ride*	*< 2 / mile*	*2 - 5 / mile*	*> 5 / mile*	0
SETTLEMENTS	5	*Noticeable Effect on Ride*	*Some Discomfort*	*Poor Ride*	*< 2 / mile*	*2 - 4 / mile*	*> 4 / mile*	1.2
		x			*x*			
TRANSVERSE CRACKS	10	*< 1/4", No Spalling*	*1 / 4" - 1", >.5 Spalled*	*> 1", >.5 Spalled*	*CS > 100 ft*	*100 ft < CS < 50 ft*	*< 50 ft*	2
		x			*x*			
WHEEL TRACK / ALLIGATOR CRACKING	15	*Single / Multiple Cracks < 1/4"*	*Multiple Cracks > 1/4"*	*Alligator > 1/4", Spalling*	*< 20%*	*20% - 50%*	*> 50%*	0
LONGITUDINAL CRACKING	5	*< 1/4", No Spalling*	*1/4" - 1", > .5 Spalled*	*> 1", > .5 Spalled*	*< 50 ft / 100 ft*	*50 ft - 150 ft / 100 ft*	*> 150 ft / 100 ft*	0.4
		x			*x*			
EDGE CRACKING	5	*Tight, < 1/4"*	*> 1/4", Some Spalling*	*>1/4", Moderate Spalling*	*< 20%*	*20% - 50%*	*> 50%*	1
		x			*x*			
PRESSURE DAMAGE / UPHEAVAL	5	*Bump < 1/2", Barely Noticeable*	*1/2" - 1", Fair Ride*	*> 1", Poor Ride*	*< 20%*	*20% - 50%*	*> 50%*	0
CRACK SEALING DEFICIENCY	5	*Not Considered*			*< 50%*	*> 50%*	*No Sealant*	5
							x	

Total Deduction **18.5**

Structural Deduction **3.4**

100 - Total Deduction = PCR **81.5**


4Life













Segment 5

1600 North from 200 East to 300 East

ASPHALT PAVEMENT DISTRESS SURVEY

Project: Anderson Geneva Development Project

Date: 6/29/2021

Roadway: 1600 North

By: Steven Loveland

Roadway Segment: Segment 5 (West End)

No. of Utility Cuts: 1 (11920 sq ft)

DISTRESS TYPE	DISTRESS WEIGHT	SEVERITY			EXTENT			PAVEMENT CONDITION DEDUCTION POINTS
		LOW	MEDIUM	HIGH	OCCASSIONAL	FREQUENT	EXTENSIVE	
RAVELLING	10	*Slight Loss of Sand*	*Open Texture*	*Rough or Pitted*	*< 20%*	*20% - 50%*	*> 50%*	6
			x				***x***	
BLEEDING	5	*Not Rated*	*Binder / Agg. Visible*	*Black Surface*	*< 10%*	*10%-30%*	*> 30%*	0
PATCHING	5	*< 1 ft²*	*< 1 yd²*	*> 1 yd²*	*< 10 / mile*	*10-20 / mile*	*> 20 / mile*	5
				x			***x***	
SURFACE DISENTEGRATION / DEBONDING / POTHOLES	5	*Depth < 1", Area < 1yd²*	*Depth < 1", Area > 1yd²* *Depth > 1", Area < 1yd²*	*Depth > 1", Area > 1yd²*	*< 5 / mile*	*5-10 / mile*	*> 10 / mile*	1.5
		x					***x***	
RUTTING	10	*1/8" - 3/8"*	*3/8" - 3/4"*	*> 3/4"*	*< 20%*	*20% - 50%*	*> 50%*	0
MAP CRACKING	5	*5 ft x 5 ft - 9 ft x 9 ft*	*1 ft x 1 ft - 5 ft x 5 ft*	*< 1 ft x 1 ft*	*< 20%*	*20% - 50%*	*> 50%*	0
BASE FAILURE	10	*Barely Noticeable Pitch and Roll*	*Noticeable Pitch and Roll, Jarring Bump*	*Severe Distortion, Poor Ride*	*< 2 / mile*	*2 - 5 / mile*	*> 5 / mile*	0
SETTLEMENTS	5	*Noticeable Effect on Ride*	*Some Discomfort*	*Poor Ride*	*< 2 / mile*	*2 - 4 / mile*	*> 4 / mile*	0
TRANSVERSE CRACKS	10	*< 1/4", No Spalling*	*1 / 4" - 1", >.5 Spalled*	*> 1", >.5 Spalled*	*CS > 100 ft*	*100 ft < CS < 50 ft*	*< 50 ft*	3.5
			x		***x***			
WHEEL TRACK / ALLIGATOR CRACKING	15	*Single / Multiple Cracks < 1/4"*	*Multiple Cracks > 1/4"*	*Alligator > 1/4", Spalling*	*< 20%*	*20% - 50%*	*> 50%*	0
LONGITUDINAL CRACKING	5	*< 1/4", No Spalling*	*1/4" - 1", > .5 Spalled*	*> 1", > .5 Spalled*	*< 50 ft / 100 ft*	*50 ft - 150 ft / 100 ft*	*> 150 ft / 100 ft*	2.4
			x			***x***		
EDGE CRACKING	5	*Tight, < 1/4"*	*> 1/4", Some Spalling*	*>1/4", Moderate Spalling*	*< 20%*	*20% - 50%*	*> 50%*	0
PRESSURE DAMAGE / UPHEAVAL	5	*Bump < 1/2", Barely Noticeable*	*1/2" - 1", Fair Ride*	*> 1", Poor Ride*	*< 20%*	*20% - 50%*	*> 50%*	0
CRACK SEALING DEFICIENCY	5	*Not Considered*			*< 50%*	*> 50%*	*No Sealant*	5
							x	

Total Deduction **23.4**

Structural Deduction **5.9**

100 - Total Deduction = PCR **76.6**















Segment 6

1600 North from 300 East to 400 East

ASPHALT PAVEMENT DISTRESS SURVEY

Project: Anderson Geneva Development Project

Date: 6/29/2021

Roadway: 1600 North

By: Steven Loveland

Roadway Segment: Segment 6 (West Middle)

No. of Utility Cuts: 1 (11200 sq ft)

DISTRESS TYPE	DISTRESS WEIGHT	SEVERITY			EXTENT			PAVEMENT CONDITION DEDUCTION POINTS
		LOW	MEDIUM	HIGH	OCCASSIONAL	FREQUENT	EXTENSIVE	
RAVELLING	10	*Slight Loss of Sand*	*Open Texture*	*Rough or Pitted*	*< 20%*	*20% - 50%*	*> 50%*	6
			x				***x***	
BLEEDING	5	*Not Rated*	*Binder / Agg. Visible*	*Black Surface*	*< 10%*	*10%-30%*	*> 30%*	0
PATCHING	5	*< 1 ft²*	*< 1 yd²*	*> 1 yd²*	*< 10 / mile*	*10-20 / mile*	*> 20 / mile*	5
				x			***x***	
SURFACE DISENTEGRATION / DEBONDING / POTHOLES	5	*Depth < 1", Area < 1yd²*	*Depth < 1", Area > 1yd²* *Depth > 1", Area < 1yd²*	*Depth > 1", Area > 1yd²*	*< 5 / mile*	*5-10 / mile*	*> 10 / mile*	1.5
		x					***x***	
RUTTING	10	*1/8" - 3/8"*	*3/8" - 3/4"*	*> 3/4"*	*< 20%*	*20% - 50%*	*> 50%*	0
MAP CRACKING	5	*5 ft x 5 ft - 9 ft x 9 ft*	*1 ft x 1 ft - 5 ft x 5 ft*	*< 1 ft x 1 ft*	*< 20%*	*20% - 50%*	*> 50%*	0
BASE FAILURE	10	*Barely Noticeable Pitch and Roll*	*Noticeable Pitch and Roll, Jarring Bump*	*Severe Distortion, Poor Ride*	*< 2 / mile*	*2 - 5 / mile*	*> 5 / mile*	0
SETTLEMENTS	5	*Noticeable Effect on Ride*	*Some Discomfort*	*Poor Ride*	*< 2 / mile*	*2 - 4 / mile*	*> 4 / mile*	0
TRANSVERSE CRACKS	10	*< 1/4", No Spalling*	*1 / 4" - 1", >.5 Spalled*	*> 1", >.5 Spalled*	*CS > 100 ft*	*100 ft < CS < 50 ft*	*< 50 ft*	3.5
			x		***x***			
WHEEL TRACK / ALLIGATOR CRACKING	15	*Single / Multiple Cracks < 1/4"*	*Multiple Cracks > 1/4"*	*Alligator > 1/4", Spalling*	*< 20%*	*20% - 50%*	*> 50%*	0
LONGITUDINAL CRACKING	5	*< 1/4", No Spalling*	*1/4" - 1", > .5 Spalled*	*> 1", > .5 Spalled*	*< 50 ft / 100 ft*	*50 ft - 150 ft / 100 ft*	*> 150 ft / 100 ft*	3
			x				***x***	
EDGE CRACKING	5	*Tight, < 1/4"*	*> 1/4", Some Spalling*	*>1/4", Moderate Spalling*	*< 20%*	*20% - 50%*	*> 50%*	0
PRESSURE DAMAGE / UPHEAVAL	5	*Bump < 1/2", Barely Noticeable*	*1/2" - 1", Fair Ride*	*> 1", Poor Ride*	*< 20%*	*20% - 50%*	*> 50%*	0
CRACK SEALING DEFICIENCY	5	*Not Considered*			*< 50%*	*> 50%*	*No Sealant*	5
							x	

Total Deduction **24**

Structural Deduction **6.5**

100 - Total Deduction = PCR **76**



















Segment 7

1600 North from 400 East to 500 East

ASPHALT PAVEMENT DISTRESS SURVEY

Project: Anderson Geneva Development Project

Date: 6/29/2021

Roadway: 1600 North

By: Steven Loveland

Roadway Segment: Segment 7 (East Middle)

No. of Utility Cuts: 3 (2348 sq ft)

DISTRESS TYPE	DISTRESS WEIGHT	SEVERITY			EXTENT			PAVEMENT CONDITION DEDUCTION POINTS
		LOW	MEDIUM	HIGH	OCCASSIONAL	FREQUENT	EXTENSIVE	
RAVELLING	10	*Slight Loss of Sand*	*Open Texture*	*Rough or Pitted*	*< 20%*	*20% - 50%*	*> 50%*	3
		x					x	
BLEEDING	5	*Not Rated*	*Binder / Agg. Visible*	*Black Surface*	*< 10%*	*10%-30%*	*> 30%*	0
PATCHING	5	*< 1 ft²*	*< 1 yd²*	*> 1 yd²*	*< 10 / mile*	*10-20 / mile*	*> 20 / mile*	4
				x		x		
SURFACE DISENTEGRATION / DEBONDING / POTHOLES	5	*Depth < 1", Area < 1yd²*	*Depth < 1", Area > 1yd²* *Depth > 1", Area < 1yd²*	*Depth > 1", Area > 1yd²*	*< 5 / mile*	*5-10 / mile*	*> 10 / mile*	3
			x				x	
RUTTING	10	*1/8" - 3/8"*	*3/8" - 3/4"*	*> 3/4"*	*< 20%*	*20% - 50%*	*> 50%*	0
MAP CRACKING	5	*5 ft x 5 ft - 9 ft x 9 ft*	*1 ft x 1 ft - 5 ft x 5 ft*	*< 1 ft x 1 ft*	*< 20%*	*20% - 50%*	*> 50%*	0
BASE FAILURE	10	*Barely Noticeable Pitch and Roll*	*Noticeable Pitch and Roll, Jarring Bump*	*Severe Distortion, Poor Ride*	*< 2 / mile*	*2 - 5 / mile*	*> 5 / mile*	0
SETTLEMENTS	5	*Noticeable Effect on Ride*	*Some Discomfort*	*Poor Ride*	*< 2 / mile*	*2 - 4 / mile*	*> 4 / mile*	1.2
		x			x			
TRANSVERSE CRACKS	10	*< 1/4", No Spalling*	*1 / 4" - 1", >.5 Spalled*	*> 1", >.5 Spalled*	*CS > 100 ft*	*100 ft < CS < 50 ft*	*< 50 ft*	4.9
			x			x		
WHEEL TRACK / ALLIGATOR CRACKING	15	*Single / Multiple Cracks < 1/4"*	*Multiple Cracks > 1/4"*	*Alligator > 1/4", Spalling*	*< 20%*	*20% - 50%*	*> 50%*	0
LONGITUDINAL CRACKING	5	*< 1/4", No Spalling*	*1/4" - 1", > .5 Spalled*	*> 1", > .5 Spalled*	*< 50 ft / 100 ft*	*50 ft - 150 ft / 100 ft*	*> 150 ft / 100 ft*	5
				x			x	
EDGE CRACKING	5	*Tight, < 1/4"*	*> 1/4", Some Spalling*	*>1/4", Moderate Spalling*	*< 20%*	*20% - 50%*	*> 50%*	0
PRESSURE DAMAGE / UPHEAVAL	5	*Bump < 1/2", Barely Noticeable*	*1/2" - 1", Fair Ride*	*> 1", Poor Ride*	*< 20%*	*20% - 50%*	*> 50%*	0
CRACK SEALING DEFICIENCY	5	*Not Considered*			*< 50%*	*> 50%*	*No Sealant*	5
							x	

Total Deduction **26.1**

Structural Deduction **9.9**

100 - Total Deduction = PCR **73.9**








Shop Stevie











Segment 8

1600 North from 500 East to 600 East

ASPHALT PAVEMENT DISTRESS SURVEY

Project: Anderson Geneva Development Project

Date: 6/29/2021

Roadway: 1600 North

By: Steven Loveland

Roadway Segment: Segment 8 (East End)

No. of Utility Cuts: 6 (1195 sq ft)

DISTRESS TYPE	DISTRESS WEIGHT	SEVERITY			EXTENT			PAVEMENT CONDITION DEDUCTION POINTS
		LOW	MEDIUM	HIGH	OCCASSIONAL	FREQUENT	EXTENSIVE	
RAVELLING	10	*Slight Loss of Sand*	*Open Texture*	*Rough or Pitted*	*< 20%*	*20% - 50%*	*> 50%*	3
		x					x	
BLEEDING	5	*Not Rated*	*Binder / Agg. Visible*	*Black Surface*	*< 10%*	*10%-30%*	*> 30%*	0
PATCHING	5	*< 1 ft²*	*< 1 yd²*	*> 1 yd²*	*< 10 / mile*	*10-20 / mile*	*> 20 / mile*	3
				x	x			
SURFACE DISENTEGRATION / DEBONDING / POTHOLES	5	*Depth < 1", Area < 1yd²*	*Depth < 1", Area > 1yd²* *Depth > 1", Area < 1yd²*	*Depth > 1", Area > 1yd²*	*< 5 / mile*	*5-10 / mile*	*> 10 / mile*	3
			x				x	
RUTTING	10	*1/8" - 3/8"*	*3/8" - 3/4"*	*> 3/4"*	*< 20%*	*20% - 50%*	*> 50%*	0
MAP CRACKING	5	*5 ft x 5 ft - 9 ft x 9 ft*	*1 ft x 1 ft - 5 ft x 5 ft*	*< 1 ft x 1 ft*	*< 20%*	*20% - 50%*	*> 50%*	0
BASE FAILURE	10	*Barely Noticeable Pitch and Roll*	*Noticeable Pitch and Roll, Jarring Bump*	*Severe Distortion, Poor Ride*	*< 2 / mile*	*2 - 5 / mile*	*> 5 / mile*	0
SETTLEMENTS	5	*Noticeable Effect on Ride*	*Some Discomfort*	*Poor Ride*	*< 2 / mile*	*2 - 4 / mile*	*> 4 / mile*	0
TRANSVERSE CRACKS	10	*< 1/4", No Spalling*	*1 / 4" - 1", >.5 Spalled*	*> 1", >.5 Spalled*	*CS > 100 ft*	*100 ft < CS < 50 ft*	*< 50 ft*	4.9
			x			x		
WHEEL TRACK / ALLIGATOR CRACKING	15	*Single / Multiple Cracks < 1/4"*	*Multiple Cracks > 1/4"*	*Alligator > 1/4", Spalling*	*< 20%*	*20% - 50%*	*> 50%*	0
LONGITUDINAL CRACKING	5	*< 1/4", No Spalling*	*1/4" - 1", > .5 Spalled*	*> 1", > .5 Spalled*	*< 50 ft / 100 ft*	*50 ft - 150 ft / 100 ft*	*> 150 ft / 100 ft*	5
				x			x	
EDGE CRACKING	5	*Tight, < 1/4"*	*> 1/4", Some Spalling*	*>1/4", Moderate Spalling*	*< 20%*	*20% - 50%*	*> 50%*	0
PRESSURE DAMAGE / UPHEAVAL	5	*Bump < 1/2", Barely Noticeable*	*1/2" - 1", Fair Ride*	*> 1", Poor Ride*	*< 20%*	*20% - 50%*	*> 50%*	0
CRACK SEALING DEFICIENCY	5	*Not Considered*			*< 50%*	*> 50%*	*No Sealant*	5
							x	

Total Deduction **23.9**

Structural Deduction **9.9**

100 - Total Deduction = PCR **76.1**










4Life
POWERGROW
HYDROPONICS


4Life

Asphalt Core Log and Photos

RB&G ENGINEERING, INC.
1435 WEST 820 NORTH
PROVO, UTAH 84601
801-374-5771 PROVO
801-521-5771 SALT LAKE CITY
801-374-5773 FAX

Project No. 202105-006

CORE AND BASE REPORT

Project		**Anderson Geneva**	**Date**		**8/27/2021**
Client		**Geneva Project Manager**	**Weather**		**Clear**
Location		**1600 N Geneva Road**	**Report By**		**L. Price, T. Day**
Work Area		**Roadway**			
Core NO/ID	**Date cored**	**Core Location/Notes**	**Thickness**		**Material Description**
1	9/8/2021	See Site Plan Seg. 1 40.3287018, -111.7445639	Pavement	0 - 6.25"	Asphalt
			Base	6.25" - 18"	Slag gravel with silt & sand - dens
			Sub Base		
			B.O.H.	18"	Subgrade:
2	9/8/2021	See Site Plan Seg. 3 40.3274632, -111.7442276	Pavement	0 - 6.25"	Asphalt
			Base	6.25" - 18"	Slag silty sand with gravel - dens
			Sub Base		
			B.O.H.	18"	Subgrade:
3	9/8/2021	See Site Plan Seg. 6 40.3262884, -111.7459657 Hit silty sand at 15” with a large piece of slag that we could not dig around.	Pavement	0 - 7.5"	Asphalt
			Base	7.5" - 15"	Slag gravel with silt & sand
			Sub Base		Silty sand - large piece of slag
			B.O.H.	17"	Subgrade:
4	9/8/2021	See Site Plan Seg. 7 40.3262818, -111.7439309 Difficult to dig down to 14.5” at 14.5” found some silty sand and then it was very difficult to dig.	Pavement	0 - 6"	Asphalt
			Base	6" - 14.5"	Slag gravel with silt & sand - dens
			Sub Base		Very dense - flow fill?
			B.O.H.	17.5"	Subgrade:
5	9/8/2021	See Site Plan Seg. 7 40.3262930, -111.7420919 Lost water at the bottom of asphalt to 1.5” of base was loose gravel.	Pavement	0 - 6.375"	Asphalt
			Base	6.375" - 15.5"	Slag gravel with silt & sand - med
			Sub Base	15.5" - 18"	Silty sand with gravel
			B.O.H.	18"	Subgrade:
6	9/8/2021	See Site Plan Seg. 8 40.3262483, -111.7392933	Pavement	0 - 6.5"	Asphalt
			Base	6.5" - 16"	Slag silty sand with gravel - dens
			Sub Base	16" - 18"	Silty sand
			B.O.H.		Subgrade:
			Pavement		
			Base		
			Sub Base		
			B.O.H.		Subgrade:


Geneva 1600 N
Core #1


Geneva 1600 N
Core #2


Geneva 1600 N
Core #3


Geneva 1600 N
Core #4


Geneva 1600 N
Core #5


Geneva 1600 N
Core #6

Pavement Calculations

1993 AASHTO Pavement Design

DARWin Pavement Design and Analysis System

A Proprietary AASHTOWare
Computer Software Product
Pavement Design

Flexible Structural Design Module

Anderson Geneva - 1600 North
Subgrade CBR 4.5
4.75M ESALS

Flexible Structural Design

18-kip ESALs Over Initial Performance Period	4,750,000
Initial Serviceability	4.5
Terminal Serviceability	2.2
Reliability Level	90 %
Overall Standard Deviation	0.45
Roadbed Soil Resilient Modulus	7,200 psi
Stage Construction	1
Calculated Design Structural Number	4.18 in

Specified Layer Design

Layer	Material Description	Struct Coef. (Ai)	Drain Coef. (Mi)	Thickness (Di)(in)	Width (ft)	Calculated SN (in)
1	HMA 1/2 DM	0.44	1	6	12	2.64
2	Compacted Slab Base	0.14	1	12	12	1.68
Total	-	-	-	18.00	-	4.32

Layered Thickness Design

Thickness precision Actual

Layer	Material Description	Struct Coef. (Ai)	Drain Coef. (Mi)	Spec Thickness (Di)(in)	Min Thickness (Di)(in)	Elastic Modulus (psi)	Width (ft)	Calculated Thickness (in)	Calculated SN (in)
1	HMA 1/2 DM	0.44	1	-	1	385,000	12	5.27	2.32
2	Compacted Slag Base	0.14	1	-	4	39,999	12	13.31	1.86
Total	-	-	-	-	-	-	-	18.57	4.18

BY: MKS

2021-09-09

FIGURE 3
ESTIMATED ESALs EXPERIENCED TO DATE
Anderson Geneva - 1600 N, 1750 N, and 400 East

1600 North - Estimated Design Life based on As Constructed Pavement Section

	2008 ADT	1628
Vehicle Type (Axle Class)	**% of Traffic**	**2008 ADT By Class**
1-2	25	407
3	55	895
4	4	65
5-7	8	130
8-10	7	114
11-13	1	16

2008 AADT = 1,382 (back calculated assuming 10% growth)

State Route	1600 North		
Beg. M.P.	Geneva Road	**End M.P.**	Appx. 200 East
Project Scope	Roadway Pavement Evaluation	**Region**	
Pavement Type	Flexible		
Construction	2008	**Functional Class**	17
Design Period (years)	13	**Growth Rate (%)**	8.60%

Vehicle Type (Axle Class)	2008 AADT	Growth Factors	Design Traffic	ESAL Factor	MidPoint Adjust Factor	MidPoint Truck Factor	Directional Factor	Lane Factor	Design ESALs
	(A)	(B)	(C)	(D)		(D')			(E)
1-2	148,555	22.36	3,321,281	0.0002	0	0.0002	0.5	1	332.1
3	326,675	22.36	7,303,555	0.03	0	0.03	0.5	1	109,553.3
4	23,725	22.36	530,426	0.88	0	0.88	0.5	1	233,387.3
5-7	47,450	22.36	1,060,852	0.3529	0.065	0.4179	0.5	1	221,664.9
8-10	41,610	22.36	930,285	2.6028	0.195	2.7978	0.5	1	1,301,375.9
11-13	5,840	22.36	130,566	3.3584	0.195	3.5534	0.5	1	231,977.2
									2,098,291

Patterned after Table 3B-2 UDOT Pavement Design Manual

BY: MKS

2021-09-09

FIGURE 4
ESTIMATED 20-YEAR DESIGN LIFE ESALs
Anderson Geneva - 1600 N, 1750 N, and 400 East

1600 North - Estimated Design Life based on As Constructed Pavement Section

	2008 ADT	1628
Vehicle Type (Axle Class)	**% of Traffic**	**2008 ADT By Class**
1-2	25	407
3	55	895
4	4	65
5-7	8	130
8-10	7	114
11-13	1	16
	100	

2008 AADT = 1,382 (back calculated assuming 10% growth)

State Route	1600 North		
Beg. M.P.	Geneva Road	**End M.P.**	Appx. 200 East
Project Scope	Roadway Pavement Evaluation	**Region**	
Pavement Type	Flexible		
Construction	2008	**Functional Class**	17
Design Period (years)	20	**Growth Rate (%)**	8.60%

Vehicle Type (Axle Class)	2008 AADT	Growth Factors	Design Traffic	ESAL Factor	MidPoint Adjust Factor	MidPoint Truck Factor	Directional Factor	Lane Factor	Design ESALs
	(A)	(B)	(C)	(D)		(D')			(E)
1-2	148,555	48.92	7,267,288	0.0002	0	0.0002	0.5	1	726.7
3	326,675	48.92	15,980,892	0.03	0	0.03	0.5	1	239,713.4
4	23,725	48.92	1,160,623	0.88	0	0.88	0.5	1	510,674.3
5-7	47,450	48.92	2,321,247	0.3529	0.1	0.4529	0.5	1	525,646.3
8-10	41,610	48.92	2,035,555	2.6028	0.3	2.9028	0.5	1	2,954,404.4
11-13	5,840	48.92	285,692	3.3584	0.3	3.6584	0.5	1	522,587.7
									4,753,753

Patterned after Table 3B-2 UDOT Pavement Design Manual

ATSPM
Automated Traffic Signal Performance Measures

UDOT Keeping Utah Moving

Signal

Signal Selection

Signal ID

6390 Select Press Enter to select signal

Signal List

Signal Map

Region --Select Region--

Metric Type --Select a Metric--

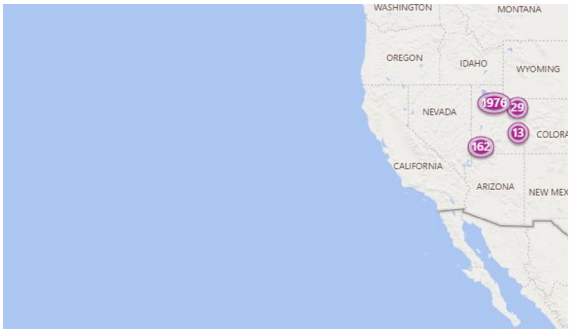


Chart Selection

Metrics List

- Purdue Phase Termination
- Split Monitor
- Pedestrian Delay
- Preemption Details
- Timing And Actuation
- Left Turn Gap Analysis
- Purdue Split Failure
- Yellow and Red Actuations
- Turning Movement Counts
- Approach Volume
- Approach Delay
- Arrivals On Red
- Purdue Coordination Diagram
- Approach Speed

Turning Movement Counts Options

Thru Movement Y-axis Max: 1000

Turn Movement Y- axis Max: 300

Volume Bin Size: 15

- [x] Show MovementType Volume
- [x] Show Total Volume
- [x] Show Data Table

Date Selection

Start Date 08/05/2020 12:00 AM

End Date 08/05/2020 11:59 PM

Reset Date

« **September 2021** »

Su	Mo	Tu	We	Th	Fr	Sa
			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		

Create Chart

-	Vehicle															
	Eastbound			Westbound				Northbound				Southbound				
	L	TR	Total	L	T	R	Total	L	T	TR	Total	L	T	R	Total	Vehicle Total
12:00 AM	0	4	4	1	1	7	9	0	8	8	16	38	14	0	52	81
12:15 AM	0	1	1	2	0	7	9	0	6	3	9	15	10	0	25	44
12:30 AM	0	5	5	5	2	4	11	1	7	3	11	6	6	0	12	39
12:45 AM	2	1	3	0	3	2	5	0	5	1	6	7	6	0	13	27
1:00 AM	0	9	9	0	1	4	5	0	1	8	9	19	6	1	26	49
1:15 AM	0	0	0	3	1	3	7	0	5	4	9	5	3	0	8	24
1:30 AM	0	0	0	1	2	3	6	0	5	2	7	5	5	0	10	23
1:45 AM	0	0	0	1	3	4	8	1	1	3	5	2	2	0	4	17
2:00 AM	0	3	3	1	1	6	8	0	0	2	2	2	4	0	6	19
2:15 AM	0	0	0	0	3	3	6	0	4	1	5	9	2	1	12	23
2:30 AM	1	4	5	3	11	13	27	1	2	2	5	16	8	1	25	62
2:45 AM	1	14	15	1	23	6	30	3	2	3	8	4	5	2	11	64
3:00 AM	0	8	8	1	2	5	8	5	4	4	13	4	5	3	12	41
3:15 AM	2	0	2	3	2	7	12	0	1	1	2	4	2	0	6	22
3:30 AM	0	0	0	2	3	6	11	0	4	4	8	2	5	0	7	26
3:45 AM	0	1	1	2	9	7	18	1	4	1	6	6	2	0	8	33
4:00 AM	0	3	3	1	2	10	13	1	3	2	6	7	5	2	14	36
4:15 AM	0	1	1	3	3	11	17	0	6	2	8	8	8	0	16	42
4:30 AM	0	2	2	0	17	36	53	1	9	3	13	16	7	1	24	92

4:45 AM	1	1	2	2	19	57	78	6	31	16	53	12	10	2	24	157
5:00 AM	0	6	6	3	3	36	42	2	15	9	26	14	9	3	26	100
5:15 AM	0	3	3	5	14	48	67	1	21	20	42	19	12	0	31	143
5:30 AM	0	9	9	6	42	95	143	15	33	27	75	24	16	3	43	270
5:45 AM	1	3	4	10	60	159	229	26	63	40	129	25	22	4	51	413
6:00 AM	1	11	12	4	35	60	99	11	31	28	70	38	31	5	74	255
6:15 AM	0	5	5	12	38	67	117	7	47	40	94	44	25	2	71	287
6:30 AM	2	13	15	16	34	74	124	15	41	44	100	72	43	2	117	356
6:45 AM	0	14	14	19	48	156	223	26	57	60	143	54	59	8	121	501
7:00 AM	3	13	16	27	48	87	162	15	64	55	134	59	42	7	108	420
7:15 AM	1	20	21	25	38	89	152	12	55	54	121	88	37	3	128	422
7:30 AM	2	35	37	28	49	67	144	7	78	49	134	77	72	7	156	471
7:45 AM	5	20	25	28	47	104	179	20	89	78	187	91	92	15	198	589
8:00 AM	3	27	30	24	57	99	180	10	75	69	154	70	35	7	112	476
8:15 AM	11	59	70	29	43	45	117	20	61	66	147	69	63	9	141	475
8:30 AM	7	29	36	20	29	74	123	19	61	60	140	78	62	6	146	445
8:45 AM	2	20	22	30	43	92	165	19	85	86	190	96	62	11	169	546
9:00 AM	3	20	23	25	36	70	131	6	57	81	144	75	70	3	148	446
9:15 AM	4	20	24	32	31	73	136	7	71	60	138	71	62	1	134	432
9:30 AM	1	20	21	26	12	56	94	11	57	73	141	84	64	11	159	415
9:45 AM	6	21	27	27	19	76	122	7	75	85	167	85	76	9	170	486
10:00 AM	5	22	27	33	17	71	121	5	45	61	111	70	70	2	142	401
10:15 AM	1	16	17	34	20	82	136	4	64	68	136	72	57	2	131	420
10:30 AM	4	27	31	33	14	64	111	5	38	44	87	65	56	5	126	355
10:45 AM	3	22	25	34	26	79	139	9	62	81	152	82	50	2	134	450
11:00 AM	8	37	45	32	20	66	118	7	64	75	146	95	62	8	165	474
11:15 AM	4	39	43	42	20	66	128	7	67	62	136	78	68	10	156	463
11:30 AM	2	30	32	24	14	53	91	16	62	80	158	86	71	5	162	443
11:45 AM	2	31	33	40	21	65	126	13	54	68	135	72	61	8	141	435
12:00 PM	8	59	67	38	21	64	123	7	77	68	152	74	96	9	179	521
12:15 PM	5	29	34	42	28	55	125	13	65	81	159	81	65	7	153	471
12:30 PM	5	38	43	36	12	61	109	11	64	82	157	75	77	8	160	469
12:45 PM	11	42	53	52	23	70	145	17	82	89	188	76	67	9	152	538
1:00 PM	5	28	33	28	28	65	121	20	67	75	162	76	66	9	151	467
1:15 PM	2	26	28	33	21	65	119	13	85	93	191	90	57	7	154	492
1:30 PM	5	41	46	45	30	65	140	10	63	80	153	68	72	4	144	483
1:45 PM	2	33	35	34	24	77	135	15	65	68	148	90	81	13	184	502
2:00 PM	9	24	33	38	26	80	144	14	59	69	142	84	87	4	175	494
2:15 PM	4	42	46	42	36	66	144	16	54	52	122	99	96	7	202	514
2:30 PM	9	46	55	37	29	80	146	9	74	78	161	98	124	11	233	595
2:45 PM	5	37	42	29	25	75	129	25	68	76	169	98	72	11	181	521
3:00 PM	6	33	39	46	20	104	170	6	66	72	144	97	99	7	203	556
3:15 PM	1	33	34	27	17	92	136	7	76	61	144	96	85	9	190	504
3:30 PM	9	52	61	32	22	69	123	8	77	65	150	80	101	5	186	520

3:45 PM	8	33	41	27	26	68	121	9	72	84	165	93	111	8	212	539
4:00 PM	2	56	58	53	30	76	159	9	69	82	160	85	103	6	194	571
4:15 PM	3	37	40	44	18	74	136	6	88	93	187	89	122	5	216	579
4:30 PM	16	59	75	39	16	69	124	6	104	106	216	89	169	6	264	679
4:45 PM	4	41	45	50	26	77	153	17	94	89	200	87	171	5	263	661
5:00 PM	11	40	51	60	12	97	169	9	96	111	216	101	173	7	281	717
5:15 PM	6	51	57	60	14	81	155	7	83	106	196	103	153	7	263	671
5:30 PM	0	39	39	82	15	73	170	9	67	92	168	96	146	6	248	625
5:45 PM	3	36	39	55	5	81	141	5	69	85	159	103	88	2	193	532
6:00 PM	5	21	26	65	10	67	142	1	43	62	106	74	79	2	155	429
6:15 PM	2	23	25	35	7	56	98	3	53	58	114	87	93	4	184	421
6:30 PM	0	18	18	33	10	56	99	2	44	73	119	67	62	3	132	368
6:45 PM	2	15	17	61	6	53	120	3	43	62	108	81	60	1	142	387
7:00 PM	2	11	13	26	5	34	65	3	36	50	89	50	45	1	96	263
7:15 PM	2	13	15	32	8	52	92	0	47	67	114	61	45	2	108	329
7:30 PM	1	7	8	19	5	35	59	0	45	50	95	40	35	0	75	237
7:45 PM	2	5	7	24	4	42	70	1	26	38	65	54	33	0	87	229
8:00 PM	2	10	12	30	2	30	62	1	36	53	90	54	37	1	92	256
8:15 PM	0	10	10	35	10	29	74	2	36	58	96	35	45	1	81	261
8:30 PM	1	5	6	21	1	27	49	2	28	47	77	31	28	0	59	191
8:45 PM	1	9	10	24	3	32	59	2	46	41	89	34	37	0	71	229
9:00 PM	1	13	14	28	3	35	66	1	29	36	66	31	47	1	79	225
9:15 PM	2	8	10	11	7	28	46	2	21	32	55	30	32	0	62	173
9:30 PM	0	5	5	19	0	23	42	0	26	31	57	37	40	0	77	181
9:45 PM	1	9	10	14	3	18	35	1	36	39	76	20	15	0	35	156
10:00 PM	0	2	2	15	3	28	46	3	7	17	27	22	28	0	50	125
10:15 PM	1	6	7	13	1	16	30	1	11	15	27	13	24	0	37	101
10:30 PM	2	16	18	11	1	17	29	0	13	8	21	29	18	1	48	116
10:45 PM	2	9	11	8	15	20	43	2	14	13	29	18	10	3	31	114
11:00 PM	2	11	13	7	7	12	26	1	7	14	22	26	19	1	46	107
11:15 PM	1	14	15	6	5	12	23	2	8	11	21	13	15	0	28	87
11:30 PM	2	16	18	3	2	12	17	2	7	9	18	18	11	0	29	82
11:45 PM	0	8	8	4	1	9	14	0	8	5	13	12	7	1	20	55
Total	261	1868	2129	2273	1629	4901	8803	645	4154	4542	9341	5105	4910	365	10380	30653

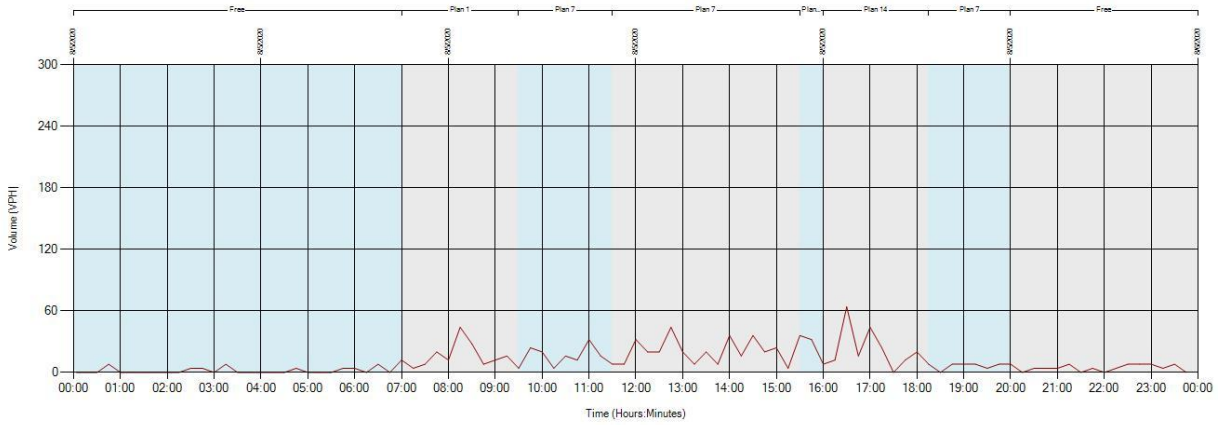
-	Peak Hour (PHF = 0.95)															
	Eastbound			Westbound				Northbound				Southbound				
	L	TR	Total	L	T	R	Total	L	T	TR	Total	L	T	R	Total	Vehicle Total
4:30 PM - 5:30 PM	37	191	228	209	68	324	601	39	377	412	828	380	666	25	1071	2728

Turning Movement Counts

Geneva Road @ 1600 North - SIG#6390
Wednesday, August 5, 2020 12:00 AM - Thursday, August 6, 2020 12:00 AM

Eastbound Left Vehicle Lanes

Total Volume = 261; Peak Hour = 4:30 PM - 5:30 PM; Peak Hour Volume = 37 VPH; PHF = 0.58; fLU = 1



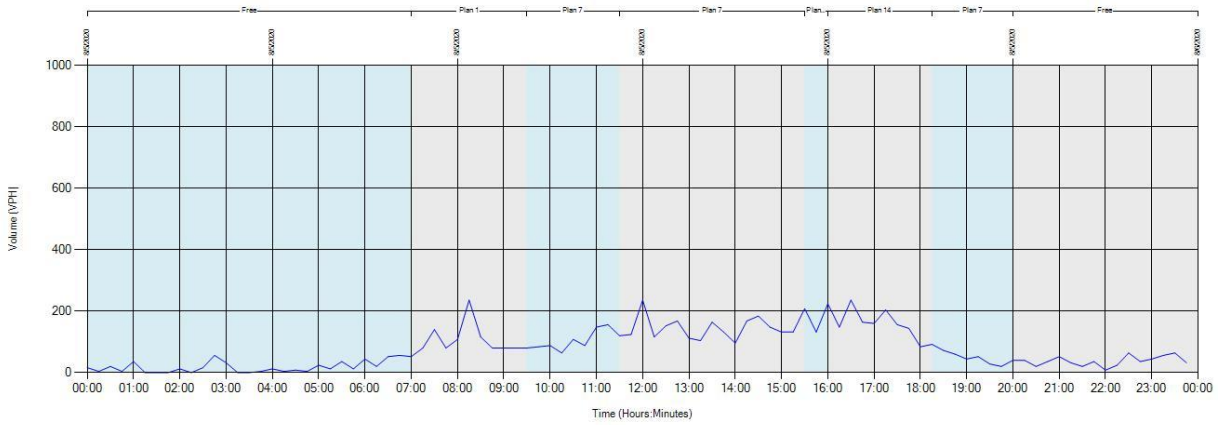
Lane 1

Turning Movement Counts

Geneva Road @ 1600 North - SIG#6390
Wednesday, August 5, 2020 12:00 AM - Thursday, August 6, 2020 12:00 AM

Eastbound Thru Vehicle Lanes

Total Volume = 1868; Peak Hour = 4:00 PM - 5:00 PM; Peak Hour Volume = 193 VPH; PHF = 0.82; fLU = 1



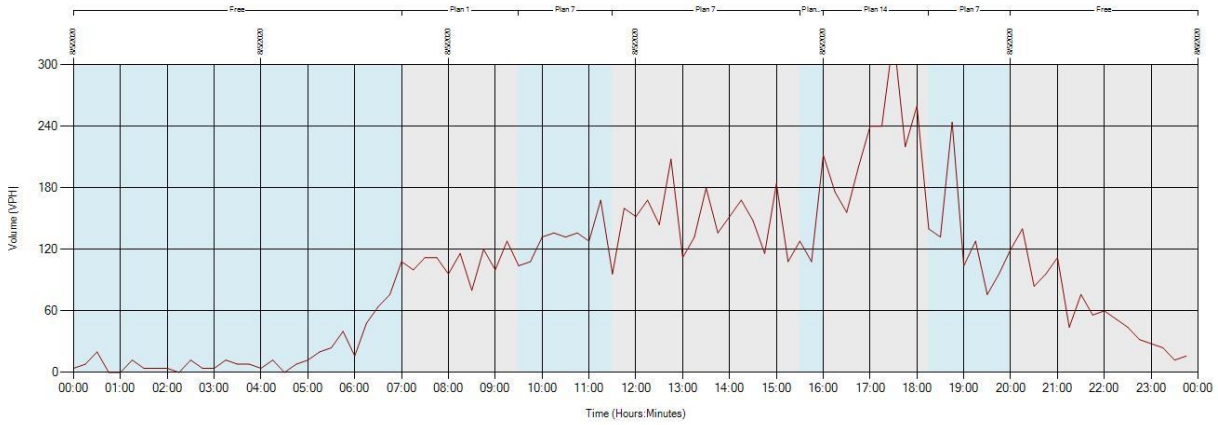
Thru Right

Turning Movement Counts

Geneva Road @ 1600 North - SIG#6390
Wednesday, August 5, 2020 12:00 AM - Thursday, August 6, 2020 12:00 AM

Westbound Left Vehicle Lanes

Total Volume = 2273; Peak Hour = 5:15 PM - 6:15 PM; Peak Hour Volume = 262 VPH; PHF = 0.8; fLU = 1



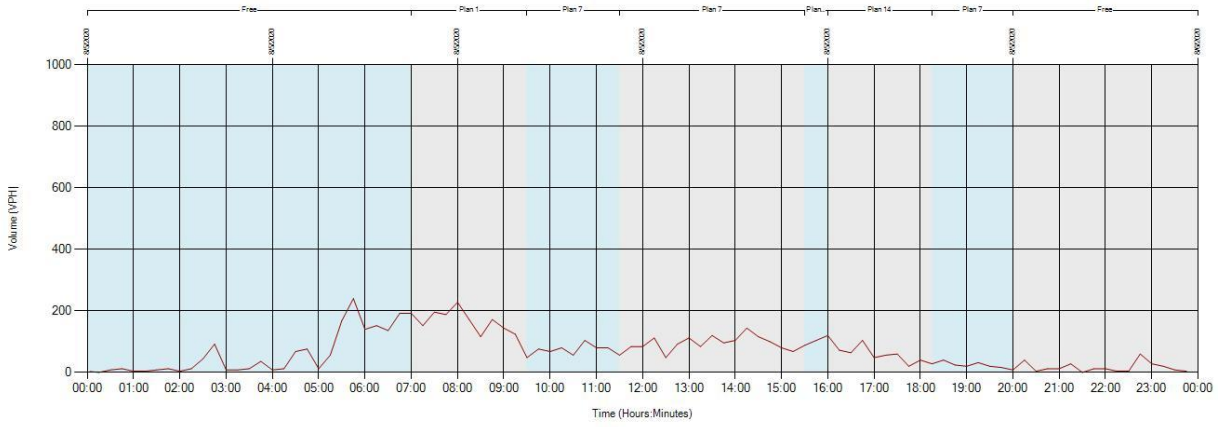
Lane 1

Turning Movement Counts

Geneva Road @ 1600 North - SIG#6390
Wednesday, August 5, 2020 12:00 AM - Thursday, August 6, 2020 12:00 AM

Westbound Thru Vehicle Lanes

Total Volume = 1629; Peak Hour = 7:30 AM - 8:30 AM; Peak Hour Volume = 196 VPH; PHF = 0.86; fLU = 1

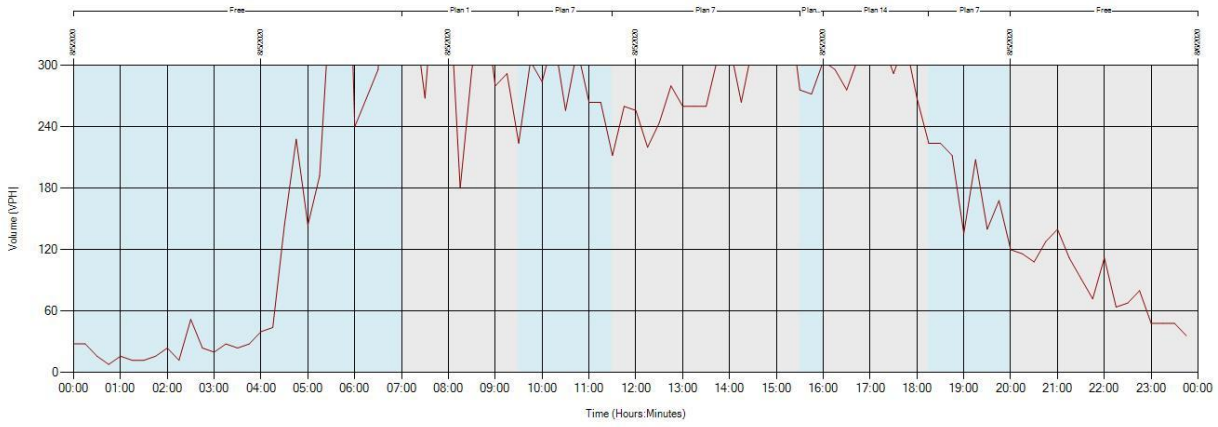


Turning Movement Counts

Geneva Road @ 1600 North - SIG#6390
Wednesday, August 5, 2020 12:00 AM - Thursday, August 6, 2020 12:00 AM

Westbound Right Vehicle Lanes

Total Volume = 4901; Peak Hour = 6:30 AM - 7:30 AM; Peak Hour Volume = 406 VPH; PHF = 0.65; fLU = 1

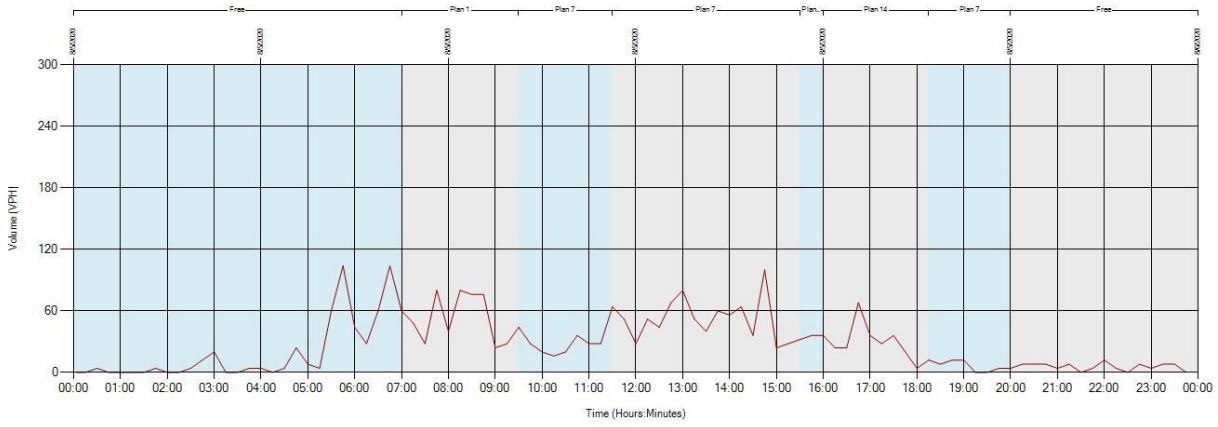


Turning Movement Counts

Geneva Road @ 1600 North - SIG#6390
Wednesday, August 5, 2020 12:00 AM - Thursday, August 6, 2020 12:00 AM

Northbound Left Vehicle Lanes

Total Volume = 645; Peak Hour = 7:45 AM - 8:45 AM; Peak Hour Volume = 69 VPH; PHF = 0.86; fLU = 1

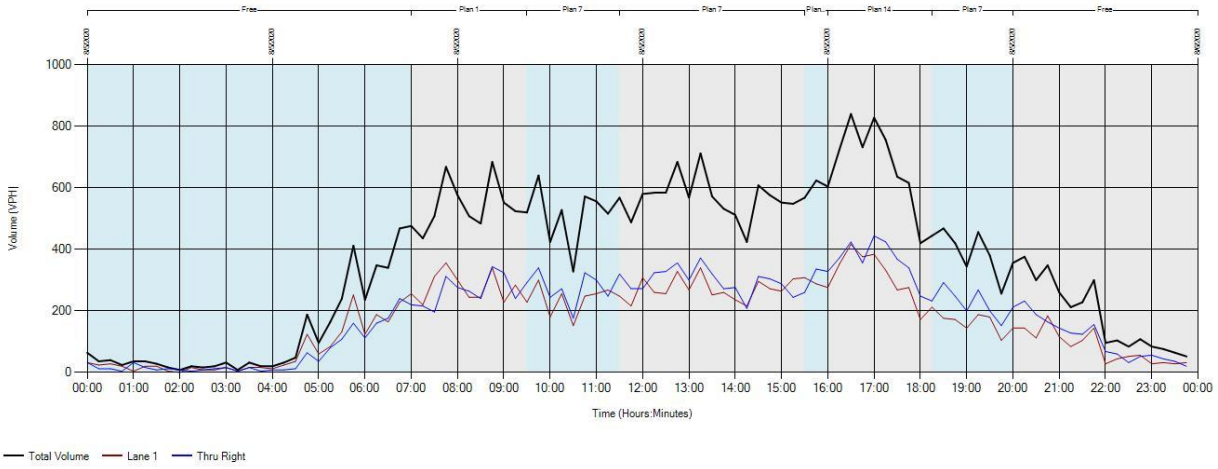


Turning Movement Counts

Geneva Road @ 1600 North - SIG#6390
Wednesday, August 5, 2020 12:00 AM - Thursday, August 6, 2020 12:00 AM

Northbound Thru Vehicle Lanes

Total Volume = 8696; Peak Hour = 4:30 PM - 5:30 PM; Peak Hour Volume = 789 VPH; PHF = 0.94; fLU = 0.96

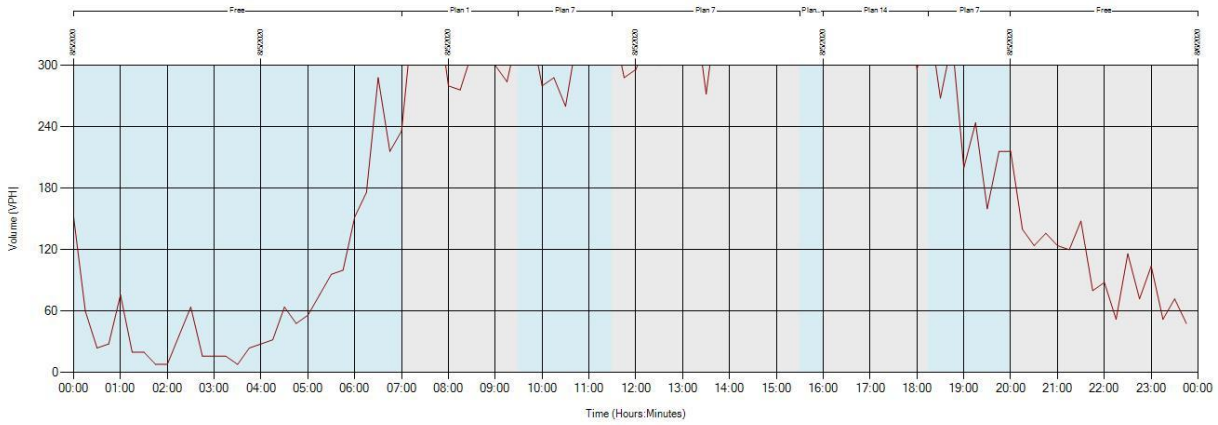


Turning Movement Counts

Geneva Road @ 1600 North - SIG#6390
Wednesday, August 5, 2020 12:00 AM - Thursday, August 6, 2020 12:00 AM

Southbound Left Vehicle Lanes

Total Volume = 5105; Peak Hour = 5:00 PM - 6:00 PM; Peak Hour Volume = 403 VPH; PHF = 0.98; fLU = 1

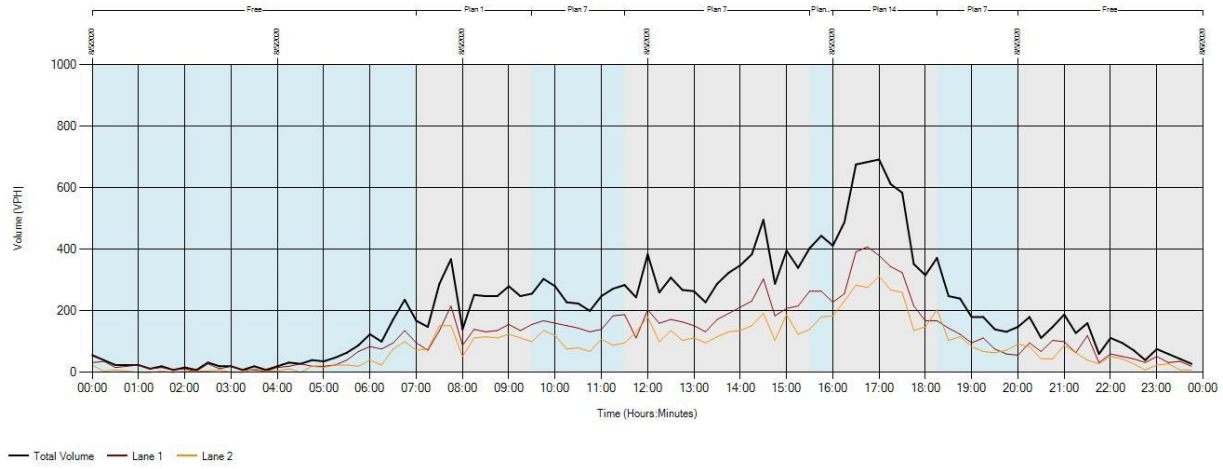


Turning Movement Counts

Geneva Road @ 1600 North - SIG#6390
Wednesday, August 5, 2020 12:00 AM - Thursday, August 6, 2020 12:00 AM

Southbound Thru Vehicle Lanes

Total Volume = 4910; Peak Hour = 4:30 PM - 5:30 PM; Peak Hour Volume = 666 VPH; PHF = 0.96; fLU = 0.86



Turning Movement Counts

Geneva Road @ 1600 North - SIG#6390
Wednesday, August 5, 2020 12:00 AM - Thursday, August 6, 2020 12:00 AM

Southbound Right Vehicle Lanes

Total Volume = 365; Peak Hour = 7:30 AM - 8:30 AM; Peak Hour Volume = 38 VPH; PHF = 0.63; fLU = 1

