PUBLIC NOTICE

Notice is hereby given that the Tooele City Council will meet in a Business Meeting on Wednesday, September 18, 2024 at the hour of 7:00 p.m. The meeting will be held in the Tooele City Hall Council Chambers, located at 90 North Main Street, Tooele, Utah. The complete public notice is posted on the Utah Public Notice Website www.utah.gov, the Tooele City Website www.tooelecity.gov, and at Tooele City Hall. To request a copy of the public notice or for additional inquiries please contact Michelle Pitt, City Recorder at (435)843-2111 or michellep@tooelecity.gov.

*We encourage you to join the City Council meeting electronically by visiting the **Tooele City YouTube Channel**, at **https://www.youtube.com/@tooelecity** or by going to YouTube.com and searching "Tooele City Channel". If you are attending electronically and would like to submit a comment for the public comment period or for a public hearing item, please email cmpubliccomment@tooelecity.gov anytime up until the start of the meeting. Emails will be read at the designated points in the meeting.*

AGENDA

1. **Pledge of Allegiance**

2. **Roll Call**

3. **Mayor's Youth Recognition Awards**

4. **Public Comment Period**

5. **Small Business Development Center Presentation**
   Presented by Jess Clifford, SBDC Director Tooele Region

6. **Public Hearing and Motion on Ordinance 2024-25** An Ordinance of the Tooele City Council Approving a Land Use Map Amendment Request by Julia Laboriel and GL Home Investments to Re-Assign the Land Use Designation for 9.81 Acres Located at Approximately 300 East 1000 North from Medium Density Residential to High Density Residential
   Presented by Andrew Aagard, Community Development Director

7. **Public Hearing and Motion on Ordinance 2024-26** An Ordinance of the Tooele City Council Approving a Land Use Map Amendment Request by Amy Johnson to Re-Assign the Land Use Designation for 4.9 Acres Located at Approximately 105 East 1000 North from Regional Commercial to Mixed Use
   Presented by Andrew Aagard, Community Development Director

8. **Public Hearing and Motion on Resolution 2024-71** A Resolution of the Tooele City Council Approving Budget Amendments for Fiscal Year 2024-2025
   Presented by Shannon Wimmer, Finance Director

9. **Resolution 2024-72** A Resolution of the Tooele City Council Approving and Ratifying a General Consulting Agreement with WSRP Certified Public Accountants Regarding the City Financial Statements for FY24
   Presented by Shannon Wimmer, Finance Director

10. **Resolution 2024-69** A Resolution of the Tooele City Council Appointing Kim Stenquist to the Administrative Control Board of the North Tooele City Special Service District
    Presented by Justin Brady, Council Chair

11. **Resolution 2024-70** A Resolution of the Tooele City Council Approving and Ratifying Change Orders #3 and #4 with Broken Arrow, Inc., for Improvements to the 1000 North and 2000 North Roadways
    Presented by Jamie Grandpre, Public Works Director

12. **Resolution 2024-73** A Resolution of the Tooele City Council Acknowledging the Mayor's Appointments of Allison Dunn, Heather Hooper, Jon Gossett, and Wayne Anderton to the Tooele City Historic Main Street Commission as Commission Members
    Presented by John Perez, Economic Development Director

13. **Resolution 2024-74** A Resolution of the Tooele City Council Authorizing a Date Extension for Payment of a Fee-in-Lieu of Water Rights Conveyance for Asilia Investments
    Presented by John Perez, Economic Development Director

14. **Resolution 2024-75** A Resolution of the Tooele City Council Approving a Settlement Agreement with the Environmental Protection Agency and Property Owner Regarding Certain Property on Broadway
    Presented by John Perez, Economic Development Director

15. **Resolution 2024-76** A Resolution of the Tooele City Council Authorizing an Economic Development Incentive for Perry Commercial Center for a 120,000 Square Foot Anchor Development
    Presented by John Perez, Economic Development Director

16. **Invoices & Purchase Orders**
    Presented by Michelle Pitt, City Recorder

17. **Minutes**
    ~ August 21, 2024 Work Meeting Minutes
    ~ August 21, 2024 Business Meeting Minutes
18. **Adjourn**

_____
Michelle Y. Pitt, Tooele City Recorder

Pursuant to the Americans with Disabilities Act, individuals needing special accommodations should notify Michelle Y. Pitt, Tooele City Recorder, at 435-843-2111 or michellep@tooelecity.gov, prior to the meeting.

TOOELE CITY CORPORATION

ORDINANCE 2024-25

AN ORDINANCE OF TOOELE CITY REASSIGNING THE LAND USE DESIGNATION FOR APPROXIMATELY 9.81 ACRES OF PROPERTY LOCATED AT APPROXIMATELY 300 EAST 1000 NORTH FROM MEDIUM DENSITY RESIDENTIAL (MDR) TO HIGH DENSITY RESIDENTIAL (HDR).

WHEREAS, Utah Code §10-9a-401, *et seq.*, requires and provides for the adoption of a "comprehensive, long-range plan" (hereinafter the "General Plan") by each Utah city and town, which General Plan contemplates and provides direction for (a) "present and future needs of the community" and (b) "growth and development of all or any part of the land within the municipality"; and,

WHEREAS, the Tooele City General Plan includes various elements, including water, sewer, transportation, and land use. The Tooele City Council adopted the Land Use Element of the Tooele City General Plan, after duly-noticed public hearings, by Ordinance 2020-47, on December 16, 2020, by a vote of 5-0; and,

WHEREAS, the Land Use Element (hereinafter the "Land Use Plan") of the General Plan establishes Tooele City's general land use policies, which have been adopted by Ordinance 2020-47 as a Tooele City ordinance, and which set forth appropriate Use Designations for land in Tooele City (e.g., residential, commercial, industrial, open space); and,

WHEREAS, the Land Use Plan reflects the findings of Tooele City's elected officials regarding the appropriate range, placement, and configuration of land uses within the City, which findings are based in part upon the recommendations of land use and planning professionals, Planning Commission recommendations, public comment, and other relevant considerations; and,

WHEREAS, Utah Code §10-9a-501, *et seq.*, provides for the enactment of "land use [i.e., zoning] ordinances and a zoning map" that constitute a portion of the City's regulations (hereinafter "Zoning") for land use and development, establishing order and standards under which land may be developed in Tooele City; and,

WHEREAS, a fundamental purpose of the Land Use Plan is to guide and inform the recommendations of the Planning Commission and the decisions of the City Council about the Zoning designations assigned to land within the City (e.g., R1-10 residential, neighborhood commercial (NC), light industrial (LI)); and,

WHEREAS, the City received an Amendment Petition for Land Use Map amendment for 9.81 acres of property located at approximately 300 East 1000 North on July 18, 2024, requesting that the Subject Property be reassigned from the MDR Land Use designation to the HDR Land Use designation (see Amendment Petition and map attached as Exhibit A, and Staff Report attached as Exhibit B); and,

WHEREAS, the Subject Properties are owned by Julia Laboriel and are currently designated as Medium Density Residential in the Land Use Element of the General Plan; and,

WHEREAS, the High Density Residential land use designation includes the MR-8, MR-12, MR-16 and MR-20 Multi-Family Residential Zoning districts; and,

WHEREAS, the MR Multi-Family Residential zones permit exclusively three or more attached residential units such as townhomes, condominiums and apartments; and,

WHEREAS, the Medium Density land use designation includes the R1-7, R1-8 and R1-10 Residential zoning districts; and,

WHEREAS, the Moderate Income Housing Plan, an element of the Tooele City General Plan, includes state mandated strategies that the City must employ to facilitate the construction of moderate income housing and that by amending the land use to HDR the City will be able to rezone to densities allowing the construction of a broader range of moderate income housing and fulfill the strategies mandated by the state; and,

WHEREAS, on September 11, 2024, the Planning Commission convened a duly noticed public hearing, accepted written and verbal comment, and voted to forward its recommendation to the City Council (see Planning Commission minutes attached as Exhibit C); and,

WHEREAS, on September 18, 2024, the City Council convened a duly-noticed public hearing:

NOW, THEREFORE, BE IT ORDAINED BY THE TOOELE CITY COUNCIL that:

1. this Ordinance and the Land Use Map amendment proposed therein is in the best interest of the City in that it will create additional opportunities to rezone to densities that will permit the construction of a greater range of moderate income housing; and,
2. enable and facilitate the construction of more housing units; and,
3. the Land Use map is hereby amended reassigning the Land Use designation to High Density Residential for approximately 9.81 acres of property located at approximately 300 East 1000 North, according to the map attached as Exhibit A and staff report attached as Exhibit B.

This Ordinance is necessary for the immediate preservation of the peace, health, safety, or welfare of Tooele City and shall become effective immediately upon passage, without further publication, by authority of the Tooele City Charter.

IN WITNESS WHEREOF, this Ordinance is passed by the Tooele City Council this ____ day of _____, 20__.

TOOELE CITY COUNCIL

(For) (Against)

_____ _____

_____ _____

_____ _____

_____ _____

_____ _____

ABSTAINING: _____

MAYOR OF TOOELE CITY

(Approved) (Disapproved)

_____ _____

ATTEST:

_____
Michelle Pitt, City Recorder

S E A L

Approved as to Form: _____
Roger Baker, Tooele City Attorney

Exhibit A

Petition and Mapping Pertinent to Land Use Map Amendment

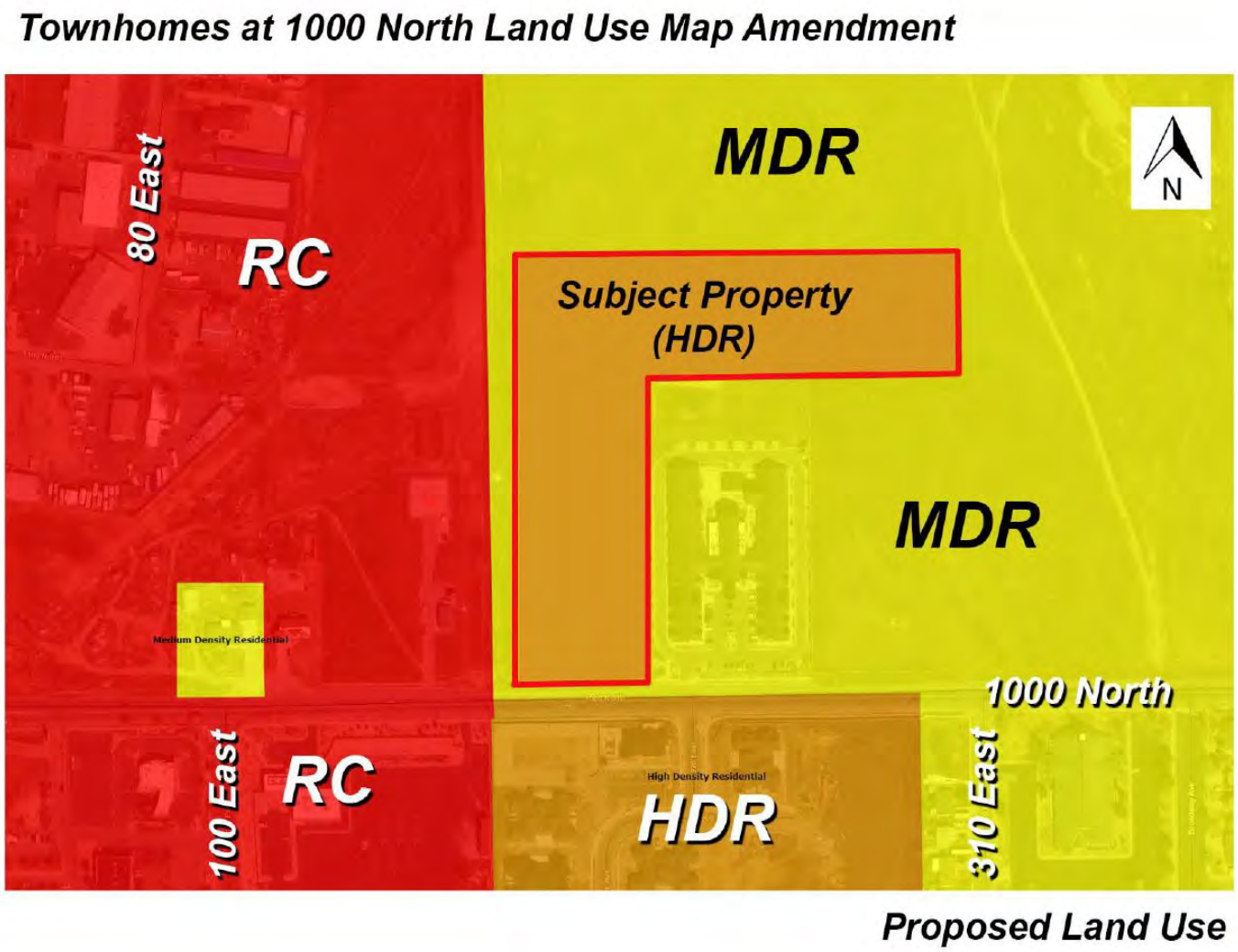


Exhibit B

Staff Report

PUBLIC NOTICE

NOTICE IS HEREBY GIVEN THAT the Tooele City Planning Commission will meet in a business meeting scheduled for ***Wednesday, August 28, 2024*** at the hour of 7:00 p.m. The meeting will be held in the City Council Chambers of Tooele City Hall, located at 90 North Main Street, Tooele, Utah.

We encourage anyone interested to join the Planning Commission meeting electronically through Tooele City's YouTube channel by logging onto www.youtube.com/@tooelecity or searching for our YouTube handle ***@tooelecity****. If you would like to submit a comment for any public hearing item you may email pcpubliccomment@tooelecity.gov any time after the advertisement of this agenda and before the close of the hearing for that item during the meeting. Emails will only be read for public hearing items at the designated points in the meeting.*

AGENDA

1. **Pledge of Allegiance**

2. **Roll Call**

3. **Public Hearing and Decision –** Application #2024-038, a request by Natsu Healthcare for Conditional use Permit approval to allow the operation o f a medical clinic including social and medical detoxification services on property located at 1959 N. Aaron Drive in the Overlake Highway Commercial zoning district.
   Jared Hall, City Planner presenting

4. **Public Hearing and Recommendation** – Application #2024-031, a request by Julia Laboriel and GL Home Investments to amend the Land use Map designation of 9.81 acres of property located at approximately 300 East 1000 North from Medium Density Residential to High Density Residential.
   Jared Hall, City Planner presenting

5. **City Council Reports**

6. **Review and Approval** – Planning Commission Minutes for the meeting held on August 14, 2024.

7. **Adjourn**

Pursuant to the Americans with Disabilities Act, individuals needing special accommodations during this meeting should notify Jared Hall, Tooele City Planner prior to the meeting at (435) 843-2132.

STAFF REPORT
August 23, 2024

To: Tooele City Planning Commission
Business Date: August 28, 2024

From: Planning Division
Community Development Department

Prepared By: Jared Hall, City Planner / Zoning Administrator

Re: **Townhomes at 1000 North – Land Use Map Amendment Request**

Application No.:	2024-031
Applicant:	Julia Laboriel, GL Home Investments
Project Location:	Approximately 300 East 1000 North
LU Designation:	Medium Density Residential
Current Zoning:	RR-5, Rural Residential
Acreage:	9.81 acres
Request:	Land Use Map Amendment to High Density Residential

BACKGROUND

The applicant is requesting an amendment to the Land Use Map of the General Plan, re-assigning the 9.81-acre subject property from the Medium Density Residential (MDR) designation to the High Density Residential (HDR) designation in order to facilitate a potential change of zoning that would allow development of townhomes on the property. The HDR designation would align with multi-family zones, allowing higher density residential uses such as townhomes, apartments and condominiums.

ANALYSIS

General Plan Considerations. Land Use Map designations are intended in part to help inform and guide decisions related to the zoning of properties. Different land use designations support some zoning types over others. The current Land Use Map designation of the subject property is Medium Density Residential (MDR).

Preferred Zoning Districts, by Land Use Designation			
Medium Density Residential, 0.6 – 3.5 dwelling units per acre	R1-10	R1-8	R1-7
High Density Residential, 8-20 dwellling units per acre	MR-8	MR-16	MR-20

Zoning districts supported by the requested HDR designation are the MR-8, MR-12, MR-16 and MR-20, Multi-Family Residential zoning districts. Single family homes and duplex type residential units are not permitted in the MR zoning districts.

Properties to the east and north are designated MDR. Properties to the west are designated Regional Commercial (RC). Crossing 1000 North, the properties to the south are designated HDR. The applicant would argue that this request represents a natural expansion of that designation, allowing higher density zoning

adjacent to the Commercial development to the west. Additionally, it should be noted that there is a higher density residential senior living community to the south and a nursing home immediately adjacent. Not far to the north is Western Acres, a large higher density residential townhome development. Western Acres will not extend south to the subject property but it will be close to it. There are no existing single-family residential subdivisions within close proximity to the subject property.

Goals & Objectives. The Land Use Map is a part of the Land Use Element of the General Plan. The Land Use Element includes general goals and objectives as well as several more goals that are more specific to the requested High Density category itself. In reviewing the Land Use Element, staff suggests that the following goals and objectives could be considered as they relate to the current proposal.

- From the High Density Residential Land Use Category: *"Developments in these areas should be situated in close proximity to recreation facilities, services, schools, transit opportunities, commercial centers, and employment centers..."*

  "These areas should provide a buffer to single-family neighborhoods and be integrated between those and surrounding nonresidential uses."

  The subject property is located adjacent to land that is designated RC, and is zoned Light Industrial (LI). The proposed change may support these statements linked to the requested High Density Residential designation.

- From the General Land Use Goals and Objectives, Goal #4: "*Maintain a balance of land uses that support a high quality of life, a diverse economic base, and a rich mixture of housing and leisure opportunities."*

The proposed change is in support of higher density residential uses that would align with those to the south and north, and could be viewed as forming an appropriate transition from the commercial/industrial development to the west and the single-family detached uses further east. The proposed re-assignment of this property to HDR could be viewed as supporting this goal.

Zoning. The subject property is currently zoned Rural Residential, RR-5. As discussed previously, the proposed reassignment from MDR to HDR would support zoning changes to multi-family zones as opposed to single-family zones.

Criteria for Approval. The criteria for review and potential approval of a Land Use Map Amendment request is found in Section 7-1A-3 of the Tooele City Code. This section depicts the standard of review for such requests as:

(1) In considering a proposed amendment to the Tooele City General Plan, the applicant shall identify, and the City Staff, Planning Commission, and City Council may consider, the following factors, among others:
   (a) The effect of the proposed amendment on the character of the surrounding area;
   (b) Consistency with the General Plan Land Use Map and the goals and policies of the General Plan and its separate elements;
   (c) Consistency and compatibility with the existing uses of adjacent and nearby properties;
   (d) Consistency and compatibility with the possible future uses of adjoining and nearby properties as identified by the General Plan;
   (e) The suitability of the properties for the uses requested vis-à-vis the suitability of the properties for the uses identified by the General Plan; and

(f) The overall community benefit of the proposed amendment.

REVIEWS

Planning Division Review. The Tooele City Planning Division has completed their review of the Land Use Map Amendment submission and has issued the following comments:

1. The proposed change can be viewed as aligned with and supporting objectives and goals of the General Plan regarding higher density uses being located near services and transportation corridors.

2. The proposed change can be viewed as aligned with and supporting objectives and goals of the General Plan regarding higher density uses providing buffers between lower density residential uses and non-residential uses.

3. The proposed change can be viewed as supporting a more diverse range of housing for the larger area, and places that density within close proximity to the area's major transportation route, SR-36 and to the services along that route and immediately adjacent.

Engineering Review & Public Works Review. The Tooele City Engineering Division and Public Works Department have concerns about providing water for additional density where no current zoning exists.

Fire Department Review. The Fire Department had no comments about this application.

Noticing. Notice of the public hearing has been publicly posted and properly issued to area property owners in the manner outlined in the City and State Codes.

STAFF RECOMMENDATION

Staff recommends the Planning Commission carefully weigh this request for a Land Use Map Amendment according to the appropriate tenets of the Utah State Code and the Tooele City Code, particularly Section 7-1A-7(1) and render a decision in the best interest of the community with any conditions deemed appropriate and based on specific findings to address the necessary criteria for making such decisions.

Potential topics for findings that the Commission should consider in rendering a decision:

1. The effect of the proposed application on the character of the surrounding area.

2. The degree to which the proposed application is consistent with the intent, goals, and objectives of any applicable master plan.

3. The degree to which the proposed application is consistent with the intent, goals, and objectives of the Tooele City General Plan.

4. The degree to which the proposed application is consistent with the requirements and provisions of the Tooele City Code.

5. The suitability of the properties for the uses proposed.

6. The degree to which the proposed application will or will not be deleterious to the health, safety, and general welfare of the general public or the residents of adjacent properties.

7. The degree to which the proposed application conforms to the general aesthetic and physical development of the area.

8. Whether a change in the uses allowed for the affected properties will unduly affect the uses or proposed uses for adjoining and nearby properties.

9. The overall community benefit of the proposed amendment.

10. Whether or not public services in the area are adequate to support the subject development.

11. Other findings the Commission deems appropriate to base their decision upon for the proposed application.

MODEL MOTIONS

Sample Motion for a Positive Recommendation – "I move we forward a positive recommendation to the City Council for application number 2024-031: the request by Julia Laboriel and GL Home Investments to amend the Land Use Map designation of the 9.81-acre property located at approximately 300 East and 1000 North from Medium Density Residential to High Density Residential based on the following findings and conditions:"

1. List findings and any conditions…

Sample Motion for a Negative Recommendation – "I move we forward a negative recommendation to the City Council for application number 2024-031: the request by Julia Laboriel and GL Home Investments to amend the Land Use Map designation of the 9.81-acre property located at approximately 300 East and 1000 North from Medium Density Residential to High Density Residential based on the following findings:"

1. List findings…

Exhibit C

Planning Commission Minutes

TOOELE CITY CORPORATION

ORDINANCE 2024-26

AN ORDINANCE OF TOOELE CITY REASSIGNING THE LAND USE DESIGNATION FOR APPROXIMATELY 4.9 ACRES OF PROPERTY LOCATED AT APPROXIMATELY 105 EAST 1000 NORTH FROM REGIONAL COMMERCIAL (RC) TO MIXED USE (MU).

WHEREAS, Utah Code §10-9a-401, *et seq.*, requires and provides for the adoption of a "comprehensive, long-range plan" (hereinafter the "General Plan") by each Utah city and town, which General Plan contemplates and provides direction for (a) "present and future needs of the community" and (b) "growth and development of all or any part of the land within the municipality"; and,

WHEREAS, the Tooele City General Plan includes various elements, including water, sewer, transportation, and land use. The Tooele City Council adopted the Land Use Element of the Tooele City General Plan, after duly-noticed public hearings, by Ordinance 2020-47, on December 16, 2020, by a vote of 5-0; and,

WHEREAS, the Land Use Element (hereinafter the "Land Use Plan") of the General Plan establishes Tooele City's general land use policies, which have been adopted by Ordinance 2020-47 as a Tooele City ordinance, and which set forth appropriate Use Designations for land in Tooele City (e.g., residential, commercial, industrial, open space); and,

WHEREAS, the Land Use Plan reflects the findings of Tooele City's elected officials regarding the appropriate range, placement, and configuration of land uses within the City, which findings are based in part upon the recommendations of land use and planning professionals, Planning Commission recommendations, public comment, and other relevant considerations; and,

WHEREAS, Utah Code §10-9a-501, *et seq.*, provides for the enactment of "land use [i.e., zoning] ordinances and a zoning map" that constitute a portion of the City's regulations (hereinafter "Zoning") for land use and development, establishing order and standards under which land may be developed in Tooele City; and,

WHEREAS, a fundamental purpose of the Land Use Plan is to guide and inform the recommendations of the Planning Commission and the decisions of the City Council about the Zoning designations assigned to land within the City (e.g., R1-10 residential, neighborhood commercial (NC), light industrial (LI)); and,

WHEREAS, the City received an Amendment Petition for Land Use Map amendment for 4.9 acres of property located at approximately 105 East 1000 North on July 26, 2024, requesting that the Subject Property be reassigned from the RC Land Use designation to the MU Land Use designation (see Amendment Petition and map attached as Exhibit A, and Staff Report attached as Exhibit B); and,

WHEREAS, the Subject Property is owned by the Skinner Johnson Family and are currently designated as Regional Commercial in the Land Use Element of the General Plan; and,

WHEREAS, the Mixed Use land use designation includes the MR-G Mixed Use General and the Mixed Use Broadway Zoning districts; and,

WHEREAS, the MU zones permit many commercial uses and all types of residential housing including buildings where the upper floor is a residential use and the bottom floor is a commercial use and the applicant is desirous to construct townhome type structures where the owner can live and work; and,

WHEREAS, the Regional Commercial land use designation requires the RD Research and Development zone and the RC Regional Commercial zone and neither zoning district permits residential uses in conjunction with commercial uses; and,

WHEREAS, the Moderate Income Housing Plan, an element of the Tooele City General Plan, includes state mandated strategies that the City must employ to facilitate the construction of moderate income housing and that by amending the land use to HDR the City will be able to rezone to densities allowing the construction of a broader range of moderate income housing and fulfill the strategies mandated by the state; and,

WHEREAS, on September 11, 2024, the Planning Commission convened a duly noticed public hearing, accepted written and verbal comment, and voted to forward its recommendation to the City Council (see Planning Commission minutes attached as Exhibit C); and,

WHEREAS, on September 18, 2024, the City Council convened a duly-noticed public hearing:

NOW, THEREFORE, BE IT ORDAINED BY THE TOOELE CITY COUNCIL that:

1. this Ordinance and the Land Use Map amendment proposed therein is in the best interest of the City in that it will create additional opportunities to rezone to densities that will permit the construction of a greater range of moderate income housing; and,
2. enable the creation of a commercial development where the business owners may both live and work, a land uses that has not been utilized in Tooele City previously; and,
3. enable the development of a limited access property and provide commercial space to certain businesses that do not have space readily available such as art studios, galleries, etc; and,
4. the Land Use map is hereby amended reassigning the Land Use designation to Mixed Use (MU) for approximately 4.9 acres of property located at approximately 105 East 1000 North, according to the map attached as Exhibit A and staff report attached as Exhibit B.

This Ordinance is necessary for the immediate preservation of the peace, health, safety, or welfare of Tooele City and shall become effective immediately upon passage, without further publication, by authority of the Tooele City Charter.

IN WITNESS WHEREOF, this Ordinance is passed by the Tooele City Council this ____ day of _____, 20__.

TOOELE CITY COUNCIL

(For) (Against)

_____ _____

_____ _____

_____ _____

_____ _____

_____ _____

ABSTAINING: _____

MAYOR OF TOOELE CITY

(Approved) (Disapproved)

_____ _____

ATTEST:

_____
Michelle Pitt, City Recorder

S E A L

Approved as to Form: _____
Roger Baker, Tooele City Attorney

Exhibit A

Petition and Mapping Pertinent to Zoning Map Amendment

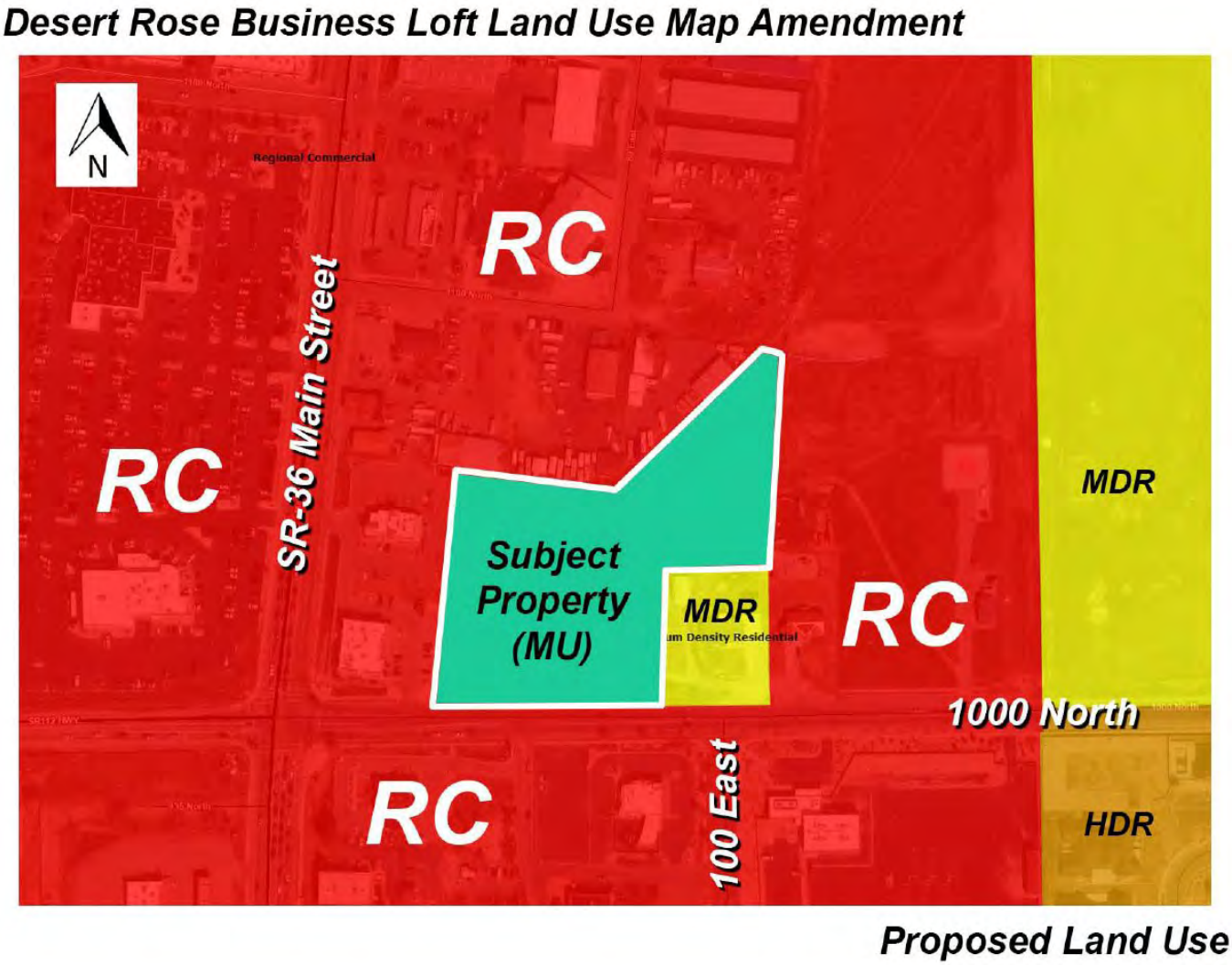


Exhibit B

Staff Report

STAFF REPORT
September 6, 2024

To: Tooele City Planning Commission
Business Date: September 11, 2024

From: Planning Division
Community Development Department

Prepared By: Jared Hall, City Planner / Zoning Administrator

Re: **Desert Rose Business Lofts – Land Use Map Amendment Request**

Application No.:	2024-040
Applicant:	Amy Johnson
Project Location:	105 East 1000 North
LU Designation:	Regional Commercial
Current Zoning:	RR-1, Rural Residential
Acreage:	4.9 acres
Request:	Land Use Map Amendment to Mixed Use

BACKGROUND

The applicant is requesting an amendment to the Land Use Map of the General Plan, re-assigning the 4.9-acre subject property from the Regional Commercial (RC) designation to the Mixed Use (MU) designation in order to facilitate a potential change of zoning that would allow development of live-work style townhomes on the property. The MU designation would align with mixed-use zones such as MU-G, Mixed-Use General, which would allow a mix of residential and commercial uses on the property. The applicant's intent is to construct live-work townhouse style units, where the main floors are commercial spaces and the upper floors are living spaces for use by the same owner. The current zoning of the property is RR-1, Rural Residential, which does not align with the existing land use designation. Some change of zoning is already anticipated by the General Plan.

ANALYSIS

General Plan Considerations. Land Use Map designations are intended in part to help inform and guide decisions related to the zoning of properties. Different land use designations support some zoning types over others. The current Land Use Map designation of the subject property is Regional Commercial, RC. The proposed change is to Mixed-Use, MU. The following table displays the preferred zoning designations for the existing and proposed land use categories.

Preferred Zoning Districts, by Land Use Designation		
REGIONAL COMMERCIAL, RC (Commercial Land Uses Categories)	RC	RD
MIXED-USE, MU (Special Land Uses Categories)	MU-G	MU-B

Zoning districts supported by the existing land use category are Regional Commercial (RC) and Research & Development (RD). Zoning districts supported by the requested Mixed-Use category include the Mixed-Use

General (MU-G) and the Mixed-Use Broadway (MU-B).

Discussion / Comparison of Land Use Categories. In making a determination to alter the Land Use Map, a discussion and analysis of the differences between the existing and proposed categories should be part of the process. The applicant has requested a reassignment of the property from the Regional Commercial (RC) category to the Mixed-Use (MU) category.

- PROPOSED: Mixed-Use. In addition to supporting the MU-G and MU-B zoning as shown in the previous section, the General Plan states that the Mixed-Use category *"…supports the mix of land uses, primarily single-family and multi-family residential, office, commercial and institutional. It requires a commitment to exceptional levels of quality and a specific plan of development that meets the approval of the City. The intent of this category is to identify underutilized, marginal, or blighted areas that could be rejuvenated, upgraded, or simply be replaced with quality development. Critical features that should be encouraged in these areas include reasonable scale, secondary forms of circulation such as bicycling and walking, well-conceived sites with access to and integration with transit opportunities, well designed buildings that capitalize on the area's history and values, and quality amenities."*

- EXISTING: Regional Commercial. In addition to supporting the RC and RD zoning as shown in the previous section, the General Plan states that the Regional Commercial category is *"…intended to provide for general commercial opportunities that include a wide range of uses that serve the community and the region. This category permits the full scope of commercial land uses that are destination-oriented. The areas may include large-scale, master-planned commercial centers, big-box stores, and offices. Specific uses in this land sue category include a wide range of retail businesses, personal services, food and beverage establishments, hotel and other tourist uses, automotive sales and repair, professional offices, and housing. Regional Commercial land uses are primarily located along major transportation corridors."*

Goals & Objectives. The Land Use Map is a part of the Land Use Element of the General Plan. The Land Use Element includes general goals and objectives as well as several more goals that are more specific to the requested and existing categories. In reviewing the Land Use Element, staff suggests that the following goals and objectives could be considered as they relate to the current proposal.

- From the Special Land Use (Mixed-Use) Category, Goal #1: "*Provide a broad variety of land uses that create a high level of synergy within mixed-use areas."*

  The proposed change in support of a mixed-use, live-work development supports this goal, and two strategies in this section as well, specifically:

  - *Incorporate a diverse range of residential and non-residential uses within mixed-use areas.*
  - *Encourage redevelopment that invigorates an area while also respecting the character of adjacent neighborhoods.*

  The scale and design of a mixed-use project in this area would be compatible with the surrounding area and the current pattern of land use development, considering the heavier retail and service uses to the west and the more residential development to the east.

- From the General Land Use Goals and Objectives, Goal #1: *"Recognize Tooele's role as a community having an assortment of commerce and housing opportunities."*

Mixed-use developments, and in particular a live-work development, provides an opportunity for a unique type of housing and commerce.

- From the General Land Use Goals and Objectives, Goal #4: "*Maintain a balance of land uses that support a high quality of life, a diverse economic base, and a rich mixture of housing and leisure opportunities.*"

  Opportunities for mixed-use developments are limited, but true mixed-use development where both commercial and residential uses are present on the same property or in the same buildings provides diversity in both housing and economics.

The proposed change to the Mixed Use land use category can be viewed as supporting these goals of the General Plan.

Access Considerations. While the Regional Commercial category is not inappropriate, it should be noted that the subject property lacks direct access to Main Street and the heavier traffic there. Traffic volumes such as those on Main Street are important to the kind of large-scale commercial development anticipated by the Regional Commercial category. Additionally, access to the subject property from 1000 North will be limited to right-in and right-out only turning movements by a raised median which is planned for that area. Lacking direct access on Main Street and lacking full access on 1000 North, re-assignment of the subject property to the Mixed Use category may be an opportunity to bring a unique commercial development style to the area, while still supporting the goals of the General Plan.

Zoning. The subject property is currently zoned Rural Residential, RR-1. As discussed previously, the proposed reassignment from RC to MU would support zoning changes to mixed-use zones as opposed to more traditional regional commercial zoning.

Criteria for Approval. The criteria for review and potential approval of a Land Use Map Amendment request is found in Section 7-1A-3 of the Tooele City Code. This section depicts the standard of review for such requests as:

(1) In considering a proposed amendment to the Tooele City General Plan, the applicant shall identify, and the City Staff, Planning Commission, and City Council may consider, the following factors, among others:
   (a) The effect of the proposed amendment on the character of the surrounding area;
   (b) Consistency with the General Plan Land Use Map and the goals and policies of the General Plan and its separate elements;
   (c) Consistency and compatibility with the existing uses of adjacent and nearby properties;
   (d) Consistency and compatibility with the possible future uses of adjoining and nearby properties as identified by the General Plan;
   (e) The suitability of the properties for the uses requested vis-à-vis the suitability of the properties for the uses identified by the General Plan; and
   (f) The overall community benefit of the proposed amendment.

Applicant Provided Materials. In addition to a narrative answer to the questions posed in the application form, the applicant has provided a conceptual site plan and several concepts of live-work units. Please remember that this application is only for the Land Use Map amendment, and is not itself an application to develop the property. If the application is granted, zoning map amendments and other development applications would be necessary. These plans and elevations have been included only as illustrations of

how a live-work, mixed-use project might be developed on the property. The applicant's narrative arguments, site plan, and elevations have been attached for your review.

REVIEWS

Planning Division Review. The Tooele City Planning Division has completed their review of the Land Use Map Amendment submission and has issued the following comments:

1. The proposed change can be viewed as aligned with and supporting objectives and goals of the General Plan regarding diversity of commercial and residential opportunities.

2. The proposed change can be viewed as aligned with and supporting objectives and goals of the General Plan regarding appropriate scale of development and respecting the character of adjacent uses.

3. The proposed change can be viewed as supporting an opportunity for unique development types that fit into the larger area, and capitalize on proximity to the major transportation route, but do not require direct access or immediate adjacency to it.

Engineering Review & Public Works Review. The Tooele City Engineering Division and Public Works Department had no comments about this application.

Fire Department Review. The Fire Department had no comments about this application.

Noticing. Notice of the public hearing has been publicly posted and properly issued to area property owners in the manner outlined in the City and State Codes.

STAFF RECOMMENDATION

Staff recommends the Planning Commission carefully weigh this request for a Land Use Map Amendment according to the appropriate tenets of the Utah State Code and the Tooele City Code, particularly Section 7-1A-7(1) and render a decision in the best interest of the community with any conditions deemed appropriate and based on specific findings to address the necessary criteria for making such decisions.

Potential topics for findings that the Commission should consider in rendering a decision:

1. The effect of the proposed application on the character of the surrounding area.

2. The degree to which the proposed application is consistent with the intent, goals, and objectives of any applicable master plan.

3. The degree to which the proposed application is consistent with the intent, goals, and objectives of the Tooele City General Plan.

4. The degree to which the proposed application is consistent with the requirements and provisions of the Tooele City Code.

5. The suitability of the properties for the uses proposed.

6. The degree to which the proposed application will or will not be deleterious to the health, safety, and general welfare of the general public or the residents of adjacent properties.

7. The degree to which the proposed application conforms to the general aesthetic and physical development of the area.

8. Whether a change in the uses allowed for the affected properties will unduly affect the uses or proposed uses for adjoining and nearby properties.

9. The overall community benefit of the proposed amendment.

10. Whether or not public services in the area are adequate to support the subject development.

11. Other findings the Commission deems appropriate to base their decision upon for the proposed application.

MODEL MOTIONS

Sample Motion for a Positive Recommendation – "I move we forward a positive recommendation to the City Council for application number 2024-040: the request by Amy Johnson to amend the Land Use Map designation of the 4.9-acre property located at 105 East 1000 North from Regional Commercial to Mixed-Use based on the following findings and conditions:"

1. List findings and any conditions

Sample Motion for a Negative Recommendation – I move we forward a negative recommendation to the City Council for application number 2024-040: the request by Amy Johnson to amend the Land Use Map designation of the 4.9-acre property located at 105 East 1000 North from Regional Commercial to Mixed-Use based on the following findings and conditions:"

1. List findings and any conditions

Exhibit C

Planning Commission Minutes

TOOELE CITY CORPORATION

RESOLUTION 2024-71

A RESOLUTION OF THE TOOELE CITY COUNCIL APPROVING BUDGET AMENDMENTS FOR FISCAL YEAR 2024-2025.

WHEREAS, the City Council finds it necessary and prudent to re-open the 2024-2025 fiscal year budget to make amendments, pursuant to U.C.A. §§10-6-124-128, in order to more efficiently utilize funds to be received, said amendments being shown in the attached Exhibit A; and,

WHEREAS, the City Council convened a duly-noticed public hearing on September 18, 2024, pursuant to the requirements of U.C.A. §§10-6-113, -114:

NOW, THEREFORE, BE IT RESOLVED BY THE TOOELE CITY COUNCIL that the budget amendments for fiscal year 2024-2025 as shown on Exhibit A, which is attached hereto and made a part hereof, are hereby approved.

This Resolution shall be effective immediately upon passage, without further publication, by authority of the Tooele City Charter.

Passed this ____ day of _____, 2024.

TOOELE CITY COUNCIL

(For) (Against)

_____ _____

_____ _____

_____ _____

_____ _____

_____ _____

ABSTAINING: _____

MAYOR OF TOOELE CITY

(For) (Against)

_____ _____

ATTEST:

_____
Michelle Y. Pitt, City Recorder

S E A L

Fiscal Approval: _____
Shannon Wimmer, Director of Finance

Approved as to Form: _____
Roger Evans Baker, City Attorney

Exhibit A

Budget Amendments

TOOELE CITY CORPORATION

BUDGET AMENDMENTS

FISCAL YEAR ENDING 06/30/2024

09/10/24

12:43 PM

	ACCT NUMBER			ACCOUNT NAME	CURRENT	AMENDMENT	AMENDED	
				CAPITAL PROJECTS				
1	41	3890	000	APPROPRIATION FROM FUND BALANCE	(8,056,919)	(248,550)	(8,305,469)	Carry over sidewalk replacement program
	41	4960	733417	SIDEWALK REPLACEMENT PROGRAM	0	248,550	248,550	funds from FY24
				NON-DEPARTMENTAL				
2	10	3830	000	CONTRIBUTIONS - OTHER FUNDS	(19,000)	(300)	(19,300)	Miss Tooele City Awards from Donations
	10	4150	483021	MTC PROGRAM	10,255	300	10,555	
				PARKS & RECREATION				
3	10	3890	000	APPROPRIATION FROM FUND BALANCE	(693,213)	(85,500)	(778,713)	Budget for FY25 was entered as $9,500
	10	4510	252000	OPERATION & MAINTENANCE	9,500	85,500	95,000	should be $95,000
				CAPITAL PROJECTS				
4	41	3890	000	APPROPRIATION FROM FUND BALANCE	(8,056,919)	(963,177)	(9,020,096)	Fire truck purchased in FY23 is a carryover
	41	4620	748000	AUTOS & TRUCKS	130,000	963,177	1,093,177	as truck has not been received
	45	3890	003	APPROPRIATION FROM IMPACT FEE RESERVE	(250,000)	(55,930)	(305,930)	
	45	4260	748000	AUTOS & TRUCKS	0	55,930	55,930	
				CAPITAL PROJECTS				
5	41	3890	000	APPROPRIATION FROM FUND BALANCE	(9,020,096)	766,436	(8,253,660)	Update Fire Station Budget to actual budget
	41	4620	721018	FIRE STATION BUILDING	7,300,000	(766,436)	6,533,564	carry over amount
				CAPITAL PROJECTS				
6	41	3890	000	APPROPRIATION FROM FUND BALANCE	(8,253,660)	(7,920)	(8,261,580)	Increase in budget for Community
	41	4620	748000	AUTOS & TRUCKS	1,093,177	7,920	1,101,097	Development vehicle purchase
				CAPITAL PROJECTS				
7	41	3890	000	APPROPRIATION FROM FUND BALANCE	(8,261,580)	(3,637)	(8,265,217)	Increase in budget for Public Works wood
	41	4620	741310	MACHINERY & EQUIPMENT STREETS	66,000	3,637	69,637	chipper

GOLF COURSE

8	10	3830	000	CONTRIBUTIONS - OTHER FUNDS	(19,300)	(1,120)	(20,420)	Transfer funds from Trust Fund to cover
	10	4565	483007	JUNIOR GOLF	6,500	1,120	7,620	Junior Golf Scholarships

GOLF COURSE

9	10	3830	000	CONTRIBUTIONS - OTHER FUNDS	(20,420)	(1,500)	(21,920)	Transfer funds from Trust Fund to cover Golf
	10	4565	483007	JUNIOR GOLF	7,620	1,500	9,120	for Life Scholarships

REDEVELOPMENT AGENCY

10	75	3380	301	MAIN ST REVITILIZATION GRANT	0	(20,186)	(20,186)	Main Street Revitalization Grant Pass
	75	4621	486045	MAIN ST REVITILIZATION PASS THROUGH GRA	0	20,186	20,186	Through Chavez

ROAD C

11	78	2951	000	APPROPRIATION FROM FUND BALANCE	(302,010)	(119,150)	(421,160)	Traffic signal expenses for 3100 N. pass
	78	4415	731018	TRAFFIC SIGNAL 3100 N SR 36	0	119,150	119,150	through for UDOT

ROAD C

12	78	3890	000	APPROPRIATION FROM FUND BALANCE	(421,160)	(750,000)	(1,171,160)	
	78	4415	731807	2400 N INTERSECTION IMPROVEMENTS	0	750,000	750,000	Road improvements for 2400 N. and SR 36

REDEVELOPMENT AGENCY

13	75	3890	000	APPROPRIATION FROM FUND BALANCE	(1,497,253)	(92,500)	(1,589,753)	
	75	4621	485003	PROPERTY TAX REFUNDS/PRIVATE	650,000	92,500	742,500	Parking lot improvements for 1000 N project

REDEVELOPMENT AGENCY

14	75	3890	000	APPROPRIATION FROM FUND BALANCE	(1,589,753)	(1,500,000)	(3,089,753)	Industrial Depot infrastructure improvements
	75	4621	483010	PROPERTY TAX REFUNDS/PRIVATE	785,000	1,500,000	2,285,000	and additions.

TOOELE CITY CORPORATION

RESOLUTION 2024-72

A RESOLUTION OF THE TOOELE CITY COUNCIL APPROVING AND RATIFYING A GENERAL CONSULTING AGREEMENT WITH WSRP CERTIFIED PUBLIC ACCOUNTANTS REGARDING THE CITY FINANCIAL STATEMENTS FOR FY24.

WHEREAS, Tooele City Charter Section 3-02 (Independent Auditor), as well as Utah Code Chapters 51-2a (Part 2) and 10-6, require Tooele City's finances to be audited annually by an independent and competent certified public accountant; and,

WHEREAS, the City has worked with WSRP Certified Public Accountants and Business Advisors for several years in connection with the independent annual audit of Tooele City's accounts, and has found WSRP to be thorough and accurate in its accounting practices and reports; and,

WHEREAS, under evolving public audit rules and procedures, the annual audit will be performed by one audit firm, while general consulting and accounting services, in support of the audit, including preparation of the City's financial statements for FY24, will be provided by another audit firm, giving separation and additional internal audit controls in the audit support and audit reporting functions; and,

WHEREAS, the City Administration recommends that the City approve a General Consulting Agreement with WSRP for FY24, which will address accounting services associated with the annual audit, separate from the annual audit itself, as well as preparation of the financial statements for FY24; and,

WHEREAS, the agreement with WSRP is attached hereto as Exhibit A; and,

WHEREAS, the compensation payable to WSRP under the General Consulting Agreement will be in the range of $39,900 to $46,500, depending on the actual services performed:

NOW, THEREFORE, BE IT RESOLVED BY THE TOOELE CITY COUNCIL that the WSRP General Consulting Agreement, attached as Exhibit A, is hereby approved.

This Resolution shall become effective upon passage, without further publication, by authority of the Tooele City Charter.

IN WITNESS WHEREOF, this Resolution is passed by the Tooele City Council this ____ day of _____, 2024.

TOOELE CITY COUNCIL

(For) (Against)

_____ _____

_____ _____

_____ _____

_____ _____

_____ _____

ABSTAINING: _____

MAYOR OF TOOELE CITY

(Approved) (Disapproved)

_____ _____

ATTEST:

_____
Michelle Y. Pitt, City Recorder

S E A L

Approved as to Form: _____
Roger Evans Baker, City Attorney

Exhibit A

WSRP General Consulting Agreement

GENERAL CONSULTING AGREEMENT

Made Between Tooele City Corporation and WSRP, LLC

This consulting agreement ("Agreement") is entered into by and between Tooele City Corporation, a Utah Local Government ("Client") and WSRP, LLC, a Utah based CPA firm ("Consultant")

Recitals

WHEREAS, Consultant has experience in the field of Consulting and financial statement preparation as well as familiarity with the client's line of business; and

WHEREAS, Consultant is willing to be engaged by Client upon the terms and conditions herein contained; and

WHEREAS, a significant portion of Client's business and assets are comprised of Proprietary and Confidential information, as defined below, which Client wishes to preserve and protect;

NOW, THEREFORE, in consideration of the recitals, and of the terms, covenants, and conditions set forth herein, and for tother good ad valuable consideration, receipt of which is hereby acknowledged, Client and Consultant mutually agree as follows:

1. **Consulting Services.** Client hereby retains Consultant to render the following services to the Client:
    a. Consultant will prepare the June 30, 2024 year-end financial statements of Client and post the GASB 34 conversion entries, as well as update the MD&A, footnotes, and required supplemental information.
    b. Consultant will prepare the June 30, 2024 schedules for cash and restricted cash, the PTIF funds, fixed assets, fire fighter valuation report, transfers to/from, due to/from, GASB 54 reconciliation and allocations, accrued interest, the summarization of budget to actual, and compensated absences.
    c. Consultant will assist with the accounting treatment and recording of bonds, bond payments, bond defeasements, bond trust accounts, and amortization of defeased bonds.
    d. Consultant will review the application of GASB 68 and 75 and will assist with the recording and updating the June 30, 2024 retirement entries.
    e. Consultant will update and record the leases as of June 30, 2024. Consultant will assist the Client in setting up the lease schedules for new lease agreements entered into. Consultant will provide assistance with the implementation of the new lease standard for June 30, 2024.

f. Consultant will review the OPEB valuation performed and record the journal entries as of June 30, 2024.
g. Consultant will analyze new accounting pronouncements and assist in the implementation of any new and applicable standards.
h. Consultant will reconcile the fixed assets by fund to the financial statements and post conversion entries as part of the GASB 34 procedures.
i. Consultant will prepare other schedules and reconciliations as part of the financial statement preparation and make those available for audit.
j. Assist with the implementation of GASB 101 – Compensated Absences, effective July 1, 2024 for the City.

The manner and means by which Consultant chooses to complete the services are in Consultant's sole discretion and control. Consultant's obligations shall be conditioned upon receiving such information and cooperation from Client as may be reasonably necessary to perform the services.

2. **Services NOT Performed by Consultant.** Although Consultant may comment upon Client's legal documents or other documentation in the course of performing the services hereunder, Client acknowledges that Consultant is not an attorney, nor is Consultant providing auditing services or opining on representations made in any financial statements. Client further acknowledges that Client should consult with its own legal advisors regarding any matters requiring legal advice.

3. **Relationship of Parties.** This agreement shall not constitute an employer-employee relationship, and it is the intent of each party that Consultant shall at all times be an independent contractor.

4. **Term.** The term of this Agreement shall commence on the date hereof and shall remain in effect for a period not to exceed one (1) year. The anticipated work is expected to begin in August 2024 and be completed in December 2024.

5. **Compensation.** For services provided hereunder, Consultant's fee shall range from $39,900 to $46,500.

6. **Disclosure of Information.** Consultant agrees that at no time (either during or subsequent to the term of this Agreement) with Consultant disclose or use, except in pursuit of the business of Client, any Proprietary and Confidential Information of Client, acquired during the term of this Agreement. The term "Proprietary and Confidential Information" shall mean, but is not limited to, all information which is known or intended to be known only to Client, its component units and affiliates, and its employees, including any document, record, financial or other information of Client, or others in a confidential relationship with Client, and further relates to specific business matters such as the Client's financial information, identify of clients and customers, policies and procedures, fee structures, trade secrets, proprietary know-how, account information, and other information relating to other business of Client, its component

units and affiliates, and its employees. Consultant agrees not to remove from the premises of Client except as necessary for Consultant to perform services in accordance with the terms of this Agreement, any document, record or other information of Client or its component units and affiliates.

Consultant agrees to return or destroy, immediately upon termination of Consultant's services hereunder, any and all documentation relating to Proprietary and Confidential Information of Client and of others that is in the possession of Consultant, in whatever format it may be maintained, whether provided to, or developed by, Consultant, and to provide a certificate of destruction if required by Client.

Notwithstanding the foregoing, the restrictions contained in this Section 6 shall not apply to any Proprietary and Confidential Information that (i) is a matter of public knowledge or prior personal knowledge (from a source other than a party to this Agreement or its affiliate), (ii) is independently developed by a person not a party to this Agreement without the use, directly or indirectly of Proprietary and Confidential Information, or (iii) is required by law or the order of any court or governmental agency, or in any litigation or similar proceeding to be disclosed; provided that the disclosing party shall, prior to making any such required disclosure, notify the other party with sufficient notice to permit that party to seek an appropriate protective order.

7. **Remedies.** In addition to any other remedies, which Client may have by virtue of this Agreement, Consultant agrees that in the event that a breach of the confidentiality provisions of this Agreement occurs or is threatened, Client shall be entitled to obtain an injunction against Consultant from a court of competent jurisdiction to restrain any breach of confidentiality.

8. **Termination.** Either party may terminate this Agreement, with or without cause, upon thirty (30) days' advance written notice to the other, unless otherwise mutually agreed upon.

9. **Limitation of Liability to Client.** Notwithstanding any other provision of this Agreement, in no event shall Consultant be liable to Client for Client's lost profits, or special incidental, punitive or consequential damages (even if Consultant has been advised of the possibility of such damages). Furthermore, in no event shall Consultant's liability to Client under any circumstances exceed the amount of compensation actually received by Consultant from Client under this Agreement. Further, Consultant shall not be liable for delays or performance failures due to circumstances beyond Consultant's control.

10. **Indemnification of Consultant.** Client shall indemnify, defend and hold Consultant harmless from and against any and all third party claims, liability, suits, losses, damages, and judgments, joint or several, and shall pay all costs and expenses (including counsel's fees and expenses) as they are incurred in connection with the investigation fo, preparation for or defense of any pending or threatened claim or any action or proceeding arising therefrom, that Consultant incurs as a result of having performed services on behalf of Client.

11. **Client's Representations.** Client represents that it has the full right and authority to enter into and perform this Agreement. The consummation of the Agreement and the transactions contemplated herein do not violate any outstanding assignments, grants, licenses, encumbrances, obligations, agreements or understanding between Client and any other person or entity. Client represents and warrants to Consultant that Client is able to timely pay Consultant all fees and expenses incurred in the performance of the services hereunder.

12. **Amendments.** This Agreement may be amended only in writing that is signed by both parties.

13. **Independent Consultant; No Agency.** The parties agree that at all times during the term of this Agreement, Consultant shall continue to be an independent Consultant, and is not authorized as, nor shall be deemed to be an employee, agent, partner, joint venturer, or representative of Client. Neither party has the authority to bind the other or to incur any liability on behalf of the other, nor to direct the employees of the other. Nothing in this Agreement shall be interpreted or construed as creating or establishing the relationship of employer and employee between Client and Consultant or any employee or agent of Consultant. Consultant shall retain the right to perform services for other during the term of this Agreement.

14. **Miscellaneous.** No waiver by Client of any breach of this Agreement by Consultant shall be considered to be a waiver of any other breach. Should any litigation be commenced between Client and Consultant relating to any such breach, the prevailing party shall be entitled, in addition to such other relief as may be granted, reasonable costs and attorney's fees relating to such litigation. If any term or provision of this Agreement is determined to be illegal or invalid, such illegality or invalidity shall not affect the validity of the remainder of this Agreement. This Agreement shall be governed by the laws of the State of Utah.

15. **Leased Employees/Third-Party Service Providers.** In performing our consulting, we will lease professional and administrative staff, both of which are employed by WSRP Advisory LLC ("WSRP Advisory") or its related entities. These individuals will be under the direct control and supervision of WSRP, LLC, which is solely responsible for the performance of our engagement. Additionally, the professional staff is subject to the standards governing the accounting profession, including the requirement to maintain the confidentiality of client information, and WSRP, LLC and WSRP Advisory and its related entities have contractual agreements requiring confidential treatment of all client information.

    We may, from time to time and depending on the circumstances, use other third-party service providers in serving your account. We may share confidential information about you with these service providers but remain committed to maintaining the confidentiality and security of your information. Accordingly, we maintain internal policies, procedures, and safeguards to protect the confidentiality of your personal information. In addition, we will secure confidentiality agreements with all service providers to maintain the confidentiality of your information and we will take reasonable precautions to determine that they have appropriate procedures in place to prevent the unauthorized release of your confidential information to others. In the event that we are unable to secure an appropriate confidentiality agreement, you will be asked to provide

your consent prior to the sharing of your confidential information with the third-party service provider. Furthermore, we will remain responsible for the work provided by any such third-party service providers.

16. **Confidentiality.** We will not disclose your confidential information to any third party without your consent, and we will use the same degree of care as we employ in maintaining in confidence our own confidential information of a similar nature, but in no event less than a reasonable degree of care. You hereby consent to us disclosing such information (i) as may be required by law or regulation, or to respond to governmental inquiries, or in accordance with applicable professional standards or rules, or in connection with litigation or arbitration pertaining hereto; (ii) to the extent such information (1) is or becomes publicly available other than as the result of a disclosure in breach hereof, (2) becomes available to us on a nonconfidential basis from a source that we believe is not prohibited from disclosing such information to us, (3) is already known by us without any obligation of confidentiality with respect thereto, or (4) is developed by us independently of any disclosures made to us hereunder; (iii) to WSRP Advisory and affiliates of WSRP Advisory; or (iv) to contractors (including third party services providers) providing administrative, infrastructure and other services to us and subcontractors performing Services under the Agreement (as described above), in each case, whether located within or outside of the United States, provided that such contractors and subcontractors have agreed to be bound by confidentiality obligations similar to those in this paragraph.

This Agreement contains the entire agreement between the parties hereto with respect to the subject matter hereof.

IN WITNESS WHEREOF, the parties have executed this agreement as of August 20, 2024

CLIENT

Tooele City Corporation

_____

Debbie Winn, Mayor

_____

Justin Brady, City Council Chairman

CONSULTANT

WSRP, LLC

_____

Brandon R. Keyes, Partner

TOOELE CITY CORPORATION

RESOLUTION 2024-69

A RESOLUTION OF THE TOOELE CITY COUNCIL APPOINTING KIM STENQUIST TO THE ADMINISTRATIVE CONTROL BOARD OF THE NORTH TOOELE CITY SPECIAL SERVICE DISTRICT.

WHEREAS, the Tooele City Council created the North Tooele City Special Service District ("District") on June 16, 1999, pursuant to Sections 17A-2-1301 through 17A-2-1332, Utah Code (since renumbered to U.C.A. Title 17D, Chapter 1); and,

WHEREAS, the aforementioned Utah Code sections allow for the establishment of an administrative control board ("Board") for the District, the powers of that Board being specified by the Utah Code and by the governing authority of the District, which is the Tooele City Council; and,

WHEREAS, the term of board members is generally four years (U.C.A. Section 17D-1-304); and,

WHEREAS, a vacancy exists on the Board, and Kim Stenquist has expressed an interest in serving on the Board:

NOW, THEREFORE, BE IT RESOLVED BY THE TOOELE CITY COUNCIL that Kim Stenquist is hereby appointed to serve as a member of the Administrative Control Board of the North Tooele City Special Service District, effective immediately, for a term ending December 31, 2027, as further indicated below:

Name	**Term of Service**	**Length of Service**
Jed Winder	01-01-22 to 12-31-25	since 03-19-08
Jeff Hammer	01-01-21 to 12-31-24	since 01-18-17
Katrina Call	01-01-21 to 12-31-24	since 06-30-17
Amanda Graf	01-01-23 to 12-31-26	since 03-20-19
Brian Roth	11-04-20 to 12-31-24	since 11-04-20
Jed Winder	01-01-22 to 12-31-25	since 03-19-08
Jeff Hammer	01-01-21 to 12-31-24	since 01-18-17
Kim Stenquist	09-18-24 to 12-31-27	since 09-18-24

This Resolution shall become effective immediately upon passage without further publication, by authority of the Tooele City Charter.

IN WITNESS WHEREOF, this Resolution is passed by the Tooele City Council this ____ day of _____, 2024.

TOOELE CITY COUNCIL

(For) (Against)

_____ _____

_____ _____

_____ _____

_____ _____

_____ _____

ABSTAINING: _____

MAYOR OF TOOELE CITY

(Approved) (Disapproved)

_____ _____

ATTEST:

_____
Michelle Y. Pitt, City Recorder

S E A L

Approved as to Form: _____
Roger Evans Baker, City Attorney

TOOELE CITY CORPORATION

RESOLUTION 2024-70

A RESOLUTION OF THE TOOELE CITY COUNCIL APPROVING AND RATIFYING CHANGE ORDERS #3 AND #4 WITH BROKEN ARROW, INC., FOR IMPROVEMENTS TO THE 1000 NORTH AND 2000 NORTH ROADWAYS.

WHEREAS, on June 5, 2024, the City Council approved Resolution 2024-50 regarding an agreement with Broken Arrow for improvements to the 1000 North 100 East intersection and roadway; and,

WHEREAS, on July 17, 2024, the City Council approved Resolution 2024-59 regarding Change Order #1 to the Broken Arrow agreement, relating to needed roadway improvements on 2000 North; and,

WHEREAS, the City Council desires to ratify its approval of Change Orders #3 and #4 to the Broken Arrow agreement, relating to additional roadway improvements on 1000 North and 2000 North; and,

WHEREAS, Change Order #3 is for $377,018, and Change Order #4 is for $161,461, for a combined total of $538,479 (see the change orders attached with Exhibit A); and,

WHEREAS, the recitals in Resolutions 2024-50 and 2024-59 are incorporated herein; and,

WHEREAS, City Council approval for the change orders was obtained pursuant to the City's procurement policies, and this Resolution is to ratify those approvals (see policy provisions and City Council correspondence attached with Exhibit A); and,

WHEREAS, the City Administration requests an additional appropriation of about 5% in the amount of $14,000 as contingency for change orders for changed conditions which may arise during the Project, as reviewed and approved by the Mayor:

NOW, THEREFORE, BE IT RESOLVED BY THE TOOELE CITY COUNCIL that

1. Change Order #3, in the amount of $377,018, with Broken Arrow is hereby approved and ratified (see Exhibit A); and,
2. Change Order #4, in the amount of $161,461, with Broken Arrow is hereby approved and ratified (see Exhibit A); and,
3. an additional $27,000 combined contingency is hereby approved, which may be used for changed conditions as reviewed and approved by the Mayor.

This Resolution shall become effective upon passage, without further publication, by authority of the Tooele City Charter.

IN WITNESS WHEREOF, this Resolution is passed by the Tooele City Council this_____ day of _____, 2024.

TOOELE CITY COUNCIL

(For) (Against)

_____ _____

_____ _____

_____ _____

_____ _____

_____ _____

ABSTAINING: _____

MAYOR OF TOOELE CITY

(Approved) (Disapproved)

_____ _____

ATTEST:

_____
Michelle Y. Pitt, City Recorder

S E A L

Approved as to Form: _____
Roger Evans Baker, Tooele City Attorney

EXHIBIT A

Change Orders #3 and #4

City Council Approvals

Procurement Policy Provisions

CHANGE ORDER REQUEST FORM

GENERAL CONTRACTOR

Broken Arrow Inc.
8960 Clinton Landing Road
Lakepoint, Utah 84074
Main Office: (801) 355-0527
Fax Number: (801) 252-7501

Project Manager: Sonny Smith
Contact Number: (435) 241-588

Date: August 23, 2024

TO:

Tooele City Corporation
90 North Main Street
Tooele, UT 84074

CHANGE DIRECTIVE NO. 3

Project: 1000 N 100 E Intersection & Roadway Impr
JOB #: BC2431
Address: 1000 N. 100 E , Tooele, UT 84074
Start Date: July 8, 2024
Finish Date: TBD

DESCRIPTION

This Change Order references additional work outside of the original contract agreement and/or adjusts items within the current contract agreement. The description includes the following:

1	ADD - Berra Blvd & 2000 North - Saw Cut, Demo, & Dispose of Existing Asphalt (4,267 SF x $1.45)	$	6,187.15
2	ADD - Berra Blvd & 2000 North - 5-Inch Asphalt Paving (4,267 SF x $7.86)	$	33,538.62
3	ADD - Berra Blvd & 2000 North - Raise & Collar Existing Valve Box (2 EA x $400.00)	$	800.00
4	ADD - City Hall Parking Lot - Mobilization (1 LS x $2,481.55)	$	2,481.55
5	ADD - City Hall Parking Lot - Regrade Existing Parking Lot (14,400 SF x $0.24)	$	3,456.00
6	ADD - City Hall Parking Lot - 18-Inch ADS HP WT SD Main Line (60 LF x $74.83)	$	4,489.80
7	ADD - City Hall Parking Lot - 4' x 4' x 4' SD Inlet Box w/Snout (1 EA x $6,830.25)	$	6,830.25
8	ADD - City Hall Parking Lot - 18-Inch HDPE Flared End Section w/Trash Rack (1 EA x $1,229.09)	$	1,229.09
9	ADD - City Hall Parking Lot - 3-Inch Asphalt Paving PG 64-28 (14,400 SF x $3.28)	$	47,232.00
10	ADD - Red Del Papa Parking Lot - Mobilization (1 LS x $3,216.82)	$	3,216.82
11	ADD - Red Del Papa Parking Lot - Regrade Existing Parking Lot (15,525 SF x $0.24)	$	3,726.00
12	ADD - Red Del Papa Parking Lot - Remove & Dispose of Existing Asphalt (15,525 SF x $1.26)	$	19,561.50
13	ADD - Red Del Papa Parking Lot - 18-Inch ADS HP WT SD Main Line (148 LF x $76.59)	$	11,335.32
14	ADD - Red Del Papa Parking Lot - 4' x 4' x 4' SD Inlet Box (1 EA x $6,100.12)	$	6,100.12
15	ADD - Red Del Papa Parking Lot - Tie Into Existing Storm Drain Box (1 EA x $818.35)	$	818.35
16	ADD - Red Del Papa Parking Lot - 3-Inch Asphalt Paving (15,525 SF x $3.28)	$	50,922.00
17	ADD - Cemetery Roadway Replacement - Mobilization (1 LS x $4,595.45)	$	4,595.45
18	ADD - Cemetery Roadway Replacement - Remove & Dispose of Existing Asphalt (23,200 SF x $1.26)	$	29,232.00
19	ADD - Cemetery Roadway Replacement - Excavate & Dipose of Existing Roadway Base 8" Deep (23,200 SF x $1.53)	$	35,496.00
20	ADD - Cemetery Roadway Replacement - Provide, Place and Grade A-1-a in Roadway 8" Deep (23,200 SF x $0.79)	$	18,328.00
21	ADD - Cemetery Roadway Replacement - Excavate, Provide, Place and Grade A-1-a in Roadway 10" Deep (300 SF x $3.78)	$	1,134.00
22	ADD - Cemetery Roadway Replacement - 3-Inch Asphalt Paving AC-20 (23,200 SF x $2.47)	$	57,304.00
23	ADD - Wigwam Roadway Replacement - Mobilization (1 LS x $1,838.18)	$	1,838.18
24	ADD - Wigwam Roadway Replacement - Remove & Dispose of Existing Asphalt (5,040 LS x $1.26)	$	6,350.40
25	ADD - Wigwam Roadway Replacement - Regrade Existing Roadway (5,040 LS x $0.51)	$	2,570.40
26	ADD - Wigwam Roadway Replacement - 3-Inch Asphalt Paving AC-20 (5,040 SF x $3.62)	$	18,244.80
	Total Amount:	**$**	**377,017.80**

COST AND DURATION SUMMARY

Original Contract Amount:	$	284,550.07	Summary of Orders	Amount		Contract Calendar Days	
Previous Change Order(s):	$	147,833.53	Change Order No. 1	$	156,380.63	Revised Contract Calendar Days	
This Change Order:	$	377,017.80	Change Order No. 2	$	(8,547.10)	Previous Finish Date	
Adjusted Contract Amount:	$	809,401.40	Change Order No. 3	$	377,017.80	New Finish Date	
			Change Order No. 4				

CONTRACT SUMMARY:
Upon signature approval of this Change Order, the contract is hereby modified to include the changes specified herein, and this change order is hereby made a part of the titled contract. The work shall be performed and completed in accordance with the contract documents and the project schedule shall be adjusted as required to allow sufficient time to complete the additional work. Payment terms shall follow the contract agreement terms. This Change Order shall include labor and materials to complete the work as described. The terms and other provisions of the original agreement and/or purchase order which are not expressly changed above are to remain.

ACCEPTED BY:

Broken Arrow Inc. 8/27/24 Date

Debra E Wi 26 Aug 2024
Project Owner Representative Date

CHANGE ORDER REQUEST FORM

GENERAL CONTRACTOR

Broken Arrow Inc.
8960 Clinton Landing Road
Lakepoint, Utah 84074
Main Office: (801) 355-0527
Fax Number: (801) 252-7501

Project Manager: Sonny Smith
Contact Number: (435) 241-588

Date: August 22, 2024

TO:

Tooele City Corporation
90 North Main Street
Tooele, UT 84074

CHANGE DIRECTIVE NO. 4

Project: 1000 N 100 E Intersection & Roadway Impr
JOB #: BC2431
Address: 1000 N. 100 E., Tooele, UT 84074
Start Date: July 8, 2024
Finish Date: TBD

DESCRIPTION

This Change Order references additional work outside of the original contract agreement and/or adjusts items within the current contract agreement. The description includes the following:

1.	ADD - 2000 North Asphalt Replacement - Mobilization (1 LS x $4,000.00)	$	4,000.00
2.	ADD - 2000 North Asphalt Replacement - Traffic Control (1 LS x $1,200.00)	$	1,200.00
3.	ADD - 2000 North Asphalt Replacement - Quality Control (1 LS x $623.00)	$	623.00
4.	ADD - 2000 North Asphalt Replacement - Saw Cut, Demo, & Dispose of Existing Asphalt (19,800 SF x $1.45)	$	28,710.00
5.	ADD - 2000 North Asphalt Replacement - 5-Inch Asphalt Paving (19,800 SF x $6.36)	$	125,928.00
6.	ADD - 2000 North Asphalt Replacement - Raise & Collar Existing Valve Box (1 EA x $400.00)	$	400.00
7.	ADD - 2000 North Asphalt Replacement - Raise & Collar Existing Manhole (1 EA x $600.00)	$	600.00
	Total Amount:	**$**	**161,461.00**

COST AND DURATION SUMMARY

Original Contract Amount:	$ 284,550.07	Summary of Orders	Amount	Contract Calendar Days	
Previous Change Order(s):	$ 188,359.30	Change Order No. 1	$ 156,380.63	Revised Contract Calendar Days	
This Change Order:	$ 161,461.00	Change Order No. 2	$ (8,547.10)	Previous Finish Date	
Adjusted Contract Amount:	$ 634,370.37	Change Order No. 3	$ 40,525.77	New Finish Date	
		Change Order No. 4	$ 161,461.00		

CONTRACT SUMMARY:

Upon signature approval of this Change Order, the contract is hereby modified to include the changes specified herein, and this change order is hereby made a part of the titled contract. The work shall be performed and completed in accordance with the contract documents and the project schedule shall be adjusted as required to allow sufficient time to complete the additional work. Payment terms shall follow the contract agreement terms. This Change Order shall include labor and materials to complete the work as described. The terms and other provisions of the original agreement and/or purchase order which are not expressly changed above are to remain.

ACCEPTED BY:

Broken Arrow Inc. — Date 8/27/24

Project Owner Representative — Date 23 Aug 24

Michelle Pitt

From: Melodi Gochis
Sent: Friday, August 23, 2024 11:26 AM
To: Michelle Pitt
Cc: Debbie Winn; Dave McCall; Ed Hansen; Justin Brady; Maresa Manzione
Subject: Re: Change Order No. 3 for Broken Arrow

Michelle,
I have read through the Broken Arrow orders and concur!
Thank you,
Melodi Gochis

Sent from my iPhone

> On Aug 22, 2024, at 4:18 PM, Michelle Pitt <MPitt@tooelecity.gov> wrote:
>
> Mayor and Council,
>
> I am asking you to approve, through email, Change Order No. 3 for Broken Arrow. This will then bring be brought to you for a vote at our next city council meeting on September 18th.
>
> Change Order No. 3 includes:
>
> Asphalt work at 1000 N 100 E for $40,525.77,
> Asphalt work for the north City Hall parking lot for $65,635.73,
> Asphalt work for the Red Del Pappa parking lot for $95,525.98,
> Additional asphalt work near 1000 N 100 E for $161,461.00,
> Asphalt work for the Wigwam roadway paving for $29,007.79,
> Asphalt work for the cemetery roads for $219,434.13.
>
> Our purchasing policy says that we can treat these projects as a change order because Broken Arrow is currently doing a similar project for the City and because doing it at this time will maximize efficiency in completion and cost savings to the City. Broken Arrow has provided great pricing that is either at or below engineering estimates, they have or are able to get the needed asphalt for these projects, and they are able to complete these projects this year. All of this provides cost savings to the City. The City has money in the budget to cover all of these costs.
>
> If possible, please email by noon tomorrow to let me know if you vote yes or no to Change Order No. 3.
>
> Please let me know if you have any questions.
>
> Thanks,

Michelle Pitt

From: Maresa Manzione
Sent: Thursday, August 22, 2024 4:27 PM
To: Michelle Pitt
Subject: Re: Change Order No. 3 for Broken Arrow

Yes,

Mares
Sent from my iPhone

On Aug 22, 2024, at 4:18 PM, Michelle Pitt <MPitt@tooelecity.gov> wrote:

Mayor and Council,

I am asking you to approve, through email, Change Order No. 3 for Broken Arrow. This will then bring be brought to you for a vote at our next city council meeting on September 18th.

Change Order No. 3 includes:

Asphalt work at 1000 N 100 E for $40,525.77,
Asphalt work for the north City Hall parking lot for $65,635.73,
Asphalt work for the Red Del Pappa parking lot for $95,525.98,
Additional asphalt work near 1000 N 100 E for $161,461.00,
Asphalt work for the Wigwam roadway paving for $29,007.79,
Asphalt work for the cemetery roads for $219,434.13.

Our purchasing policy says that we can treat these projects as a change order because Broken Arrow is currently doing a similar project for the City and because doing it at this time will maximize efficiency in completion and cost savings to the City. Broken Arrow has provided great pricing that is either at or below engineering estimates, they have or are able to get the needed asphalt for these projects, and they are able to complete these projects this year. All of this provides cost savings to the City. The City has money in the budget to cover all of these costs.

If possible, please email by noon tomorrow to let me know if you vote yes or no to Change Order No. 3.

Please let me know if you have any questions.

Thanks,
Michelle

Michelle Pitt

From: Justin Brady
Sent: Thursday, August 22, 2024 4:26 PM
To: Michelle Pitt
Subject: Re: Change Order No. 3 for Broken Arrow

I approve.

Justin Brady

On Aug 22, 2024, at 4:18 PM, Michelle Pitt <MPitt@tooelecity.gov> wrote:

Mayor and Council,

I am asking you to approve, through email, Change Order No. 3 for Broken Arrow. This will then bring be brought to you for a vote at our next city council meeting on September 18th.

Change Order No. 3 includes:

Asphalt work at 1000 N 100 E for $40,525.77,
Asphalt work for the north City Hall parking lot for $65,635.73,
Asphalt work for the Red Del Pappa parking lot for $95,525.98,
Additional asphalt work near 1000 N 100 E for $161,461.00,
Asphalt work for the Wigwam roadway paving for $29,007.79,
Asphalt work for the cemetery roads for $219,434.13.

Our purchasing policy says that we can treat these projects as a change order because Broken Arrow is currently doing a similar project for the City and because doing it at this time will maximize efficiency in completion and cost savings to the City. Broken Arrow has provided great pricing that is either at or below engineering estimates, they have or are able to get the needed asphalt for these projects, and they are able to complete these projects this year. All of this provides cost savings to the City. The City has money in the budget to cover all of these costs.

If possible, please email by noon tomorrow to let me know if you vote yes or no to Change Order No. 3.

Please let me know if you have any questions.

Thanks,
Michelle

2. The City Engineer shall be utilized to perform engineering services for the City. If the City Engineer is unable or unavailable to perform the needed engineering services, outside engineering services may be sought upon approval of the Mayor, and documented on Form "A".

VIII. CHANGE ORDERS

The City recognizes that change orders are a normal component of the procurement process. This section outlines when modifications to approved contracts qualify as change orders and the approval process for change orders.

A. Modifications to approved contracts shall be deemed change orders when the Mayor and Purchasing Agent determine that:

1. The modification is related in some manner to the same or similar project approved in the contract,
and
2. Treating the modification as a change order would maximize efficiency in completion of and cost savings to the City.

B. Change Order approval process:

1. Individual change orders below $30,000 may be approved by the responsible department head or City engineer after consultation with the Mayor and Purchasing Agent, provided the change order is within the approved project budget. Change orders similar in nature and timing shall not be split into multiple change orders to fall below the $30,000 threshold.
2. Individual change orders $30,000 and above shall be approved by the Mayor and City Council after consultation with the responsible department head or City engineer, provided the change order is within the approved project budget.

IX. EMPLOYEE REIMBURSEMENT

A. Reimbursement for expenses related to travel and training shall be submitted on the Tooele City Expense Reimbursement Report, signed by the employee and department head. Department head requests for reimbursement shall be approved and signed by the Mayor. The City Council and Mayor's requests for reimbursement shall be approved and signed by the City Council Chairperson. The signed reimbursement report shall include the required signatures, a Purchase Order number, receipts for non-per-diem expenses, if available, and a copy of the training itinerary.

B. Purchases made by employees using their own funds or credit card for goods relating to city business shall be submitted on the Tooele City Expense Reimbursement Report, signed by the employee, department head, and the Mayor. Receipts are required (refer to Tooele City Policies and Procedures Section 24 for procedure of submitting Reimbursement Requests).

X. ETHICAL CONDUCT AND CONFLICTS OF INTEREST

A. ETHICAL CONDUCT AND FIDUCIARY DUTY

All Tooele City officials individually commit themselves in their official capacity to ethical and lawful conduct, including appropriate use of their City authority. The term "City official" is defined in Section X1 of this Purchasing Policy and includes all City employees (full-time, part-time, seasonal, etc.), elected officials, appointed officials, and volunteers. This commitment is an express condition of Tooele City employment and service as a City official. City officials owe a fiduciary duty to Tooele City, which means they must serve the interests of Tooele City above any personal and business interests that may conflict with the City's interests. City officials must not act in a manner that is

TOOELE CITY CORPORATION

RESOLUTION 2024-73

A RESOLUTION OF THE TOOELE CITY COUNCIL ACKNOWLEDGING THE MAYOR'S APPOINTMENTS OF ALLISON DUNN, HEATHER HOOPER, JON GOSSETT, AND WAYNE ANDERTON TO THE TOOELE CITY HISTORIC MAIN STREET COMMISSION AS COMMISSION MEMBERS.

WHEREAS, on October 6, 2021, the City Council approved Resolution 2021-93, after which the Utah Main Street Program accepted Tooele City as a designated Utah Main Street community; and,

WHEREAS, on October 6, 2021, the City Council approved Resolution 2021-94, acknowledging Mayor Winn's reconstitution of the Tooele City Downtown Alliance, and acknowledging her appointments of Alliance committee members; and,

WHEREAS, on June 5, 2024, the City Council approved Resolution 2024-31, renaming the Tooele City's Tooele Downtown Alliance to the Tooele City Historic Main Street Commission; and,

WHEREAS, Mayor Debra E. Winn has appointed Allison Dunn, Heather Hooper, Jon Gossett, and Wayne Anderton to the positions of members of the Tooele City Historic Main Street Commission.

WHEREAS, it is desirable for the City Council to acknowledge the Mayor's appointments to the Tooele City Historic Main Street Commission by resolution so as to maintain an accurate record of all Tooele City Historic Main Street Commission appointments and terms; and,

WHEREAS, terms of the various members of the Tooele City Historic Main Street Commission are shown in the table attached as Exhibit A:

NOW, THEREFORE, BE IT ACKNOWLEDGED BY THE TOOELE CITY COUNCIL that Mayor Debra E. Winn has appointed Allison Dunn, Heather Hooper, Jon Gossett, and Wayne Anderton as members of the Commission for the term indicated in the table in Exhibit A, below.

This Resolution shall take effect immediately by authority of the Tooele City Charter, without further publication.

IN WITNESS WHEREOF, this Resolution is passed by the Tooele City Council

This _____day of _____2024.

EXHIBIT A

Tooele City Historic Main St. Commission Member	Term Begin Date	Term End Date	Date of First Appointment
Allison Dunn (Mayor)	10/1/2024	10/1/2027	9/18/2024
Wayne Anderton (Mayor)	10/1/2024	10/1/2027	9/18/2024
Jon Gossett (Mayor)	10/1/2024	10/1/2027	9/18/2024
Heather Hooper (Mayor)	10/1/2024	10/1/2027	9/18/2024

TOOELE CITY COUNCIL

(For) (Against)

_____ _____

_____ _____

_____ _____

_____ _____

_____ _____

ABSTAINING: _____

MAYOR OF TOOELE CITY

(Approved) (Disapproved)

_____ _____

ATTEST:

_____
Michelle Y. Pitt, City Recorder

S E A L

Approved as to Form: _____
Roger Evans Baker, City Attorney

TOOELE CITY CORPORATION

RESOLUTION 2024-74

A RESOLUTION OF THE TOOELE CITY COUNCIL AUTHORIZING A DATE EXTENSION FOR PAYMENT OF A FEE-IN-LIEU OF WATER RIGHTS CONVEYANCE FOR ASILIA INVESTMENTS.

WHEREAS, on December 21, 2022, the City Council approved Resolution 2022-97, allowing Gardner-Batt to pay a fee in lieu of conveying water rights for 20 acre-feet of water, reserving 20 acre-feet of municipal water rights for Gardner-Batt, and establishing entitlement and construction deadlines as a condition to the reservation (see Resolution 2022-97 attached as Exhibit A); and,

THEREFORE, Tooele City received from Asilia Investments, the successor-in-interest to Gardner-Batt, a letter dated September 10, 2024, requesting the deadlines in Resolution 2022-97 be extended be extended by 2 years to December 21, 2026 for allocation of City-owned municipal water rights to the Asilia Investments Midvalley Logistics Center development (see the Asilia request, attached as Exhibit B) (see the Midvalley Logistics Center attached as Exhibit C); and,

WHEREAS, Tooele City Code Chapter 7-26 governs the exaction by Tooele City of water rights as a condition of land use approval (see also UCA §10-9a-508 for State water rights exaction authority); and,

WHEREAS, TCC Section 7-26-2(2) empowers the City Council to adopt a legislative policy allowing for the payment of a fee in lieu of water rights conveyance: "Fee-in-lieu. Pursuant to established City Council policy, in lieu of actual conveyance of water rights pursuant to this Chapter, certain development applicants may pay to the City an amount per acre-foot for access to water rights controlled by the City in a quantity necessary to satisfy the anticipated future water needs of the proposed development to be served and supplied by the City water system"; and,

WHEREAS, the Council approved Resolution 2023-92 adopting an updated fee-in-lieu of water rights conveyance policy referred to in TCC 7-26-3(2), with an effective date of November 1, 2023 (with the original policy being adopted in 2007) (see the November 1 policy attached as Exhibit D); and,

WHEREAS, the November 1 policy requires the consideration of at least the following factors in considering requests to pay the fee-in-lieu:

- The number of acre-feet of water rights requested.
- The availability of City-owned water rights and corresponding water sources.
- The number of jobs the development is anticipated to create, together with the nature of the jobs (e.g., full-time) and job compensation (e.g., wage levels, benefits).
- The amount of sales tax the development is anticipated to generate.

- The amount of property tax the development is anticipated to generate.
- The anticipated environmental, social, and community impacts of the development.

WHEREAS, the City Council retains sole and exclusive legislative discretion in deciding to allow the payment of the fee-in-lieu; and,

WHEREAS, if Asilia Investments' request is approved, the City Council's authorization allowing Asilia Investments to pay to Tooele City a fee in lieu of conveying up to 20 acre-feet of municipal rights is conditioned upon Asilia Investments obtaining City approval of a site plan, City approval of a first building permit, and commencement of vertical construction of a first building within two years of the date of approval of this Resolution, unless the City Council, in its sole discretion, decides in a public meeting to extend this two-year deadline or modify these conditions; and,

WHEREAS, Asilia Investment's Midvalley Logistics Center development will consist of the construction of three industrial concrete tilt-up buildings, with the tenants currently being unknown. Asilia Investments will solicit this building to distribution occupiers who use minimal water; and,

WHEREAS, Asilia Investments proposal addresses the policy considerations identified above and in the November 1 policy in the following ways:

- Asilia Investments is requesting 20 acre-feet of water.
- Asilia Investments has committed to recruiting only low-water users.
- Construction of one 161,000 square-foot building, one 171,500 square-foot building, and one 23,800 square-foot building.
- Working with Tooele City Economic Development, Governor's Office of Economic Opportunity, and EDCUtah to recruit quality jobs.
- Demonstrates that Asilia Investments is willing to reduce outdoor landscaping water needs as possible within city code.

NOW, THEREFORE, BE IT RESOLVED BY THE TOOELE CITY COUNCIL that, in light of the legislative policies and considerations discussed above, the City Council hereby finds that the request of Asilia Investments complies fully with the City Council's November 1, 2023, policy, and hereby authorizes the deadline in Resolution 2022-97 be extended by 2 years to December 21, 2026 for the payment of the fee-in-lieu of water rights in place of conveyance of 20 acre-feet of municipal water rights, for the fee amount established in the November 1 policy of $35,000 per acre-foot

This Resolution is necessary for the immediate preservation of the peace, health, safety, or welfare of Tooele City and shall become effective upon passage, without further publication, by authority of the Tooele City Charter.

IN WITNESS WHEREOF, this Resolution is passed by the Tooele City Council this ____ day of _____ 2024.

TOOELE CITY COUNCIL

(For) (Against)

_____ _____

_____ _____

_____ _____

_____ _____

_____ _____

ABSTAINING: _____

MAYOR OF TOOELE CITY

(Approved) (Disapproved)

_____ _____

ATTEST:

_____
Michelle Y. Pitt, City Recorder

S E A L

Approved as to Form: _____
Roger Evans Baker, City Attorney

Exhibit A

November 1 Policy

TOOELE CITY CORPORATION

RESOLUTION 2022-97

A RESOLUTION OF THE TOOELE CITY COUNCIL AUTHORIZING PAYMENT OF A FEE-IN-LIEU OF WATER RIGHTS CONVEYANCE FOR GARDNER BATT TOOELE LAND HOLDINGS, LLC.

WHEREAS, Tooele City Code Chapter 7-26 governs the exaction by Tooele City of water rights as a condition of land use approval (see also UCA 10-9a-508); and,

WHEREAS, TCC Section 7-26-2(2) empowers the City Council to adopt a legislative policy allowing for the payment of a fee in lieu of water rights conveyance: "Fee-in-lieu. Pursuant to established City Council policy, in lieu of actual conveyance of water rights pursuant to this Chapter, certain development applicants may pay to the City an amount per acre-foot for access to water rights controlled by the City in a quantity necessary to satisfy the anticipated future water needs of the proposed development to be served and supplied by the City water system"; and,

WHEREAS, on May 18, 2022, the City Council approved Resolution 2022-29, adopting an updated fee-in-lieu of water rights conveyance policy referred to in TCC 7-26-2(2), with an effective date of June 1, 2022 (with the original policy being adopted in 2007) (see the June 1 policy attached as Exhibit B); and,

WHEREAS, the June 1 policy encourages the consideration of at least the following factors in considering requests to pay the fee-in-lieu:

- The number of acre-feet of water rights requested.
- The availability of City-owned water rights and corresponding water sources.
- The number of jobs the development is anticipated to create, together with the nature of the jobs (e.g., full-time) and job compensation (e.g., wage levels, benefits).
- The amount of sales tax the development is anticipated to generate.
- The amount of property tax the development is anticipated to generate.
- The anticipated environmental, social, and community impacts of the development.

WHEREAS, the City Council retains sole and exclusive legislative discretion in deciding to allow the payment of the fee-in-lieu; and,

WHEREAS, Tooele City received from Gardner Batt Tooele Land Holdings, LLC ("Gardner Batt") a letter dated October 18, 2022, requesting the allocation of City-owned

municipal water rights to the Gardner-Batt Development project, or, in other words, requesting to pay the fee-in-lieu rather than convey water rights (the "Development"); and,

WHEREAS, the City Council's authorization allowing Gardner Batt to pay to Tooele City a fee in lieu of conveying up to 20 acre-feet of municipal rights is conditioned upon Gardner Batt obtaining City approval of a site plan, City approval of a first building permit, and commencement of vertical construction of a first building within two years of the date of approval of this Resolution, unless the City Council, in its sole discretion, decides in a public meeting to extend this two-year deadline or modify these conditions; and,

WHEREAS, the Development will consist of the construction of three industrial concrete tilt-up buildings, with the tenants currently being unknown. Gardner Batt will solicit this building to distribution occupiers who use minimal water; and,

WHEREAS, Gardner Batt's proposal addresses the policy considerations identified above and in the June 1 policy in the following ways:

- Gardner Batt is requesting 20 acre-feet of water.
- Gardner Batt has committed to recruiting only low-water users such as warehouse users.
- Provides water for Phase 1 (see Exhibit A) that is anticipated to spur additional commercial development and community benefit.
- Construction of one 161,000 square foot building, one 171,500 square foot building, and one 23,800 square foot building.
- Demonstrates that Gardner Batt is willing to reduce outdoor landscaping water needs as possible within city code.

NOW, THEREFORE, BE IT RESOLVED BY THE TOOELE CITY COUNCIL that, in light of the legislative policies and considerations discussed above, the City Council hereby finds that the request of Gardner Batt complies fully with the City Council's June 1, 2022, policy, and hereby authorizes the payment of the fee-in-lieu of water rights in place of conveyance of 20 acre-feet of municipal water rights, for the fee amount established in the June 1 policy of $35,000 per acre-foot.

This Resolution is necessary for the immediate preservation of the peace, health, safety, or welfare of Tooele City and shall become effective upon passage, without further publication, by authority of the Tooele City Charter.

IN WITNESS WHEREOF, this Resolution is passed by the Tooele City Council this 21st day of December, 2022.

TOOELE CITY COUNCIL

(For) (Against)

Justin Brady

ABSTAINING: _____

TOOELE CITY MAYOR

(Approved) (Disapproved)

ATTEST:

Michelle Y. Pitt, City Recorder

SEAL

Approved as to Form:

Roger Evans Baker, Tooele City Attorney

Exhibit A

October 18, 2022, Letter
Gardner Batt

GARDNER BATT

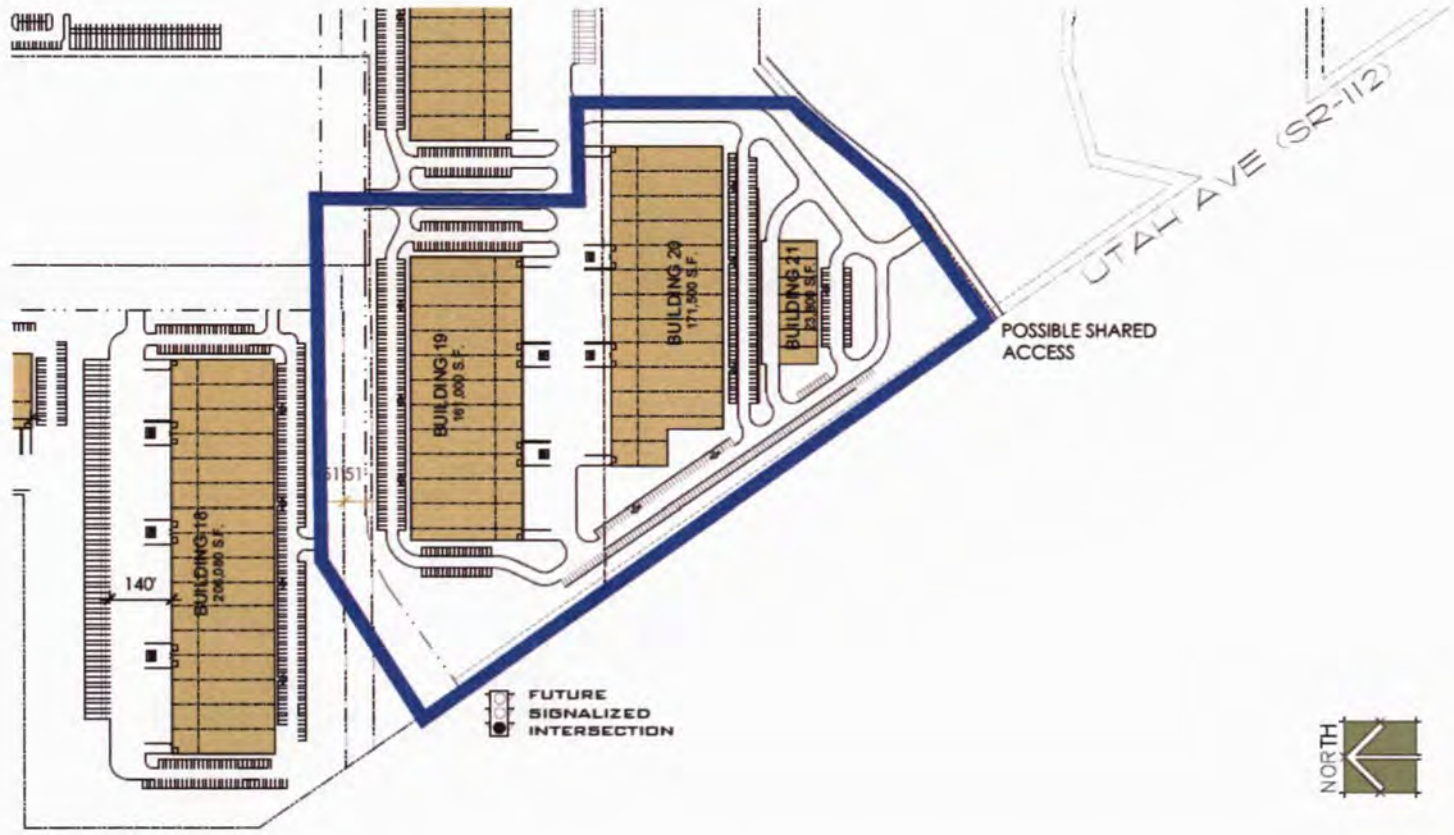
Tooele Water Rights

Informational

December 2022

PHASE 1

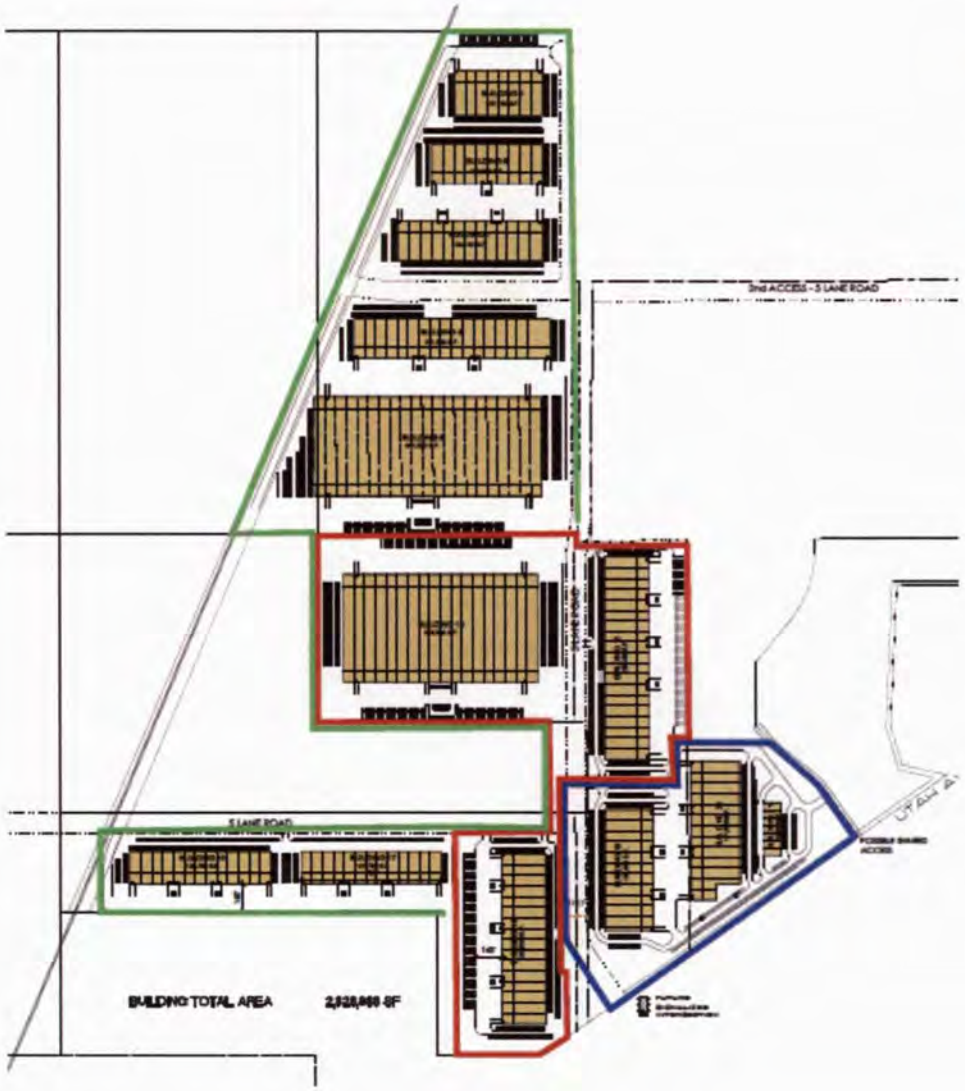
SITE PLAN



- **Initial Building (161,000sf) -** Development will start from the left to right with the initial building consisting of 161,000sf. Necessary water shares, per current requirements are 9-acre feet.
- **Phase 1 (356,300sf)–** Development will proceed with the other two buildings requiring a total of 20-acre feet.

PHASE 1-3

SITE PLAN



Phase 1 –
356,300 building square feet
20 acre-feet

Phase 2 –
1,018,980 building square feet
60 acre-feet

Phase 3 –
1,452,648 building square feet
80 acre-feet

Approximately half of all water requirement is from irrigational use.

The requested water rights are based on minimal water usage for industrial buildings. Simply bathrooms and drinking water only. If there is a tenant that needs more water, Gardner Batt will have to request additional rights from the city and allow for deal specific approvals.

GARDNER BATT

423 West Broadway, Suite 230
Salt Lake City, Utah 84101

October 18, 2022

Water Request Letter for GB Tooele Land Holdings, LLC

Dear Mayor Debbie Winn,

Gardner Batt, as the managing partner in GB Tooele Land Holdings, would like to request 14.22 acre-feet of water from the City of Tooele for an industrial development within city limits. The current site plan, contained in **Exhibit A**, is located on the east side of SR-112, and north of the Bolinder mining operations. The proposed site will consist of a 154,000 square foot industrial concrete tilt-up building, with the tenant currently being unknown. Gardner Batt will be soliciting this building to distribution occupiers. The distribution user will use minimal water, and the water being requested is for drinking and landscaping. Per the water request and calculation, 8.28 acre-feet is being requested for drinking water and 5.94 acre-feet is required for irrigation water. Due to the minimal water along the Wasatch Front, Gardner Batt would like to have conversations with the city to minimize the amount of irrigatable landscaping within the site and bring this water requirement down.

Gardner Batt greatly appreciates the City of Tooele and the opportunity to help grow the community. This initial site is the initial phase of a ~600-acre industrial masterplan that will bring businesses and jobs to the City of Tooele. We are excited to participate in the growth of Tooele and we work together to make this plan a reality. Thank you for your support and we look forward to hearing back from you.

Regards,

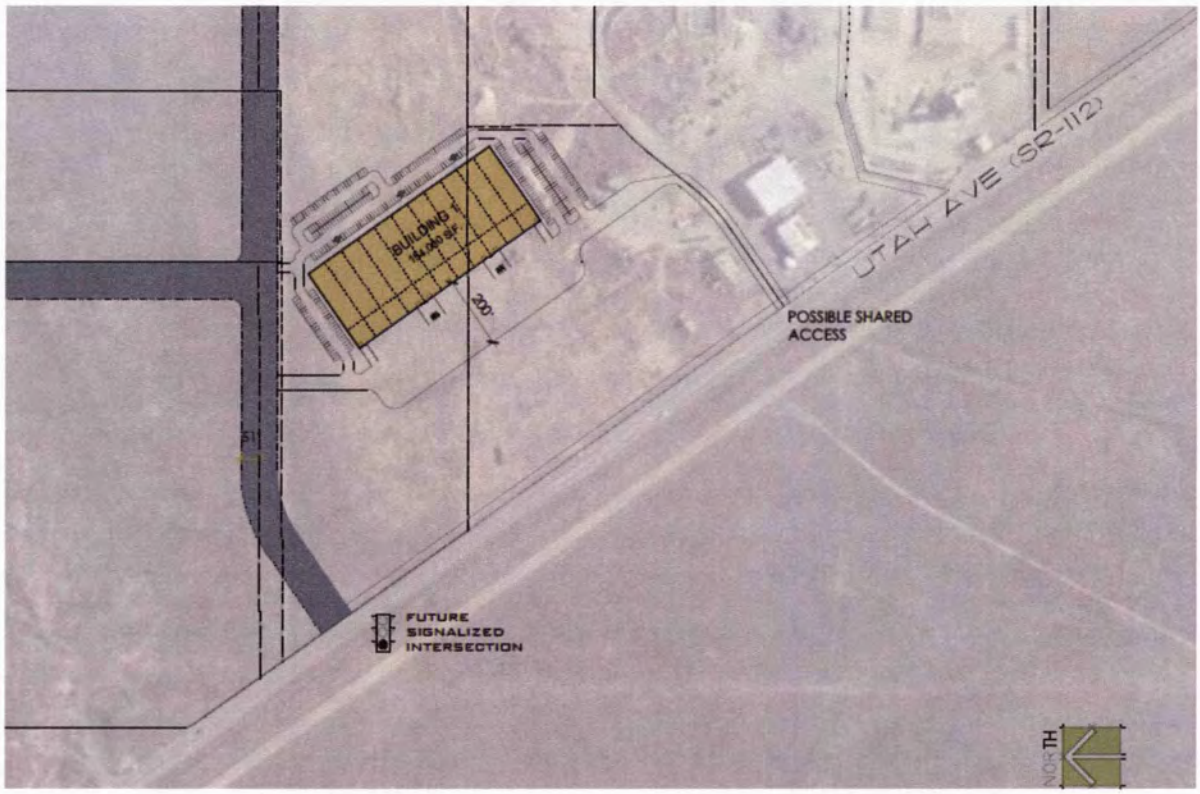
Gardner Batt

Michael D. Batt

Jonathan S. Gardner

Exhibit A

Site Plan



Jared Stewart

From: Jake Jackson <jjackson@gardnerbatt.com>
Sent: Thursday, December 1, 2022 2:47 PM
To: Jared Stewart
Subject: Re: Work meeting confirmed
Attachments: Site Concept Plan-2.pdf

Perfect, thank you!

On a side note - we had the civil look at the grading on the site, and it was much different that what we originally thought. This has caused a minor site plan change and the building is 161,000sf now. See attached. I am having our architect make it look nice like the other one, but let me know if this throws a wrench in anything. I am also having my civil calculate the water usage on the first building. It will not be much different than the 14.22, and we might be able to make it work given it is a very similar size.

Jake Jackson | Sr. Associate
423 W. Broadway, Suite 230, Salt Lake City, Utah 84101
760-805-8144
jjackson@gardnerbatt.com
https://linklock.titanhq.com/analyse?url=http%3A%2F%2Fwww.gardnerbatt.com&data=eJxLtjUzTDMwTDWwtDBJTU5VS7ENyc9PzUl1ziyp1MsvSlfLtQ00zHLLKstJj0h2yVMrts3KSkzOLs7PUzUxSE8sSslLLUpKLCnRS87PVSuyzUosSk0pBkqhmVJqm1FSUqBq7Khq5AZE5eXlemiaAYpKL4o%
GARDNER BATT

> On Dec 1, 2022, at 2:22 PM, Jared Stewart <jareds@TooeleCity.org> wrote:
>
> Jake—we are confirmed to discuss Gardner Batt's water request on the work meeting (5:30PM on December 7th). For your information, I've attached the Draft guidelines that we will be discussing with the council just prior to the Gardner Batt request.
>
> Thanks,
> Jared
> <image001.png>
> **Jared Stewart | Tooele City Corporation**
> Economic Development Director | Grant Administrator
> 90 North Main Street | Tooele, UT | 84074
> Ph: (435) 843-2169 | Cell: (801) 834-3858
> jareds@tooelecity.org | https://tooelecity.org | LinkedIn
>
> <Draft Water Fee in Lieu Guidlines.pdf>

Exhibit B

June 1, 2022, Fee-in-lieu Policy

City Council Policy

RE: Payment In Lieu Of Water Rights Conveyance under Tooele City Code §7-26-3(2).

Effective Date: June 1, 2022

Tooele City Code Chapter 7-26 requires the conveyance of water rights as a condition of approval of all land use applications. Section 7-26-3(2) states the following:

> Fee-in-lieu. Pursuant to established City Council policy, in lieu of actual conveyance of water rights pursuant to this Chapter, certain development applicants may pay to the City an amount per acre-foot for access to water rights controlled by the City in a quantity necessary to satisfy the anticipated future water needs of the proposed development to be served and supplied by the City water system.

This City Council Policy is established pursuant to the authority embodied in §7-26-3(2).

Residential Development. Beginning on the Effective Date, Tooele City will allow owners of existing parcels of record that are not part of a recorded subdivision, and owners of single lots subdivided from those existing parcels through two-lot subdivisions (e.g., a lot split), to pay a fee (the "Fee") per parcel or lot in lieu of the residential water right requirement established in TCC §7-26-2(1). The item for which the Fee is paid shall be known for purposes of this Policy as a Water Rights Credit or Credit.

Credits will be available on a first-come first-served basis. The Fee shall be paid in full prior to building permit issuance. Should a building permit for which the Fee was paid expire under the terms of the permit, the City will refund the Fee, minus a $100 administrative service charge. An owner who previously paid the Fee and received a Fee refund due to an expired building permit may submit a new building permit application and pay the Fee on a first-come first-served basis behind others who paid the Fee and whose building permits remain valid.

Non-residential Development. Beginning on the Effective Date, Tooele City will allow owners of non-residential developments to pay the Fee if the development is determined by the City to need less than 20 acre-feet of municipal water rights. Additional Credits may be made available, upon recommendation of the Public Works Director and with written approval of the Mayor, after full consideration of the following criteria in relation to the amount of water used:

- The number of jobs the development is anticipated to create, together with the nature of the jobs (e.g., full-time) and job compensation (e.g., wage levels, benefits).
- The amount of sales tax the development is anticipated to generate.
- The amount of property tax the development is anticipated to generate.
- The anticipated environmental and social impacts of the development.

Credits will be available on a first-come first-served basis. The Fee shall be paid in full prior to building permit issuance. Should a building permit for which the Fee was paid expire under the terms of the permit, the City will refund the Fee, minus a $100 administrative service charge. An owner who previously paid the Fee and received a Fee refund due to an expired building permit may submit a new building

permit application and pay the Fee on a first-come first-served basis behind others who paid the Fee and whose building permits remain valid.

General.

1. The Fee shall be established at $35,000 per Credit, each Credit being the equivalent of 1.0 acre-foot of municipal water rights.
2. Credits sold pursuant to this Policy shall not exceed a total of 50 acre-feet of municipal water rights in any calendar year without the approval of the City Council.
3. Upon payment of the Fee, the City will indicate such payment on the approved building permit.
4. This Policy shall supersede any prior oral or written policies or practices on the subject of this Policy.
5. Revenues derived from the sale of Credits shall be utilized for the protection of existing water rights and/or the purchase of additional water rights, except that the City Council may authorize the use of such revenues for other Tooele City water-related projects and/or needs upon a finding of good cause.
6. The sale of Water Rights Credits under this Policy is subject to the availability of corresponding water rights, in the sole discretion of Tooele City.

Justin Brady
Chairman

Exhibit B

Letter of Extension Request from Asilia Investments (formally known as Gardner-Batt)

September 10, 2024

Water Purchase Agreement - Extension Request

Mayor Debbie Wynn and Tooele City Council,

In December 2022, Asilia Investments (formerly known as Gardner Batt) was approved to purchase 20 acre-feet of water through the City of Tooele for what is now called Phase 1 of the Midvalley Logistics Center. Due to market conditions over the past 2 years, the Midvalley Logistics Center has not been able to break ground. With the Water Purchase Agreement expiring in December of 2024, Asilia would like to request a 2-year extension to the agreement.

Asilia Investments has made progress on the site and has almost completed the permitting process to allow for the land to be site ready. Depending on market conditions, Asilia would love to break ground on the initial phase summer of 2025. Thought we cannot commit to starting the project then, this Tooele land is very high on our priority list, and we are watching the market closely to determine when the project will become feasible.

We appreciate the City of Tooele being extremity supportive on this project, and we will continue to work together to make this project a reality. Without the Water Purchase Agreement Extension, this project is not possible.

Thank you for your support, and we look forward to discussing.

Respectfully,

The Asilia Investments Team

Exhibit C

Midvalley Logistics Center

MASTER PLANNED INDUSTRIAL LOGISTICS CENTER

MIDVALLEY
LOGISTICS CENTER

1830 SR-112 Lake Point, UT 84074

NEWMARK | ASILIA

nmrk.com

MIDVALLEY
LOGISTICS CENTER

FOR LEASE, SALE OR BTS

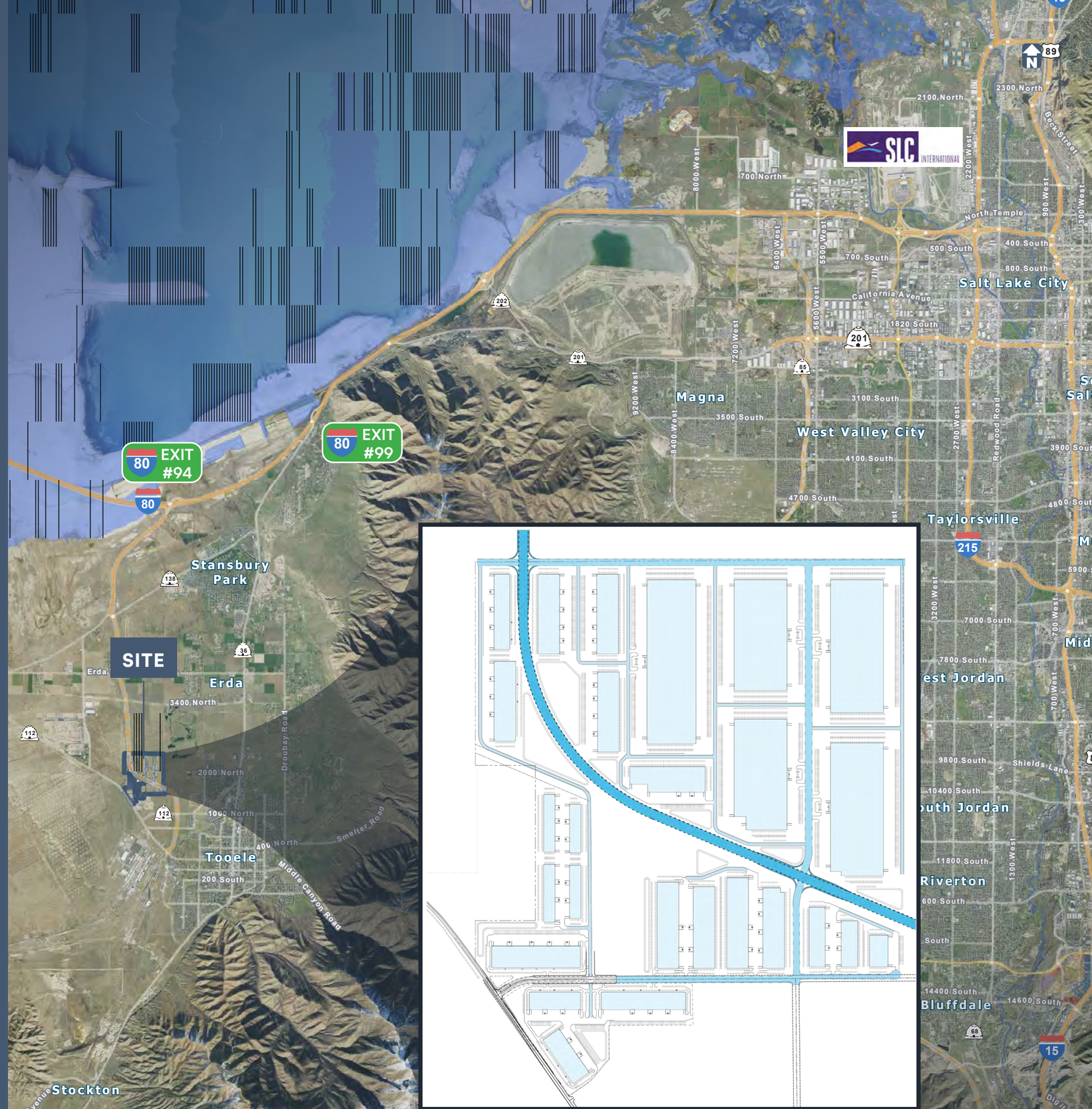
- 26-building master-planned industrial development
- ±1,200 total acres
- Totaling more than 9.5M total square feet
- Five buildings with access to Union Pacific rail
- On-site trailer parking
- Located immediately off of Highway 112
- Nonstop access to I-15 via I-80
- Zoned Light Commercial (LI)

EXCLUSIVELY LISTED BY:

Lucas M. Burbank
Executive Managing Director
t 801-578-5522
lucas.burbank@nmrk.com

Eli Priest
Senior Managing Director
t 801-746-4746
eli.priest@nmrk.com

Kelsie Akiyama
Senior Associate
t 801-578-5504
kelsie.akiyama@nmrk.com



MIDVALLEY
LOGISTICS CENTER

Liddiard
Home Furnishings

36

THE HOME DEPOT

MOUNTAIN WEST MEDICAL CENTER

2000 North

400 West

maceys

CAL Ranch

JOANN

Lucky

1000 North

Walmart

Main Street

Utah Avenue

Vine Street

Links at Overlake

Overlake Golf Course

FUTURE DEVELOPMENT

PHASE III

112

PHASE I

112

PHASE II

FUTURE DEVELOPMENT

Tooele Midvalley Highway

To keep Utah moving, UDOT completed an Environmental Impact Statement (EIS) in 2011 to evaluate a new corridor connecting I-80 to S.R. 36 in Tooele. The study team identified a future corridor, now known as Midvalley Highway (S.R. 179), to be constructed in phases.

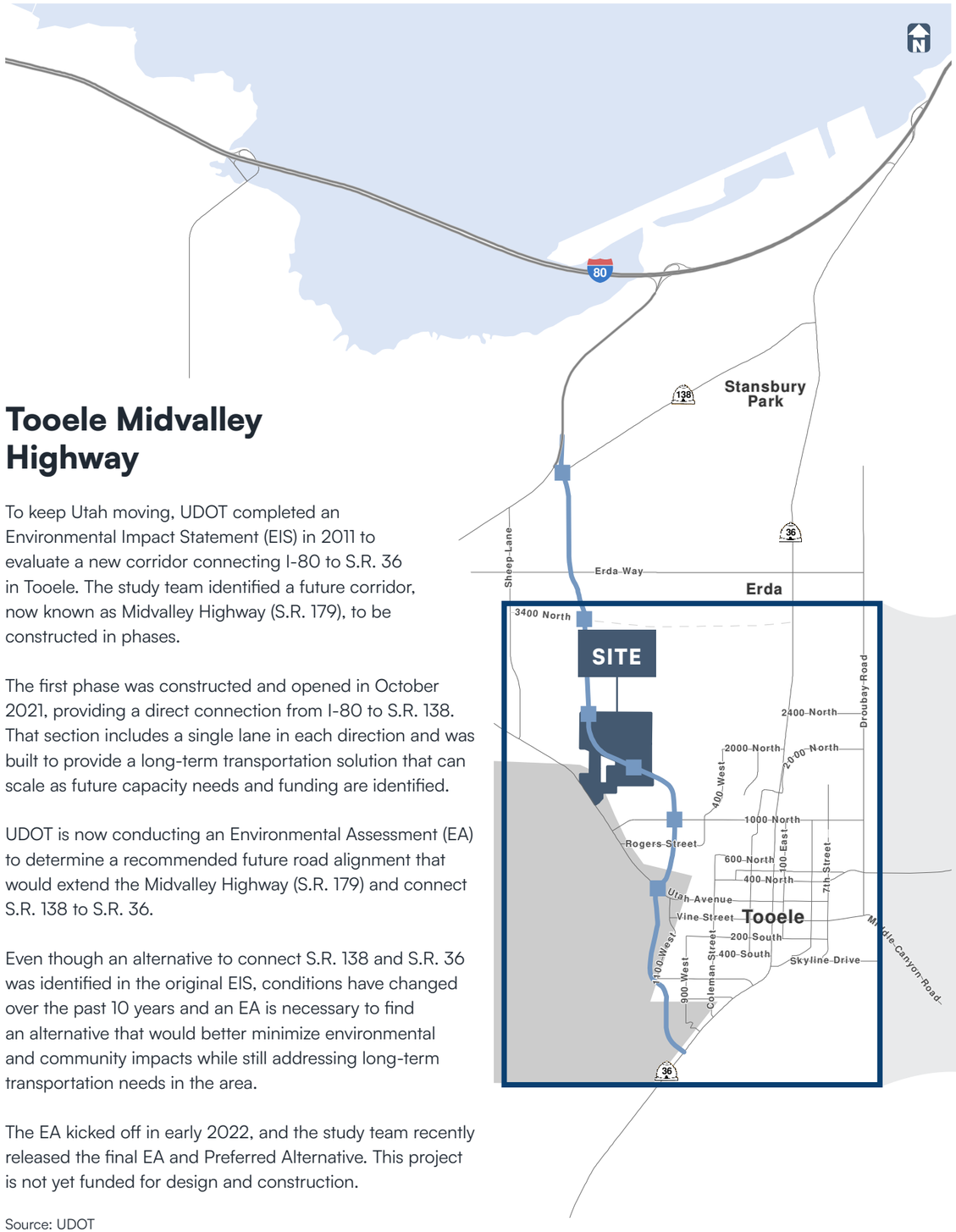
The first phase was constructed and opened in October 2021, providing a direct connection from I-80 to S.R. 138. That section includes a single lane in each direction and was built to provide a long-term transportation solution that can scale as future capacity needs and funding are identified.

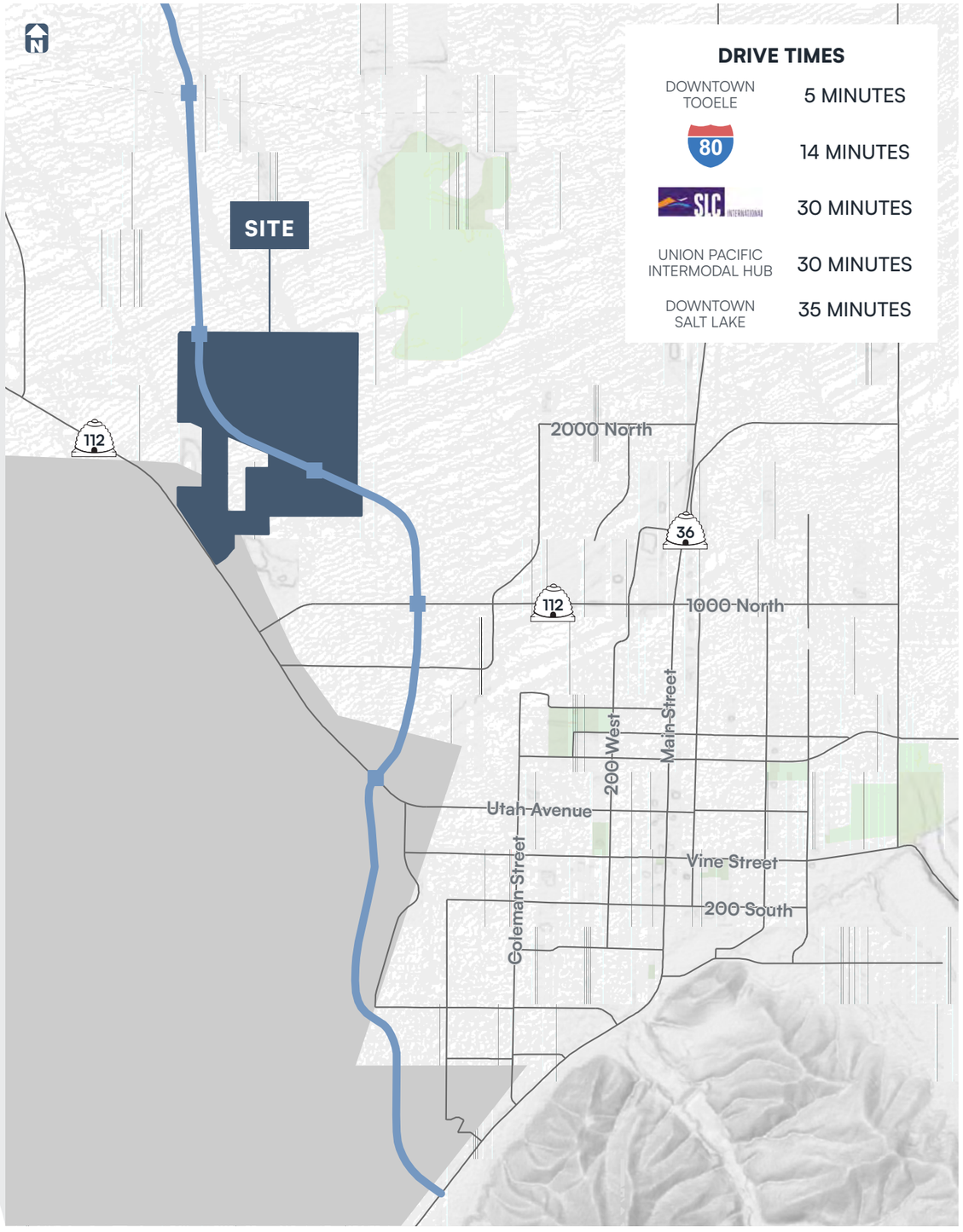
UDOT is now conducting an Environmental Assessment (EA) to determine a recommended future road alignment that would extend the Midvalley Highway (S.R. 179) and connect S.R. 138 to S.R. 36.

Even though an alternative to connect S.R. 138 and S.R. 36 was identified in the original EIS, conditions have changed over the past 10 years and an EA is necessary to find an alternative that would better minimize environmental and community impacts while still addressing long-term transportation needs in the area.

The EA kicked off in early 2022, and the study team recently released the final EA and Preferred Alternative. This project is not yet funded for design and construction.

Source: UDOT



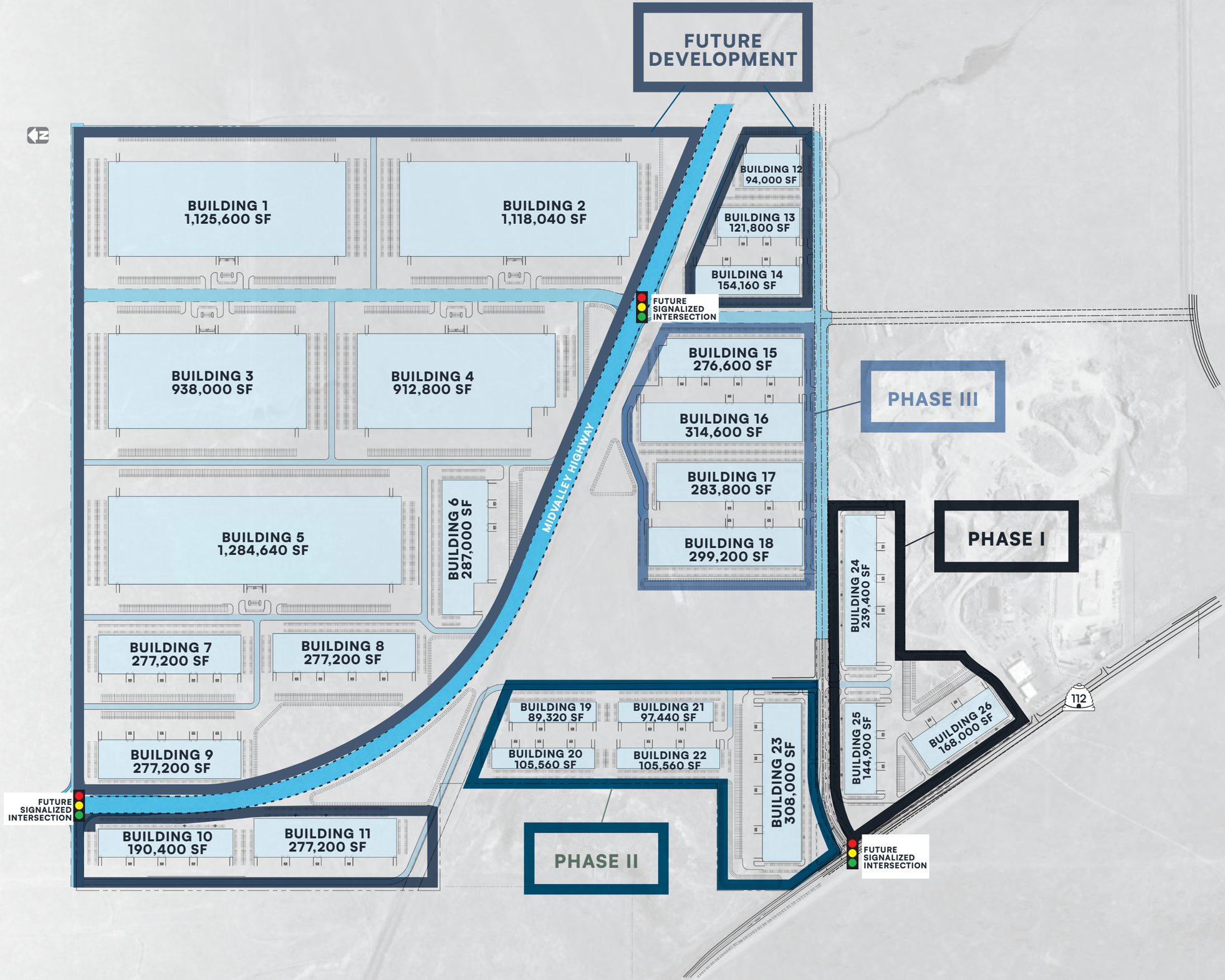


±1,200
TOTAL ACRES

26
BUILDINGS

9.5M
SQUARE FEET

LI
LIGHT COMMERCIAL
ZONING



TOOELE METRO AREA

79,760
Total Population

9.7%
Population Growth
(2020-2023)

Tooele is prepared to meet the challenges of the future. Tooele City, a Utah community, is nestled at the foothills of the Oquirrh Mountains. It is located about 35 miles southwest of Salt Lake City and has a rich, colorful history.

Because of available resources, the transfer of the depot property and excellent economic opportunities, Tooele stands at the brink of growing into a regional trade center during the upcoming years. Tooele City citizens have been resilient over the past 160 years.The city now faces an exciting time that tests its ability to meet new challenges, and it will surely rise to meet them once again.

Sources: Esri, Tooele City, Data USA, Utah Department of Workforce Services

TOP EMPLOYERS

- Department of Defense
- Purple Innovation
- US Magnesium
- Sportsman's Distribution

TOP INDUSTRIES

- Manufacturing
- Retail Trade
- Construction
- Health Care

TOP DEVELOPMENTS

- Ken's Gym
- Harris Community Village
- Peterson Industrial Depot
- Leitner-Poma

IN RECENT NEWS

TRADE & INDUSTRY

Tooele City Takes Pride in Welcoming New Business to the Community

BUSINESS UTAH

Plastic Ingenuity To Open an Office In Tooele

BUSINESS UTAH

Carvana Bringing Jobs To Tooele

DEMOGRAPHICS

POPULATION	3 miles	5 miles	10 miles
2023 Total Population	12,009	44,228	76,397
2028 Total Population	14,244	47,876	87,726
2020 Total Population	10,442	41,142	69,452
2020-2023 Annual Rate	5.00%	2.50%	3.33%
2023-2028 Annual Rate	3.47%	1.60%	2.80%
2023 Daytime Population	12,882	39,048	61,489
2023 Median Age	28.6	30.5	31.2
HOUSEHOLDS			
2023 Households	3,642	13,816	23,125
2028 Households	4,345	15,012	26,712
2020 Households	3,181	12,774	20,917
2010-2023 Annual Rate	4.83%	2.72%	3.52%
2023-2028 Annual Rate	3.59%	1.67%	2.93%
2023 Average Household Size	3.29	3.18	3.28
INCOME			
2023 Average Household Income	$96,732	$99,809	$110,082
2028 Average Household Income	$107,312	$112,080	$123,628
2023 Median Household Income	$85,977	$86,556	$97,495
2028 Median Household Income	$95,981	$100,241	$104,614
2023 Per Capita Income	$30,049	$31,309	$33,313
2028 Per Capita Income	$33,614	$35,290	$37,628
HOUSING			
2023 Housing Units	3,761	14,240	23,784
2023 Occupied Units	96.8%	97.0%	97.2%
2023 Vacant Units	3.2%	3.0%	2.8%
2023 Owner Occupied Units	74.4%	78.4%	81.0%
2023 Renter Occupied Units	22.4%	18.7%	16.3%
2023 Median Home Value	$324,702	$310,597	$349,165
EMPLOYEES			
2023 Total Population 16+	6,084	21,987	37,777
2023 White Collar	53.7%	52.5%	55.8%
2023 Services	7.7%	12.0%	12.5%
2023 Blue Collar	38.7%	35.5%	31.7%

Source: Esri Business Analyst

WHY UTAH?

As a whole, the State of Utah is known for its dynamic economic climate, well-run state government, young, highly-educated work force, and business friendly environment. Since 2010, Forbes has consistently ranked the state as one of the top five “Best States for Business.” Utah features low costs of doing business, countless economic incentives, relatively affordable real estate costs, low wages, competitive corporate income and sales tax, and affordable health care insurance.

DEMOGRAPHICS

The state of Utah has a population of 3.41 million. Approximately 2.57 million (75% of the population) lives along the Wasatch Front, a four-county geographic area surrounding Salt Lake City. The state has the ninth-fastest growing population in the country, which is also the youngest. Major universities in the Greater Salt Lake area include Brigham Young University, Utah Valley University, Salt Lake Community College, Westminster College, Eagle Gate College, Broadview University and The University of Utah.

3,407,723
Population

#1
Fastest Growing Population (2010-2023)

75%
of State’s Population (2.57M) Live in Greater Salt Lake Region

91%
Have a High School Diploma, 70% have College Experience, 37% have a Bachelor’s Degree

31.4
Median Age (Lowest in the Nation)

2.6%
Ninth-Lowest Unemployment Rate in U.S. (BLS, September 2023)

WHY INVEST IN UTAH

#1 BEST STATE OVERALL
U.S. News & World Report, 2023

AAA CREDIT RATING
Standard & Poor’s, 2022

#4 TOP JOB MARKET
Wall Street Journal, 2022

#2 BEST STATE ECONOMY
WalletHub, 2022

#3 STATE WITH THE MOST CIVIC ENGAGEMENT IN RACIAL EQUALITY
WalletHub, 2022

#1 BEST STATE TO START A BUSINESS
WalletHub, 2023

#1 BEST STATE FOR THE MIDDLE CLASS
Smart Asset, 2022

#1 ECONOMIC OUTLOOK
Rich States, Poor States, 2023
(16th Year in a Row)

#1 BEST ECONOMY
U.S. News & World Report, 2023

BEST-PERFORMING LARGE CITIES
#1 — PROVO-OREM
#18 — OGDEN-CLEARFIELD
#19 — SALT LAKE CITY
Milken Institude, 2023

BEST-PERFORMING SMALL CITIES
#2 — LOGAN
#3 — ST. GEORGE
Milken Institude, 2023

#1 BEST STATE FOR WORK-LIFE BALANCE
Business Insider, 2021

Source: Esri Business Analyst Online (2023), Bureau of Labor Statistics (2023), U.S. Census (2022)

ECONOMIC OVERVIEW

Since 2010, Forbes has consistently ranked Utah as one of the top five “Best States for Business.” The state benefits from light regulation and energy costs that are 23% below the national average. Employment expanded 3.1% year-over-year, making the state the national leader for job growth. Utah has been a tech destination for years, with companies such as eBay, Oracle, Microsoft,Twitter, Facebook and Amazon building up a heavy presence in the state as a low-cost alternative to California. Today, there are over 7,000 tech and life sciences companies located in Utah. Venture capital firms invested $1.1 billion in Utah in 2019—more than three times the average investment over the past four years. From the end of the great recession in 2009, venture capital investment in Utah companies has grown by 500%, nearly double the national growth rate. The number of deals per year has also more than doubled in the same time period.

Utah’s economic performance is impressive on many levels and speaks to the State’s ability to compete in global markets and attract new business. Companies that have recently expanded within or entered Utah include Adobe, Ebay, Amazon, Goldman Sachs, Fidelity and Twitter. This tenant migration has had a notable impact on the region’s unemployment rate, which at 2.4% (February 2023) is the fourth-lowest rate in the U.S.

Top Employers in UTAH

American Express · Discover · ARUP · jetBlue · SkyWest Airlines · C.R. England · The Church of Jesus Christ of Latter-day Saints · Walmart · Amazon · Target · Wells Fargo · Adobe · Delta · ebay · vivint.Solar · CHG Healthcare · ancestry · Goldman Sachs · L3 Technologies · verizon · Intermountain Healthcare · IRS · ATK · Zions Bank

LIFESTYLE

Both the state of Utah and Salt Lake City have been cited by virtually every prestigious publication as one of the top destinations in the nation to live, work and play. Life in Utah offers an ideal mix: job opportunities, low cost of living, low crime rates, affordable higher education, top-notch health care, and cultural diversity. Best of all, Salt Lake City offers a side-by-side mix of outdoor recreation and urban entertainment. *Outside* magazine ranked Salt Lake City as one of the “Best Place to Live” in 2014. *Outside* also named Salt Lake City among America’s “10 Best Big Cities for Active Families” for its commitment to open space, smart solutions to sprawl and gridlock, can-do community spirit, and an active embrace for an adventurous life.

Salt Lake Ranked Best Place to Live & Park City Ranked Best Town Ever
Outside Magazine

Salt Lake Ranked One of the Healthiest Metro Areas
Atlantic Cities Magazine

15 World-Class Ski Resorts

#1 Hiking City - Salt Lake City
National Geographic Adventure

5 National Parks

#1 State for Future Livability
Gallup Wellbeing

More Than 9 Million Acres of National Forest

43 State Parks

MIDVALLEY
LOGISTICS CENTER

EXCLUSIVELY LISTED BY:

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Kelsie Akiyama
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NEWMARK | YASILIA

nmrk.com

City Council Policy

RE: Payment of a Fee In Lieu Of Water Rights Conveyance under Tooele City Code §7-26-3(2).

Effective Date: November 1, 2023

Tooele City Code Chapter 7-26 requires the conveyance of water rights as a condition of approval of all land use applications. Section 7-26-3(2) states the following:

> Fee-in-lieu. Pursuant to established City Council policy, in lieu of actual conveyance of water rights pursuant to this Chapter, certain development applicants may pay to the City an amount per acre-foot for access to water rights controlled by the City in a quantity necessary to satisfy the anticipated future water needs of the proposed development to be served and supplied by the City water system.

This City Council Policy is established pursuant to the legislative authority embodied in §7-26-3(2).

Residential Development. Beginning on the Effective Date, Tooele City will allow the owner(s) of an existing single-family parcel of record that, as of the Effective Date, is not part of a recorded subdivision, and the owner(s) of a single-family lot that is part of a recorded subdivision, either of which parcel or lot is subdivided through a two-lot subdivision (e.g., a lot split), to pay a fee (the "Fee") for the new lot in lieu of the residential water right requirement established in TCC §7-26-2(1). The administrative departments are authorized to determine eligibility and to approve payment of the Fee for such a two-lot residential subdivision. The item for which the Fee is paid shall be known for purposes of this Policy as a Water Rights Credit or Credit.

Persons who are eligible under this Policy may purchase Credits by paying the Fee. Credits will be purchased on a first-come first-served basis. The Fee shall be paid in full prior to building permit issuance. Should a building permit for which the Fee was paid expire under the terms of the permit, the City will refund the Fee, minus a $100 administrative service charge. A person who previously paid the Fee and received a Fee refund due to an expired building permit may submit a new building permit application and may again request to pay the Fee on a first-come first-served basis behind others who paid the Fee and whose building permits remain valid.

Non-residential Development. Beginning on the Effective Date, Tooele City will allow owners of a non-residential development project ("Project") to request to pay the Fee if the Project is determined by the City to need less than 20 acre-feet of municipal water rights. Additional Credits may be made available, upon recommendation of the Public Works Director and Economic Development Director, and with written approval of the Mayor. A Request shall be in

writing from the property owner or agent and addressed to the City Council or Mayor. Approval of a request may be granted only after full consideration of the following criteria in relation to the amount of water used for the Project:

- The number of jobs the Project is anticipated to create, together with the nature of the jobs (e.g., full-time) and job compensation (e.g., wage levels, benefits).
- The amount of sales tax the Project is anticipated to generate.
- The amount of property tax the Project is anticipated to generate.
- The anticipated environmental and social benefits and impacts of the Project.

The Council may consider additional criteria as it thinks appropriate. Persons who are eligible under this Policy and approved by the City Council may purchase Credits by paying the Fee. Credits will be purchased on a first-come first-served basis. The Fee shall be paid in full prior to building permit issuance. Should a building permit for which the Fee was paid expire under the terms of the permit, the City will refund the Fee, minus a $100 administrative service charge. A person who previously paid the Fee and received a Fee refund due to an expired building permit, or due to the approval sunsetting, may submit a new building permit application and may again request to pay the Fee. If authorized by the City Council, the Credits may be purchased on a first-come first-served basis behind others who paid the Fee and whose building permits remain valid. The City Council may partially approve a request, for example, by authorizing 10 Credits out of 20 Credits requested.

Sunset for Non-residential Projects.

The City Council's authorization to pay the Fee for one or more buildings in a non-residential development Project containing more than one primary structure (e.g., more than one restaurant or store) is conditioned upon the Project obtaining City approval of a building permit for a first primary structure in the Project, and commencing vertical construction of the permitted structure, within two years of the date of approval of the Resolution authorizing payment of the Fee. Thereafter, the Project shall obtain a building permit for at least one additional primary structure, and commence vertical construction, within each successive twelve months following the commencement of construction of the prior building. By way of example, if a Resolution is approved on January 1, 2024, a first building permit must be obtained, and vertical construction commenced, prior to December 31, 2025; the next building must be permitted and construction commenced prior to December 31, 2026; and so on. Should any of these events not occur before the applicable sunset date, the City Council approval shall lapse and the remaining Credits shall revert to the City. The City Council, in its sole discretion, may extend these sunset deadlines or modify these conditions in a public meeting.

General.

1. Fee Cost. The Fee shall be established at $35,000 per 1.0 acre-foot of depletion of municipal water rights. This Fee amount is not intended or calculated to reflect market value. The Fee applicable to any Request shall be the Fee in effect on the date of the Request, provided the

building permit application for which the Fee is paid is filed with the City within one year of the Request, and otherwise shall be the Fee in effect on the date of the building permit application.

2. Annual Limit. The number of Credits purchased pursuant to this Policy shall not exceed a total of 50 in any calendar year or in any period of 12 consecutive months without the approval of the City Council, in its discretion.
3. Acceptance of Credits. Upon payment of the Fee, the City will indicate the payment on the approved building permit. Payment of the Fee to the City constitutes surrender of the Credits to the City. No Credit certificate is required.
4. Integration. This Policy shall supersede any prior oral or written policies, practices, and understandings on the subject of this Policy.
5. Use of Revenues. Revenues derived from payment of the Fee shall be utilized for the protection of existing water rights and/or the acquisition of additional water rights, except that the City Council may authorize the use of the revenues for other Tooele City water-related projects and needs upon a finding of good cause. The water rights revenue fund is a fund in the City's General Fund and is not an enterprise fund.
6. Limited Availability. The payment of the Fee under this Policy is subject to the availability of corresponding water rights, in the sole discretion of Tooele City.
7. Resolution Required. The City Council's authorization to pay the Fee for a non-residential Project shall be pursuant to approved City Council Resolution.
8. No Entitlement or Security. Approval of a Resolution for a Project containing multiple lots or buildings (e.g., subdivision, site plan) shall be a temporary reservation of Credits for the Project's building permit applicants. Approval of a Resolution shall not constitute a vested development right or a land use entitlement, or the creation of a marketable security. The City will accept the Fee only from building owners, the authorized agents of building owners, or building permit applicants for buildings in a Project.
9. No Assignment or Transfer. Credits shall not be assignable or transferrable but are reserved by the City in the City's sole discretion for specific Projects and sold for specific buildings.
10. No Pre-payment. Project owners may not pre-purchase Credits for their Project or any Project building in advance of building permit application.
11. No Precedent. City Council authorization to pay the Fee for one Project, at whatever Fee amount per Credit, shall not be considered a precedent in any way in reference to any other Project.
12. Refunds. If water usage projection for a building are reduced by the City after payment of the Fee for that building, the City will reimburse the difference between the Fee paid and the Fee that would have been paid under the reduced usage projection. If a Fee payor withdraws a building permit application prior to its approval, the City will reimburse the Fee, with a $100 administrative charge.

Justin Brady
City Council Chair

TOOELE CITY CORPORATION

RESOLUTION 2024-75

A RESOLUTION OF THE TOOELE CITY COUNCIL APPROVING A SETTLEMENT AGREEMENT WITH THE ENVIRONMENTAL PROTECTION AGENCY AND PROPERTY OWNER REGARDING CERTAIN PROPERTY ON BROADWAY.

WHEREAS, the former Broadway Hotel ("Site") was destroyed by fire and was subsequently razed; and,

WHEREAS, in response to the threatened release of hazardous substances, the U.S. Environmental Protection Agency (EPA) undertook response actions at the Site pursuant to the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), also known as Superfund; and,

WHEREAS, EPA incurred approximately a $1.2 million cost in undertaking the CERCLA response actions, and EPA recorded a lien against the Site; and,

WHEREAS, Tooele City has an interest in acquiring the Site and additional parcels for redevelopment purposes ("7 Parcels"); and,

WHEREAS, EPA is authorized to settle its lien for no less than the lien amount or the appraised value, and the 7 Parcels have appraised for $300,000; and,

WHEREAS, EPA, the City, and the Owner of the 7 Parcels have prepared a Settlement Agreement under which the City will pay the Owner $300,000 for the 7 Parcels, the Owner will in turn pay that sum to EPA, the Owner will convey the 7 Parcels to the City, and EPA will release its lien; and,

WHEREAS, for the additional sum of $30,000 paid by the City to EPA, EPA will provide a covenant under Superfund not to sue the City as the new owner; and,

WHEREAS, the Utah Department of Environmental Quality (DEQ) has provided financial assistance by retaining a contractor to perform phase 1 and 2 environmental studies for each of the 7 Parcels; and,

WHEREAS, the Settlement Agreement will substantially resolve the legal and environmental concerns of EPA, the Owner, DEQ, and the City respecting the 7 Parcels; and,

WHEREAS, the Settlement Agreement will open the way for the City to utilize the 7 Parcels in a redevelopment of the Broadway and Newtown area; and,

WHEREAS, in the light of the facts and public interests described above, the City Council finds the Settlement Agreement to be in the City's best interest:

NOW, THEREFORE, BE IT RESOLVED BY THE TOOELE CITY COUNCIL as follows:

1. the Settlement Agreement with EPA and the Owner, attached as Exhibit A, is hereby approved in its current draft form as may be revised by EPA (the Settlement Agreement is attached as Exhibit A);
2. the Mayor is hereby authorized to execute the Settlement Agreement and all associated documents on behalf of the City; and,
3. the Mayor is authorized to pay EPA $330,000 at the time and in the manner established in the Settlement Agreement.

This Resolution shall become effective upon passage, without further publication, by authority of the Tooele City Charter.

IN WITNESS WHEREOF, this Resolution is passed by the Tooele City Council this ____ day of _____, 2024.

TOOELE CITY COUNCIL

(For) (Against)

_____ _____

_____ _____

_____ _____

_____ _____

_____ _____

ABSTAINING: _____

MAYOR OF TOOELE CITY

(Approved) (Disapproved)

_____ _____

ATTEST:

_____
Michelle Y. Pitt, City Recorder

S E A L

Approved as to Form: _____
Roger Evans Baker, City Attorney

Exhibit A

EPA Settlement Agreement

UNITED STATES DEPARTMENT OF JUSTICE
AND
UNITED STATES ENVIRONMENTAL PROTECTION AGENCY, REGION 8

IN THE MATTER OF: Broadway Hotel Superfund Site Tooele, Tooele County, Utah America West Investments, LLC, SETTLING PARTY, Tooele City Corporation, PURCHASER	ADMINISTRATIVE SETTLEMENT AGREEMENT U.S. EPA Region 8 CERCLA Docket No. _____ PROCEEDING UNDER CERCLA, 42 U.S.C. §§ 9601-9675

SETTLEMENT COMMUNICATIONS:
EPA Region 8 Draft, 08/22/24: This settlement is subject to approval and signature by management at both the U.S. Environmental Protection Agency ("EPA") and the U.S. Department of Justice.

TABLE OF CONTENTS

I. GENERAL PROVISIONS

1. This Administrative Settlement Agreement ("Settlement") is entered into voluntarily by the United States of America ("United States") on behalf of the United States Environmental Protection Agency ("EPA"), America West Investments, LLC ("Settling Party") and Tooele City Corporation ("Purchaser"). This Settlement provides for the payment for certain response costs incurred by the United States at or in connection with the Broadway Hotel Superfund Site in Tooele, Tooele County, Utah ("Site").

2. This Settlement is entered into under the authority of the Attorney General of the United States to compromise and settle claims of the United States, consistent with the Comprehensive Environmental Response, Compensation, and Liability Act ("CERCLA"). The EPA is proceeding under the CERCLA authority vested in the President of the United States and delegated to the Administrator of EPA and further delegated to the undersigned Regional official, including the authority in section 122(h)(1) of CERCLA, which authority has been delegated to the Regional Administrators of EPA by Delegation No. 14-14-D (Cost Recovery Non-Judicial Agreements and Administrative Consent Orders). These authorities were further redelegated to Region 8's Associate Regional Counsel for Enforcement.

3. The State of Utah ("State") has been notified of this action.

4. Purchaser and Settling Party agree to undertake all actions required by this Settlement. In exchange for Settling Party's payment for certain response costs, this Settlement addresses Settling Party's alleged civil liability for the Site as provided in Section X (Covenants by United States and EPA), subject to the reservations and limitations contained in Section XIII (Reservation of Rights by United States and EPA). This Settlement also resolves Purchaser's potential CERCLA liability in accordance with the covenants not to sue in Section X (Covenants by United States and EPA), subject to the reservations and limitations contained in Section XIII (Reservation of Rights by United States and EPA). This Settlement is fair, reasonable, in the public interest, and consistent with CERCLA.

5. The United States, Settling Party, and Purchaser (collectively, the "Parties") recognize that this Settlement has been negotiated in good faith and that this Settlement is entered into without the admission or adjudication of any issue of fact or law. Settling Party and Purchaser do not admit and retain the right to controvert in any subsequent proceedings, other than proceedings to implement or enforce this Settlement, the validity of the statement of facts and allegations in Section II (Background). Settling Party and Purchaser agree not to contest the basis or validity of this Settlement or its terms, or the United States' right to enforce this Settlement.

6. Nothing in this Settlement affects Settling Party's and Purchaser's obligations to comply with all applicable state and federal laws and regulations.

II. BACKGROUND

7. The EPA alleges that the Site is a facility as defined by section 101(9) of CERCLA, 42 U.S.C. § 9601(9).

8. In response to the release or threatened release of hazardous substances at or from the Site, the EPA undertook response actions at the Site pursuant to section 104 of CERCLA, 42 U.S.C. § 9604.

9. In performing the response action at the Site, the EPA has incurred response costs and may incur additional response costs in the future.

10. The EPA alleges that Settling Party is a responsible party pursuant to section 107(a) of CERCLA, 42 U.S.C. § 9607(a), and is jointly and severally liable for response costs incurred and to be incurred at the Site.

11. The EPA has reviewed the Financial Information (as identified in Appendix A) submitted by Settling Party to determine whether Settling Party is financially able to pay response costs incurred and to be incurred at the Site. Based upon this Financial Information, the EPA has determined that Settling Party has limited financial ability to pay for response costs incurred and to be incurred at the Site.

12. Purchaser represents that it has not caused or contributed to a release or threat of release of hazardous substances, pollutants or contaminants at the Site, that it is not affiliated with Settling Party, and that it will conduct all appropriate inquiry prior to acquiring the Property.

III. PARTIES BOUND

13. This Settlement is binding upon the United States and upon Settling Party and Purchaser and their successors. Unless the United States otherwise consents, any change in ownership or corporate or other legal status of Settling Party or of Purchaser does not alter Settling Party's or Purchaser's responsibilities under this Settlement. Except as provided in ¶ 31, Transfer of the Property or any portion thereof does not alter any of Settling Party's or Purchaser's obligations under this Settlement. Purchaser's responsibilities under this Settlement cannot be assigned except under a modification executed in accordance with ¶ 76.

14. Settling Party and Purchaser shall provide notice of this Settlement to officers, directors, employees, agents, contractors, subcontractors, or any person representing Settling Party or Purchaser with respect to the Property. Settling Party and Purchaser are responsible for ensuring that such persons act in accordance with the terms of this Settlement.

IV. DEFINITIONS

15. Terms not otherwise defined in this Settlement have the meanings assigned in CERCLA or in regulations promulgated under CERCLA. Whenever the terms set forth below are used in this Settlement, the following definitions apply:

"CERCLA" means the Comprehensive Environmental Response, Compensation, and Liability Act, 42 U.S.C. §§ 9601-9675.

"Day" or "day" means a calendar day. In computing any period under this Settlement, the day of the event that triggers the period is not counted and, where the last day is not a working

day, the period runs until the close of business of the next working day. "Working day" means any day other than a Saturday, Sunday, or federal or State holiday.

"DOJ" means the United States Department of Justice.

"Effective Date" means the effective date of this Settlement as provided in Section XXVII.

"EPA" means the United States Environmental Protection Agency.

"Existing Contamination" means:

a. any hazardous substances, pollutants or contaminants present or existing on or under the Property prior to or as of the Effective Date;

b. any hazardous substances, pollutants or contaminants that migrated from the Property prior to the Effective Date; and

c. any hazardous substances, pollutants or contaminants present or existing at the Site as of the Effective Date that migrate onto, under or from the Property after the Effective Date.

"Financial Information" means those financial documents identified in Appendix A.

"Fund" means the Hazardous Substance Superfund established under section 9507 of the Internal Revenue Code, 26 U.S.C. § 9507.

"Including" or "including" means "including but not limited to."

"Interest" means interest at the rate specified for interest on investments of the Fund, as provided under section 107(a) of CERCLA, compounded annually on October 1 of each year. The applicable rate of interest is the rate in effect at the time the interest accrues. The rate of interest is subject to change on October 1 of each year. As of the date EPA signs this Settlement, rates are available online at https://www.epa.gov/superfund/superfund-interest-rates.

"National Contingency Plan" or "NCP" means the National Oil and Hazardous Substances Pollution Contingency Plan promulgated under section 105 of CERCLA, codified at 40 C.F.R. part 300, and any amendments thereto.

"Paragraph" or "¶" means a portion of this Settlement identified by an Arabic numeral or an upper- or lower-case letter.

"Parties" means the United States, Settling Party, and Purchaser.

"Property" means the real property owned by Settling Party that is to be acquired by Purchaser by the terms of this Settlement. The Property is located at 126, 135, 141, and 145 N. Broadway, Tooele, Tooele County, Utah (Tax IDs: 02-104-0-0014; 02-104-0-0013; 02-104-0-

0012; 02-104-0-0011; 02-105-0-0011; 02-105-0-0010; 02-105-0-0008), as fully described in Appendix B, Description of the Property.

"Purchaser" means Tooele City Corporation as the prospective purchaser of the Property.

"RCRA" means the Solid Waste Disposal Act, 42 U.S.C. §§ 6901-6992k (also known as the Resource Conservation and Recovery Act).

"Section" means a portion of this Settlement identified by a Roman numeral.

"Settlement" means this Administrative Settlement Agreement, all appendices attached hereto (listed in Section XX). If there is a conflict between a provision in Sections I through XXVII and a provision in any appendix, the provision in Sections I through XXVII controls.

"Settling Party" means America West Investments, LLC.

"Site" means the Broadway Hotel Superfund Site, comprising approximately 0.29 acres, located at 141 and 145 N. Broadway, Tooele, Tooele County, Utah (Tax Parcel IDs: 02-105-0-0011; 02-105-0-0010).

"State" means the State of Utah.

"Transfer" means to sell, assign, convey, lease, mortgage, or grant a security interest in, or where used as a noun, a sale, assignment, conveyance, or other disposition of any interest by operation of law or otherwise.

"Transferee" means the party to whom a Transfer is made.

"United States" means the United States of America and each department, agency, and instrumentality of the United States, including EPA.

"Waste Material" means (a) any "hazardous substance" under section 101(14) of CERCLA; (b) any pollutant or contaminant under section 101(33) of CERCLA; and (c) any "solid waste" under section 1004(27) of RCRA or under section 102(9) of the Utah Solid and Hazardous Waste Act, Utah Code § 19-6-101 to 125.

V. PAYMENT FOR RESPONSE COSTS

16. **Transfer of Property by Settling Party to Purchaser.** Within 60 days of the Effective Date, Settling Party will Transfer via sale fee simple absolute title of the Property to Purchaser. Settling Party will Transfer its interest in the Property by deed for the amount determined to be the fair market value of the Property based on the appraisal dated June 5, 2024, and conducted by a qualified appraiser certified to meet the Uniform Standards of Professional Appraisal Practice. The appraisal is included as Appendix C.

17. **Maintenance of the Property.** Until the Property is sold, Settling Party shall, at its own expense: (a) maintain and make necessary repairs to the Property; (b) keep the Property

insured against loss from casualty and liability; (c) timely pay or cause to be paid all real property taxes; and (d) timely pay all water and sewer bills regarding the Property.

18. **Settling Party's Payment of Net Sales Proceeds to the EPA.** Within 75 days of the Effective Date, Settling Party shall pay to the EPA 100% of the net sales proceeds of the Transfer of the Property. "Net sales proceeds" shall mean, for purposes of this Paragraph, all consideration received by Settling Party from the Transfer of the Property, not including: (a) a sum certain value of $20,000 to be deposited with the United States District Court for the District of Utah in the matter of *United States v. Daniel J. Brett*, Case No. 2:24-cr-00037; (b) any reasonable closing costs paid regarding the sale; (c) any reasonable broker's fees paid regarding the sale; and (d) any State and/or municipal transfer taxes paid regarding the sale. At least 10 days prior to making the payment required by this Paragraph, Settling Party shall submit to the EPA for the EPA's review and approval Settling Party's calculation of the net sales proceeds and all documentation regarding the values used in the calculation, including (a) documentation showing receipt of $20,000 by the United States District Court for the District of Utah; (b) documentation of the amounts of closing costs paid; (c) documentation of any broker's fees paid regarding the sale; and (d) documentation of the amounts of State and/or municipal transfer taxes paid regarding the sale. If the payment required under this Paragraph is late, Settling Party shall pay, in addition to any stipulated penalties owed under Section IX (Stipulated Penalty), an additional amount for Interest accrued from the Effective Date until the date of payment.

19. **Settling Party's Payment of Insurance Proceeds to EPA.** If Settling Party makes any claim under any insurance policy that covered or covers the Property, Settling Party shall notify the EPA within 5 days of making any claim. If Settling Party recovers any amount on any such claim, Settling Party shall pay to the EPA 50% of the amount recovered within 14 days of receiving payment on the claim. Settling Party shall make any payment to the EPA required under this Paragraph as specified in ¶ 21 (Payment Instructions).

20. **Purchaser's One-Time Payment to the EPA.** Within 90 days after the Effective Date, Purchaser shall pay the EPA $30,000. If the payment required under this Paragraph is late, Purchaser shall pay, in addition to any stipulated penalties owed under Section IX (Stipulated Penalty), an additional amount for Interest accrued from the Effective Date until the date of payment.

21. **Payment Instructions.** Settling Party and Purchaser shall each make the respective payments to the EPA as required by ¶¶ 18 and 20 at https://www.pay.gov using the link for "EPA Miscellaneous Payments Cincinnati Finance Center," including a reference to the CERCLA docket number and Site/Spill ID number listed in ¶ 74, and the purpose of the payment. Settling Party or Purchaser shall send a notice of this payment to DOJ and EPA.

22. **Deposit of Payment.** The total amounts to be paid to EPA pursuant to ¶¶ 18 and 20 shall be deposited by the EPA in the Fund.

VI. PROPERTY REQUIREMENTS

23. **Applicability.** For so long as Settling Party is an owner or operator of the Property and until Settling Party completes the sale of the Property to Purchaser, the provisions

of this Section VI are binding on Settling Party except ¶¶ 28, 29, and 31. Settling Party's obligations under this Section VI will be terminated with respect to any of the Property on the date that Purchaser acquires the Property.

24. **Notices.** Purchaser shall provide all legally required notices with respect to the discovery or release of any hazardous substance at the Property that occurs after the Effective Date, including the following:

a. **Release Reporting.** Upon the occurrence of any event that Purchaser is required to report under CERCLA § 103 or section 304 of the Emergency Planning and Community Right-to-Know Act ("EPCRA"), 42 U.S.C. § 11004, Purchaser shall immediately orally notify the National Response Center at (800) 424-8802. Purchaser shall also submit a written report to EPA within seven days after the onset of such event that describes (a) the event and (b) all measures taken and to be taken: (1) to mitigate any release or threat of release; (2) to mitigate any endangerment caused or threatened by the release; and (3) to prevent the reoccurrence of any such a release or threat of release. The reporting requirements are in addition to the reporting required by CERCLA § 103 and EPCRA § 304.

25. **Non-Interference and Access.** Purchaser shall refrain from using the Property in any manner that the EPA determines will pose an unacceptable risk to public health or welfare or the environment due to exposure to Waste Material, or interfere with or adversely affect the implementation, integrity, or protectiveness of the response action. Upon acquisition of the Property, Purchaser shall provide full cooperation, assistance, and access to persons that are authorized to conduct response actions or natural resource restoration at the Property (including the cooperation and access necessary for the installation, integrity, operation, and maintenance of any complete or partial response actions or natural resource restoration at the Property). Commencing on the Effective Date, Purchaser shall provide the EPA and its representatives, including contractors, and subcontractors, access to the Property at all reasonable times to conduct any activity regarding the Settlement at the Property, including the following:

a. overseeing compliance with the Settlement;

b. conducting investigations of contamination at or near the Property;

c. assessing the need for planning, implementing, or monitoring additional response actions at or near the Property;

d. implementing a response action by persons performing under EPA oversight;

e. determining whether the Property is being used in a manner that is prohibited or restricted, or that may need to be prohibited or restricted under this Settlement or an EPA decision document for the Site; and

f. implementing, monitoring, maintaining, reporting on, and enforcing any land, water, or other resource use restrictions and any institutional controls.

26. **Appropriate Care.** Commencing on the Effective Date, Purchaser shall exercise appropriate care with respect to hazardous substances found at the Property by taking reasonable steps to stop any continuing release; prevent any threatened future release; and prevent or limit human, environmental or natural resource exposure to any previously released hazardous substance.

27. **Land, Water, or Other Resource Use Restrictions.** Purchaser shall (a) remain in compliance with any land use restrictions established in connection with any response action at the Property; (b) implement, maintain, monitor, and report on institutional controls; and (c) not impede the effectiveness or integrity of any institutional control employed at the Property in connection with a response action.

28. **Purchaser's Commitment to Public Benefits.** The Property is located within an underdeveloped and underutilized historic area of Tooele City which Purchaser desires to see redeveloped in ways that serve the public interest. Purchaser intends to pursue mixed-use developments on the Property that will make critical services (e.g., dental, medical, neighborhood retail, professional services) available to underserved populations. A critical and major component of the development will be new affordable housing, including Missing Middle Housing, designed with financing tools, land use tools, architectural quality, and constructions methods and materials that will lower housing costs. Affordability will be assured through standard and creative tools, including deed-restricted sales and rental pricing. Purchaser intends to work collaboratively with planners, architects, engineers, contractors, lending companies, and management companies to create a unique, trend-setting affordable mixed-use development for individuals and families who currently cannot access housing in the overprices and undersupplied local and regional markets. Project design and construction will incorporate energy efficiencies, planning tools, and financing arrangements that will produce both affordability and high quality, both on individual unit and community scales. Landscaping design will intentionally seek to create functionality and beauty while reducing water consumption and storm water generation. Nearby existing public amenities will be expanded and improved, together with new public space amenities. Parking and transportation will be designed for functionality, aesthetic form, and decreased land consumption. This Settlement and its considerations is a vital component of the redevelopment project's affordability and success.

29. **Notice to Successors-in-Title**

a. Purchaser shall, prior to entering into a contract to Transfer any of the Property, or 60 days prior to transferring any of the Property, whichever is earlier:

(1) notify the proposed Transferee that the EPA has selected a response action regarding the Site, that Purchaser has entered into an Administrative Settlement Agreement requiring compliance with the requirements at the Property in this Section (identifying the name, CERCLA docket number, and the Effective Date of this Settlement); and

(2) notify the EPA of the name and address of the proposed Transferee and provide the EPA with a copy of the above notice that it provided to the

proposed Transferee, and notify the EPA if Purchaser seeks termination of its obligations in accordance with ¶ 31.

30. For so long as Purchaser is an owner or operator of any of the Property, Purchaser shall require that Transferees and other parties with rights to use any of the Property provide access and cooperation to the EPA, its authorized officers, employees, representatives, and all other persons performing response actions under EPA oversight. Purchaser shall require that Transferees and other parties with rights to use any of the Property implement and comply with any land use restrictions and institutional controls on the Property in connection with any response action, and not contest the EPA's authority to enforce any land use restrictions and institutional controls on any of the Property.

31. Upon sale or other conveyance of any of the Property, Purchaser shall require that each Transferee or other holder of an interest in any of the Property agrees to comply with Section XVIII (Records) and this Section and not contest the EPA's authority to enforce any land use restrictions and institutional controls on any of the Property. After Purchaser's written demonstration to the EPA that a Transferee or other holder of an interest in any of the Property agrees to comply with the requirements of this ¶ 31, the EPA will notify Purchaser that its obligations under this Settlement, except obligations under Section XVIII, are terminated with respect to any of the Property.

32. Purchaser shall provide a copy of this Settlement to any current lessee, sublessee, and other party with rights to use any of the Property as of the Effective Date.

33. Notwithstanding any provision of this Settlement, the EPA retains all of its access authorities and rights, as well as all of its rights to require land, water, or other resource use restrictions and institutional controls, including related enforcement authorities, under CERCLA, RCRA, and any other applicable statute or regulations.

VII. FORCE MAJEURE

34. "Force Majeure," for purposes of this Settlement, means any event arising from causes beyond the control of Settling Party or Purchaser, of any entity controlled by Settling Party or Purchaser, or of Settling Party or Purchaser's contractors that delays or prevents the performance of any obligation under this Settlement despite Settling Party's and Purchaser's best efforts to fulfill the obligation. Given the need to protect public health and welfare and the environment, the requirement that Settling Party and Purchaser exercise "best efforts to fulfill the obligation" includes using best efforts to anticipate any potential force majeure and best efforts to address the effects of any potential force majeure (a) as it is occurring and (b) following the potential force majeure such that the delay and any adverse effects of the delay are minimized to the greatest extent possible. "Force majeure" does not include financial inability to comply with the obligations of this Settlement.

35. If any event occurs for which Settling Party or Purchaser will or may claim a force majeure, Settling Party or Purchaser shall notify the EPA by email in accordance with Section XIX (Notices and Submissions). The deadline for the initial notice is 5 days after the date Settling Party or Purchaser first knew or should have known that the event would likely

delay performance. Settling Party or Purchaser shall be deemed to know of any circumstance of which any contractor of, subcontractor of, or entity controlled by Settling Party or Purchaser knew or should have known. Within 3 days thereafter, Settling Party or Purchaser shall send a further notice to the EPA that includes: (a) a description of the event and its effect on Settling Party or Purchasers' completion of the requirements of the Settlement; (b) a description of all actions taken or to be taken to prevent or minimize the delay; (c) the proposed extension of time for Settling Party or Purchaser to complete the requirements of the Settlement; (d) a statement as to whether, in the opinion of Settling Party or Purchaser, such event may cause or contribute to an endangerment to public health or welfare or the environment; and (e) all available proof supporting its claim of force majeure. Failure to comply with the notice requirements herein regarding an event precludes Settling Party or Purchaser from asserting any claim of force majeure regarding that event, provided, however, that if the EPA, despite the late or incomplete notice, is able to assess to its satisfaction whether the event is a force majeure under ¶ 34 and whether Settling Party or Purchaser has exercised best efforts under ¶ 34, the EPA may, in its unreviewable discretion, excuse in writing Settling Party or Purchaser's failure to submit timely or complete notices under this Paragraph.

36. The EPA will notify Settling Party or Purchaser of its determination whether Settling Party or Purchaser is entitled to relief under ¶ 34, and, if so, the duration of the extension of time for performance of the obligations affected by the force majeure. An extension of the time for performance of the obligations affected by the force majeure shall not, of itself, extend the time for performance of any other obligation. Settling Party or Purchaser may initiate dispute resolution under Section VIII regarding the EPA's determination within 15 days after receipt of the determination. In any such proceeding, Settling Party or Purchaser has the burden of proving that it is entitled to relief under ¶ 34 and that its proposed extension was or will be warranted under the circumstances.

37. The failure by the EPA to timely complete any activity under this Settlement is not a violation of the Settlement, provided, however, that if such failure prevents Settling Party or Purchaser from meeting one or more deadlines under this Settlement, Settling Party or Purchaser may seek relief under this Section.

VIII. DISPUTE RESOLUTION

38. Unless otherwise provided in this Settlement, Settling Party and Purchaser shall use the dispute resolution procedures of this Section to resolve any dispute arising under this Settlement.

39. A dispute will be considered to have arisen when Settling Party or Purchaser sends the EPA a timely written notice of dispute ("Notice of Dispute"). A notice is timely if sent within 30 days after receipt of the EPA notice or determination giving rise to the dispute or within 15 days in the case of a force majeure determination. Disputes arising under this Settlement must in the first instance be the subject of informal negotiations between the parties to the dispute. The period for informal negotiations may not exceed 60 days after the dispute arises unless the EPA otherwise agrees. If the parties cannot resolve the dispute by informal negotiations, the position advanced by the EPA is binding unless the party to the dispute initiates formal dispute resolution under ¶ 40. By agreement of the parties, mediation may be used during

this informal negotiation period to assist the parties in reaching a voluntary resolution or narrowing of the matters in dispute.

40. **Formal Dispute Resolution**

a. **Statement of Position.** Settling Party or Purchaser may initiate formal dispute resolution by submitting to the EPA, within seven days after the conclusion of informal dispute resolution under ¶ 39, an initial Statement of Position regarding the matter in dispute. The EPA's responsive Statement of Position is due within 20 days after receipt of the initial Statement of Position. All statements of position must include supporting factual data, analysis, opinion, and other documentation. A reply, if any, is due within 10 days after receipt of the response. If appropriate, the EPA may extend the deadlines for filing statements of position for up to 15 days and may allow the submission of supplemental statements of position.

b. **Formal Decision.** The Director of the Superfund & Emergency Management Division, EPA Region 8, will issue a formal decision resolving the dispute ("Formal Decision") based on the statements of position and any replies and supplemental statements of position. The Formal Decision is binding on the party to the dispute and shall be incorporated into and become an enforceable part of this Settlement.

41. The initiation of dispute resolution procedures under this Section does not extend, postpone, or affect in any way any requirement of this Settlement, except as the EPA agrees. Stipulated penalties with respect to the disputed matter will continue to accrue, but payment is stayed pending resolution of the dispute, as provided in ¶ 44.

IX. STIPULATED PENALTY

42. If Settling Party fails to Transfer the Property as required by ¶ 16, or if Settling Party fails to pay to the EPA 100% of the net sales proceeds as required by ¶ 18, Settling Party shall be in violation of this Settlement and shall pay to the EPA, as a stipulated penalty, $100.00 per day that such action is late.

43. If Purchaser fails to remit the one-time payment as required by ¶ 20, Settling Party shall be in violation of this Settlement and shall pay to the EPA, as a stipulated penalty, $100.00 per day that such action is late.

44. The EPA may send Settling Party or Purchaser a demand for stipulated penalties. The demand will include a description of the noncompliance and will specify the amount of the stipulated penalties owed. Settling Party or Purchaser may initiate dispute resolution under Section VIII regarding the demand. Settling Party or Purchaser shall pay the amount demanded or, if Settling Party or Purchaser initiates dispute resolution, the uncontested portion of the amount demanded, within 30 days after receipt of the demand. Settling Party or Purchaser shall pay the contested portion of the penalties determined to be owed, if any, within 30 days after the resolution of the dispute. Each payment for: (a) the uncontested penalty demand or uncontested portion, if late, and; (b) the contested portion of the penalty demand determined to be owed, if any, must include an additional amount for Interest accrued from the date of receipt of the demand through the date of payment. Settling Party or Purchaser shall make all payments due

under this Section as specified in ¶ 21 (Payment Instructions). The payment of stipulated penalties and Interest, if any, does not alter any obligation by Settling Party or Purchaser under this Settlement.

45. Penalties shall accrue as provided in this Paragraph regardless of whether the EPA has notified Settling Party or Purchaser of the violation or made a demand for payment but need only be paid upon demand. All penalties shall begin to accrue on the day after performance is due and shall continue to accrue through the date of payment. Nothing in this Settlement shall prevent the simultaneous accrual of separate penalties for separate violations of this Settlement.

46. Notwithstanding any other provision of this Section, the EPA may, in its unreviewable discretion, waive payment of any portion of the stipulated penalties that have accrued pursuant to this Settlement. Settling Party's and Purchaser's payment of stipulated penalties shall not excuse Settling Party and Purchaser from performance of any other requirements of this Settlement.

X. CERTIFICATION BY SETTLING PARTY

47. Settling Party certifies that, to the best of its knowledge and belief, after thorough inquiry, it has:

a. not altered, mutilated, discarded, destroyed or otherwise disposed of any Records (other than identical copies) relating to its potential liability regarding the Site since notification of potential liability by the United States and that it has fully complied with any and all EPA requests for information regarding the Site and Settling Party's financial circumstances, including but not limited to insurance and indemnity information, pursuant to sections 104(e) and 122(e)(3)(B) of CERCLA, section 3007 of RCRA, and state law;

b. submitted to the EPA financial information that fairly, accurately, and materially sets forth its financial circumstances, and that those circumstances have not materially changed between the time the financial information was submitted to the EPA and the time Settling Party executes this Settlement; and

c. fully disclosed any information regarding the existence of any insurance policies or indemnity agreements that may cover claims relating to cleanup of the Site, and submitted to the EPA upon request such insurance policies, indemnity agreements, and information.

XI. CERTIFICATION BY PURCHASER

48. Purchaser certifies to the best of its knowledge and belief that after thorough inquiry and as of the date of Purchaser's signature, it has:

a. not caused or contributed to a release or threat of release of hazardous substances, pollutants or contaminants at the Site;

b. fully and accurately disclosed to the EPA all information known to Purchaser and all information in the possession or control of its officers, directors, employees, contractors, and agents which relates in any way to any Existing Contamination or any past or

potential future release of hazardous substances, pollutants or contaminants at or from the Site; and

c. not altered, mutilated, discarded, destroyed, or otherwise disposed of any documents and electronically stored information relating to the Site. Purchaser also certifies that it has fully complied with any and all EPA requests for information under sections 104(e) and 122(e) of CERCLA, and section 3007 of RCRA.

XII. COVENANTS BY UNITED STATES AND EPA

49. **Covenants by United States for Purchaser.**

a. Subject to Section XIII (Reservation of Rights by United States and EPA), the United States covenants not to sue or to take administrative action against Purchaser under sections 106 and 107(a) of CERCLA for Existing Contamination and payments under Section V (Payment for Response Costs).

b. The covenants under ¶ 49: (a) take effect upon the Effective Date; (b) are conditioned on (1) the satisfactory performance by Purchaser of the requirements of this Settlement; and (2) the veracity of the information provided to the EPA by Purchaser relating to Purchaser's involvement with the Site and the certification made by Purchaser in Section XI (Certification by Purchaser); (c) extend to the successors of Purchaser but only to the extent that the successor of Purchaser is assuming all obligations under this Settlement and the alleged liability of the successor of Purchaser is based solely on its status as a successor of Purchaser; and (d) do not extend to any other person.

c. Nothing in this Settlement constitutes a covenant not to sue or not to take action or otherwise limits the ability of the United States or the EPA to seek or obtain further relief from Purchaser if the information provided to EPA by Purchaser relating to Purchaser's involvement with the Site or the certification made by Purchaser in Section XI (Certification by Purchaser) is false or in any material respect inaccurate.

50. **Covenants by EPA for Settling Party**.

a. Subject to Section XIII (Reservation of Rights by United States and EPA), the EPA covenants not to sue or to take administrative action against Settling Party pursuant to sections 106 and 107(a) of CERCLA for the Site.

b. With respect to present and future liability, the covenants under ¶ 50: take effect upon the Effective Date; (b) are conditioned on (1) the satisfactory performance by Settling Party of the requirements of this Settlement and (2) the veracity and completeness of the Financial Information provided to the EPA by Settling Party and the certification made by Settling Party in Section X (Certification by Settling Party). These covenants extend only to Settling Party and do not extend to any other person.

c. Notwithstanding any other provision of this Settlement, the EPA reserves, and this Settlement is without prejudice to, the right to reinstitute or reopen this action as to Settling Party, or to commence a new action against Settling Party seeking relief other than as

provided in this Settlement, if the Financial Information provided by Settling Party, or the certification made by Settling Party in Section X (Certification by Settling Party), is false or, in any material respect, inaccurate.

XIII. RESERVATION OF RIGHTS BY UNITED STATES AND EPA

51. Subject to ¶¶ 49 and 50, nothing in this Settlement limits any authority of the United States or the EPA to take, direct, or order all appropriate action to protect public health and welfare and the environment or to prevent, abate, respond to, or minimize an actual or threatened release of Waste Material on, at, or from the Site, or to request a Court to order such action. Further, except as specifically provided in this Settlement, nothing in this Settlement shall prevent the United States or the EPA from seeking legal or equitable relief to enforce the terms of this Settlement or from taking other legal or equitable action as it deems appropriate and necessary.

52. **General Reservations of Rights by the United States Relating to Purchaser.** Notwithstanding any other provision of this Settlement, the United States reserves, and this Settlement is without prejudice to, all rights against Purchaser regarding the following:

a. liability for failure by Purchaser to meet a requirement of this Settlement;

b. liability resulting from an act or omission that causes exacerbation of Existing Contamination by Purchaser, its successors, assigns, lessees, or sublessees;

c. liability resulting from the disposal, release, or threat of release of hazardous substances, pollutants or contaminants at or in connection with the Site after the Effective Date, not within the definition of Existing Contamination;

d. liability arising from the past, present, or future disposal, release, or threat of release of Waste Material outside of the Site, except as provided in clause (c) of the definition of Existing Contamination;

e. liability for damages for injury to, destruction of, or loss of natural resources, and for the costs of any natural resource damage assessments; and

f. criminal liability.

53. With respect to any claim or cause of action asserted by the United States against Purchaser, Purchaser shall bear the burden of proving that the claim or cause of action, or any part thereof, is attributable solely to Existing Contamination.

54. **General Reservations of Rights by EPA Relating to Settling Party.** Notwithstanding any other provision of this Settlement, the EPA reserves, and this Settlement is without prejudice to, all rights against Settling Party regarding the following:

a. liability for failure of Settling Party to meet a requirement of this Settlement;

b. liability for damages for injury to, destruction of, or loss of natural resources, and for the costs of any natural resource damage assessments;

c. liability, based on the ownership or operation of the Site by Settling Party when such ownership or operation commences after signature of this Settlement by Settling Party;

d. liability based on Settling Party's transportation, treatment, storage, or disposal, or arrangement for transportation, treatment, storage, or disposal of a hazardous substance or a solid waste at or in connection with the Site, after signature of this Settlement by Settling Party;

e. liability arising from the past, present, or future disposal, release or threat of release of a hazardous substance, pollutant, or contaminant outside of the Site; and

f. criminal liability.

XIV. COVENANTS BY SETTLING PARTY

55. **Covenants by Settling Party to the United States**

a. Subject to ¶ 58, Settling Party covenants not to sue and shall not assert any claim or cause of action against the United States under CERCLA; section 7002(a) of RCRA; the United States Constitution; the Tucker Act, 28 U.S.C. § 1491; the Equal Access to Justice Act, 28 U.S.C. § 2412; the State Constitution; State law; or at common law regarding the Site and this Settlement.

b. Subject to ¶ 58, Settling Party covenants not to seek reimbursement from the Fund through CERCLA or any other law for costs regarding the Site.

56. Settling Party agrees not to assert any claims and to waive all claims or causes of action (including but not limited to claims or causes of action under sections 107(a) or 113 of CERCLA) that it may have for response costs against any other person who is a potentially responsible party under CERCLA at the Site. This waiver shall not apply with respect to any defense, claim, or cause of action that Settling Party may have against any person if such person asserts a claim or cause of action relating to the Site against Settling Party.

57. **Covenants by Settling Party to Purchaser.** Settling Party covenants not to sue and agrees not to assert any claims or causes of action against Purchaser, or its contractors or employees, with respect to the Property, the Site, and this Settlement under CERCLA sections 107 or 113, RCRA section 7002(a), or analogous state law.

58. **Settling Party's Reservations.** Except as provided in ¶ 56 and ¶ 66, the covenants in ¶ 55 do not apply to any claim or cause of action brought, or order issued, after the Effective Date by the United States to the extent such claim, cause of action, or order is within the scope of a reservation under ¶¶ 54.a through 54.e.

XV. COVENANTS BY PURCHASER

59. **Covenants by Purchaser to the United States**

a. Subject to ¶ 61, Purchaser covenants not to sue and shall not assert any claim or cause of action against the United States under CERCLA, RCRA § 7002(a), the United States Constitution, the Tucker Act, 28 U.S.C. § 1491, the Equal Access to Justice Act, 28 U.S.C. § 2412, the State Constitution, State law, or at common law regarding Existing Contamination, payments under Section V (Payment for Response Costs), and this Settlement.

b. Subject to ¶ 61, Purchaser covenants not to seek reimbursement from the Fund through CERCLA or any other law for the costs regarding the Existing Contamination, payments under Section V (Payment for Response Costs), or any claim arising out of response actions at or in connection with the Site.

60. **Covenants by Purchaser to Settling Party.** Purchaser covenants not to sue and agrees not to assert any claims or causes of action against Settling Party, or its contractors or employees, with respect to the Property, the Site, and this Settlement under CERCLA sections 107 or 113, RCRA section 7002(a), or analogous state law.

61. **Purchaser's Reservation.** The covenants in ¶ 59 do not apply to any claim or cause of action brought, or order issued, after the Effective Date by the United States to the extent such claim, cause of action, or order is within the scope of a reservation under ¶¶ 52.a through 52.e.

XVI. EFFECT OF SETTLEMENT; CONTRIBUTION

62. Except as provided in Sections XIV (Covenants by Settling Party) and Section XV (Covenants by Purchaser), each of the Parties expressly reserves any and all rights (including under section 113 of CERCLA), defenses, claims, demands, and causes of action that each Party may have with respect to any matter, transaction, or occurrence relating in any way to the Site against any person not a Party hereto.

63. The EPA and Settling Party agree that: (a) this Settlement constitutes an administrative settlement under which Settling Party has resolved liability to the United States within the meaning of sections 113(f)(2), 113(f)(3)(B), and 122(h)(4) of CERCLA; and (b) Settling Party is entitled, as of the Effective Date, to protection from contribution actions or claims as provided by section 113(f)(2) and 122(h)(4) of CERCLA, or as may be otherwise provided by law, for the "matters addressed" in this Settlement. The "matters addressed" in this Settlement are all response actions taken or to be taken and all response costs incurred or to be incurred in connection with the Site by the United States or any other person, except the State. However, if the United States exercises rights under the reservations in ¶¶ 54.a through 54.e, the "matters addressed" in this Settlement will no longer include those response costs or response actions that are within the scope of the exercised reservation.

64. The United States and Purchaser agree that: (a) this Settlement constitutes an administrative settlement under which Purchaser has, as of the Effective Date, resolved liability

to the United States within the meaning of sections 113(f)(2) and 113(f)(3)(B) of CERCLA; and (b) Purchaser is entitled, as of the Effective Date, to protection from contribution actions or claims as provided by section 113(f)(2) of CERCLA, or as may be otherwise provided by law, for the "matters addressed" in this Settlement. The "matters addressed" in this Settlement are all response actions taken or to be taken and all response costs incurred or to be incurred in connection with Existing Contamination by the United States or any other person, except the State. However, if the United States exercises rights under reservations in ¶¶ 52.a through 52.e, the "matters addressed" in this Settlement will no longer include those response costs or response actions that are within the scope of the exercised reservation.

65. Settling Party and Purchaser shall, with respect to any suit or claim brought by it for matters related to this Settlement, notify DOJ and the EPA in writing no later than 60 days prior to the initiation of such suit or claim. Settling Party and Purchaser shall, with respect to any suit or claim brought against it for matters related to this Settlement, notify DOJ and the EPA in writing within 10 days after service of the complaint or claim upon Settling Party or Purchaser. In addition, Settling Party and Purchaser shall notify DOJ and the EPA within 10 days after service or receipt of any Motion for Summary Judgment and within 10 days after receipt of any order from a court setting a case for trial, for matters related to this Settlement.

66. In any subsequent administrative or judicial proceeding initiated by the United States for injunctive relief, recovery of response costs, or other relief relating to the Site, Settling Party shall not assert, and may not maintain, any defense or claim based upon the principles of waiver, res judicata, collateral estoppel, issue preclusion, claim-splitting, or other defenses based upon any contention that the claims raised by the United States in the subsequent proceeding were or should have been addressed in this Settlement; provided, however, that nothing in this Paragraph affects the enforceability of the covenants by the EPA set forth in ¶ 50.

67. Effective upon signature of this Settlement by Settling Party, Settling Party agrees that the time period commencing on the date of its signature and ending on the date of any Section IX (Stipulated Penalty) noncompliance shall not be included in computing the running of any statute of limitations potentially applicable to any action brought by the United States related to the "matters addressed" as defined in ¶ 63, and that, in any action brought by the United States related to the "matters addressed," Settling Party will not assert, and may not maintain, any defense or claim based upon principles of statute of limitations, waiver, laches, estoppel, or other defense based on the passage of time during such period. If the EPA gives notice to Settling Party that it will not make this Settlement effective, the statute of limitations shall begin to run again commencing 90 days after the date such notice is sent by the EPA.

XVII. **RELEASE AND WAIVER OF LIENS**

68. Subject to the reservation of rights in Section XIII (Reservation of Rights by United States and EPA):

a. Upon payment of the amount specified in ¶ 18 (Settling Party's Payment of Net Sales Proceeds to the EPA), the EPA agrees to release any lien it may have on the Site, (including the Notice of Federal Lien attached as Appendix D), under section 107(*l*) of CERCLA as a result of response actions conducted by the EPA at the Site, and

b. Upon payment of the amount specified in ¶ 20 (Purchaser's One-Time Payment to the EPA), the EPA agrees to release and waive any lien it may have on the Site now and in the future under section 107(r)(2) of CERCLA for costs incurred or to be incurred by the EPA in responding to the release or threat of release of Existing Contamination.

XVIII. RECORDS

69. **Retention of Records and Information**

a. Settling Party and Purchaser shall retain, and instruct their contractors and agents to retain, the following documents and electronically stored data ("Records") until 10 years after the Effective Date ("Record Retention Period"):

(1) All records regarding Existing Contamination or any release or threat of release of hazardous substances, pollutants or contaminants at or from the Site;

(2) All records regarding Settling Party's or Purchaser's potential liability and the liability of any other person under CERCLA regarding the Site; and

(3) All documents submitted to EPA in accordance with this Settlement, including all underlying research and data.

b. At the end of the Record Retention Period, Settling Party and Purchaser shall notify the EPA that it has 90 days to request that party's Records subject to this Section. Settling Party and Purchaser shall retain and preserve their Records subject to this Section until 90 days after the EPA's receipt of the notice. These record retention requirements apply regardless of any corporate record retention policy.

70. Settling Party and Purchaser shall provide to EPA, upon request, copies of all Records and information required to be retained under this Section. Settling Party and Purchaser shall also comply, as required by law, with any authorized request for information or administrative subpoena issued by the EPA.

71. **Privileged and Protected Claims**

a. Settling Party and Purchaser may assert that all or part of a record requested by the EPA is privileged or protected as provided under federal law, in lieu of providing the record, provided that Settling Party and Purchaser comply with ¶ 71.b, and except as provided in ¶ 71.c.

b. If Settling Party or Purchaser asserts a claim of privilege or protection, it shall provide the EPA with the following information regarding such record: title; its date; the name, title, affiliation (e.g., company or firm), and address of the author, of each addressee, and of each recipient; a description of the record's contents; and the privilege or protection asserted. If a claim of privilege or protection applies only to a portion of a record, Settling Party or Purchaser shall provide the record to the EPA in redacted form to mask the privileged or protected portion only. Settling Party and Purchaser shall retain all records that it claims to be

privileged or protected until the EPA has had a reasonable opportunity to dispute the privilege or protection claim and any such dispute has been resolved in Settling Party's or Purchaser's favor.

c. Settling Party and Purchaser shall not make any claim of privilege or protection regarding: (1) any data regarding the Site, including all sampling, analytical, monitoring, hydrogeologic, scientific, chemical, radiological or engineering data, or the portion of any other record that evidences conditions at or around the Site; or (2) the portion of any record that Settling Party or Purchaser is required to create or generate in accordance with this Settlement.

72. **Confidential Business Information Claims**. Settling Party and Purchaser are entitled to claim that all or part of a record submitted to EPA under this Section is Confidential Business Information ("CBI") that is covered by section 104(e)(7) of CERCLA and 40 C.F.R. § 2.203(b). Settling Party and Purchaser shall segregate all records or parts thereof submitted under this Settlement which it claims are CBI and label them as "claimed as confidential business information" or "claimed as CBI." Records that Settling Party and Purchaser properly label in accordance with the preceding sentence will be afforded the protections specified in 40 C.F.R. part 2, subpart B. If the records are not properly labeled when they are submitted to the EPA, or if the EPA notifies Settling Party or Purchaser that the records are not entitled to confidential treatment under the standards of section 104(e)(7) of CERCLA or 40 C.F.R. part 2, subpart B, the public may be given access to such records without further notice to Settling Party or Purchaser.

73. Notwithstanding any provision of this Settlement, the EPA retains all of its information gathering and inspection authorities and rights, including enforcement actions related thereto, under CERCLA, RCRA, and any other applicable statutes or regulations.

XIX. NOTICES AND SUBMISSIONS

74. All agreements, approvals, consents, deliverables, modifications, notices, notifications, objections, proposals, reports, waivers, and requests specified in this Settlement must be in writing unless otherwise specified. Whenever a notice is required to be given or a report or other document is required to be sent by one Party to another under this Settlement, it must be sent as specified below. All notices under this Section are effective upon receipt, unless otherwise specified. In the case of emailed notices, there is a rebuttable presumption that such notices are received on the same day that they are sent. Any Party may change the method, person, or address applicable to it by providing notice of such change to all Parties.

As to DOJ:	*via email to*: eescdcopy@usdoj.gov Re: DJ # 90-11-3-12983
As to EPA:	*via email to*: Wright.Paige@epa.gov *and* Edmunds.Crystal@epa.gov Re: Site/Spill ID # B8B4

As to Settling Party:	*via email to:* danieljbrett@comcast.net
As to Purchaser:	*via email to*: RBaker@tooelecity.gov

XX. APPENDICES

75. The following appendices are attached to and incorporated into this Settlement.

"Appendix A" is the Financial Information.

"Appendix B" is the Description of the Property.

"Appendix C" is the Property Appraisal.

"Appendix D" is the Notice of Federal Lien.

XXI. MODIFICATIONS

76. Requirements of this Settlement may be modified by mutual agreement of the Parties, unless otherwise specified in this Settlement, and any such modification has as its effective date the date of signature by all Parties.

77. No informal advice, guidance, suggestion, or comment by the EPA representatives regarding this Settlement shall relieve Purchaser of its obligation to obtain any formal approval required by this Settlement, or to comply with all requirements of this Settlement, unless it is formally modified.

XXII. SIGNATORIES

78. Each undersigned representative of the United States, Settling Party, and Purchaser certifies that the signatory is authorized to enter into the terms and conditions of this Settlement and to execute and legally bind such Party to this Settlement.

XXIII. DISCLAIMER

79. This Settlement is in no way a finding by the EPA as to the risks to public health and welfare and the environment that may be posed by contamination at the Property or the Site or a representation by the EPA that the Property or the Site is fit for any particular purpose.

XXIV. ENFORCEMENT

80. Nothing in this Settlement limits the authority of the United States: (a) to seek any remedy otherwise provided by law for Settling Party or Purchaser's failure to pay stipulated penalties or interest; or (b) to seek any other remedies or sanctions available by virtue of Settling Party or Purchaser's noncompliance with this Settlement or of the statutes and regulations upon which it is based.

81. The Parties agree that the United States District Court for the District of Utah ("Court") will have jurisdiction, including under section 113(b) of CERCLA, for any judicial enforcement action brought with respect to this Settlement.

82. Notwithstanding ¶¶ 49.a through 49.c and ¶¶50.a through 50.c of this Settlement, if Settling Party or Purchaser fail to comply with the terms of this Settlement, the United States may file a lawsuit for breach of this Settlement, or any provision thereof, in the Court. In any such action, Settling Party and Purchaser consent to and agree not to contest the exercise of personal jurisdiction over it by the Court. Settling Party and Purchaser further acknowledge that venue in the Court is appropriate and agree not to raise any challenge on this basis.

83. If the United States brings an action to enforce this Settlement against Settling Party, Settling Party shall reimburse the United States for all costs of such action, including but not limited to costs of attorney time.

84. If the United States brings an action to enforce this Settlement against Purchaser, Purchaser shall reimburse the United States for all costs of such action, including but not limited to costs of attorney time.

85. If the United States files a civil action as contemplated by this Paragraph to remedy breach of this Settlement, the United States may seek, and the Court may grant as relief, the following: (a) an order mandating specific performance of any term or provision in this Settlement, without regard to whether monetary relief would be adequate; and (b) any additional relief that may be authorized by law or equity.

XXV. **INTEGRATION**

86. This Settlement constitutes the entire agreement among the Parties regarding the subject matter of the Settlement and supersedes all prior representations, agreements, and understandings, whether oral or written, regarding the subject matter of the Settlement.

XXVI.**PUBLIC COMMENT**

87. This Settlement is subject to a 30-day public comment period, after which the United States may withdraw its consent or seek to modify this Settlement if comments received disclose facts or considerations that indicate that this Settlement is inappropriate, improper, or inadequate.

XXVII. **EFFECTIVE DATE**

88. The Effective Date of this Settlement:

a. with respect to Settling Party shall be the date upon which the EPA issues written notice to Settling Party and Purchaser that the United States, after review of and response to any public comments received, will not withdraw consent or seek to modify this Settlement; and

b. with respect to Purchaser shall be the date upon which (1) EPA issues written notice to Settling Party and Purchaser that the United States, after review of and response to any public comments received, will not withdraw consent or seek to modify this Settlement; and (2) Purchaser acquires the Property. Purchaser shall notify the EPA in writing within three days of acquiring the Property.

Signature Page for Administrative Settlement Agreement regarding the Broadway Hotel Superfund Site

IT IS SO AGREED:

U.S. ENVIRONMENTAL PROTECTION AGENCY:

_____
Christopher Thompson
Associate Regional Counsel for Enforcement
Office of Regional Counsel
U.S. EPA, Region 8

_____
Aaron Urdiales
Director
Superfund and Emergency Management Division
U.S. EPA, Region 8

Signature Page for Administrative Settlement Agreement regarding the Broadway Hotel Superfund Site

IT IS SO AGREED:

U.S. DEPARTMENT OF JUSTICE:

_____

Jeffrey Sands
Deputy Section Chief
U.S. Department of Justice
Environment and Natural Resources Division
Environmental Enforcement Section

_____

James Freeman
Trial Attorney
U.S. Department of Justice
Environment and Natural Resources Division
Environmental Enforcement Section

Signature Page for Administrative Settlement Agreement regarding the Broadway Hotel Superfund Site

IT IS SO AGREED:

_____	_____
Dated	Daniel J. Brett Manager America West Investments, LLC

Signature Page for Administrative Settlement Agreement regarding the Broadway Hotel Superfund Site

IT IS SO AGREED:

_____	_____
Dated	Debra E. Winn Tooele City Mayor Tooele City Corporation

TOOELE CITY CORPORATION

RESOLUTION 2024-76

A RESOLUTION OF THE TOOELE CITY COUNCIL AUTHORIZING AN ECONOMIC DEVELOPMENT INCENTIVE FOR PERRY COMMERCIAL CENTER FOR A 120,000 SQUARE FOOT ANCHOR DEVELOPMENT

WHEREAS, the Tooele City Council has recognized the importance of promoting economic development within Tooele City to enhance the local economy, create jobs, and support community growth; and,

WHEREAS, Perry Commercial has proposed a 120,000 square foot anchor development project that aligns with the City's economic development goals by offering substantial investment, job creation, sales tax generation, and other community benefits (see Exhibit A) additional analysis supports this incentive (see Exhibit B); and,

WHEREAS, the City Council deems it beneficial to offer an economic development incentive to Perry Commercial to support the intersection and roadway improvements of 2400 North at SR 36; and,

WHEREAS, Perry Commercial addresses the UDOT approved plans that are deemed warranted by UDOT (See Exhibit C). Perry Commercial's improvements of the intersection and roadway have been recommended by UDOT and in a traffic study to not only serve the increased traffic that will be garnered by the new retail development, but also based on the future use of 2400 North for further development that will serve as a thoroughfare to residential, commercial, and a large-scale religious point-of-interest:

NOW, THEREFORE, BE IT RESOLVED BY THE TOOELE CITY COUNCIL that, in light of the above considerations, Road C funds are hereby authorized to be reimbursed to Perry Commercial in the amount of up to $750,000, a reimbursement basis, once the approved roadway work has been completed. Vertical commencement of a building must take place within the 2-year expiration date of September 18, 2026.

This Resolution is necessary for the immediate preservation of the peace, health, safety, or welfare of Tooele City and shall become effective upon passage, without further publication, by authority of the Tooele City Charter.

IN WITNESS WHEREOF, this Resolution is passed by the Tooele City Council this ____ day of _____ 2024.

TOOELE CITY COUNCIL

(For) (Against)

_____ _____

_____ _____

_____ _____

_____ _____

_____ _____

ABSTAINING: _____

MAYOR OF TOOELE CITY

(Approved) (Disapproved)

_____ _____

ATTEST:

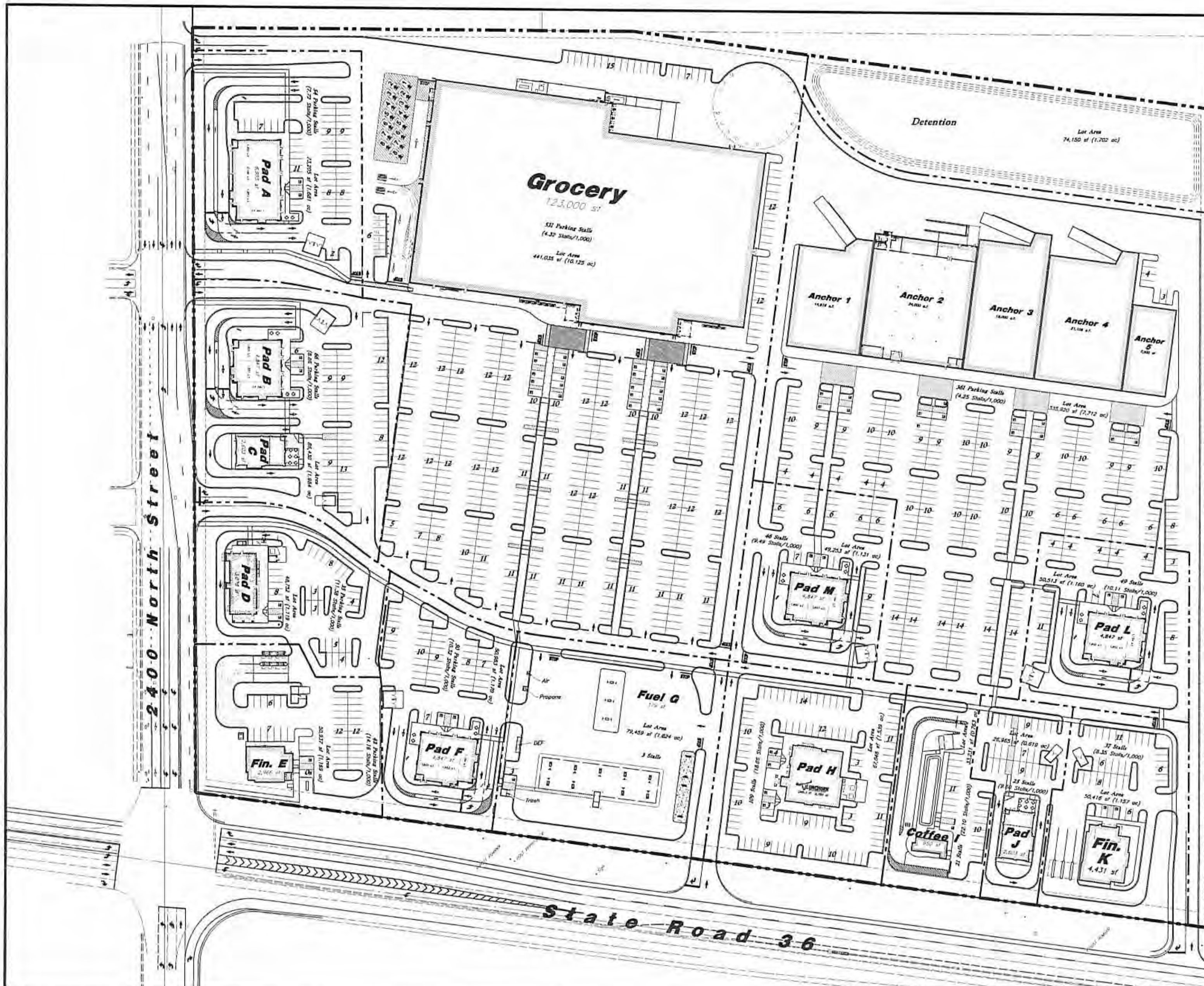
_____
Michelle Y. Pitt, City Recorder

S E A L

Approved as to Form: _____
Roger Evans Baker, City Attorney

Exhibit A

Sales Tax Estimates – Community Benefits



Scale: 1" = 60'

Site Data
Overall Site Area
= 1,518,296 s.f. (34.855 ac.)
Building Area
= 256,895 s.f. (16.92%)
Parking Provided
= 1,429 stalls (5.56/1,000)

Designed by: BW/JR
Drafted by: DC
Client Name: Smiths/Kroger
smc290 CSP H Meeting

AWA
2010 North Redwood Road, Salt Lake City, Utah 84116
(801) 521-8529 - AWAengineering.net

Conceptual Site Plan

Perry Commercial - Tooele
2400 North & State Road 36
Tooele, Utah

12 Jun. 2024

SHEET NO.
H

W:\smc290 Tooele\dwgs\Concept and Exhibits\Troy Meeting\smc290 CSP H Meeting.dwg, 6/12/2024 10:54:46 AM, 1:1

Perry Commercial Tooele

Project Data

	Capital Investment	Expected Taxable Sales (annual)	# of FTE's	Average Wage	Use
Grocer	$36,000,000	$62,400,000	154	$19.47	Grocery
Pad A	$3,497,500	$5,000,000	32	$14.00	2 rest, 2 retail
Pad B	$2,423,500	$4,500,000	24	$14.00	2 rest, 1 retail
Pad C	$2,000,000	$2,000,000	20	$14.00	rest
Pad D	$2,000,000	$2,000,000	20	$14.00	rest
Pad E	$5,000,000	$0	8	$15.32	financial institution
Pad F	$2,423,500	$4,500,000	24	$14.00	2 rest, 1 retail
Pad G	$4,000,000		1	$19.47	fuel center
Pad H	$5,000,000	$4,700,000	20	$22.00	rest
Pad I	$1,500,000	$1,500,000	8	$14.00	coffee
Pad J	$2,000,000	$3,000,000	20	$14.00	rest
Pad K	$4,000,000	$0	8	$15.16	financial institution
Pad L	$2,423,500	$4,500,000	24	$14.00	2 rest, 1 retail
Pad M	$2,423,500	$4,500,000	24	$14.00	2 rest, 1 retail
Anchor 1	$3,654,500	$2,558,150	10	$14.00	retail
Anchor 2	$6,000,000	$4,200,000	14	$14.00	retail
Anchor 3	$4,500,000	$3,150,000	12	$14.00	retail
Anchor 4	$5,276,500	$3,693,550	13	$14.00	retail
Anchor 5	$1,800,000	$1,260,000	7	$14.00	retail
Totals	**$95,922,500**	**$113,461,700**	**443**	**$15.13**	

September 12, 2024

The table below represent a sales tax analysis of the Perry Commercial Center at 2400 N & SR 36

Perry Commercial Center is requesting an Economic Development Incentive in the amount of $750,000 to assist with roadway improvements on 2400 N at SR 36.

The total yearly number is based on the concept of the center being fully built out and I compiled a 4 months average of sales tax received by the city of similar types of existing businesses.

Perry Commercial Center (2400 N & SR 36)		
	Sales Tax Received by City	
Type of Business	Monthly	Yearly
Coffee Shop	$ 2,141.86	$ 25,702.32
Grocery Store	$ 39,402.86	$ 472,834.36
Gas Station/Convenience Store	$ 2,542.79	$ 30,513.48
Home Store	$ 29,402.86	$ 352,834.36
Oudoor Rec. Store	$ 1,257.94	$ 15,095.28
Arts/Crafts Store	$ 3,133.17	$ 37,598.00
Pet Store	$ 3,133.17	$ 37,598.00
Retail Mix	$ 2,542.79	$ 30,513.48
1 Full Service Restaurant	$ 2,608.41	$ 31,300.88
6 Drive Through Restaurants	$ 6,852.34	$ 82,228.08
12 Retail Offerings	$ 12,900.68	$ 154,808.16
Total	$ 105,918.87	$ 1,271,026.40
*Estimates based off of 4 months average from sales tax received by similar type of existing Tooele business.		

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Exhibit B

Cost-Benefit Analysis

Cost-Benefit Analysis of Economic Development Incentive to Perry Commercial Center

1. Benefits:

a. Economic Growth:

- **Increased Tax Revenue:** The new development could generate additional property taxes, sales taxes, and potentially other local taxes, depending on the nature of the development (e.g., retail, office space, etc.).
- **Job Creation:** The development could create jobs both during construction and once operational. This includes direct jobs at the site and indirect jobs in the surrounding community.
- **Enhanced Property Values:** Nearby property values may increase due to improved infrastructure and the presence of the new anchor development.

b. Community Benefits:

- **Improved Infrastructure:** Upgrading roadways can lead to better traffic flow, safety, and accessibility, benefiting current and future residents.
- **Local Business Boost:** The anchor development could attract additional businesses and retailers, leading to a more vibrant local economy.
- **Increased Amenities:** Depending on the type of development, it might offer new services, entertainment options, or retail choices for the community.

c. Long-Term Development:

- **Attractiveness for Future Investments:** Successful completion and operation of this project might attract additional investments and developments in the area.
- It is anticipated that this roadway will serve future residential, commercial, and religious places of worship.

2. Costs:

a. Financial Costs:

- **Direct Cost:** The immediate expenditure of $750,000 for roadway improvements. This cost must be justified by the anticipated benefits.
- **Opportunity Cost:** Funds used for this incentive could have been used for other public projects or services. Assessing whether this is the best use of city funds is crucial.

b. Potential Risks:

- **Economic Risks:** If the development does not attract the expected tenants or fails to generate the anticipated revenue, the city might not see a return on its investment.

- **Maintenance Costs:** Improved infrastructure will require ongoing maintenance and could lead to higher costs for the city in the long run.
- **Traffic and Congestion:** While road improvements might alleviate initial congestion, the development could also lead to increased traffic, potentially straining the new infrastructure.

c. Opportunity Costs:

- **Alternative Projects:** Evaluate whether the $750,000 could yield better outcomes if invested in other community projects or infrastructure improvements.

b. Economic Impact Studies:

- **Conduct or Review Studies:** Utilize economic impact studies to project the benefits of the development, including job creation, increased business activity, and property value changes.
    - **Traffic Study has been provided in Exhibit C**

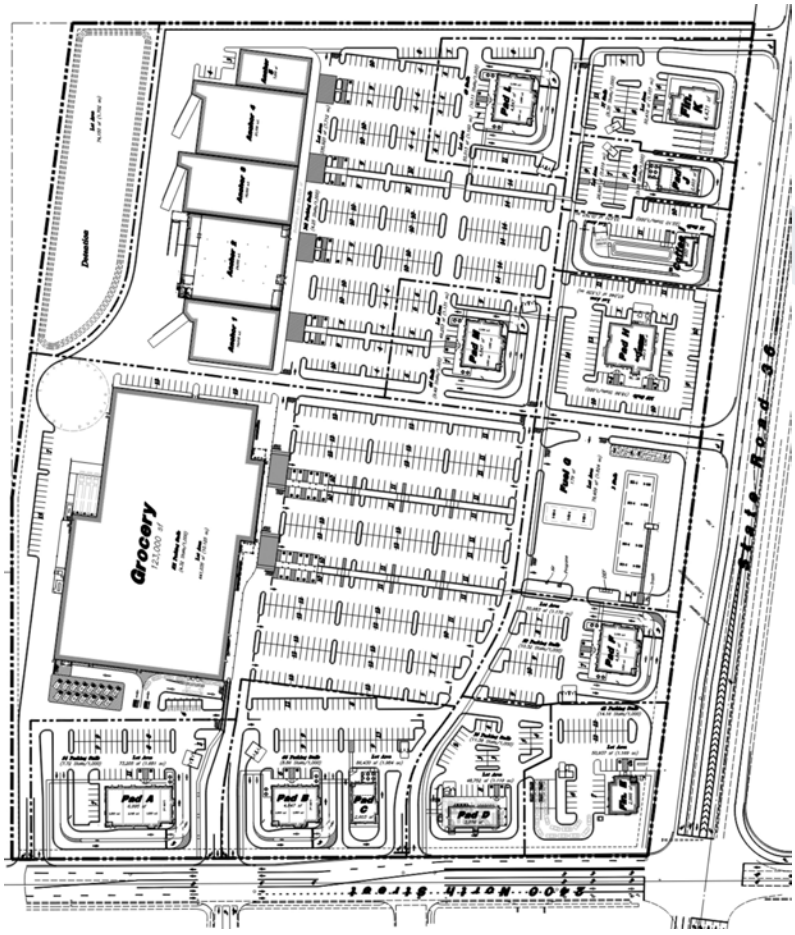
Exhibit C

Traffic Study

Perry Commercial Development

Tooele City, Utah 84074

Traffic Impact Study



LICENSED PROFESSIONAL ENGINEER
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STATE OF UTAH

July 10, 2024

Prepared For:
Perry Commercial Development

Prepared by:
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Date: July 2, 2024

Traffic Impact Analysis
for
Perry Commercial Development

Tooele, Utah

July 2024

Prepared by:
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I. Executive Summary

The report showed the following recommendations/conclusions:

- Due to the additional background and development traffic, it is recommended that double-left turns are provided for eastbound and northbound legs of the SR-36 and 2400 North signal. The eastbound dual left was projected to need 365 feet of storage and the northbound dual left was projected to need 530 feet of storage.

- The other signals analyzed in the study were projected to operate acceptably.

- The accesses for the development were projected to operate acceptably with the following comments/mitigation.

    - The study showed a need for an additional traffic signal at Access D (opposite Home Depot) and 2400 North. The signal warrant analysis showed that it would meet the peak hour warrant. It is proposed that this signal be designed with dual southbound left turns to minimize internal congestion. The signal will need to be constructed before buildout of the development.

    - Access C will need to have left turn restrictions due to the eastbound left turn queuing at the SR-36 and 2400 North signal (eastbound queuing will not leave queue space for a westbound left turn pocket). This is also due to northbound/southbound left turns at this access having unacceptable levels of service.

    - Accesses A and B are proposed as right-in/right-out only accesses to SR-36. Southbound right turn decel lanes will be required along the frontage of the project on SR-36.

    - Access B is proposed as an additional access to the corridor agreement. This should be approved as the study shows that a single access to this development would not be sufficient.

- It is recommended that the speed limit change signs on SR-36 be evaluated if they can be moved to the north of the 3000 North. It is also recommended that advanced signal warning signs for southbound traffic on SR-36 be moved to the north of the 3000 North signal.

- The queuing analysis provided critical queuing projections to be used for design considerations.

- The crash analysis showed that the crashes were mainly split between rear end and angle accidents. It was discussed that an additional signal at 3000 North and the proposed protected signal phases at 2400 North would likely relocate or reduce some of the existing crashes.

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II. Project Description

The following traffic study was scoped and completed in coordinating with Tooele Engineering and UDOT.

- Gathering traffic counts at UDOT signalized intersections within one mile of the site:
  - SR-36 and 2400 North (the signalized intersection adjacent to the proposed development)
  - SR-36 and 2000 North
  - SR-36 and 1280 North
- Accesses near the site:
  - Existing Home Depot Access and 2400 North (Approximately 800 feet west of SR-36)
  - Existing Chevron Access and 2400 North (Approximately 500 feet west of SR-36)
- Tooele provided AWA with the Tooele City Transportation Master Plan from 2021. This will be used for background traffic on 2400 North.
- Based on the SR-36 corridor agreement, only a single right-in/right-out access was planned for this property. Based on the density of the development and the length of frontage along SR-36, two right-in/right-out accesses were discussed as a reasonable way to distribute the traffic that would be using SR-36. It is understood that a second right-in/right-out will require both the support of UDOT and Tooele City to amend the corridor agreement.
- Trip Generation based on the developers estimated land uses.
- Trip Distribution for the new land uses based on understanding the Tooele Transportation Master Plan (herein "master transportation plan").
- Analyses of the signals and accesses to the site for three scenarios: opening day, five years into the future (year 2030) and 20 years into the future (year 2045).
- Signal Warrant Analysis for the potential future signal at the existing Home Depot Access (aligning with proposed development access) and 2400 North.

Figure One shows the vicinity map of the project.

Figure Two shows the conceptual site plan for opening day with the portion of the Perry Commercial Developmentthat includes the buildings that will be built immediately.

Figure Three shows the conceptual site plan for 2030 and 2045, which includes buildout of the site.

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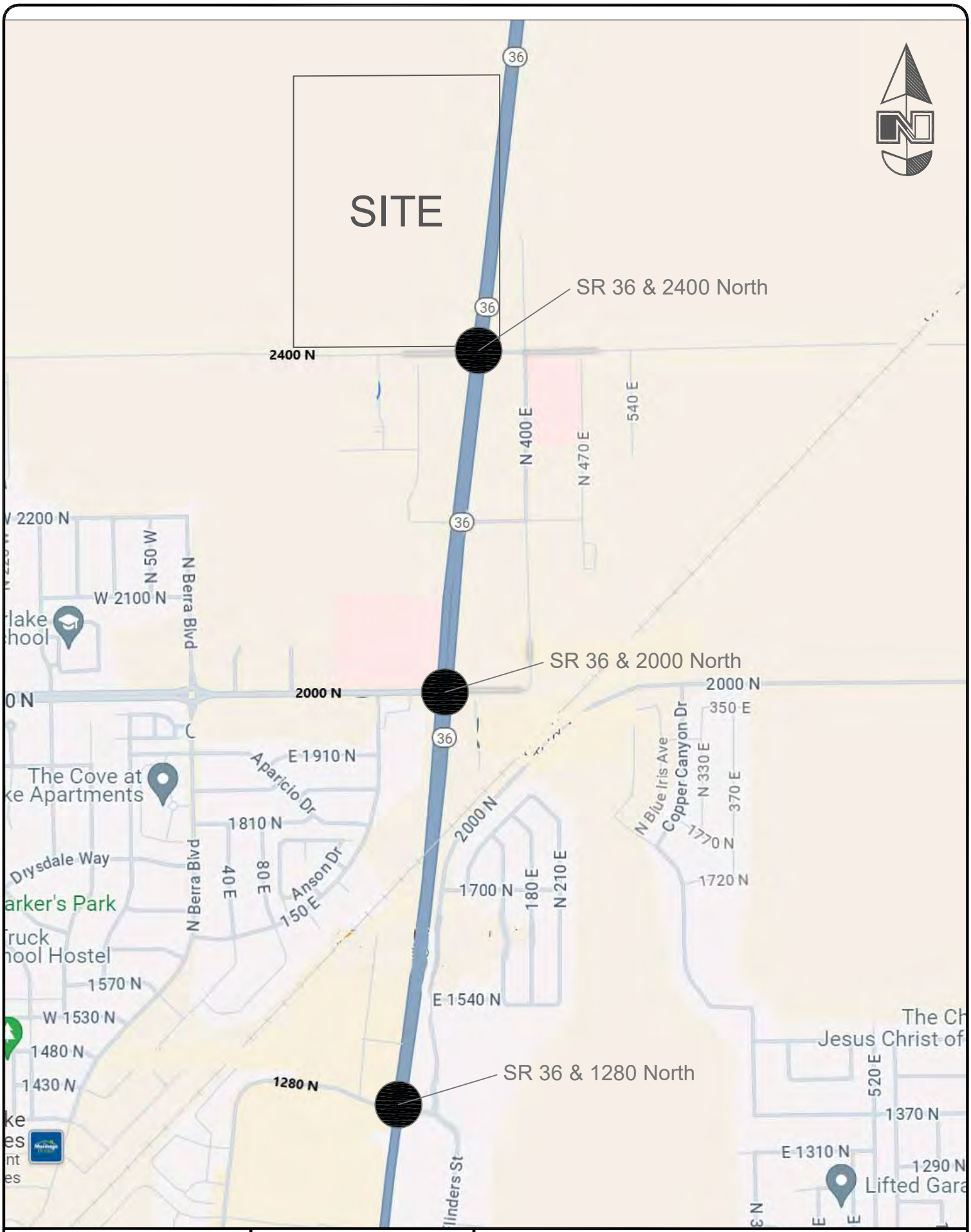
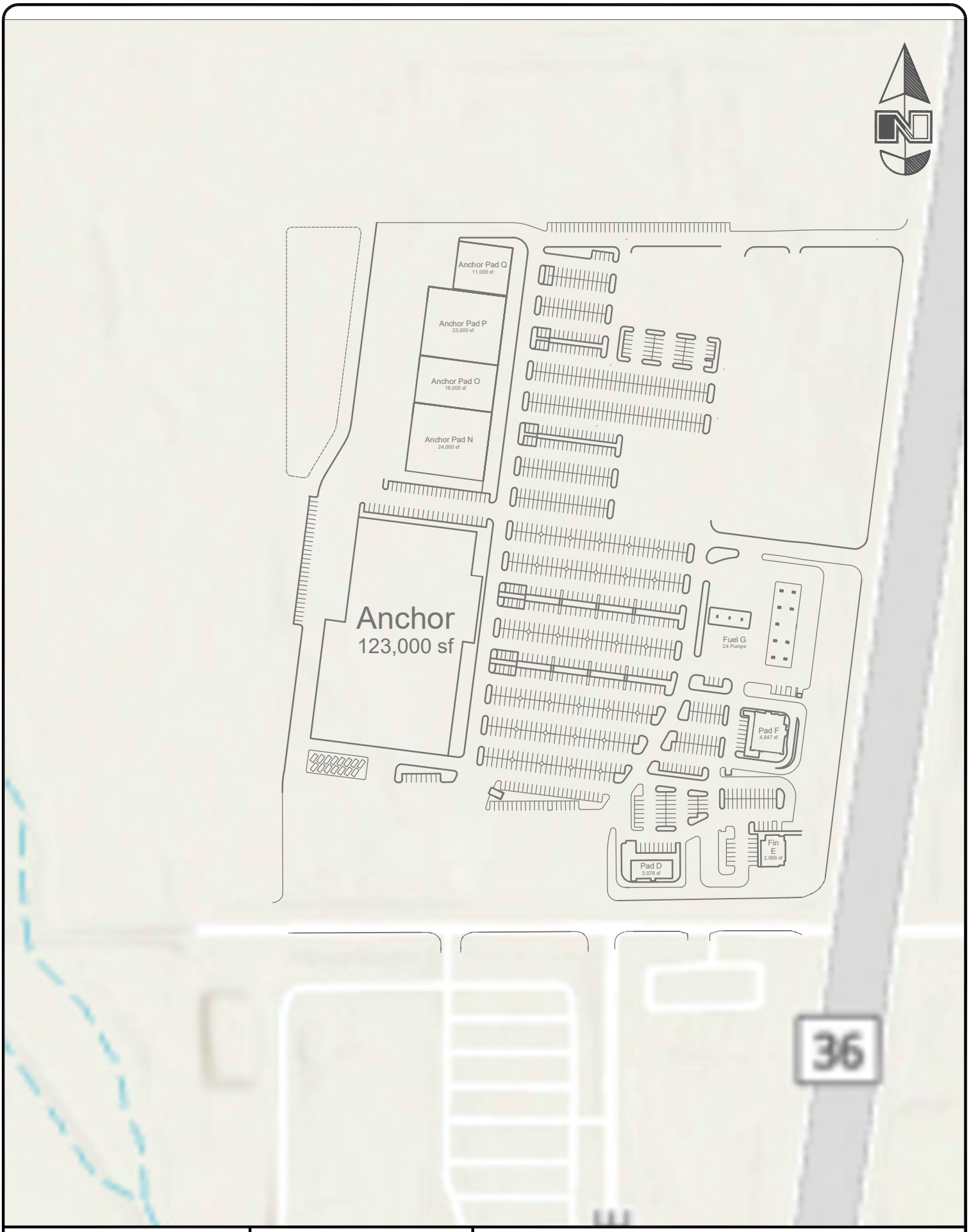
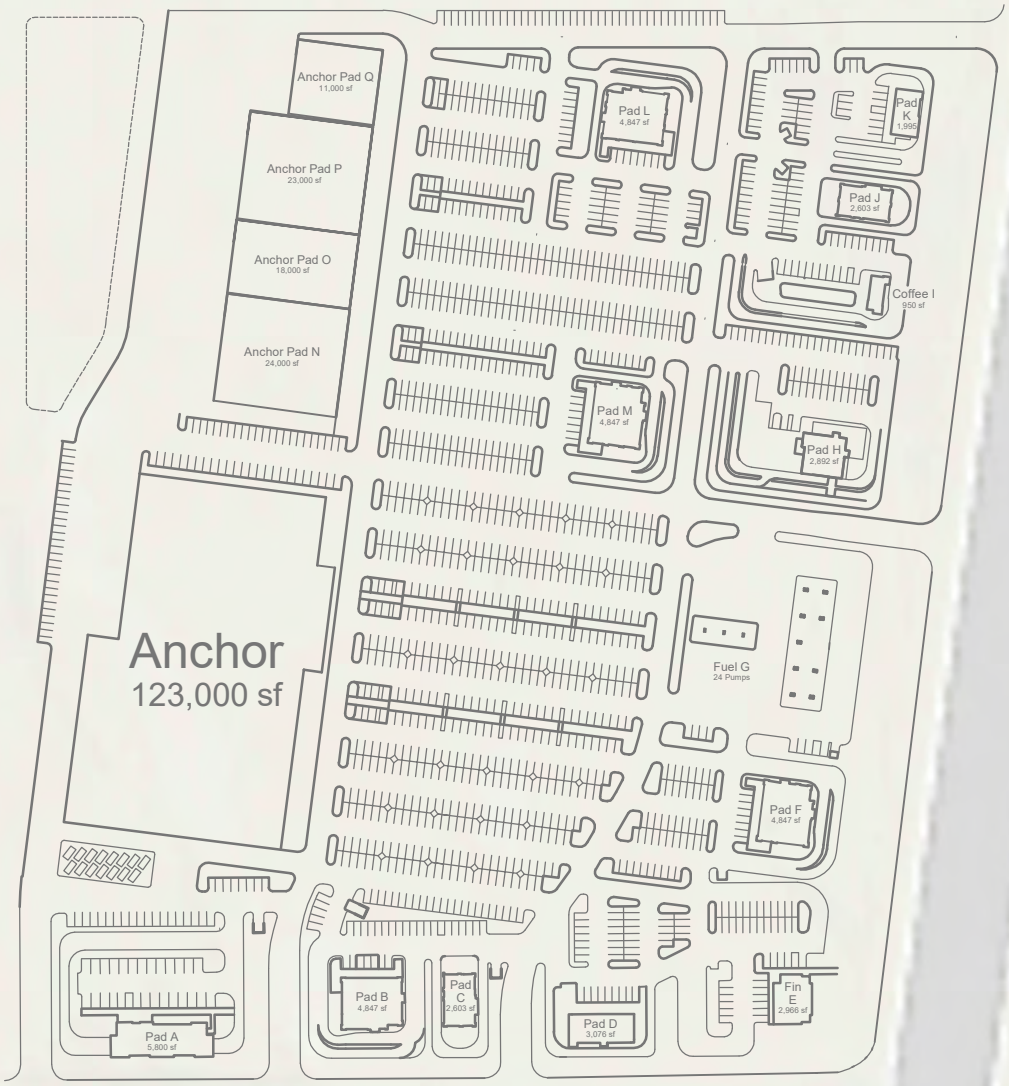


ANA	Figure One	Perry Commercial Development - Tooele, Utah Vicinity and Count Locations



ANA	Figure Two	Perry Commercial Development - Tooele, Utah Conceptual Site Plan - Opening Day



ANNA	Figure Three	Perry Commercial Development - Tooele, Utah Conceptual Site Plan - Full Buildout (2030 & 2045)

The proposed development has a number of new access points as discussed below:

SR-36 access points

- Access A – northmost right-in/right-out on SR-36
- Access B – southmost right-in/right-out on SR-36

2400 North Access Points

- Access C – 2400 North eastmost access. This will line up with the existing Chevron. This may need to be restricted to right-in/right-out in the future due to the queuing of the SR-36 and 2400 North signal.
- Access D – 2400 North center access. This access will line up with the existing Home Depot access. As the only way to travel north from the proposed site is a left turn egress onto 2400 North, this intersection will be evaluated for a future signal.
- Access E – 2400 North westmost truck access. This was not evaluated as part of the study as it accesses the rear of the development and will be used mainly by trucks.

III. Existing Traffic

Intersection counts for study area intersections and accesses were made on Thursday, April 4, 2024. Counts were made in 15-minute intervals. The Peak Hours for the SR-36 and 2400 North intersection was from 7:00 AM to 8:00 AM and from 4:15 PM to 5:15 PM. The other counts were documented for the same peak hour.

The traffic counts can be seen in Appendix A. Existing traffic counts can be seen in Figure Four.

Figure Five shows the projected background traffic for both 2025 and 2030. The background traffic for 2030 was based on the understanding that 2400 North is not likely to be constructed to the west of the high school in the near term. Therefore, the background traffic for 2400 North is based on the high school traffic, some of the Junior High Traffic and some residential traffic (approximately 217 homes that already exist north of 2000 North and east of 400 West) that are likely to access 2400 North by passing the high school.

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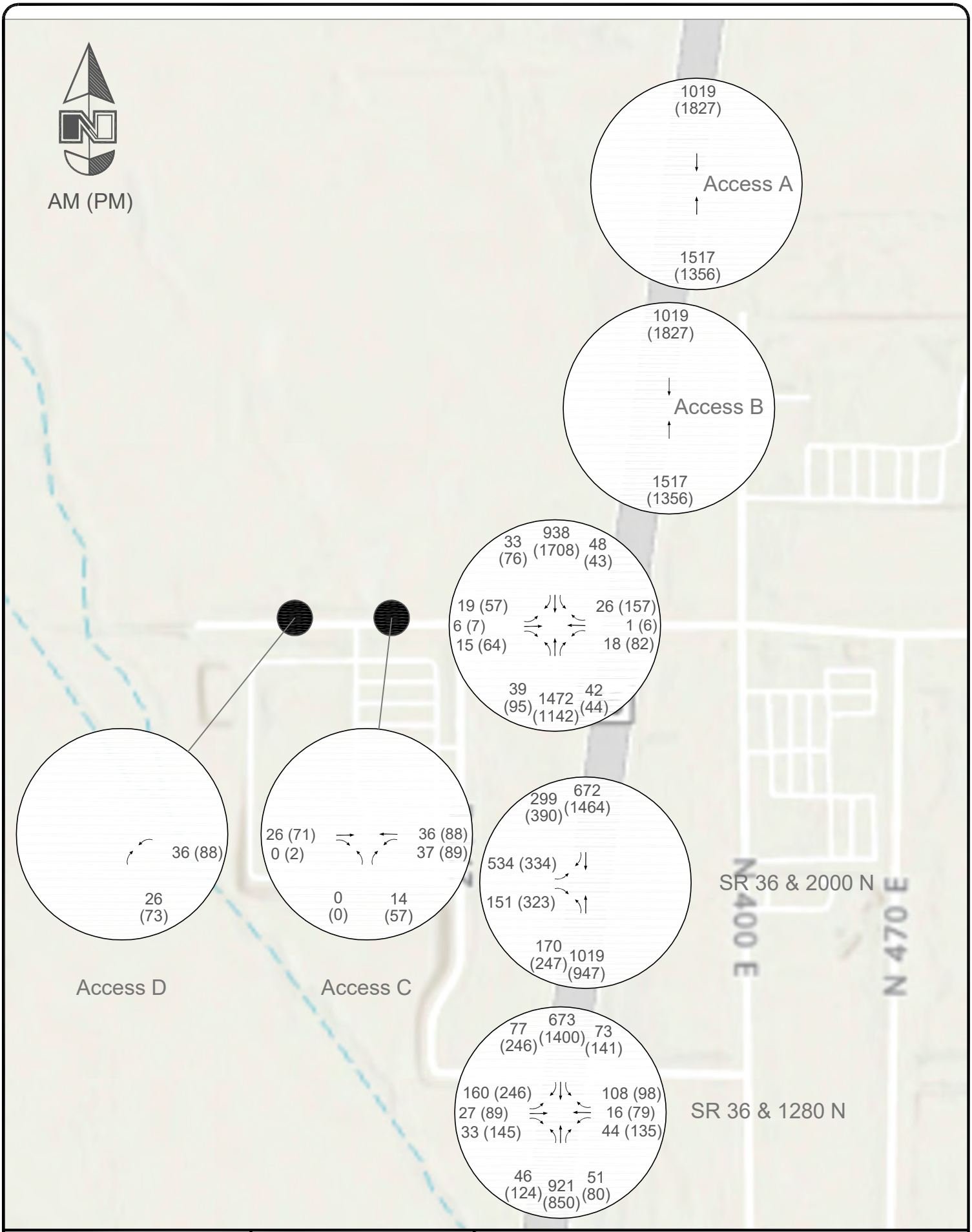
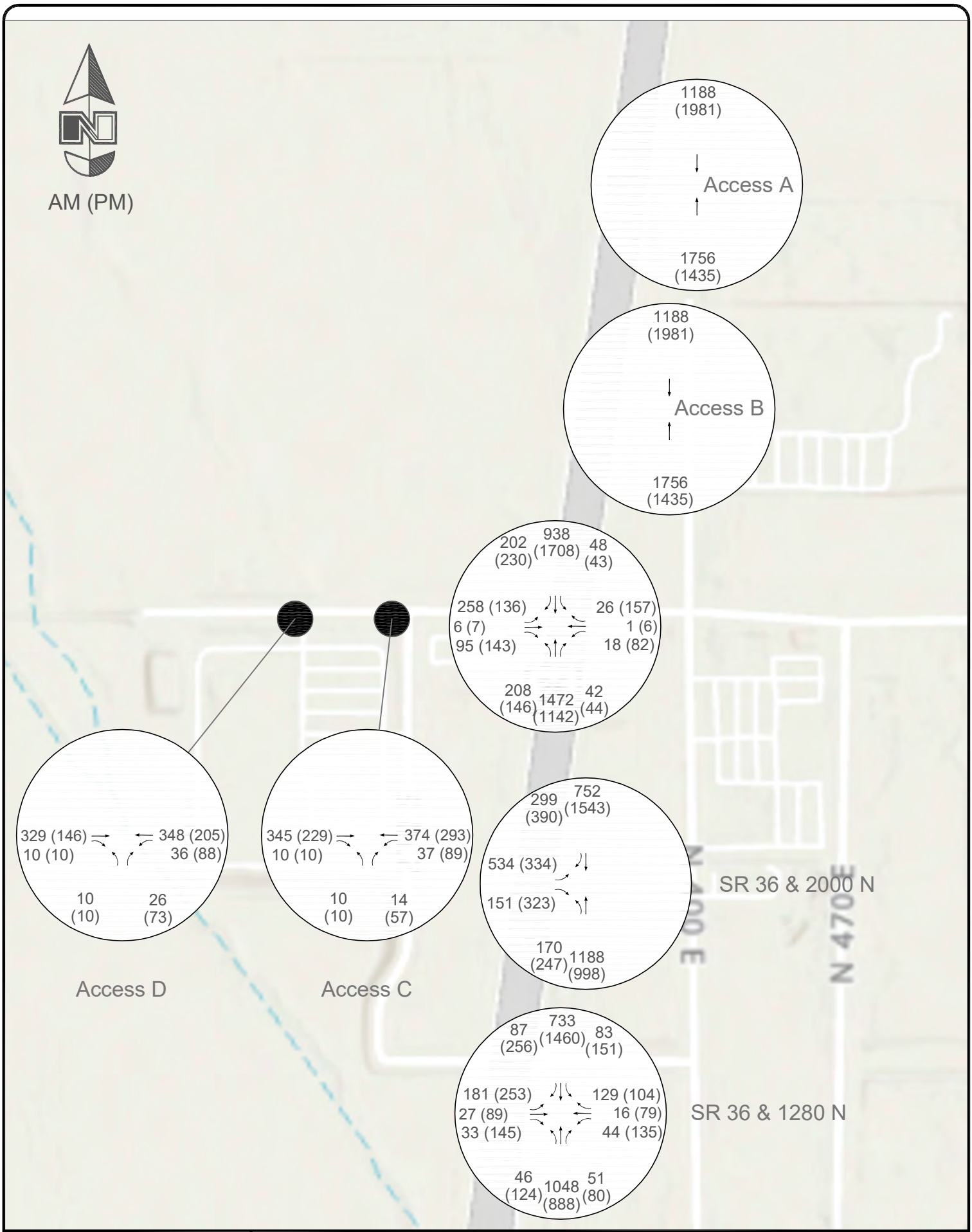


ANA	Figure Four	Perry Commercial Development - Tooele, Utah Existing Traffic Counts



ANA	Figure Five	Perry Commercial Development - Tooele, Utah Background Traffic - 2025 & 2030

Figure Six shows 2045 background traffic based on the transportation master plan. In 2045, 2400 North is planned to be constructed all the way to 400 West. The transportation master plan included assumptions for 928 residential units to the west of the proposed site and commercial densities of nearly 821,000 square feet. The Overlake Estates Small Area Traffic Study that focused on 3000 North, showed an additional 275,000 square feet of general commercial and a potential Junior College with over 4,000 students. While this is different than the master planned densities, it is similar in terms that the Overlake Estates study found that both 3000 North and 2400 North would operate at between 15,000 and 16,000 ADT. Therefore, the projected future ADT for 2400 North was used from the transportation master plan. To estimate the 2045 traffic, the transportation master plan projection of 15,300 ADT (two-way) was adjusted to a PM Peak Hour two-way volume of approximately 1,400 vehicles (assuming that the peak hour was 9 percent of daily). Peak hour traffic is typically somewhere between 8 and 10 percent of daily traffic. The projected buildout development traffic was subtracted from the development traffic to estimate the 2045 background traffic for 2400 North. This background traffic was compared with the projected traffic from a high school and 928 residential units and it was found to be a reasonable approach for projecting the peak hours.

The following estimates for ADT's on SR-36 (just north of the 2400 North intersection) and on 2400 North (just west of SR-36) are based on the hourly traffic being 9 percent of daily.

	SR-36	**2400 North**
2024 Existing	35,000	3,200
2025 with Site	39,700	13,400
2030 with Site	41,400	17,644
2045 with Site	51,200	13,400*

It can be seen that the SR-36 traffic was projected to grow by a factor of 1.46 or 1.9 percent per year. This is based only on the developments coming to the area, so SR-36 would need additional lanes or the commuter peaks will need to spread to a longer period to support this type of growth.

*The reduction of traffic on 2400 North from 2030 to 2045 is based on the completion of 2400 North occurring after 2030 and providing for additional traffic to access the development from the west, thereby avoiding SR-36. While the ADT at the signal drops, the ADT to the west of the development will increase with the completion of 2400 North.

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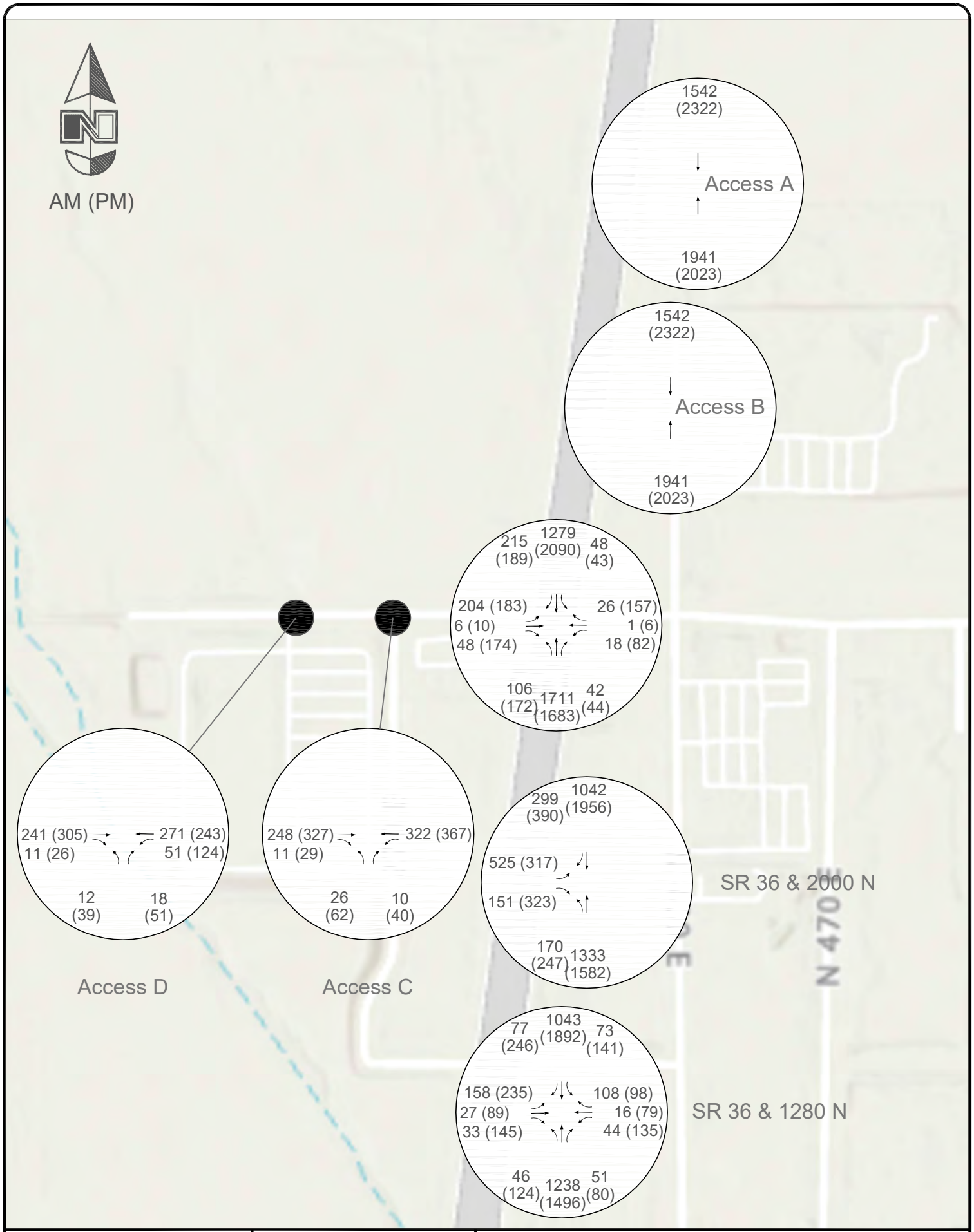

ANA	Figure Six	Perry Commercial Development - Tooele, Utah Background Traffic - 2045

IV. Projected Traffic

The Institute of Transportation Engineers (ITE) Trip Generation (Tenth Edition) handbook was used to estimate trips for the land uses.

Internal Traffic – Trips that travel within the development

With this much development, internal traffic occurs. Internal trips are those that travel within the development, i.e., from fast food to grocery, hardware and visa versa. To include these is effectively double counting. To determine the internal trips, NCHRP 684 - Enhancing Internal Trip Capture Estimation for Mixed-Use Developments was used. This document looks at internal capture based on land uses, exiting/entering trips, etc. The spreadsheet printouts in the appendix showed 35% internal capture for both the AM and PM. This was based off the standard capture rates per land use/trips generated that NCHRP 684 set. The base spreadsheet can be found at https://onlinepubs.trb.org/onlinepubs/nchrp/nchrp_rpt_684.xlsx

Primary Trips - New trips that are unrelated to commuter traffic

Primary and Pass-by trips were estimated. Primary trips represent those trips which are not already in the area. In this case, vehicles traveling from their homes directly to the development would be considered primary trips as they will be making new trips through the study intersections to access this site.

Pass-by Trips - Trips from commuters and others passing the site

Pass-by trips were estimated. Pass-by trips represent those trips which already pass the site as background traffic. This traffic already exists on the roadway and does not constitute additional traffic, to offsite intersections. However, it must be accounted for as the pass-by trips change from passing traffic to entering and exiting traffic (at the project intersection of SR-36 and 2400 North and at the accesses). Therefore, these represent an increase in turning movements at the main project intersection and accesses, but no additional impact at other intersections in the area that they were already utilizing.

ITE suggests that fuel centers, grocery, retail and fast food can have a high percentage of pass-by traffic, sometimes well over 50 percent. In considering this project's proximity to SR-36, there is likely a high percent of pass-by traffic. The estimates of pass-by traffic are shown in the following tables.

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Table One shows the AM Peak Hour Trip Generation for Phase I – Opening Day 2025.

Table Two shows trip distribution for the AM Peak Hours for Phase I – Opening Day 2025.

Perry Commercial Development; Tooele, Utah - Phase 1
Table One
AM Peak Hour Trip Generation

Building Mark	Facility	ITE Land Use	Area 1,000 sf / lane	Trip Rate	Trips	Internal Trip %	External Trips	Pass-by %	Pass-by Trips	Primary %	Primary Trips
D	Fast Food w/ Drive Thru	934	3.1	44.61	139	35%	**91**	50%	**46**	50%	**45**
E	Bank - Drive thru	912	3.0	9.95	30	35%	**20**	29%	**6**	71%	**14**
F	Fast Food w/ Drive Thru	934	3.7	44.61	166	35%	**108**	50%	**54**	50%	**54**
	Retail	820	1.2	0.94	2	35%	**2**	0%	**0**	100%	**2**
G	Fueling Center	944	24.0	10.28	247	35%	**161**	63%	**101**	37%	**60**
Anchor	Discount Superstore	813	123.0	1.85	228	35%	**149**	0%	**0**	100%	**149**
N	Retail	820	24.0	0.94	23	35%	**15**	0%	**0**	100%	**15**
O	Sporting Goods Superstore	861	18.0	0.34	7	35%	**5**	0%	**0**	100%	**5**
P	Retail	820	23.0	0.94	22	35%	**15**	0%	**0**	100%	**15**
Q	Pet Superstore	866	11.0	-	0	35%	**0**	0%	**0**	100%	**0**
Total							**566**		**207**		**359**

Perry Commercial Development; Tooele, Utah - Phase 1
Table Two
AM Peak Hour Primary and Pass-by Trips

Building Mark	Facility	ITE Land Use	In %	Out %	Pass-by Trips	Pass-by Inbound Trips	Pass-by Outbound Trips	Primary Trips	Primary Inbound Trips	Primary Outbound Trips
D	Fast Food w/ Drive Thru	934	51%	49%	46	**23**	**23**	45	**23**	**22**
E	Bank - Drive thru	912	58%	42%	6	**3**	**3**	14	**8**	**6**
F	Fast Food w/ Drive Thru	934	51%	49%	54	**28**	**26**	54	**28**	**26**
	Retail	820	62%	38%	0	**0**	**0**	2	**1**	**1**
G	Fueling Center	944	50%	50%	101	**51**	**50**	60	**30**	**30**
Anchor	Discount Superstore	813	56%	44%	0	**0**	**0**	149	**83**	**66**
N	Retail	820	62%	38%	0	**0**	**0**	15	**9**	**6**
O	Sporting Goods Superstore	861	80%	20%	0	**0**	**0**	5	**4**	**1**
P	Retail	820	62%	38%	0	**0**	**0**	15	**9**	**6**
Q	Pet Superstore	866	0%	0%	0	**0**	**0**	0	**0**	**0**
Total					**207**	**105**	**102**	**359**	**195**	**164**

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Table Three shows the PM Peak Hour Trip Generation for Phase I – Opening Day 2025.

Table Four shows trip distribution for the PM Peak Hours for Phase I – Opening Day 2025.

Perry Commercial Development; Tooele, Utah - Phase 1
Table Three
PM Peak Hour Trip Generation

Building Mark	Facility	ITE Land Use	Area 1,000 sf / lane	Trip Rate	Trips	Internal Trip %	External Trips	Pass-by %	Pass-by Trips	Primary %	Primary Trips
D	Fast Food w/ Drive Thru	934	3.1	33.03	103	35%	**67**	55%	**37**	45%	**30**
E	Bank - Drive thru	912	3.0	21.01	64	35%	**42**	35%	**15**	65%	**27**
F	Fast Food w/ Drive Thru	934	3.7	33.03	123	35%	**80**	55%	**44**	45%	**36**
	Retail	820	1.2	3.81	5	35%	**4**	19%	**1**	81%	**3**
G	Fueling Center	944	24.0	14.03	337	35%	**220**	57%	**125**	43%	**95**
Anchor	Discount Superstore	813	123.0	4.33	533	35%	**347**	29%	**101**	71%	**246**
N	Retail	820	24.0	3.81	92	35%	**60**	19%	**11**	81%	**49**
O	Sporting Goods Superstore	861	18.0	2.02	37	35%	**25**	0%	**0**	100%	**25**
P	Retail	820	23.0	3.81	88	35%	**58**	19%	**11**	81%	**47**
Q	Pet Superstore	866	11.0	3.55	40	35%	**26**	0%	**0**	100%	**26**
Total							**929**		**345**		**584**

Perry Commercial Development; Tooele, Utah - Phase 1
Table Four
PM Peak Hour Primary and Pass-by Trips

Building Mark	Facility	ITE Land Use	In %	Out %	Pass-by Trips	Pass-by Inbound Trips	Pass-by Outbound Trips	Primary Trips	Primary Inbound Trips	Primary Outbound Trips
D	Fast Food w/ Drive Thru	934	52%	48%	37	**19**	**18**	30	**16**	**14**
E	Bank - Drive thru	912	50%	50%	15	**8**	**7**	27	**14**	**13**
F	Fast Food w/ Drive Thru	934	52%	48%	44	**23**	**21**	36	**19**	**17**
	Retail	820	48%	52%	1	**0**	**1**	3	**1**	**2**
G	Fueling Center	944	50%	50%	125	**63**	**62**	95	**48**	**47**
Anchor	Discount Superstore	813	49%	51%	101	**49**	**52**	246	**121**	**125**
N	Retail	820	48%	52%	11	**5**	**6**	49	**24**	**25**
O	Sporting Goods Superstore	861	48%	52%	0	**0**	**0**	25	**12**	**13**
P	Retail	820	48%	52%	11	**5**	**6**	47	**23**	**24**
Q	Pet Superstore	866	50%	50%	0	**0**	**0**	26	**13**	**13**
Total					**345**	**172**	**173**	**584**	**291**	**293**

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Table Five shows the AM Peak Hour Trip Generation for Phase 1 & 2, corresponding with 2030 and 2045 traffic projections.

Perry Commercial Development; Tooele, Utah - Phases 1 & 2

Table Five

AM Peak Hour Trip Generation - Phase 1

Building Mark	Facility	ITE Land Use	Area 1,000 sf / lane	Trip Rate	Trips	Internal Trip %	External Trips	Pass-by %	Pass-by Trips	Primary %	Primary Trips
D	Fast Food w/ Drive Thru	934	3.1	44.61	139	35%	**91**	50%	**46**	50%	**45**
E	Bank - Drive thru	912	3.0	9.95	30	35%	**20**	29%	**6**	71%	**14**
F	Fast Food w/ Drive Thru	934	3.7	44.61	166	35%	**108**	50%	**54**	50%	**54**
	Retail	820	1.2	0.94	2	35%	**2**	0%	**0**	100%	**2**
G	Fueling Center	944	24.0	10.28	247	35%	**161**	63%	**101**	37%	**60**
Anchor	Discount Superstore	813	123.0	1.85	228	35%	**149**	0%	**0**	100%	**149**
N	Retail	820	24.0	0.94	23	35%	**15**	0%	**0**	100%	**15**
O	Sporting Goods Superstore	861	18.0	0.34	7	35%	**5**	0%	**0**	100%	**5**
P	Retail	820	23.0	0.94	22	35%	**15**	0%	**0**	100%	**15**
Q	Pet Superstore	866	11.0	0.00	0	35%	**0**	0%	**0**	100%	**0**
Total - Phase 1							**566**		**207**		**359**

AM Peak Hour Trip Generation - Phase 2

Building Mark	Facility	ITE Land Use	Area 1,000 sf / lane	Trip Rate	Trips	Internal Trip %	External Trips	Pass-by %	Pass-by Trips	Primary %	Primary Trips
A	Automated Carwash	948	5.8	14.20	83	35%	**54**	0%	**0**	100%	**54**
B	Fast Food w/ Drive Thru	934	3.7	44.61	166	35%	**108**	50%	**54**	50%	**54**
	Retail	820	1.2	0.94	2	35%	**2**	0%	**0**	100%	**2**
C	Fast Food w/ Drive Thru	934	2.6	44.61	116	35%	**76**	50%	**38**	50%	**38**
H	Fast Food w/ Drive Thru	934	2.9	44.61	130	35%	**85**	50%	**43**	50%	**42**
I	Coffee Shop w/ Drive Thru	937	1.0	85.88	86	35%	**56**	0%	**0**	100%	**56**
J	Fast Food w/ Drive Thru	934	2.6	44.61	116	35%	**76**	50%	**38**	50%	**38**
K	Fast Food w/ Drive Thru	934	2.0	44.61	90	35%	**59**	50%	**30**	50%	**29**
L	Fast Food w/ Drive Thru	934	3.7	44.61	166	35%	**108**	50%	**54**	50%	**54**
	Retail	820	1.2	0.94	2	35%	**2**	0%	**0**	100%	**2**
M	Fast Food w/ Drive Thru	934	3.7	44.61	166	35%	**108**	50%	**54**	50%	**54**
	Retail	820	1.2	0.94	2	35%	**2**	0%	**0**	100%	**2**
Total - Phase 2							**736**		**311**		**425**
Total - Phases 1 & 2							**1,302**		**518**		**784**

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Table Six shows trip distribution for the AM Peak Hour Trip Generation for Phase 1 & 2, corresponding with 2030 and 2045 traffic projections.

Perry Commercial Development; Tooele, Utah - Phases 1 & 2

Table Six

AM Peak Hour Primary and Pass-by Trips - Phase 1

Building Mark	Facility	ITE Land Use	In %	Out %	Pass-by Trips	Pass-by Inbound Trips	Pass-by Outbound Trips	Primary Trips	Primary Inbound Trips	Primary Outbound Trips
D	Fast Food w/ Drive Thru	934	51%	49%	46	**23**	**23**	45	**23**	**22**
E	Bank - Drive thru	912	58%	42%	6	**3**	**3**	14	**8**	**6**
F	Fast Food w/ Drive Thru	934	51%	49%	54	**28**	**26**	54	**28**	**26**
	Retail	820	62%	38%	0	**0**	**0**	2	**1**	**1**
G	Fueling Center	944	50%	50%	101	**51**	**50**	60	**30**	**30**
Anchor	Discount Superstore	813	56%	44%	0	**0**	**0**	149	**83**	**66**
N	Retail	820	62%	38%	0	**0**	**0**	15	**9**	**6**
O	Sporting Goods Superstore	861	80%	20%	0	**0**	**0**	5	**4**	**1**
P	Retail	820	62%	38%	0	**0**	**0**	15	**9**	**6**
Q	Pet Superstore	866	0%	0%	0	**0**	**0**	0	**0**	**0**
Total - Phase 1					207	**105**	**102**	359	**195**	**164**

AM Peak Hour Primary and Pass-by Trips - Phase 2

Building Mark	Facility	ITE Land Use	In %	Out %	Pass-by Trips	Pass-by Inbound Trips	Pass-by Outbound Trips	Primary Trips	Primary Inbound Trips	Primary Outbound Trips
A	Automated Carwash	948	50%	50%	0	**0**	**0**	54	**27**	**27**
B	Fast Food w/ Drive Thru	934	51%	49%	54	**28**	**26**	54	**28**	**26**
	Retail	820	62%	38%	0	**0**	**0**	2	**1**	**1**
C	Fast Food w/ Drive Thru	934	51%	49%	38	**19**	**19**	38	**19**	**19**
H	Fast Food w/ Drive Thru	934	51%	49%	43	**22**	**21**	42	**21**	**21**
I	Coffee Shop w/ Drive Thru	937	51%	49%	0	**0**	**0**	56	**29**	**27**
J	Fast Food w/ Drive Thru	934	51%	49%	38	**19**	**19**	38	**19**	**19**
K	Fast Food w/ Drive Thru	934	51%	49%	30	**15**	**15**	29	**15**	**14**
L	Fast Food w/ Drive Thru	934	51%	49%	54	**28**	**26**	54	**28**	**26**
	Retail	820	62%	38%	0	**0**	**0**	2	**1**	**1**
M	Fast Food w/ Drive Thru	934	51%	49%	54	**28**	**26**	54	**28**	**26**
	Retail	820	62%	38%	0	**0**	**0**	2	**1**	**1**
Total - Phase 2					311	**159**	**152**	425	**217**	**208**
Total - Phases 1 & 2					518	**264**	**254**	784	**412**	**372**

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Table Seven shows the PM Peak Hour Trip Generation for Phase 1 & 2, corresponding with 2030 and 2045 traffic projections.

Perry Commercial Development; Tooele, Utah - Phases 1 & 2

Table Seven

PM Peak Hour Trip Generation

Building Mark	Facility	ITE Land Use	Area 1,000 sf / lane	Trip Rate	Trips	Internal Trip %	External Trips	Pass-by %	Pass-by Trips	Primary %	Primary Trips
D	Fast Food w/ Drive Thru	934	3.1	33.03	103	35%	**67**	55%	**37**	45%	**30**
E	Bank - Drive thru	912	3.0	21.01	64	35%	**42**	35%	**15**	65%	**27**
F	Fast Food w/ Drive Thru	934	3.7	33.03	123	35%	**80**	55%	**44**	45%	**36**
	Retail	820	1.2	3.81	5	35%	**4**	19%	**1**	81%	**3**
G	Fueling Center	944	24.0	14.03	337	35%	**220**	57%	**125**	43%	**95**
Anchor	Discount Superstore	813	123.0	4.33	533	35%	**347**	29%	**101**	71%	**246**
N	Retail	820	24.0	3.81	92	35%	**60**	19%	**11**	81%	**49**
O	Sporting Goods Superstore	861	18.0	2.02	37	35%	**25**	0%	**0**	100%	**25**
P	Retail	820	23.0	3.81	88	35%	**58**	19%	**11**	81%	**47**
Q	Pet Superstore	866	11.0	3.55	40	35%	**26**	0%	**0**	100%	**26**
Total - Phase 1							**929**		**345**		**584**

PM Peak Hour Trip Generation - Phase 2

Building Mark	Facility	ITE Land Use	Area 1,000 sf / lane	Trip Rate	Trips	Internal Trip %	External Trips	Pass-by %	Pass-by Trips	Primary %	Primary Trips
A	Automated Carwash	948	5.8	14.20	83	35%	**54**	0%	**0**	100%	**54**
B	Fast Food w/ Drive Thru	934	3.7	33.03	123	35%	**80**	55%	**44**	45%	**36**
	Retail	820	1.2	3.81	5	35%	**4**	19%	**1**	81%	**3**
C	Fast Food w/ Drive Thru	934	2.6	33.03	86	35%	**56**	55%	**31**	45%	**25**
H	Fast Food w/ Drive Thru	934	2.9	33.03	96	35%	**63**	55%	**35**	45%	**28**
I	Coffee Shop w/ Drive Thru	937	1.0	38.99	39	35%	**26**	0%	**0**	100%	**26**
J	Fast Food w/ Drive Thru	934	2.6	33.03	86	35%	**56**	55%	**31**	45%	**25**
K	Fast Food w/ Drive Thru	934	2.0	33.03	67	35%	**44**	55%	**24**	45%	**20**
L	Fast Food w/ Drive Thru	934	3.7	33.03	123	35%	**80**	55%	**44**	45%	**36**
	Retail	820	1.2	3.81	5	35%	**4**	19%	**1**	81%	**3**
M	Fast Food w/ Drive Thru	934	3.7	33.03	123	35%	**80**	55%	**44**	45%	**36**
	Retail	820	1.2	3.81	5	35%	**4**	19%	**1**	81%	**3**
Total - Phase 2							**551**		**256**		**295**
Total - Phases 1 & 2							**1,480**		**601**		**879**

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Table Eight shows trip distribution for the PM Peak Hour Trip Generation for Phase 1 & 2, corresponding with 2030 and 2045 traffic projections.

Perry Commercial Development; Tooele, Utah - Phase 1

Table Eight

PM Peak Hour Primary and Pass-by Trips - Phase 1

Building Mark	Facility	ITE Land Use	In %	Out %	Pass-by Trips	Pass-by Inbound Trips	Pass-by Outbound Trips	Primary Trips	Primary Inbound Trips	Primary Outbound Trips
D	Fast Food w/ Drive Thru	934	52%	48%	37	**19**	**18**	30	**16**	**14**
E	Bank - Drive thru	912	50%	50%	15	**8**	**7**	27	**14**	**13**
F	Fast Food w/ Drive Thru	934	52%	48%	44	**23**	**21**	36	**19**	**17**
	Retail	820	48%	52%	1	**0**	**1**	3	**1**	**2**
G	Fueling Center	944	50%	50%	125	**63**	**62**	95	**48**	**47**
Anchor	Discount Superstore	813	49%	51%	101	**49**	**52**	246	**121**	**125**
N	Retail	820	48%	52%	11	**5**	**6**	49	**24**	**25**
O	Sporting Goods Superstore	861	48%	52%	0	**0**	**0**	25	**12**	**13**
P	Retail	820	48%	52%	11	**5**	**6**	47	**23**	**24**
Q	Pet Superstore	866	50%	50%	0	**0**	**0**	26	**13**	**13**
Total - Phase 1					345	**172**	**173**	584	**291**	**293**

PM Peak Hour Primary and Pass-by Trips - Phase 2

Building Mark	Facility	ITE Land Use	In %	Out %	Pass-by Trips	Pass-by Inbound Trips	Pass-by Outbound Trips	Primary Trips	Primary Inbound Trips	Primary Outbound Trips
A	Automated Carwash	948	50%	50%	0	**0**	**0**	54	**27**	**27**
B	Fast Food w/ Drive Thru	934	52%	48%	44	**23**	**21**	36	**19**	**17**
	Retail	820	48%	52%	1	**0**	**1**	3	**1**	**2**
C	Fast Food w/ Drive Thru	934	52%	48%	31	**16**	**15**	25	**13**	**12**
H	Fast Food w/ Drive Thru	934	52%	48%	35	**18**	**17**	28	**15**	**13**
I	Coffee Shop w/ Drive Thru	937	50%	50%	0	**0**	**0**	26	**13**	**13**
J	Fast Food w/ Drive Thru	934	52%	48%	31	**16**	**15**	25	**13**	**12**
K	Fast Food w/ Drive Thru	934	52%	48%	24	**12**	**12**	20	**10**	**10**
L	Fast Food w/ Drive Thru	934	52%	48%	44	**23**	**21**	36	**19**	**17**
	Retail	820	48%	52%	1	**0**	**1**	3	**1**	**2**
M	Fast Food w/ Drive Thru	934	52%	48%	44	**23**	**21**	36	**19**	**17**
	Retail	820	48%	52%	1	**0**	**1**	3	**1**	**2**
Total - Phase 2					256	**131**	**125**	295	**151**	**144**
Total - Phases 1 & 2					601	**303**	**298**	879	**442**	**437**

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Trip Distribution Assumptions

Primary Trips

The Origin/Destination Assumptions for primary trips for each analysis year are shown below. The theory behind the changes is that 2400 North will be connected in 2045 and that more traffic will come from the west (both north and south of 2400 North):

Phase 1 – 2025

AM Peak Hour	PM Peak Hour
North – 40%	North – 40%
South – 60%	South – 60%

Phase 1 & 2 – 2030

AM Peak Hour	PM Peak Hour
North – 40%	North – 40%
South – 60%	South – 60%

Phase 1 & 2 – 2045

AM Peak Hour	PM Peak Hour
North – 35%	North – 30%
South – 35%	South – 30%
West – 30%	West – 40%

The access distribution for each of the above scenarios is included in the spreadsheet that is provided with this report.

Pass-by Trips

All of these planned land uses will follow commuter traffic patterns, with pass-by trips for retail and fast food utilizing the site mostly northbound during the AM Peak Hour and southbound during the PM Peak Hour. The percentages listed below are similar to the percentages passing the site at SR-36 and 2400 North. Traffic will exit and continue in the same direction as it came from.

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Phase 1 – 2025

AM Peak Hour	PM Peak Hour
North – 40%	North – 55%
South – 60%	South – 35%
	East – 10%

Phase 1 & 2 – 2030

AM Peak Hour	PM Peak Hour
North – 40%	North – 55%
South – 60%	South – 35%
	East – 10%

Phase 1 & 2 – 2045

AM Peak Hour	PM Peak Hour
North – 30%	North – 50%
South – 50%	South – 30%
East - 5%	East - 5%
West – 15%	West – 15%

The access distribution for each of the above scenarios is included in the spreadsheet that is available upon request.

Figure Seven is the total site generated traffic from the Perry Commercial Development– Phase 1 – 2025.

Figure Eight is the background traffic from 2025 plus the Perry Commercial Development– Phase 1 – 2025.

Figure Nine is the total site generated traffic from the Perry Commercial Development– Phase 1 and 2 – years 2030.

Figure Ten is the background traffic from 2030 plus the Perry Commercial Development– Phase 1 and 2 – 2030.

Figure Eleven is the is the total site generated traffic from the Perry Commercial Development– Phase 1 and 2 – year 2045.

Figure Twelve is the background traffic from 2045 plus the Perry Commercial Development– Phase 1 and 2 – 2045.

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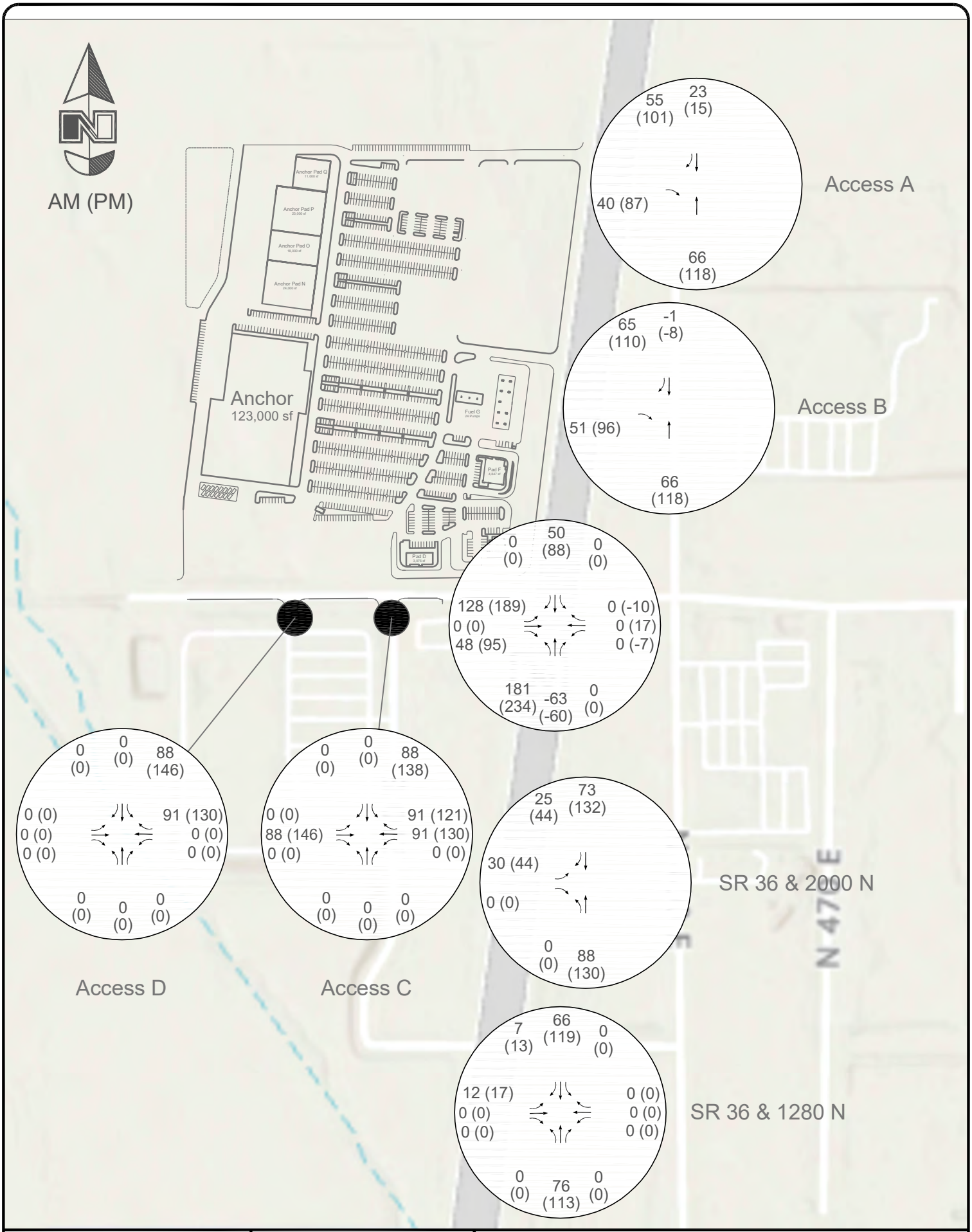
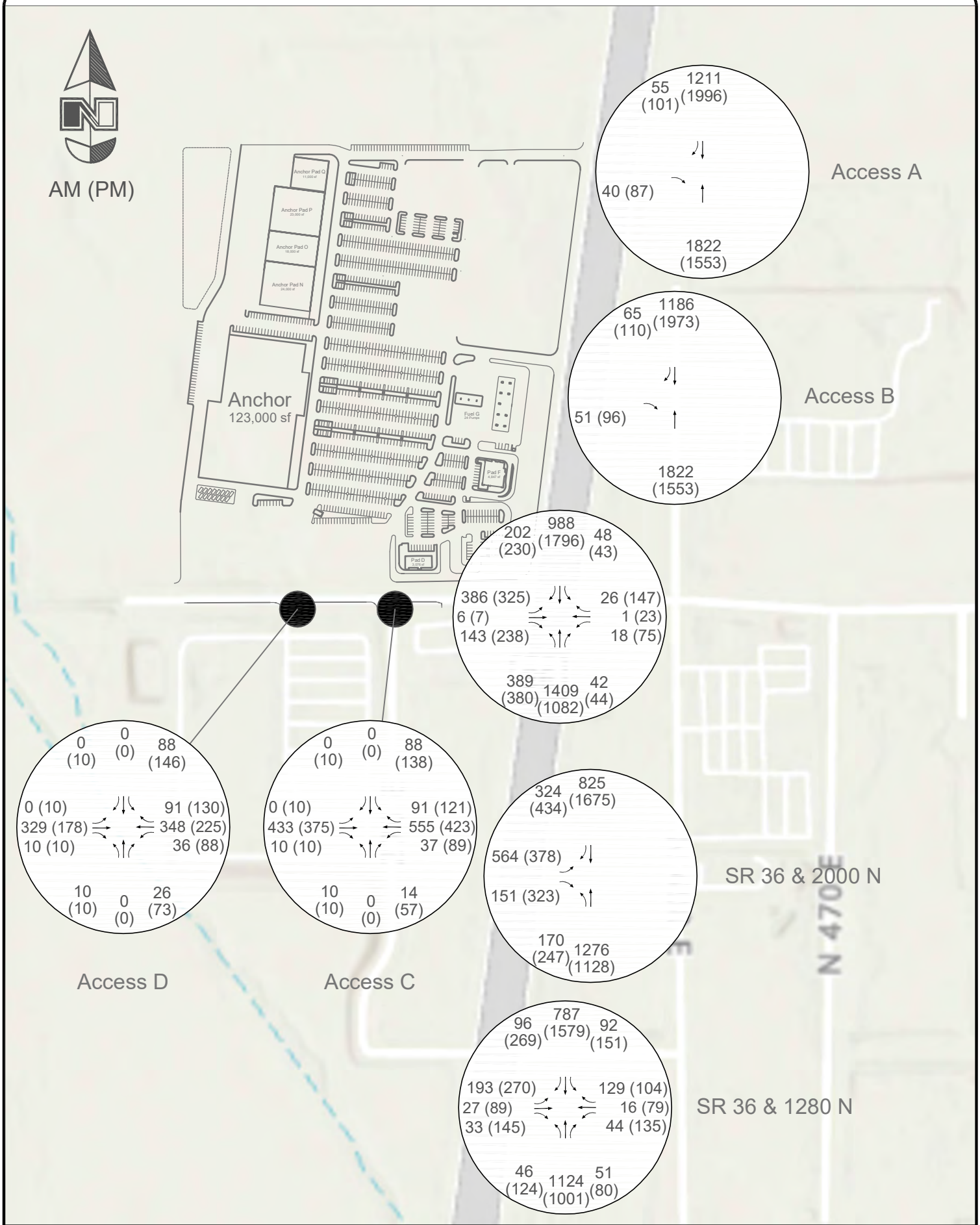
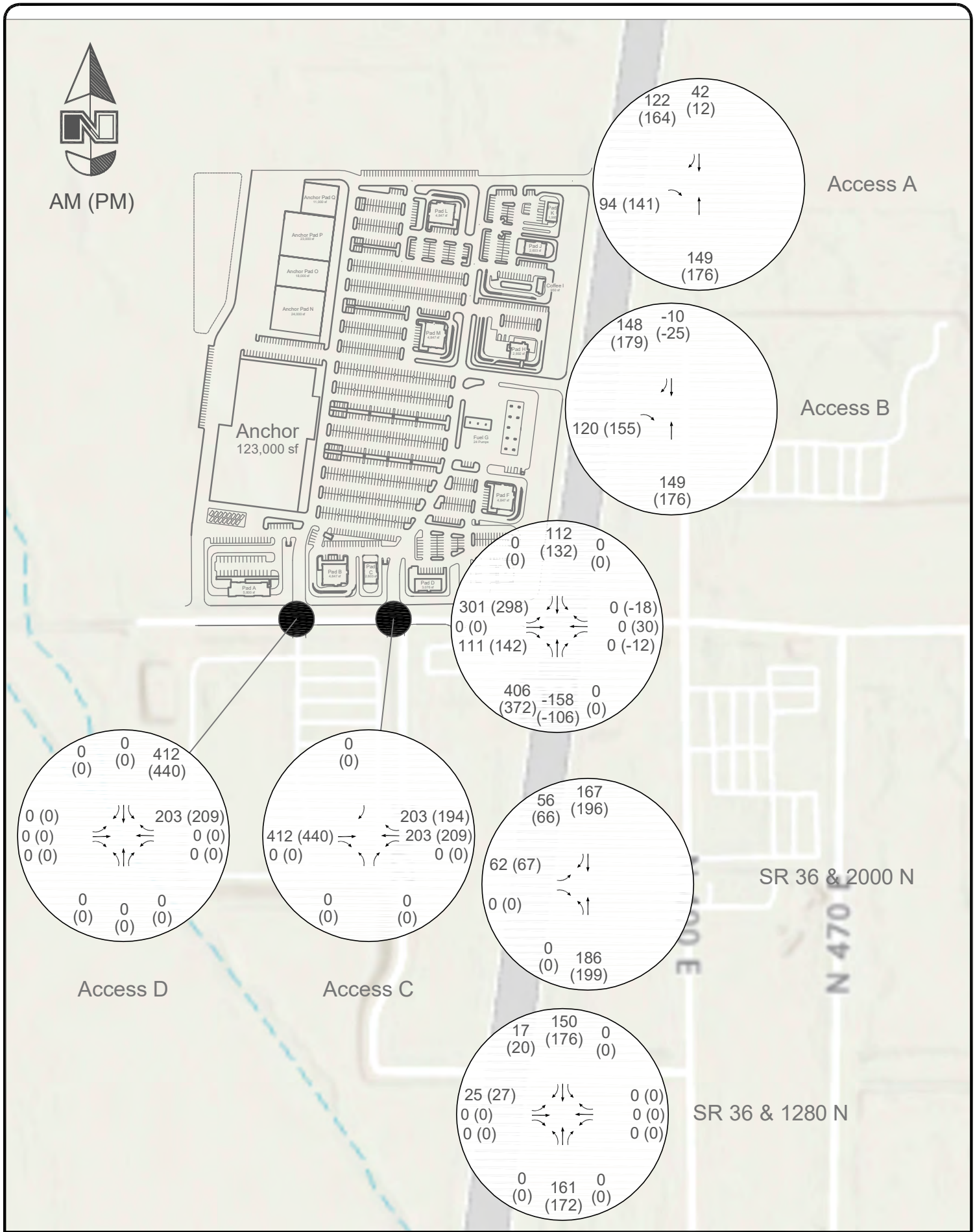


ANA	Figure Seven	Perry Commercial Development - Tooele, Utah Site Generated Trips - 2025



ANA	Figure Eight	Perry Commercial Development - Tooele, Utah 2025 Background Traffic and Site Generated trips



ANA	Figure Nine	Perry Commercial Development - Tooele, Utah Site Generated Trips, Full Buildout - 2030

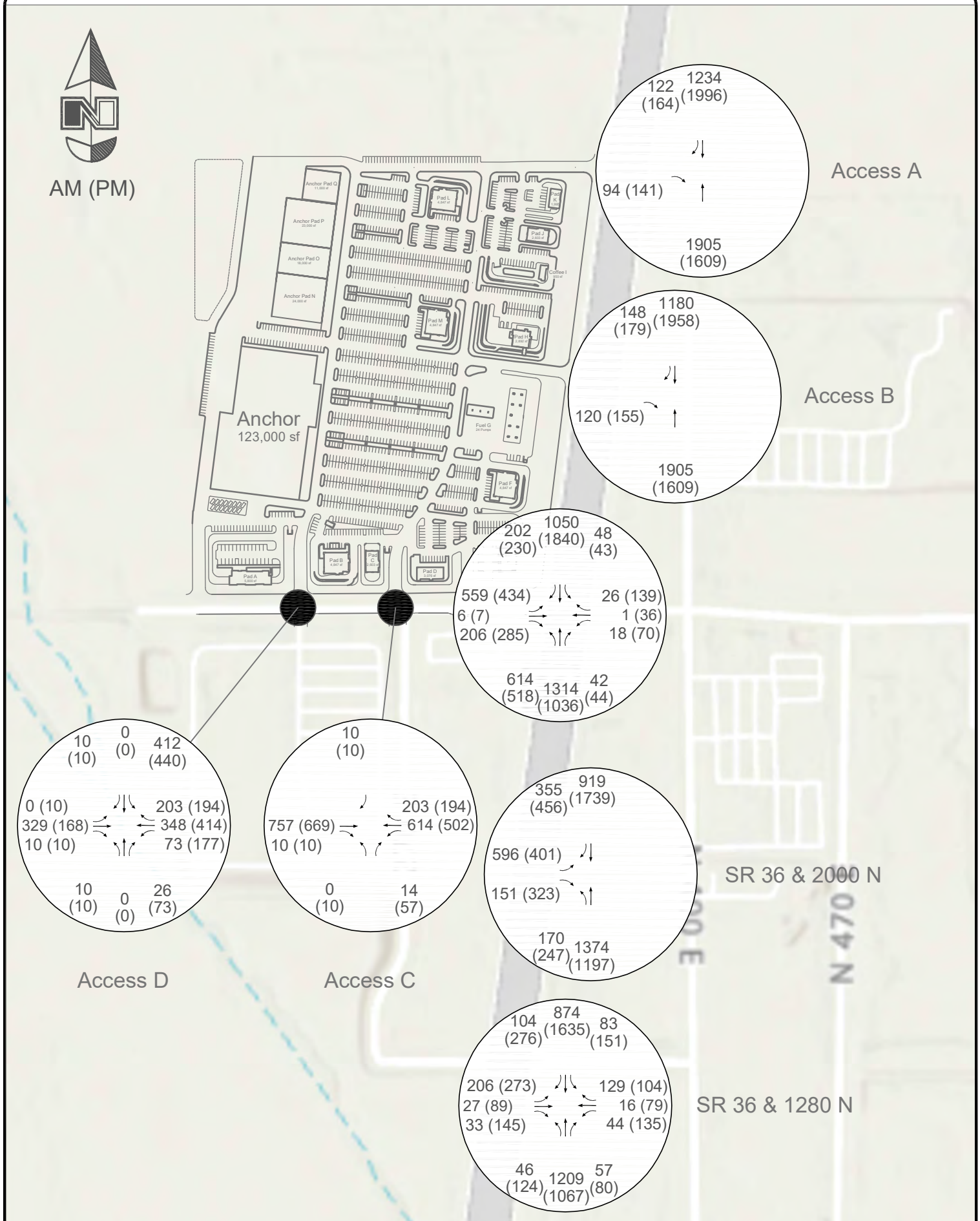
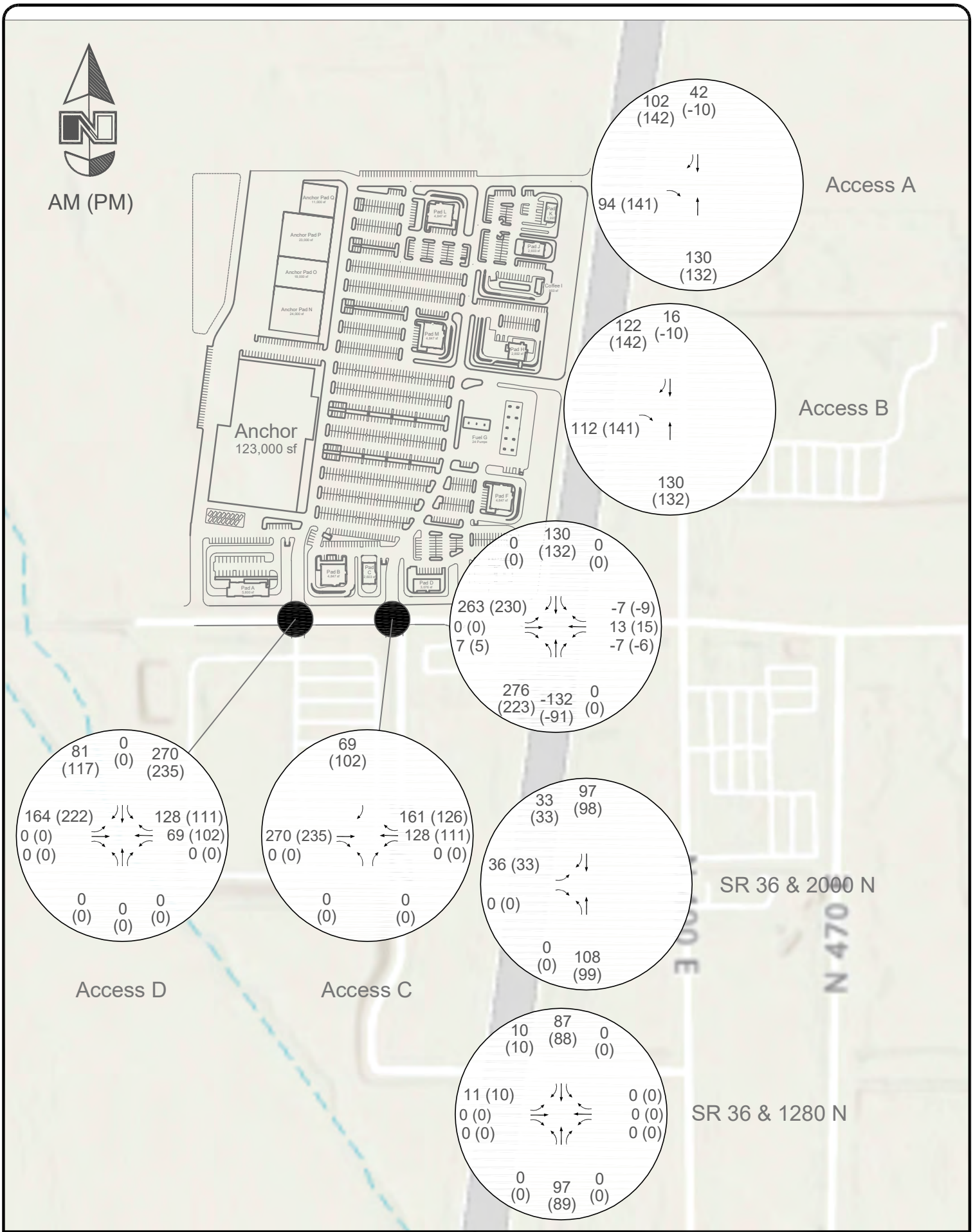
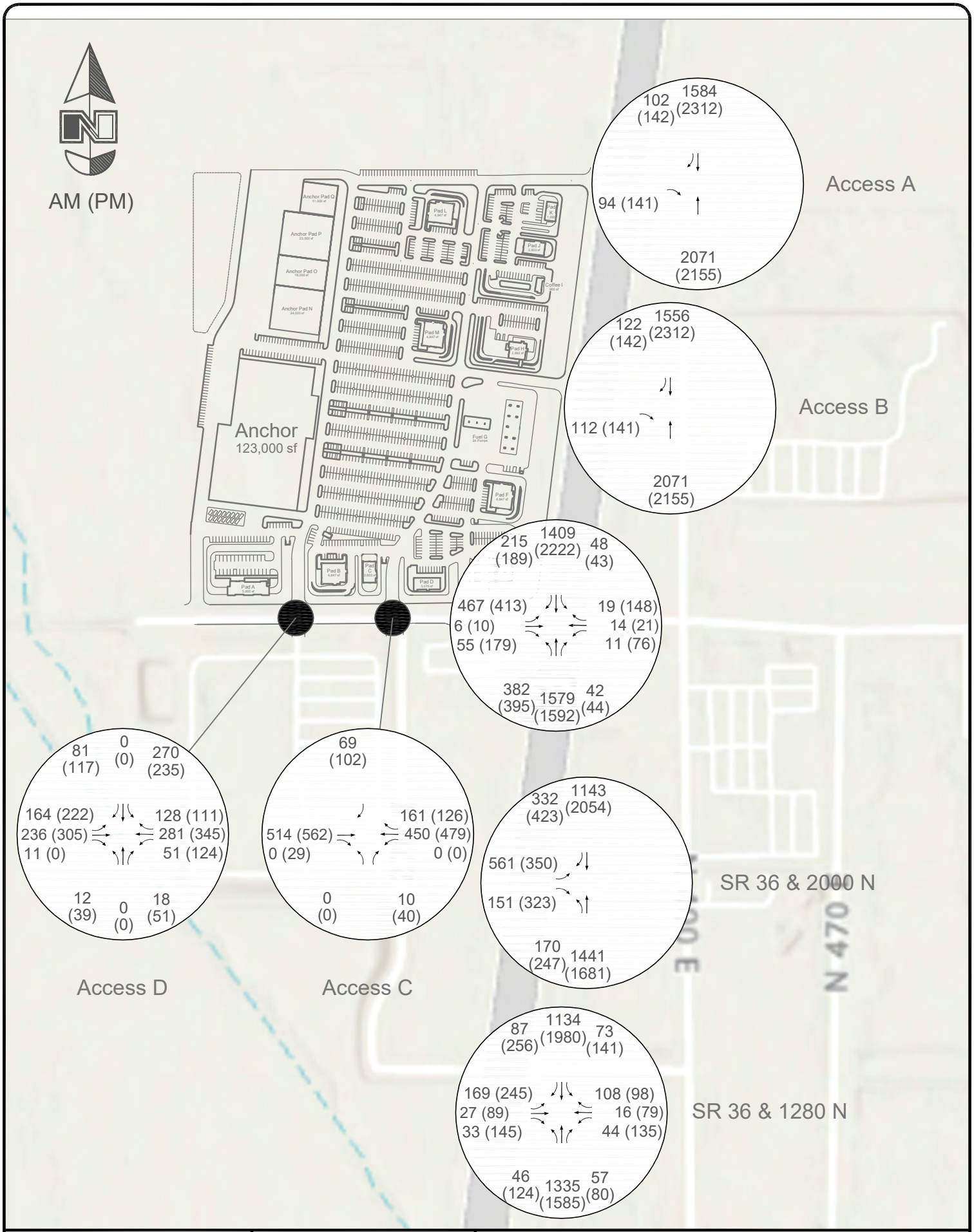


	Figure Ten	Perry Commercial Development - Tooele, Utah 2030 Background Traffic and Site Generated Trips



ANA	Figure Eleven	Perry Commercial Development - Tooele, Utah Site Generated Trips, Full Buildout - 2045



ANA	Figure Twelve	Perry Commercial Development - Tooele, Utah 2045 Background Traffic and Site Generated Trips

VI. Traffic Analysis

The unsignalized and signalized accesses/intersections are analyzed using the Synchro software to evaluate the impacts of the project on the surrounding traffic network. Table Nine shows the Level of Service delay ranges for unsignalized/signalized intersections.

Perry Commercial Development
Table Nine
Intersection LOS-Delay Relationship

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

a. Signalized Intersection Analysis

For this section of the report, the Synchro with actuated coordination was used to analyze the intersections. Cycle lengths and phasing were based on UDOT Signal Performance Metrics and confirmed based on the video counts of intersections. The cycle lengths were 120 seconds for the AM Peak Hour and 160 seconds for the PM Peak Hour.

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Table Ten shows the analysis for the AM and PM Peak Hour for SR-36 and 2400 North intersection.

Perry Commercial Development
Table Ten
SR-36 and 2400 North
Peak Hour - HCM Delay / LOS Analysis for Signalized Intersection

Delay / LOS (in sec)	AM 2025 Back.	AM 2025 With Site	AM 2030 Back.	AM 2030 With Site(1)	AM 2045 Back.	AM 2045 With Site(1)	PM 2025 Back.	PM 2025 With Site	PM 2030 Back.	PM 2030 With Site(1)	PM 2045 Back.	PM 2045 With Site(1)
EB Left	54.9/D	*/F	54.9/D	55.9/E	49.7/D	53.8/D	70.6/E	68.7/E	70.6/E	*/F	81.2/F	*/F
EB Thru	30.8/C	30.8/C	30.8/C	38.2/D	31.2/C	38.8/D	68.4/E	67.6/E	68.4/E	64.3/E	67.4/E	65.4/E
EB Right	7.4/A	6.7/A	7.4/A	12.6/B	1.3/A	7.1/A	20.0/B	18.1/B	20.0/B	14.9/B	17.8/B	15.1/B
WB Left	58.8/E	58.8/E	58.8/E	58.8/E	58.8/E	56.6/E	63.6/E	61.6/E	63.6/E	86.7/E	61.6/E	86..6/F
WB Thru	53.0/D	53.0/D	53.0/D	53.0/D	53.0/D	57.0/E	71.0/E	76.7/E	71.0/E	80.4/F	69.2/E	75.2/E
WB Right	1.2/A	1.2/A	1.2/A	1.2/A	1.2/A	0.8/A	25.5/C	24.1/C	25.5/C	22.9/C	34.6/C	32.1/C
NB Left	68.5/E	83.3/F	68.5/E	55.8/E	41.7/D	36.3/D	78.7/E	*/F	78.7/E	95.9/F	85.7/F	64.6/E
NB Thru	12.9/B	11.9/B	12.9/B	9.9/A	15.9/B	13.7/B	7.9/A	7.1/A	7.9/A	7.8/A	13.5/B	12.1/B
NB Right	0.1/A	0.1/A	0.1/A	0.1/A	0.1/A	0.1/A	0.6/A	0.5/A	0.6/A	0.5/A	0.4/A	0.3/A
SB Left	69.9/E	69.9/E	69.9/E	69.9/E	69.0/E	69.0/E	84.7/F	84.7/F	84.7/F	84.6/F	85.1/F	84.6/F
SB Thru	22.9/C	33.9/E	22.9/C	31.6/C	26.7/C	44.0/D	28.9/C	33.2/C	28.9/C	58.8/E	58.4/E	*/F
SB Right	3.2/A	4.3/A	3.2/A	3.9/A	3.1/A	3.9/A	2.2/A	2.2/A	2.2/A	2.8/A	2.3/A	2.9/A
Intersection	22.6/C	35.6/D	22.6/C	29.3/C	22.0/C	30.3/C	25.1/C	58.9/E	25.1/C	51.0/E	40.0/D	76.8/E

*For delays greater than 100 seconds delay calculations are not accurate and shown with an asterisk.
(1) With the buildout of the development, dual left turn lanes were modelled at this signal for the eastbound left turn and northbound left turn.

The above analysis shows that 2400 North can be mitigated by adding dual left turns eastbound and northbound to accommodate the increase in turning movements due to the development, the high school and residential development to the west. The projected 2045 flows on SR-36 may cause the peaks to expand as people adjust their commuter and shopping hours to miss congestion periods.

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Table Eleven shows the analysis for the SR-36 and 2000 North intersection.

Perry Commercial Development
Table Eleven
SR-36 and 2000 North
Peak Hour - HCM Delay / LOS Analysis for Signalized Intersection

Delay / LOS (in sec)	AM 2025 Back.	AM 2025 With Site	AM 2030 Back.	AM 2030 With Site	AM 2045 Back.	AM 2045 With Site	PM 2025 Back.	PM 2025 With Site	PM 2030 Back.	PM 2030 With Site	PM 2045 Back.	PM 2045 With Site
EB Left	43.7/D	44.3/D	43.7/D	45.5/D	43.0/D	44.2/D	75.6/E	81.7/F	75.6/E	86.6/F	73.8/E	77.5/E
EB Right	7.0/A	6.9/A	7.0/A	6.9/A	6.9/A	6.9/A	38.3/D	40.9/D	38.3/D	41.9/D	45.1/D	46.1/D
NB Left	52.2/D	51.5/D	52.2/D	51.7/D	51.2/D	51.8/D	76.6/E	74.8/E	76.6/E	73.6/E	63.5/E	61.9/E
NB Thru	0.3/A	0.3/A	0.3/A	0.3/A	0.3/A	0.3/A	0.2/A	0.2/A	0.2/A	0.2/A	0.3/A	0.3/A
SB Thru	16.1/B	24.1/C	16.1/B	25.1/C	27.9/C	29.8/C	13.0/B	14.3/B	13.0/B	14.3/B	18.9/B	20.5/C
SB Right	2.0/A	10.2/B	2.0/A	10.1/B	11.4/B	12.3/B	2.3/A	2.6/A	2.3/A	2.4/A	3.6/A	3.0/A
Intersection	15.0/B	17.6/B	15.0/B	18.0/B	18.5/B	19.3/B	20.2/C	21.0/C	20.2/C	21.2/C	19.2/B	19.9/B

*For delays greater than 100 seconds delay calculations are not accurate and shown with an asterisk.

This analysis shows that the intersection was not significantly affected by the development. While the growth on SR-36 is an issue for other intersections, this half signal is not as affected as it is able to pass more north/south through traffic. Mitigation is not required at this intersection.

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Table Twelve shows the analysis for the SR-36 and 1280 North intersection.

Perry Commercial Development
Table Twelve
SR-36 and 1280 North
Peak Hour - HCM Delay / LOS Analysis for Signalized Intersection

Delay / LOS (in sec)	AM 2025 Back.	AM 2025 With Site	AM 2030 Back.	AM 2030 With Site	AM 2045 Back.	AM 2045 With Site	PM 2025 Back.	PM 2025 With Site	PM 2030 Back.	PM 2030 With Site	PM 2045 Back.	PM 2045 With Site
EB Left	57.5/E	57.7/E	57.5/E	58.0/E	57.5/E	57.6/E	79.9/E	80.5/F	79.9/E	80.6/F	79.4/E	79.8/E
EB Thru/Right	25.4/C	25.2/C	25.4/C	25.0/C	26.3/C	26.0/C	73.2/E	73.2/E	73.2/E	73.2/E	73.2/E	73.2/E
WB Left	82.6/F	82.6/F	82.6/F	82.6/F	82.6/F	82.6/F	*/F	*/F	*/F	*/F	*/F	*/F
WB Thru/Right	24.6/C	24.7/C	24.6/C	24.7/C	25.4/C	25.4/C	*/F	*/F	*/F	*/F	*/F	*/F
NB Left	6.7/A	6.8/A	6.7/A	7.0/A	6.7/A	7.0/A	27.6/C	45.1/D	27.6/C	56.5/E	84.1/F	84.1/F
NB Thru/Right	15.0/B	15.9/B	15.0/B	17.0/B	15.0/B	16.4/B	17.5/B	18.6/B	17.5/B	19.3/B	25.9/C	28.1/C
SB Left	11.4/B	12.6/B	11.4/B	13.5/B	10.2/B	10.8/B	12.2/B	13.6/B	12.2/B	14.3/B	38.2/D	49.3/D
SB Thru	18.5/B	18.6/B	18.5/B	20.5/C	21.3/C	22.4/C	30.6/C	32.1/C	30.6/C	32.3/C	39.9/D	42.6/D
SB Right	6.9/A	8.4/A	6.9/A	9.0/A	6.6/A	6.7/A	13.1/B	13.3/B	13.1/B	12.9/B	13.7/B	13.9/B
Intersection	20.6/C	21.0/C	20.6/C	22.1/C	20.7/C	21.7/C	45.2/D	45.9/D	45.2/D	46.0/D	48.6/D	50.4/D

*For delays greater than 100 seconds delay calculations are not accurate and are shown with an asterisk.

This intersection has existing issues that will not be significantly affected by the proposed development. Mitigation will not be required at this intersection.

a. Unsignalized Intersection Analysis

Table Thirteen shows the analysis for SR-36 and Access A. Detailed data can be seen in in the Appendix.

Perry Commercial Development
Table Thirteen
SR-36 and Access A
Peak Hour - HCM Delay / LOS Analysis for Signalized Intersection

Delay / LOS (in sec)	AM 2025 Back.	AM 2025 With Site	AM 2030 Back.	AM 2030 With Site	AM 2045 Back.	AM 2045 With Site	PM 2025 Back.	PM 2025 With Site	PM 2030 Back.	PM 2030 With Site	PM 2045 Back.	PM 2045 With Site
EB Right	N/A	14.9/B	N/A	17.1/C	N/A	23.2/C	N/A	31.9/D	N/A	48.0/E	N/A	88.9/F

This intersection works acceptably until southbound traffic becomes saturated on SR-36. The queuing for the eastbound right turn was not significant enough to significantly discourage this movement, but it may encourage more traffic to exit the development at

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the proposed Access D signal and utilize 2400 North.

Table Fourteen shows the analysis for SR-36 and Access B.

Perry Commercial Development
Table Fourteen
SR-36 and Access B
Peak Hour - HCM Delay / LOS Analysis for Signalized Intersection

Delay / LOS (in sec)	AM 2025 Back.	AM 2025 With Site	AM 2030 Back.	AM 2030 With Site	AM 2045 Back.	AM 2045 With Site	PM 2025 Back.	PM 2025 With Site	PM 2030 Back.	PM 2030 With Site	PM 2045 Back.	PM 2045 With Site
EB Right	N/A	15.0/B	N/A	17.5/C	N/A	24.4/C	N/A	32.9/D	N/A	51.3/F	N/A	88.9/F

This intersection works acceptably until southbound traffic becomes saturated on SR-36. The queuing for the eastbound right turn was not significant enough to significantly discourage this movement, but it may encourage more traffic to exit the development at the proposed Access D signal and utilize 2400 North.

The analyses of Accesses A and B show that even with two accesses to SR-36 there is not excess capacity available for right turn egress. With a single access as was originally planned in the corridor agreement, right turn egress onto SR-36 would experience gridlock.

Table Fifteen shows the analysis for 2400 North and Access C.

Perry Commercial Development
Table Fifteen
2400 North and Access C
Peak Hour - HCM Delay / LOS Analysis for Signalized Intersection

Delay / LOS (in sec)	AM 2025 Back.	AM 2025 With Site	AM 2030 Back.	AM 2030 With Site[1]	AM 2045 Back. [1]	AM 2045 With Site[1]	PM 2025 Back.	PM 2025 With Site	PM 2030 Back.	PM 2030 With Site[1]	PM 2045 Back. [1]	PM 2045 With Site[1]
EB Left	N/A	0.0/A	N/A	N/A	N/A	N/A	N/A	8.6/A	N/A	N/A	N/A	N/A
WB Left	8.1/A	8.4/A	8.1/A	N/A	N/A	N/A	8.0/A	8.4/A	8.0/A	N/A	N/A	N/A
NB Left	16.5/C	27.5/D	16.5/C	N/A	N/A	N/A	15.5/C	26.1/D	15.5/C	N/A	N/A	N/A
NB Right	10.4/B	11.2/B	10.4/B	11.2/B	9.8/A	10.1/B	9.9/A	11.1/B	9.9/A	11.2/B	10.6/B	10.6/B
SB Left	N/A	51.0/F	N/A	N/A	N/A	N/A	N/A	*/F	N/A	N/A	N/A	N/A
SB Right	N/A	12.2/B	N/A	13.9/B	N/A	11.8/B	N/A	11.5/B	N/A	13.6/B	N/A	13.9/B

(1) With the buildout of the development, the eastbound left turn queue at the SR-36 and 2400 North signal will block the westbound queues to Access C (Chevron Access). Therefore, the access was analyzed as left turn restricted.

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With the buildout of the development, the eastbound left turn queue at the SR-36 and 2400 North signal will block the westbound queues to Access C (Chevron Access). Also, the analysis shows that this access cannot continue to operate without LOS issues after buildout of the development. Therefore, this development was shown as left turn restricted after buildout of the development. It would likely make more sense to make the restrictions initially instead of waiting to restrict this access.

Table Sixteen shows the analysis for 2400 North and Access D.

Perry Commercial Development
Table Sixteen
2400 North and Access D
Peak Hour - HCM Delay / LOS Analysis for Signalized Intersection

Delay / LOS (in sec)	AM 2025 Back.	AM 2025 With Site	AM 2030 Back.	AM 2030 With Site[1]	AM 2045 Back.	AM 2045 With Site[1]	PM 2025 Back.	PM 2025 With Site	PM 2030 Back.	PM 2030 With Site[1]	PM 2045 Back.	PM 2045 With Site[1]
EB Left	N/A	0.0/A	N/A	16.5/B	N/A	16.3/B	N/A	8.1/A	N/A	11.5/B	N/A	18.9/B
EB Thru	N/A	N/A	N/A	27.5/C	N/A	23.8/C	N/A	N/A	N/A	13.7/B	N/A	11.3/B
EB Right	N/A	N/A	N/A	0.1/A	N/A	0.2/A	N/A	N/A	N/A	0.1/A	N/A	0.1/A
WB Left	8.1/A	8.1/A	8.1/A	27.7/C	7.9/A	21.4/C	7.8/A	7.8/A	7.8/A	18.4/B	8.3/A	11.9/B
WB Thru	N/A	N/A	N/A	37.1/D	N/A	30.4/C	N/A	N/A	N/A	14.7/B	N/A	11.8/B
WB Right	N/A	N/A	N/A	12.2/B	N/A	9.7/A	N/A	N/A	N/A	3.8/A	N/A	1.9/A
NB Left	15.7/C	23.1/C	15.7/C	26.6/C	14.0/B	26.6/C	13.5/B	15.5/C	13.5/B	24.6/C	19.2/C	29.2/C
NB Thru/Right	10.4/B	10.4/B	10.4/B	8.7/A	9.7/A	9.5/A	9.6/A	9.7/A	9.6/A	23.2/C	10.5/B	25.1/C
SB Left	N/A	38.2/E	N/A	32.5/C	N/A	26.8/C	N/A	34.9/D	N/A	18.4/B	N/A	23.1/C
SB Right	N/A	12.0/B	N/A	0.0/A	N/A	2.3/A	N/A	10.0/A	N/A	0.0/A	N/A	0.5/A
Intersection	N/A	N/A	N/A	28.1/C	N/A	21.7/C	N/A	N/A	N/A	13.9/B	N/A	13.0/B

(1) With the buildout of the development, a signal will be needed at the Access D with southbound dual left turn lanes.

In 2030, this intersection was failing without a traffic signal, so it was analyzed with a signal installed from 2030 with site going forward. The signal was modelled with a half cycle length (compared to SR-36 and 2400 North) for better progression and less queuing. The flow through this intersection will not affect SR-36. A signal would operate effectively at this access, when combined with southbound dual left turns and left turn restrictions at Access C. The dual left turns are necessary to minimize the queuing in front of discount superstore entrance. This signal will help to avoid the problems of a similar access at the hospital and 2000 North.

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c. Left Turn Storage Analysis

From the Synchro/SimTraffic software, projected queue lengths are provided for the critical movements that are impacted by the proposed development. The year 2030 was used as it had the overall critical queuing movements as 2400 North was not planned to extend all the way to 400 West. The 95th percentile queue is shown below for the critical queues that are significant to the development.

	PM 2030	
	Average Projected Queue	**95th Percentile**
SR-36/2400 North Signal		
Eastbound Dual Left Turn	244'	365'
Westbound Left Turn	64'	118'
Northbound Dual Left Turn	306'	530'
Southbound Left Turn	75'	297'
SR-36/Access A		
Eastbound Right Turn	107'	198'(1)
SR-36/Access B		
Eastbound Right Turn	157'	254'(1)
2400 North/Access D		
Westbound Left Turn	52'	102'
Southbound Dual Left Turn	100'	154'(2)

(1) The throating at these accesses has been designed to nearly 300 feet, so there is more than adequate storage at these accesses. It is likely that some vehicles will redistribute to 2400 North when these accesses are at capacity.
(2) This movement would likely queue 300 – 400 feet with a single left turn lane which could create unacceptable congestion and pedestrian issues within the development. The throating at this access is approximately 300 feet.

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d. Signal Warrant Analysis

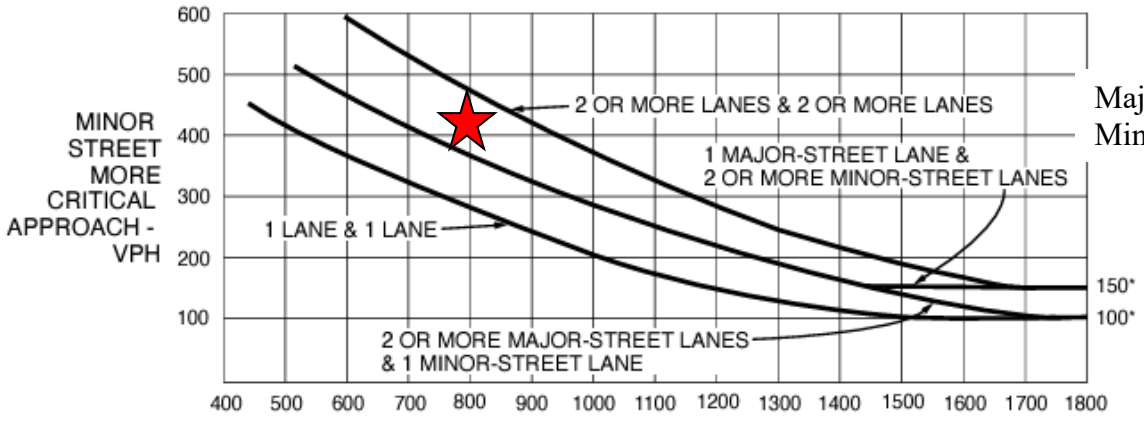
Signal Warrant Analysis for Access D

The traffic on 2400 North has a total eastbound/westbound volume of 776 during the PM Peak hour (2030 with site) at the proposed signal. The projected southbound left turns are 440 vehicles during the same time frame.

From MUTCD Figure 4C-4, the major street (2400 North) and minor street volumes were plotted for the Peak Hour Warrant. The following figure shows a plot of the Peak Hour Warrant based on MUTCD Figure 4C-4. The projected westbound left turn traffic at the proposed signal would exceed Warrant 3 requirements, Peak Hour Volume. Further study could be done on the 4-hour and 8-hour warrants, but trip generation for a grocery store, retail, fast food, etc is not available for hours other than the Peak Hours or daily.

Warrant 3, Peak Hour Volume

Figure 4C-3. Warrant 3, Peak Hour



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane

Major Street – 776
Minor Street - 440

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e. Crash Data

Using the UDOT Crash Query Database, there were 30 crashes at the SR-36 intersection from 2020 to 2023. Of the 30 crashes, 14 were front to rear and these crashes will likely go down in this area as the 3000 North signal is installed and the speeds along SR-36 lessen. There were 11 angle related accidents. Some of these will be mitigated through the proposed dual left turns with protected phasing as there will no longer be a yield option.

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VII. Recommendations/Conclusions

The report showed the following recommendations/conclusions:

- Due to the additional background and development traffic, it is recommended that double-left turns are provided for eastbound and northbound legs of the SR-36 and 2400 North signal. The eastbound dual left was projected to need 365 feet of storage and the northbound dual left was projected to need 530 feet of storage.
- The other signals analyzed in the study were projected to operate acceptably.
- The accesses for the development were projected to operate acceptably with the following comments/mitigation.
    - The study showed a need for an additional traffic signal at Access D (opposite Home Depot) and 2400 North. The signal warrant analysis showed that it would meet the peak hour warrant. It is proposed that this signal be designed with dual southbound left turns to minimize internal congestion. The signal will need to be constructed before buildout of the development.
    - Access C will need to have left turn restrictions due to the eastbound left turn queuing at the SR-36 and 2400 North signal (eastbound queuing will not leave queue space for a westbound left turn pocket). This is also due to northbound/southbound left turns at this access would have unacceptable levels of service.
    - Accesses A and B are proposed as right-in/right-out only accesses to SR-36. Southbound right turn decel lanes will be required along the frontage of the project on SR-36.
    - Access B is proposed as an additional access to the corridor agreement. This should be approved as the study shows that a single access to this development would not be sufficient.
- It is recommended that the speed limit change signs on SR-36 be evaluated if they can be moved to the north of the 3000 North. It is also recommended that advanced signal warning signs for southbound traffic on SR-36 be moved to the north of the 3000 North signal.
- The queuing analysis provided critical queuing projections to be used for design considerations.
- The crash analysis showed that the crashes were mainly split between rear end and angle accidents. It was discussed that an additional signal at 3000 North and the proposed protected signal phases at 2400 North would likely relocate or reduce some of the existing crashes.

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APPENDICES

Appendix A	Traffic Counts
Appendix B	HCM Traffic Analyses
Appendix C	Accident Data

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Appendix A Traffic Counts

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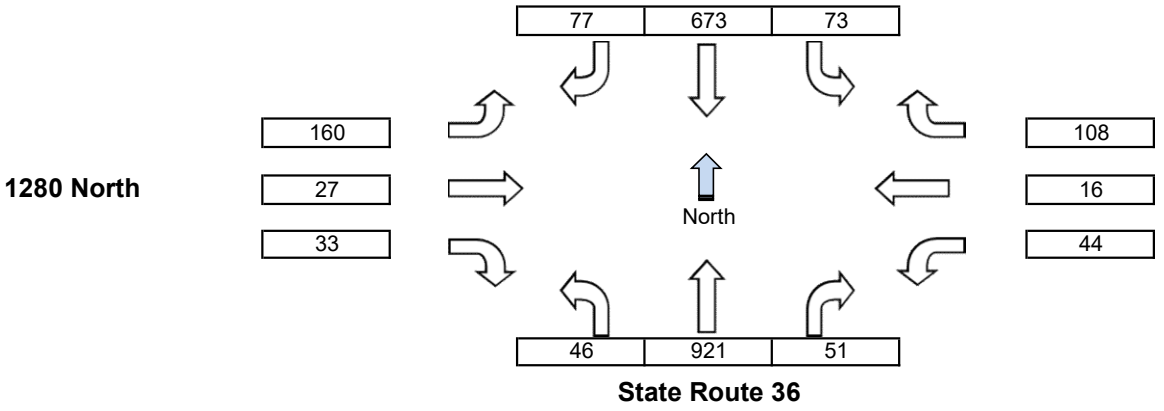
Project: **Tooele Smith's Marketplace**

Count Date: 4/4/2024

Intersection:
North / South: State Route 36
East / West: 1280 North

Start Time: 7:00 AM
End Time: 9:00 AM

Peak Hour Volume:	2,229
PHF:	0.95
Peak Hour from:	7:00 AM
Peak Hour to:	8:00 AM



Count Input Data

Time Periods		Southbound			Westbound			Northbound			Eastbound			Total
From	To	L	T	R	L	T	R	L	T	R	L	T	R	Volumes
7:00 AM	7:15 AM	18	137	14	7	2	19	8	262	9	28	8	9	521
7:15 AM	7:30 AM	12	161	11	12	4	25	18	259	6	43	2	5	558
7:30 AM	7:45 AM	14	181	18	8	3	36	7	232	11	40	8	7	565
7:45 AM	8:00 AM	29	194	34	17	7	28	13	168	25	49	9	12	585
8:00 AM	8:15 AM	15	185	25	17	5	22	12	160	19	36	9	18	523
8:15 AM	8:30 AM	21	193	28	24	6	29	14	206	24	44	11	21	621
8:30 AM	8:45 AM	26	182	26	26	11	37	26	193	23	36	10	14	610
8:45 AM	9:00 AM	22	177	33	22	16	25	27	201	14	51	7	21	616

Peak Hours

Time Periods		Southbound			Westbound			Northbound			Eastbound			Total
From	To	L	T	R	L	T	R	L	T	R	L	T	R	Volumes
7:00 AM	8:00 AM	73	673	77	44	16	108	46	921	51	160	27	33	2229
7:15 AM	8:15 AM	70	721	88	54	19	111	50	819	61	168	28	42	2231
7:30 AM	8:30 AM	79	753	105	66	21	115	46	766	79	169	37	58	2294
7:45 AM	8:45 AM	91	754	113	84	29	116	65	727	91	165	39	65	2339
8:00 AM	9:00 AM	84	737	112	89	38	113	79	760	80	167	37	74	2370

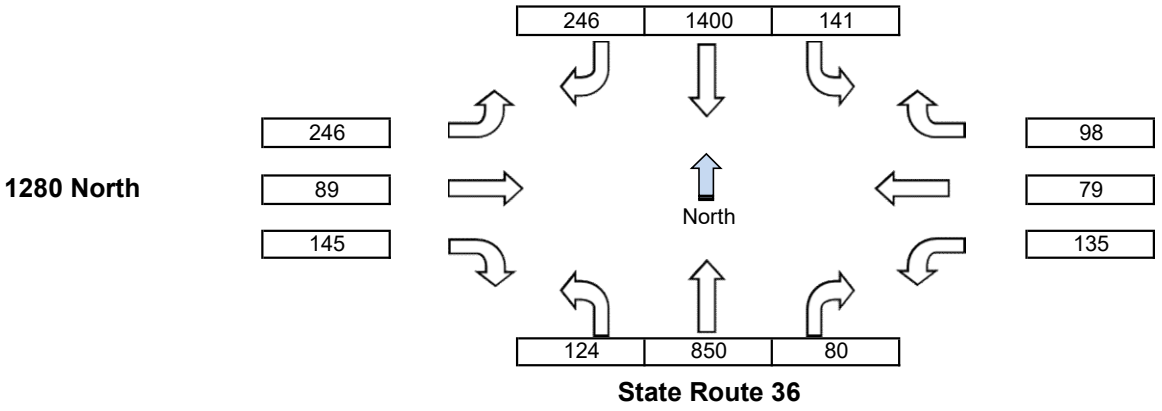
Project: **Tooele Smith's Marketplace**

Count Date: 4/4/2024

Intersection:
North / South: State Route 36
East / West: 1280 North

Start Time: 4:00 PM
End Time: 6:00 PM

Peak Hour Volume:	3,633
PHF:	0.95
Peak Hour from:	4:15 PM
Peak Hour to:	5:15 PM



Count Input Data

Time Periods		Southbound			Westbound			Northbound			Eastbound			Total
From	To	L	T	R	L	T	R	L	T	R	L	T	R	Volumes
4:00 PM	4:15 PM	38	335	68	26	17	26	30	215	20	71	28	37	911
4:15 PM	4:30 PM	39	344	71	23	19	29	31	211	20	59	24	39	909
4:30 PM	4:45 PM	25	355	55	25	16	14	31	190	21	64	20	35	851
4:45 PM	5:00 PM	37	370	54	46	24	24	31	227	18	62	23	40	956
5:00 PM	5:15 PM	40	331	66	41	20	31	31	222	21	61	22	31	917
5:15 PM	5:30 PM	30	349	53	37	21	34	28	189	28	69	26	30	894
5:30 PM	5:45 PM	47	304	51	44	17	23	43	256	17	66	28	31	927
5:45 PM	6:00 PM	32	365	55	34	24	14	35	205	24	44	24	43	899

Peak Hours

Time Periods		Southbound			Westbound			Northbound			Eastbound			Total
From	To	L	T	R	L	T	R	L	T	R	L	T	R	Volumes
4:00 PM	5:00 PM	139	1404	248	120	76	93	123	843	79	256	95	151	3627
4:15 PM	5:15 PM	141	1400	246	135	79	98	124	850	80	246	89	145	3633
4:30 PM	5:30 PM	132	1405	228	149	81	103	121	828	88	256	91	136	3618
4:45 PM	5:45 PM	154	1354	224	168	82	112	133	894	84	258	99	132	3694
5:00 PM	6:00 PM	149	1349	225	156	82	102	137	872	90	240	100	135	3637

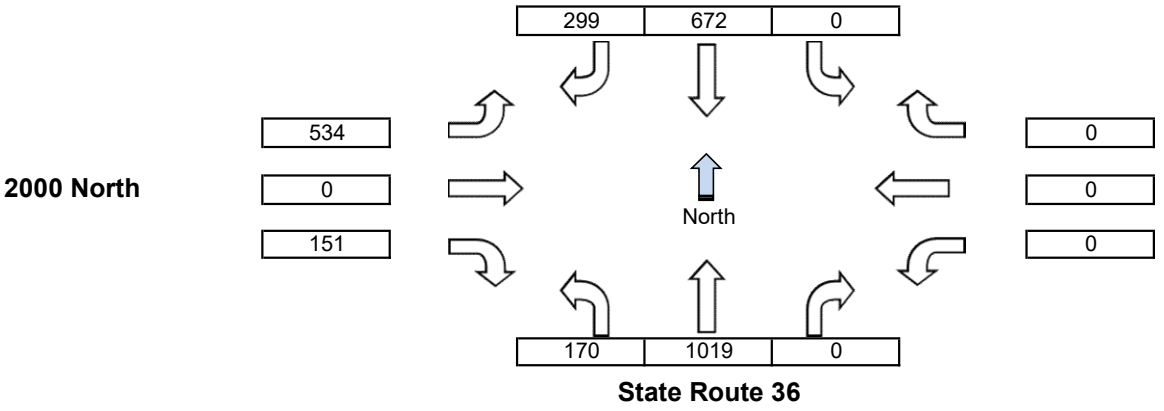
Project: **Tooele Smith's Marketplace**

Count Date: 4/4/2024

Intersection:
North / South: State Route 36
East / West: 2000 North

Start Time: 7:00 AM
End Time: 9:00 AM

Peak Hour Volume:	2,845
PHF:	0.88
Peak Hour from:	7:00 AM
Peak Hour to:	8:00 AM



Count Input Data

Time Periods		Southbound			Westbound			Northbound			Eastbound			Total
From	To	L	T	R	L	T	R	L	T	R	L	T	R	Volumes
7:00 AM	7:15 AM	0	138	39	0	0	0	36	273	0	81	0	31	598
7:15 AM	7:30 AM	0	150	71	0	0	0	38	289	0	128	0	34	710
7:30 AM	7:45 AM	0	183	104	0	0	0	52	256	0	180	0	30	805
7:45 AM	8:00 AM	0	201	85	0	0	0	44	201	0	145	0	56	732
8:00 AM	8:15 AM	0	184	81	0	0	0	63	155	0	73	0	41	597
8:15 AM	8:30 AM	0	178	62	0	0	0	72	207	0	69	0	64	652
8:30 AM	8:45 AM	0	169	53	0	0	0	77	189	0	74	0	65	627
8:45 AM	9:00 AM	0	180	57	0	0	0	54	223	0	67	0	52	633

Peak Hours

Time Periods		Southbound			Westbound			Northbound			Eastbound			Total
From	To	L	T	R	L	T	R	L	T	R	L	T	R	Volumes
7:00 AM	8:00 AM	0	672	299	0	0	0	170	1019	0	534	0	151	2845
7:15 AM	8:15 AM	0	718	341	0	0	0	197	901	0	526	0	161	2844
7:30 AM	8:30 AM	0	746	332	0	0	0	231	819	0	467	0	191	2786
7:45 AM	8:45 AM	0	732	281	0	0	0	256	752	0	361	0	226	2608
8:00 AM	9:00 AM	0	711	253	0	0	0	266	774	0	283	0	222	2509

Project: **Tooele Smith's Marketplace**

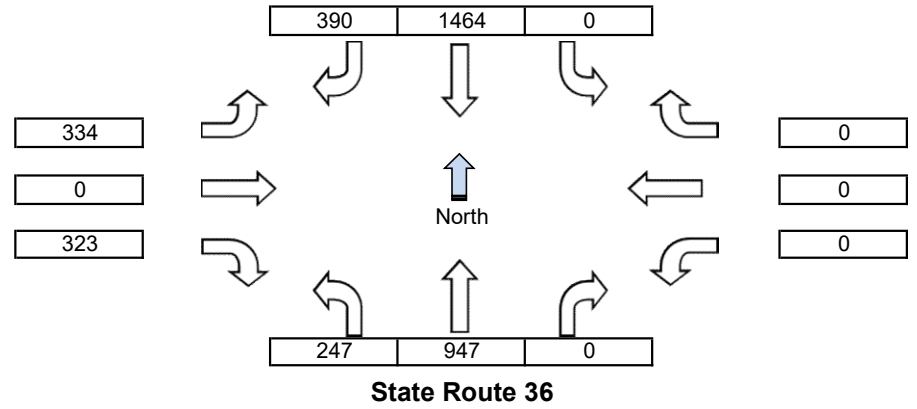
Count Date: 4/4/2024

Intersection:
North / South: State Route 36
East / West: 2000 North

Start Time: 4:00 PM
End Time: 6:00 PM

Peak Hour Volume:	3,705
PHF:	0.96
Peak Hour from:	4:15 PM
Peak Hour to:	5:15 PM

2000 North



Count Input Data

Time Periods		Southbound			Westbound			Northbound			Eastbound			Total
From	To	L	T	R	L	T	R	L	T	R	L	T	R	Volumes
4:00 PM	4:15 PM	0	370	103	0	0	0	53	259	0	76	0	71	932
4:15 PM	4:30 PM	0	372	85	0	0	0	76	223	0	73	0	82	911
4:30 PM	4:45 PM	0	348	107	0	0	0	54	214	0	89	0	87	899
4:45 PM	5:00 PM	0	389	108	0	0	0	61	252	0	80	0	72	962
5:00 PM	5:15 PM	0	355	90	0	0	0	56	258	0	92	0	82	933
5:15 PM	5:30 PM	0	355	79	0	0	0	63	229	0	56	0	77	859
5:30 PM	5:45 PM	0	332	95	0	0	0	73	272	0	45	0	70	887
5:45 PM	6:00 PM	0	376	102	0	0	0	51	212	0	50	0	76	867

Peak Hours

Time Periods		Southbound			Westbound			Northbound			Eastbound			Total
From	To	L	T	R	L	T	R	L	T	R	L	T	R	Volumes
4:00 PM	5:00 PM	0	1479	403	0	0	0	244	948	0	318	0	312	3704
4:15 PM	5:15 PM	0	1464	390	0	0	0	247	947	0	334	0	323	3705
4:30 PM	5:30 PM	0	1447	384	0	0	0	234	953	0	317	0	318	3653
4:45 PM	5:45 PM	0	1431	372	0	0	0	253	1011	0	273	0	301	3641
5:00 PM	6:00 PM	0	1418	366	0	0	0	243	971	0	243	0	305	3546

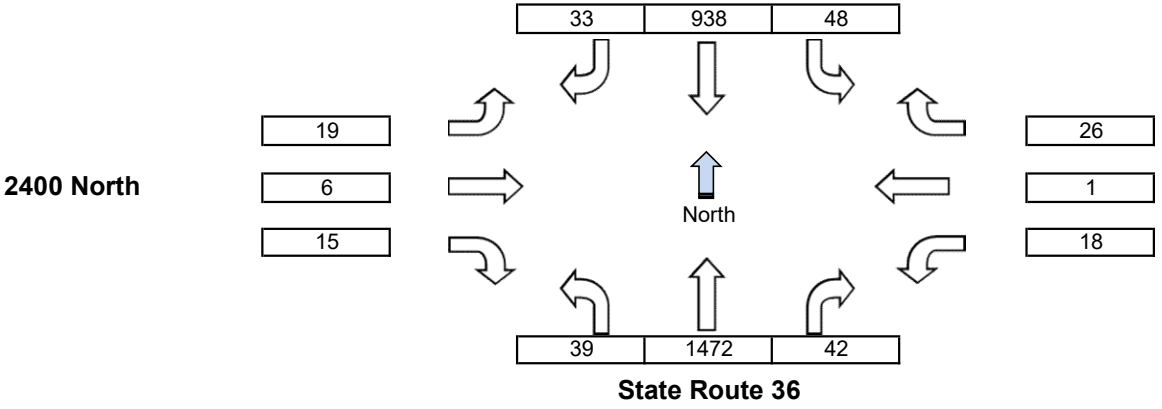
Project: **Tooele Smith's Marketplace**

Count Date: 4/4/2024

Intersection:
North / South: State Route 36
East / West: 2400 North

Start Time: 7:00 AM
End Time: 9:00 AM

Peak Hour Volume:	2,657
PHF:	0.88
Peak Hour from:	7:00 AM
Peak Hour to:	8:00 AM



Count Input Data

Time Periods		Southbound			Westbound			Northbound			Eastbound			Total
From	To	L	T	R	L	T	R	L	T	R	L	T	R	Volumes
7:00 AM	7:15 AM	9	170	6	7	1	6	8	335	11	5	1	0	559
7:15 AM	7:30 AM	7	210	6	6	0	2	5	407	5	2	0	5	655
7:30 AM	7:45 AM	7	282	7	2	0	14	13	416	7	5	2	3	758
7:45 AM	8:00 AM	25	276	14	3	0	4	13	314	19	7	3	7	685
8:00 AM	8:15 AM	25	257	11	5	0	9	14	209	5	8	1	3	547
8:15 AM	8:30 AM	11	219	13	7	0	11	21	243	12	9	0	14	560
8:30 AM	8:45 AM	19	208	10	5	0	12	23	228	12	5	1	9	532
8:45 AM	9:00 AM	22	218	19	9	2	16	26	242	22	11	0	10	597

Peak Hours

Time Periods		Southbound			Westbound			Northbound			Eastbound			Total
From	To	L	T	R	L	T	R	L	T	R	L	T	R	Volumes
7:00 AM	8:00 AM	48	938	33	18	1	26	39	1472	42	19	6	15	2657
7:15 AM	8:15 AM	64	1025	38	16	0	29	45	1346	36	22	6	18	2645
7:30 AM	8:30 AM	68	1034	45	17	0	38	61	1182	43	29	6	27	2550
7:45 AM	8:45 AM	80	960	48	20	0	36	71	994	48	29	5	33	2324
8:00 AM	9:00 AM	77	902	53	26	2	48	84	922	51	33	2	36	2236

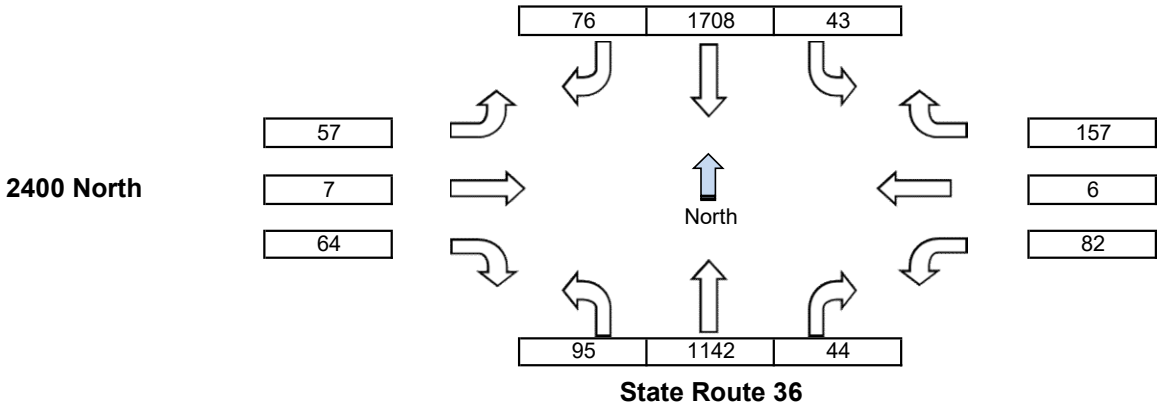
Project: **Tooele Smith's Marketplace**

Count Date: 4/4/2024

Intersection:
North / South: State Route 36
East / West: 2400 North

Start Time: 4:00 PM
End Time: 6:00 PM

Peak Hour Volume:	3,481
PHF:	0.96
Peak Hour from:	4:15 PM
Peak Hour to:	5:15 PM



Count Input Data

Time Periods		Southbound			Westbound			Northbound			Eastbound			Total
From	To	L	T	R	L	T	R	L	T	R	L	T	R	Volumes
4:00 PM	4:15 PM	6	442	16	18	1	37	16	308	11	12	0	13	880
4:15 PM	4:30 PM	16	426	20	16	1	29	23	258	15	16	0	15	835
4:30 PM	4:45 PM	10	426	17	19	3	41	22	271	10	17	1	10	847
4:45 PM	5:00 PM	9	461	21	17	2	33	23	299	10	12	4	19	910
5:00 PM	5:15 PM	8	395	18	30	0	54	27	314	9	12	2	20	889
5:15 PM	5:30 PM	11	391	18	28	1	34	22	255	8	15	0	15	798
5:30 PM	5:45 PM	8	406	15	10	2	28	23	283	11	10	0	11	807
5:45 PM	6:00 PM	7	450	26	13	2	18	23	228	11	11	0	15	804

Peak Hours

Time Periods		Southbound			Westbound			Northbound			Eastbound			Total
From	To	L	T	R	L	T	R	L	T	R	L	T	R	Volumes
4:00 PM	5:00 PM	41	1755	74	70	7	140	84	1136	46	57	5	57	3472
4:15 PM	5:15 PM	43	1708	76	82	6	157	95	1142	44	57	7	64	3481
4:30 PM	5:30 PM	38	1673	74	94	6	162	94	1139	37	56	7	64	3444
4:45 PM	5:45 PM	36	1653	72	85	5	149	95	1151	38	49	6	65	3404
5:00 PM	6:00 PM	34	1642	77	81	5	134	95	1080	39	48	2	61	3298

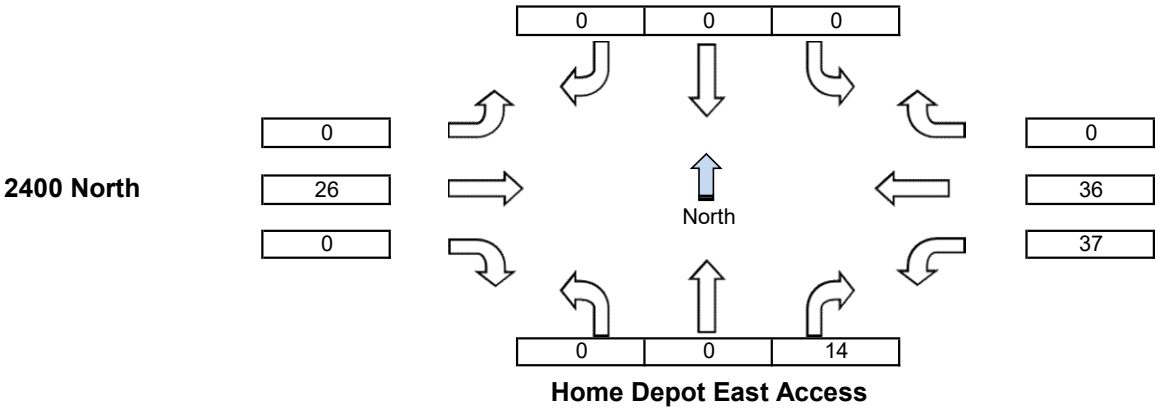
Project: **Tooele Smith's Marketplace**

Count Date: 4/4/2024

Intersection:
North / South: Home Depot East Access
East / West: 2400 North

Start Time: 7:00 AM
End Time: 9:00 AM

Peak Hour Volume:	113
PHF:	0.64
Peak Hour from:	7:00 AM
Peak Hour to:	8:00 AM



Count Input Data

Time Periods		Southbound			Westbound			Northbound			Eastbound			Total
From	To	L	T	R	L	T	R	L	T	R	L	T	R	Volumes
7:00 AM	7:15 AM	0	0	0	8	7	0	0	0	3	0	3	0	21
7:15 AM	7:30 AM	0	0	0	4	7	0	0	0	3	0	4	0	18
7:30 AM	7:45 AM	0	0	0	9	11	0	0	0	2	0	8	0	30
7:45 AM	8:00 AM	0	0	0	16	11	0	0	0	6	0	11	0	44
8:00 AM	8:15 AM	0	0	0	15	10	0	0	0	3	0	9	0	37
8:15 AM	8:30 AM	0	0	0	12	22	0	0	0	7	0	16	0	57
8:30 AM	8:45 AM	0	0	0	22	11	0	0	0	6	0	9	0	48
8:45 AM	9:00 AM	0	0	0	28	19	0	0	0	7	0	14	0	68

Peak Hours

Time Periods		Southbound			Westbound			Northbound			Eastbound			Total
From	To	L	T	R	L	T	R	L	T	R	L	T	R	Volumes
7:00 AM	8:00 AM	0	0	0	37	36	0	0	0	14	0	26	0	113
7:15 AM	8:15 AM	0	0	0	44	39	0	0	0	14	0	32	0	129
7:30 AM	8:30 AM	0	0	0	52	54	0	0	0	18	0	44	0	168
7:45 AM	8:45 AM	0	0	0	65	54	0	0	0	22	0	45	0	186
8:00 AM	9:00 AM	0	0	0	77	62	0	0	0	23	0	48	0	210

Project: **Tooele Smith's Marketplace**

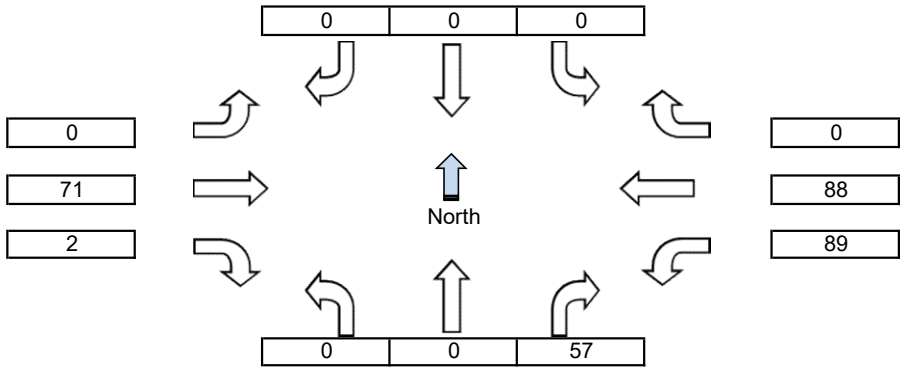
Count Date: 4/4/2024

Intersection:
North / South: Home Depot East Access
East / West: 2400 North

Start Time: 4:00 PM
End Time: 6:00 PM

Peak Hour Volume:	307
PHF:	0.95
Peak Hour from:	4:15 PM
Peak Hour to:	5:15 PM

2400 North



Home Depot East Access

Count Input Data

Time Periods		Southbound			Westbound			Northbound			Eastbound			Total
From	To	L	T	R	L	T	R	L	T	R	L	T	R	Volumes
4:00 PM	4:15 PM	0	0	0	23	10	0	1	0	13	0	12	0	59
4:15 PM	4:30 PM	0	0	0	21	23	0	0	0	13	0	18	1	76
4:30 PM	4:45 PM	0	0	0	17	25	0	0	0	11	0	17	1	71
4:45 PM	5:00 PM	0	0	0	31	15	0	0	0	15	0	20	0	81
5:00 PM	5:15 PM	0	0	0	20	25	0	0	0	18	0	16	0	79
5:15 PM	5:30 PM	0	0	0	21	20	0	0	0	15	0	15	0	71
5:30 PM	5:45 PM	0	0	0	18	22	0	0	0	7	0	14	0	61
5:45 PM	6:00 PM	0	0	0	27	24	0	0	0	12	0	14	0	77
														0

Peak Hours

Time Periods		Southbound			Westbound			Northbound			Eastbound			Total
From	To	L	T	R	L	T	R	L	T	R	L	T	R	Volumes
4:00 PM	5:00 PM	0	0	0	92	73	0	1	0	52	0	67	2	287
4:15 PM	5:15 PM	0	0	0	89	88	0	0	0	57	0	71	2	307
4:30 PM	5:30 PM	0	0	0	89	85	0	0	0	59	0	68	1	302
4:45 PM	5:45 PM	0	0	0	90	82	0	0	0	55	0	65	0	292
5:00 PM	6:00 PM	0	0	0	86	91	0	0	0	52	0	59	0	288

Project: **Tooele Smith's Marketplace**

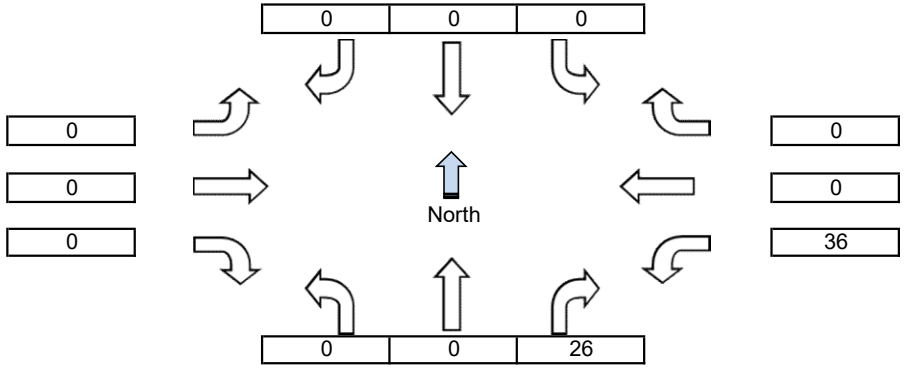
Count Date: 4/4/2024

Intersection:
North / South: Home Depot West Access
East / West: 2400 North

Start Time: 7:00 AM
End Time: 9:00 AM

Peak Hour Volume:	62
PHF:	0.70
Peak Hour from:	7:00 AM
Peak Hour to:	8:00 AM

2400 North



Home Depot West Access

Count Input Data

Time Periods		Southbound			Westbound			Northbound			Eastbound			Total
From	To	L	T	R	L	T	R	L	T	R	L	T	R	Volumes
7:00 AM	7:15 AM	0	0	0	7	0	0	0	0	3	0	0	0	10
7:15 AM	7:30 AM	0	0	0	7	0	0	0	0	4	0	0	0	11
7:30 AM	7:45 AM	0	0	0	11	0	0	0	0	8	0	0	0	19
7:45 AM	8:00 AM	0	0	0	11	0	0	0	0	11	0	0	0	22
8:00 AM	8:15 AM	0	0	0	10	0	0	0	0	9	0	0	0	19
8:15 AM	8:30 AM	0	0	0	22	0	0	0	0	16	0	0	0	38
8:30 AM	8:45 AM	0	0	0	11	0	0	0	0	9	0	0	0	20
8:45 AM	9:00 AM	0	0	0	19	0	0	0	0	14	0	0	0	33

Peak Hours

Time Periods		Southbound			Westbound			Northbound			Eastbound			Total
From	To	L	T	R	L	T	R	L	T	R	L	T	R	Volumes
7:00 AM	8:00 AM	0	0	0	36	0	0	0	0	26	0	0	0	62
7:15 AM	8:15 AM	0	0	0	39	0	0	0	0	32	0	0	0	71
7:30 AM	8:30 AM	0	0	0	54	0	0	0	0	44	0	0	0	98
7:45 AM	8:45 AM	0	0	0	54	0	0	0	0	45	0	0	0	99
8:00 AM	9:00 AM	0	0	0	62	0	0	0	0	48	0	0	0	110

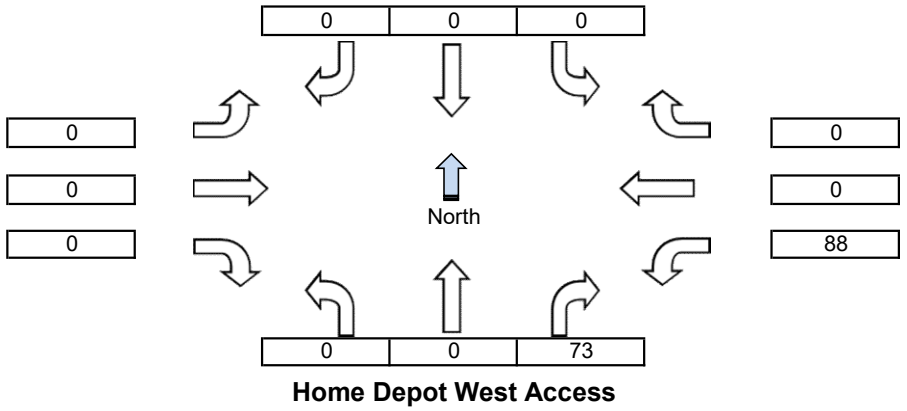
Project: **Tooele Smith's Marketplace**

Count Date: 4/4/2024

Intersection:
North / South: Home Depot West Access
East / West: 2400 North

Start Time: 4:00 PM
End Time: 6:00 PM

Peak Hour Volume:	161
PHF:	0.94
Peak Hour from:	4:15 PM
Peak Hour to:	5:15 PM



Count Input Data

Time Periods		Southbound			Westbound			Northbound			Eastbound			Total
From	To	L	T	R	L	T	R	L	T	R	L	T	R	Volumes
4:00 PM	4:15 PM	0	0	0	11	0	0	0	0	12	0	0	0	23
4:15 PM	4:30 PM	0	0	0	23	0	0	0	0	19	0	0	0	42
4:30 PM	4:45 PM	0	0	0	25	0	0	0	0	18	0	0	0	43
4:45 PM	5:00 PM	0	0	0	15	0	0	0	0	20	0	0	0	35
5:00 PM	5:15 PM	0	0	0	25	0	0	0	0	16	0	0	0	41
5:15 PM	5:30 PM	0	0	0	20	0	0	0	0	15	0	0	0	35
5:30 PM	5:45 PM	0	0	0	22	0	0	0	0	14	0	0	0	36
5:45 PM	6:00 PM	0	0	0	24	0	0	0	0	14	0	0	0	38

Peak Hours

Time Periods		Southbound			Westbound			Northbound			Eastbound			Total
From	To	L	T	R	L	T	R	L	T	R	L	T	R	Volumes
4:00 PM	5:00 PM	0	0	0	74	0	0	0	0	69	0	0	0	143
4:15 PM	5:15 PM	0	0	0	88	0	0	0	0	73	0	0	0	161
4:30 PM	5:30 PM	0	0	0	85	0	0	0	0	69	0	0	0	154
4:45 PM	5:45 PM	0	0	0	82	0	0	0	0	65	0	0	0	147
5:00 PM	6:00 PM	0	0	0	91	0	0	0	0	59	0	0	0	150

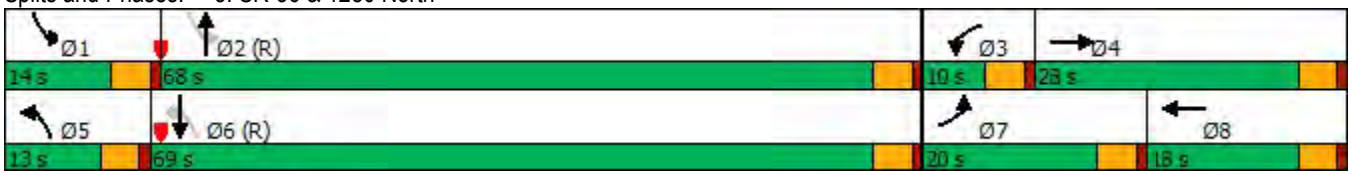
Appendix B HCM Traffic Analyses

P (801) 521-8529 F (801) 521-9551 AWAEngineering.net 2010 N Redwood Rd, Salt Lake City, UT 84116
Civil Engineering • Land Surveying • Landscape Architecture • Transportation Engineering • Land Use Planning

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	160	27	44	16	46	921	73	673	77
Future Volume (vph)	160	27	44	16	46	921	73	673	77
Turn Type	Prot	NA	Prot	NA	D.P+P	NA	D.P+P	NA	Perm
Protected Phases	7	4	3	8	5	2	1	6	
Permitted Phases					6		2		6
Detector Phase	7	4	3	8	5	2	1	6	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	9.5	22.5	9.5	22.5	9.5	22.5	22.5
Total Split (s)	20.0	28.0	10.0	18.0	13.0	68.0	14.0	69.0	69.0
Total Split (%)	16.7%	23.3%	8.3%	15.0%	10.8%	56.7%	11.7%	57.5%	57.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	None	C-Max	C-Max
Act Effct Green (s)	11.2	15.7	5.5	8.0	83.7	77.7	83.7	78.3	78.3
Actuated g/C Ratio	0.09	0.13	0.05	0.07	0.70	0.65	0.70	0.65	0.65
v/c Ratio	0.53	0.25	0.57	0.61	0.09	0.45	0.21	0.31	0.07
Control Delay	57.5	26.2	82.6	25.4	6.2	12.6	10.0	17.9	6.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	57.5	26.2	82.6	25.4	6.2	12.6	10.0	17.9	6.0
LOS	E	C	F	C	A	B	B	B	A
Approach Delay		49.0		40.2		12.3		16.1	
Approach LOS		D		D		B		B	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:NBSB and 6:NBSB, Start of Green	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.61	
Intersection Signal Delay: 19.4	Intersection LOS: B
Intersection Capacity Utilization 58.3%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 3: SR-36 & 1280 North

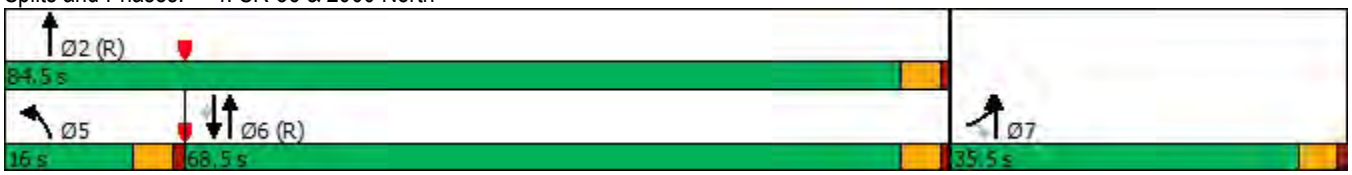


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø2
Lane Configurations							
Traffic Volume (vph)	534	151	170	1019	672	299	
Future Volume (vph)	534	151	170	1019	672	299	
Turn Type	Prot	Perm	Prot	NA	NA	Perm	
Protected Phases	7!		5	2 7 6!	6		2
Permitted Phases		7		Free		6	
Detector Phase	7	7	5	2 7 6	6	6	
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	9.5	9.5	9.5		22.5	22.5	22.5
Total Split (s)	35.5	35.5	16.0		68.5	68.5	84.5
Total Split (%)	29.6%	29.6%	13.3%		57.1%	57.1%	70%
Yellow Time (s)	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5		4.5	4.5	
Lead/Lag			Lead		Lag	Lag	
Lead-Lag Optimize?			Yes		Yes	Yes	
Recall Mode	None	None	None		C-Max	C-Max	C-Max
Act Effct Green (s)	30.2	30.2	10.6	120.0	65.7	65.7	
Actuated g/C Ratio	0.25	0.25	0.09	1.00	0.55	0.55	
v/c Ratio	0.65	0.31	0.59	0.30	0.37	0.31	
Control Delay	44.1	7.0	54.2	0.2	15.8	2.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	44.1	7.0	54.2	0.2	15.8	2.2	
LOS	D	A	D	A	B	A	
Approach Delay	35.9			7.9	11.6		
Approach LOS	D			A	B		

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:NBSB, Start of Green	
Natural Cycle: 50	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.65	
Intersection Signal Delay: 15.9	Intersection LOS: B
Intersection Capacity Utilization 50.9%	ICU Level of Service A
Analysis Period (min) 15	

! Phase conflict between lane groups.

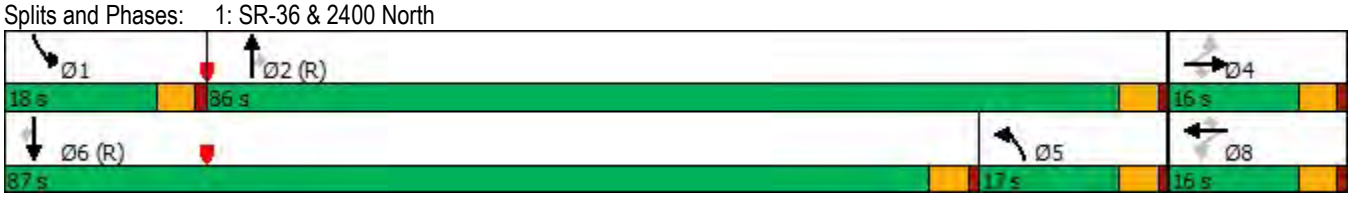
Splits and Phases: 4: SR-36 & 2000 North



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	19	6	15	18	1	26	39	1472	42	48	938	33
Future Volume (vph)	19	6	15	18	1	26	39	1472	42	48	938	33
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8			2			6
Detector Phase	4	4	4	8	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	16.0	16.0	16.0	16.0	16.0	16.0	17.0	86.0	86.0	18.0	87.0	87.0
Total Split (%)	13.3%	13.3%	13.3%	13.3%	13.3%	13.3%	14.2%	71.7%	71.7%	15.0%	72.5%	72.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag							Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	7.3	7.3	7.3	7.3	7.3	7.3	11.1	97.4	97.4	8.8	95.1	95.1
Actuated g/C Ratio	0.06	0.06	0.06	0.06	0.06	0.06	0.09	0.81	0.81	0.07	0.79	0.79
v/c Ratio	0.22	0.05	0.09	0.21	0.01	0.15	0.25	0.54	0.03	0.40	0.35	0.03
Control Delay	58.7	52.8	0.9	58.3	52.0	1.7	52.3	5.8	0.3	61.1	5.6	0.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	58.7	52.8	0.9	58.3	52.0	1.7	52.3	5.8	0.3	61.1	5.6	0.7
LOS	E	D	A	E	D	A	D	A	A	E	A	A
Approach Delay		35.8			25.6			6.8			8.1	
Approach LOS		D			C			A			A	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.54	
Intersection Signal Delay: 8.1	Intersection LOS: A
Intersection Capacity Utilization 60.3%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 1: SR-36 & 2400 North



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	26	0	37	36	0	14
Future Volume (Veh/h)	26	0	37	36	0	14
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	28	0	40	39	0	15
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)				482		
pX, platoon unblocked						
vC, conflicting volume			28		147	28
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			28		147	28
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			97		100	99
cM capacity (veh/h)			1585		824	1047

Direction, Lane #	EB 1	WB 1	WB 2	NB 1
Volume Total	28	40	39	15
Volume Left	0	40	0	0
Volume Right	0	0	0	15
cSH	1700	1585	1700	1047
Volume to Capacity	0.02	0.03	0.02	0.01
Queue Length 95th (ft)	0	2	0	1
Control Delay (s)	0.0	7.3	0.0	8.5
Lane LOS		A		A
Approach Delay (s)	0.0	3.7		8.5
Approach LOS				A

Intersection Summary			
Average Delay	3.4		
Intersection Capacity Utilization	18.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	0	0	36	0	0	26
Future Volume (Veh/h)	0	0	36	0	0	26
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	39	0	0	28
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)				802		
pX, platoon unblocked						
vC, conflicting volume			0		78	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			0		78	0
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			98		100	97
cM capacity (veh/h)			1623		903	1085

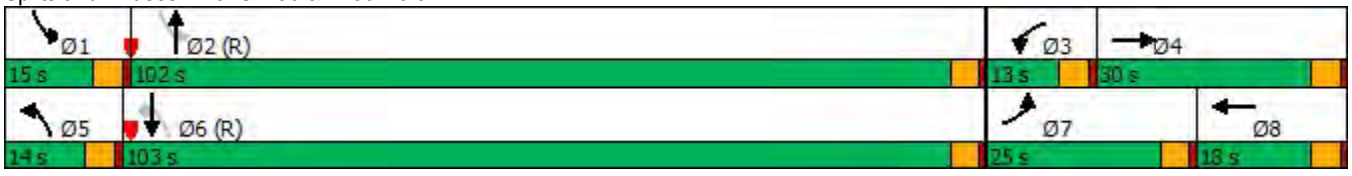
Direction, Lane #	EB 1	WB 1	WB 2	NB 1
Volume Total	0	39	0	28
Volume Left	0	39	0	0
Volume Right	0	0	0	28
cSH	1700	1623	1700	1085
Volume to Capacity	0.00	0.02	0.00	0.03
Queue Length 95th (ft)	0	2	0	2
Control Delay (s)	0.0	7.3	0.0	8.4
Lane LOS		A		A
Approach Delay (s)	0.0	7.3		8.4
Approach LOS				A

Intersection Summary			
Average Delay	7.7		
Intersection Capacity Utilization	13.3%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	246	89	135	79	124	850	141	1400	246
Future Volume (vph)	246	89	135	79	124	850	141	1400	246
Turn Type	Prot	NA	Prot	NA	D.P+P	NA	D.P+P	NA	Perm
Protected Phases	7	4	3	8	5	2	1	6	
Permitted Phases					6		2		6
Detector Phase	7	4	3	8	5	2	1	6	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	9.5	22.5	9.5	22.5	9.5	22.5	22.5
Total Split (s)	25.0	30.0	13.0	18.0	14.0	102.0	15.0	103.0	103.0
Total Split (%)	15.6%	18.8%	8.1%	11.3%	8.8%	63.8%	9.4%	64.4%	64.4%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	None	C-Max	C-Max
Act Effct Green (s)	17.0	25.5	8.5	17.0	108.0	98.6	108.0	99.3	99.3
Actuated g/C Ratio	0.11	0.16	0.05	0.11	0.68	0.62	0.68	0.62	0.62
v/c Ratio	0.71	0.81	1.51	0.89	0.61	0.45	0.40	0.67	0.25
Control Delay	79.9	73.2	323.0	97.6	21.8	17.1	11.3	26.9	11.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	79.9	73.2	323.0	97.6	21.8	17.1	11.3	26.9	11.8
LOS	E	E	F	F	C	B	B	C	B
Approach Delay		76.6		195.2		17.7		23.6	
Approach LOS		E		F		B		C	

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 0 (0%), Referenced to phase 2:NBSB and 6:NBSB, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.51	
Intersection Signal Delay: 43.6	Intersection LOS: D
Intersection Capacity Utilization 81.6%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 3: SR-36 & 1280 North

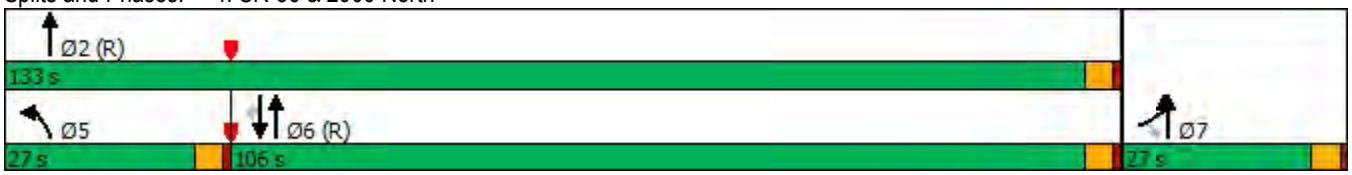


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø2
Lane Configurations							
Traffic Volume (vph)	334	323	247	947	1464	390	
Future Volume (vph)	334	323	247	947	1464	390	
Turn Type	Prot	Perm	Prot	NA	NA	Perm	
Protected Phases	7!		5	2 7 6!	6		2
Permitted Phases		7		Free		6	
Detector Phase	7	7	5	2 7 6	6	6	
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	9.5	9.5	9.5		22.5	22.5	22.5
Total Split (s)	27.0	27.0	27.0		106.0	106.0	133.0
Total Split (%)	16.9%	16.9%	16.9%		66.3%	66.3%	83%
Yellow Time (s)	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5		4.5	4.5	
Lead/Lag			Lead		Lag	Lag	
Lead-Lag Optimize?			Yes		Yes	Yes	
Recall Mode	None	None	None		C-Max	C-Max	C-Max
Act Effct Green (s)	22.5	22.5	17.4	160.0	106.6	106.6	
Actuated g/C Ratio	0.14	0.14	0.11	1.00	0.67	0.67	
v/c Ratio	0.73	0.81	0.70	0.28	0.65	0.35	
Control Delay	75.6	36.4	77.0	0.2	13.9	1.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	75.6	36.4	77.0	0.2	13.9	1.6	
LOS	E	D	E	A	B	A	
Approach Delay	56.3			16.1	11.3		
Approach LOS	E			B	B		

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:NBSB, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.81	
Intersection Signal Delay: 20.8	Intersection LOS: C
Intersection Capacity Utilization 68.3%	ICU Level of Service C
Analysis Period (min) 15	

! Phase conflict between lane groups.

Splits and Phases: 4: SR-36 & 2000 North



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	57	7	64	82	6	157	95	1142	44	43	1708	76
Future Volume (vph)	57	7	64	82	6	157	95	1142	44	43	1708	76
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8			2			6
Detector Phase	4	4	4	8	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	27.0	27.0	27.0	27.0	27.0	27.0	17.0	115.0	115.0	18.0	116.0	116.0
Total Split (%)	16.9%	16.9%	16.9%	16.9%	16.9%	16.9%	10.6%	71.9%	71.9%	11.3%	72.5%	72.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag							Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	15.1	15.1	15.1	15.1	15.1	15.1	12.5	124.0	124.0	9.4	118.9	118.9
Actuated g/C Ratio	0.09	0.09	0.09	0.09	0.09	0.09	0.08	0.78	0.78	0.06	0.74	0.74
v/c Ratio	0.45	0.04	0.31	0.65	0.03	0.55	0.72	0.44	0.04	0.43	0.68	0.07
Control Delay	78.1	63.0	14.9	91.3	62.7	15.7	102.7	5.5	1.0	84.6	13.0	1.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	78.1	63.0	14.9	91.3	62.7	15.7	102.7	5.5	1.0	84.6	13.0	1.4
LOS	E	E	B	F	E	B	F	A	A	F	B	A
Approach Delay		45.7			42.1			12.5			14.2	
Approach LOS		D			D			B			B	

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.72	
Intersection Signal Delay: 16.7	Intersection LOS: B
Intersection Capacity Utilization 74.9%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 1: SR-36 & 2400 North

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	71	2	88	89	0	57
Future Volume (Veh/h)	71	2	88	89	0	57
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	75	2	93	94	0	60
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)				482		
pX, platoon unblocked						
vC, conflicting volume			77		356	76
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			77		356	76
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			94		100	94
cM capacity (veh/h)			1522		603	985

Direction, Lane #	EB 1	WB 1	WB 2	NB 1
Volume Total	77	93	94	60
Volume Left	0	93	0	0
Volume Right	2	0	0	60
cSH	1700	1522	1700	985
Volume to Capacity	0.05	0.06	0.06	0.06
Queue Length 95th (ft)	0	5	0	5
Control Delay (s)	0.0	7.5	0.0	8.9
Lane LOS		A		A
Approach Delay (s)	0.0	3.7		8.9
Approach LOS				A

Intersection Summary			
Average Delay	3.8		
Intersection Capacity Utilization	21.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	0	0	88	0	0	73
Future Volume (Veh/h)	0	0	88	0	0	73
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	0	0	93	0	0	77
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)				802		
pX, platoon unblocked						
vC, conflicting volume			0		186	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			0		186	0
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			94		100	93
cM capacity (veh/h)			1623		757	1085

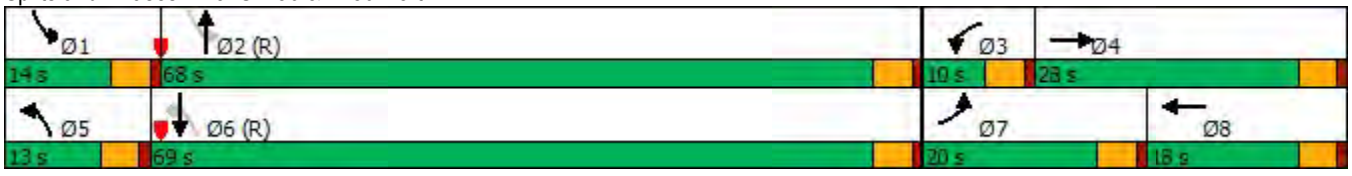
Direction, Lane #	EB 1	WB 1	WB 2	NB 1
Volume Total	0	93	0	77
Volume Left	0	93	0	0
Volume Right	0	0	0	77
cSH	1700	1623	1700	1085
Volume to Capacity	0.00	0.06	0.00	0.07
Queue Length 95th (ft)	0	5	0	6
Control Delay (s)	0.0	7.4	0.0	8.6
Lane LOS		A		A
Approach Delay (s)	0.0	7.4		8.6
Approach LOS				A

Intersection Summary			
Average Delay	7.9		
Intersection Capacity Utilization	16.1%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	181	27	44	16	46	1048	83	733	87
Future Volume (vph)	181	27	44	16	46	1048	83	733	87
Turn Type	Prot	NA	Prot	NA	D.P+P	NA	D.P+P	NA	Perm
Protected Phases	7	4	3	8	5	2	1	6	
Permitted Phases					6		2		6
Detector Phase	7	4	3	8	5	2	1	6	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	9.5	22.5	9.5	22.5	9.5	22.5	22.5
Total Split (s)	20.0	28.0	10.0	18.0	13.0	68.0	14.0	69.0	69.0
Total Split (%)	16.7%	23.3%	8.3%	15.0%	10.8%	56.7%	11.7%	57.5%	57.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	None	C-Max	C-Max
Act Effct Green (s)	12.0	16.7	5.5	8.2	82.7	74.4	81.8	77.3	77.3
Actuated g/C Ratio	0.10	0.14	0.05	0.07	0.69	0.62	0.68	0.64	0.64
v/c Ratio	0.56	0.24	0.57	0.65	0.10	0.53	0.27	0.34	0.09
Control Delay	57.5	25.4	82.6	24.6	6.7	15.0	11.4	18.5	6.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	57.5	25.4	82.6	24.6	6.7	15.0	11.4	18.5	6.9
LOS	E	C	F	C	A	B	B	B	A
Approach Delay		49.5		38.0		14.7		16.7	
Approach LOS		D		D		B		B	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:NBSB and 6:NBSB, Start of Green	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.65	
Intersection Signal Delay: 20.6	Intersection LOS: C
Intersection Capacity Utilization 64.2%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 3: SR-36 & 1280 North

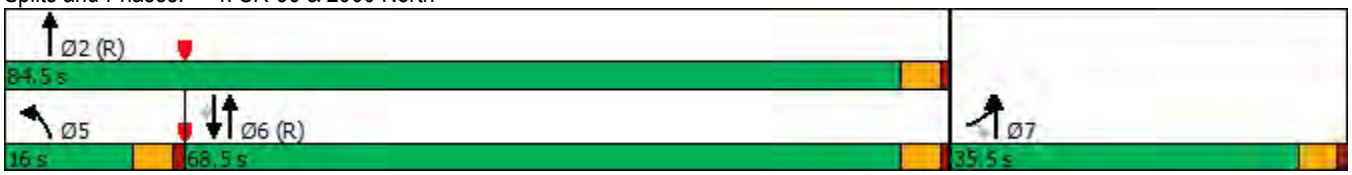


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø2
Lane Configurations							
Traffic Volume (vph)	534	151	170	1188	752	299	
Future Volume (vph)	534	151	170	1188	752	299	
Turn Type	Prot	Perm	Prot	NA	NA	Perm	
Protected Phases	7!		5	2 7 6!	6		2
Permitted Phases		7		Free		6	
Detector Phase	7	7	5	2 7 6	6	6	
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	9.5	9.5	9.5		22.5	22.5	22.5
Total Split (s)	35.5	35.5	16.0		68.5	68.5	84.5
Total Split (%)	29.6%	29.6%	13.3%		57.1%	57.1%	70%
Yellow Time (s)	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5		4.5	4.5	
Lead/Lag			Lead		Lag	Lag	
Lead-Lag Optimize?			Yes		Yes	Yes	
Recall Mode	None	None	None		C-Max	C-Max	C-Max
Act Effct Green (s)	30.5	30.5	10.6	120.0	65.3	65.3	
Actuated g/C Ratio	0.25	0.25	0.09	1.00	0.54	0.54	
v/c Ratio	0.64	0.31	0.59	0.35	0.41	0.31	
Control Delay	43.7	7.0	52.2	0.3	16.1	2.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	43.7	7.0	52.2	0.3	16.1	2.0	
LOS	D	A	D	A	B	A	
Approach Delay	35.6			6.8	12.1		
Approach LOS	D			A	B		

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:NBSB, Start of Green	
Natural Cycle: 50	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.64	
Intersection Signal Delay: 15.0	Intersection LOS: B
Intersection Capacity Utilization 55.6%	ICU Level of Service B
Analysis Period (min) 15	

! Phase conflict between lane groups.

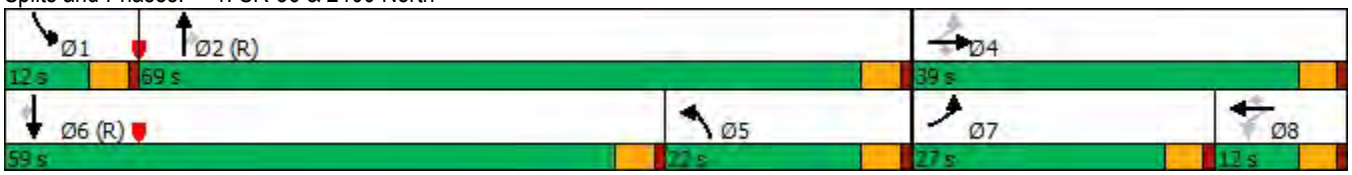
Splits and Phases: 4: SR-36 & 2000 North



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	258	6	95	18	1	26	208	1472	42	48	938	202
Future Volume (vph)	258	6	95	18	1	26	208	1472	42	48	938	202
Turn Type	pm+pt	NA	Perm	Perm	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4			8		5	2		1	6	
Permitted Phases	4		4	8		8			2			6
Detector Phase	7	4	4	8	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	22.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	27.0	39.0	39.0	12.0	12.0	12.0	22.0	69.0	69.0	12.0	59.0	59.0
Total Split (%)	22.5%	32.5%	32.5%	10.0%	10.0%	10.0%	18.3%	57.5%	57.5%	10.0%	49.2%	49.2%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead			Lag	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes			Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	27.9	27.9	27.9	6.7	6.7	6.7	17.5	73.4	73.4	7.2	61.1	61.1
Actuated g/C Ratio	0.23	0.23	0.23	0.06	0.06	0.06	0.15	0.61	0.61	0.06	0.51	0.51
v/c Ratio	0.76	0.01	0.22	0.20	0.01	0.12	0.85	0.72	0.04	0.48	0.55	0.23
Control Delay	54.9	30.8	7.4	58.8	53.0	1.2	68.5	12.9	0.1	69.9	22.9	3.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.9	30.8	7.4	58.8	53.0	1.2	68.5	12.9	0.1	69.9	22.9	3.2
LOS	D	C	A	E	D	A	E	B	A	E	C	A
Approach Delay		42.0			25.6			19.4			21.4	
Approach LOS		D			C			B			C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.85	
Intersection Signal Delay: 22.6	Intersection LOS: C
Intersection Capacity Utilization 77.1%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 1: SR-36 & 2400 North



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	345	10	37	374	10	14
Future Volume (Veh/h)	345	10	37	374	10	14
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	363	11	39	394	11	15
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)				482		
pX, platoon unblocked						
vC, conflicting volume			374		840	368
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			374		840	368
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			97		97	98
cM capacity (veh/h)			1184		324	677

Direction, Lane #	EB 1	WB 1	WB 2	NB 1	NB 2
Volume Total	374	39	394	11	15
Volume Left	0	39	0	11	0
Volume Right	11	0	0	0	15
cSH	1700	1184	1700	324	677
Volume to Capacity	0.22	0.03	0.23	0.03	0.02
Queue Length 95th (ft)	0	3	0	3	2
Control Delay (s)	0.0	8.1	0.0	16.5	10.4
Lane LOS		A		C	B
Approach Delay (s)	0.0	0.7		13.0	
Approach LOS				B	

Intersection Summary			
Average Delay	0.8		
Intersection Capacity Utilization	35.4%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	329	10	36	348	10	26
Future Volume (Veh/h)	329	10	36	348	10	26
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	346	11	38	366	11	27
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)				802		
pX, platoon unblocked						
vC, conflicting volume			357		794	352
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			357		794	352
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			97		97	96
cM capacity (veh/h)			1202		346	692

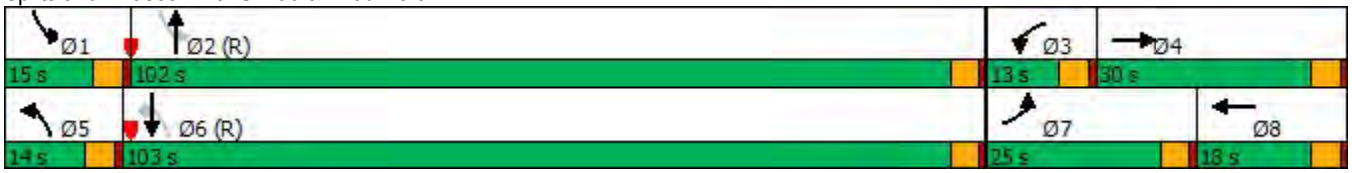
Direction, Lane #	EB 1	WB 1	WB 2	NB 1	NB 2
Volume Total	357	38	366	11	27
Volume Left	0	38	0	11	0
Volume Right	11	0	0	0	27
cSH	1700	1202	1700	346	692
Volume to Capacity	0.21	0.03	0.22	0.03	0.04
Queue Length 95th (ft)	0	2	0	2	3
Control Delay (s)	0.0	8.1	0.0	15.7	10.4
Lane LOS		A		C	B
Approach Delay (s)	0.0	0.8		12.0	
Approach LOS				B	

Intersection Summary			
Average Delay	1.0		
Intersection Capacity Utilization	34.6%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	252	89	135	79	124	889	151	1459	256
Future Volume (vph)	252	89	135	79	124	889	151	1459	256
Turn Type	Prot	NA	Prot	NA	D.P+P	NA	D.P+P	NA	Perm
Protected Phases	7	4	3	8	5	2	1	6	
Permitted Phases					6		2		6
Detector Phase	7	4	3	8	5	2	1	6	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	9.5	22.5	9.5	22.5	9.5	22.5	22.5
Total Split (s)	25.0	30.0	13.0	18.0	14.0	102.0	15.0	103.0	103.0
Total Split (%)	15.6%	18.8%	8.1%	11.3%	8.8%	63.8%	9.4%	64.4%	64.4%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	None	C-Max	C-Max
Act Effct Green (s)	17.3	25.5	8.5	16.7	108.0	98.4	108.0	99.3	99.3
Actuated g/C Ratio	0.11	0.16	0.05	0.10	0.68	0.62	0.68	0.62	0.62
v/c Ratio	0.72	0.81	1.51	0.93	0.65	0.47	0.45	0.70	0.26
Control Delay	79.9	73.2	323.0	103.8	27.6	17.5	12.2	30.6	13.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	79.9	73.2	323.0	103.8	27.6	17.5	12.2	30.6	13.1
LOS	E	E	F	F	C	B	B	C	B
Approach Delay		76.7		197.0		18.7		26.7	
Approach LOS		E		F		B		C	

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 0 (0%), Referenced to phase 2:NBSB and 6:NBSB, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.51	
Intersection Signal Delay: 45.2	Intersection LOS: D
Intersection Capacity Utilization 83.3%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 3: SR-36 & 1280 North

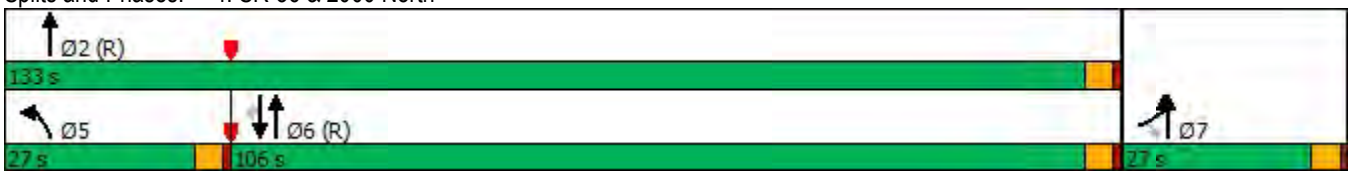


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø2
Lane Configurations							
Traffic Volume (vph)	334	323	247	998	1543	390	
Future Volume (vph)	334	323	247	998	1543	390	
Turn Type	Prot	Perm	Prot	NA	NA	Perm	
Protected Phases	7!		5	2 7 6!	6		2
Permitted Phases		7		Free		6	
Detector Phase	7	7	5	2 7 6	6	6	
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	9.5	9.5	9.5		22.5	22.5	22.5
Total Split (s)	27.0	27.0	27.0		106.0	106.0	133.0
Total Split (%)	16.9%	16.9%	16.9%		66.3%	66.3%	83%
Yellow Time (s)	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5		4.5	4.5	
Lead/Lag			Lead		Lag	Lag	
Lead-Lag Optimize?			Yes		Yes	Yes	
Recall Mode	None	None	None		C-Max	C-Max	C-Max
Act Effct Green (s)	22.5	22.5	17.4	160.0	106.6	106.6	
Actuated g/C Ratio	0.14	0.14	0.11	1.00	0.67	0.67	
v/c Ratio	0.73	0.82	0.70	0.30	0.69	0.35	
Control Delay	75.6	38.3	76.6	0.2	13.0	2.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	75.6	38.3	76.6	0.2	13.0	2.3	
LOS	E	D	E	A	B	A	
Approach Delay	57.3			15.3	10.8		
Approach LOS	E			B	B		

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:NBSB, Start of Green	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.82	
Intersection Signal Delay: 20.2	Intersection LOS: C
Intersection Capacity Utilization 70.5%	ICU Level of Service C
Analysis Period (min) 15	

! Phase conflict between lane groups.

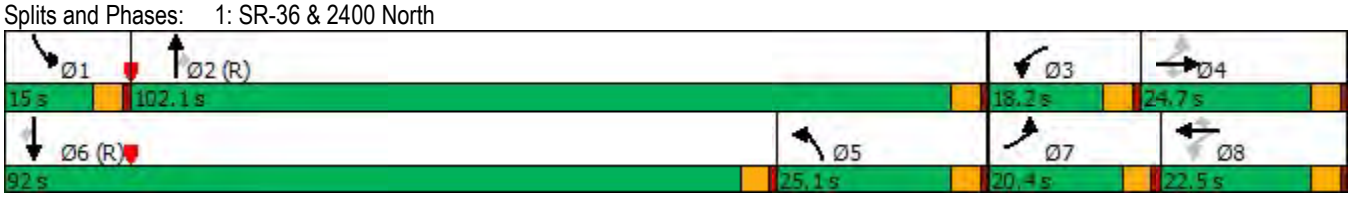
Splits and Phases: 4: SR-36 & 2000 North



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	136	7	143	82	6	157	146	1142	44	43	1708	230
Future Volume (vph)	136	7	143	82	6	157	146	1142	44	43	1708	230
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	20.4	24.7	24.7	18.2	22.5	22.5	25.1	102.1	102.1	15.0	92.0	92.0
Total Split (%)	12.8%	15.4%	15.4%	11.4%	14.1%	14.1%	15.7%	63.8%	63.8%	9.4%	57.5%	57.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	26.0	11.2	11.2	19.6	8.0	8.0	20.6	111.8	111.8	9.4	98.6	98.6
Actuated g/C Ratio	0.16	0.07	0.07	0.12	0.05	0.05	0.13	0.70	0.70	0.06	0.62	0.62
v/c Ratio	0.61	0.05	0.60	0.43	0.06	0.70	0.68	0.49	0.04	0.43	0.82	0.23
Control Delay	70.6	68.4	20.0	63.6	71.0	25.5	78.7	7.9	0.6	84.7	28.9	2.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	70.6	68.4	20.0	63.6	71.0	25.5	78.7	7.9	0.6	84.7	28.9	2.2
LOS	E	E	B	E	E	C	E	A	A	F	C	A
Approach Delay		45.2			39.3			15.4			27.0	
Approach LOS		D			D			B			C	

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 100	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.82	
Intersection Signal Delay: 25.1	Intersection LOS: C
Intersection Capacity Utilization 80.8%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 1: SR-36 & 2400 North



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	229	12	89	293	10	57
Future Volume (Veh/h)	229	12	89	293	10	57
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	241	13	94	308	11	60
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)				482		
pX, platoon unblocked						
vC, conflicting volume			254		744	248
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			254		744	248
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			93		97	92
cM capacity (veh/h)			1311		355	791

Direction, Lane #	EB 1	WB 1	WB 2	NB 1	NB 2
Volume Total	254	94	308	11	60
Volume Left	0	94	0	11	0
Volume Right	13	0	0	0	60
cSH	1700	1311	1700	355	791
Volume to Capacity	0.15	0.07	0.18	0.03	0.08
Queue Length 95th (ft)	0	6	0	2	6
Control Delay (s)	0.0	8.0	0.0	15.5	9.9
Lane LOS		A		C	A
Approach Delay (s)	0.0	1.9		10.8	
Approach LOS				B	

Intersection Summary			
Average Delay	2.1		
Intersection Capacity Utilization	31.0%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	168	10	88	215	10	73
Future Volume (Veh/h)	168	10	88	215	10	73
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	177	11	93	226	11	77
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)				802		
pX, platoon unblocked						
vC, conflicting volume			188		594	182
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			188		594	182
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			93		97	91
cM capacity (veh/h)			1386		436	860

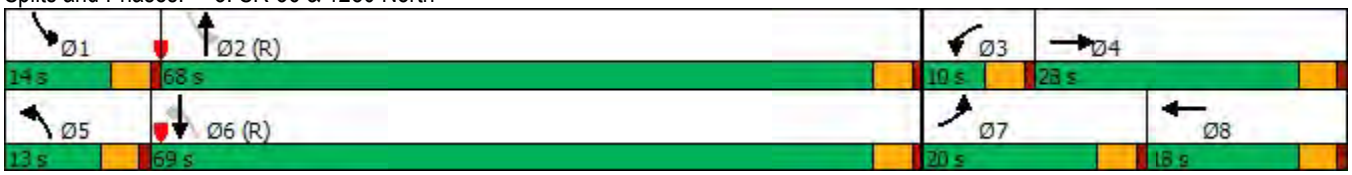
Direction, Lane #	EB 1	WB 1	WB 2	NB 1	NB 2
Volume Total	188	93	226	11	77
Volume Left	0	93	0	11	0
Volume Right	11	0	0	0	77
cSH	1700	1386	1700	436	860
Volume to Capacity	0.11	0.07	0.13	0.03	0.09
Queue Length 95th (ft)	0	5	0	2	7
Control Delay (s)	0.0	7.8	0.0	13.5	9.6
Lane LOS		A		B	A
Approach Delay (s)	0.0	2.3		10.1	
Approach LOS				B	

Intersection Summary			
Average Delay	2.7		
Intersection Capacity Utilization	27.7%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	158	27	44	16	46	1238	73	1043	77
Future Volume (vph)	158	27	44	16	46	1238	73	1043	77
Turn Type	Prot	NA	Prot	NA	D.P+P	NA	D.P+P	NA	Perm
Protected Phases	7	4	3	8	5	2	1	6	
Permitted Phases					6		2		6
Detector Phase	7	4	3	8	5	2	1	6	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	9.5	22.5	9.5	22.5	9.5	22.5	22.5
Total Split (s)	20.0	28.0	10.0	18.0	13.0	68.0	14.0	69.0	69.0
Total Split (%)	16.7%	23.3%	8.3%	15.0%	10.8%	56.7%	11.7%	57.5%	57.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	None	C-Max	C-Max
Act Effct Green (s)	11.1	15.6	5.5	8.0	83.8	77.8	83.8	78.4	78.4
Actuated g/C Ratio	0.09	0.13	0.05	0.07	0.70	0.65	0.70	0.65	0.65
v/c Ratio	0.52	0.25	0.57	0.61	0.14	0.59	0.29	0.48	0.07
Control Delay	57.5	26.3	82.6	25.4	6.7	15.0	10.2	21.3	6.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	57.5	26.3	82.6	25.4	6.7	15.0	10.2	21.3	6.6
LOS	E	C	F	C	A	B	B	C	A
Approach Delay		48.9		40.2		14.7		19.6	
Approach LOS		D		D		B		B	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:NBSB and 6:NBSB, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.61	
Intersection Signal Delay: 20.7	Intersection LOS: C
Intersection Capacity Utilization 67.0%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 3: SR-36 & 1280 North

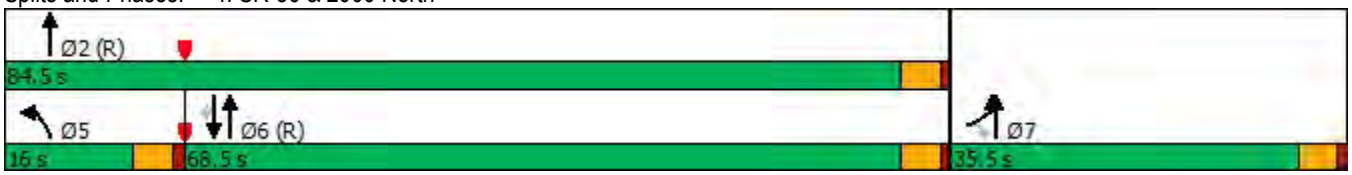


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø2
Lane Configurations							
Traffic Volume (vph)	525	151	170	1333	1042	299	
Future Volume (vph)	525	151	170	1333	1042	299	
Turn Type	Prot	Perm	Prot	NA	NA	Perm	
Protected Phases	7!		5	2 7 6!	6		2
Permitted Phases		7		Free		6	
Detector Phase	7	7	5	2 7 6	6	6	
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	9.5	9.5	9.5		22.5	22.5	22.5
Total Split (s)	35.5	35.5	16.0		68.5	68.5	84.5
Total Split (%)	29.6%	29.6%	13.3%		57.1%	57.1%	70%
Yellow Time (s)	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5		4.5	4.5	
Lead/Lag			Lead		Lag	Lag	
Lead-Lag Optimize?			Yes		Yes	Yes	
Recall Mode	None	None	None		C-Max	C-Max	C-Max
Act Effct Green (s)	31.0	31.0	10.6	120.0	64.9	64.9	
Actuated g/C Ratio	0.26	0.26	0.09	1.00	0.54	0.54	
v/c Ratio	0.62	0.30	0.59	0.40	0.57	0.32	
Control Delay	43.0	6.9	51.2	0.3	27.9	11.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	43.0	6.9	51.2	0.3	27.9	11.4	
LOS	D	A	D	A	C	B	
Approach Delay	35.0			6.1	24.2		
Approach LOS	C			A	C		

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:NBSB, Start of Green	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.62	
Intersection Signal Delay: 18.5	Intersection LOS: B
Intersection Capacity Utilization 59.9%	ICU Level of Service B
Analysis Period (min) 15	

! Phase conflict between lane groups.

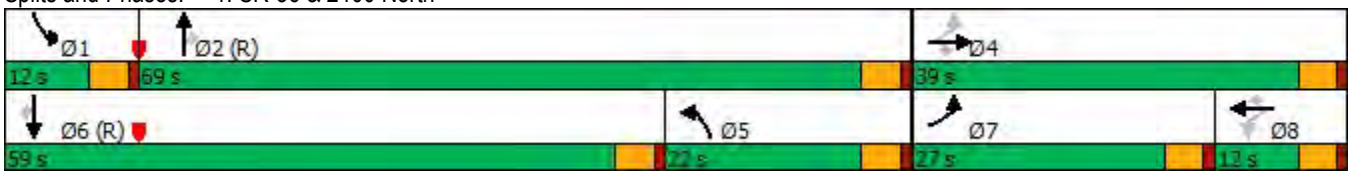
Splits and Phases: 4: SR-36 & 2000 North



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	204	6	48	18	1	26	106	1711	42	48	1279	215
Future Volume (vph)	204	6	48	18	1	26	106	1711	42	48	1279	215
Turn Type	pm+pt	NA	Perm	Perm	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4			8		5	2		1	6	
Permitted Phases	4		4	8		8			2			6
Detector Phase	7	4	4	8	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	22.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	27.0	39.0	39.0	12.0	12.0	12.0	22.0	69.0	69.0	12.0	59.0	59.0
Total Split (%)	22.5%	32.5%	32.5%	10.0%	10.0%	10.0%	18.3%	57.5%	57.5%	10.0%	49.2%	49.2%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead			Lag	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes			Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	26.1	26.1	26.1	6.7	6.7	6.7	17.5	75.0	75.0	7.3	62.9	62.9
Actuated g/C Ratio	0.22	0.22	0.22	0.06	0.06	0.06	0.15	0.62	0.62	0.06	0.52	0.52
v/c Ratio	0.65	0.01	0.12	0.20	0.01	0.12	0.43	0.81	0.04	0.47	0.73	0.24
Control Delay	49.7	31.2	1.3	58.8	53.0	1.2	41.7	15.9	0.1	69.0	26.7	3.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	49.7	31.2	1.3	58.8	53.0	1.2	41.7	15.9	0.1	69.0	26.7	3.1
LOS	D	C	A	E	D	A	D	B	A	E	C	A
Approach Delay		40.3			25.6			17.1			24.8	
Approach LOS		D			C			B			C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.81	
Intersection Signal Delay: 22.0	Intersection LOS: C
Intersection Capacity Utilization 80.7%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 1: SR-36 & 2400 North



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	248	10	0	322	0	14
Future Volume (Veh/h)	248	10	0	322	0	14
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	261	11	0	339	0	15
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)				482		
pX, platoon unblocked						
vC, conflicting volume			272		606	266
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			272		606	266
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	98
cM capacity (veh/h)			1291		460	772

Direction, Lane #	EB 1	WB 1	WB 2	NB 1	NB 2
Volume Total	272	0	339	0	15
Volume Left	0	0	0	0	0
Volume Right	11	0	0	0	15
cSH	1700	1700	1700	1700	772
Volume to Capacity	0.16	0.00	0.20	0.00	0.02
Queue Length 95th (ft)	0	0	0	0	1
Control Delay (s)	0.0	0.0	0.0	0.0	9.8
Lane LOS				A	A
Approach Delay (s)	0.0	0.0		9.8	
Approach LOS				A	

Intersection Summary			
Average Delay	0.2		
Intersection Capacity Utilization	23.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	241	11	51	271	12	18
Future Volume (Veh/h)	241	11	51	271	12	18
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	254	12	54	285	13	19
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)				802		
pX, platoon unblocked						
vC, conflicting volume			266		653	260
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			266		653	260
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			96		97	98
cM capacity (veh/h)			1298		414	779

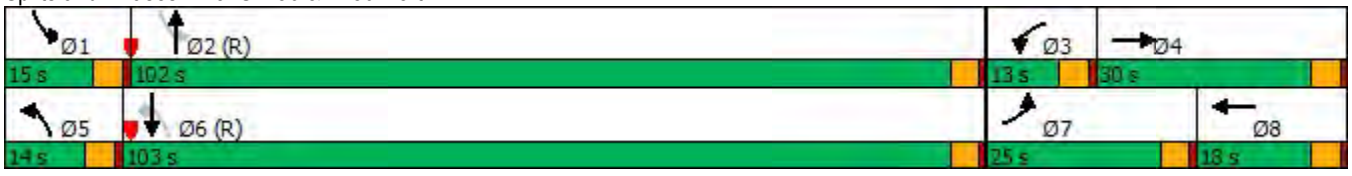
Direction, Lane #	EB 1	WB 1	WB 2	NB 1	NB 2
Volume Total	266	54	285	13	19
Volume Left	0	54	0	13	0
Volume Right	12	0	0	0	19
cSH	1700	1298	1700	414	779
Volume to Capacity	0.16	0.04	0.17	0.03	0.02
Queue Length 95th (ft)	0	3	0	2	2
Control Delay (s)	0.0	7.9	0.0	14.0	9.7
Lane LOS		A		B	A
Approach Delay (s)	0.0	1.3		11.5	
Approach LOS				B	

Intersection Summary			
Average Delay	1.2		
Intersection Capacity Utilization	30.0%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	235	89	135	79	124	1496	141	1892	246
Future Volume (vph)	235	89	135	79	124	1496	141	1892	246
Turn Type	Prot	NA	Prot	NA	D.P+P	NA	D.P+P	NA	Perm
Protected Phases	7	4	3	8	5	2	1	6	
Permitted Phases					6		2		6
Detector Phase	7	4	3	8	5	2	1	6	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	9.5	22.5	9.5	22.5	9.5	22.5	22.5
Total Split (s)	25.0	30.0	13.0	18.0	14.0	102.0	15.0	103.0	103.0
Total Split (%)	15.6%	18.8%	8.1%	11.3%	8.8%	63.8%	9.4%	64.4%	64.4%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	None	C-Max	C-Max
Act Effct Green (s)	16.6	25.5	8.5	17.4	108.0	98.0	108.0	98.6	98.6
Actuated g/C Ratio	0.10	0.16	0.05	0.11	0.68	0.61	0.68	0.62	0.62
v/c Ratio	0.69	0.81	1.51	0.88	0.87	0.77	0.80	0.91	0.26
Control Delay	79.4	73.2	323.0	94.1	84.1	25.9	38.2	39.9	13.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	79.4	73.2	323.0	94.1	84.1	25.9	38.2	39.9	13.7
LOS	E	E	F	F	F	C	D	D	B
Approach Delay		76.3		193.2		30.1		36.9	
Approach LOS		E		F		C		D	

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 0 (0%), Referenced to phase 2:NBSB and 6:NBSB, Start of Green	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.51	
Intersection Signal Delay: 48.6	Intersection LOS: D
Intersection Capacity Utilization 95.2%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 3: SR-36 & 1280 North

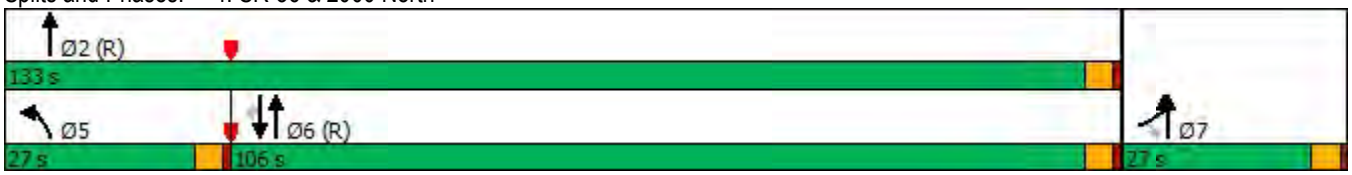


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø2
Lane Configurations							
Traffic Volume (vph)	317	323	247	1582	1956	390	
Future Volume (vph)	317	323	247	1582	1956	390	
Turn Type	Prot	Perm	Prot	NA	NA	Perm	
Protected Phases	7!		5	2 7 6!	6		2
Permitted Phases		7		Free		6	
Detector Phase	7	7	5	2 7 6	6	6	
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	9.5	9.5	9.5		22.5	22.5	22.5
Total Split (s)	27.0	27.0	27.0		106.0	106.0	133.0
Total Split (%)	16.9%	16.9%	16.9%		66.3%	66.3%	83%
Yellow Time (s)	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5		4.5	4.5	
Lead/Lag			Lead		Lag	Lag	
Lead-Lag Optimize?			Yes		Yes	Yes	
Recall Mode	None	None	None		C-Max	C-Max	C-Max
Act Effct Green (s)	22.5	22.5	17.4	160.0	106.6	106.6	
Actuated g/C Ratio	0.14	0.14	0.11	1.00	0.67	0.67	
v/c Ratio	0.69	0.85	0.70	0.47	0.87	0.35	
Control Delay	73.8	45.1	63.5	0.3	18.9	3.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	73.8	45.1	63.5	0.3	18.9	3.6	
LOS	E	D	E	A	B	A	
Approach Delay	59.3			8.8	16.4		
Approach LOS	E			A	B		

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:NBSB, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.87	
Intersection Signal Delay: 19.2	Intersection LOS: B
Intersection Capacity Utilization 81.6%	ICU Level of Service D
Analysis Period (min) 15	

! Phase conflict between lane groups.

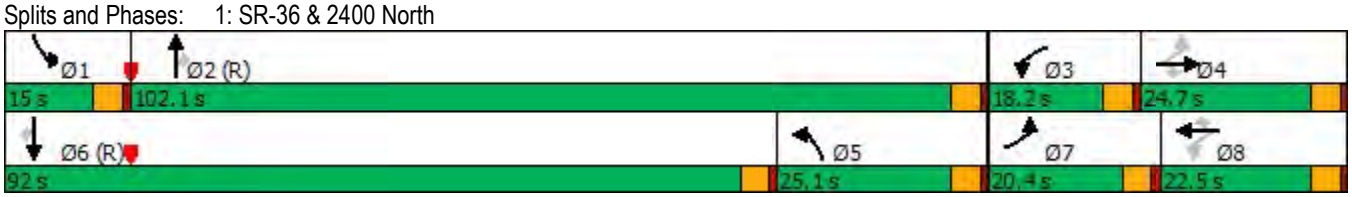
Splits and Phases: 4: SR-36 & 2000 North



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	183	10	174	82	6	157	172	1683	44	43	2090	189
Future Volume (vph)	183	10	174	82	6	157	172	1683	44	43	2090	189
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	20.4	24.7	24.7	18.2	22.5	22.5	25.1	102.1	102.1	15.0	92.0	92.0
Total Split (%)	12.8%	15.4%	15.4%	11.4%	14.1%	14.1%	15.7%	63.8%	63.8%	9.4%	57.5%	57.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	28.1	13.1	13.1	20.6	9.0	9.0	20.6	110.1	110.1	9.3	96.7	96.7
Actuated g/C Ratio	0.18	0.08	0.08	0.13	0.06	0.06	0.13	0.69	0.69	0.06	0.60	0.60
v/c Ratio	0.78	0.07	0.62	0.42	0.06	0.74	0.80	0.73	0.04	0.44	1.03	0.19
Control Delay	81.2	67.4	17.8	61.6	69.2	34.6	85.7	13.5	0.4	85.1	58.4	2.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	81.2	67.4	17.8	61.6	69.2	34.6	85.7	13.5	0.4	85.1	58.4	2.3
LOS	F	E	B	E	E	C	F	B	A	F	E	A
Approach Delay		50.8			44.4			19.8			54.3	
Approach LOS		D			D			B			D	

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 150	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.03	
Intersection Signal Delay: 40.0	Intersection LOS: D
Intersection Capacity Utilization 95.4%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 1: SR-36 & 2400 North



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	327	29	0	367	0	40
Future Volume (Veh/h)	327	29	0	367	0	40
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	344	31	0	386	0	42
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)				482		
pX, platoon unblocked						
vC, conflicting volume			375		746	360
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			375		746	360
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	94
cM capacity (veh/h)			1183		381	685

Direction, Lane #	EB 1	WB 1	WB 2	NB 1	NB 2
Volume Total	375	0	386	0	42
Volume Left	0	0	0	0	0
Volume Right	31	0	0	0	42
cSH	1700	1700	1700	1700	685
Volume to Capacity	0.22	0.00	0.23	0.00	0.06
Queue Length 95th (ft)	0	0	0	0	5
Control Delay (s)	0.0	0.0	0.0	0.0	10.6
Lane LOS				A	B
Approach Delay (s)	0.0	0.0		10.6	
Approach LOS				B	

Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	29.0%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	305	26	124	243	39	51
Future Volume (Veh/h)	305	26	124	243	39	51
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	321	27	131	256	41	54
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)				802		
pX, platoon unblocked						
vC, conflicting volume			348		852	334
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			348		852	334
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			89		86	92
cM capacity (veh/h)			1211		294	707

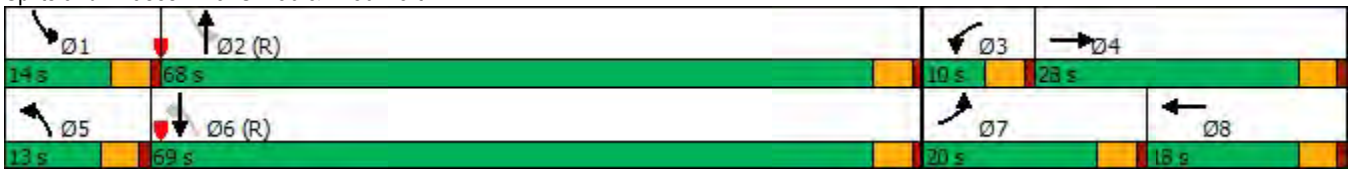
Direction, Lane #	EB 1	WB 1	WB 2	NB 1	NB 2
Volume Total	348	131	256	41	54
Volume Left	0	131	0	41	0
Volume Right	27	0	0	0	54
cSH	1700	1211	1700	294	707
Volume to Capacity	0.20	0.11	0.15	0.14	0.08
Queue Length 95th (ft)	0	9	0	12	6
Control Delay (s)	0.0	8.3	0.0	19.2	10.5
Lane LOS		A		C	B
Approach Delay (s)	0.0	2.8		14.3	
Approach LOS				B	

Intersection Summary			
Average Delay	2.9		
Intersection Capacity Utilization	37.8%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	193	27	44	16	46	1124	92	787	97
Future Volume (vph)	193	27	44	16	46	1124	92	787	97
Turn Type	Prot	NA	Prot	NA	D.P+P	NA	D.P+P	NA	Perm
Protected Phases	7	4	3	8	5	2	1	6	
Permitted Phases					6		2		6
Detector Phase	7	4	3	8	5	2	1	6	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	9.5	22.5	9.5	22.5	9.5	22.5	22.5
Total Split (s)	20.0	28.0	10.0	18.0	13.0	68.0	14.0	69.0	69.0
Total Split (%)	16.7%	23.3%	8.3%	15.0%	10.8%	56.7%	11.7%	57.5%	57.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	None	C-Max	C-Max
Act Effct Green (s)	12.3	17.0	5.5	8.2	82.4	73.9	81.5	77.0	77.0
Actuated g/C Ratio	0.10	0.14	0.05	0.07	0.69	0.62	0.68	0.64	0.64
v/c Ratio	0.58	0.23	0.57	0.65	0.11	0.57	0.33	0.36	0.10
Control Delay	57.7	25.2	82.6	24.7	6.8	15.9	12.6	18.6	8.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	57.7	25.2	82.6	24.7	6.8	15.9	12.6	18.6	8.4
LOS	E	C	F	C	A	B	B	B	A
Approach Delay		50.0		38.1		15.6		17.0	
Approach LOS		D		D		B		B	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:NBSB and 6:NBSB, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.65	
Intersection Signal Delay: 21.0	Intersection LOS: C
Intersection Capacity Utilization 67.1%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 3: SR-36 & 1280 North

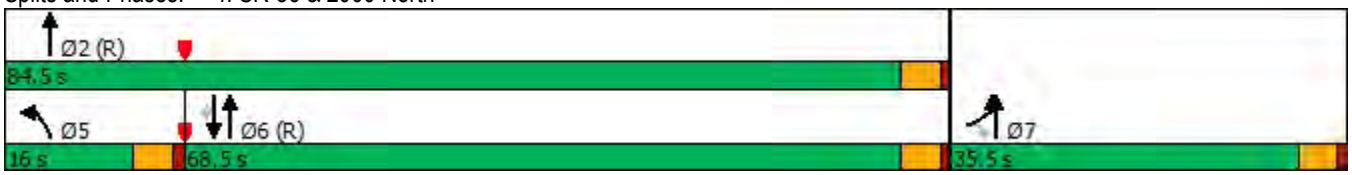


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø2
Lane Configurations							
Traffic Volume (vph)	564	151	170	1276	825	324	
Future Volume (vph)	564	151	170	1276	825	324	
Turn Type	Prot	Perm	Prot	NA	NA	Perm	
Protected Phases	7!		5	2 7 6!	6		2
Permitted Phases		7		Free		6	
Detector Phase	7	7	5	2 7 6	6	6	
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	9.5	9.5	9.5		22.5	22.5	22.5
Total Split (s)	35.5	35.5	16.0		68.5	68.5	84.5
Total Split (%)	29.6%	29.6%	13.3%		57.1%	57.1%	70%
Yellow Time (s)	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5		4.5	4.5	
Lead/Lag			Lead		Lag	Lag	
Lead-Lag Optimize?			Yes		Yes	Yes	
Recall Mode	None	None	None		C-Max	C-Max	C-Max
Act Effct Green (s)	31.0	31.0	10.6	120.0	64.9	64.9	
Actuated g/C Ratio	0.26	0.26	0.09	1.00	0.54	0.54	
v/c Ratio	0.67	0.30	0.59	0.38	0.45	0.34	
Control Delay	44.3	6.9	51.5	0.3	24.1	10.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	44.3	6.9	51.5	0.3	24.1	10.2	
LOS	D	A	D	A	C	B	
Approach Delay	36.4			6.3	20.2		
Approach LOS	D			A	C		

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:NBSB, Start of Green	
Natural Cycle: 50	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.67	
Intersection Signal Delay: 17.6	Intersection LOS: B
Intersection Capacity Utilization 58.9%	ICU Level of Service B
Analysis Period (min) 15	

! Phase conflict between lane groups.

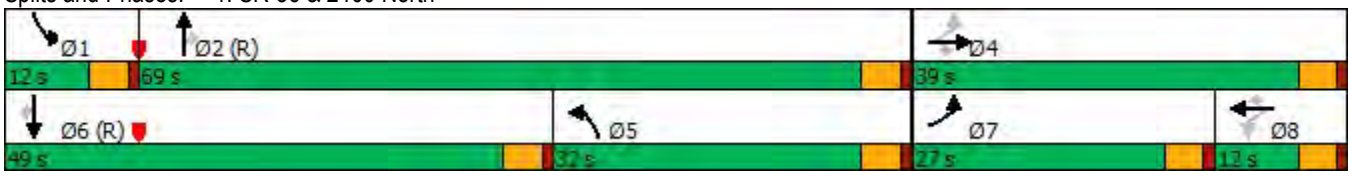
Splits and Phases: 4: SR-36 & 2000 North



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	386	6	143	18	1	26	389	1409	42	48	988	202
Future Volume (vph)	386	6	143	18	1	26	389	1409	42	48	988	202
Turn Type	pm+pt	NA	Perm	Perm	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4			8		5	2		1	6	
Permitted Phases	4		4	8		8			2			6
Detector Phase	7	4	4	8	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	22.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	27.0	39.0	39.0	12.0	12.0	12.0	32.0	69.0	69.0	12.0	49.0	49.0
Total Split (%)	22.5%	32.5%	32.5%	10.0%	10.0%	10.0%	26.7%	57.5%	57.5%	10.0%	40.8%	40.8%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead			Lag	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes			Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	29.6	29.6	29.6	6.7	6.7	6.7	27.5	71.7	71.7	7.2	49.4	49.4
Actuated g/C Ratio	0.25	0.25	0.25	0.06	0.06	0.06	0.23	0.60	0.60	0.06	0.41	0.41
v/c Ratio	1.07	0.01	0.30	0.20	0.01	0.12	1.01	0.70	0.04	0.48	0.71	0.27
Control Delay	106.6	30.8	6.7	58.8	53.0	1.2	83.3	11.9	0.1	69.9	33.9	4.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	106.6	30.8	6.7	58.8	53.0	1.2	83.3	11.9	0.1	69.9	33.9	4.3
LOS	F	C	A	E	D	A	F	B	A	E	C	A
Approach Delay		79.0			25.6			26.7			30.4	
Approach LOS		E			C			C			C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 100	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.07	
Intersection Signal Delay: 35.6	Intersection LOS: D
Intersection Capacity Utilization 88.2%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 1: SR-36 & 2400 North



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	40	0	1822	1211	55
Future Volume (Veh/h)	0	40	0	1822	1211	55
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	43	0	1980	1316	60
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	2306	658	1376			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	2306	658	1376			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	89	100			
cM capacity (veh/h)	32	407	494			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	43	990	990	658	658	60
Volume Left	0	0	0	0	0	0
Volume Right	43	0	0	0	0	60
cSH	407	1700	1700	1700	1700	1700
Volume to Capacity	0.11	0.58	0.58	0.39	0.39	0.04
Queue Length 95th (ft)	9	0	0	0	0	0
Control Delay (s)	14.9	0.0	0.0	0.0	0.0	0.0
Lane LOS	B					
Approach Delay (s)	14.9	0.0		0.0		
Approach LOS	B					

Intersection Summary			
Average Delay	0.2		
Intersection Capacity Utilization	53.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	51	0	1822	1186	65
Future Volume (Veh/h)	0	51	0	1822	1186	65
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	55	0	1980	1289	71
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				728		
pX, platoon unblocked	0.67					
vC, conflicting volume	2279	644	1360			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1927	644	1360			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	87	100			
cM capacity (veh/h)	39	415	501			

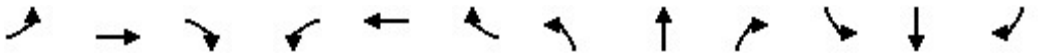
Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	55	990	990	644	644	71
Volume Left	0	0	0	0	0	0
Volume Right	55	0	0	0	0	71
cSH	415	1700	1700	1700	1700	1700
Volume to Capacity	0.13	0.58	0.58	0.38	0.38	0.04
Queue Length 95th (ft)	11	0	0	0	0	0
Control Delay (s)	15.0	0.0	0.0	0.0	0.0	0.0
Lane LOS	B					
Approach Delay (s)	15.0	0.0		0.0		
Approach LOS	B					

Intersection Summary			
Average Delay	0.2		
Intersection Capacity Utilization	53.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	433	10	37	555	0	10	0	14	88	0	10
Future Volume (Veh/h)	0	433	10	37	555	0	10	0	14	88	0	10
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.95	0.95	0.95	0.95	0.92	0.95	0.92	0.95	0.92	0.92	0.92
Hourly flow rate (vph)	0	456	11	39	584	0	11	0	15	96	0	11
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)					482							
pX, platoon unblocked												
vC, conflicting volume	584			467			1134	1124	462	1138	1129	584
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	584			467			1134	1124	462	1138	1129	584
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			96			94	100	98	43	100	98
cM capacity (veh/h)	991			1094			171	198	600	169	197	512

Direction, Lane #	EB 1	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2
Volume Total	467	39	584	11	15	96	11
Volume Left	0	39	0	11	0	96	0
Volume Right	11	0	0	0	15	0	11
cSH	1700	1094	1700	171	600	169	512
Volume to Capacity	0.27	0.04	0.34	0.06	0.02	0.57	0.02
Queue Length 95th (ft)	0	3	0	5	2	74	2
Control Delay (s)	0.0	8.4	0.0	27.5	11.2	51.0	12.2
Lane LOS		A		D	B	F	B
Approach Delay (s)	0.0	0.5		18.1		47.0	
Approach LOS				C		E	

Intersection Summary				
Average Delay	4.8			
Intersection Capacity Utilization	48.3%	ICU Level of Service		A
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	329	10	36	539	0	10	0	26	88	0	10
Future Volume (Veh/h)	0	329	10	36	539	0	10	0	26	88	0	10
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.95	0.95	0.95	0.95	0.92	0.95	0.92	0.95	0.92	0.92	0.92
Hourly flow rate (vph)	0	346	11	38	567	0	11	0	27	96	0	11
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)					802							
pX, platoon unblocked												
vC, conflicting volume	567			357			1006	994	352	1022	1000	567
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	567			357			1006	994	352	1022	1000	567
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			97			95	100	96	52	100	98
cM capacity (veh/h)	1005			1202			210	237	692	201	235	523

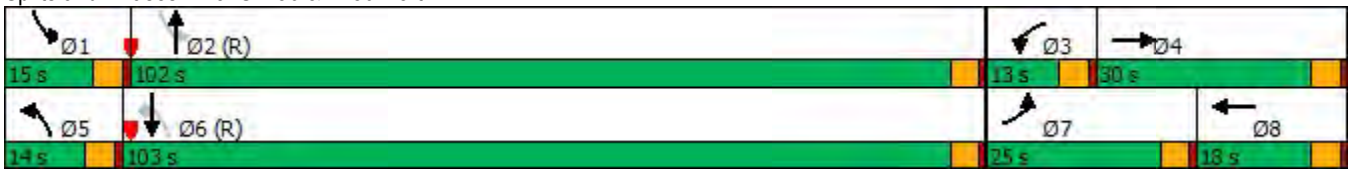
Direction, Lane #	EB 1	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	357	38	567	11	27	96	0	11
Volume Left	0	38	0	11	0	96	0	0
Volume Right	11	0	0	0	27	0	0	11
cSH	1700	1202	1700	210	692	201	1700	523
Volume to Capacity	0.21	0.03	0.33	0.05	0.04	0.48	0.00	0.02
Queue Length 95th (ft)	0	2	0	4	3	58	0	2
Control Delay (s)	0.0	8.1	0.0	23.1	10.4	38.2	0.0	12.0
Lane LOS		A		C	B	E	A	B
Approach Delay (s)	0.0	0.5		14.1		35.5		
Approach LOS				B		E		

Intersection Summary				
Average Delay	4.2			
Intersection Capacity Utilization	46.6%	ICU Level of Service		A
Analysis Period (min)	15			

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	270	89	135	79	124	1001	151	1579	269
Future Volume (vph)	270	89	135	79	124	1001	151	1579	269
Turn Type	Prot	NA	Prot	NA	D.P+P	NA	D.P+P	NA	Perm
Protected Phases	7	4	3	8	5	2	1	6	
Permitted Phases					6		2		6
Detector Phase	7	4	3	8	5	2	1	6	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	9.5	22.5	9.5	22.5	9.5	22.5	22.5
Total Split (s)	25.0	30.0	13.0	18.0	14.0	102.0	15.0	103.0	103.0
Total Split (%)	15.6%	18.8%	8.1%	11.3%	8.8%	63.8%	9.4%	64.4%	64.4%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	None	C-Max	C-Max
Act Effct Green (s)	17.9	25.5	8.5	16.1	108.0	98.4	108.0	99.0	99.0
Actuated g/C Ratio	0.11	0.16	0.05	0.10	0.68	0.62	0.68	0.62	0.62
v/c Ratio	0.74	0.81	1.51	0.96	0.74	0.53	0.50	0.76	0.28
Control Delay	80.5	73.2	323.0	112.1	45.1	18.6	13.6	32.1	13.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	80.5	73.2	323.0	112.1	45.1	18.6	13.6	32.1	13.3
LOS	F	E	F	F	D	B	B	C	B
Approach Delay		77.1		201.8		21.3		28.2	
Approach LOS		E		F		C		C	

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 0 (0%), Referenced to phase 2:NBSB and 6:NBSB, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.51	
Intersection Signal Delay: 45.9	Intersection LOS: D
Intersection Capacity Utilization 86.6%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 3: SR-36 & 1280 North

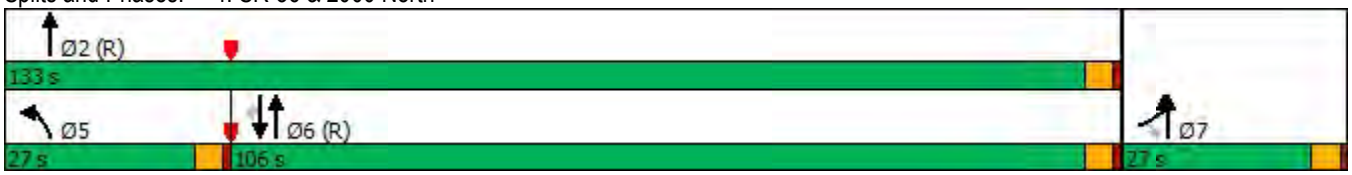


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø2
Lane Configurations							
Traffic Volume (vph)	378	323	247	1128	1675	434	
Future Volume (vph)	378	323	247	1128	1675	434	
Turn Type	Prot	Perm	Prot	NA	NA	Perm	
Protected Phases	7!		5	2 7 6!	6		2
Permitted Phases		7		Free		6	
Detector Phase	7	7	5	2 7 6	6	6	
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	9.5	9.5	9.5		22.5	22.5	22.5
Total Split (s)	27.0	27.0	27.0		106.0	106.0	133.0
Total Split (%)	16.9%	16.9%	16.9%		66.3%	66.3%	83%
Yellow Time (s)	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5		4.5	4.5	
Lead/Lag			Lead		Lag	Lag	
Lead-Lag Optimize?			Yes		Yes	Yes	
Recall Mode	None	None	None		C-Max	C-Max	C-Max
Act Effct Green (s)	22.5	22.5	17.4	160.0	106.6	106.6	
Actuated g/C Ratio	0.14	0.14	0.11	1.00	0.67	0.67	
v/c Ratio	0.83	0.83	0.70	0.34	0.75	0.38	
Control Delay	81.7	40.9	74.8	0.2	14.3	2.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	81.7	40.9	74.8	0.2	14.3	2.6	
LOS	F	D	E	A	B	A	
Approach Delay	62.9			13.6	11.9		
Approach LOS	E			B	B		

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:NBSB, Start of Green	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.83	
Intersection Signal Delay: 21.0	Intersection LOS: C
Intersection Capacity Utilization 75.4%	ICU Level of Service D
Analysis Period (min) 15	

! Phase conflict between lane groups.

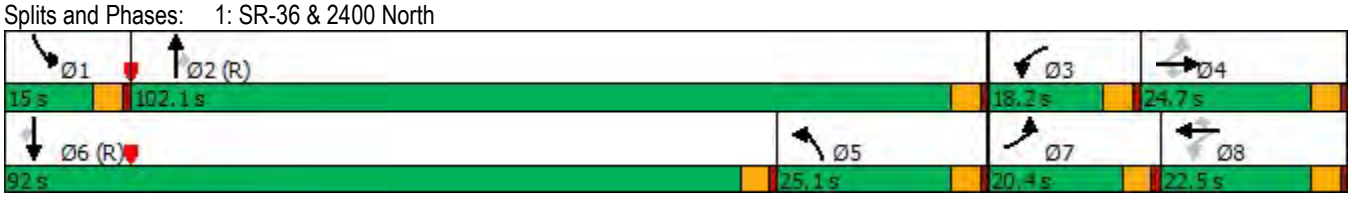
Splits and Phases: 4: SR-36 & 2000 North



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	325	7	238	75	23	147	380	1082	44	43	1796	230
Future Volume (vph)	325	7	238	75	23	147	380	1082	44	43	1796	230
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	20.4	24.7	24.7	18.2	22.5	22.5	25.1	102.1	102.1	15.0	92.0	92.0
Total Split (%)	12.8%	15.4%	15.4%	11.4%	14.1%	14.1%	15.7%	63.8%	63.8%	9.4%	57.5%	57.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	28.1	13.3	13.3	19.8	8.6	8.6	20.6	110.2	110.2	9.4	96.9	96.9
Actuated g/C Ratio	0.18	0.08	0.08	0.12	0.05	0.05	0.13	0.69	0.69	0.06	0.61	0.61
v/c Ratio	0.72	0.05	0.70	0.40	0.24	0.67	1.76	0.47	0.04	0.43	0.88	0.23
Control Delay	68.7	67.6	18.1	61.6	76.7	24.1	395.1	7.1	0.5	84.7	33.2	2.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	68.7	67.6	18.1	61.6	76.7	24.1	395.1	7.1	0.5	84.7	33.2	2.2
LOS	E	E	B	E	E	C	F	A	A	F	C	A
Approach Delay		47.5			40.5			104.8			30.8	
Approach LOS		D			D			F			C	

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 150	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.76	
Intersection Signal Delay: 58.9	Intersection LOS: E
Intersection Capacity Utilization 97.9%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 1: SR-36 & 2400 North



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	87	0	1553	1996	101
Future Volume (Veh/h)	0	87	0	1553	1996	101
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	0	92	0	1635	2101	106
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	2918	1050	2207			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	2918	1050	2207			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	59	100			
cM capacity (veh/h)	12	223	235			

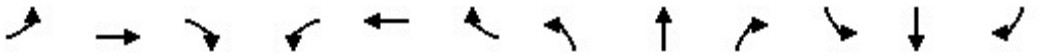
Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	92	818	818	1050	1050	106
Volume Left	0	0	0	0	0	0
Volume Right	92	0	0	0	0	106
cSH	223	1700	1700	1700	1700	1700
Volume to Capacity	0.41	0.48	0.48	0.62	0.62	0.06
Queue Length 95th (ft)	47	0	0	0	0	0
Control Delay (s)	31.9	0.0	0.0	0.0	0.0	0.0
Lane LOS	D					
Approach Delay (s)	31.9	0.0		0.0		
Approach LOS	D					

Intersection Summary			
Average Delay	0.7		
Intersection Capacity Utilization	67.2%	ICU Level of Service	C
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	96	0	1553	1973	110
Future Volume (Veh/h)	0	96	0	1553	1973	110
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	0	101	0	1635	2077	116
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				728		
pX, platoon unblocked	0.77					
vC, conflicting volume	2894	1038	2193			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	2863	1038	2193			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	56	100			
cM capacity (veh/h)	10	228	238			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	101	818	818	1038	1038	116
Volume Left	0	0	0	0	0	0
Volume Right	101	0	0	0	0	116
cSH	228	1700	1700	1700	1700	1700
Volume to Capacity	0.44	0.48	0.48	0.61	0.61	0.07
Queue Length 95th (ft)	53	0	0	0	0	0
Control Delay (s)	32.9	0.0	0.0	0.0	0.0	0.0
Lane LOS	D					
Approach Delay (s)	32.9	0.0		0.0		
Approach LOS	D					

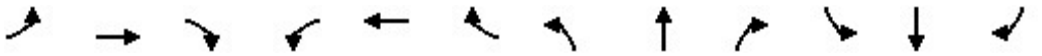
Intersection Summary				
Average Delay	0.8			
Intersection Capacity Utilization	67.1%	ICU Level of Service	C	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	375	12	89	423	121	10	0	57	138	0	10
Future Volume (Veh/h)	10	375	12	89	423	121	10	0	57	138	0	10
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	11	395	13	94	445	127	11	0	60	145	0	11
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)					482							
pX, platoon unblocked												
vC, conflicting volume	572			408			1068	1184	402	1174	1126	508
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	572			408			1068	1184	402	1174	1126	508
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			92			94	100	91	0	100	98
cM capacity (veh/h)	1001			1151			182	172	649	142	186	565

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2
Volume Total	11	408	94	572	11	60	145	11
Volume Left	11	0	94	0	11	0	145	0
Volume Right	0	13	0	127	0	60	0	11
cSH	1001	1700	1151	1700	182	649	142	565
Volume to Capacity	0.01	0.24	0.08	0.34	0.06	0.09	1.02	0.02
Queue Length 95th (ft)	1	0	7	0	5	8	188	1
Control Delay (s)	8.6	0.0	8.4	0.0	26.1	11.1	141.9	11.5
Lane LOS	A		A		D	B	F	B
Approach Delay (s)	0.2		1.2		13.4		132.7	
Approach LOS					B		F	

Intersection Summary				
Average Delay	17.2			
Intersection Capacity Utilization	53.0%	ICU Level of Service		A
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	178	10	88	225	130	10	0	73	146	0	10
Future Volume (Veh/h)	10	178	10	88	225	130	10	0	73	146	0	10
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	11	187	11	93	237	137	11	0	77	154	0	11
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)					802							
pX, platoon unblocked												
vC, conflicting volume	374			198			648	774	192	778	712	306
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	374			198			648	774	192	778	712	306
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			93			97	100	91	43	100	99
cM capacity (veh/h)	1184			1375			355	304	849	269	331	734

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	11	198	93	374	11	77	154	0	11
Volume Left	11	0	93	0	11	0	154	0	0
Volume Right	0	11	0	137	0	77	0	0	11
cSH	1184	1700	1375	1700	355	849	269	1700	734
Volume to Capacity	0.01	0.12	0.07	0.22	0.03	0.09	0.57	0.00	0.01
Queue Length 95th (ft)	1	0	5	0	2	7	82	0	1
Control Delay (s)	8.1	0.0	7.8	0.0	15.5	9.7	34.9	0.0	10.0
Lane LOS	A		A		C	A	D	A	A
Approach Delay (s)	0.4		1.6		10.4		33.3		
Approach LOS					B		D		

Intersection Summary				
Average Delay	7.8			
Intersection Capacity Utilization	43.1%	ICU Level of Service		A
Analysis Period (min)	15			

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	206	27	44	16	46	1209	92	874	104
Future Volume (vph)	206	27	44	16	46	1209	92	874	104
Turn Type	Prot	NA	Prot	NA	D.P+P	NA	D.P+P	NA	Perm
Protected Phases	7	4	3	8	5	2	1	6	
Permitted Phases					6		2		6
Detector Phase	7	4	3	8	5	2	1	6	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	9.5	22.5	9.5	22.5	9.5	22.5	22.5
Total Split (s)	20.0	28.0	10.0	18.0	13.0	68.0	14.0	69.0	69.0
Total Split (%)	16.7%	23.3%	8.3%	15.0%	10.8%	56.7%	11.7%	57.5%	57.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	None	C-Max	C-Max
Act Effct Green (s)	12.7	17.4	5.5	8.2	82.0	73.6	81.1	76.6	76.6
Actuated g/C Ratio	0.11	0.14	0.05	0.07	0.68	0.61	0.68	0.64	0.64
v/c Ratio	0.60	0.23	0.57	0.65	0.12	0.61	0.37	0.41	0.10
Control Delay	58.0	25.0	82.6	24.7	7.0	17.0	13.5	20.5	9.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	58.0	25.0	82.6	24.7	7.0	17.0	13.5	20.5	9.0
LOS	E	C	F	C	A	B	B	C	A
Approach Delay		50.6		38.1		16.7		18.8	
Approach LOS		D		D		B		B	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:NBSB and 6:NBSB, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.65	
Intersection Signal Delay: 22.1	Intersection LOS: C
Intersection Capacity Utilization 69.8%	ICU Level of Service C
Analysis Period (min) 15	

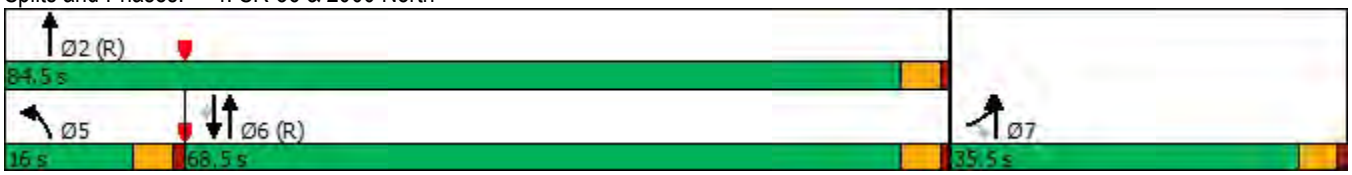
Splits and Phases: 3: SR-36 & 1280 North

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø2
Lane Configurations							
Traffic Volume (vph)	596	151	170	1374	919	355	
Future Volume (vph)	596	151	170	1374	919	355	
Turn Type	Prot	Perm	Prot	NA	NA	Perm	
Protected Phases	7!		5	2 7 6!	6		2
Permitted Phases		7		Free		6	
Detector Phase	7	7	5	2 7 6	6	6	
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	9.5	9.5	9.5		22.5	22.5	22.5
Total Split (s)	35.5	35.5	16.0		68.5	68.5	84.5
Total Split (%)	29.6%	29.6%	13.3%		57.1%	57.1%	70%
Yellow Time (s)	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5		4.5	4.5	
Lead/Lag			Lead		Lag	Lag	
Lead-Lag Optimize?			Yes		Yes	Yes	
Recall Mode	None	None	None		C-Max	C-Max	C-Max
Act Effct Green (s)	31.0	31.0	10.6	120.0	64.9	64.9	
Actuated g/C Ratio	0.26	0.26	0.09	1.00	0.54	0.54	
v/c Ratio	0.71	0.30	0.59	0.41	0.51	0.36	
Control Delay	45.5	6.9	51.7	0.3	25.1	10.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	45.5	6.9	51.7	0.3	25.1	10.1	
LOS	D	A	D	A	C	B	
Approach Delay	37.7			6.0	20.9		
Approach LOS	D			A	C		

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:NBSB, Start of Green	
Natural Cycle: 50	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.71	
Intersection Signal Delay: 18.0	Intersection LOS: B
Intersection Capacity Utilization 62.5%	ICU Level of Service B
Analysis Period (min) 15	

! Phase conflict between lane groups.

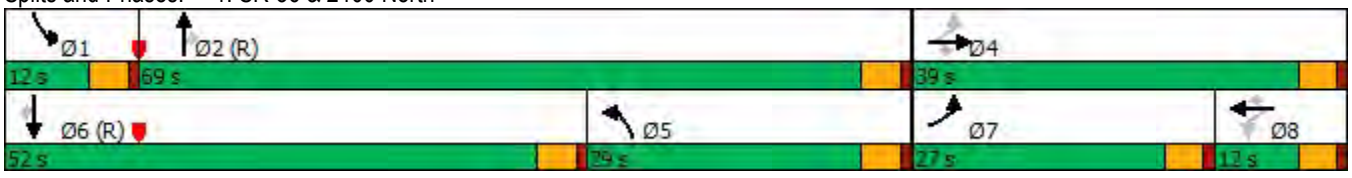
Splits and Phases: 4: SR-36 & 2000 North



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	559	6	206	18	1	26	614	1314	42	48	1050	202
Future Volume (vph)	559	6	206	18	1	26	614	1314	42	48	1050	202
Turn Type	pm+pt	NA	Perm	Perm	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4			8		5	2		1	6	
Permitted Phases	4		4	8		8			2			6
Detector Phase	7	4	4	8	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	22.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	27.0	39.0	39.0	12.0	12.0	12.0	29.0	69.0	69.0	12.0	52.0	52.0
Total Split (%)	22.5%	32.5%	32.5%	10.0%	10.0%	10.0%	24.2%	57.5%	57.5%	10.0%	43.3%	43.3%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead			Lag	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes			Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	29.1	29.1	29.1	6.7	6.7	6.7	24.5	72.2	72.2	7.2	52.9	52.9
Actuated g/C Ratio	0.24	0.24	0.24	0.06	0.06	0.06	0.20	0.60	0.60	0.06	0.44	0.44
v/c Ratio	0.81	0.01	0.40	0.20	0.01	0.12	0.92	0.65	0.04	0.48	0.71	0.26
Control Delay	56.1	38.2	12.6	58.8	53.0	1.2	55.8	9.9	0.1	69.9	31.6	3.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	56.1	38.2	12.6	58.8	53.0	1.2	55.8	9.9	0.1	69.9	31.6	3.9
LOS	E	D	B	E	D	A	E	A	A	E	C	A
Approach Delay		44.3			25.6			24.0			28.7	
Approach LOS		D			C			C			C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.92	
Intersection Signal Delay: 29.3	Intersection LOS: C
Intersection Capacity Utilization 80.4%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 1: SR-36 & 2400 North



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	94	0	1905	1234	122
Future Volume (Veh/h)	0	94	0	1905	1234	122
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	102	0	2071	1341	133
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	2376	670	1474			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	2376	670	1474			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	74	100			
cM capacity (veh/h)	29	399	453			

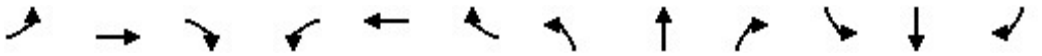
Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	102	1036	1036	670	670	133
Volume Left	0	0	0	0	0	0
Volume Right	102	0	0	0	0	133
cSH	399	1700	1700	1700	1700	1700
Volume to Capacity	0.26	0.61	0.61	0.39	0.39	0.08
Queue Length 95th (ft)	25	0	0	0	0	0
Control Delay (s)	17.1	0.0	0.0	0.0	0.0	0.0
Lane LOS	C					
Approach Delay (s)	17.1	0.0		0.0		
Approach LOS	C					

Intersection Summary			
Average Delay	0.5		
Intersection Capacity Utilization	56.0%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	120	0	1905	1180	148
Future Volume (Veh/h)	0	120	0	1905	1180	148
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	130	0	2071	1283	161
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				728		
pX, platoon unblocked	0.57					
vC, conflicting volume	2318	642	1444			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1800	642	1444			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	69	100			
cM capacity (veh/h)	40	417	465			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	130	1036	1036	642	642	161
Volume Left	0	0	0	0	0	0
Volume Right	130	0	0	0	0	161
cSH	417	1700	1700	1700	1700	1700
Volume to Capacity	0.31	0.61	0.61	0.38	0.38	0.09
Queue Length 95th (ft)	33	0	0	0	0	0
Control Delay (s)	17.5	0.0	0.0	0.0	0.0	0.0
Lane LOS	C					
Approach Delay (s)	17.5	0.0		0.0		
Approach LOS	C					

Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	56.0%	ICU Level of Service	B
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	757	10	0	614	203	0	0	14	0	0	10
Future Volume (Veh/h)	0	757	10	0	614	203	0	0	14	0	0	10
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.95	0.95	0.95	0.95	0.92	0.95	0.92	0.95	0.92	0.92	0.92
Hourly flow rate (vph)	0	797	11	0	646	221	0	0	15	0	0	11
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		320			482							
pX, platoon unblocked												
vC, conflicting volume	867			808			1460	1670	404	1060	1454	646
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	867			808			1460	1670	404	1060	1454	646
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	97	100	100	97
cM capacity (veh/h)	772			813			88	95	596	174	129	414

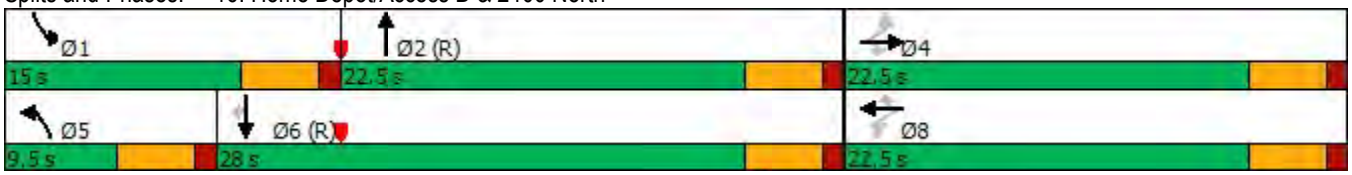
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1
Volume Total	531	277	646	221	15	11
Volume Left	0	0	0	0	0	0
Volume Right	0	11	0	221	15	11
cSH	1700	1700	1700	1700	596	414
Volume to Capacity	0.31	0.16	0.38	0.13	0.03	0.03
Queue Length 95th (ft)	0	0	0	0	2	2
Control Delay (s)	0.0	0.0	0.0	0.0	11.2	13.9
Lane LOS					B	B
Approach Delay (s)	0.0		0.0		11.2	13.9
Approach LOS					B	B

Intersection Summary				
Average Delay	0.2			
Intersection Capacity Utilization	42.3%	ICU Level of Service		A
Analysis Period (min)	15			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBT	SBL	SBR	Ø5
Lane Configurations										
Traffic Volume (vph)	10	329	10	73	348	203	0	412	10	
Future Volume (vph)	10	329	10	73	348	203	0	412	10	
Turn Type	Perm	NA	Perm	Perm	NA	Perm	NA	Prot	Perm	
Protected Phases		4			8		2	1		5
Permitted Phases	4		4	8		8			6	
Detector Phase	4	4	4	8	8	8	2	1	6	
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5	9.5	22.5	9.5
Total Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5	15.0	28.0	9.5
Total Split (%)	37.5%	37.5%	37.5%	37.5%	37.5%	37.5%	37.5%	25.0%	46.7%	16%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	
Lead/Lag							Lag	Lead	Lag	Lead
Lead-Lag Optimize?							Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	None	C-Max	None
Act Effct Green (s)	16.0	16.0	16.0	16.0	16.0	16.0	19.9	10.6	35.0	
Actuated g/C Ratio	0.27	0.27	0.27	0.27	0.27	0.27	0.33	0.18	0.58	
v/c Ratio	0.07	0.70	0.02	0.45	0.74	0.38	0.04	0.74	0.01	
Control Delay	16.5	27.5	0.1	27.7	37.1	12.2	0.1	32.5	0.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	16.5	27.5	0.1	27.7	37.1	12.2	0.1	32.5	0.0	
LOS	B	C	A	C	D	B	A	C	A	
Approach Delay		26.4			27.7		0.1			
Approach LOS		C			C		A			

Intersection Summary	
Cycle Length: 60	
Actuated Cycle Length: 60	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.74	
Intersection Signal Delay: 28.1	Intersection LOS: C
Intersection Capacity Utilization 52.2%	ICU Level of Service A
Analysis Period (min) 15	

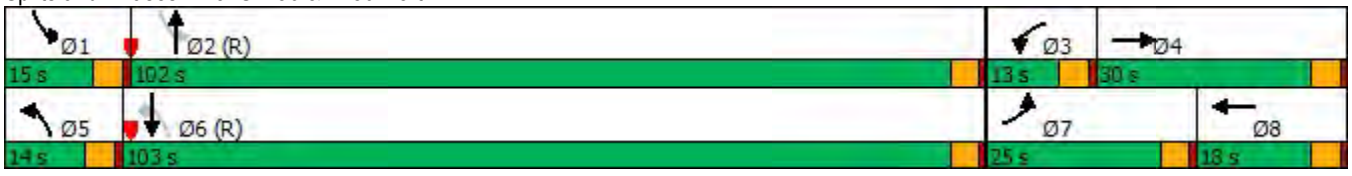
Splits and Phases: 16: Home Depot/Access D & 2400 North



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	273	89	135	79	124	1067	151	1635	276
Future Volume (vph)	273	89	135	79	124	1067	151	1635	276
Turn Type	Prot	NA	Prot	NA	D.P+P	NA	D.P+P	NA	Perm
Protected Phases	7	4	3	8	5	2	1	6	
Permitted Phases					6		2		6
Detector Phase	7	4	3	8	5	2	1	6	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	9.5	22.5	9.5	22.5	9.5	22.5	22.5
Total Split (s)	25.0	30.0	13.0	18.0	14.0	102.0	15.0	103.0	103.0
Total Split (%)	15.6%	18.8%	8.1%	11.3%	8.8%	63.8%	9.4%	64.4%	64.4%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	None	C-Max	C-Max
Act Effct Green (s)	18.0	25.5	8.5	16.0	108.0	98.4	108.0	98.9	98.9
Actuated g/C Ratio	0.11	0.16	0.05	0.10	0.68	0.62	0.68	0.62	0.62
v/c Ratio	0.74	0.81	1.51	0.97	0.78	0.56	0.54	0.79	0.29
Control Delay	80.6	73.2	323.0	113.4	56.5	19.3	14.3	32.3	12.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	80.6	73.2	323.0	113.4	56.5	19.3	14.3	32.3	12.9
LOS	F	E	F	F	E	B	B	C	B
Approach Delay		77.2		202.5		22.9		28.4	
Approach LOS		E		F		C		C	

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 0 (0%), Referenced to phase 2:NBSB and 6:NBSB, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.51	
Intersection Signal Delay: 46.0	Intersection LOS: D
Intersection Capacity Utilization 88.1%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 3: SR-36 & 1280 North

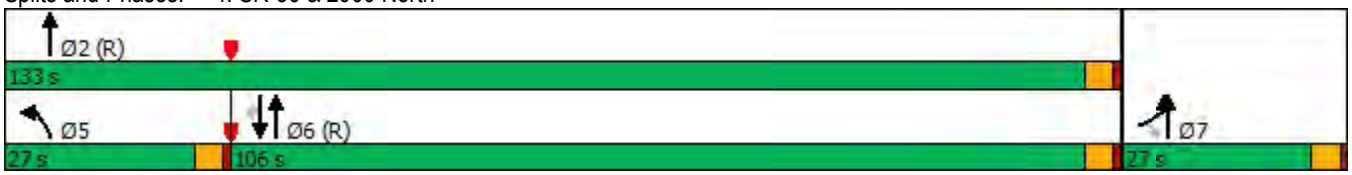


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø2
Lane Configurations							
Traffic Volume (vph)	401	323	247	1197	1739	456	
Future Volume (vph)	401	323	247	1197	1739	456	
Turn Type	Prot	Perm	Prot	NA	NA	Perm	
Protected Phases	7!		5	2 7 6!	6		2
Permitted Phases		7		Free		6	
Detector Phase	7	7	5	2 7 6	6	6	
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	9.5	9.5	9.5		22.5	22.5	22.5
Total Split (s)	27.0	27.0	27.0		106.0	106.0	133.0
Total Split (%)	16.9%	16.9%	16.9%		66.3%	66.3%	83%
Yellow Time (s)	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5		4.5	4.5	
Lead/Lag			Lead		Lag	Lag	
Lead-Lag Optimize?			Yes		Yes	Yes	
Recall Mode	None	None	None		C-Max	C-Max	C-Max
Act Effct Green (s)	22.5	22.5	17.4	160.0	106.6	106.6	
Actuated g/C Ratio	0.14	0.14	0.11	1.00	0.67	0.67	
v/c Ratio	0.88	0.83	0.70	0.36	0.78	0.40	
Control Delay	86.6	41.9	73.6	0.2	14.3	2.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	86.6	41.9	73.6	0.2	14.3	2.4	
LOS	F	D	E	A	B	A	
Approach Delay	66.7			12.8	11.8		
Approach LOS	E			B	B		

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:NBSB, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.88	
Intersection Signal Delay: 21.2	Intersection LOS: C
Intersection Capacity Utilization 77.8%	ICU Level of Service D
Analysis Period (min) 15	

! Phase conflict between lane groups.

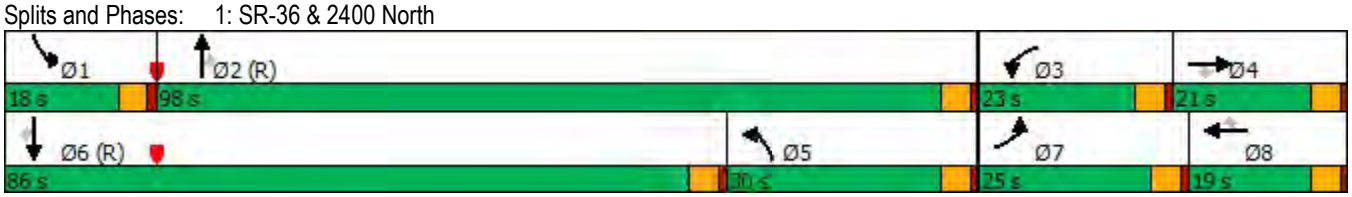
Splits and Phases: 4: SR-36 & 2000 North



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	434	7	285	70	36	139	518	1036	44	43	1840	230
Future Volume (vph)	434	7	285	70	36	139	518	1036	44	43	1840	230
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	25.0	21.0	21.0	23.0	19.0	19.0	30.0	98.0	98.0	18.0	86.0	86.0
Total Split (%)	15.6%	13.1%	13.1%	14.4%	11.9%	11.9%	18.8%	61.3%	61.3%	11.3%	53.8%	53.8%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	20.5	17.7	17.7	12.0	9.2	9.2	25.5	104.9	104.9	9.4	86.8	86.8
Actuated g/C Ratio	0.13	0.11	0.11	0.08	0.06	0.06	0.16	0.66	0.66	0.06	0.54	0.54
v/c Ratio	1.04	0.03	0.68	0.56	0.36	0.64	1.00	0.47	0.04	0.43	1.01	0.25
Control Delay	119.5	64.3	14.9	86.7	80.4	22.9	95.9	7.8	0.5	84.6	58.8	2.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	119.5	64.3	14.9	86.7	80.4	22.9	95.9	7.8	0.5	84.6	58.8	2.8
LOS	F	E	B	F	F	C	F	A	A	F	E	A
Approach Delay		77.9			49.7			36.1			53.2	
Approach LOS		E			D			D			D	

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 150	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.04	
Intersection Signal Delay: 51.0	Intersection LOS: D
Intersection Capacity Utilization 95.9%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 1: SR-36 & 2400 North



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	141	0	1609	1996	164
Future Volume (Veh/h)	0	141	0	1609	1996	164
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	0	148	0	1694	2101	173
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	2948	1050	2274			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	2948	1050	2274			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	34	100			
cM capacity (veh/h)	12	223	221			

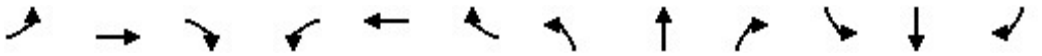
Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	148	847	847	1050	1050	173
Volume Left	0	0	0	0	0	0
Volume Right	148	0	0	0	0	173
cSH	223	1700	1700	1700	1700	1700
Volume to Capacity	0.66	0.50	0.50	0.62	0.62	0.10
Queue Length 95th (ft)	103	0	0	0	0	0
Control Delay (s)	48.0	0.0	0.0	0.0	0.0	0.0
Lane LOS	E					
Approach Delay (s)	48.0	0.0		0.0		
Approach LOS	E					

Intersection Summary			
Average Delay	1.7		
Intersection Capacity Utilization	70.6%	ICU Level of Service	C
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	155	0	1609	1958	179
Future Volume (Veh/h)	0	155	0	1609	1958	179
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	0	163	0	1694	2061	188
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				728		
pX, platoon unblocked	0.84					
vC, conflicting volume	2908	1030	2249			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	2890	1030	2249			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	29	100			
cM capacity (veh/h)	11	230	226			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	163	847	847	1030	1030	188
Volume Left	0	0	0	0	0	0
Volume Right	163	0	0	0	0	188
cSH	230	1700	1700	1700	1700	1700
Volume to Capacity	0.71	0.50	0.50	0.61	0.61	0.11
Queue Length 95th (ft)	117	0	0	0	0	0
Control Delay (s)	51.3	0.0	0.0	0.0	0.0	0.0
Lane LOS	F					
Approach Delay (s)	51.3	0.0		0.0		
Approach LOS	F					

Intersection Summary			
Average Delay	2.0		
Intersection Capacity Utilization	70.4%	ICU Level of Service	C
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	669	12	0	590	194	0	0	57	0	0	10
Future Volume (Veh/h)	0	669	12	0	590	194	0	0	57	0	0	10
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	0	704	13	0	621	204	0	0	60	0	0	11
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		320			482							
pX, platoon unblocked												
vC, conflicting volume	825			717			1342	1536	358	1033	1338	621
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	825			717			1342	1536	358	1033	1338	621
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	91	100	100	97
cM capacity (veh/h)	801			880			108	115	638	169	152	430

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1
Volume Total	469	248	621	204	60	11
Volume Left	0	0	0	0	0	0
Volume Right	0	13	0	204	60	11
cSH	1700	1700	1700	1700	638	430
Volume to Capacity	0.28	0.15	0.37	0.12	0.09	0.03
Queue Length 95th (ft)	0	0	0	0	8	2
Control Delay (s)	0.0	0.0	0.0	0.0	11.2	13.6
Lane LOS					B	B
Approach Delay (s)	0.0		0.0		11.2	13.6
Approach LOS					B	B

Intersection Summary				
Average Delay	0.5			
Intersection Capacity Utilization	41.1%	ICU Level of Service		A
Analysis Period (min)	15			

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBR
Lane Configurations										
Traffic Volume (vph)	10	168	177	214	209	10	10	73	440	10
Future Volume (vph)	10	168	177	214	209	10	10	73	440	10
Turn Type	Perm	NA	Perm	NA	Perm	Prot	NA	Perm	Prot	Perm
Protected Phases		4		8		5	2		1	
Permitted Phases	4		8		8			2		6
Detector Phase	4	4	8	8	8	5	2	2	1	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5
Total Split (s)	34.4	34.4	34.4	34.4	34.4	9.6	23.6	23.6	22.0	36.0
Total Split (%)	43.0%	43.0%	43.0%	43.0%	43.0%	12.0%	29.5%	29.5%	27.5%	45.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag						Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Min	Min	None	Min
Act Effct Green (s)	14.7	14.7	14.7	14.7	14.7	5.3	6.1	6.1	12.0	21.4
Actuated g/C Ratio	0.31	0.31	0.31	0.31	0.31	0.11	0.13	0.13	0.26	0.46
v/c Ratio	0.03	0.32	0.50	0.39	0.34	0.06	0.05	0.23	0.53	0.01
Control Delay	11.5	13.7	18.4	14.7	3.8	24.6	23.2	2.9	18.4	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	11.5	13.7	18.4	14.7	3.8	24.6	23.2	2.9	18.4	0.0
LOS	B	B	B	B	A	C	C	A	B	A
Approach Delay		13.6		12.0			7.6			
Approach LOS		B		B			A			

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 46.9	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.53	
Intersection Signal Delay: 13.9	Intersection LOS: B
Intersection Capacity Utilization 49.7%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 16: Home Depot/Access D & 2400 North

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	169	27	44	16	46	1335	73	1134	87
Future Volume (vph)	169	27	44	16	46	1335	73	1134	87
Turn Type	Prot	NA	Prot	NA	D.P+P	NA	D.P+P	NA	Perm
Protected Phases	7	4	3	8	5	2	1	6	
Permitted Phases					6		2		6
Detector Phase	7	4	3	8	5	2	1	6	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	9.5	22.5	9.5	22.5	9.5	22.5	22.5
Total Split (s)	20.0	28.0	10.0	18.0	13.0	68.0	14.0	69.0	69.0
Total Split (%)	16.7%	23.3%	8.3%	15.0%	10.8%	56.7%	11.7%	57.5%	57.5%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	None	C-Max	C-Max
Act Effct Green (s)	11.5	16.0	5.5	8.0	83.4	77.3	83.4	78.0	78.0
Actuated g/C Ratio	0.10	0.13	0.05	0.07	0.70	0.64	0.70	0.65	0.65
v/c Ratio	0.54	0.24	0.57	0.61	0.16	0.64	0.32	0.52	0.09
Control Delay	57.6	26.0	82.6	25.4	7.0	16.4	10.8	22.4	6.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	57.6	26.0	82.6	25.4	7.0	16.4	10.8	22.4	6.7
LOS	E	C	F	C	A	B	B	C	A
Approach Delay		49.3		40.2		16.1		20.7	
Approach LOS		D		D		B		C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:NBSB and 6:NBSB, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.64	
Intersection Signal Delay: 21.7	Intersection LOS: C
Intersection Capacity Utilization 70.0%	ICU Level of Service C
Analysis Period (min) 15	

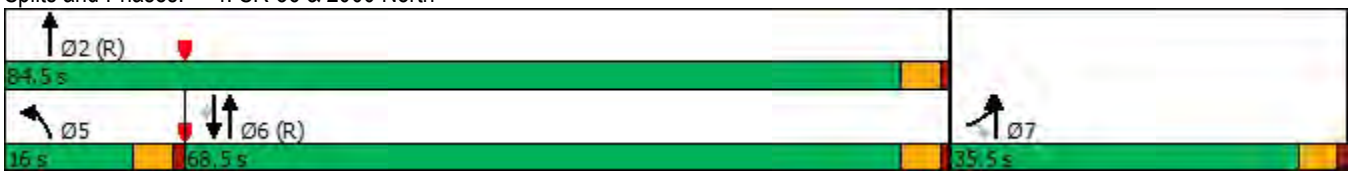
Splits and Phases: 3: SR-36 & 1280 North

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø2
Lane Configurations							
Traffic Volume (vph)	561	151	170	1441	1143	332	
Future Volume (vph)	561	151	170	1441	1143	332	
Turn Type	Prot	Perm	Prot	NA	NA	Perm	
Protected Phases	7!		5	2 7 6!	6		2
Permitted Phases		7		Free		6	
Detector Phase	7	7	5	2 7 6	6	6	
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	9.5	9.5	9.5		22.5	22.5	22.5
Total Split (s)	35.5	35.5	16.0		68.5	68.5	84.5
Total Split (%)	29.6%	29.6%	13.3%		57.1%	57.1%	70%
Yellow Time (s)	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5		4.5	4.5	
Lead/Lag			Lead		Lag	Lag	
Lead-Lag Optimize?			Yes		Yes	Yes	
Recall Mode	None	None	None		C-Max	C-Max	C-Max
Act Effct Green (s)	31.0	31.0	10.6	120.0	64.9	64.9	
Actuated g/C Ratio	0.26	0.26	0.09	1.00	0.54	0.54	
v/c Ratio	0.67	0.30	0.59	0.43	0.63	0.34	
Control Delay	44.2	6.9	51.8	0.3	29.8	12.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	44.2	6.9	51.8	0.3	29.8	12.3	
LOS	D	A	D	A	C	B	
Approach Delay	36.3			5.8	25.9		
Approach LOS	D			A	C		

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:NBSB, Start of Green	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.67	
Intersection Signal Delay: 19.3	Intersection LOS: B
Intersection Capacity Utilization 63.7%	ICU Level of Service B
Analysis Period (min) 15	

! Phase conflict between lane groups.

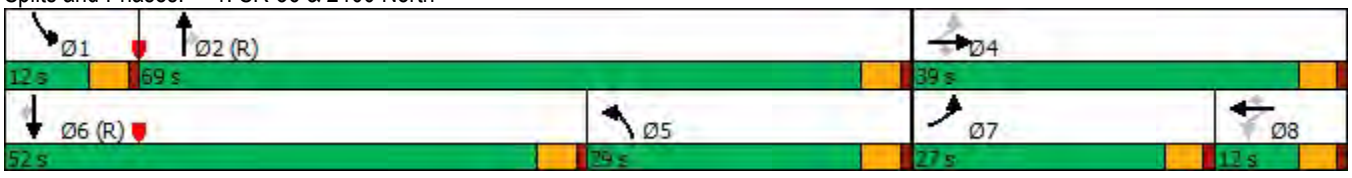
Splits and Phases: 4: SR-36 & 2000 North



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	467	6	55	11	14	19	382	1579	42	48	1409	215
Future Volume (vph)	467	6	55	11	14	19	382	1579	42	48	1409	215
Turn Type	pm+pt	NA	Perm	Perm	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4			8		5	2		1	6	
Permitted Phases	4		4	8		8			2			6
Detector Phase	7	4	4	8	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	22.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	27.0	39.0	39.0	12.0	12.0	12.0	29.0	69.0	69.0	12.0	52.0	52.0
Total Split (%)	22.5%	32.5%	32.5%	10.0%	10.0%	10.0%	24.2%	57.5%	57.5%	10.0%	43.3%	43.3%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead			Lag	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes			Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	28.0	28.0	28.0	6.5	6.5	6.5	24.5	73.2	73.2	7.3	54.0	54.0
Actuated g/C Ratio	0.23	0.23	0.23	0.05	0.05	0.05	0.20	0.61	0.61	0.06	0.45	0.45
v/c Ratio	0.71	0.01	0.13	0.13	0.15	0.09	0.57	0.77	0.04	0.47	0.93	0.27
Control Delay	53.8	38.8	7.1	56.6	57.0	0.8	36.3	13.7	0.1	69.0	44.0	3.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	53.8	38.8	7.1	56.6	57.0	0.8	36.3	13.7	0.1	69.0	44.0	3.9
LOS	D	D	A	E	E	A	D	B	A	E	D	A
Approach Delay		48.8			33.0			17.7			39.6	
Approach LOS		D			C			B			D	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.93	
Intersection Signal Delay: 30.3	Intersection LOS: C
Intersection Capacity Utilization 81.1%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 1: SR-36 & 2400 North



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	94	0	2071	1584	102
Future Volume (Veh/h)	0	94	0	2071	1584	102
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	102	0	2251	1722	111
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	2848	861	1833			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	2848	861	1833			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	66	100			
cM capacity (veh/h)	14	299	329			

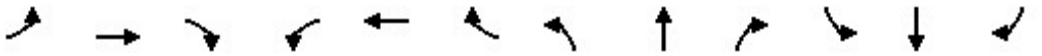
Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	102	1126	1126	861	861	111
Volume Left	0	0	0	0	0	0
Volume Right	102	0	0	0	0	111
cSH	299	1700	1700	1700	1700	1700
Volume to Capacity	0.34	0.66	0.66	0.51	0.51	0.07
Queue Length 95th (ft)	37	0	0	0	0	0
Control Delay (s)	23.2	0.0	0.0	0.0	0.0	0.0
Lane LOS	C					
Approach Delay (s)	23.2	0.0		0.0		
Approach LOS	C					

Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	60.6%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	112	0	2071	1556	122
Future Volume (Veh/h)	0	112	0	2071	1556	122
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	122	0	2251	1691	133
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				728		
pX, platoon unblocked	0.48					
vC, conflicting volume	2816	846	1824			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	2621	846	1824			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	60	100			
cM capacity (veh/h)	9	306	332			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	122	1126	1126	846	846	133
Volume Left	0	0	0	0	0	0
Volume Right	122	0	0	0	0	133
cSH	306	1700	1700	1700	1700	1700
Volume to Capacity	0.40	0.66	0.66	0.50	0.50	0.08
Queue Length 95th (ft)	46	0	0	0	0	0
Control Delay (s)	24.4	0.0	0.0	0.0	0.0	0.0
Lane LOS	C					
Approach Delay (s)	24.4	0.0		0.0		
Approach LOS	C					

Intersection Summary			
Average Delay	0.7		
Intersection Capacity Utilization	60.6%	ICU Level of Service	B
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	514	10	0	450	161	0	0	14	0	0	10
Future Volume (Veh/h)	0	514	10	0	450	161	0	0	14	0	0	10
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.95	0.95	0.95	0.95	0.92	0.95	0.92	0.95	0.92	0.92	0.92
Hourly flow rate (vph)	0	541	11	0	474	175	0	0	15	0	0	11
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		320			482							
pX, platoon unblocked												
vC, conflicting volume	649			552			1032	1196	276	760	1026	474
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	649			552			1032	1196	276	760	1026	474
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	98	100	100	98
cM capacity (veh/h)	933			1014			183	185	721	289	233	537

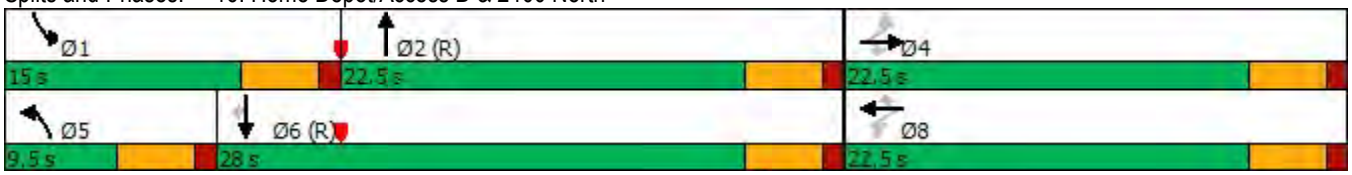
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1
Volume Total	361	191	474	175	15	11
Volume Left	0	0	0	0	0	0
Volume Right	0	11	0	175	15	11
cSH	1700	1700	1700	1700	721	537
Volume to Capacity	0.21	0.11	0.28	0.10	0.02	0.02
Queue Length 95th (ft)	0	0	0	0	2	2
Control Delay (s)	0.0	0.0	0.0	0.0	10.1	11.8
Lane LOS					B	B
Approach Delay (s)	0.0		0.0		10.1	11.8
Approach LOS					B	B

Intersection Summary				
Average Delay	0.2			
Intersection Capacity Utilization	33.7%	ICU Level of Service		A
Analysis Period (min)	15			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	10	236	32	51	281	128	12	10	270	10	81
Future Volume (vph)	10	236	32	51	281	128	12	10	270	10	81
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA	Prot	NA	Perm
Protected Phases		4			8		5	2	1	6	
Permitted Phases	4		4	8		8					6
Detector Phase	4	4	4	8	8	8	5	2	1	6	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	9.5	22.5	9.5	22.5	22.5
Total Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	9.5	22.5	15.0	28.0	28.0
Total Split (%)	37.5%	37.5%	37.5%	37.5%	37.5%	37.5%	15.8%	37.5%	25.0%	46.7%	46.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag							Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	None	C-Max	C-Max
Act Effct Green (s)	14.6	14.6	14.6	14.6	14.6	14.6	5.4	22.3	9.6	34.5	34.5
Actuated g/C Ratio	0.24	0.24	0.24	0.24	0.24	0.24	0.09	0.37	0.16	0.58	0.58
v/c Ratio	0.06	0.55	0.06	0.24	0.65	0.26	0.08	0.05	0.53	0.01	0.09
Control Delay	16.3	23.8	0.2	21.4	30.4	9.7	26.6	9.5	26.8	8.9	2.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.3	23.8	0.2	21.4	30.4	9.7	26.6	9.5	26.8	8.9	2.3
LOS	B	C	A	C	C	A	C	A	C	A	A
Approach Delay		20.8			23.5			14.7		20.8	
Approach LOS		C			C			B		C	

Intersection Summary	
Cycle Length: 60	
Actuated Cycle Length: 60	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.65	
Intersection Signal Delay: 21.7	Intersection LOS: C
Intersection Capacity Utilization 44.6%	ICU Level of Service A
Analysis Period (min) 15	

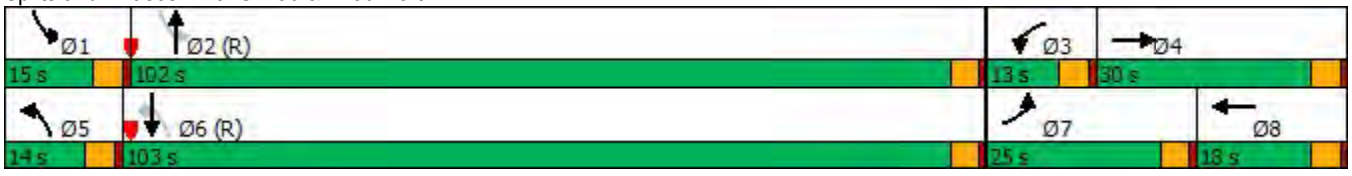
Splits and Phases: 16: Home Depot/Access D & 2400 North



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	245	89	135	79	124	1585	141	1980	256
Future Volume (vph)	245	89	135	79	124	1585	141	1980	256
Turn Type	Prot	NA	Prot	NA	D.P+P	NA	D.P+P	NA	Perm
Protected Phases	7	4	3	8	5	2	1	6	
Permitted Phases					6		2		6
Detector Phase	7	4	3	8	5	2	1	6	6
Switch Phase									
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	9.5	22.5	9.5	22.5	9.5	22.5	22.5
Total Split (s)	25.0	30.0	13.0	18.0	14.0	102.0	15.0	103.0	103.0
Total Split (%)	15.6%	18.8%	8.1%	11.3%	8.8%	63.8%	9.4%	64.4%	64.4%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	None	C-Max	C-Max
Act Effct Green (s)	17.0	25.5	8.5	17.0	108.0	97.7	108.0	98.6	98.6
Actuated g/C Ratio	0.11	0.16	0.05	0.11	0.68	0.61	0.68	0.62	0.62
v/c Ratio	0.71	0.81	1.51	0.89	0.87	0.82	0.87	0.96	0.27
Control Delay	79.8	73.2	323.0	97.4	84.1	28.1	49.3	42.6	13.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	79.8	73.2	323.0	97.4	84.1	28.1	49.3	42.6	13.9
LOS	E	E	F	F	F	C	D	D	B
Approach Delay		76.6		195.1		32.0		39.9	
Approach LOS		E		F		C		D	

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 0 (0%), Referenced to phase 2:NBSB and 6:NBSB, Start of Green	
Natural Cycle: 130	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.51	
Intersection Signal Delay: 50.4	Intersection LOS: D
Intersection Capacity Utilization 97.7%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 3: SR-36 & 1280 North

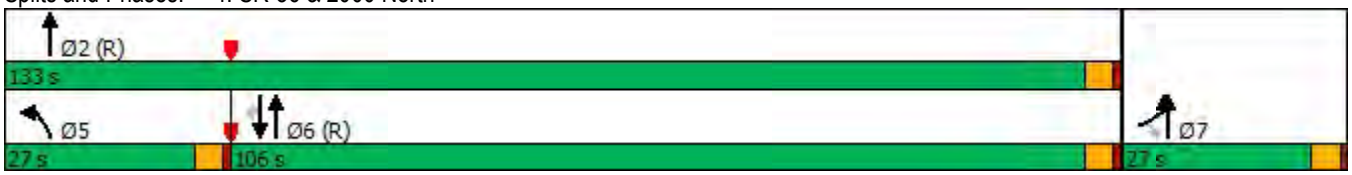


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø2
Lane Configurations							
Traffic Volume (vph)	350	323	247	1681	2054	423	
Future Volume (vph)	350	323	247	1681	2054	423	
Turn Type	Prot	Perm	Prot	NA	NA	Perm	
Protected Phases	7!		5	2 7 6!	6		2
Permitted Phases		7		Free		6	
Detector Phase	7	7	5	2 7 6	6	6	
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	9.5	9.5	9.5		22.5	22.5	22.5
Total Split (s)	27.0	27.0	27.0		106.0	106.0	133.0
Total Split (%)	16.9%	16.9%	16.9%		66.3%	66.3%	83%
Yellow Time (s)	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5		4.5	4.5	
Lead/Lag			Lead		Lag	Lag	
Lead-Lag Optimize?			Yes		Yes	Yes	
Recall Mode	None	None	None		C-Max	C-Max	C-Max
Act Effct Green (s)	22.5	22.5	17.4	160.0	106.6	106.6	
Actuated g/C Ratio	0.14	0.14	0.11	1.00	0.67	0.67	
v/c Ratio	0.76	0.85	0.70	0.50	0.92	0.37	
Control Delay	77.5	46.1	61.9	0.3	20.5	3.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	77.5	46.1	61.9	0.3	20.5	3.0	
LOS	E	D	E	A	C	A	
Approach Delay	62.4			8.2	17.5		
Approach LOS	E			A	B		

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:NBSB, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.92	
Intersection Signal Delay: 19.9	Intersection LOS: B
Intersection Capacity Utilization 85.1%	ICU Level of Service E
Analysis Period (min) 15	

! Phase conflict between lane groups.

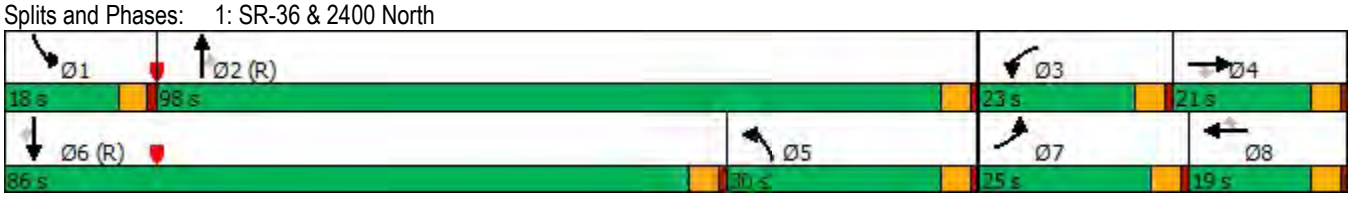
Splits and Phases: 4: SR-36 & 2000 North



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	413	10	179	76	21	148	395	1592	44	43	2222	189
Future Volume (vph)	413	10	179	76	21	148	395	1592	44	43	2222	189
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	25.0	21.0	21.0	23.0	19.0	19.0	30.0	98.0	98.0	18.0	86.0	86.0
Total Split (%)	15.6%	13.1%	13.1%	14.4%	11.9%	11.9%	18.8%	61.3%	61.3%	11.3%	53.8%	53.8%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	20.5	16.8	16.8	12.6	8.8	8.8	25.5	105.3	105.3	9.4	87.2	87.2
Actuated g/C Ratio	0.13	0.10	0.10	0.08	0.06	0.06	0.16	0.66	0.66	0.06	0.54	0.54
v/c Ratio	0.99	0.06	0.56	0.58	0.22	0.71	0.76	0.72	0.04	0.43	1.21	0.21
Control Delay	109.0	65.4	15.1	86.6	75.2	32.1	64.6	12.1	0.3	84.6	134.6	2.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	109.0	65.4	15.1	86.6	75.2	32.1	64.6	12.1	0.3	84.6	134.6	2.9
LOS	F	E	B	F	E	C	E	B	A	F	F	A
Approach Delay		80.4			52.7			22.0			123.6	
Approach LOS		F			D			C			F	

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 150	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.21	
Intersection Signal Delay: 76.8	Intersection LOS: E
Intersection Capacity Utilization 102.4%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 1: SR-36 & 2400 North



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	141	0	2155	2312	142
Future Volume (Veh/h)	0	141	0	2155	2312	142
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	0	148	0	2268	2434	149
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	3568	1217	2583			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	3568	1217	2583			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	14	100			
cM capacity (veh/h)	4	173	166			

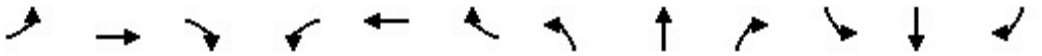
Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	148	1134	1134	1217	1217	149
Volume Left	0	0	0	0	0	0
Volume Right	148	0	0	0	0	149
cSH	173	1700	1700	1700	1700	1700
Volume to Capacity	0.86	0.67	0.67	0.72	0.72	0.09
Queue Length 95th (ft)	152	0	0	0	0	0
Control Delay (s)	88.9	0.0	0.0	0.0	0.0	0.0
Lane LOS	F					
Approach Delay (s)	88.9	0.0		0.0		
Approach LOS	F					

Intersection Summary				
Average Delay	2.6			
Intersection Capacity Utilization	79.3%	ICU Level of Service		D
Analysis Period (min)	15			

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	141	0	2155	2312	142
Future Volume (Veh/h)	0	141	0	2155	2312	142
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	0	148	0	2268	2434	149
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				728		
pX, platoon unblocked	0.66					
vC, conflicting volume	3568	1217	2583			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	3861	1217	2583			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	14	100			
cM capacity (veh/h)	2	173	166			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	148	1134	1134	1217	1217	149
Volume Left	0	0	0	0	0	0
Volume Right	148	0	0	0	0	149
cSH	173	1700	1700	1700	1700	1700
Volume to Capacity	0.86	0.67	0.67	0.72	0.72	0.09
Queue Length 95th (ft)	152	0	0	0	0	0
Control Delay (s)	88.9	0.0	0.0	0.0	0.0	0.0
Lane LOS	F					
Approach Delay (s)	88.9	0.0		0.0		
Approach LOS	F					

Intersection Summary			
Average Delay	2.6		
Intersection Capacity Utilization	79.3%	ICU Level of Service	D
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	562	29	0	479	126	0	0	40	0	0	102
Future Volume (Veh/h)	0	562	29	0	479	126	0	0	40	0	0	102
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	0	592	31	0	504	133	0	0	42	0	0	107
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		320			482							
pX, platoon unblocked												
vC, conflicting volume	637			623			1218	1244	312	842	1127	504
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	637			623			1218	1244	312	842	1127	504
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	94	100	100	79
cM capacity (veh/h)	943			954			108	173	684	242	203	513

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1
Volume Total	395	228	504	133	42	107
Volume Left	0	0	0	0	0	0
Volume Right	0	31	0	133	42	107
cSH	1700	1700	1700	1700	684	513
Volume to Capacity	0.23	0.13	0.30	0.08	0.06	0.21
Queue Length 95th (ft)	0	0	0	0	5	19
Control Delay (s)	0.0	0.0	0.0	0.0	10.6	13.9
Lane LOS					B	B
Approach Delay (s)	0.0		0.0		10.6	13.9
Approach LOS					B	B

Intersection Summary				
Average Delay	1.4			
Intersection Capacity Utilization	38.2%	ICU Level of Service		A
Analysis Period (min)	15			

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBR
Lane Configurations										
Traffic Volume (vph)	222	305	124	345	111	39	10	51	235	117
Future Volume (vph)	222	305	124	345	111	39	10	51	235	117
Turn Type	Perm	NA	Perm	NA	Perm	Prot	NA	Perm	Prot	Perm
Protected Phases		4		8		5	2		1	
Permitted Phases	4		8		8			2		6
Detector Phase	4	4	8	8	8	5	2	2	1	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5
Total Split (s)	34.4	34.4	34.4	34.4	34.4	9.6	23.6	23.6	22.0	36.0
Total Split (%)	43.0%	43.0%	43.0%	43.0%	43.0%	12.0%	29.5%	29.5%	27.5%	45.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag						Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	Min	Min	None	Min
Act Effct Green (s)	23.9	23.9	23.9	23.9	23.9	5.2	6.0	6.0	9.4	16.7
Actuated g/C Ratio	0.45	0.45	0.45	0.45	0.45	0.10	0.11	0.11	0.18	0.31
v/c Ratio	0.60	0.40	0.32	0.43	0.15	0.24	0.05	0.18	0.41	0.17
Control Delay	18.9	11.3	11.9	11.8	1.9	29.2	25.1	1.3	23.1	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.9	11.3	11.9	11.8	1.9	29.2	25.1	1.3	23.1	0.5
LOS	B	B	B	B	A	C	C	A	C	A
Approach Delay		14.5		9.9			14.5			
Approach LOS		B		A			B			

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 53.2	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.60	
Intersection Signal Delay: 13.0	Intersection LOS: B
Intersection Capacity Utilization 55.1%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 16: Home Depot/Access D & 2400 North

CRASH SUMMARY REPORT

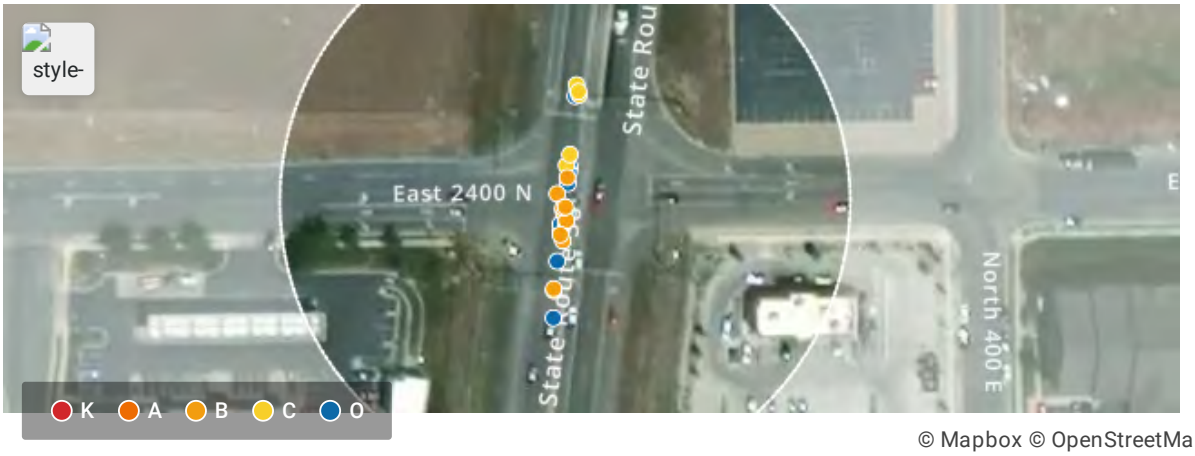
SR-36 and 2400 North

Created on June 3, 2024

Data extents: January 1, 2020 to December 31, 2022

Applied Filters

Shape: Circle	250 ft	Crash Date Time (Year)	=	2022, 2021, 2020



Total Crashes	30	Fatal Crashes	0

UDOT Crash Summary		Crashes
Intersection Related	30	100.00%
Total Crashes	30	100.00%
Distracted Driving	4	13.33%
Animal Related	1	3.33%
CMV Involved	1	3.33%
Drowsy Driving	1	3.33%
Speed Related	1	3.33%
+ 6 more	0	0%

Crash Verified		Crashes
True	30	100.00%
False	0	0.00%

Crash Severity		Crashes
No injury/PDO	14	46.67%
Possible injury	8	26.67%

Suspected Minor Injury	8	26.67%
+ 2 more	0	0%

Injury Level		People
No injury	48	66.67%
Possible injury	15	20.83%
Suspected Minor Injury	9	12.50%
+ 3 more	0	0%

Manner of Collision		Crashes
Front to Rear	14	46.67%
Angle	11	36.67%
Sideswipe Same Direction	3	10.00%
Not Applicable/Single Vehicle	2	6.67%
+ 7 more	0	0%

Crash Date Time (Year)		Crashes
2022	7	23.33%
2021	11	36.67%
2020	12	40.00%
+ 12 more	0	0%

V1 & V2 Movement & Direction (Crash Level Only)		Crashes
Straight Ahead (Southbound) & Stopped in Traffic Lane (Southbound)	3	10.00%
Straight Ahead (Southbound) & Straight Ahead (Southbound)	3	10.00%
Straight Ahead (Northbound) & Straight Ahead (Northbound)	2	6.67%
Turning Left (Westbound) & Straight Ahead (Southbound)	2	6.67%
&	1	3.33%
& Parked (Not On Roadway (also for parked motor vehicle))	1	3.33%
& Stopped in Traffic Lane (Northbound)	1	3.33%
& Turning Right (Westbound)	1	3.33%
+ 992 more	14	46.62%

Roadway Surface Condition		Crashes
Dry	29	96.67%
Wet	1	3.33%
+ 13 more	0	0%

Weather Condition	Crashes

Clear	23	76.67%
Cloudy	6	20.00%
Rain	1	3.33%
+ 8 more	0	0%

Most Harmful Event		Vehicle
Collision With Other Motor Vehicle in Transport	57	90.48%
Jacknife	2	3.17%
Overturn/Rollover	2	3.17%
Animal - Wild	1	1.59%
Other Non-Collision*	1	1.59%
+ 51 more	0	0%

Light Condition		Crashes
Daylight	23	76.67%
Dark - Not Lighted	4	13.33%
Dark - Lighted	3	10.00%
+ 5 more	0	0%

Countermeasures		Crashes
Countermeasure: Left Turn Phase Change	6	20.00%
Countermeasure: Intersection Lighting	4	13.33%
Countermeasure: Left Turn Lane	3	10.00%
Countermeasure: Right Turn Lane	1	3.33%
Countermeasure: Roundabout or Signal	1	3.33%
+ 10 more	0	0%

Summary of All Intervals

Run Number	1	2	3	4	5	6	7
Start Time	6:57	6:57	6:57	6:57	6:57	6:57	6:57
End Time	7:10	7:10	7:10	7:10	7:10	7:10	7:10
Total Time (min)	13	13	13	13	13	13	13
Time Recorded (min)	10	10	10	10	10	10	10
# of Intervals	2	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1	1
Vehs Entered	1033	1074	1094	1046	1036	1007	1006
Vehs Exited	738	833	831	786	844	815	777
Starting Vehs	265	269	290	295	279	263	281
Ending Vehs	560	510	553	555	471	455	510
Travel Distance (mi)	1229	1296	1341	1274	1328	1238	1237
Travel Time (hr)	81.0	70.0	79.0	71.6	72.6	67.9	75.5
Total Delay (hr)	38.3	24.9	32.3	27.2	26.6	24.8	32.5
Total Stops	1727	1497	1672	1513	1473	1423	1562
Fuel Used (gal)	47.6	47.4	49.6	46.8	48.1	45.0	46.7

Summary of All Intervals

Run Number	8	9	10	Avg
Start Time	6:57	6:57	6:57	6:57
End Time	7:10	7:10	7:10	7:10
Total Time (min)	13	13	13	13
Time Recorded (min)	10	10	10	10
# of Intervals	2	2	2	2
# of Recorded Intervals	1	1	1	1
Vehs Entered	1036	1029	1073	1041
Vehs Exited	767	852	807	804
Starting Vehs	266	321	266	273
Ending Vehs	535	498	532	514
Travel Distance (mi)	1212	1301	1309	1276
Travel Time (hr)	79.2	75.6	71.3	74.4
Total Delay (hr)	37.2	30.5	26.0	30.0
Total Stops	1646	1521	1520	1556
Fuel Used (gal)	47.0	48.7	47.8	47.5

Interval #0 Information Seeding

Start Time	6:57
End Time	7:00
Total Time (min)	3

Volumes adjusted by Growth Factors.
No data recorded this interval.

Interval #1 Information Recording

Start Time	7:00
End Time	7:10
Total Time (min)	10

Volumes adjusted by Growth Factors.

Run Number	1	2	3	4	5	6	7
Vehs Entered	1033	1074	1094	1046	1036	1007	1006
Vehs Exited	738	833	831	786	844	815	777
Starting Vehs	265	269	290	295	279	263	281
Ending Vehs	560	510	553	555	471	455	510
Travel Distance (mi)	1229	1296	1341	1274	1328	1238	1237
Travel Time (hr)	81.0	70.0	79.0	71.6	72.6	67.9	75.5
Total Delay (hr)	38.3	24.9	32.3	27.2	26.6	24.8	32.5
Total Stops	1727	1497	1672	1513	1473	1423	1562
Fuel Used (gal)	47.6	47.4	49.6	46.8	48.1	45.0	46.7

Interval #1 Information Recording

Start Time	7:00
End Time	7:10
Total Time (min)	10

Volumes adjusted by Growth Factors.

Run Number	8	9	10	Avg
Vehs Entered	1036	1029	1073	1041
Vehs Exited	767	852	807	804
Starting Vehs	266	321	266	273
Ending Vehs	535	498	532	514
Travel Distance (mi)	1212	1301	1309	1276
Travel Time (hr)	79.2	75.6	71.3	74.4
Total Delay (hr)	37.2	30.5	26.0	30.0
Total Stops	1646	1521	1520	1556
Fuel Used (gal)	47.0	48.7	47.8	47.5

Intersection: 1: SR-36 & 2400 North

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	NB
Directions Served	L	L	T	R	L	T	R	L	L	T	T	R
Maximum Queue (ft)	296	312	320	285	102	53	100	421	425	336	328	18
Average Queue (ft)	234	254	125	192	64	28	57	317	295	167	167	6
95th Queue (ft)	361	373	416	332	118	65	114	521	540	489	459	21
Link Distance (ft)			386	386		1399				1234	1234	
Upstream Blk Time (%)			3	0								
Queuing Penalty (veh)			13	1								
Storage Bay Dist (ft)	300	300			165		165	550	550			550
Storage Blk Time (%)	3	10	0					3	4			
Queuing Penalty (veh)	0	1	0					16	20			

Intersection: 1: SR-36 & 2400 North

Movement	SB	SB	SB	SB
Directions Served	L	T	T	R
Maximum Queue (ft)	250	634	646	424
Average Queue (ft)	75	546	571	162
95th Queue (ft)	297	754	755	535
Link Distance (ft)		646	646	
Upstream Blk Time (%)		9	11	0
Queuing Penalty (veh)		100	111	0
Storage Bay Dist (ft)	500			700
Storage Blk Time (%)		21	11	0
Queuing Penalty (veh)		9	24	2

Intersection: 2: SR-36

Movement	NB	NB	NB
Directions Served	T	T	T
Maximum Queue (ft)	153	253	31
Average Queue (ft)	31	54	7
95th Queue (ft)	277	341	31
Link Distance (ft)	739	739	739
Upstream Blk Time (%)	0	0	
Queuing Penalty (veh)	1	0	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3: SR-36 & 1280 North

Movement	EB	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	L	TR	L	TR	L	T	TR	L	T	T	R
Maximum Queue (ft)	173	189	326	125	559	108	302	293	244	537	573	123
Average Queue (ft)	131	164	226	119	386	66	214	193	106	310	334	82
95th Queue (ft)	204	227	402	138	673	121	346	328	257	601	647	160
Link Distance (ft)			974		1298		1309	1309		3232	3232	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	165	165		100		500			250			100
Storage Blk Time (%)	1	7	19	71	23				0	11	24	0
Queuing Penalty (veh)	2	17	51	130	31				0	17	68	4

Intersection: 4: SR-36 & 2000 North

Movement	EB	EB	EB	NB	NB	SB	SB	SB
Directions Served	L	L	R	L	L	T	T	R
Maximum Queue (ft)	238	255	329	146	156	380	396	188
Average Queue (ft)	183	210	208	106	120	262	273	97
95th Queue (ft)	273	297	431	164	174	442	450	224
Link Distance (ft)			1190			739	739	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	250	250		300	300			400
Storage Blk Time (%)	1	3	4				1	0
Queuing Penalty (veh)	2	11	14				5	0

Intersection: 5: SR-36 & Access B

Movement	EB	SB	SB	SB
Directions Served	R	T	T	R
Maximum Queue (ft)	205	242	261	157
Average Queue (ft)	157	123	137	42
95th Queue (ft)	254	441	457	276
Link Distance (ft)	202	604	604	
Upstream Blk Time (%)	21	2	2	
Queuing Penalty (veh)	0	16	22	
Storage Bay Dist (ft)				500
Storage Blk Time (%)			4	0
Queuing Penalty (veh)			8	0

Intersection: 14: SR-36 & Access A

Movement	EB	SB	SB
Directions Served	R	T	T
Maximum Queue (ft)	145	96	101
Average Queue (ft)	107	36	38
95th Queue (ft)	198	204	215
Link Distance (ft)	190	2307	2307
Upstream Blk Time (%)	15		
Queuing Penalty (veh)	0		
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 16: Home Depot/Access D & 2400 North

Movement	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	T	R	L	T	R	L	L	R
Maximum Queue (ft)	11	86	92	108	71	23	31	62	133	105	12
Average Queue (ft)	4	51	52	52	30	8	10	36	100	66	3
95th Queue (ft)	19	94	102	123	87	28	35	74	154	115	17
Link Distance (ft)		542		238		168	168	168	125	125	125
Upstream Blk Time (%)									5	1	
Queuing Penalty (veh)									0	0	
Storage Bay Dist (ft)	150		150		150						
Storage Blk Time (%)				0	0						
Queuing Penalty (veh)				1	0						

Intersection: 19: Chevron/Access C & 2400 North

Movement	EB	EB	NB	SB
Directions Served	T	TR	R	R
Maximum Queue (ft)	58	3	43	18
Average Queue (ft)	18	1	27	6
95th Queue (ft)	92	10	52	23
Link Distance (ft)	238	238	149	128
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 23: SR-36

Movement	NB	NB	NB
Directions Served	T	T	T
Maximum Queue (ft)	19	62	50
Average Queue (ft)	4	27	17
95th Queue (ft)	32	80	58
Link Distance (ft)	546	546	546
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 700

TOOELE CITY CORPORATION
FISCAL NOTE TO PROPOSED EXPENDITURE

09/04/24

DESCRIPTION OF EXPENDITURE: **VENDOR:** SUMMIT PARTNERS V# 11023

ADLUMIN ADR FOR INCIDENT RESPONSE FOR IT

REVENUE LINE ITEM:	ACCOUNT NUMBER	CURRENT BUDGET	RECEIPTS TO DATE	ADDITIONAL FUNDING	TOTAL FUNDING
					0.00

EXPENDITURE LINE ITEM	ACCOUNT NUMBER	ADJUSTED BUDGET	Y. T. D. EXPENSES	PROPOSED EXPENSE	BUDGET BALANCE
OPERATION & MAINTENANCE	10 4136 252000	173,000.00	3,930.00	55,932.00	113,138.00
					0.00
TOTAL:				55,932.00	

REQUESTED s/ Chris Nelson
DEPARTMENT HEAD

REVIEWED Shannon Wimmer
FINANCE DIRECTOR

APPROVED _____
MAYOR

APPROVED _____
COUNCIL CHAIRMAN

V# 11023

SUMMIT PARTNERS

Phone: (801) 653-1800 Email: psteel@gosummitpartners.com Web: www.gosummitpartners.com

We have prepared a quote for you

Adlumin Support

Quote # Q002035
Version 1

Prepared for:

Tooele City Corporation

Prepared by:

Preston Steel

3400 North Ashton Boulevard Suite 420 Lehi, UT 84043

Renewal

Qty	Part Number	Description	Unit Price	Ext. Price
		Coverage Period: 9/29/2024 - 9/28/2025		
300	A-ADL-MDRC-T05	ADLUMIN MDR - COMPLETE (DB300:399) 1YR COMPLETE XDR & MDR EP/API/SYSLOG + 90 DAY LOGS	$150.88	$45,264.00
300	A-ADL-IR3-T05	ADLUMIN INCIDENT RESPONSE - MDR COMPLETE + LOG RET (DB300:399) Incident Response Subscription Max 80 Hours IR Per Year	$9.15	$2,745.00
300	A-ADL-LOGS-T05	1YR LOG RETENTION (DB300:399) 1YR Pre-Paid Cloud Storage Subscription Cloud Storage	$9.95	$2,985.00
300	A-ADL-CVS-T03	VULNERABILITY SCANNING (DB250+) 1YR Vulnerability Scanning 1 Year Vulnerability Scanning	$16.46	$4,938.00
			Subtotal:	$55,932.00

Phone: (801) 653-1800 Email: psteel@gosummitpartners.com Web: www.gosummitpartners.com

Adlumin Support

Sold To:

Tooele City Corporation

PO Box 89
Tooele, UT 84074
Christopher Nielson
ChrisN@TooeleCity.org

Ship To:

Tooele City Corporation

PO Box 89
Tooele, UT 84074
Christopher Nielson
ChrisN@TooeleCity.org

Quote Information:

Quote #: Q002035

Version: 1
Expiration Date: 10/21/2024
Terms: Net 30
Freight: Best
P.O. #:

Account Executive:

Summit Partners - Utah

Preston Steel
(801) 653-1800 ext: 203
psteel@gosummitpartners.com

Quote Summary	Amount
Renewal	$55,932.00
Total:	$55,932.00

This quote is valid for 30 days from date of issue. The information contained in this quote is proprietary and confidential. Summit Partners respectfully requests that you do not share this information with any third parties without prior written consent. Minimum 15% restocking fee with original packaging.

Summit Partners - Utah

Signature: _____

Name: Preston Steel

Title: Account Executive

Date: 08/23/2024

Tooele City Corporation

Signature: _____

Name: Christopher Nielson

Date: _____

Tooele City Council and the Tooele City Redevelopment Agency
Work Meeting Minutes

Date: Wednesday, August 21, 2024
Time: 5:30 p.m.
Place: Tooele City Hall, Council Chambers
90 North Main Street, Tooele, Utah

City Council Members Present:
Maresa Manzione
Melodi Gochis
Justin Brady
Ed Hansen
David McCall

City Employees Present:
Mayor Debbie Winn
Adrian Day, Police Department Chief
Michelle Pitt, City Recorder
Loretta Herron, Deputy City Recorder
Roger Baker, City Attorney
Andrew Aagard, Community Development Director
Shannon Wimmer, Finance Director
Paul Hansen, City Engineer
Darwin Cook, Parks and Recreation Director
John Perez, Economic Development Director

Minutes prepared by Katherin Yei

1. Open City Council Meeting
Chairman Brady called the meeting to order at 5:30 p.m.

2. Roll Call
Maresa Manzione, Present
Melodi Gochis, Present
Justin Brady, Present
Ed Hansen, Present
David McCall, Present

3. Mayor's Report
Mayor Winn shared the following information:
Tunnels to Towers has built a smart home in Tooele City. They have donated to veteran Jessie Clark.

4. Council Member's Report

The Council Members reported on the events they attended during the week.

5. Discussion Items

A. Resolution 2024-60 A Resolution of the Tooele City Council Approving the Canyon Springs Annexation Agreement
Presented by Roger Baker, City Attorney

Mr. Baker presented changes to the annexation agreement including the monetary donation allowing Canyon Springs to pay over time, as the subdivisions are being built. The applicant has met with UDOT and Tooele County to pave the trail. The final step is to submit annexation papers to the Governor's office. Then record it with the county.

The Council asked the following questions:
Can the City hold the development accountable for the trail on county land?
Can the storm basin section be explained further?

Mr. Baker addressed the Council's questions. If the county and developer had not previously discussed and agreed to the trail, it may not be reasonable addition. The storm water basins function as a park. The staff is asking for separation between the main road and the basin for child safety. Staff and the developer will work out what kind of separation is needed there; neither knows yet what will work best, so it has to be figured out later.

B. Land Use Map Amendment for Property Located at Approximately 200 East 1000 North to Re-Assign the Land Use Designation from Medium Density Residential (MDR) to High Density Residential (HDR)
Presented by Andrew Aagard, Community Development Director

Mr. Aagard presented a Land Use Map amendment for the property located at 200 East 1000 North. It is currently designated as MDR, Medium Density Residential. The zoning is RR-5, rural residential. The applicant is requesting HDR, High Density Residential. MDR requires single family homes. In HDR designation is for multi-family residential. The applicant is proposing town-homes in this location.

The Council asked the following questions:
Is there any indication what zoning the applicant will ask for?
Any issues with the helipad located close by?
How does this help with the City's housing plans?
Do they require a traffic study?
Will the applicant be putting in sidewalks?
Will there be any additional roads going through this area?

Mr. Aagard addressed the Council. They are anticipating MR-8 or MR-12 with townhomes. There will be noise with the helicopter, but unsure if there are any safety concerns. Tooele City does need more affordable housing. There are shortages of units throughout the state. The

applicant will have to provide a traffic study. The City cannot require them to make improvements on frontage that are not impacted by their development. 1000 North is a busy road. The Council could ask them to reserve the frontage for commercial use. There are plans for additional road near this area.

C. Land Use Map Amendment for Property Located at Approximately 105 East 1000 North to Re-Assign the Land Use Designation from Regional Commercial (RC) to Mixed Use (MU)
Presented by Andrew Aagard, Community Development Director

Mr. Aagard presented a Land Use Map Amendment for property located at approximately 105 East 1000 North. There will be a median down 1000 North, limiting this property to right in, right out. It is designated as RC, Regional Commercial. This Land Use encourages large regional commercial uses, research parks, etc. Accessory dwelling units are not permitted. The applicant would like to construct business lofts within the City. The front would be commercial office use or studio use. The back would be parking. The top floor would be residential living. The applicant would need to change the Land Use Map to Mixed Use. The Mixed-Use General would allow all residential uses, commercial businesses, and permits a wide range of commercial uses.

The Council asked the following questions:
Is there type of zoning that needs to be added for the City to use?
Would each unit have commercial or business associated with each unit?
Will they be owned by the individual or will they rent these units?
Every business would need a conditional use permit?

Mr. Aagard addressed the Council's questions. Mixed-Use is a great use for this item. Though, it does lack some details. It is a live-work arrangement. Each unit would have commercial on the bottom floor. There are some slopes on the property that would need some engineering done to make it usable. Almost every business would need a Conditional Use Permit.

6. Closed Meeting - Litigation, Property Acquisition, and/or Personnel
There is no closed meeting.

7. Adjourn
Chairman Brady adjourned the meeting at 6:21 p.m.

The content of the minutes is not intended, nor are they submitted, as a verbatim transcription of the meeting. These minutes are a brief overview of what occurred at the meeting.

Approved this ____ day of September, 2024

_____
Justin Brady, City Council Chair

Tooele City Council Business Meeting Minutes

Date: Wednesday, August 21, 2024
Time: 7:00 p.m.
Place: Tooele City Hall, Council Chambers
90 North Main Street, Tooele, Utah

City Council Members Present:
Melodi Gochis
Justin Brady
Maresa Manzione
David McCall
Ed Hansen

City Employees Present:
Mayor Debbie Winn
Adrian Day, Police Department Chief
Michelle Pitt, City Recorder
Loretta Herron, Deputy City Recorder
Roger Baker, City Attorney
Andrew Aagard, Community Development Director
Shannon Wimmer, Finance Director
Paul Hansen, City Engineer
Darwin Cook, Parks and Recreation Director
John Perez, Economic Development Director
Jamie Grandpre, Public Works Director

Minutes prepared by Katherin Yei

Chairman Brady called the meeting to order at 7:00 p.m.

1. Pledge of Allegiance
The Pledge of Allegiance was led by Chairman Brady.

2. Roll Call
Melodi Gochis, Present
Justin Brady, Present
Maresa Manzione, Present
Dave McCall, Present
Ed Hansen, Present

3. Public Comment Period
The public comment period was opened.

Paul Medina shared concerns of the annexation on Droubay Road including water, money, traffic, entrances and exits.

Lorena Anglada shared concerns about the development coming to Tooele and it negatively affecting the City.

The public comment period was closed.

4. Ordinance 2024-21 An Ordinance of the Tooele City Council Approving the Annexation Petition of Howard Schmidt, annexing 61.16 Acres of Land into the Tooele City Corporate Limit, and Assigning the R1-8 Residential Zoning District to the Annexed Property
Presented by Andrew Aagard, Community Development Director

Mr. Aagard presented the Annexation Petition of Howard Schmidt, annexing 61.16 acres of land into the Tooele City corporate limit. The annexation plat and concept plan were presented. The property will be zoned R1-8 with the Land Use Designation of MDR.

Council Member Gochis motioned to approve Ordinance 2024-21; An Ordinance of the Tooele City Council Approving the Annexation Petition of Howard Schmidt, annexing 61.16 Acres of Land into the Tooele City Corporate Limit, and Assigning the R1-8 Residential Zoning District to the Annexed Property, including the Land Use of Medium Density Residential. Council Member Hansen seconded the motion. The vote was as follows: Council Member Hansen, "Aye," Council Member Gochis, "Aye," Council Member Manzione, "Aye," Council Member McCall, "Nay," and Chairman Brady, "Aye." The motion passed.

5. Resolution 2024-60 A Resolution of the Tooele City Council Approving the Canyon Springs Annexation Agreement
Presented by Roger Baker, City Attorney

Mr. Baker presented the Canyon Springs Annexation Agreement including the contribution to parks and public safety in the area, the trail, design standards, house and lot sizes, garages, and infrastructure improvements to this area.

This item was discussed during the work meeting.

Council Member Manzione motioned to approve Resolution 2024-60; A Resolution of the Tooele City Council Approving the Canyon Springs Annexation Agreement. Council Member Hansen seconded the motion. The vote was as follows: Council Member Hansen, "Aye," Council Member Gochis, "Aye," Council Member Manzione, "Aye," Council Member McCall, "Nay," and Chairman Brady, "Aye." The motion passed.

6. Ordinance 2024-22 An Ordinance of Tooele City Enacting Civil Penalties for Violations of Tooele City Code Title 5 (Business Regulation)
Presented by Roger Baker, City Attorney

Mr. Baker presented civil penalties for violations of Tooele City Code Title 5 regarding business regulations.

This item was discussed during the August 7 work meeting.

Council Member Hansen motioned to approve Ordinance 2024-22; An Ordinance of Tooele City Enacting Civil Penalties for Violations of Tooele City Code Title 5 (Business Regulation). Council Member McCall seconded the motion. The vote was as follows: Council Member Hansen, "Aye," Council Member Gochis, "Aye," Council Member Manzione, "Aye," Council Member McCall, "Aye," and Chairman Brady, "Aye." The motion passed.

7. Ordinance 2024-23 An Ordinance of Tooele City Enacting Civil Penalties for Violations of Tooele City Code Title 7 (Zoning)
Presented by Roger Baker, City Attorney

Mr. Baker presented civil penalties for zoning violations including adding the chapters on non-conforming uses. Chapter 7-1-7 is the default if a penalty is not suggested in the specific chapters. The language is identical between the chapters.

Council Member Hansen motioned to approve Ordinance 2024-23; An Ordinance of Tooele City Enacting Civil Penalties for Violations of Tooele City Code Title 7 (Zoning). Council Member Manzione seconded the motion. The vote was as follows: Council Member Hansen, "Aye," Council Member Gochis, "Aye," Council Member Manzione, "Aye," Council Member McCall, "Aye," and Chairman Brady, "Aye." The motion passed.

8. Resolution 2024-66 A Resolution of the Tooele City Council Approving an Agreement with Broken Arrow for Change Orders No. 2 and No. 3 to the 2024 New Town Sewer and Manhole Replacement Project
Presented by Jamie Grandpre, Public Works Director

Mr. Grandpre presented an agreement with Broken Arrow for change order No. 2 and No. 3 for the New Town Sewer and Manhole Replacement Project. There were some unforeseen conditions with manholes and replacing 20-feet of sewer line.

Council Member Gochis motioned to approve Resolution 2024-66; A Resolution of the Tooele City Council Approving an Agreement with Broken Arrow for Change Orders No. 2 and No. 3 to the 2024 New Town Sewer and Manhole Replacement Project. Council Member McCall seconded the motion. The vote was as follows: Council Member Hansen, "Aye," Council Member Gochis, "Aye," Council Member Manzione, "Aye," Council Member McCall, "Aye," and Chairman Brady, "Aye." The motion passed.

9. Resolution 2024-67 A Resolution of the Tooele City Council Approving an Agreement with Organic Sediment Removal Systems, LLC, for the Removal of Sediment from Oquirrh Hills Golf Course Ponds and Pumping and Irrigation Facilities
Presented by Darwin Cook, Parks and Recreation Director

Mr. Cook presented an agreement with Organic Sediment Removal Systems for the removal of sediment from Oquirrh Hills Golf Course ponds and pumping irrigation facilities in the amount of $40,850. The money will come from the General funds.

Council Member Manzione motioned to approve Resolution 2024-67; A Resolution of the Tooele City Council Approving an Agreement with Organic Sediment Removal Systems, LLC, for the Removal of Sediment from Oquirrh Hills Golf Course Ponds and Pumping and Irrigation Facilities. Council Member Manzione seconded the motion. The vote was as follows: Council Member Hansen, "Aye," Council Member Gochis, "Aye," Council Member Manzione, "Aye," Council Member McCall, "Aye," and Chairman Brady, "Aye." The motion passed.

10. Resolution 2024-68 A Resolution of the Tooele City Council Approving an Agreement with Musco Sports Lighting, LLC, for the Installation of Lighting for the Xtreme Ninja Course and Basketball Court at England Acres Park
Presented by Darwin Cook, Parks and Recreation Director

Mr. Cook presented an agreement with Musco Sports Lighting for the installation of lighting for the Xtreme Ninja Course and Basketball Court at England Acres Park in the amount of $93,831 from the park impact fees.

Council Member Manzione motioned to approve Resolution 2024-68; A Resolution of the Tooele City Council Approving an Agreement with Musco Sports Lighting, LLC, for the Installation of Lighting for the Xtreme Ninja Course and Basketball Court at England Acres Park. Council Member McCall seconded the motion. The vote was as follows: Council Member Hansen, "Aye," Council Member Gochis, "Aye," Council Member Manzione, "Aye," Council Member McCall, "Aye," and Chairman Brady, "Aye." The motion passed.

11. Invoices & Purchase Orders
Ms. Pitt presented the following invoices:

Ken Garff American Fork Ford for a Ford Ranger for Community Development Department in the amount of $42,920
Ken Garff for 2022 Ford 250 for Public Works in the amount of $70,303
Larry H Miller for Ford F250 Super Duty for Public Works in the amount of $63,078.66
Vermeer for a BC1000XL wood chipper for Public Works in the amount of $53,845.90

Council McCall motioned to approve the invoices. Council Member Gochis seconded. The vote was as follows: Council Member Hansen, "Aye," Council Member Gochis, "Aye," Council Member Manzione, "Aye," Council Member McCall, "Aye," and Chairman Brady, "Aye." The motion passed.

12. Minutes
There are no changes to the minutes

Council Member Gochis motioned to approve Minutes. Council Member McCall seconded the motion. The vote was as follows: Council Member Gochis, "Aye," Council Member Manzione, "Aye," Council Member McCall, "Aye," and Chairman Brady, "Aye." The motion passed.

13. Adjourn

Chairman Brady adjourned the meeting at 7:35 pm.

The content of the minutes is not intended, nor are they submitted, as a verbatim transcription of the meeting. These minutes are a brief overview of what occurred at the meeting.

Approved this ___ day of September, 2024

_____

Justin Brady, City Council Chair