



**NOTICE OF WORK SESSION MEETING
OF THE CITY COUNCIL OF THE
CITY OF CEDAR HILLS
Wednesday, March 19, 2014 6:00 p.m.**

Notice is hereby given that the City Council of the City of Cedar Hills, Utah, will hold a Work Session Meeting prior to the City Council Meeting on **Wednesday, March 19, 2014, beginning at 6:00 p.m.** at the Community Recreation Center, 10640 N Clubhouse Drive, Cedar Hills, Utah. This is a public meeting and anyone is invited to attend. The City Council will be discussing the following items:

- Discussion on Fiscal Year 2015 Budget
- Noticed Agenda Items for the Regular City Council Meeting

Posted this 14th day of March, 2014

Gretchen F. Gordon, Deputy City Recorder

- Supporting documentation for this agenda is posted on the city's website at www.cedarhills.org.
- In accordance with the Americans with Disabilities Act, the City of Cedar Hills will make reasonable accommodations to participate in the meeting. Requests for assistance can be made by contacting the City Recorder at 801-785-9668 at least 48 hours in advance of the meeting.
- This meeting may be held electronically via telephone to permit one or more of the council members to participate.
- An Executive Session may be called to order pursuant to Utah State Code 52-4-204 & 54-4-205.
- The order of agenda items may change to accommodate the needs of the City Council, the staff, and the public.



AMENDED
PUBLIC HEARING AND CITY COUNCIL MEETING
OF THE CITY OF CEDAR HILLS
Wednesday, March 19, 2014 7:00 p.m.

Notice is hereby given that the City Council of the City of Cedar Hills, Utah, will hold a **City Council Meeting on Wednesday, March 19, 2014, beginning at 7:00 p.m.** at the Community Recreation Center, 10640 N Clubhouse Drive, Cedar Hills, Utah. This is a public meeting and anyone is invited to attend.

COUNCIL MEETING

1. Call to Order, Invocation given by Mayor Gygi and Pledge led by Chandler Goodwin
2. Approval of Meeting's Agenda
3. Public Comment: Time has been set aside for the public to express their ideas, concerns and comments (comments limited to 3 minutes per person with a total of 30 minutes for this item)

PUBLIC HEARING

4. Preliminary Plan for a Senior Living Facility (Rosegate) by Blu Line Designs, located at approximately 4600 West Cedar Hills Drive

CONSENT AGENDA

5. Appointment of Members to the Cultural Arts Citizens Advisory Committee

CITY REPORTS AND BUSINESS

6. City Manager
7. Mayor and Council

SCHEDULED ITEMS

8. Review/Action on the Preliminary Plan for a Senior Living Facility (Rosegate) by Blu Line Designs, located at approximately 4600 West Cedar Hills Drive
9. Review/Action on Awarding the Bid for the 2013-2014 Roadway Repair, Subgrade, Asphalt Remove/Replace and Micro Surface Project
10. Review/Action Awarding the Bid for the Mesquite Park Restroom Project
11. Fiscal Year 2015 Budget Presentation – Golf Fund and Golf Service Debt Fund
12. Discussion on Jurisdictional Transfer of SR-146/Canyon to City of Cedar Hills

ADJOURNMENT

12. Adjourn

Posted this 14th day of March, 2014

Gretchen F. Gordon, Deputy City Recorder

- Supporting documentation for this agenda is posted on the city's website at www.cedarhills.org.
- In accordance with the Americans with Disabilities Act, the City of Cedar Hills will make reasonable accommodations to participate in the meeting. Requests for assistance can be made by contacting the City Recorder at 801-785-9668 at least 48 hours in advance of the meeting.
- An Executive Session may be called to order pursuant to Utah State Code 54-4-204 & 54-4-205.
- The order of agenda items may change to accommodate the needs of the City Council, the staff, and the public.
- This meeting may be held electronically via telephone to permit one or more of the council members to participate.



CITY OF CEDAR HILLS

TO:	Mayor and City Council
FROM:	David Bunker
DATE:	3/19/2014

City Council Agenda Item

SUBJECT:	Appointment of member to the Cultural Arts Citizens Advisory Committee
APPLICANT PRESENTATION:	N/A
STAFF PRESENTATION:	David Bunker, City Manager
BACKGROUND AND FINDINGS: Members of the Cultural Arts Citizens Advisory Committee are appointed by the Mayor with the consent of the City Council. Mayor Gygi wishes to appoint the following residents to serve on this committee: Missy & Curt Peterson Regular Members: Steve & Johanne Perry David Osmond Jared Osmond Tom & Rebecca Gleason	
PREVIOUS LEGISLATIVE ACTION: Resolution No. 01-21-2014A	
FISCAL IMPACT: N/A	
SUPPORTING DOCUMENTS:	
RECOMMENDATION: Staff recommends that the above names residents are made members of the Cultural Arts Citizens Advisory Committee	
MOTION: No motion necessary, appointed by the Mayor.	



CITY OF CEDAR HILLS

TO:	Mayor and City Council
FROM:	David Bunker, City Manager
DATE:	3/19/2014

City Council Agenda Item

SUBJECT:	Preliminary application for Rosegate at Cedar Hills Facility, 4600 W Cedar Hills Dr.
APPLICANT PRESENTATION:	Cory Shupe, Blu Line Designs; Doug Young
STAFF PRESENTATION:	Chandler Goodwin, Assistant City Manager/City Planner
BACKGROUND AND FINDINGS: The proposed Rosegate facility, located at approximately 4600 W Cedar Hills Dr, has met with the Planning Commission, and received a recommendation to present their preliminary plans to the City Council. Staff has sent the proposed plans through engineering, zoning, and public safety reviews. Those recommendations were presented to the Planning Commission, as well as Doug Young. Those recommendations are not reflected on the submitted plat; however, they are being implemented (please see supporting document detailing specific recommendations).	
PREVIOUS LEGISLATIVE ACTION: Planning Commission recommends the preliminary plat with the recommendations for consideration to the City Council.	
FISCAL IMPACT: N/A	
SUPPORTING DOCUMENTS: Rosegate, Plat 140214 submittal, CH Senior Living Facility TIS, Memo to City Council Re-Staff Review	
RECOMMENDATION: Staff recommends that the Council consider the proposed preliminary plan for Rosegate for approval.	
MOTION: To approve/not approve the preliminary plan for Rosegate at Cedar Hills, located at 4600 W Cedar Hills Dr.	

TO: Cedar Hills Planning Commission

FROM: Chandler Goodwin, Assistant City Manager/City Planner

DATE: March 19, 2014

SUBJECT: Preliminary Approval for Blu Line Designs, Staff Review

After extensive review of the preliminary plans submitted by Blu Line Designs, and Doug Young regarding the property located at 4600 W. Cedar Hills Dr., staff is submitting recommendations to the Planning Commission for consideration as conditions of approval. The basis for each recommendation will be presented by the department asking for consideration of the recommendation.

Planning & Zoning

- The current setback from the nearest commercial property is 179.3', requirement of 30' (Commercial Guidelines 4.3.1)
- HOPA (Housing for Older Persons Act of 1995)
 - To Qualify for HOPA (55+) status, the facility must meet each of the following requirements:
 - At least 80% of the occupied units must be occupied by at least one person 55+.
 - The owner or management must publish and adhere to policies and procedures that demonstrate an intent to provide housing for persons 55+
 - The facility must comply with rules issued by the Secretary for verification of occupancy through reliable surveys and affidavits.
 - How is the 80% calculated? First obtain the total number of units, and from that number exclude the following from the calculation:
 - The number of unoccupied units
 - The number of occupied units, currently occupied by employees (management and maintenance)
 - The number of units occupied by persons providing essential medical/nursing care.
 - The percentage of the remaining units will give you your occupancy percentage.
 - What does the 80/20 ratio or percentage mean?

- HOPA requires that at least 80% of the occupied units must be occupied by at least one person 55+. The remaining 20% may be occupied by persons under 55.
 - A housing facility may impose stricter limitations on age than is required by HOPA, the facility may require 100% occupancy rate. (may be required in the development agreement)
- Lighting – Current lighting plans reduce the impact of light pollution on the neighboring residents to a minimum. However, in doing so have created a dark exercise path that will need additional light to prevent vandalism and protect those who choose to use the path. This applies to the various workout stations as well.
 - 4.1.4 Lighting is to encourage:
 - Pedestrian activity
 - Attractiveness
 - A crime free area
 - Protect residents from light pollution.
- Landscaping –
 - 4.1.5 Landscaping shall reduce visibility of the parking areas
 - Possible inclusion of more pathways through the parking area
 - Landscaping on islands in the parking lot should be either grass or bark

Engineering

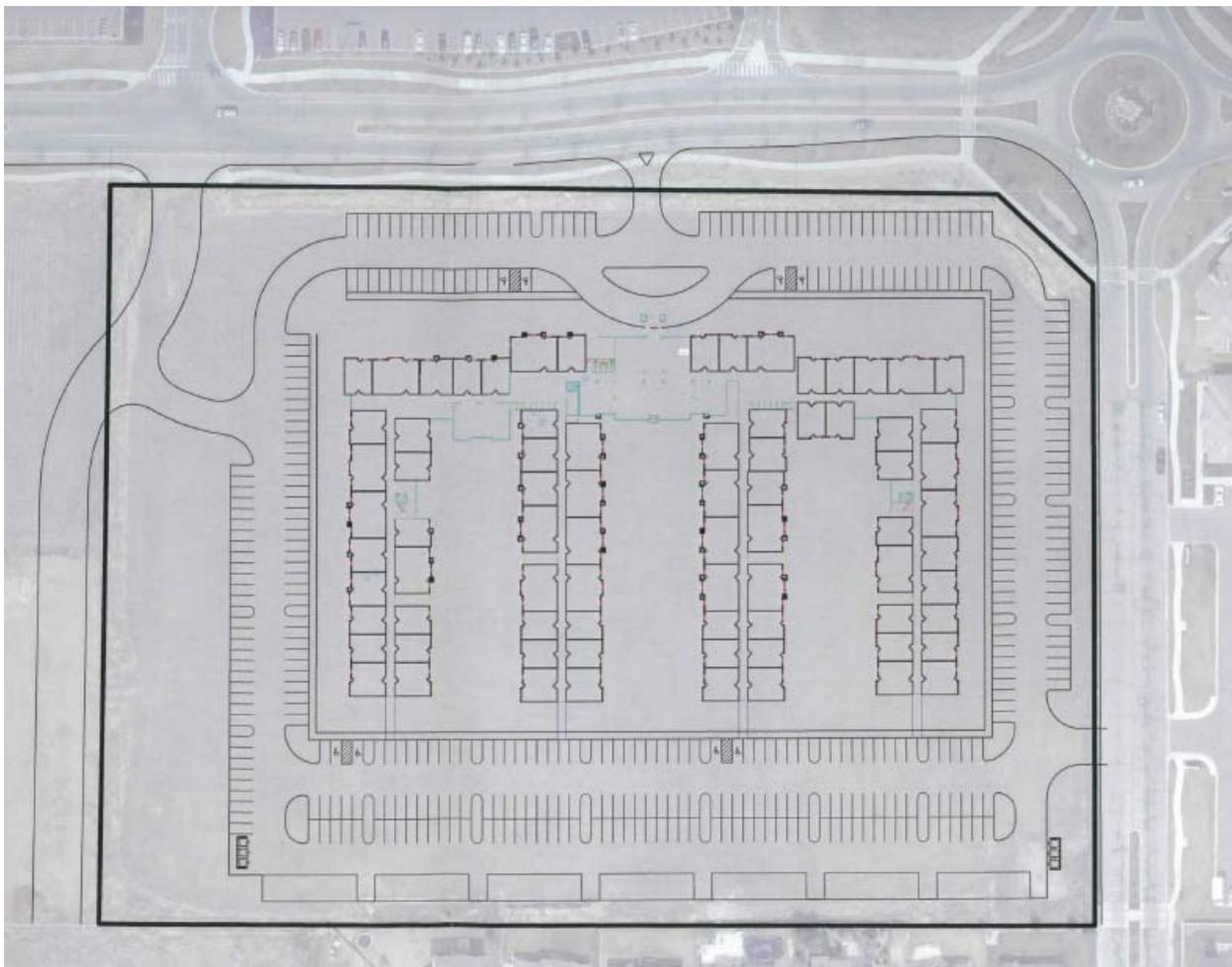
- Sanitary Sewer design shall convey discharge flows to the 4800 West Sewer mainline rather than to the 4600 West mainline.
- All subdivision improvements shall be constructed for all lots within the project. Street, curb and gutter, storm drain, water and sewer infrastructure shall be constructed as necessary within the required rights-of-way. Improvements shall be required at approximately 4650 West from Cedar Hills Drive to the southern property limits.
- Commercial Street lighting shall be required per design guidelines along dedicated street right-of-ways
- Storm drain calculations shall include roadway improvements at approximately 4650 West.
- Geotechnical report along with verification of percolation rates shall be submitted.
- Development shall submit documentation of approved SWPPP permit and NOI.
- Verification of culinary water pressures for proper design of fire suppression system shall be submitted.
- Culinary water main shall be installed at approximately 4650 West from Cedar Hills Drive to southern property limits per city specifications with appropriate valves installed.
- Fire hydrants shall be installed per City specifications and Fire Chief recommendations
- Water rights verification shall be made and appropriate rights shall be submitted to the City prior to development.
- Submission of a noise study identifying noise impact shall be submitted.

Fire

- FDC shall be shown on plans and in accordance to fire requirements and design criteria identifying size and GPM capacities
- Stand pipe connections shall be required in stairwells
- Plans shall identify main riser locations
- Elevator and emergency stairwell locations shall be identified with required fire hookups in stairwells
- Floor plan shall be submitted to fire marshal identifying required fire doors throughout building and wings
- Floor directory shall be located at base level

Senior Living Facility

Traffic Impact Study



Cedar Hills, Utah

January 2014

UT14-558

EXECUTIVE SUMMARY

This study addresses the traffic impacts associated with the proposed Senior Living Facility development in Cedar Hills, Utah. The proposed development is located on the southwest corner of the 4600 West / Cedar Hills Drive intersection. Figure 1 shows a vicinity map of the proposed development.

Included within the analyses for this study are the traffic operations and recommended mitigation measures for existing conditions and plus project conditions (conditions after development of the proposed project) at key intersections and roadways in the vicinity of the site.

TRAFFIC ANALYSIS

The following is an outline of the traffic analysis performed by Hales Engineering for the traffic conditions of this project.

Existing (2014) Background Conditions Analysis

Hales Engineering has performed numerous traffic counts in the area for previous traffic impact studies. The previous traffic count data showed that at the Cedar Hills Drive / 4800 West intersection, traffic during the a.m. peak hour is approximately 13% higher than during the p.m. peak hour, due to the close proximity of Lone Peak High School. In order to analyze the worst case conditions, this study analyzed the a.m. peak hour in each scenario. Therefore, Hales Engineering performed weekday morning (7:00 – 9:00 a.m.) peak period traffic counts at the following intersections:

- Cedar Hills Drive / 4800 West
- 4700 West (Walmart Full Access) / Cedar Hills Drive
- 4600 West / Cedar Hills Drive
- Existing Access / 4600 West

These counts were performed on Thursday, January 23, 2014. The a.m. peak hour was determined to be between the hours of 7:15 and 8:15 a.m. Detailed count data are included in Appendix A.

As shown in Table ES-1, all study intersections are currently operating at acceptable levels of service during the a.m. peak hour. No significant queuing is anticipated.

Project Conditions Analysis

The proposed land use for the development has been identified as follows:

- Senior Adult Housing - Attached: 328 units
- Office: ~2,500 sq. ft.
- Retail: ~2,500 sq. ft.

The total trip generation for the development is as follows:

- Daily Trips: 1,263
- a.m. Peak Hour Trips: 72
- p.m. Peak Hour Trips: 93

Existing (2014) Plus Project Conditions Analysis

As shown in Table ES-1, all study intersections are anticipated to continue to operate at acceptable levels of service during the a.m. peak hour. No significant queuing is anticipated.

TABLE ES-1 A.M. Peak Hour Cedar Hills - Senior Living Facility TIS		
Intersection	Existing 2014 Background	Existing 2014 Plus Project
Description	LOS (Sec/Veh¹)	LOS (Sec/Veh¹)
Cedar Hills Drive / 4800 West	B (14.1)	B (14.4)
Walmart Access & North Access / Cedar Hills Drive	SB / B (11.4)	NB / B (13.2)
4600 West / Cedar Hills Drive	A (3.6)	A (3.7)
Existing Access & West Access / 4600 West	WB / A (5.7)	WB / A (3.7)
North RIRO / Cedar Hills Drive ²	-	NB / A (3.0)
<p>1. Intersection LOS and delay (seconds/vehicle) values represent the overall intersection average for signalized and all-w ay stop controlled intersections and the worst approach for all other unsignalized intersections.</p> <p>2. These are project intersections and were only evaluated in "plus project" scenarios.</p> <p>Source: Hales Engineering, January 2014</p>		

RECOMMENDATIONS

The following mitigation measures are recommended:

Existing (2014) Background Conditions Analysis

No mitigation measures are recommended.

Existing (2014) Plus Project Conditions Analysis

No mitigation measures are recommended.

Parking

Based on our experience and that of neighboring jurisdictions, it is our recommendation that 1.0 space per unit will more than adequately meet the parking needs for patrons, employees and visitors.

SUMMARY OF KEY FINDINGS/RECOMMENDATIONS

The following is a summary of key findings and recommendations:

- All study intersections currently operate at acceptable levels of service during the a.m. peak hour.
- With project traffic added, all study intersections continue to operate at acceptable levels of service.
- No mitigation measures are recommended.
- We recommend 1.0 spaces per unit to remain conservative, see parking in Chapter III.

TABLE OF CONTENTS

EXECUTIVE SUMMARY	i
TRAFFIC ANALYSIS.....	I
RECOMMENDATIONS.....	III
SUMMARY OF KEY FINDINGS/RECOMMENDATIONS	III
TABLE OF CONTENTS.....	iv
LIST OF TABLES	v
I. INTRODUCTION.....	1
A. PURPOSE	1
B. SCOPE	2
C. ANALYSIS METHODOLOGY	2
D. LEVEL OF SERVICE STANDARDS.....	2
II. EXISTING (2014) BACKGROUND CONDITIONS	4
A. PURPOSE	4
B. ROADWAY SYSTEM	4
C. TRAFFIC VOLUMES	4
D. LEVEL OF SERVICE ANALYSIS	5
E. QUEUING ANALYSIS	5
F. MITIGATION MEASURES.....	5
III. PROJECT CONDITIONS.....	7
A. PURPOSE	7
B. PROJECT DESCRIPTION.....	7
C. TRIP GENERATION	7
D. TRIP DISTRIBUTION AND ASSIGNMENT	7
E. ACCESS.....	9
F. PARKING	9
IV. EXISTING (2014) PLUS PROJECT CONDITIONS	11
A. PURPOSE	11
B. TRAFFIC VOLUMES.....	11
C. LEVEL OF SERVICE ANALYSIS	11
D. QUEUING ANALYSIS	11
E. MITIGATION MEASURES.....	11
Appendix A: Turning Movement Counts	
Appendix B: LOS Results	
Appendix C: Project Site Plan	
Appendix D: Queuing Results	

LIST OF TABLES

Table 1 Level of Service Descriptions 3
 Table 2 Existing (2014) Background a.m. Peak Hour Level of Service 5
 Table 3 Trip Generation 8
 Table 4 Existing (2014) Plus Project a.m. Peak Hour Level of Service 12

LIST OF FIGURES

Figure 1 Vicinity map showing the project location in Cedar Hills, Utah 1
 Figure 2 Existing (2014) background a.m. peak hour traffic volumes..... 6
 Figure 3 Trip assignment for a.m. peak hour..... 10
 Figure 4 Existing (2014) plus project a.m. peak hour traffic volumes. 13

I. INTRODUCTION

A. Purpose

This study addresses the traffic impacts associated with the proposed Senior Living Facility development in Cedar Hills, Utah. The proposed development is located on the southwest corner of the 4600 West / Cedar Hills Drive intersection. Figure 1 shows a vicinity map of the proposed development.

Included within the analyses for this study are the traffic operations and recommended mitigation measures for existing conditions and plus project conditions (conditions after development of the proposed project) at key intersections and roadways in the vicinity of the site.

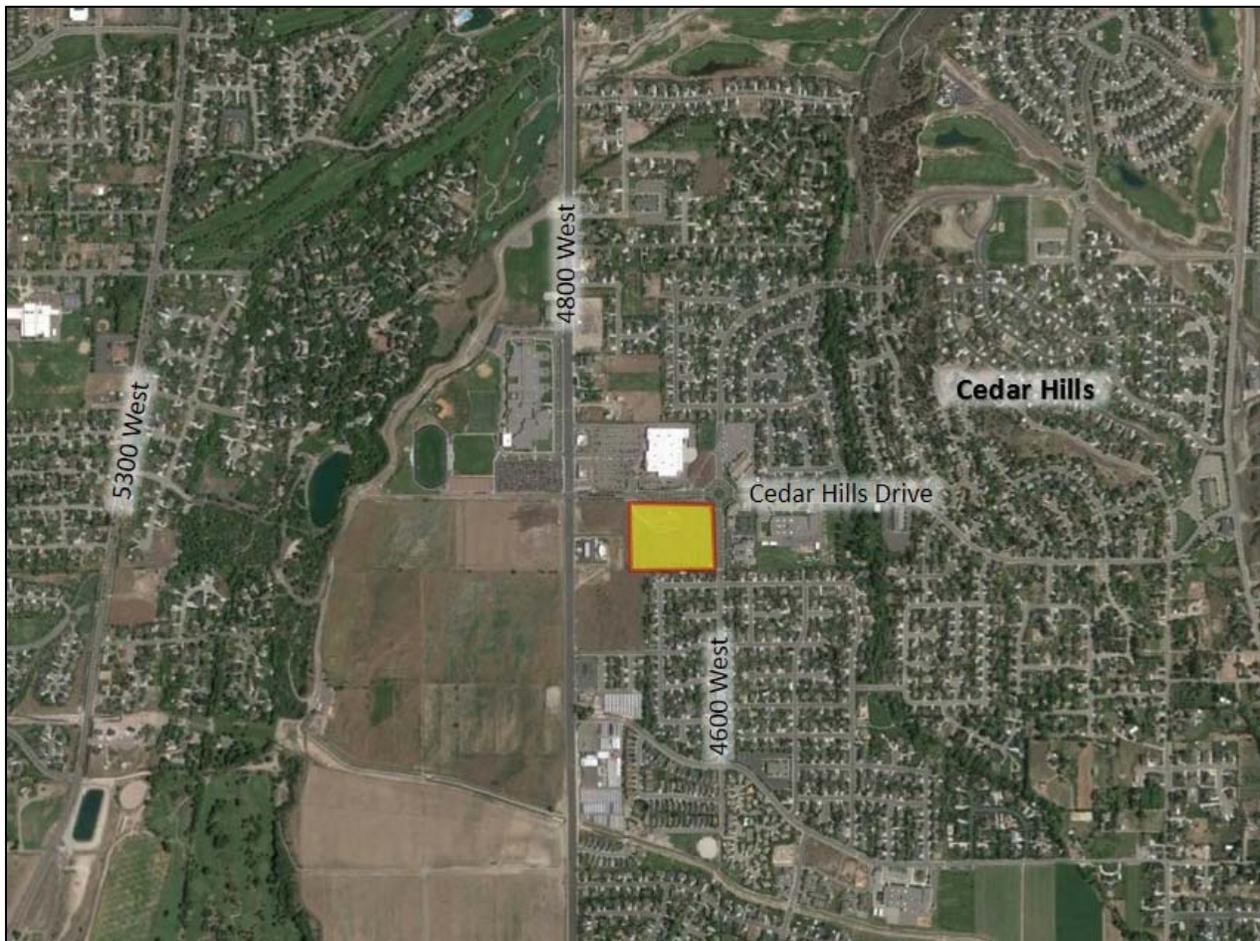


Figure 1 Vicinity map showing the project location in Cedar Hills, Utah

B. Scope

The study area was defined based on conversations with the development team. This study was scoped to evaluate the traffic operational performance impacts of the project on the following intersections:

- Cedar Hills Drive / 4800 West
- 4700 West (Walmart Full Access) / Cedar Hills Drive
- 4600 West / Cedar Hills Drive
- Existing Access / 4600 West

C. Analysis Methodology

Level of service (LOS) is a term that describes the operating performance of an intersection or roadway. LOS is measured quantitatively and reported on a scale from A to F, with A representing the best performance and F the worst. Table 1 provides a brief description of each LOS letter designation and an accompanying average delay per vehicle for both signalized and unsignalized intersections.

The Highway Capacity Manual 2010 (HCM 2010) methodology was used in this study to remain consistent with “state-of-the-practice” professional standards. This methodology has different quantitative evaluations for signalized and unsignalized intersections. For signalized and all-way stop intersections, the LOS is provided for the overall intersection (weighted average of all approach delays). For all other unsignalized intersections LOS is reported based on the worst approach.

D. Level of Service Standards

For the purposes of this study, a minimum overall intersection performance for each of the study intersections was set at LOS D. However, if LOS E or F conditions exist, an explanation and/or mitigation measures will be presented. An LOS D threshold is consistent with “state-of-the-practice” traffic engineering principles for urbanized areas.

Table 1 Level of Service Descriptions

Level of Service	Description of Traffic Conditions	Average Delay (seconds/vehicle)
Signalized Intersections		Overall Intersection
A	Extremely favorable progression and a very low level of control delay. Individual users are virtually unaffected by others in the traffic stream.	$0 \leq 10.0$
B	Good progression and a low level of control delay. The presence of other users in the traffic stream becomes noticeable.	> 10.0 and ≤ 20.0
C	Fair progression and a moderate level of control delay. The operation of individual users becomes somewhat affected by interactions with others in the traffic stream.	>20.0 and ≤ 35.0
D	Marginal progression with relatively high levels of control delay. Operating conditions are noticeably more constrained.	> 35.0 and ≤ 55.0
E	Poor progression with unacceptably high levels of control delay. Operating conditions are at or near capacity.	> 55.0 and ≤ 80.0
F	Unacceptable progression with forced or breakdown operating conditions.	> 80.0
Unsignalized Intersections		Worst Approach
A	Free Flow / Insignificant Delay	$0 \leq 10.0$
B	Stable Operations / Minimum Delays	>10.0 and ≤ 15.0
C	Stable Operations / Acceptable Delays	>15.0 and ≤ 25.0
D	Approaching Unstable Flows / Tolerable Delays	>25.0 and ≤ 35.0
E	Unstable Operations / Significant Delays Can Occur	>35.0 and ≤ 50.0
F	Forced Flows / Unpredictable Flows / Excessive Delays Occur	> 50.0

Source: Hales Engineering Descriptions, based on Highway Capacity Manual, 2010 Methodology (Transportation Research Board, 2010)

II. EXISTING (2014) BACKGROUND CONDITIONS

A. Purpose

The purpose of the existing (2014) background analysis is to study the intersections and roadways during the peak travel periods of the day with background traffic and geometric conditions. Through this analysis, background traffic operational deficiencies can be identified and potential mitigation measures recommended. This analysis will provide a baseline condition that may be compared to the build conditions to identify the impacts of the development.

B. Roadway System

The primary roadways that will provide access to the project site is described below:

4800 West – is a city maintained roadway classified as an Arterial Street. 4800 West has two travel lanes in each direction south of Cedar Hills Drive and three southbound lanes with two northbound lanes north of Cedar Hills Drive. 4800 West also has a two-way left-turn lane (TWLTL) and right turn pockets at intersections. The posted speed limit on 4800 West is 40 mph.

Cedar Hills Drive – is a city maintained roadway classified as a Collector Street. Cedar Hills Drive has one travel lane in each direction as well as a center median that opens for left-turn pockets. The posted speed limit on Cedar Hills Drive is 25 mph.

4600 West – is a city maintained roadway classified as a Local Street. 4600 West has one travel lane in each direction with wide shoulders. The posted speed limit on 4600 West is 25 mph.

C. Traffic Volumes

Hales Engineering has performed numerous traffic counts in the area for previous traffic impact studies. The previous traffic count data showed that at the Cedar Hills Drive / 4800 West intersection, traffic during the a.m. peak hour is approximately 13% higher than during the p.m. peak hour, due to the close proximity of Lone Peak High School. In order to analyze the worst case conditions, this study analyzed the a.m. peak hour in each scenario. Therefore, Hales Engineering performed weekday morning (7:00 – 9:00 a.m.) peak period traffic counts at the following intersections:

- Cedar Hills Drive / 4800 West
- 4700 West (Walmart Full Access) / Cedar Hills Drive
- 4600 West / Cedar Hills Drive
- Existing Access / 4600 West

These counts were performed on Thursday, January 23, 2014. The a.m. peak hour was determined to be between the hours of 7:15 and 8:15 a.m. Detailed count data are included in Appendix A. Figure 2 shows the existing a.m. peak hour volume as well as intersection geometry at the study intersections.

D. Level of Service Analysis

Using Synchro/SimTraffic, which follow the Highway Capacity Manual (HCM) 2010 methodology introduced in Chapter I, the a.m. peak hour LOS was computed for each study intersection. The results of this analysis are reported in Table 2 (see Appendix B for the detailed LOS reports). Multiple runs of SimTraffic were used to provide a statistical evaluation of the interaction between the intersections. These results serve as a baseline condition for the impact analysis of the proposed development during existing (2014) conditions. As shown in Table 2, all study intersections are currently operating at acceptable levels of service during the a.m. peak hour.

E. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. The queue reports can be found in Appendix D. No significant queuing is currently observed.

F. Mitigation Measures

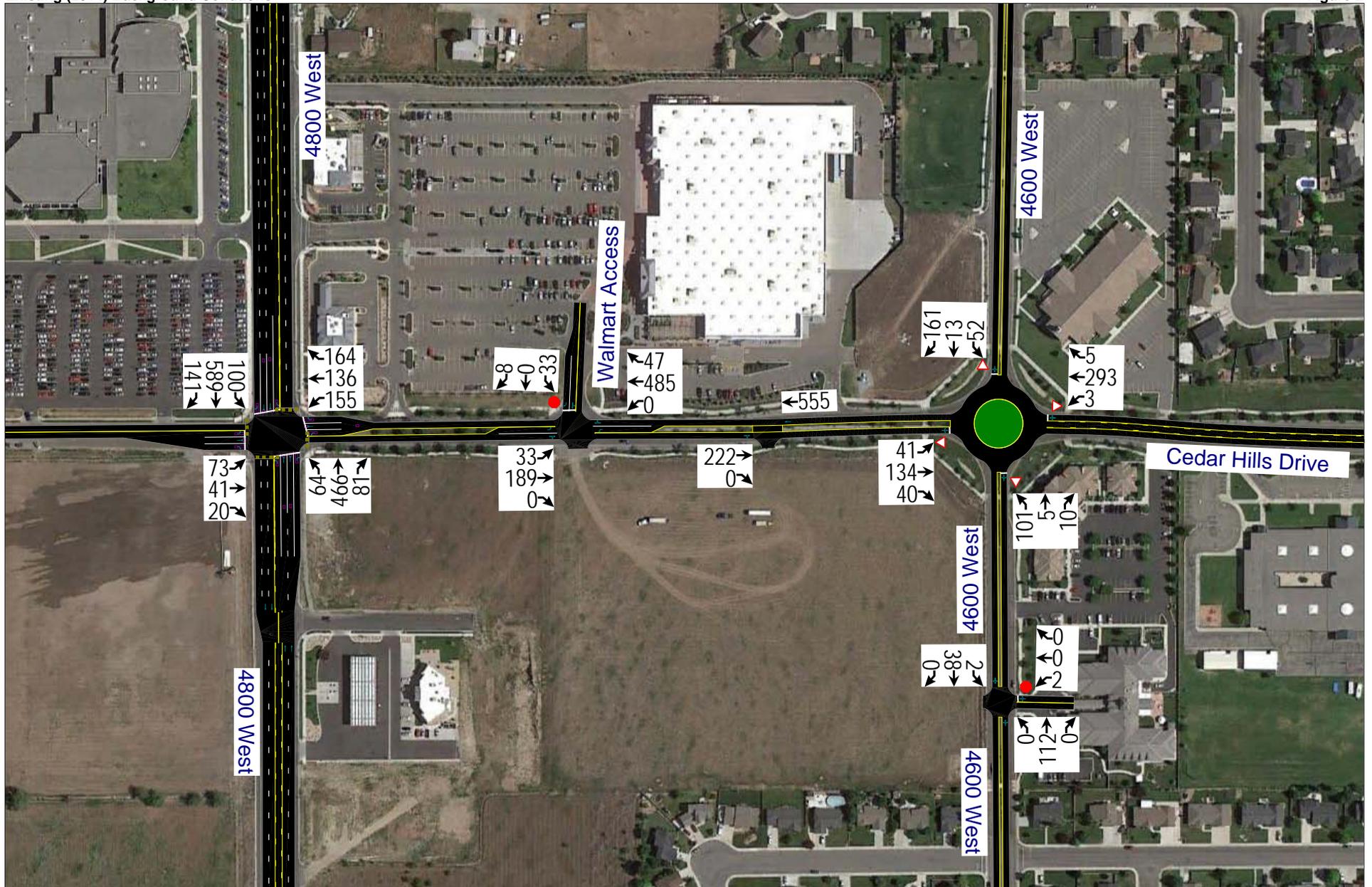
No mitigation measures are recommended.

Table 2 Existing (2014) Background a.m. Peak Hour Level of Service

Intersection		Worst Approach			Overall Intersection	
Description	Control	Approach ^{1,3}	Aver. Delay (Sec/Veh) ¹	LOS ¹	Aver. Delay (Sec/Veh) ²	LOS ²
Cedar Hills Drive / 4800 West	Signal	-	-	-	14.1	B
Walmart Access / Cedar Hills Drive	SB Stop	SB	11.4	B	-	-
4600 West / Cedar Hills Drive	Round-about	-	-	-	3.6	A
Existing Access / 4600 West	WB Stop	WB	5.7	A	-	-

1. This represents the worst approach LOS and delay (seconds / vehicle) and is only reported for non-all-way stop unsignalized intersections.
2. This represents the overall intersection LOS and delay (seconds / vehicle) and is reported for all-way stop and signal controlled intersections.
3. SB = Southbound approach, etc.

Source: Hales Engineering, January 2014



III. PROJECT CONDITIONS

A. Purpose

The project conditions analysis explains the type and intensity of development. This provides the basis for trip generation, distribution, and assignment of project trips to the surrounding study intersections defined in the Introduction.

B. Project Description

This study addresses the traffic impacts associated with the proposed Senior Living Facility development in Cedar Hills, Utah. The proposed development is located on the southwest corner of the 4600 West / Cedar Hills Drive intersection. A concept plan for the proposed development has been included in Appendix C.

The proposed land use for the development has been identified as follows:

- Senior Adult Housing - Attached: 328 units
- Office: ~2,500 sq. ft.
- Retail: ~2,500 sq. ft.

C. Trip Generation

Trip generation for the project was calculated using trip generation rates published in the Institute of Transportation Engineers (ITE) *Trip Generation (9th Edition, 2012)*. Trip Generation for the proposed project is included in Table 3.

D. Trip Distribution and Assignment

Project traffic is assigned to the roadway network based on the type of trip and the proximity of project access points to major streets, high population densities, and regional trip attractions. Existing travel patterns observed during data collection also provide helpful guidance to establishing these distribution percentages, especially in close proximity to the site. The resulting distribution of project generated trips is as follows:

To/From Project:

- 5% South (on 4600 West)
- 10% North (on 4600 West)
- 15% East (on Cedar Hills Drive)
- 35% North (on 4800 West)
- 35% South (on 4800 West)

These trip distribution assumptions were used to assign the a.m. peak hour generated traffic at the study intersections to create trip assignment for the proposed development. Trip assignment for the development is shown in Figure 3.

Table 3 Cedar Hills - Senior Living Facility TIS Trip Generation								
Weekday Daily								
Land Use ¹	Number of Units	Unit Type	Trip Generation	% Entering	% Exiting	Trips Entering	Trips Exiting	Total Daily Trips
Senior Adult Housing- Attached (252)	328	Dwelling Units	1,128	50%	50%	564	564	1,128
General Office Building (710) [average rate]	2.5	1,000 Sq. Ft. GFA	28	50%	50%	14	14	28
Shopping Center (820) [average rate]	2.5	1,000 Sq. Ft. GLA	107	50%	50%	53	53	107
Project Total Daily Trips						631	631	1,263
A.M. Peak Hour								
Land Use ¹	Number of Units	Unit Type	Trip Generation	% Entering	% Exiting	Trips Entering	Trips Exiting	Total a.m. Trips
Senior Adult Housing- Attached (252)	328	Dwelling Units	65	34%	66%	22	43	65
General Office Building (710) [average rate]	2.5	1,000 Sq. Ft. GFA	4	88%	12%	3	0	4
Shopping Center (820) [average rate]	2.5	1,000 Sq. Ft. GLA	2	62%	38%	1	1	2
Project Total a.m. Peak Hour Trips						27	45	72
P.M. Peak Hour								
Land Use ¹	Number of Units	Unit Type	Trip Generation	% Entering	% Exiting	Trips Entering	Trips Exiting	Total p.m. Trips
Senior Adult Housing- Attached (252)	328	Dwelling Units	80	54%	46%	43	37	80
General Office Building (710) [average rate]	2.5	1,000 Sq. Ft. GFA	4	17%	83%	1	3	4
Shopping Center (820) [average rate]	2.5	1,000 Sq. Ft. GLA	9	48%	52%	4	5	9
Project Total p.m. Peak Hour Trips						48	45	93
Saturday Daily								
Land Use ¹	Number of Units	Unit Type	Trip Generation	% Entering	% Exiting	Trips Entering	Trips Exiting	Total Sat. Daily Trips
Senior Adult Housing- Attached (252)	328	Dwelling Units	856	50%	50%	428	428	856
General Office Building (710) [average rate]	2.5	1,000 Sq. Ft. GFA	6	50%	50%	3	3	6
Shopping Center (820) [average rate]	2.5	1,000 Sq. Ft. GLA	125	50%	50%	62	62	125
Project Total Saturday Trips						494	494	987
Saturday Peak Hour								
Land Use ¹	Number of Units	Unit Type	Trip Generation	% Entering	% Exiting	Trips Entering	Trips Exiting	Total Sat Pk Hr Trips
Senior Adult Housing- Attached (252)	328	Dwelling Units	102	57%	43%	58	44	102
General Office Building (710) [average rate]	2.5	1,000 Sq. Ft. GFA	1	54%	46%	1	0	1
Shopping Center (820) [average rate]	2.5	1,000 Sq. Ft. GLA	12	52%	48%	6	6	12
Project Total Saturday Peak Hour Trips						65	50	115

1. Land Use Code from the Institute of Transportation Engineers - 9th Edition Trip Generation Manual (ITE Manual)

SOURCE: Hales Engineering, January 2014

E. Access

The proposed access for the site will be gained at the following locations (see also site plan in Appendix C):

Cedar Hills Drive:

- North Access: The proposed full-movement access will be located approximately 460 feet east of 4800 West and will line up directly with the Walmart Access. The proposed access is also planned to serve future developments and will extend further south.
- North RIRO Access: The proposed right-in right-out (RIRO) access will be located approximately halfway between the North Access and the roundabout at the 4600 West / Cedar Hills Drive intersection. There is an existing raised center median on Cedar Hills Drive that will prevent left-turns into and out of the access.

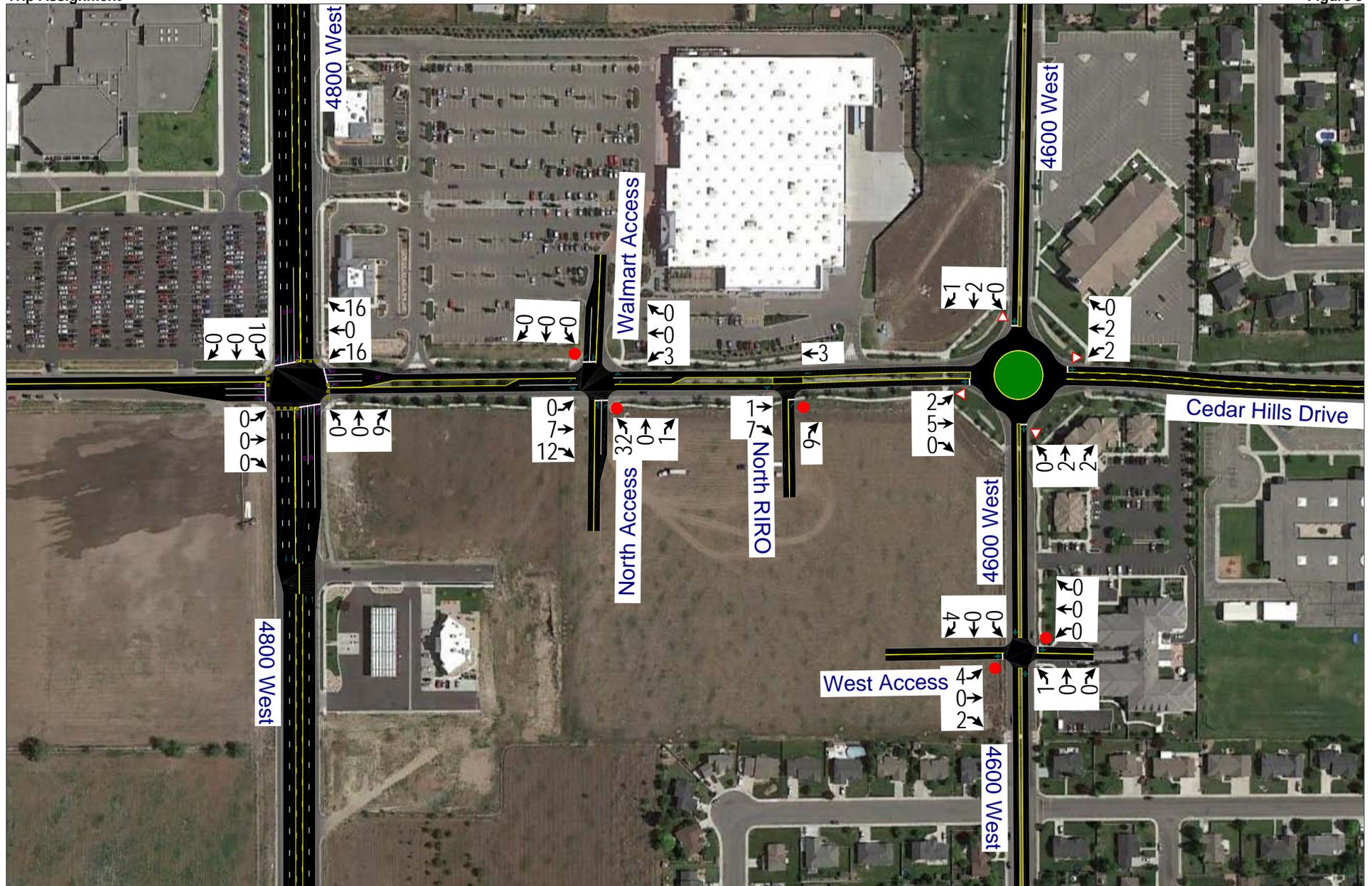
4600 West:

- West Access: The proposed full-movement access will be located approximately 400 feet south of the roundabout at the 4600 West / Cedar Hills Drive intersection. The proposed access will line up directly with the existing access to the nursing home across the street.

F. Parking

Parking generation for a “congregate care facility,” a surrogate for this site, shows that for the two sites studied, one had a peak hour demand of 0.41 vehicles per dwelling unit, and the other had 0.48 vehicles per dwelling unit. Several locations in Sandy, Utah have parking rates of 1.0 spaces for senior housing (Rosegate being one of them). Experience in Sandy at Silver Pines, Sunrise, Ranches and Wentworth show that low parking rates for these types of projects has not created a parking issue.

Based on our experience and that of neighboring jurisdictions, it is our recommendation that 1.0 space per unit will more than adequately meet the parking needs for patrons, employees and visitors.



IV. EXISTING (2014) PLUS PROJECT CONDITIONS

A. Purpose

This section of the report examines the traffic impacts of the proposed project at each of the study intersections. The net trips generated by the proposed development were combined with the existing background traffic volumes to create the existing plus project conditions. This scenario provides valuable insight into the potential impacts of the proposed project on background traffic conditions.

B. Traffic Volumes

Project trips were assigned to the study intersections based on the trip distribution percentages discussed in Chapter III and permitted intersection turning movements. The existing (2014) plus project a.m. peak hour volumes were generated for the study intersections and are shown in Figure 4.

C. Level of Service Analysis

Using Synchro/SimTraffic, which follow the Highway Capacity Manual (HCM) 2010 methodology introduced in Chapter I, the p.m. peak hour LOS was computed for each study intersection. The results of this analysis are reported in Table 4 (see Appendix B for the detailed LOS reports). Multiple runs of SimTraffic were used to provide a statistical evaluation of the interaction between the intersections. As shown in Table 4, all study intersections are anticipated to continue to operate at acceptable levels of service during the a.m. peak hour.

D. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. The queue reports can be found in Appendix D. No significant queuing is anticipated.

E. Mitigation Measures

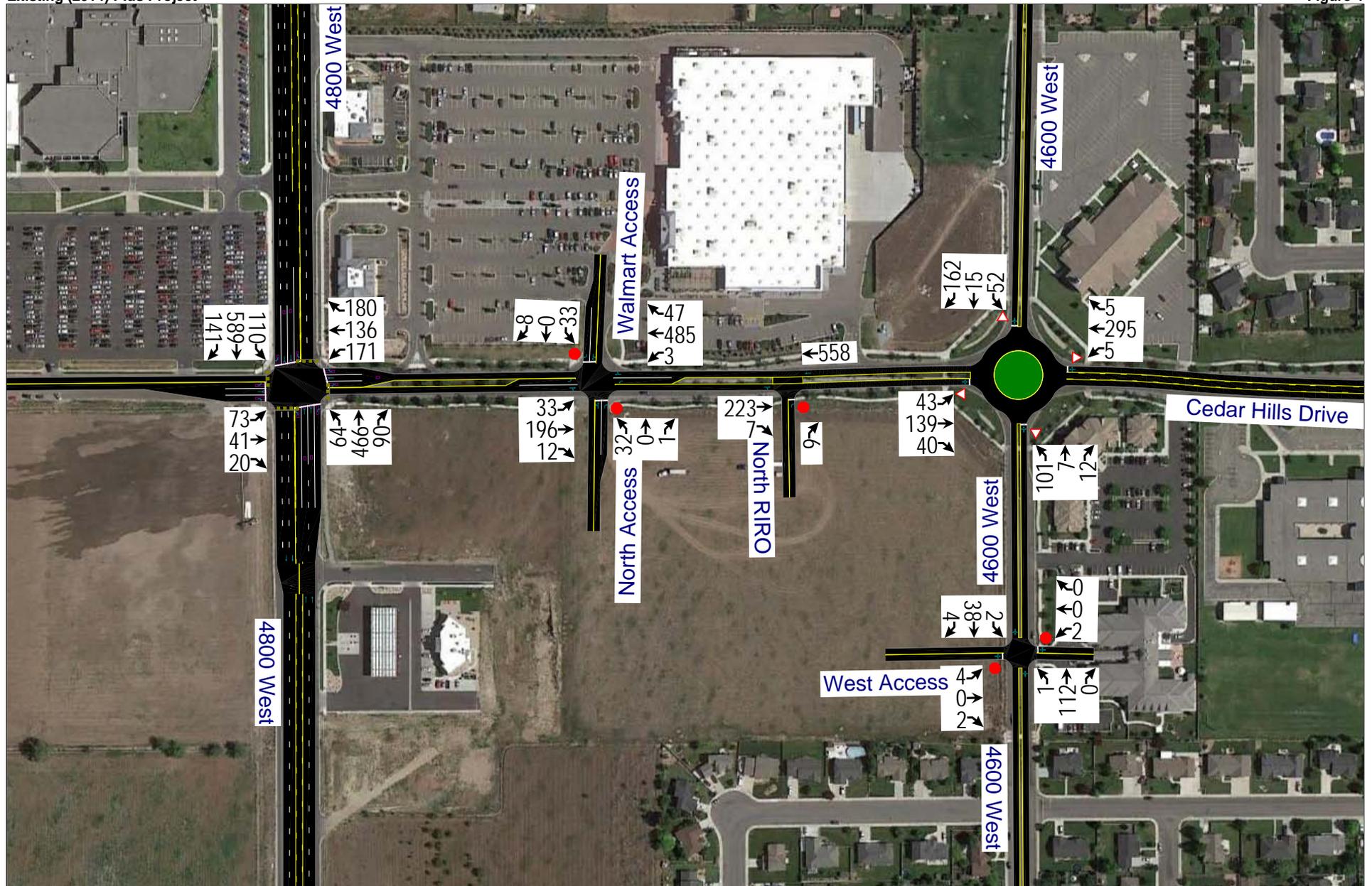
No mitigation measures are recommended.

Table 4 Existing (2014) Plus Project a.m. Peak Hour Level of Service

Intersection		Worst Approach			Overall Intersection	
Description	Control	Approach ^{1,3}	Aver. Delay (Sec/Veh) ¹	LOS ¹	Aver. Delay (Sec/Veh) ²	LOS ²
Cedar Hills Drive / 4800 West	Signal	-	-	-	14.4	B
Walmart & North Access / Cedar Hills Drive	NB & SB Stop	NB	13.2	B	-	-
4600 West / Cedar Hills Drive	Round-about	-	-	-	3.7	A
West Access / 4600 West	EB & WB Stop	WB	3.7	A	-	-
North RIRO / Cedar Hills Drive	NB Stop	NB	3.0	A	-	-

1. This represents the worst approach LOS and delay (seconds / vehicle) and is only reported for non-all-way stop unsignalized intersections.
2. This represents the overall intersection LOS and delay (seconds / vehicle) and is reported for all-way stop and signal controlled intersections.
3. SB = Southbound approach, etc.

Source: Hales Engineering, January 2014



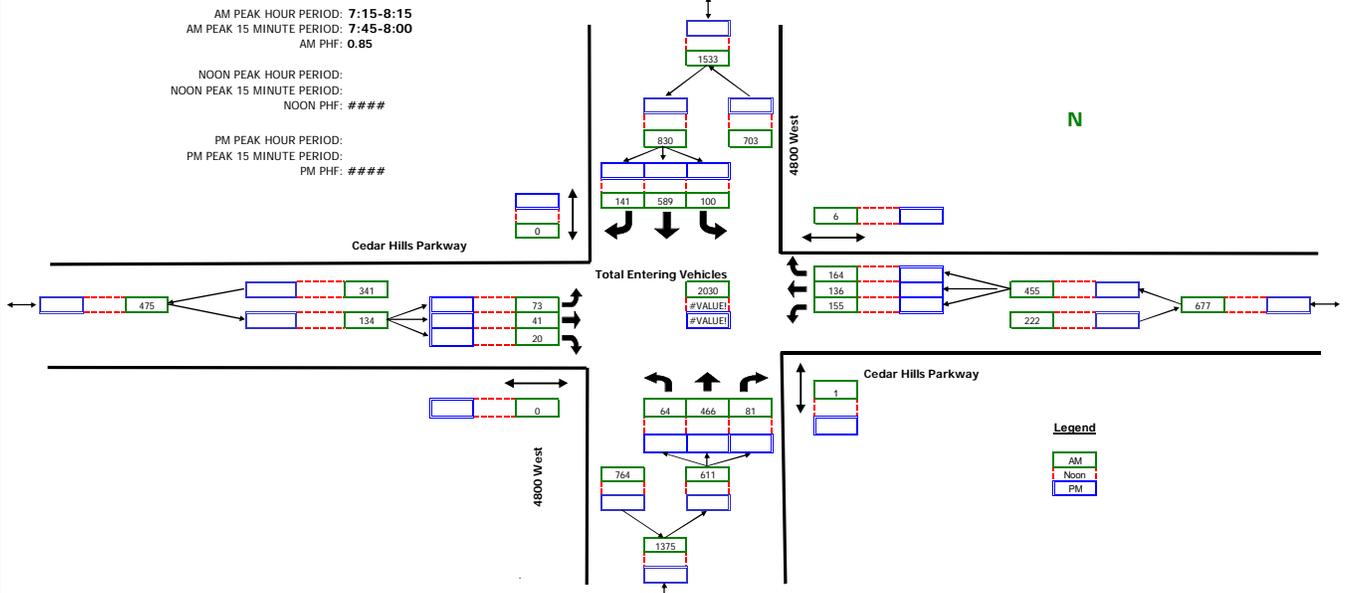
APPENDIX A

Turning Movement Counts

Intersection Turning Movement Summary

Intersection: 4800 West / Cedar Hills Parkway
North/South: 4800 West
East/West: Cedar Hills Parkway
Jurisdiction: Cedar Hills
Project Title: Cedar Hills Senior Living Facility T1S
Project No: P543
Weather: Clear

Date: 1-23-14, Thu
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 100.0%
Adjustment Station #: 0
Growth Rate: 0.0%
Number of Years: 0

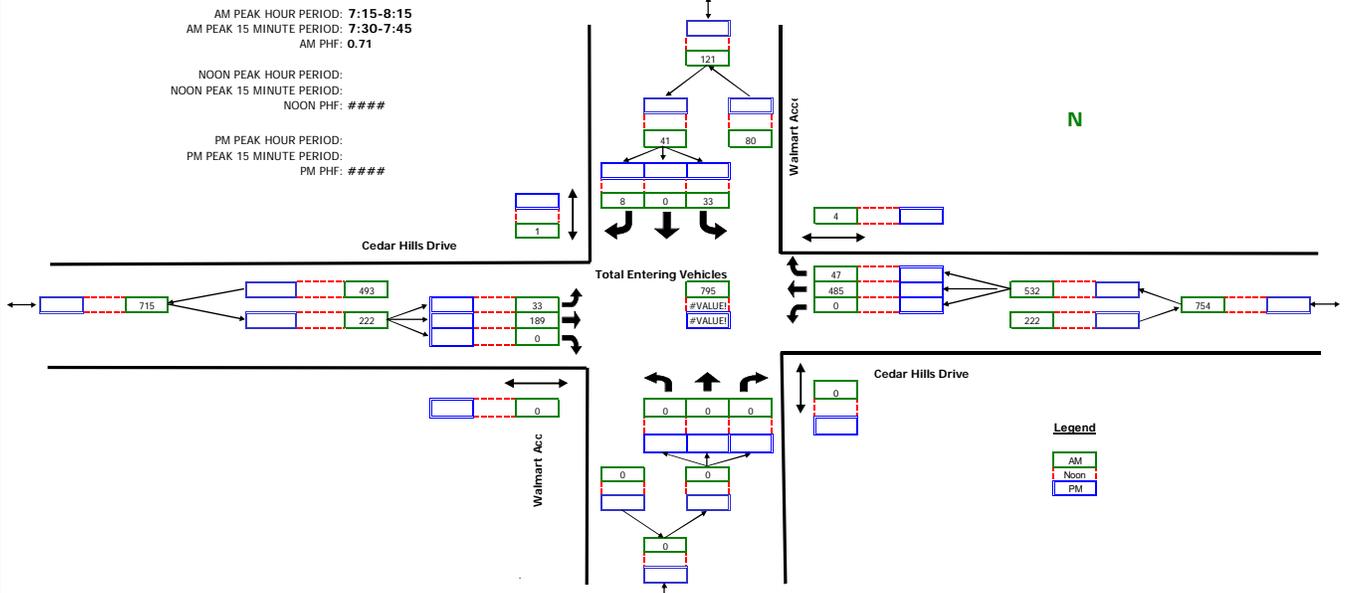


RAW COUNT SUMMARIES	4800 West Northbound				4800 West Southbound				Cedar Hills Parkway Eastbound				Cedar Hills Parkway Westbound				TOTAL
	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	
AM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00-7:15	7	68	9	0	12	92	1	0	8	2	3	0	33	1	18	0	254
7:15-7:30	13	90	11	0	19	109	21	0	14	8	4	0	26	18	41	4	374
7:30-7:45	43	103	17	1	24	88	107	0	28	19	10	0	33	95	25	2	592
7:45-8:00	6	126	27	0	36	206	9	0	29	12	5	0	62	21	56	0	595
8:00-8:15	2	147	26	0	21	186	4	0	2	2	1	0	34	2	42	0	469
8:15-8:30	1	99	14	0	10	144	1	0	1	2	1	0	44	2	34	0	353
8:30-8:45	1	82	12	0	11	101	3	0	1	2	0	0	23	1	25	0	262
8:45-9:00	2	85	15	0	0	0	0	0	1	0	0	0	0	0	0	0	103
NOON PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
11:30-11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45-12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00-12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15-12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30-12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45-13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00-13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15-13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
16:00-16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15-16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30-16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45-17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00-17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15-17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30-17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45-18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Turning Movement Summary

Intersection: Walmart Access / Cedar Hills Drive
North/South: Walmart Access
East/West: Cedar Hills Drive
Jurisdiction: Cedar Hills
Project Title: Cedar Hills Senior Living Facility T1S
Project No: P543
Weather: Clear

Date: 1-23-14, Thu
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 100.0%
Adjustment Station #: 0
Growth Rate: 0.0%
Number of Years: 0

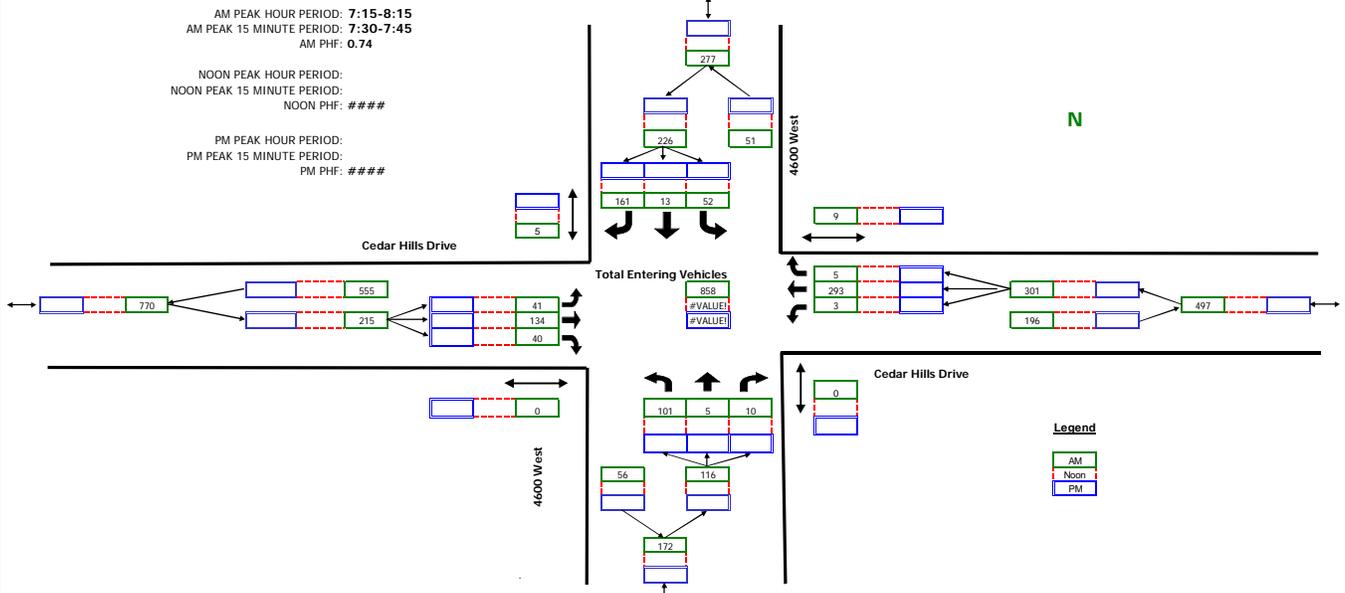


RAW COUNT SUMMARIES	Walmart Access Northbound				Walmart Access Southbound				Cedar Hills Drive Eastbound				Cedar Hills Drive Westbound				TOTAL
	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	
AM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00-7:15	0	0	0	0	6	0	5	0	4	20	0	0	0	47	7	0	89
7:15-7:30	0	0	0	0	9	0	2	0	4	35	0	0	0	99	8	0	157
7:30-7:45	0	0	0	0	13	0	3	0	5	55	0	0	0	185	18	0	279
7:45-8:00	0	0	0	0	6	0	2	1	15	59	0	0	0	135	11	4	228
8:00-8:15	0	0	0	0	5	0	1	0	9	40	0	0	0	66	10	0	131
8:15-8:30	0	0	0	0	10	0	4	0	7	20	0	0	0	72	6	0	119
8:30-8:45	0	0	0	0	9	0	1	0	5	18	0	0	0	44	5	0	82
8:45-9:00	0	0	0	0	7	0	2	0	4	23	0	0	0	60	8	0	104
NOON PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
11:30-11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45-12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00-12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15-12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30-12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45-13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00-13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15-13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
16:00-16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15-16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30-16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45-17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00-17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15-17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30-17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45-18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Turning Movement Summary

Intersection: 4600 West / Cedar Hills Drive
North/South: 4600 West
East/West: Cedar Hills Drive
Jurisdiction: Cedar Hills
Project Title: Cedar Hills Senior Living Facility T1S
Project No: P543
Weather: Clear

Date: 1-23-14, Thu
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 100.0%
Adjustment Station #: 0
Growth Rate: 0.0%
Number of Years: 0



RAW COUNT SUMMARIES	4600 West Northbound				4600 West Southbound				Cedar Hills Drive Eastbound				Cedar Hills Drive Westbound				TOTAL
	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	
AM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00-7:15	10	3	1	0	1	2	18	0	3	13	8	0	0	25	1	0	85
7:15-7:30	20	1	1	0	1	1	35	4	5	25	7	0	0	55	0	3	151
7:30-7:45	35	2	2	0	1	3	75	1	16	47	8	0	0	101	0	1	290
7:45-8:00	24	1	6	0	44	6	34	0	12	38	16	0	0	94	2	2	277
8:00-8:15	22	1	1	0	6	3	17	0	8	24	9	0	3	43	3	3	140
8:15-8:30	10	0	0	0	2	1	30	0	5	18	6	0	0	35	1	1	108
8:30-8:45	7	2	0	0	1	1	17	0	5	15	10	0	0	24	1	0	83
8:45-9:00	10	0	3	1	1	0	16	0	2	16	10	0	2	39	1	1	100
NOON PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
11:30-11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45-12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00-12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15-12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30-12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45-13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00-13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15-13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
16:00-16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15-16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30-16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45-17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00-17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15-17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30-17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45-18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

APPENDIX B

LOS Results

SimTraffic LOS Report

Project: Cedar Hills - Senior Living Facility TIS
Analysis Period: Existing 2014 Conditions
Time Period: a.m. peak hour **Project #: UT14-558**

Intersection: 4800 West & Cedar Hills Blvd
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	64	62	97	16.7	B
	T	466	466	100	15.8	B
	R	81	86	107	2.7	A
	Subtotal	611	614	100	14.1	B
SB	L	100	103	103	16.2	B
	T	589	593	101	14.7	B
	R	141	151	107	3.8	A
	Subtotal	830	847	102	12.9	B
EB	L	73	74	102	24.2	C
	T	41	40	98	29.4	C
	R	20	19	94	4.4	A
	Subtotal	134	133	99	22.9	C
WB	L	155	152	98	17.2	B
	T	174	174	100	17.4	B
	R	164	160	97	6.2	A
	Subtotal	493	486	99	13.7	B
Total		2,067	2,080	101	14.1	B

Intersection: Cedar Hills Blvd & Walmart Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	33	30	91	13.0	B
	R	8	8	100	5.3	A
	Subtotal	41	38	93	11.4	B
EB	L	33	30	91	5.0	A
	T	196	207	105	0.9	A
	Subtotal	229	237	103	1.4	A
WB	T	508	504	99	0.6	A
	R	47	50	107	0.3	A
	Subtotal	555	554	100	0.6	A
Total		826	829	100	1.3	A

SimTraffic LOS Report

Project: Cedar Hills - Senior Living Facility TIS
Analysis Period: Existing 2014 Conditions
Time Period: a.m. peak hour **Project #:** UT14-558

Intersection: 4600 West & Cedar Hills Blvd
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	101	98	97	2.6	A
	T	5	5	105	3.5	A
	R	10	9	88	2.8	A
	Subtotal	116	112	97	2.7	A
SB	L	52	50	96	5.0	A
	T	13	13	102	5.4	A
	R	161	165	102	5.0	A
	Subtotal	226	228	101	5.0	A
EB	L	41	42	103	2.3	A
	T	142	146	103	2.5	A
	R	40	40	101	2.3	A
	Subtotal	223	228	102	2.4	A
WB	L	3	2	62	3.9	A
	T	293	290	99	3.7	A
	R	5	6	126	3.4	A
	Subtotal	301	298	99	3.7	A
Total		865	866	100	3.6	A

Intersection: 4600 West & Existing Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	112	109	97	0.1	A
	Subtotal	112	109	97	0.1	A
SB	L	2	1	44	1.8	A
	T	54	53	99	0.3	A
	Subtotal	56	54	96	0.3	A
WB	L	2	2	89	5.7	A
	Subtotal	2	2	100	5.7	A
Total		170	165	97	0.2	A

1: 4800 West & Cedar Hills Blvd Performance by movement Interval #1 7:15

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.3	3.1	4.3	0.0	0.0	0.0	0.0	0.0	0.0	2.7	0.2	0.2
Total Delay (hr)	0.1	0.1	0.0	0.2	0.2	0.0	0.0	0.5	0.0	0.1	0.5	0.0
Total Del/Veh (s)	23.3	29.0	4.6	16.8	16.0	5.2	13.1	14.6	2.6	13.6	11.6	2.8
Vehicles Entered	17	9	4	34	38	32	13	110	22	28	141	37
Vehicles Exited	17	9	4	36	38	32	13	112	22	28	143	37
Hourly Exit Rate	68	36	16	144	152	128	52	448	88	112	572	148
Input Volume	64	36	18	137	153	145	60	439	76	94	554	133
% of Volume	106	100	89	105	99	88	87	102	116	119	103	111

1: 4800 West & Cedar Hills Blvd Performance by movement Interval #1 7:15

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.3
Total Delay (hr)	1.7
Total Del/Veh (s)	12.4
Vehicles Entered	485
Vehicles Exited	491
Hourly Exit Rate	1964
Input Volume	1909
% of Volume	103

1: 4800 West & Cedar Hills Blvd Performance by movement Interval #2 7:30

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.4	3.4	3.5	0.0	0.0	0.0	0.0	0.0	0.0	2.5	0.2	0.2
Total Delay (hr)	0.2	0.1	0.0	0.2	0.3	0.1	0.1	0.7	0.0	0.2	0.9	0.1
Total Del/Veh (s)	24.4	27.7	3.9	17.2	19.2	7.7	20.1	19.2	3.6	20.6	18.6	5.1
Vehicles Entered	23	12	6	50	57	56	19	138	25	28	174	47
Vehicles Exited	23	12	6	48	57	55	18	135	25	28	169	47
Hourly Exit Rate	92	48	24	192	228	220	72	540	100	112	676	188
Input Volume	99	55	27	209	235	222	75	548	95	118	693	166
% of Volume	93	87	89	92	97	99	96	99	105	95	98	113

1: 4800 West & Cedar Hills Blvd Performance by movement Interval #2 7:30

Movement	All
Denied Delay (hr)	0.1
Denied Del/Veh (s)	0.3
Total Delay (hr)	3.0
Total Del/Veh (s)	16.5
Vehicles Entered	635
Vehicles Exited	623
Hourly Exit Rate	2492
Input Volume	2542
% of Volume	98

1: 4800 West & Cedar Hills Blvd Performance by movement Interval #3 7:45

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.3	3.0	4.1	0.0	0.0	0.0	0.0	0.0	0.0	2.9	0.2	0.2
Total Delay (hr)	0.1	0.1	0.0	0.2	0.2	0.1	0.1	0.4	0.0	0.1	0.6	0.0
Total Del/Veh (s)	21.9	28.5	4.5	16.4	15.7	5.1	16.8	14.4	2.4	14.6	13.3	3.5
Vehicles Entered	17	9	4	33	40	37	15	108	20	23	140	33
Vehicles Exited	18	10	5	33	40	38	15	110	20	23	145	33
Hourly Exit Rate	72	40	20	132	160	152	60	440	80	92	580	132
Input Volume	64	36	18	137	153	145	60	439	76	94	554	133
% of Volume	112	111	111	96	105	105	100	100	105	98	105	99

1: 4800 West & Cedar Hills Blvd Performance by movement Interval #3 7:45

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.3
Total Delay (hr)	1.8
Total Del/Veh (s)	13.0
Vehicles Entered	479
Vehicles Exited	490
Hourly Exit Rate	1960
Input Volume	1909
% of Volume	103

1: 4800 West & Cedar Hills Blvd Performance by movement Interval #4 8:00

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.4	3.2	4.1	0.0	0.0	0.0	0.0	0.0	0.0	2.9	0.1	0.2
Total Delay (hr)	0.1	0.1	0.0	0.2	0.2	0.1	0.1	0.4	0.0	0.1	0.5	0.0
Total Del/Veh (s)	20.5	27.1	4.8	16.6	15.7	5.2	15.5	13.1	2.3	13.5	12.9	3.1
Vehicles Entered	16	10	4	34	40	36	15	111	19	24	139	34
Vehicles Exited	17	9	4	35	41	36	15	110	20	24	136	34
Hourly Exit Rate	68	36	16	140	164	144	60	440	80	96	544	136
Input Volume	64	36	18	137	153	145	60	439	76	94	554	133
% of Volume	106	100	89	102	107	99	100	100	105	102	98	102

1: 4800 West & Cedar Hills Blvd Performance by movement Interval #4 8:00

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.3
Total Delay (hr)	1.7
Total Del/Veh (s)	12.3
Vehicles Entered	482
Vehicles Exited	481
Hourly Exit Rate	1924
Input Volume	1909
% of Volume	101

1: 4800 West & Cedar Hills Blvd Performance by movement Entire Run

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0
Denied Del/Veh (s)	0.3	3.2	3.9	0.0	0.0	0.0	0.0	0.0	0.0	2.8	0.2	0.2
Total Delay (hr)	0.5	0.3	0.0	0.7	0.8	0.3	0.3	2.1	0.1	0.5	2.5	0.2
Total Del/Veh (s)	24.2	29.4	4.4	17.2	17.4	6.2	16.7	15.8	2.7	16.2	14.7	3.8
Vehicles Entered	74	40	18	152	175	161	62	466	86	103	594	151
Vehicles Exited	74	40	19	152	174	160	62	466	86	103	593	151
Hourly Exit Rate	74	40	19	152	174	160	62	466	86	103	593	151
Input Volume	73	41	20	155	174	164	64	466	81	100	589	141
% of Volume	102	98	94	98	100	97	97	100	107	103	101	107

1: 4800 West & Cedar Hills Blvd Performance by movement Entire Run

Movement	All
Denied Delay (hr)	0.2
Denied Del/Veh (s)	0.3
Total Delay (hr)	8.2
Total Del/Veh (s)	14.1
Vehicles Entered	2082
Vehicles Exited	2080
Hourly Exit Rate	2080
Input Volume	2067
% of Volume	101

2: Cedar Hills Blvd & Walmart Access Performance by movement Interval #1 7:15

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.1	4.3	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	4.6	0.9	0.5	0.3	9.7	5.1	1.2
Vehicles Entered	9	50	107	11	6	2	185
Vehicles Exited	9	50	107	11	6	2	185
Hourly Exit Rate	36	200	428	44	24	8	740
Input Volume	29	177	449	41	29	7	732
% of Volume	124	113	95	107	83	114	101

2: Cedar Hills Blvd & Walmart Access Performance by movement Interval #2 7:30

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.3	0.0	0.0	0.0	0.1	5.0	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	5.8	0.9	0.8	0.4	16.8	7.9	1.6
Vehicles Entered	9	64	170	17	10	2	272
Vehicles Exited	9	64	169	16	10	2	270
Hourly Exit Rate	36	256	676	64	40	8	1080
Input Volume	45	255	686	64	45	11	1106
% of Volume	80	100	99	100	89	73	98

2: Cedar Hills Blvd & Walmart Access Performance by movement Interval #3 7:45

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.1	5.9	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	4.5	0.9	0.5	0.3	12.9	5.2	1.2
Vehicles Entered	6	46	114	11	7	1	185
Vehicles Exited	7	47	115	11	7	1	188
Hourly Exit Rate	28	188	460	44	28	4	752
Input Volume	29	177	449	41	29	7	732
% of Volume	97	106	102	107	97	57	103

2: Cedar Hills Blvd & Walmart Access Performance by movement Interval #4 8:00

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.2	4.3	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	4.1	0.9	0.5	0.3	10.4	5.3	1.1
Vehicles Entered	6	46	113	12	6	2	185
Vehicles Exited	6	46	113	12	7	2	186
Hourly Exit Rate	24	184	452	48	28	8	744
Input Volume	29	177	449	41	29	7	732
% of Volume	83	104	101	117	97	114	102

2: Cedar Hills Blvd & Walmart Access Performance by movement Entire Run

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.1	4.2	0.1
Total Delay (hr)	0.0	0.1	0.1	0.0	0.1	0.0	0.3
Total Del/Veh (s)	5.0	0.9	0.6	0.3	13.0	5.3	1.3
Vehicles Entered	30	207	504	50	30	8	829
Vehicles Exited	30	207	504	50	30	8	829
Hourly Exit Rate	30	207	504	50	30	8	829
Input Volume	33	196	508	47	33	8	826
% of Volume	91	105	99	107	91	100	100

3: 4600 West & Cedar Hills Blvd Performance by movement Interval #1 7:15

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0		0.2	0.4	0.0	0.0	0.0	0.2	0.2	0.2
Total Delay (hr)	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	2.4	2.5	2.4		3.0	2.3	2.5	2.6	2.2	3.5	3.5	3.5
Vehicles Entered	10	34	9	0	61	1	21	1	3	10	4	36
Vehicles Exited	10	34	9	0	61	2	22	1	3	10	4	35
Hourly Exit Rate	40	136	36	0	244	8	88	4	12	40	16	140
Input Volume	36	125	35	3	259	4	89	4	9	46	11	142
% of Volume	111	109	103	0	94	200	99	100	133	87	145	99

3: 4600 West & Cedar Hills Blvd Performance by movement Interval #1 7:15

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.1
Total Delay (hr)	0.2
Total Del/Veh (s)	2.9
Vehicles Entered	190
Vehicles Exited	191
Hourly Exit Rate	764
Input Volume	763
% of Volume	100

3: 4600 West & Cedar Hills Blvd Performance by movement Interval #2 7:30

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0		0.4	0.3	0.0	0.0	0.0	0.3	0.4	0.3
Total Delay (hr)	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	2.4	2.5	2.5		4.3	4.0	2.9	2.5	2.9	7.0	11.0	6.8
Vehicles Entered	14	46	13	0	100	2	34	2	3	17	3	59
Vehicles Exited	14	45	13	0	98	2	33	2	2	17	3	58
Hourly Exit Rate	56	180	52	0	392	8	132	8	8	68	12	232
Input Volume	55	191	54	4	396	7	136	7	14	70	18	218
% of Volume	102	94	96	0	99	114	97	114	57	97	67	106

3: 4600 West & Cedar Hills Blvd Performance by movement Interval #2 7:30

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.2
Total Delay (hr)	0.4
Total Del/Veh (s)	4.4
Vehicles Entered	293
Vehicles Exited	287
Hourly Exit Rate	1148
Input Volume	1170
% of Volume	98

3: 4600 West & Cedar Hills Blvd Performance by movement Interval #3 7:45

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0		0.2	0.3	0.0	0.0	0.0	0.2	0.2	0.2
Total Delay (hr)	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	2.2	2.5	2.1		3.2	4.5	2.4	5.7	2.9	4.1	3.7	4.2
Vehicles Entered	10	33	9	0	64	1	20	1	2	12	3	34
Vehicles Exited	10	33	9	0	66	1	21	1	2	12	3	36
Hourly Exit Rate	40	132	36	0	264	4	84	4	8	48	12	144
Input Volume	36	125	35	3	259	4	89	4	9	46	11	142
% of Volume	111	106	103	0	102	100	94	100	89	104	109	101

3: 4600 West & Cedar Hills Blvd Performance by movement Interval #3 7:45

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.1
Total Delay (hr)	0.2
Total Del/Veh (s)	3.2
Vehicles Entered	189
Vehicles Exited	194
Hourly Exit Rate	776
Input Volume	763
% of Volume	102

3: 4600 West & Cedar Hills Blvd Performance by movement Interval #4 8:00

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0		0.3	0.6	0.0	0.0	0.0	0.2	0.2	0.2
Total Delay (hr)	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	2.1	2.5	2.1	1.9	3.3	3.6	2.3	3.9	2.0	3.6	4.0	3.7
Vehicles Entered	8	33	9	0	66	1	22	1	2	11	3	36
Vehicles Exited	8	34	10	1	65	1	22	1	2	11	3	36
Hourly Exit Rate	32	136	40	4	260	4	88	4	8	44	12	144
Input Volume	36	125	35	3	259	4	89	4	9	46	11	142
% of Volume	89	109	114	133	100	100	99	100	89	96	109	101

3: 4600 West & Cedar Hills Blvd Performance by movement Interval #4 8:00

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.1
Total Delay (hr)	0.2
Total Del/Veh (s)	3.0
Vehicles Entered	192
Vehicles Exited	194
Hourly Exit Rate	776
Input Volume	763
% of Volume	102

3: 4600 West & Cedar Hills Blvd Performance by movement Entire Run

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.2	0.3	0.3	0.0	0.0	0.0	0.2	0.2	0.2
Total Delay (hr)	0.0	0.1	0.0	0.0	0.3	0.0	0.1	0.0	0.0	0.1	0.0	0.2
Total Del/Veh (s)	2.3	2.5	2.3	3.9	3.7	3.4	2.6	3.5	2.8	5.0	5.4	5.0
Vehicles Entered	42	146	40	2	291	6	98	5	9	50	13	165
Vehicles Exited	42	146	40	2	290	6	98	5	9	50	13	165
Hourly Exit Rate	42	146	40	2	290	6	98	5	9	50	13	165
Input Volume	41	142	40	3	293	5	101	5	10	52	13	161
% of Volume	103	103	101	62	99	126	97	105	88	96	102	102

3: 4600 West & Cedar Hills Blvd Performance by movement Entire Run

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.2
Total Delay (hr)	0.9
Total Del/Veh (s)	3.6
Vehicles Entered	867
Vehicles Exited	866
Hourly Exit Rate	866
Input Volume	865
% of Volume	100

4: 4600 West & Existing Access Performance by movement Interval #1 7:15

Movement	WBL	NBT	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)		0.1		0.0	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)		0.1		0.2	0.2
Vehicles Entered	0	24	0	13	37
Vehicles Exited	0	25	0	13	38
Hourly Exit Rate	0	100	0	52	152
Input Volume	2	99	2	47	150
% of Volume	0	101	0	111	101

4: 4600 West & Existing Access Performance by movement Interval #2 7:30

Movement	WBL	NBT	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.7	0.1	1.3	0.3	0.3
Vehicles Entered	1	36	1	16	54
Vehicles Exited	1	36	1	16	54
Hourly Exit Rate	4	144	4	64	216
Input Volume	3	151	3	73	230
% of Volume	133	95	133	88	94

4: 4600 West & Existing Access Performance by movement Interval #3 7:45

Movement	WBL	NBT	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1		0.0	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	2.5	0.1		0.2	0.2
Vehicles Entered	1	23	0	12	36
Vehicles Exited	1	23	0	12	36
Hourly Exit Rate	4	92	0	48	144
Input Volume	2	99	2	47	150
% of Volume	200	93	0	102	96

4: 4600 West & Existing Access Performance by movement Interval #4 8:00

Movement	WBL	NBT	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)		0.1		0.0	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)		0.1		0.2	0.2
Vehicles Entered	0	25	0	12	37
Vehicles Exited	0	25	0	12	37
Hourly Exit Rate	0	100	0	48	148
Input Volume	2	99	2	47	150
% of Volume	0	101	0	102	99

4: 4600 West & Existing Access Performance by movement Entire Run

Movement	WBL	NBT	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	5.7	0.1	1.8	0.3	0.2
Vehicles Entered	2	109	2	53	166
Vehicles Exited	2	109	1	53	165
Hourly Exit Rate	2	109	1	53	165
Input Volume	2	112	2	54	170
% of Volume	89	97	44	99	97

5: North RIRO & Cedar Hills Blvd Performance by movement Interval #1 7:15

Movement	EBT	WBT	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0
Total Del/Veh (s)	0.3	0.5	0.5
Vehicles Entered	53	118	171
Vehicles Exited	53	118	171
Hourly Exit Rate	212	472	684
Input Volume	196	490	686
% of Volume	108	96	100

5: North RIRO & Cedar Hills Blvd Performance by movement Interval #2 7:30

Movement	EBT	WBT	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	0.0	0.1	0.1
Total Del/Veh (s)	0.3	1.1	0.9
Vehicles Entered	73	189	262
Vehicles Exited	72	187	259
Hourly Exit Rate	288	748	1036
Input Volume	300	750	1050
% of Volume	96	100	99

5: North RIRO & Cedar Hills Blvd Performance by movement Interval #3 7:45

Movement	EBT	WBT	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0
Total Del/Veh (s)	0.3	0.6	0.5
Vehicles Entered	51	123	174
Vehicles Exited	52	125	177
Hourly Exit Rate	208	500	708
Input Volume	196	490	686
% of Volume	106	102	103

5: North RIRO & Cedar Hills Blvd Performance by movement Interval #4 8:00

Movement	EBT	WBT	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0
Total Del/Veh (s)	0.3	0.6	0.5
Vehicles Entered	51	123	174
Vehicles Exited	51	125	176
Hourly Exit Rate	204	500	704
Input Volume	196	490	686
% of Volume	104	102	103

5: North RIRO & Cedar Hills Blvd Performance by movement Entire Run

Movement	EBT	WBT	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	0.0	0.1	0.1
Total Del/Veh (s)	0.3	0.7	0.6
Vehicles Entered	228	553	781
Vehicles Exited	228	554	782
Hourly Exit Rate	228	554	782
Input Volume	222	555	777
% of Volume	103	100	101

Total Zone Performance By Interval

Interval Start	7:15	7:30	7:45	8:00	All
Denied Delay (hr)	0.1	0.1	0.1	0.1	0.3
Denied Del/Veh (s)	0.4	0.4	0.4	0.4	0.4
Total Delay (hr)	2.3	4.0	2.4	2.2	10.9
Total Del/Veh (s)	14.4	19.1	14.7	14.4	16.9
Vehicles Entered	525	710	514	525	2281
Vehicles Exited	528	685	544	525	2280
Hourly Exit Rate	2112	2740	2176	2100	2280
Input Volume	7519	10468	7519	7519	8256
% of Volume	28	26	29	28	28

Intersection: 1: 4800 West & Cedar Hills Blvd, Interval #1

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	SB	SB
Directions Served	L	T	R	L	T	R	L	T	T	R	L	T
Maximum Queue (ft)	82	66	36	102	131	87	48	138	115	36	78	117
Average Queue (ft)	47	33	13	62	64	39	26	86	50	18	44	85
95th Queue (ft)	88	72	40	103	136	82	50	146	114	39	82	131
Link Distance (ft)	1025			450			283		283		1110	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	75		75		60		60		180		180	
Storage Blk Time (%)	4		2		7		8		1		0	
Queuing Penalty (veh)	2		1		18		22		2		0	

Intersection: 1: 4800 West & Cedar Hills Blvd, Interval #1

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	108	42
Average Queue (ft)	56	21
95th Queue (ft)	112	44
Link Distance (ft)	1110	1110
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 1: 4800 West & Cedar Hills Blvd, Interval #2

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	SB	SB
Directions Served	L	T	R	L	T	R	L	T	T	R	L	T
Maximum Queue (ft)	87	65	40	114	184	113	76	179	158	50	87	190
Average Queue (ft)	52	34	15	76	100	67	37	117	92	23	52	128
95th Queue (ft)	95	70	44	125	186	129	74	179	169	51	98	200
Link Distance (ft)	1025			450			283		283		1110	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	75		75	60		60		180		180		170
Storage Blk Time (%)	6	1	0	12	17	4	1		0	0		2
Queuing Penalty (veh)	5	1	0	49	72	15	1		0	0		3

Intersection: 1: 4800 West & Cedar Hills Blvd, Interval #2

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	164	66
Average Queue (ft)	94	33
95th Queue (ft)	174	67
Link Distance (ft)	1110	1110
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 1: 4800 West & Cedar Hills Blvd, Interval #3

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	SB	SB
Directions Served	L	T	R	L	T	R	L	T	T	R	L	T
Maximum Queue (ft)	91	68	35	96	125	91	48	135	94	41	73	158
Average Queue (ft)	46	31	15	53	62	41	28	89	54	18	39	99
95th Queue (ft)	96	70	43	94	129	89	53	147	104	42	79	166
Link Distance (ft)	1025			450			283		283		1110	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	75		75	60		60		180		180		170
Storage Blk Time (%)	2	2	0	6	8	1	0				0	1
Queuing Penalty (veh)	1	1	0	15	24	2	0				0	1

Intersection: 1: 4800 West & Cedar Hills Blvd, Interval #3

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	129	52
Average Queue (ft)	67	26
95th Queue (ft)	136	54
Link Distance (ft)	1110	1110
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 1: 4800 West & Cedar Hills Blvd, Interval #4

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	SB	SB
Directions Served	L	T	R	L	T	R	L	T	T	R	L	T
Maximum Queue (ft)	72	60	35	98	115	78	59	124	102	35	67	143
Average Queue (ft)	40	31	13	57	62	39	29	77	56	16	39	90
95th Queue (ft)	77	62	39	101	114	83	59	127	113	37	73	152
Link Distance (ft)	1025			450			283		283		1110	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	75		75	60		60		180		180		170
Storage Blk Time (%)	2	1		6	8	0						0
Queuing Penalty (veh)	1	0		16	21	1						0

Intersection: 1: 4800 West & Cedar Hills Blvd, Interval #4

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	115	48
Average Queue (ft)	58	23
95th Queue (ft)	122	47
Link Distance (ft)	1110	1110
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 1: 4800 West & Cedar Hills Blvd, All Intervals

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	SB	SB
Directions Served	L	T	R	L	T	R	L	T	T	R	L	T
Maximum Queue (ft)	113	83	50	115	195	119	79	179	162	59	109	194
Average Queue (ft)	46	32	14	62	72	46	30	92	63	19	44	101
95th Queue (ft)	90	69	42	108	147	100	60	155	132	43	84	169
Link Distance (ft)	1025			450			283		283		1110	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	75		75	60		60		180		180		170
Storage Blk Time (%)	3	1	0	8	10	1	0		0	0		1
Queuing Penalty (veh)	2	1	0	25	35	5	0		0	0		1

Intersection: 1: 4800 West & Cedar Hills Blvd, All Intervals

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	172	70
Average Queue (ft)	69	26
95th Queue (ft)	141	54
Link Distance (ft)	1110	1110
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 2: Cedar Hills Blvd & Walmart Access, Interval #1

Movement	EB	SB	SB
Directions Served	L	LT	R
Maximum Queue (ft)	30	34	28
Average Queue (ft)	12	20	7
95th Queue (ft)	36	45	29
Link Distance (ft)	198		
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	100	100	
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 2: Cedar Hills Blvd & Walmart Access, Interval #2

Movement	EB	WB	SB	SB
Directions Served	L	TR	LT	R
Maximum Queue (ft)	37	1	56	23
Average Queue (ft)	13	0	26	9
95th Queue (ft)	36	3	58	30
Link Distance (ft)		287	198	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	100			100
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 2: Cedar Hills Blvd & Walmart Access, Interval #3

Movement	EB	WB	SB	SB
Directions Served	L	TR	LT	R
Maximum Queue (ft)	34	4	47	23
Average Queue (ft)	10	1	22	3
95th Queue (ft)	36	9	50	18
Link Distance (ft)		287	198	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	100			100
Storage Blk Time (%)	0			
Queuing Penalty (veh)	0			

Intersection: 2: Cedar Hills Blvd & Walmart Access, Interval #4

Movement	EB	WB	SB	SB
Directions Served	L	TR	LT	R
Maximum Queue (ft)	28	1	48	26
Average Queue (ft)	7	0	20	7
95th Queue (ft)	28	2	52	27
Link Distance (ft)		287	198	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	100			100
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 2: Cedar Hills Blvd & Walmart Access, All Intervals

Movement	EB	WB	SB	SB
Directions Served	L	TR	LT	R
Maximum Queue (ft)	45	6	64	31
Average Queue (ft)	10	0	22	6
95th Queue (ft)	34	5	52	26
Link Distance (ft)		287	198	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	100			100
Storage Blk Time (%)	0			
Queuing Penalty (veh)	0			

Intersection: 3: 4600 West & Cedar Hills Blvd, Interval #1

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	29	49	42	66
Average Queue (ft)	8	16	14	34
95th Queue (ft)	32	48	45	70
Link Distance (ft)	310	989	394	774
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 3: 4600 West & Cedar Hills Blvd, Interval #2

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	39	86	49	134
Average Queue (ft)	12	43	22	61
95th Queue (ft)	41	91	52	118
Link Distance (ft)	310	989	394	774
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 3: 4600 West & Cedar Hills Blvd, Interval #3

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	37	54	42	82
Average Queue (ft)	11	24	12	36
95th Queue (ft)	39	57	41	88
Link Distance (ft)	310	989	394	774
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 3: 4600 West & Cedar Hills Blvd, Interval #4

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	37	58	36	68
Average Queue (ft)	10	21	12	35
95th Queue (ft)	39	60	39	72
Link Distance (ft)	310	989	394	774
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 3: 4600 West & Cedar Hills Blvd, All Intervals

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	53	87	58	138
Average Queue (ft)	10	26	15	41
95th Queue (ft)	38	68	45	91
Link Distance (ft)	310	989	394	774
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 4: 4600 West & Existing Access, Interval #1

Movement	WB	SB
Directions Served	LTR	LTR
Maximum Queue (ft)	9	3
Average Queue (ft)	2	0
95th Queue (ft)	13	6
Link Distance (ft)	104	394
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 4: 4600 West & Existing Access, Interval #2

Movement	WB
Directions Served	LTR
Maximum Queue (ft)	14
Average Queue (ft)	2
95th Queue (ft)	14
Link Distance (ft)	104
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 4: 4600 West & Existing Access, Interval #3

Movement	WB	SB
Directions Served	LTR	LTR
Maximum Queue (ft)	14	3
Average Queue (ft)	3	0
95th Queue (ft)	17	6
Link Distance (ft)	104	394
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 4: 4600 West & Existing Access, Interval #4

Movement	WB
Directions Served	LTR
Maximum Queue (ft)	12
Average Queue (ft)	2
95th Queue (ft)	16
Link Distance (ft)	104
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 4: 4600 West & Existing Access, All Intervals

Movement	WB	SB
Directions Served	LTR	LTR
Maximum Queue (ft)	26	6
Average Queue (ft)	2	0
95th Queue (ft)	15	4
Link Distance (ft)	104	394
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 5: North RIRO & Cedar Hills Blvd, Interval #1

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 5: North RIRO & Cedar Hills Blvd, Interval #2

Movement

Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 5: North RIRO & Cedar Hills Blvd, Interval #3

Movement

Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 5: North RIRO & Cedar Hills Blvd, Interval #4

Movement

Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 5: North RIRO & Cedar Hills Blvd, All Intervals

Movement

Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Zone Summary

Zone wide Queuing Penalty, Interval #1: 45
Zone wide Queuing Penalty, Interval #2: 146
Zone wide Queuing Penalty, Interval #3: 44
Zone wide Queuing Penalty, Interval #4: 40
Zone wide Queuing Penalty, All Intervals: 69

SimTraffic LOS Report

Project: Cedar Hills - Senior Living Facility TIS
Analysis Period: Existing 2014 Plus Project
Time Period: a.m. peak hour **Project #:** UT14-558

Intersection: 4800 West & Cedar Hills Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	64	60	94	15.8	B
	T	466	460	99	16.8	B
	R	90	94	104	2.8	A
	Subtotal	620	614	99	14.6	B
SB	L	110	106	96	15.9	B
	T	589	580	99	15.1	B
	R	141	139	98	3.9	A
	Subtotal	840	825	98	13.3	B
EB	L	73	74	102	23.4	C
	T	41	42	103	29.2	C
	R	20	21	104	4.1	A
	Subtotal	134	137	102	22.2	C
WB	L	171	166	97	18.5	B
	T	174	175	101	16.9	B
	R	180	180	100	7.0	A
	Subtotal	525	521	99	14.0	B
Total		2,119	2,097	99	14.4	B

Intersection: North Access/Walmart Access & Cedar Hills Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	32	33	103	13.5	B
	R	1	1	100	4.9	A
	Subtotal	33	34	103	13.2	B
SB	L	33	32	97	14.2	B
	R	8	10	125	7.5	A
	Subtotal	41	42	102	12.6	B
EB	L	33	34	103	5.7	A
	T	205	206	100	1.0	A
	R	12	14	114	0.8	A
Subtotal	250	254	102	1.6	A	
WB	L	3	3	92	2.0	A
	T	508	506	100	0.8	A
	R	47	50	107	0.5	A
Subtotal	558	559	100	0.8	A	
Total		882	889	101	2.1	A

SimTraffic LOS Report

Project: Cedar Hills - Senior Living Facility TIS
Analysis Period: Existing 2014 Plus Project
Time Period: a.m. peak hour **Project #:** UT14-558

Intersection: 4600 West & Cedar Hills Drive
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	101	97	96	2.7	A
	T	7	6	89	3.2	A
	R	12	11	90	2.9	A
	Subtotal	120	114	95	2.7	A
SB	L	52	56	108	5.4	A
	T	15	14	95	5.7	A
	R	162	165	102	5.1	A
	Subtotal	229	235	103	5.2	A
EB	L	43	38	88	2.5	A
	T	146	148	101	2.7	A
	R	40	41	103	2.4	A
	Subtotal	229	227	99	2.6	A
WB	L	5	4	84	3.0	A
	T	295	295	100	3.6	A
	R	5	4	84	3.4	A
	Subtotal	305	303	99	3.6	A
Total		882	879	100	3.7	A

Intersection: 4600 West & West Access/Existing Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	1	0	0		
	T	112	107	96	0.1	A
	Subtotal	113	107	95	0.1	A
SB	L	2	1	44	1.8	A
	T	53	54	102	0.4	A
	R	4	4	94	0.3	A
	Subtotal	59	59	100	0.4	A
EB	L	4	4	94	3.7	A
	R	2	3	150	3.0	A
	Subtotal	6	7	117	3.4	A
WB	L	2	3	133	3.7	A
	Subtotal	2	3	150	3.7	A
Total		181	176	97	0.4	A

SimTraffic LOS Report

Project: Cedar Hills - Senior Living Facility TIS
Analysis Period: Existing 2014 Plus Project
Time Period: a.m. peak hour **Project #:** UT14-558

Intersection: North RIRO & Cedar Hills Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	R	6	6	96	3.0	A
	Subtotal	6	6	100	3.0	A
EB	T	223	222	99	0.4	A
	R	7	6	89	0.3	A
	Subtotal	230	228	99	0.4	A
WB	T	558	558	100	0.8	A
	Subtotal	558	558	100	0.8	A
Total		794	792	100	0.7	A

Intersection:
Type:

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
Total						

1: 4800 West & Cedar Hills Drive Performance by movement Interval #1 7:15

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	3.3	3.6	0.0	0.0	0.0	0.0	0.0	0.0	2.9	0.1	0.2
Total Delay (hr)	0.1	0.1	0.0	0.2	0.2	0.1	0.1	0.5	0.0	0.1	0.5	0.0
Total Del/Veh (s)	22.2	27.2	3.6	15.9	16.8	5.5	15.4	14.8	2.4	14.0	12.9	3.7
Vehicles Entered	17	9	5	35	38	41	14	108	23	26	132	31
Vehicles Exited	17	9	4	34	37	41	15	109	23	26	132	31
Hourly Exit Rate	68	36	16	136	148	164	60	436	92	104	528	124
Input Volume	64	36	18	151	155	159	60	439	85	104	554	133
% of Volume	106	100	89	90	95	103	100	99	108	100	95	93

1: 4800 West & Cedar Hills Drive Performance by movement Interval #1 7:15

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.3
Total Delay (hr)	1.7
Total Del/Veh (s)	12.8
Vehicles Entered	479
Vehicles Exited	478
Hourly Exit Rate	1912
Input Volume	1958
% of Volume	98

1: 4800 West & Cedar Hills Drive Performance by movement Interval #2 7:30

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.4	3.0	3.8	0.0	0.0	0.0	0.0	0.0	0.0	2.7	0.2	0.2
Total Delay (hr)	0.2	0.1	0.0	0.3	0.3	0.2	0.1	0.8	0.0	0.2	0.9	0.1
Total Del/Veh (s)	22.8	28.3	4.0	20.9	18.3	9.7	17.6	21.5	3.7	18.9	19.2	4.7
Vehicles Entered	25	14	8	56	57	60	18	136	28	34	170	40
Vehicles Exited	26	15	8	56	56	60	18	134	27	33	167	40
Hourly Exit Rate	104	60	32	224	224	240	72	536	108	132	668	160
Input Volume	99	55	27	231	230	243	75	548	106	129	693	166
% of Volume	105	109	119	97	97	99	96	98	102	102	96	96

1: 4800 West & Cedar Hills Drive Performance by movement Interval #2 7:30

Movement	All
Denied Delay (hr)	0.1
Denied Del/Veh (s)	0.3
Total Delay (hr)	3.2
Total Del/Veh (s)	17.4
Vehicles Entered	646
Vehicles Exited	640
Hourly Exit Rate	2560
Input Volume	2602
% of Volume	98

1: 4800 West & Cedar Hills Drive Performance by movement Interval #3 7:45

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.3	3.3	3.5	0.0	0.0	0.0	0.0	0.0	0.0	2.8	0.1	0.2
Total Delay (hr)	0.1	0.1	0.0	0.2	0.2	0.1	0.1	0.4	0.0	0.1	0.5	0.0
Total Del/Veh (s)	23.1	23.2	3.8	16.0	14.7	5.7	13.9	13.9	2.4	14.2	12.9	3.8
Vehicles Entered	15	10	5	38	41	37	12	108	22	23	140	36
Vehicles Exited	16	10	5	39	42	38	13	110	22	23	141	36
Hourly Exit Rate	64	40	20	156	168	152	52	440	88	92	564	144
Input Volume	64	36	18	151	155	159	60	439	85	104	554	133
% of Volume	100	111	111	103	108	96	87	100	104	88	102	108

1: 4800 West & Cedar Hills Drive Performance by movement Interval #3 7:45

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.3
Total Delay (hr)	1.8
Total Del/Veh (s)	12.3
Vehicles Entered	487
Vehicles Exited	495
Hourly Exit Rate	1980
Input Volume	1958
% of Volume	101

1: 4800 West & Cedar Hills Drive Performance by movement Interval #4 8:00

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	3.2	4.1	0.0	0.0	0.0	0.0	0.0	0.0	2.9	0.2	0.2
Total Delay (hr)	0.1	0.1	0.0	0.2	0.2	0.1	0.1	0.5	0.0	0.1	0.5	0.0
Total Del/Veh (s)	21.7	27.4	4.3	17.6	15.4	5.0	13.5	14.8	2.2	14.2	12.8	2.9
Vehicles Entered	16	8	4	36	40	42	14	108	22	25	139	32
Vehicles Exited	16	8	4	37	40	41	15	107	22	25	140	31
Hourly Exit Rate	64	32	16	148	160	164	60	428	88	100	560	124
Input Volume	64	36	18	151	155	159	60	439	85	104	554	133
% of Volume	100	89	89	98	103	103	100	97	104	96	101	93

1: 4800 West & Cedar Hills Drive Performance by movement Interval #4 8:00

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.3
Total Delay (hr)	1.8
Total Del/Veh (s)	12.6
Vehicles Entered	486
Vehicles Exited	486
Hourly Exit Rate	1944
Input Volume	1958
% of Volume	99

1: 4800 West & Cedar Hills Drive Performance by movement Entire Run

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0
Denied Del/Veh (s)	0.3	3.1	3.9	0.0	0.0	0.0	0.0	0.0	0.0	2.9	0.2	0.2
Total Delay (hr)	0.5	0.3	0.0	0.9	0.8	0.4	0.3	2.2	0.1	0.5	2.5	0.2
Total Del/Veh (s)	23.4	29.2	4.1	18.5	16.9	7.0	15.8	16.8	2.8	15.9	15.1	3.9
Vehicles Entered	74	42	21	166	176	180	60	460	95	107	581	139
Vehicles Exited	74	42	21	166	175	180	60	460	94	106	580	139
Hourly Exit Rate	74	42	21	166	175	180	60	460	94	106	580	139
Input Volume	73	41	20	171	174	180	64	466	90	110	589	141
% of Volume	102	103	104	97	101	100	94	99	104	96	99	98

1: 4800 West & Cedar Hills Drive Performance by movement Entire Run

Movement	All
Denied Delay (hr)	0.2
Denied Del/Veh (s)	0.3
Total Delay (hr)	8.5
Total Del/Veh (s)	14.4
Vehicles Entered	2101
Vehicles Exited	2097
Hourly Exit Rate	2097
Input Volume	2119
% of Volume	99

2: North Access/Walmart Access & Cedar Hills Drive Performance by movement Interval #1 7:15

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBL	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.1		0.1	4.2	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	5.2	1.0	1.0	0.7	0.5	0.2	11.2		9.2	6.1	1.6
Vehicles Entered	6	48	3	1	108	11	9	0	6	2	194
Vehicles Exited	6	48	3	1	108	10	9	0	6	2	193
Hourly Exit Rate	24	192	12	4	432	40	36	0	24	8	772
Input Volume	29	185	11	3	449	41	30	1	29	7	785
% of Volume	83	104	109	133	96	98	120	0	83	114	98

2: North Access/Walmart Access & Cedar Hills Drive Performance by movement Interval #2 7:30

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBL	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.7	0.1	0.1	0.0	0.0	0.0	0.1		0.2	3.7	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.1	0.0	0.1	0.0	0.1	0.0	0.3
Total Del/Veh (s)	7.0	1.1	0.8	3.3	1.4	0.9	22.6		22.2	10.0	3.1
Vehicles Entered	13	68	4	1	171	17	9	0	11	4	298
Vehicles Exited	13	69	4	1	171	17	9	0	11	4	299
Hourly Exit Rate	52	276	16	4	684	68	36	0	44	16	1196
Input Volume	45	265	16	4	686	64	38	1	45	11	1175
% of Volume	116	104	100	100	100	106	95	0	98	145	102

2: North Access/Walmart Access & Cedar Hills Drive Performance by movement Interval #3 7:45

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBL	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.1		0.1	4.0	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	4.6	1.0	1.0	1.5	0.5	0.2	8.6		9.1	6.6	1.5
Vehicles Entered	6	45	4	1	112	11	7	0	8	2	196
Vehicles Exited	6	44	4	1	113	11	8	0	8	2	197
Hourly Exit Rate	24	176	16	4	452	44	32	0	32	8	788
Input Volume	29	185	11	3	449	41	30	1	29	7	785
% of Volume	83	95	145	133	101	107	107	0	110	114	100

2: North Access/Walmart Access & Cedar Hills Drive Performance by movement Interval #4 8:00

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBL	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0		0.0	0.0	0.1		0.1	4.2	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	3.8	0.9	0.6		0.5	0.3	9.1		8.6	4.9	1.4
Vehicles Entered	8	44	3	0	114	11	8	0	7	2	197
Vehicles Exited	8	45	3	0	114	12	8	0	7	2	199
Hourly Exit Rate	32	180	12	0	456	48	32	0	28	8	796
Input Volume	29	185	11	3	449	41	30	1	29	7	785
% of Volume	110	97	109	0	102	117	107	0	97	114	101

2: North Access/Walmart Access & Cedar Hills Drive Performance by movement Entire Run

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBL	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.3	0.0	0.0	0.0	0.0	0.0	0.1	5.0	0.1	4.0	0.1
Total Delay (hr)	0.1	0.1	0.0	0.0	0.1	0.0	0.1	0.0	0.1	0.0	0.5
Total Del/Veh (s)	5.7	1.0	0.8	2.0	0.8	0.5	13.5	4.9	14.2	7.5	2.1
Vehicles Entered	34	206	14	3	505	50	33	1	32	10	888
Vehicles Exited	34	206	14	3	506	50	33	1	32	10	889
Hourly Exit Rate	34	206	14	3	506	50	33	1	32	10	889
Input Volume	33	205	12	3	508	47	32	1	33	8	882
% of Volume	103	100	114	92	100	107	103	100	97	125	101

3: 4600 West & Cedar Hills Drive Performance by movement Interval #1 7:15

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.2	0.1	0.0	0.0	0.0	0.3	0.2	0.2
Total Delay (hr)	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	2.6	2.6	2.1	2.6	3.0	3.1	2.4	3.7	2.5	4.7	4.7	3.8
Vehicles Entered	8	31	10	1	60	1	22	1	3	11	3	35
Vehicles Exited	8	31	10	1	61	1	22	1	3	11	3	36
Hourly Exit Rate	32	124	40	4	244	4	88	4	12	44	12	144
Input Volume	38	130	35	4	260	4	89	6	11	46	13	143
% of Volume	84	95	114	100	94	100	99	67	109	96	92	101

3: 4600 West & Cedar Hills Drive Performance by movement Interval #1 7:15

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.1
Total Delay (hr)	0.2
Total Del/Veh (s)	3.1
Vehicles Entered	186
Vehicles Exited	188
Hourly Exit Rate	752
Input Volume	779
% of Volume	97

3: 4600 West & Cedar Hills Drive Performance by movement Interval #2 7:30

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.4	0.4	0.2	0.0	0.0	0.0	0.3	0.4	0.3
Total Delay (hr)	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	3.1	2.9	2.7	3.4	4.3	3.8	3.0	4.4	2.3	7.8	8.3	7.4
Vehicles Entered	12	52	16	1	104	2	35	2	4	20	5	56
Vehicles Exited	12	51	15	1	102	2	34	2	4	19	5	54
Hourly Exit Rate	48	204	60	4	408	8	136	8	16	76	20	216
Input Volume	58	196	54	7	399	7	136	9	16	70	20	219
% of Volume	83	104	111	57	102	114	100	89	100	109	100	99

3: 4600 West & Cedar Hills Drive Performance by movement Interval #2 7:30

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.2
Total Delay (hr)	0.4
Total Del/Veh (s)	4.6
Vehicles Entered	309
Vehicles Exited	301
Hourly Exit Rate	1204
Input Volume	1191
% of Volume	101

3: 4600 West & Cedar Hills Drive Performance by movement Interval #3 7:45

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.5	0.2	0.4	0.0	0.0	0.0	0.2	0.1	0.2
Total Delay (hr)	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	2.2	2.4	2.2	5.0	3.2	3.6	2.3	3.7	3.5	3.3	3.5	3.5
Vehicles Entered	10	31	8	1	62	1	22	1	2	12	3	37
Vehicles Exited	10	32	8	1	64	1	22	1	2	13	3	37
Hourly Exit Rate	40	128	32	4	256	4	88	4	8	52	12	148
Input Volume	38	130	35	4	260	4	89	6	11	46	13	143
% of Volume	105	98	91	100	98	100	99	67	73	113	92	103

3: 4600 West & Cedar Hills Drive Performance by movement Interval #3 7:45

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.1
Total Delay (hr)	0.2
Total Del/Veh (s)	3.0
Vehicles Entered	190
Vehicles Exited	194
Hourly Exit Rate	776
Input Volume	779
% of Volume	100

3: 4600 West & Cedar Hills Drive Performance by movement Interval #4 8:00

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0		0.2	0.2	0.0	0.0	0.1	0.2	0.2	0.2
Total Delay (hr)	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	2.1	2.5	2.3		3.1	2.8	2.6	2.8	2.8	3.9	4.6	4.0
Vehicles Entered	8	34	8	0	69	1	19	1	3	12	3	37
Vehicles Exited	8	34	8	0	68	1	19	1	3	13	3	37
Hourly Exit Rate	32	136	32	0	272	4	76	4	12	52	12	148
Input Volume	38	130	35	4	260	4	89	6	11	46	13	143
% of Volume	84	105	91	0	105	100	85	67	109	113	92	103

3: 4600 West & Cedar Hills Drive Performance by movement Interval #4 8:00

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.1
Total Delay (hr)	0.2
Total Del/Veh (s)	3.2
Vehicles Entered	195
Vehicles Exited	195
Hourly Exit Rate	780
Input Volume	779
% of Volume	100

3: 4600 West & Cedar Hills Drive Performance by movement Entire Run

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.3	0.3	0.2	0.0	0.0	0.0	0.3	0.2	0.2
Total Delay (hr)	0.0	0.1	0.0	0.0	0.3	0.0	0.1	0.0	0.0	0.1	0.0	0.2
Total Del/Veh (s)	2.5	2.7	2.4	3.0	3.6	3.4	2.7	3.2	2.9	5.4	5.7	5.1
Vehicles Entered	38	148	42	4	294	5	97	6	11	55	14	165
Vehicles Exited	38	148	41	4	295	4	97	6	11	56	14	165
Hourly Exit Rate	38	148	41	4	295	4	97	6	11	56	14	165
Input Volume	43	146	40	5	295	5	101	7	12	52	15	162
% of Volume	88	101	103	84	100	84	96	89	90	108	95	102

3: 4600 West & Cedar Hills Drive Performance by movement Entire Run

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.2
Total Delay (hr)	0.9
Total Del/Veh (s)	3.7
Vehicles Entered	879
Vehicles Exited	879
Hourly Exit Rate	879
Input Volume	882
% of Volume	100

4: 4600 West & West Access/Existing Access Performance by movement Interval #1 7:15

Movement	EBL	EBR	WBL	NBL	NBT	SBL	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.1		0.2		0.0	0.0	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	5.0	2.3	4.7		0.1		0.3	0.2	0.5
Vehicles Entered	1	1	1	0	24	0	13	1	41
Vehicles Exited	1	1	1	0	24	0	13	1	41
Hourly Exit Rate	4	4	4	0	96	0	52	4	164
Input Volume	4	2	2	1	99	2	46	4	160
% of Volume	100	200	200	0	97	0	113	100	102

4: 4600 West & West Access/Existing Access Performance by movement Interval #2 7:30

Movement	EBL	EBR	WBL	NBL	NBT	SBL	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.1		0.2		0.0	0.0	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	5.1	2.7	2.5		0.1		0.5	0.3	0.4
Vehicles Entered	1	1	1	0	38	0	20	2	63
Vehicles Exited	1	1	1	0	38	0	19	2	62
Hourly Exit Rate	4	4	4	0	152	0	76	8	248
Input Volume	5	2	3	1	151	3	73	5	243
% of Volume	80	200	133	0	101	0	104	160	102

4: 4600 West & West Access/Existing Access Performance by movement Interval #3 7:45

Movement	EBL	EBR	WBL	NBL	NBT	SBL	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.1		0.1		0.0	0.0	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	3.7	2.7	3.0		0.1		0.4	0.0	0.4
Vehicles Entered	1	1	1	0	23	0	10	1	37
Vehicles Exited	1	1	1	0	23	0	11	1	38
Hourly Exit Rate	4	4	4	0	92	0	44	4	152
Input Volume	4	2	2	1	99	2	46	4	160
% of Volume	100	200	200	0	93	0	96	100	95

4: 4600 West & West Access/Existing Access Performance by movement Interval #4 8:00

Movement	EBL	EBR	WBL	NBT	SBL	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)				0.1		0.0	0.0	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)				0.1		0.3	0.3	0.3
Vehicles Entered	0	0	0	22	0	11	1	34
Vehicles Exited	0	0	0	22	0	11	0	33
Hourly Exit Rate	0	0	0	88	0	44	0	132
Input Volume	4	2	2	99	2	46	4	160
% of Volume	0	0	0	89	0	96	0	82

4: 4600 West & West Access/Existing Access Performance by movement Entire Run

Movement	EBL	EBR	WBL	NBL	NBT	SBL	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.1		0.2	0.0	0.0	0.0	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	3.7	3.0	3.7		0.1	1.8	0.4	0.3	0.4
Vehicles Entered	4	3	3	0	106	1	54	4	175
Vehicles Exited	4	3	3	0	107	1	54	4	176
Hourly Exit Rate	4	3	3	0	107	1	54	4	176
Input Volume	4	2	2	1	112	2	53	4	181
% of Volume	94	150	133	0	96	44	102	94	97

5: North RIRO & Cedar Hills Drive Performance by movement Interval #1 7:15

Movement	EBT	EBR	WBT	NBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	0.4	0.2	0.5	3.9	0.5
Vehicles Entered	49	2	119	1	171
Vehicles Exited	48	2	119	1	170
Hourly Exit Rate	192	8	476	4	680
Input Volume	197	6	493	6	702
% of Volume	97	133	97	67	97

5: North RIRO & Cedar Hills Drive Performance by movement Interval #2 7:30

Movement	EBT	EBR	WBT	NBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.0
Total Delay (hr)	0.0	0.0	0.1	0.0	0.1
Total Del/Veh (s)	0.4	0.4	1.1	3.2	0.9
Vehicles Entered	78	2	190	2	272
Vehicles Exited	78	2	189	2	271
Hourly Exit Rate	312	8	756	8	1084
Input Volume	302	9	754	7	1072
% of Volume	103	89	100	114	101

5: North RIRO & Cedar Hills Drive Performance by movement Interval #3 7:45

Movement	EBT	EBR	WBT	NBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	0.3	0.1	0.6	3.8	0.5
Vehicles Entered	48	1	123	1	173
Vehicles Exited	48	1	124	1	174
Hourly Exit Rate	192	4	496	4	696
Input Volume	197	6	493	6	702
% of Volume	97	67	101	67	99

5: North RIRO & Cedar Hills Drive Performance by movement Interval #4 8:00

Movement	EBT	EBR	WBT	NBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	0.3	0.2	0.6	2.0	0.5
Vehicles Entered	48	1	125	2	176
Vehicles Exited	48	1	126	2	177
Hourly Exit Rate	192	4	504	8	708
Input Volume	197	6	493	6	702
% of Volume	97	67	102	133	101

5: North RIRO & Cedar Hills Drive Performance by movement Entire Run

Movement	EBT	EBR	WBT	NBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.0
Total Delay (hr)	0.0	0.0	0.1	0.0	0.1
Total Del/Veh (s)	0.4	0.3	0.8	3.0	0.7
Vehicles Entered	222	6	558	6	792
Vehicles Exited	222	6	558	6	792
Hourly Exit Rate	222	6	558	6	792
Input Volume	223	7	558	6	794
% of Volume	99	89	100	96	100

Total Zone Performance By Interval

Interval Start	7:15	7:30	7:45	8:00	All
Denied Delay (hr)	0.1	0.1	0.1	0.1	0.3
Denied Del/Veh (s)	0.4	0.5	0.4	0.4	0.4
Total Delay (hr)	2.3	4.4	2.3	2.3	11.4
Total Del/Veh (s)	14.8	20.1	14.1	14.6	17.3
Vehicles Entered	522	741	531	532	2329
Vehicles Exited	516	724	550	537	2330
Hourly Exit Rate	2064	2896	2200	2148	2330
Input Volume	7752	10780	7752	7752	8509
% of Volume	27	27	28	28	27

Intersection: 1: 4800 West & Cedar Hills Drive, Interval #1

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	SB	SB
Directions Served	L	T	R	L	T	R	L	T	T	R	L	T
Maximum Queue (ft)	72	64	33	92	114	96	53	129	103	34	86	131
Average Queue (ft)	41	29	14	55	61	43	26	90	53	18	41	83
95th Queue (ft)	73	63	40	97	116	90	53	139	107	36	87	137
Link Distance (ft)	1025			450			283		283		1110	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	75		75	60		60	180		180		170	
Storage Blk Time (%)	2	1		6	8	1	0				0	
Queuing Penalty (veh)	1	1		17	26	3	0				0	

Intersection: 1: 4800 West & Cedar Hills Drive, Interval #1

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	110	51
Average Queue (ft)	53	24
95th Queue (ft)	110	51
Link Distance (ft)	1110	1110
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 1: 4800 West & Cedar Hills Drive, Interval #2

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	SB	SB
Directions Served	L	T	R	L	T	R	L	T	T	R	L	T
Maximum Queue (ft)	94	90	48	118	257	118	64	185	154	47	106	183
Average Queue (ft)	55	45	20	77	119	68	35	120	90	26	58	128
95th Queue (ft)	105	91	53	125	291	127	65	182	163	52	107	192
Link Distance (ft)	1025			450			283		283		1110	
Upstream Blk Time (%)	1											
Queuing Penalty (veh)	6											
Storage Bay Dist (ft)	75		75		60		60		180		170	
Storage Blk Time (%)	7	2	0	16	16	4	1		0		2	
Queuing Penalty (veh)	5	2	0	69	75	18	1		0		2	

Intersection: 1: 4800 West & Cedar Hills Drive, Interval #2

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	165	65
Average Queue (ft)	102	31
95th Queue (ft)	170	64
Link Distance (ft)	1110	1110
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 1: 4800 West & Cedar Hills Drive, Interval #3

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	SB	SB
Directions Served	L	T	R	L	T	R	L	T	T	R	L	T
Maximum Queue (ft)	71	59	33	104	132	80	53	136	101	37	72	150
Average Queue (ft)	38	31	13	60	63	42	25	90	52	17	40	92
95th Queue (ft)	74	63	39	107	132	88	55	147	110	37	75	156
Link Distance (ft)	1025			450			283		283		1110	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	75		75	60		60	180		180		170	
Storage Blk Time (%)	2	0		8	6	1	0				1	
Queuing Penalty (veh)	1	0		23	19	4	0				1	

Intersection: 1: 4800 West & Cedar Hills Drive, Interval #3

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	124	46
Average Queue (ft)	56	26
95th Queue (ft)	122	52
Link Distance (ft)	1110	1110
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 1: 4800 West & Cedar Hills Drive, Interval #4

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	SB	SB	
Directions Served	L	T	R	L	T	R	L	T	T	R	L	T	
Maximum Queue (ft)	78	55	33	98	122	94	51	130	104	46	68	145	
Average Queue (ft)	42	26	13	55	64	40	26	86	56	16	38	95	
95th Queue (ft)	80	61	38	101	128	86	48	147	118	40	72	163	
Link Distance (ft)	1025			450			283		283		1110		
Upstream Blk Time (%)													
Queuing Penalty (veh)													
Storage Bay Dist (ft)	75		75		60		60		180		180		170
Storage Blk Time (%)	3	0	9		8	1	0		0				
Queuing Penalty (veh)	1	0	25		23	2	0		0				

Intersection: 1: 4800 West & Cedar Hills Drive, Interval #4

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	120	42
Average Queue (ft)	60	20
95th Queue (ft)	125	42
Link Distance (ft)	1110	1110
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 1: 4800 West & Cedar Hills Drive, All Intervals

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	SB	SB
Directions Served	L	T	R	L	T	R	L	T	T	R	L	T
Maximum Queue (ft)	108	95	53	118	269	120	70	191	158	62	116	194
Average Queue (ft)	44	33	15	62	77	49	28	96	63	19	44	99
95th Queue (ft)	85	72	43	110	186	102	56	158	130	42	88	168
Link Distance (ft)	1025			450			283		283		1110	
Upstream Blk Time (%)	0											
Queuing Penalty (veh)	2											
Storage Bay Dist (ft)	75		75	60		60	180		180		170	
Storage Blk Time (%)	3	1	0	10	9	2	0		0		1	
Queuing Penalty (veh)	2	1	0	33	36	7	0		0		1	

Intersection: 1: 4800 West & Cedar Hills Drive, All Intervals

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	173	70
Average Queue (ft)	68	25
95th Queue (ft)	140	53
Link Distance (ft)	1110	1110
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 2: North Access/Walmart Access & Cedar Hills Drive, Interval #1

Movement	EB	NB	NB	SB	SB
Directions Served	L	LT	R	LT	R
Maximum Queue (ft)	28	50	6	37	29
Average Queue (ft)	9	27	1	16	7
95th Queue (ft)	31	49	11	43	28
Link Distance (ft)	241		198		
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	100	100		100	
Storage Blk Time (%)	0				
Queuing Penalty (veh)	0				

Intersection: 2: North Access/Walmart Access & Cedar Hills Drive, Interval #2

Movement	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	L	TR	LT	R	LT	R
Maximum Queue (ft)	43	8	44	57	9	64	35
Average Queue (ft)	22	1	10	25	1	34	11
95th Queue (ft)	49	10	84	61	10	66	38
Link Distance (ft)			287	241		198	
Upstream Blk Time (%)			0				
Queuing Penalty (veh)			0				
Storage Bay Dist (ft)	100	100			100		100
Storage Blk Time (%)			1				
Queuing Penalty (veh)			0				

Intersection: 2: North Access/Walmart Access & Cedar Hills Drive, Interval #3

Movement	EB	WB	NB	NB	SB	SB
Directions Served	L	L	LT	R	LT	R
Maximum Queue (ft)	28	3	39	3	41	29
Average Queue (ft)	10	0	23	1	23	7
95th Queue (ft)	31	5	51	7	48	26
Link Distance (ft)			241		198	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	100	100		100		100
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 2: North Access/Walmart Access & Cedar Hills Drive, Interval #4

Movement	EB	NB	NB	SB	SB
Directions Served	L	LT	R	LT	R
Maximum Queue (ft)	26	51	15	34	26
Average Queue (ft)	9	22	2	19	8
95th Queue (ft)	30	56	15	44	29
Link Distance (ft)		241		198	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	100		100		100
Storage Blk Time (%)		0			
Queuing Penalty (veh)		0			

Intersection: 2: North Access/Walmart Access & Cedar Hills Drive, All Intervals

Movement	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	L	TR	LT	R	LT	R
Maximum Queue (ft)	45	10	44	70	21	66	35
Average Queue (ft)	13	0	2	25	1	23	8
95th Queue (ft)	37	5	40	55	11	53	31
Link Distance (ft)			287	241		198	
Upstream Blk Time (%)			0				
Queuing Penalty (veh)			0				
Storage Bay Dist (ft)	100	100			100		100
Storage Blk Time (%)			0	0			
Queuing Penalty (veh)			0	0			

Intersection: 3: 4600 West & Cedar Hills Drive, Interval #1

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	36	48	42	77
Average Queue (ft)	8	17	14	38
95th Queue (ft)	33	50	47	74
Link Distance (ft)	310	989	394	774
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 3: 4600 West & Cedar Hills Drive, Interval #2

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	61	83	47	122
Average Queue (ft)	22	46	23	66
95th Queue (ft)	62	86	52	127
Link Distance (ft)	310	989	394	774
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 3: 4600 West & Cedar Hills Drive, Interval #3

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	32	56	38	57
Average Queue (ft)	7	24	11	34
95th Queue (ft)	32	65	38	62
Link Distance (ft)	310	989	394	774
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 3: 4600 West & Cedar Hills Drive, Interval #4

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	36	52	40	70
Average Queue (ft)	11	21	16	37
95th Queue (ft)	37	57	46	74
Link Distance (ft)	310	989	394	774
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 3: 4600 West & Cedar Hills Drive, All Intervals

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	65	86	61	127
Average Queue (ft)	12	27	16	44
95th Queue (ft)	43	69	46	91
Link Distance (ft)	310	989	394	774
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 4: 4600 West & West Access/Existing Access, Interval #1

Movement	EB	WB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	28	20	3
Average Queue (ft)	7	5	0
95th Queue (ft)	28	22	7
Link Distance (ft)	217	104	394
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 4: 4600 West & West Access/Existing Access, Interval #2

Movement	EB	WB
Directions Served	LTR	LTR
Maximum Queue (ft)	30	12
Average Queue (ft)	9	3
95th Queue (ft)	31	16
Link Distance (ft)	217	104
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 4: 4600 West & West Access/Existing Access, Interval #3

Movement	EB	WB
Directions Served	LTR	LTR
Maximum Queue (ft)	30	14
Average Queue (ft)	8	3
95th Queue (ft)	29	18
Link Distance (ft)	217	104
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 4: 4600 West & West Access/Existing Access, Interval #4

Movement	EB	WB
Directions Served	LTR	LTR
Maximum Queue (ft)	15	9
Average Queue (ft)	3	1
95th Queue (ft)	19	9
Link Distance (ft)	217	104
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 4: 4600 West & West Access/Existing Access, All Intervals

Movement	EB	WB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	31	29	3
Average Queue (ft)	7	3	0
95th Queue (ft)	27	17	3
Link Distance (ft)	217	104	394
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 5: North RIRO & Cedar Hills Drive, Interval #1

Movement	NB
Directions Served	R
Maximum Queue (ft)	21
Average Queue (ft)	5
95th Queue (ft)	24
Link Distance (ft)	181
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 5: North RIRO & Cedar Hills Drive, Interval #2

Movement	WB	NB
Directions Served	T	R
Maximum Queue (ft)	5	30
Average Queue (ft)	1	8
95th Queue (ft)	11	30
Link Distance (ft)	310	181
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 5: North RIRO & Cedar Hills Drive, Interval #3

Movement	NB
Directions Served	R
Maximum Queue (ft)	27
Average Queue (ft)	5
95th Queue (ft)	23
Link Distance (ft)	181
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 5: North RIRO & Cedar Hills Drive, Interval #4

Movement	NB
Directions Served	R
Maximum Queue (ft)	27
Average Queue (ft)	6
95th Queue (ft)	25
Link Distance (ft)	181
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 5: North RIRO & Cedar Hills Drive, All Intervals

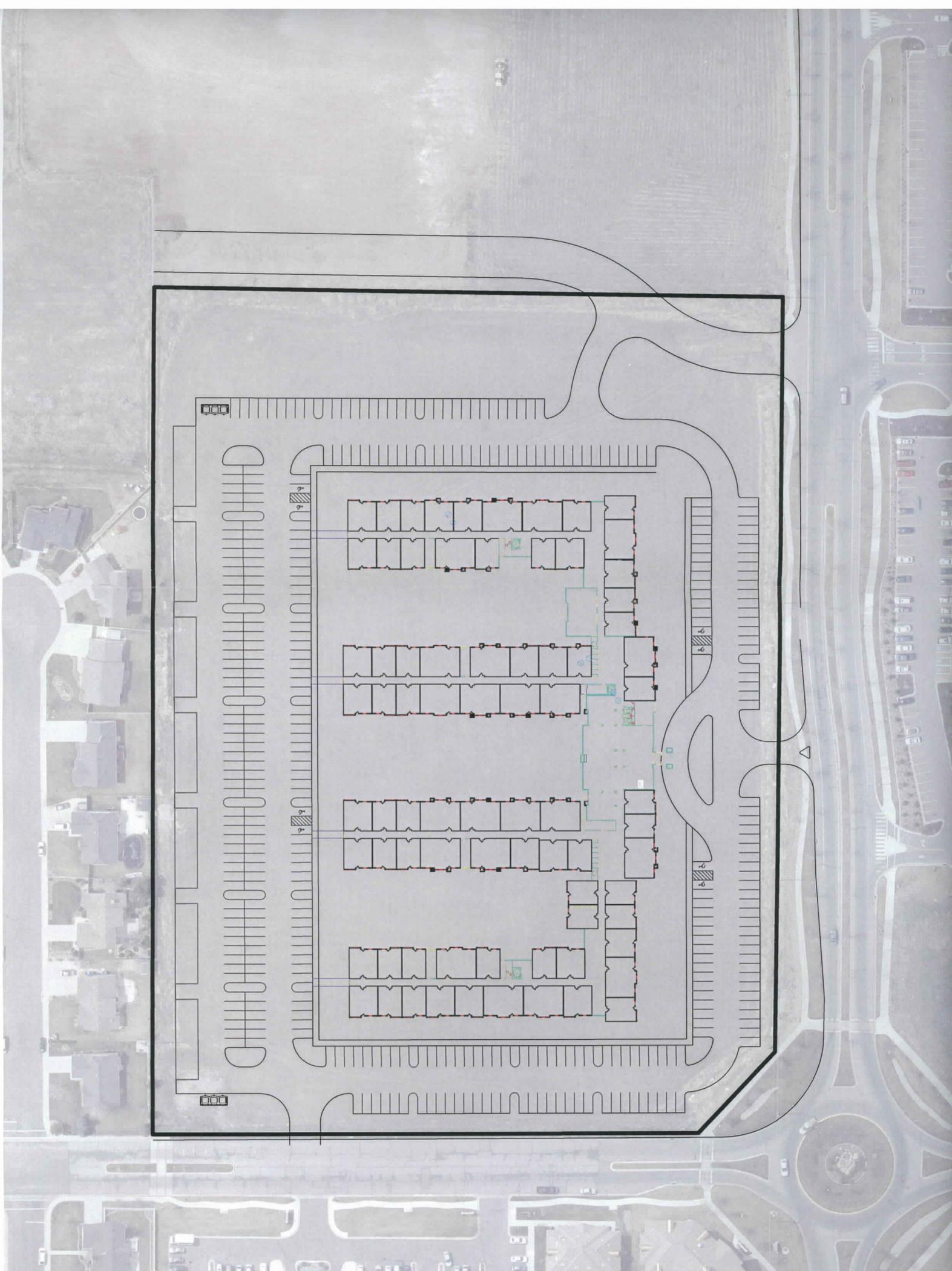
Movement	WB	NB
Directions Served	T	R
Maximum Queue (ft)	5	30
Average Queue (ft)	0	6
95th Queue (ft)	6	26
Link Distance (ft)	310	181
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Zone Summary

Zone wide Queuing Penalty, Interval #1: 48
Zone wide Queuing Penalty, Interval #2: 180
Zone wide Queuing Penalty, Interval #3: 48
Zone wide Queuing Penalty, Interval #4: 52
Zone wide Queuing Penalty, All Intervals: 82

APPENDIX C

Site Plan



APPENDIX D

95th Percentile Queue Length Reports

SimTraffic Queueing Report

Project: Cedar Hills - Senior Living Facility TIS

Time Period: a.m. peak hour

95th Percentile Queue Length (feet)

Intersection	Time Period	EB				NB				SB					WB				
		L	LTR	R	T	L	LTR	R	T	L	LT	LTR	R	T	L	LTR	R	T	TR
4600 West & Cedar Hills Blvd	Existing 2014 Conditions	--	38	--	--	--	45	--	--	--	--	91	--	--	--	68	--	--	--
4600 West & Existing Access	Existing 2014 Conditions	--	--	--	--	--	--	--	--	--	--	4	--	--	--	15	--	--	--
4800 West & Cedar Hills Blvd	Existing 2014 Conditions	90	--	42	69	60	--	43	144	84	--	--	54	155	108	--	100	147	--
Cedar Hills Blvd & Walmart Access	Existing 2014 Conditions	34	--	--	--	--	--	--	--	--	52	--	26	--	--	--	--	--	5



ROSEGATE AT CEDAR HILLS

SENIOR LIVING FACILITY



4600 WEST CEDAR HILLS DRIVE
CEDAR HILLS, UTAH

NOTICE TO DEVELOPER/ CONTRACTOR

UNAPPROVED DRAWINGS REPRESENT WORK IN PROGRESS, ARE SUBJECT TO CHANGE, AND DO NOT CONSTITUTE A FINISHED ENGINEERING PRODUCT. ANY WORK UNDERTAKEN BY DEVELOPER OR CONTRACTOR BEFORE PLANS ARE APPROVED IS UNDERTAKEN AT THE SOLE RISK OF THE DEVELOPER, INCLUDING BUT NOT LIMITED TO BIDS, ESTIMATION, FINANCING, BONDING, SITE CLEARING, GRADING, INFRASTRUCTURE CONSTRUCTION, ETC.

UTILITY DISCLAIMER

THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND / OR ELEVATIONS OF EXISTING UTILITIES AS SHOWN ON THESE PLANS IS BASED ON RECORDS OF THE VARIOUS UTILITY COMPANIES AND WHERE POSSIBLE, MEASUREMENTS TAKEN IN THE FIELD. THE INFORMATION IS NOT TO BE RELIED ON AS BEING EXACT OR COMPLETE. THE CONTRACTOR MUST CALL THE LOCAL UTILITY LOCATION CENTER AT LEAST 48 HOURS BEFORE ANY EXCAVATION TO REQUEST EXACT FIELD LOCATIONS OF UTILITIES. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO RELOCATE ALL EXISTING UTILITIES WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS SHOWN ON THE PLANS.

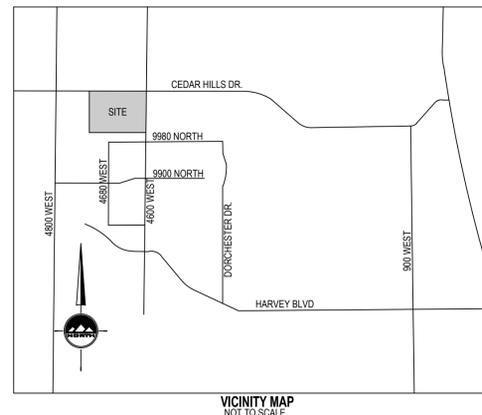
NOTICE TO CONTRACTOR

ALL CONTRACTORS AND SUBCONTRACTORS PERFORMING WORK SHOWN ON OR RELATED TO THESE PLANS SHALL CONDUCT THEIR OPERATIONS SO THAT ALL EMPLOYEES ARE PROVIDED A SAFE PLACE TO WORK AND THE PUBLIC IS PROTECTED. ALL CONTRACTORS AND SUBCONTRACTORS SHALL COMPLY WITH THE OCCUPATIONAL SAFETY AND HEALTH REGULATIONS OF THE U.S. DEPARTMENT OF LABOR AND THE STATE OF UTAH DEPARTMENT OF INDUSTRIAL RELATIONS CONSTRUCTION SAFETY ORDERS. THE CIVIL ENGINEER SHALL NOT BE RESPONSIBLE IN ANY WAY FOR THE CONTRACTORS AND SUBCONTRACTORS COMPLIANCE WITH SAID REGULATIONS AND ORDERS.

CONTRACTOR FURTHER AGREES TO ASSUME SOLE AND COMPLETE RESPONSIBILITY FOR JOB-SITE CONDITIONS DURING THE COURSE OF CONSTRUCTION OF THIS PROJECT, INCLUDING SAFETY OF ALL PERSONS AND PROPERTY. THAT THIS REQUIREMENT SHALL APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS, AND THAT THE CONTRACTOR SHALL DEFEND, INDEMNIFY AND HOLD THE OWNER AND THE CIVIL ENGINEER HARMLESS FROM ANY AND ALL LIABILITY, REAL OR ALLEGED IN CONNECTION WITH THE PERFORMANCE OF WORK ON THIS PROJECT, EXCEPTING FOR LIABILITY ARISING FROM THE SOLE NEGLIGENCE OF THE OWNER OR ENGINEER.

INDEX OF DRAWINGS

- C0.1 COVER SHEET
- C0.2 GENERAL NOTES
- 1 of 1 BOUNDARY & TOPOGRAPHIC SURVEY
- 1 of 1 PRELIMINARY PLAT
- C1.0 SITE DIMENSION PLAN
- C2.0 GRADING AND DRAINAGE PLAN
- C3.0 UTILITY PLAN
- C4.0 EROSION CONTROL PLAN
- C4.1 EROSION CONTROL PLAN DETAILS
- C5.0 DETAIL SHEET
- C5.1 DETAIL SHEET
- C5.2 DETAIL SHEET
- E1.1 PHOTOMETRIC PLAN
- L1.0 OVERALL LANDSCAPE PLAN
- L2.0 LANDSCAPE DETAILS



DEVELOPER

CEDAR HILLS FARM LAND, LLC
6150 SOUTH REDWOOD ROAD SUITE 150
TYLORSVILLE, UTAH 84118
DOUG YOUNG: (801) 205-5500

ENGINEER
DATE: _____

ENGINEER/SURVEYOR:



SALT LAKE CITY
45 West 10000 South Suite
500
Sandy, UT 84070
Phone: 801.255.0529
Fax: 801.255.4449
WWW.ENSIGNUTAH.COM

LAYTON
Phone: 801.547.1100
TOOELE
Phone: 435.843.3590
CEDAR CITY
Phone: 435.865.1453

ROSEGATE AT CEDAR HILLS
SENIOR LIVING FACILITY

February 13, 2014

GENERAL NOTES

- ALL CONSTRUCTION MUST STRICTLY FOLLOW THE STANDARDS AND SPECIFICATIONS SET FORTH BY: CEDAR HILLS CITY, LOCAL AGENCY JURISDICTION, APWA, AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (M.U.T.C.D.). THE ORDER LISTED ABOVE IS ARRANGED BY SENIORITY. THE LATEST EDITION OF ALL STANDARDS AND SPECIFICATIONS MUST BE ADHERED TO. IF A CONSTRUCTION PRACTICE IS NOT SPECIFIED BY ANY OF THE LISTED SOURCES, CONTRACTOR MUST CONTACT DESIGN ENGINEER FOR DIRECTION.
- CONTRACTOR TO STRICTLY FOLLOW THE MOST CURRENT COPY OF THE SOILS REPORT PREPARED BY (SOILS REPORT IN PROCESS). ALL GRADING INCLUDING BUT NOT LIMITED TO CUT, FILL, COMPACTION, ASPHALT SECTION, SUBBASE, TRENCH EXCAVATION/BACKFILL, SITE GRUBBING, AND FOOTINGS MUST BE COORDINATED DIRECTLY WITH SOILS REPORT.
- CONTRACTOR MUST VERIFY ALL EXISTING CONDITIONS BEFORE BIDDING, AND BRING UP ANY QUESTIONS BEFORE SUBMITTING BID.
- CONTRACTOR SHALL PROVIDE A CONSTRUCTION SCHEDULE IN ACCORDANCE WITH THE CITY, STATE, OR COUNTY REGULATIONS FOR WORKING IN THE PUBLIC WAY.
- CONTRACTOR SHALL BE RESPONSIBLE FOR DUST CONTROL ACCORDING TO GOVERNING AGENCY STANDARDS. WET DOWN DRY MATERIALS AND RUBBISH TO PREVENT BLOWING.
- CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO ADJACENT SURFACE IMPROVEMENTS.
- CONTRACTOR SHALL BE RESPONSIBLE FOR CORRECTING ANY SETTLEMENT OF OR DAMAGE TO EXISTING UTILITIES.
- THE CONTRACTOR IS RESPONSIBLE TO FURNISH ALL MATERIALS TO COMPLETE THE PROJECT.
- UNLESS OTHERWISE NOTED, ALL BUILDING SLAB CONCRETE WILL BE PLACED ON A MINIMUM 4" GRAVEL BASE OVER A WELL COMPACTED (95 % DENSITY PER ASTM D-1557) SUB GRADE.
- ALL EXPOSED SURFACES WILL HAVE A TEXTURED FINISH, RUBBED, OR BROOMED. ANY "PLASTERING" OF NEW CONCRETE WILL BE DONE WHILE IT IS STILL "GREEN".
- PRIOR TO STARTING CONSTRUCTION, THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING THAT ALL REQUIRED PERMITS AND APPROVALS HAVE BEEN OBTAINED. NO CONSTRUCTION OR FABRICATION SHALL BEGIN UNTIL THE CONTRACTOR HAS RECEIVED AND THOROUGHLY REVIEWED ALL PLANS AND OTHER DOCUMENTS APPROVED BY ALL OF THE PERMITTING AUTHORITIES.
- THE LOCATIONS OF UNDERGROUND FACILITIES SHOWN ON THESE PLANS ARE BASED ON FIELD SURVEYS AND LOCAL UTILITY COMPANY RECORDS. IT SHALL BE THE CONTRACTOR'S FULL RESPONSIBILITY TO CONTACT THE VARIOUS UTILITY COMPANIES TO LOCATE THEIR FACILITIES PRIOR TO PROCEEDING WITH CONSTRUCTION. NO ADDITIONAL COMPENSATION SHALL BE PAID TO THE CONTRACTOR FOR DAMAGE AND REPAIR TO THESE FACILITIES CAUSED BY HIS WORK FORCE. CONTRACTOR SHALL START INSTALLATION AT LOW POINT OF ALL NEW GRAVITY UTILITY LINES.
- ALL DIMENSIONS, GRADES, AND UTILITY DESIGN SHOWN ON THE PLANS SHALL BE VERIFIED BY THE CONTRACTOR PRIOR TO CONSTRUCTION. CONTRACTOR SHALL NOTIFY THE ENGINEER IF ANY DISCREPANCIES EXIST, PRIOR TO PROCEEDING WITH CONSTRUCTION FOR NECESSARY PLAN OR GRADE CHANGES. NO EXTRA COMPENSATION SHALL BE PAID TO THE CONTRACTOR FOR WORK HAVING TO BE REDONE DUE TO THE DIMENSIONS OR GRADES SHOWN INCORRECTLY ON THESE PLANS, IF SUCH NOTIFICATION HAS NOT BEEN GIVEN.
- NO CHANGE IN DESIGN LOCATION OR GRADE WILL BE MADE BY THE CONTRACTOR WITHOUT THE WRITTEN APPROVAL OF THE PROJECT ENGINEER.
- NATURAL VEGETATION AND SOIL COVER SHALL NOT BE DISTURBED PRIOR TO ACTUAL CONSTRUCTION OF A REQUIRED FACILITY OR IMPROVEMENT. MASS CLEARING OF THE SITE IN ANTICIPATION OF CONSTRUCTION SHALL BE AVOIDED.
- CONTRACTOR SHALL BE RESPONSIBLE FOR FURNISHING, MAINTAINING, OR RESTORING ALL MONUMENTS AND MONUMENT REFERENCE MARKS WITHIN THE PROJECT SITE. CONTACT THE CITY OR COUNTY SURVEYOR FOR MONUMENT LOCATIONS AND CONSTRUCTION DETAILS.
- CONTRACTOR TO LAYOUT AND POTHOLE FOR ALL POTENTIAL CONFLICTS WITH UTILITY LINES ON- OR OFF-SITE AS REQUIRED PRIOR TO ANY CONSTRUCTION, AND THE CONTRACTOR WILL VERIFY DEPTHS OF UTILITIES IN THE FIELD BY POT HOLING A MINIMUM OF 300 FEET AHEAD OF PIPELINE CONSTRUCTION TO AVOID CONFLICTS WITH DESIGNED PIPELINE GRADE AND ALIGNMENT. IF A CONFLICT ARISES RESULTING FROM THE CONTRACTOR'S NEGLIGENCE TO POT HOLE UTILITIES, THE CONTRACTOR WILL BE REQUIRED TO RESOLVE THE CONFLICT WITHOUT ADDITIONAL COST OR CLAIM TO THE OWNER OR ENGINEER.
- ANY AREA OUTSIDE THE LIMIT OF WORK THAT IS DISTURBED SHALL BE RESTORED TO ITS ORIGINAL CONDITION AT NO COST TO OWNER.
- CONSULT ALL OF THE DRAWINGS AND SPECIFICATIONS FOR COORDINATION REQUIREMENTS BEFORE COMMENCING CONSTRUCTION.
- AT ALL LOCATIONS WHERE EXISTING PAVEMENT ABUTS NEW CONSTRUCTION, THE EDGE OF THE EXISTING PAVEMENT SHALL BE SAWCUT TO A CLEAN, SMOOTH EDGE.
- ALL CONSTRUCTION AND MATERIALS SHALL BE IN ACCORDANCE WITH THE MOST RECENT, ADOPTED EDITION OF ADA ACCESSIBILITY GUIDELINES.
- CONTRACTOR SHALL, AT THE TIME OF BIDDING AND THROUGHOUT THE PERIOD OF THE CONTRACT, BE LICENSED IN THE STATE OF UTAH AND SHALL BE BONDABLE FOR AN AMOUNT REQUIRED BY THE OWNER.
- CONTRACTOR SHALL BE RESPONSIBLE TO PROVIDE ALL WATER, POWER, SANITARY FACILITIES AND TELEPHONE SERVICES AS REQUIRED FOR THE CONTRACTOR'S USE DURING CONSTRUCTION.
- CONTRACTOR SHALL BE RESPONSIBLE FOR ADEQUATELY SCHEDULING INSPECTION AND TESTING OF ALL FACILITIES CONSTRUCTED UNDER THIS CONTRACT. ALL TESTING SHALL CONFORM TO THE REGULATORY AGENCY'S STANDARD SPECIFICATIONS. ALL RE-TESTING AND/OR RE-INSPECTION SHALL BE PAID FOR BY THE CONTRACTOR.
- IF EXISTING IMPROVEMENTS NEED TO BE DISTURBED AND/OR REMOVED FOR THE PROPER PLACEMENT OF IMPROVEMENTS TO BE CONSTRUCTED BY THESE PLANS, THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING EXISTING IMPROVEMENTS FROM DAMAGE. COST OF REPLACING OR REPAIRING EXISTING IMPROVEMENTS SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEMS REQUIRING REMOVAL AND/OR REPLACEMENT. THERE WILL BE NO EXTRA COST DUE TO THE CONTRACTOR FOR REPLACING OR REPAIRING EXISTING IMPROVEMENTS.
- WHENEVER EXISTING FACILITIES ARE REMOVED, DAMAGED, BROKEN, OR CUT IN THE INSTALLATION OF THE WORK COVERED BY THESE PLANS OR SPECIFICATIONS, SAID FACILITIES SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE WITH MATERIALS EQUAL TO OR BETTER THAN THE MATERIALS USED IN THE ORIGINAL EXISTING FACILITIES. THE FINISHED PRODUCT SHALL BE SUBJECT TO THE APPROVAL OF THE OWNER, THE ENGINEER, AND THE RESPECTIVE REGULATORY AGENCY.
- CONTRACTOR SHALL MAINTAIN A NEATLY MARKED SET OF FULL-SIZE RECORD DRAWINGS SHOWING THE FINAL LOCATION AND LAYOUT OF ALL STRUCTURES AND OTHER FACILITIES. RECORD DRAWINGS SHALL REFLECT CHANGE ORDERS, ACCOMMODATIONS, AND ADJUSTMENTS TO ALL IMPROVEMENTS CONSTRUCTED. WHERE NECESSARY, SUPPLEMENTAL DRAWINGS SHALL BE PREPARED AND SUBMITTED BY THE CONTRACTOR. PRIOR TO ACCEPTANCE OF THE PROJECT, THE CONTRACTOR SHALL DELIVER TO THE ENGINEER ONE SET OF NEATLY MARKED RECORD DRAWINGS SHOWING THE INFORMATION REQUIRED ABOVE. RECORD DRAWINGS SHALL BE REVIEWED AND THE COMPLETE RECORD DRAWING SET SHALL BE CURRENT WITH ALL CHANGES AND DEVIATIONS REDLINED AS A PRECONDITION TO THE FINAL PROGRESS PAYMENT APPROVAL AND/OR FINAL ACCEPTANCE.
- WHERE THE PLANS OR SPECIFICATIONS DESCRIBE PORTIONS OF THE WORK IN GENERAL TERMS BUT NOT IN COMPLETE DETAIL, IT IS UNDERSTOOD THAT ONLY THE BEST GENERAL PRACTICE IS TO PREVAIL AND THAT ONLY MATERIALS AND WORKMANSHIP OF THE FIRST QUALITY ARE TO BE USED.
- CONTRACTOR SHALL PROVIDE ALL SHORING, BRACING, SLOPING OR OTHER PROVISIONS NECESSARY TO PROTECT WORKMEN FOR ALL AREAS TO BE EXCAVATED TO A DEPTH OF 4' OR MORE. FOR EXCAVATIONS 4 FEET OR MORE IN DEPTH, THE CONTRACTOR SHALL COMPLY WITH INDUSTRIAL COMMISSION OF UTAH SAFETY ORDERS SECTION 68 - EXCAVATIONS AND SECTION 69 - TRENCHES, ALONG WITH ANY LOCAL CODES OR ORDINANCES.
- ALL EXISTING GATES AND FENCES TO REMAIN UNLESS OTHERWISE NOTED ON PLANS. PROTECT ALL GATES AND FENCES FROM DAMAGE.
- ASPHALT MIX DESIGN MUST BE SUBMITTED AND APPROVED BY THE CITY ENGINEER PRIOR TO THE PLACEMENT OF ASPHALT WITHIN CITY RIGHT-OF-WAY.
- CONTRACTORS ARE RESPONSIBLE FOR ALL OSHA REQUIREMENTS ON THE PROJECT SITE.
- A UPDES (UTAH POLLUTANT DISCHARGE ELIMINATION SYSTEM) PERMIT IS REQUIRED FOR ALL CONSTRUCTION ACTIVITIES 1 ACRE OR MORE AS WELL AS A STORM WATER POLLUTION PREVENTION PLAN.
- ALL ADA ACCESSIBLE RAMPS WITHIN DRAPER CITY RIGHT-OF-WAY WILL BE CONSTRUCTED IN ACCORDANCE WITH CEDAR HILLS CITY DESIGN STANDARDS AND PUBLIC IMPROVEMENT SPECIFICATIONS.
- PRIOR TO CONSTRUCTION, AN EROSION AND SEDIMENT CONTROL PLAN WILL BE SUBMITTED TO CEDAR HILLS CITY FOR APPROVAL.
- PRIOR TO COMMENCEMENT OF ANY WORK, A PRE-CONSTRUCTION MEETING WILL BE HELD WITH THE CITY ENGINEER, CHIEF BUILDING OFFICIAL, CITY INSPECTORS, THE CONTRACTOR AND THE PROPERTY OWNER.

DEMOLITION NOTES

- EXISTING UTILITY INFORMATION SHOWN IS FOR INFORMATIONAL PURPOSES ONLY. IT IS DERIVED FROM RECORD DRAWINGS AND MAY NOT BE LOCATED CORRECTLY AND IS NOT ALL INCLUSIVE. CONTRACTOR SHALL FIELD LOCATE ALL UTILITIES BEFORE BEGINNING DEMOLITION/CONSTRUCTION.
- THERE MAY BE BURIED UTILITIES WITHIN THE LIMITS OF DISTURBANCE THAT ARE NOT SHOWN ON THE PLANS DUE TO LACK OF MAPPING OR RECORD INFORMATION. CONTRACTOR SHALL NOTIFY ENGINEER WHEN UNEXPECTED UTILITIES ARE DISCOVERED.
- THE CONTRACTOR SHALL BE FULLY RESPONSIBLE FOR LOCATING AND PROTECTING FROM DAMAGE ALL EXISTING UTILITIES AND IMPROVEMENTS WHETHER OR NOT SHOWN ON THESE PLANS. THE FACILITIES AND IMPROVEMENTS ARE BELIEVED TO BE CORRECTLY SHOWN BUT THE CONTRACTOR IS REQUIRED TO SATISFY HIMSELF AS TO THE COMPLETENESS AND ACCURACY OF THE LOCATIONS. ANY CONTRACTOR PERFORMING WORK ON THIS PROJECT SHALL FAMILIARIZE THEMSELVES WITH THE SITE AND SHALL BE HELD SOLELY RESPONSIBLE FOR ANY DAMAGE TO EXISTING FACILITIES RESULTING DIRECTLY, OR INDIRECTLY, FROM THEIR OPERATIONS, WHETHER OR NOT SAID FACILITIES ARE SHOWN ON THESE PLANS.

BENCHMARK

NORTHWEST CORNER
SECTION 6
TSS, R2E
SLB4M

ELEVATION = 4901.33

ABBREVIATIONS

APWA	AMERICAN PUBLIC WORKS ASSOCIATION
ASTM	AMERICAN SOCIETY FOR TESTING AND MATERIALS
BOP	BOTTOM OF PIPE
BS	BOTTOM OF STEP
BW	BOTTOM OF WALL
BVC	BEGIN VERTICAL CURVE
C	CURVE
CB	CATCH BASIN
CO	CLEAN OUT
COMM	COMMUNICATION
CONC	CONCRETE
CONT	CONTINUOUS
D	DUMPSTER
DIA	DIAMETER
DIP	DUCTILE IRON PIPE
EA	EDGE OF ASPHALT
EB	EDGE OF BUILDING
ELEC	ELECTRICAL
ELEV	ELEVATION
EVC	END OF VERTICAL CURVE
EX, EXIST	EXISTING
FF	FINISH FLOOR
FG	FINISH GRADE
FH	FIRE HYDRANT
FL	FLOW LINE OR FLANGE
GB	GRADE BREAK
GV	GATE VALVE
HC	HANDICAP
HP	HIGH POINT
INV	INVERT ELEVATION
IRR	IRRIGATION
JWCD	JORDAN VALLEY WATER CONSERVANCY DISTRICT
K	RATE OF VERTICAL CURVATURE
LF	LINEAR FOOT
LP	LOW POINT
MH	MANHOLE
MIN	MINIMUM
MJ	MECHANICAL JOINT
NG	NATURAL GROUND
NO	NUMBER
OC	ON CENTER
OCEW	ON CENTER EACH WAY
OHP	OVERHEAD POWER
PI	POINT OF INTERSECTION
PIP	PLASTIC IRRIGATION PIPE
PC	POINT OF CURVATURE OR PRESSURE CLASS
PCC	POINT OF COMPOUND CURVATURE
POW	POWER
PRC	POINT OF REVERSE CURVATURE
PRO	PROPOSED
PT	POINT OF TANGENCY
PVC	POINT OF VERTICAL CURVATURE
PVI	POINT OF VERTICAL INTERSECTION
PVT	POINT OF VERTICAL TANGENCY
R	RADIUS
ROW	RIGHT OF WAY
S	SLOPE
SAN SWR	SANITARY SEWER
SD	STORM DRAIN
SEC	SECONDARY
SS	SANITARY SEWER
STA	STATION
SW	SIDEWALK
TA	TOP OF ASPHALT
TBC	TOP BACK OF CURB
TC	TOP OF CONCRETE
TG	TOP OF GRATE
TOF	TOP OF FOUNDATION
TOP	TOP OF PIPE
TOW, TW	TOP OF WALL
TS	TOP OF STEP
TYP	TYPICAL
USBR	UNITED STATES BUREAU OF RECLAMATION
VC	VERTICAL CURVE
WV	WALL INDICATOR VALVE
WL	WATER LINE

NOTE: MAY CONTAIN ABBREVIATIONS THAT ARE NOT USED IN THIS PLAN SET.



SALT LAKE CITY
45 W. 10000 S., Suite 500
Sandy, UT 84070
Phone: 801.255.0529
Fax: 801.255.4449

LAYTON
Phone: 801.547.1100

TOOELE
Phone: 435.843.3590

CEDAR CITY
Phone: 435.865.1453

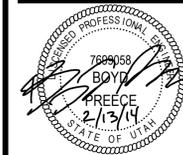
RICHFIELD
Phone: 435.590.0187

WWW.ENSIGNENG.COM

FOR:
CEDAR HILLS FARM LAND, LLC
6150 SOUTH REDWOOD ROAD SUITE 150
TAYLORSVILLE, UTAH 84118

CONTACT:
DOUG YOUNG
PHONE: (801) 205-5500
FAX:

**ROSEGATE AT CEDAR HILLS
SENIOR LIVING FACILITY
4600 WEST CEDAR HILLS DRIVE
CEDAR HILLS, UTAH**



NO.	DATE	REVISION	BY
1			
2			
3			
4			
5			
6			
7			
8			

**GENERAL NOTES
PLAN**

PROJECT NUMBER: 6001 PRINT DATE: 2/13/14
DRAWN BY: D. COWLEY CHECKED BY: B. PREECE
PROJECT MANAGER: R. ELDER

C0.2



BENCHMARK
 NORTHWEST CORNER
 SECTION 6
 TSS, R2E
 SLB&M
 ELEVATION = 4901.33'



SALT LAKE CITY
 45 W. 10000 S., Suite 500
 Sandy, UT 84070
 Phone: 801.255.0529
 Fax: 801.255.4449

LAYTON
 Phone: 801.547.1100

TOOELE
 Phone: 435.843.3590

CEDAR CITY
 Phone: 435.865.1453

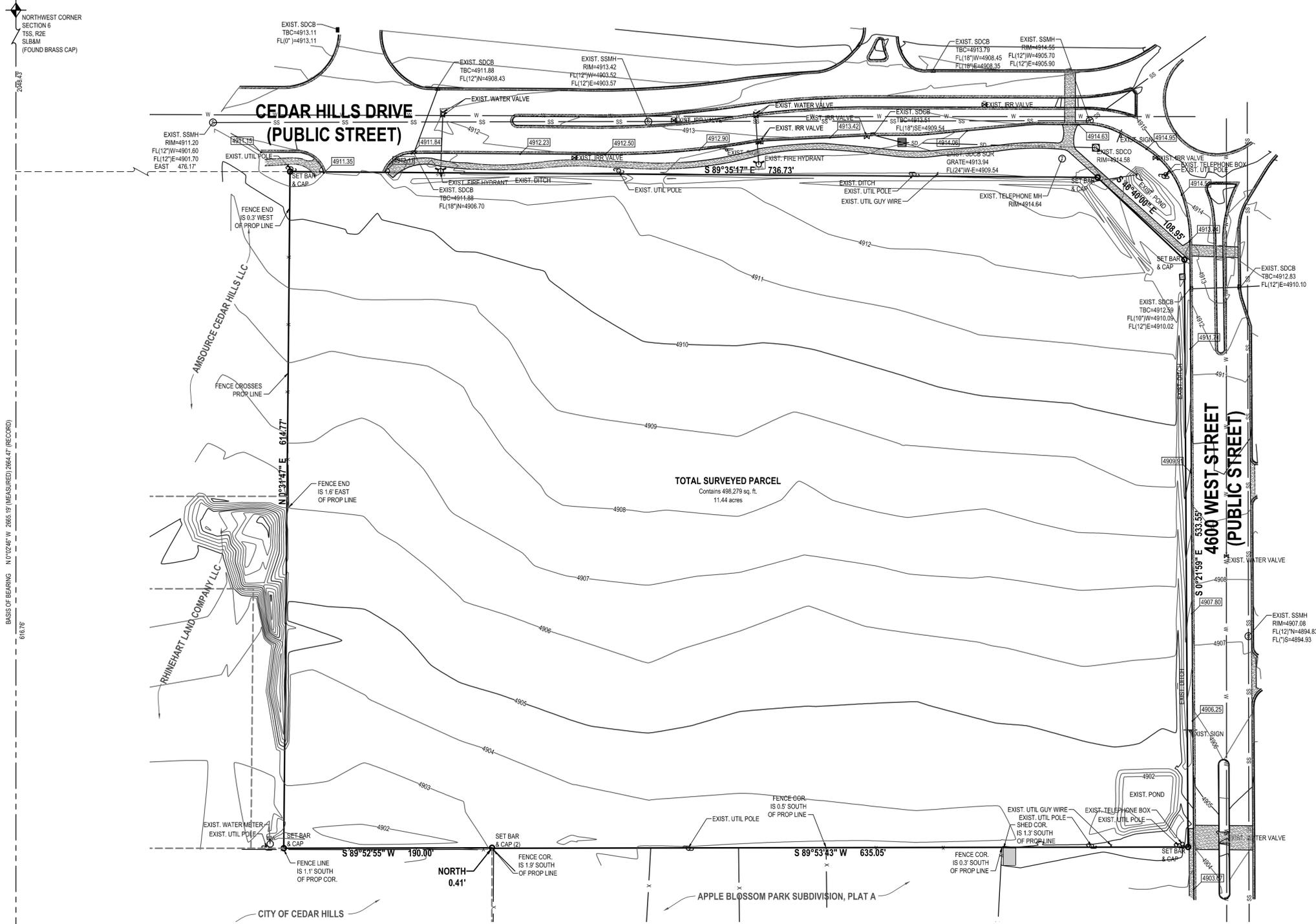
RICHFIELD
 Phone: 435.590.0187

WWW.ENSGNENG.COM

FOR:
 EAST STAR FARM LAND LLC
 6150 SOUTH REDWOOD ROAD
 TAYLORSVILLE, UTAH, 84118

CONTACT:
 DOUG YOUNG
 PHONE:
 FAX:

**ROSEGATE AT CEDAR HILLS
 BOUNDARY & TOPOGRAPHIC SURVEY
 CEDAR HILLS DRIVE & 4600 WEST STREET
 CEDAR HILLS, UTAH**

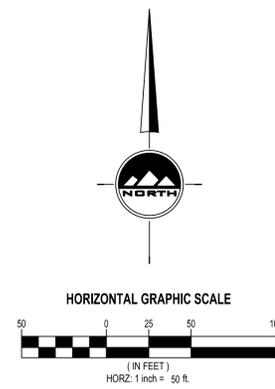
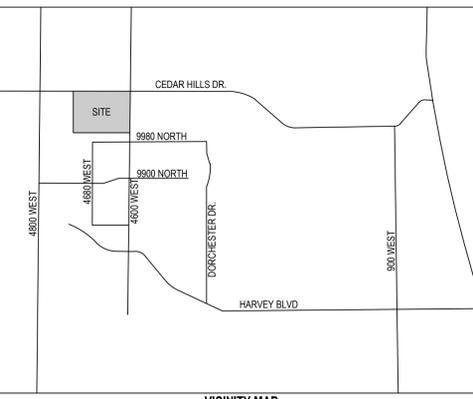


SURVEYOR'S NARRATIVE
 I, Patrick M. Harris, do hereby state that I am a Registered Professional Land Surveyor and that I hold certificate no. 26882 as prescribed by the laws of the State of Utah and represent that I have made a survey of the following described property. The Purpose of this survey is to provide a Boundary survey to my client. The Basis of Bearing is the line between the West Quarter Corner and the Northwest Corner of Section 6, Township 5 South, Range 2 East, Salt Lake Base and Meridian and running North 00°02'46" West 2665.19 feet

PROPERTY DESCRIPTION
 Beginning at a point on the south line of Cedar Hills Drive said point being North 00°02'46" West 616.76 feet along the section line and East 476.17 feet from the West Quarter Corner of Section 6, Township 5 South, Range 2 East, Salt Lake Base and Meridian and running:
 thence South 89°35'17" East 736.73 feet along said south line of Cedar Hills Drive;
 thence South 46°40'00" East 108.95 feet to a point on the west line of 4600 West Street;
 thence South 00°21'59" East 533.55 feet along said west line of 4600 West Street to the Northeast Corner of Apple Blossom Park, Plat A Subdivision;
 thence South 89°53'43" West 635.05 feet along the north line to the Northwest Corner of said Apple Blossom Park, Plat A Subdivision;
 thence North 0.41 feet;
 thence South 89°52'55" West 190.00 feet;
 thence North 00°31'47" East 614.77 feet to the point of beginning.

Contains 498,279 square feet or 11.44 acres.

Date _____ Patrick M. Harris
 License No. 26882



LEGEND

	SECTION CORNER		STORM DRAIN CATCH BASIN		MINOR CONTOURS 1' INCREMENT		DEED LINE		SECONDARY WATERLINE
	MONUMENT		STORM DRAIN COMBO BOX		MAJOR CONTOURS 5' INCREMENT		TANGENT LINE		IRRIGATION LINE
	EXIST REBAR AND CAP		STORM DRAIN CULVERT		CONCRETE		EXIST DITCH FLOW LINE		CENTERLINE
	SET ENSIGN REBAR AND CAP		SIGN		BUILDING PRIMARY		FENCE		PROPERTY LINE
	SET RIVET		UTILITY MANHOLE		BUILDING SECONDARY		EDGE OF ASPHALT		ADJACENT PROPERTY LINE
	WATER METER		GAS METER		BUILDABLE AREA WITHIN SETBACKS		SANITARY SEWER		ELECTRIC POWERLINE
	WATER MANHOLE		TREE		PUBLIC DRAINAGE EASEMENT		STORM DRAIN LINE		TELEPHONE LINE
	WATER VALVE		OVERHEAD POWER LINE		ADJACENT RIGHT OF WAY		GAS LINE		IRRIGATION VALVE
	FIRE HYDRANT				RIGHT OF WAY		WATER LINE		SANITARY SEWER MANHOLE
	ELECTRIC METER								STORM DRAIN CLEAN OUT

LOCATED IN THE NORTHWEST QUARTER
 OF SECTION 6
 TOWNSHIP 5 SOUTH, RANGE 2 EAST
 SALT LAKE BASE AND MERIDIAN
 CEDAR HILLS, UTAH COUNTY, UTAH

NO.	DATE	REASON	BY
1		FOR REVIEW	
2			
3			
4			
5			
6			
7			
8			

BOUNDARY & TOPOGRAPHIC SURVEY

PROJECT NUMBER: 6001 PRINT DATE: 1/24/14
 DRAWN BY: B. Greenleaf CHECKED BY:
 PROJECT MANAGER: B. Blair

1-1



CALL BLUESTAKES
@ 1-800-662-4111 AT LEAST 48
HOURS PRIOR TO THE
COMMENCEMENT OF ANY
CONSTRUCTION.

BENCHMARK

NORTHWEST CORNER
SECTION 6
T5S, R2E
SLB&M

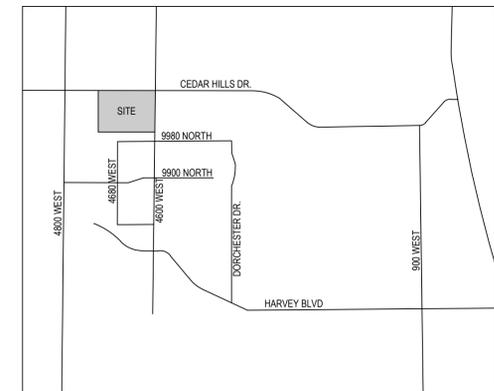
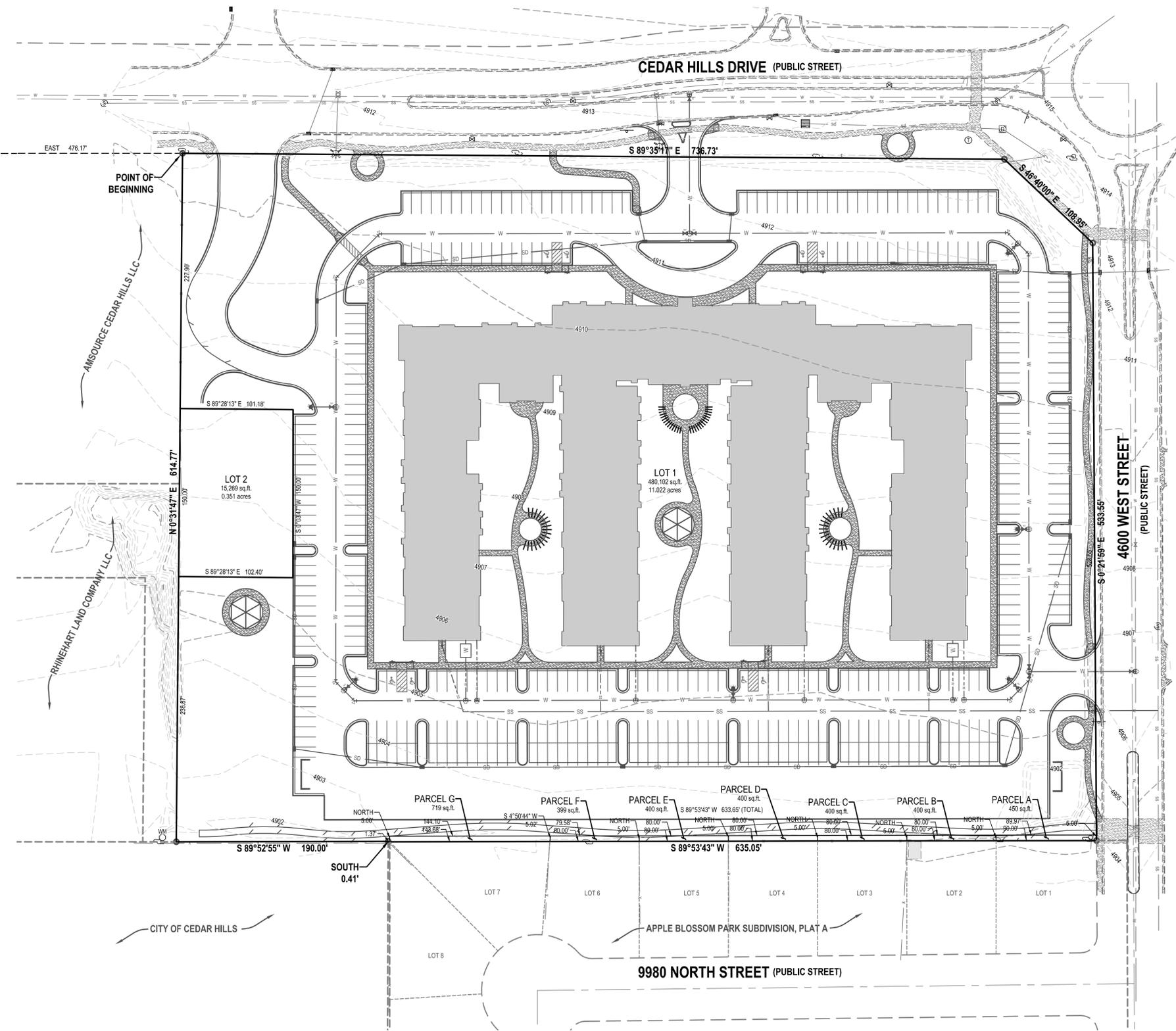
ELEVATION = 4901.33'

NORTHWEST CORNER
SECTION 6
T5S, R2E
SLB&M
(FOUND BRASS CAP)

204.43'

N 0°02'15" W - BASIS OF BEARING
2865.19' (MEASURED) (RECORDED)
616.76'

WEST QUARTER CORNER
SECTION 6
T5S, R2E
SLB&M
(FOUND BRASS CAP)



PROPERTY DESCRIPTION

Beginning at a point on the south line of Cedar Hills Drive said point being North 00°02'45" West 616.76 feet along the section line and East 476.17 feet from the West Quarter Corner of Section 6, Township 5 South, Range 2 East, Salt Lake Base and Meridian and running:

thence South 89°35'17" East 736.73 feet along said south line of Cedar Hills Drive;

thence South 46°40'00" East 108.95 feet along said south line of Cedar Hills Drive to a point on the west line of 4600 West Street;

thence South 00°21'59" East 533.55 feet along said west line of 4600 West Street to the Northeast Corner of Apple Blossom Park, Plat A Subdivision;

thence South 89°53'43" West 635.05 feet along the north line of said Apple Blossom Park, Plat A Subdivision;

thence North 0.41 feet;

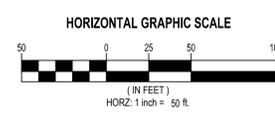
thence South 89°52'55" West 190.00 feet;

thence North 00°31'47" East 614.77 feet to the point of beginning.

Contains 498,279 Square Feet or 11.44 Acres

LEGEND

- | | | | |
|--|-------------------------------|--|------------------------------|
| | SECTION CORNER | | MINOR CONTOURS 1' INCREMENT |
| | EXIST MONUMENT | | MAJOR CONTOURS 5' INCREMENT |
| | SET ENSIGN REBAR AND CAP | | EXIST BUILDING |
| | EXIST WATER VALVE | | PRO BUILDING |
| | PRO WATER VALVE | | EXISTING 30" CURB AND GUTTER |
| | EXIST FIRE HYDRANT | | PROPOSED 30" CURB AND GUTTER |
| | PRO FIRE HYDRANT | | PUBLIC DRAINAGE EASEMENT |
| | EXIST IRRIGATION VALVE | | EXIST FENCE |
| | PRO IRRIGATION VALVE | | PRO FENCE |
| | EXIST SANITARY SEWER MANHOLE | | EXIST SANITARY SEWER |
| | PRO SANITARY SEWER MANHOLE | | PRO SANITARY SEWER LINE |
| | EXIST STORM DRAIN CLEAN OUT | | EXIST STORM DRAIN LINE |
| | PRO STORM DRAIN CLEAN OUT | | PRO STORM DRAIN LINE |
| | EXIST STORM DRAIN CATCH BASIN | | EXIST WATER LINE |
| | PRO STORM DRAIN CATCH BASIN | | PRO WATER LINE |
| | EXIST STORM DRAIN COMBO BOX | | EXIST IRRIGATION LINE |
| | PRO STORM DRAIN COMBO BOX | | PRO IRRIGATION LINE |
| | EXIST SIGN | | |
| | EXIST UTILITY POLE | | |



LOCATED IN THE NORTHWEST QUARTER
OF SECTION 6
TOWNSHIP 5 SOUTH, RANGE 2 EAST
SALT LAKE BASE AND MERIDIAN
CEDAR HILLS, UTAH COUNTY, UTAH



SALT LAKE CITY
45 W. 10000 S., Suite 500
Sandy, UT 84070
Phone: 801.255.0529
Fax: 801.255.4449

LAYTON
Phone: 801.547.1100

TOOELE
Phone: 435.843.3590

CEDAR CITY
Phone: 435.865.1453

RICHFIELD
Phone: 435.590.0187

WWW.ENSGNENG.COM

FOR:
CEDAR HILLS FARM LAND, LLC
6150 SOUTH REDWOOD ROAD SUITE 150
TAYLORSVILLE, UTAH 84118

CONTACT:
DOUG YOUNG
PHONE: (801) 205-5500
FAX:

**ROSEGATE AT CEDAR HILLS
SENIOR LIVING FACILITY**
4600 WEST CEDAR HILLS DRIVE
CEDAR HILLS, UTAH

NO.	DATE	REASON	BY
1		FOR REVIEW	
2			
3			
4			
5			
6			
7			
8			

PROJECT NUMBER
6001

PRINT DATE
2/13/14

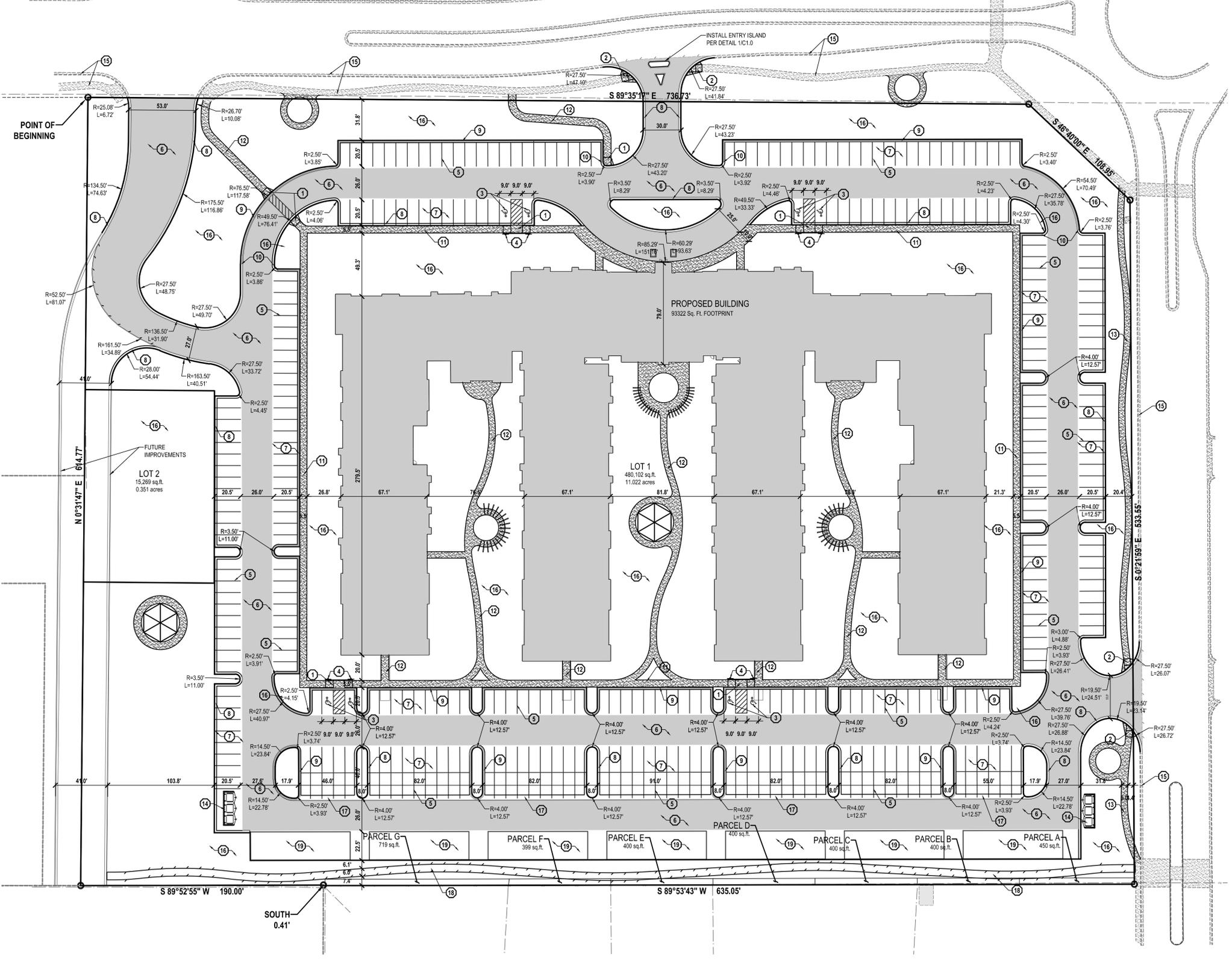
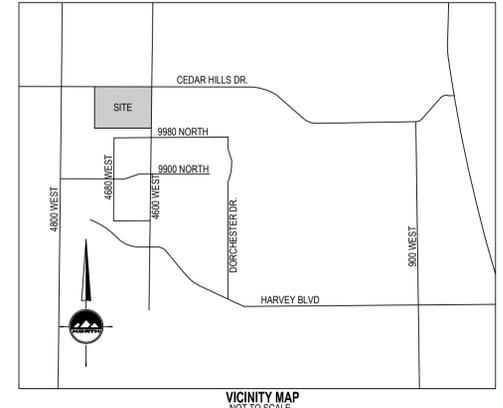
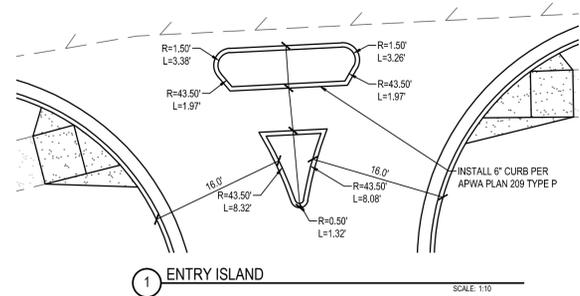
DRAWN BY
D. COWLEY

CHECKED BY
B. PREECE

PROJECT MANAGER
R. ELDER

CALL BLUESTAKES
@ 1-800-662-4111 AT LEAST 48 HOURS PRIOR TO THE COMMENCEMENT OF ANY CONSTRUCTION.

BENCHMARK
NORTHWEST CORNER
SECTION 6
TSS, R2E
SLB&M
ELEVATION = 4901.33'



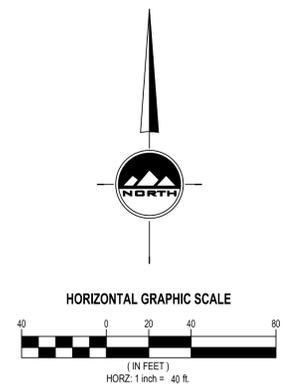
- NOTES:**
ALL DIMENSIONS TO BACK OF CURB UNLESS NOTED OTHERWISE.
ALL WORK SHALL COMPLY WITH CURRENT APWA PLANS AND SPECIFICATIONS, AND WITH CITY STANDARD PLANS AND SPECIFICATIONS.
NOTIFY ENGINEER OF ANY DISCREPANCIES IN DESIGN OR STAKING BEFORE PLACING CONCRETE OR PIPE/CONTRACTOR TO COORDINATE WITH ARCHITECT FOR RETAINING WALLS REQUIRING GUARD RAIL.
SEE ARCHITECTURAL PLANS FOR CONCRETE MATERIAL, FINISH, AND SCORE PATTERNS THROUGHOUT SITE.
SEE ELECTRICAL PLANS FOR STREET AND INTERIOR LIGHTING INFORMATION.
SEE LANDSCAPE PLANS FOR IRRIGATION, PLANTING AND ADDITIONAL INFORMATION.
ALL WORK TO COMPLY WITH THE GOVERNING AGENCIES STANDARDS AND SPECIFICATIONS.
ALL IMPROVEMENTS MUST COMPLY WITH ADA STANDARDS AND RECOMMENDATIONS.
ALL PAVEMENT MARKINGS SHALL CONFORM TO THE LATEST EDITION OF THE M.U.T.C.D. (MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES).
ALL SURFACE IMPROVEMENTS DISTURBED BY CONSTRUCTION SHALL BE RESTORED OR REPLACED, INCLUDING TREES, DECORATIVE SHRUBS, SOIL, FENCES, WALLS AND STRUCTURES, WHETHER OR NOT THEY ARE SPECIFICALLY SHOWN ON THE CONTRACT DOCUMENTS.
- SCOPE OF WORK:**
PROVIDE, INSTALL AND/OR CONSTRUCT THE FOLLOWING PER THE SPECIFICATIONS GIVEN OR REFERENCED, THE DETAILS NOTED, AND/OR AS SHOWN ON THE CONSTRUCTION DRAWINGS:
- HANDICAP ACCESS RAMP AND DETECTABLE WARNING SURFACE PER DETAIL 9 SHEET C5.0 AND SPECIFICATIONS.
 - DISABLED PEDESTRIAN RAMP AND DETECTABLE WARNING SURFACE PER CITY STD. DWG. 213
 - PAINTED ADA SYMBOL AND ASSOCIATED HATCHING PER DETAIL 11 SHEET C5.0 AND M.U.T.C.D. STANDARD PLANS AND SPECIFICATIONS.
 - HANDICAP PARKING SIGN PER DETAIL 12 SHEET C5.0 AND M.U.T.C.D. STANDARD PLANS AND SPECIFICATIONS.
 - 4" SOLID WHITE PAVEMENT MARKING PER M.U.T.C.D. STANDARD PLANS & SPECIFICATIONS.
 - DRIVE LANES PAVEMENT (HATCHED AREA): PER GEOTECHNICAL REPORT
 - PARKING LOT PAVEMENT: PER GEOTECHNICAL REPORT
 - 24" TYPICAL CURB AND GUTTER PER DETAIL 7 SHEET C5.0 AND SPECIFICATIONS.
 - 24" FALLOUT CURB AND GUTTER PER DETAIL 7 SHEET C5.0 AND SPECIFICATIONS (HATCHED AREA ON PLAN).
 - TRANSITION BETWEEN 24" COLLECTION CURB AND GUTTER TO 24" FALLOUT CURB AND GUTTER. SEE GRADING PLANS FOR DESIGN INFORMATION.
 - 5.5' WIDE CONCRETE SIDEWALK UNLESS OTHERWISE NOTED PER DETAIL 10 SHEET C5.0 AND SPECIFICATIONS.
 - 6' WIDE CONCRETE SIDEWALK UNLESS OTHERWISE NOTED PER DETAIL 10 SHEET C5.0 AND SPECIFICATIONS.
 - 5.0' MEANDERING SIDEWALK PER CITY STD. DWG. 207 & 208
 - TRASH ENCLOSURE (SEE ARCHITECTURAL / LANDSCAPE).
 - PROTECT AND PRESERVE EXISTING CURB AND GUTTER AND SIDEWALK.
 - LANDSCAPE: SEE LANDSCAPE PLAN
 - 4.0' CONCRETE WATERWAY PER 2012 APWA PLAN 211
 - 6.0' ASPHALT PATH
 - PARKING GARAGE WITH RETAINING WALL TO BE INCORPORATED AS PART OF GARAGE FOUNDATION (SEE ARCHITECTURAL / STRUCTURAL)

LEGEND

- SECTION CORNER
- EXIST REBAR AND CAP
- SET ENSIGN REBAR AND CAP
- EXIST SIGN
- PRO SIGN
- PRO BUILDING
- EXISTING CURB AND GUTTER
- PROPOSED CURB AND GUTTER
- EXIST FENCE
- PRO FENCE
- EXIST EDGE OF ASPHALT
- PRO EDGE OF ASPHALT

AREA CALCULATIONS TABLE

DESCRIPTION	AREA	PERCENTAGE
PAVEMENT	204,051 s.q. ft.	41%
ROOF	93,322 s.q. ft.	19%
LANDSCAPING	201,089 s.q. ft.	40%
TOTAL SITE	498,462 s.q. ft.	100%



LOCATED IN THE NORTHWEST QUARTER OF SECTION 6 TOWNSHIP 5 SOUTH, RANGE 2 EAST SALT LAKE BASE AND MERIDIAN CEDAR HILLS, UTAH COUNTY, UTAH

ENSIGN

SALT LAKE CITY
45 W. 10000 S., Suite 500
Sandy, UT 84070
Phone: 801.255.0529
Fax: 801.255.4449

LAYTON
Phone: 801.547.1100

TOOELE
Phone: 435.843.3590

CEDAR CITY
Phone: 435.865.1453

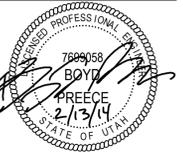
RICHFIELD
Phone: 435.590.0187

WWW.ENSIGNENG.COM

FOR:
CEDAR HILLS FARM LAND, LLC
6150 SOUTH REDWOOD ROAD SUITE 150
TAYLORSVILLE, UTAH 84116

CONTACT:
DOUG YOUNG
PHONE: (801) 205-5500
FAX:

**ROSEGATE AT CEDAR HILLS
SENIOR LIVING FACILITY**
4600 WEST CEDAR HILLS DRIVE
CEDAR HILLS, UTAH



NO. DATE REVISION BY

1			
2			
3			
4			
5			
6			
7			
8			

SITE PLAN

PROJECT NUMBER: 6001
DRAWN BY: D. COWLEY
PROJECT MANAGER: R. ELDER

PRINT DATE: 2/13/14
CHECKED BY: B. PREECE

C 1.0

CALL BLUESTAKES
@ 1-800-662-4111 AT LEAST 48 HOURS PRIOR TO THE COMMENCEMENT OF ANY CONSTRUCTION.

BENCHMARK
NORTHWEST CORNER
SECTION 6
TSS, R2E
SLB&M
ELEVATION = 4901.33'

EN SIGN engineering . planning . surveying

Project: Rosegate at Cedar Hills
By: D. Cowley
Date: 13-Feb-2014

Project No.: 0001
Checked By: B. PREECE
Sheet:

Drainage Calculation

Area Calculations		Area Runoff Coefficients	
PAVED & ROOF AREAS (A _p)	6.82 acres	C _p :	0.85
LANDSCAPE AREA (A _L)	4.62 acres	C _L :	0.15
TOTAL AREA (A _T)	11.44 acres	WEIGHTED C:	0.57

Runoff Calculations

100 Year Design Storm

Time (min)	CA (Acres)	Precipitation (in/hr)	Time (sec)	Infiltration Rate: 0.71 cfs		
				Cumulative Runoff (ft ³)	Allowed Runoff (ft ³)	Storage (ft ³)
10	6.49	5.02	600	19,556	424	19,132
15	6.49	4.14	900	24,191	636	23,555
30	6.49	2.73	1,800	32,606	1,272	31,334
60	6.49	1.73	3,600	40,456	2,544	37,912
120	6.49	0.95	7,200	44,409	5,087	39,322
180	6.49	0.65	10,800	45,578	7,630	37,948
300	6.49	0.36	21,600	50,456	15,260	35,196
720	6.49	0.22	43,200	61,705	30,520	31,185
1440	6.49	0.12	86,400	67,215	61,040	6,175

STORAGE REQUIRED: 39,322
STORAGE PROVIDED: 40,361

Infiltration Calculation

Infiltration Rate: 30 min/in
Pond Footprint: 15260 sf
Infiltration: 0.706 cfs

ENSIGN

SALT LAKE CITY
45 W. 10000 S., Suite 500
Sandy, UT 84070
Phone: 801.255.0529
Fax: 801.255.4449

LAYTON
Phone: 801.547.1100

TOOELE
Phone: 435.843.3590

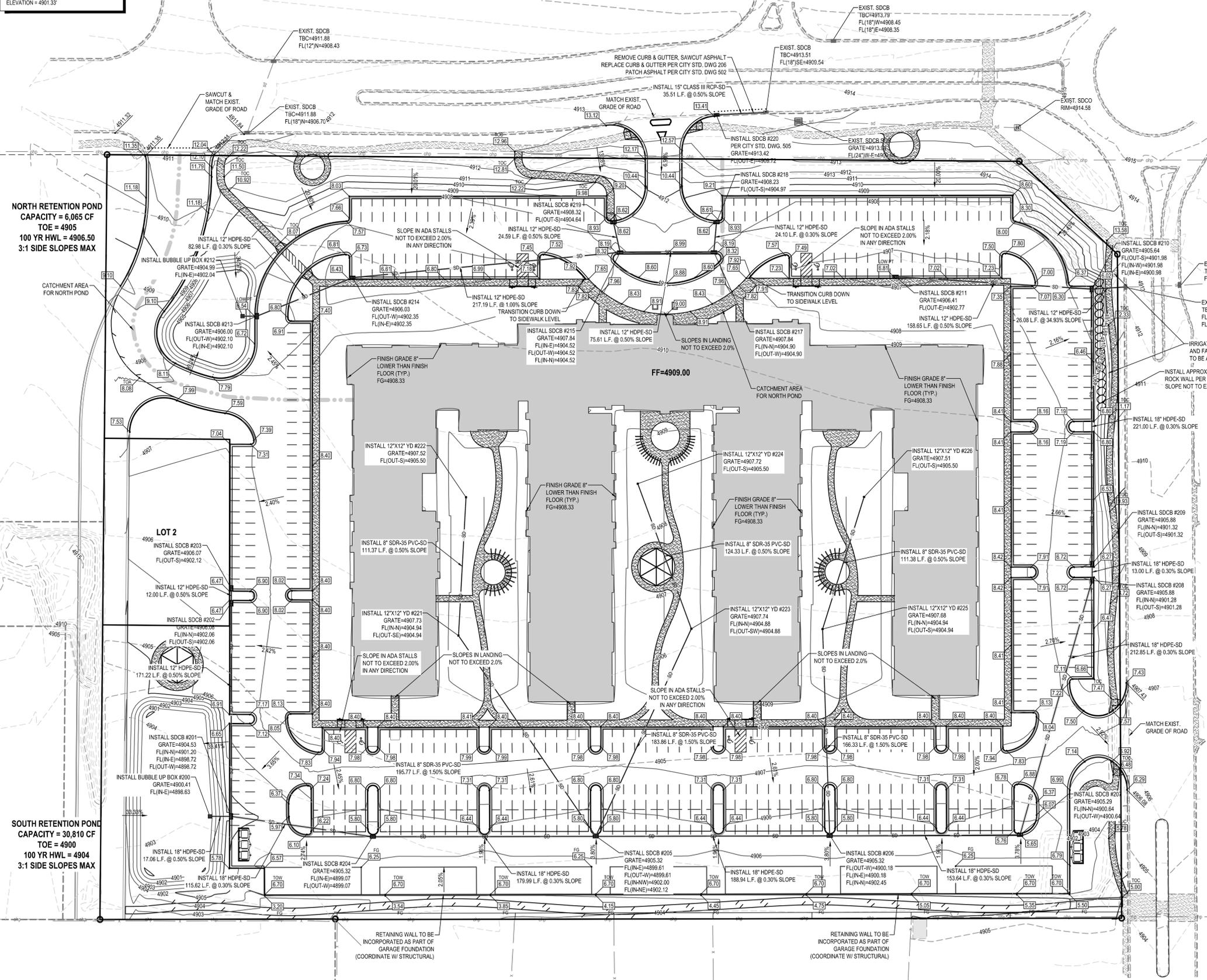
CEDAR CITY
Phone: 435.865.1453

RICHFIELD
Phone: 435.590.0187

WWW.ENSIGNENG.COM

FOR:
CEDAR HILLS FARM LAND, LLC
6150 SOUTH REDWOOD ROAD SUITE 150
TAYLORSVILLE, UTAH 84116

CONTACT:
DOUG YOUNG
PHONE: (801) 205-5500
FAX:

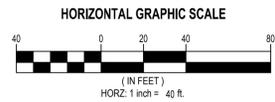


NOTE

- ALL GRADES TO TBC UNLESS NOTED OTHERWISE.
- ALL WORK SHALL COMPLY WITH CURRENT APWA PLANS AND SPECIFICATIONS, AND WITH CITY STANDARD PLANS AND SPECIFICATIONS.
- NOTIFY ENGINEER OF ANY DISCREPANCIES IN DESIGN OR STAKING BEFORE PLACING CONCRETE OR PIPE.

LEGEND

- SET ENSIGN REBAR AND CAP
- EXIST STORM DRAIN CLEAN OUT
- PRO STORM DRAIN CLEAN OUT
- EXIST STORM DRAIN CATCH BASIN
- PRO STORM DRAIN CATCH BASIN
- EXIST STORM DRAIN COMBO BOX
- PRO STORM DRAIN COMBO BOX
- EXIST SPOT ELEVATION
- PRO SPOT ELEVATION
- 100 YEAR FLOOD PATH
- EXIST MINOR CONTOURS 1' INCREMENT
- EXIST MAJOR CONTOURS 5' INCREMENT
- MINOR CONTOURS 1' INCREMENT
- MAJOR CONTOURS 5' INCREMENT
- PRO BUILDING
- EXISTING CURB AND GUTTER
- PROPOSED CURB AND GUTTER
- EXIST FLOW LINE
- PRO FLOW LINE
- GRADE BREAK
- EXIST FENCE
- PRO FENCE
- EXIST EDGE OF ASPHALT
- PRO EDGE OF ASPHALT
- EXIST STORM DRAIN LINE
- PRO STORM DRAIN LINE
- CATCHMENTS



SOUTH RETENTION POND
CAPACITY = 30,810 CF
TOE = 4900
100 YR HWL = 4904
3:1 SIDE SLOPES MAX

NORTH RETENTION POND
CAPACITY = 6,065 CF
TOE = 4905
100 YR HWL = 4906.50
3:1 SIDE SLOPES MAX

ROSEGATE AT CEDAR HILLS
SENIOR LIVING FACILITY
4600 WEST CEDAR HILLS DRIVE
CEDAR HILLS, UTAH



NO. DATE REVISION BY

1			
2			
3			
4			
5			
6			
7			
8			

GRADING & DRAINAGE PLAN

PROJECT NUMBER: 0001
PRINT DATE: 2/13/14
DRAWN BY: D. COWLEY
CHECKED BY: B. PREECE
PROJECT MANAGER: R. ELDER

C 2.0

CALL BLUESTAKES
@ 1-800-662-4111 AT LEAST 48
HOURS PRIOR TO THE
COMMENCEMENT OF ANY
CONSTRUCTION.

BENCHMARK
NORTHWEST CORNER
SECTION 6
TSS, R2E
SLB&M
ELEVATION = 4901.33'



SALT LAKE CITY
45 W. 10000 S., Suite 500
Sandy, UT 84070
Phone: 801.255.0529
Fax: 801.255.4449

LAYTON
Phone: 435.843.1100

TOOELE
Phone: 435.843.3590

CEDAR CITY
Phone: 435.865.1453

RICHFIELD
Phone: 435.590.0187

WWW.ENSGNENG.COM

FOR:
CEDAR HILLS FARM LAND, LLC
6150 SOUTH REDWOOD ROAD SUITE 150
TAYLORSVILLE, UTAH 84118

CONTACT:
DOUG YOUNG
PHONE: (801) 205-5500
FAX:

**ROSEGATE AT CEDAR HILLS
SENIOR LIVING FACILITY**
4600 WEST CEDAR HILLS DRIVE
CEDAR HILLS, UTAH



NO.	DATE	REVISION	BY
1			
2			
3			
4			
5			
6			
7			
8			

UTILITY PLAN

PROJECT NUMBER
6001

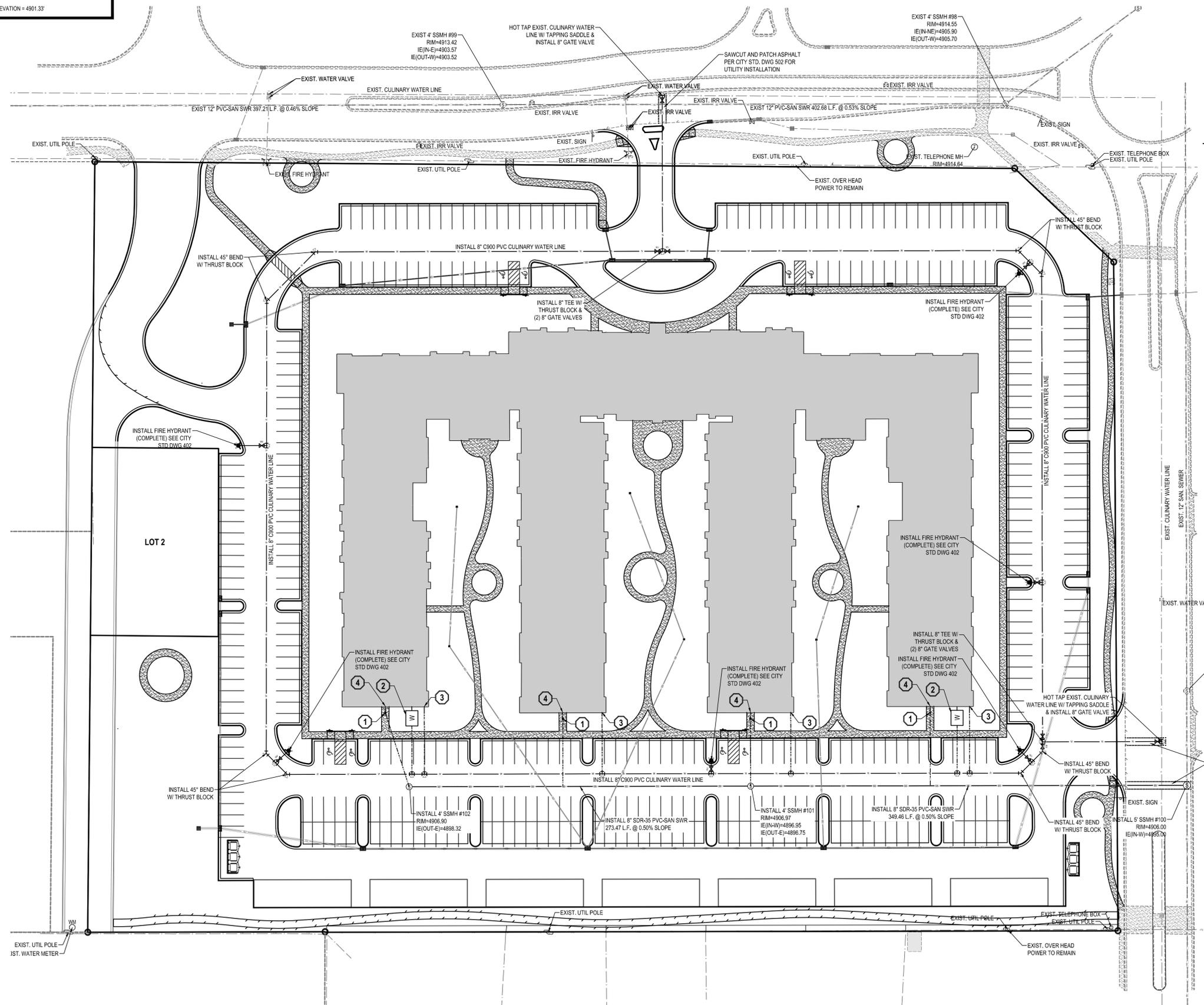
PRINT DATE
2/13/14

DRAWN BY
D. COWLEY

CHECKED BY
B. PREECE

PROJECT MANAGER
R. ELDER

C 3.0



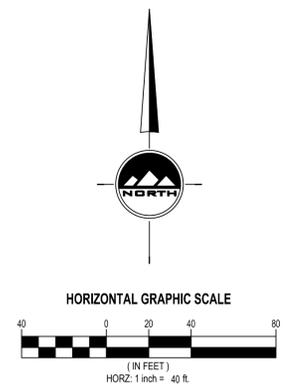
NOTE

- ALL DIMENSIONS TO TBC UNLESS NOTED OTHERWISE.
- ALL WORK SHALL COMPLY WITH CURRENT APWA PLANS AND SPECIFICATIONS, AND WITH CITY STANDARD PLANS AND SPECIFICATIONS.
- NOTIFY ENGINEER OF ANY DISCREPANCIES IN DESIGN OR STAKING BEFORE PLACING CONCRETE OR PIPE

LEGEND

○	SET ENSIGN REBAR AND CAP	▨	PRO BUILDING
○	EXIST WATER METER	▨	EXISTING CURB AND GUTTER
○	PRO WATER METER	▨	PROPOSED CURB AND GUTTER
○	EXIST WATER VALVE	- - -	EXIST FENCE
○	PRO WATER VALVE	- - -	PRO FENCE
○	EXIST FIRE HYDRANT	- - -	EXIST EDGE OF ASPHALT
○	PRO FIRE HYDRANT	- - -	PRO EDGE OF ASPHALT
○	EXIST SANITARY SEWER MANHOLE	- - -	EXIST SANITARY SEWER
○	PRO SANITARY SEWER MANHOLE	- - -	PRO SANITARY SEWER LINE
○	EXIST SIGN	- - -	PRO SAN. SWR. SERVICE LINE
○	PRO SIGN	- - -	EXIST WATER LINE
○	EXIST UTILITY POLE	- - -	PRO WATER LINE
○	EXIST GAS VALVE	- - -	PRO CULINARY WATER SERVICE LINE

- KEYNOTES**
- INSTALL 6" Ø PVC SANITARY SEWER LATERAL (LENGTH & SLOPE VARIES)
 - INSTALL 3" WATER METER W/ 3" POLY SERVICE
 - INSTALL 6" PVC FIRE LINE W/ SHUTOFF VALVE
 - INSTALL SSCO



LOCATED IN THE NORTHWEST QUARTER
OF SECTION 6
TOWNSHIP 5 SOUTH, RANGE 2 EAST
SALT LAKE BASE AND MERIDIAN
CEDAR HILLS, UTAH COUNTY, UTAH



BENCHMARK
 NORTHWEST CORNER
 SECTION 6
 TSS, R2E
 SLB&M
 ELEVATION = 4901.33'

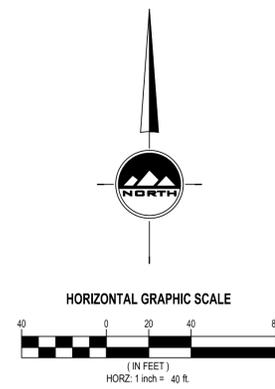
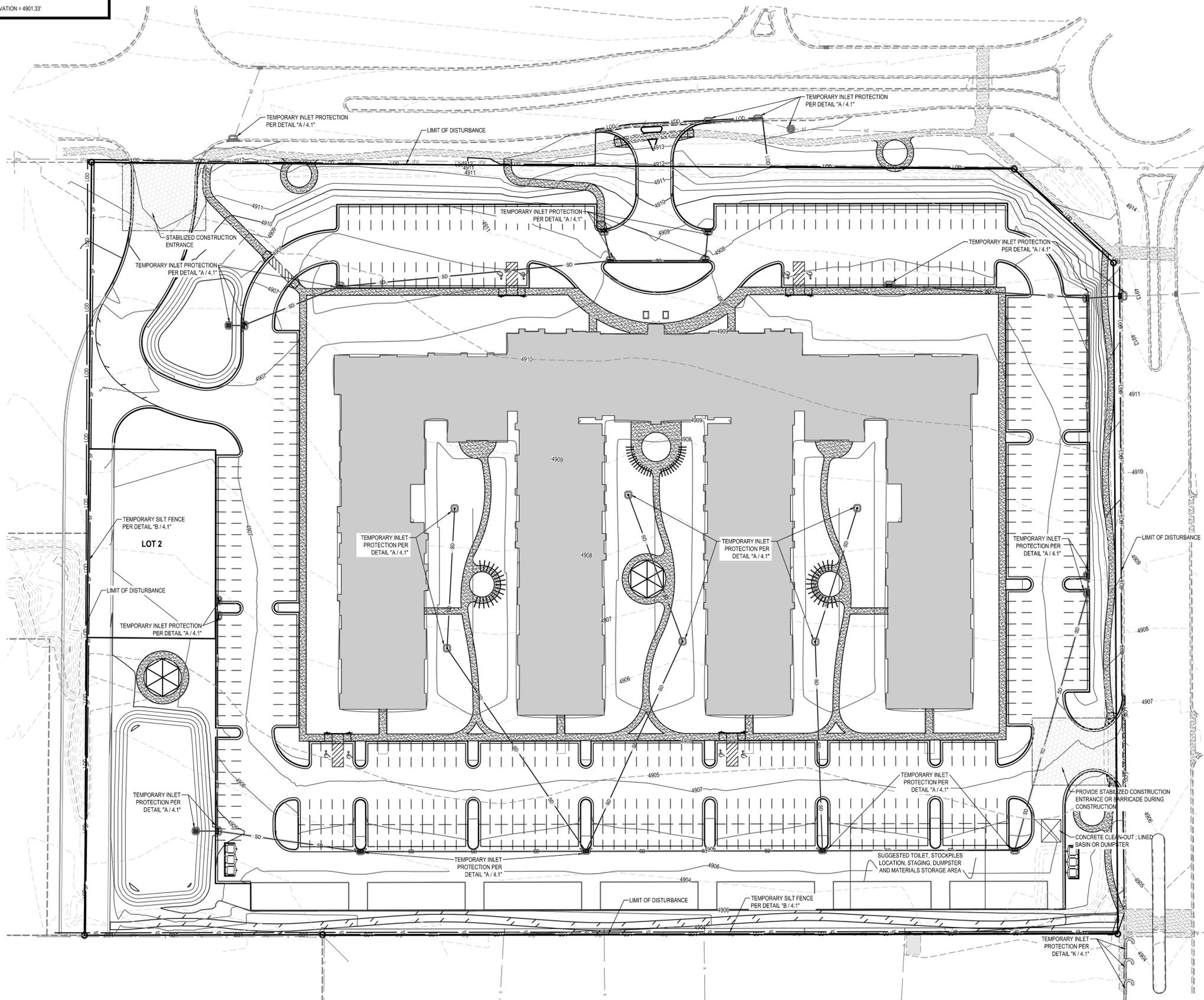
LEGEND

- TEMPORARY SAG INLET PROTECTION PER DETAIL "A"/4.1"
- TEMPORARY IN-LINE INLET PROTECTION PER DETAIL "K"/4.1"
- TEMPORARY SILT FENCE PER DETAIL "B"
- PROPOSED CONCRETE
- EXISTING CONCRETE
- LIMITS OF DISTURBANCE
- GRADE BREAK
- EXISTING 5' CONTOUR
- EXISTING 1' CONTOUR
- PROPOSED 5' CONTOUR
- PROPOSED 1' CONTOUR

REVISION SCHEDULE			
NUMBER	DATE	AUTHOR	COMPANY REPRESENTATIVE SIGNATURE
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			
11			
12			

NOTES

- THIS PLAN IS DESIGNED AS A FIRST APPRAISAL OF NECESSARY MEANS TO PROTECT THE WATERS OF THE STATE FROM POTENTIAL POLLUTION. IT IS THE RESPONSIBILITY OF THE OWNER/OPERATOR TO ADD WARRANTED BEST MANAGEMENT PRACTICES (BMPs) AS NECESSARY, MODIFY THOSE SHOWN AS APPROPRIATE, AND DELETE FROM THE PROJECT THOSE FOUND TO BE UNNECESSARY. FEDERAL AND STATE LAW ALLOWS THESE UPDATES TO BE MADE BY THE OWNER/OPERATOR ONSITE AND RECORDED BY THE OWNER/OPERATOR ON THE COPY OF THE SWPPP KEPT ONSITE.
- ALL WORK SHALL COMPLY WITH CURRENT APWA PLANS AND SPECIFICATIONS, AND WITH DRAPER CITY STANDARD PLANS AND SPECIFICATIONS.
- DISTURBED LAND SHALL BE KEPT TO A MINIMUM - NO SITE CLEARING MORE THAN 14 CALENDAR DAYS AHEAD OF CONSTRUCTION IN ANY GIVEN AREA SHALL BE ALLOWED.
- RESEED DISTURBED LAND WITH NATIVE GRASS MIXTURE WITHIN 14 CALENDAR DAYS OF ACHIEVEMENT OF FINISH GRADE TO STABILIZE SOILS IF LAND IS NOT TO BE RE-WORKED WITHIN 14 CALENDAR DAYS OF THE CESSATION OF CONSTRUCTION ACTIVITIES AT THAT LOCATION.
- DETAILS SHOWN ARE TO BE EMPLOYED TO PROTECT RUNOFF AS APPROPRIATE DURING CONSTRUCTION - NOT ALL DETAILS ARE NECESSARY AT ALL PHASES OF THE PROJECT. IT SHALL BE THE RESPONSIBILITY OF THE OWNER/OPERATOR TO USE APPROPRIATE BEST MANAGEMENT PRACTICES.
- STABILIZED CONSTRUCTION ENTRANCE, VEHICLE WASH-DOWN AREA, AND SEDIMENTATION AND CLEANOUT BASIN HAVE BEEN SHOWN AT SUGGESTED LOCATION. CONTRACTOR MAY MOVE TO OTHER LOCATION IF PREFERRED, PROVIDED THE INTENT OF THE DESIGN IS PRESERVED.
- NOT ALL POSSIBLE BMPs HAVE BEEN SHOWN. CONTRACTOR IS RESPONSIBLE TO APPLY CORRECT MEASURES TO PREVENT POLLUTION OF STORM WATER PER PROJECT SWPPP.
- PLAN LOCATIONS SHOWN FOR BMPs ARE APPROXIMATE. ACTUAL LOCATIONS AND CONFIGURATIONS SHALL BE FIELD-DETERMINED BY THE OWNER/OPERATOR.
- NOT ALL BMPs SHOWN CAN OR SHOULD BE IMPLEMENTED SIMULTANEOUSLY AND/OR FOR THE DURATION OF CONSTRUCTION. SEE SWPPP FOR BMP IMPLEMENTATION SCHEDULE.
- EXISTING TOPSOIL IS TO BE HARVESTED WHEN GROUND IS CLEARED. TOPSOIL SHALL THEN BE STOCKPILED ON-SITE FOR USE IN AREAS NOT OTHERWISE TO BE LANDSCAPED, TO ACCELERATE REVEGETATION AND STABILIZATION. AS AN ALTERNATE TO STOCKPILING TOPSOIL ONSITE, OWNER/OPERATOR MAY IMPORT TOPSOIL TO AREAS TO BE STABILIZED FROM OFFSITE.



ENSGN
 SALT LAKE CITY
 45 W. 10000 S., Suite 500
 Sandy, UT 84070
 Phone: 801.255.0529
 Fax: 801.255.4449
 LAYTON
 Phone: 801.547.1100
 TOOELE
 Phone: 435.843.3590
 CEDAR CITY
 Phone: 435.865.1453
 RICHFIELD
 Phone: 435.590.0187
 WWW.ENSGNENG.COM

FOR:
 CEDAR HILLS FARM LAND, LLC
 6150 SOUTH REDWOOD ROAD SUITE 150
 TAYLORSVILLE, UTAH 84118
 CONTACT:
 DOUG YOUNG
 PHONE: (801) 205-5500
 FAX:

**ROSEGATE AT CEDAR HILLS
 SENIOR LIVING FACILITY**
 4600 WEST CEDAR HILLS DRIVE
 CEDAR HILLS, UTAH



NO.	DATE	REVISION	BY
1			
2			
3			
4			
5			
6			
7			
8			

EROSION CONTROL PLAN

PROJECT NUMBER: 6001
 PRINT DATE: 2/13/14
 DRAWN BY: D. COWLEY
 CHECKED BY: B. PREECE
 PROJECT MANAGER: R. ELDER

C4.0

LOCATED IN THE NORTHWEST QUARTER
 OF SECTION 6
 TOWNSHIP 5 SOUTH, RANGE 2 EAST
 SALT LAKE BASE AND MERIDIAN
 CEDAR HILLS, UTAH COUNTY, UTAH

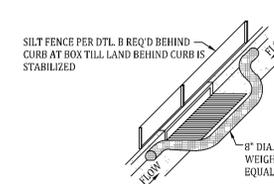
BMP: BMP Inspection and Maintenance		BMPIM
	APPLICATIONS <ul style="list-style-type: none"> Manufacturing Material Handling Vehicle Maintenance Construction Commercial Activities Landscaping Waste Containment Housekeeping Practices 	
DESCRIPTION: Inspect and maintain all structural BMP's both existing and new on a regular basis to ensure pollutants from entering storm drain inlets. This includes the establishment of a schedule for inspections and maintenance.		
APPROACH: Regular maintenance of all structural BMP's is necessary to ensure their proper functionality. <ul style="list-style-type: none"> Annual inspections. Priority maintenance to clean, maintain, and repair or replace structures in areas beginning with the highest pollutant loading. Clear structural BMP's in high pollutant areas just before the wet season to remove sediment and debris accumulated during the summer and fall. Keep an on-site log of which structures were maintained and when. They were maintained. Record the amount of waste collected. 	TARGETED POLLUTANTS <ul style="list-style-type: none"> Sediment Nutrients Heavy Metals Toxic Materials Organic Compounds Oil & Grease Flammable Liquids Flammable Solids 	
LIMITATIONS: Availability of trained staff	IMPLEMENTATION REQUIREMENTS <ul style="list-style-type: none"> Capital Costs O&M Costs Maintenance Training Administrative 	
	High Medium Low	

BMP: Concrete Waste Management		CWM
	OBJECTIVES <ul style="list-style-type: none"> Housekeeping Practices Contain Waste Stabilize Disturbed Areas Protect Slopes/Channels Control Site Perimeter Control Internal Erosion 	
DESCRIPTION: Prevent or reduce the discharge of pollutants to storm water from concrete wastes by conducting washout/off-site, performing on-site washout in a designated area, and training employees and subcontractors.		
APPLICATIONS: This technique is applicable to all types of sites.	TARGETED POLLUTANTS <ul style="list-style-type: none"> Sediment Nutrients Toxic Materials Oil & Grease Flammable Liquids Flammable Solids Other Waste 	
INSTALLATION/APPLICATION CRITERIA: <ul style="list-style-type: none"> Store dry and wet materials under cover, away from drainage areas. Avoid mixing excess amounts of fresh concrete or cement on-site. Perform washout of concrete trucks off-site or in designated areas only. Do not wash out concrete trucks into storm drains, open ditches, streets, or streams. Do not allow excess concrete to be dumped on-site, except in designated areas. When washing concrete to remove fine particles and expose the aggregate, avoid creating runoff by draining the water within a bermed or level area. (See Earth Berm Barrier Information Sheet) Train employees and subcontractors in proper concrete waste management. 	IMPLEMENTATION REQUIREMENTS <ul style="list-style-type: none"> Capital Costs O&M Costs Maintenance Training 	
LIMITATIONS: <ul style="list-style-type: none"> Off-site washout of concrete wastes may not always be possible. 	High Medium Low	

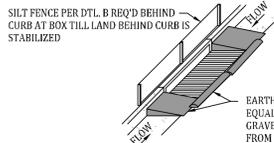
BMP: Dust Controls		DC
	OBJECTIVES <ul style="list-style-type: none"> Housekeeping Practices Contain Waste Stabilize Disturbed Areas Protect Slopes/Channels Control Site Perimeter Control Internal Erosion 	
DESCRIPTION: Dust control measures are used to stabilize soil from wind erosion, and reduce dust by construction activities.		
APPLICATIONS: Dust control is useful in any process area, loading and unloading area, material handling areas, and transfer areas where dust is generated. Street sweeping is limited to areas that are paved.	TARGETED POLLUTANTS <ul style="list-style-type: none"> Sediment Nutrients Toxic Materials Oil & Grease Flammable Liquids Flammable Solids Other Waste 	
INSTALLATION/APPLICATION CRITERIA: <ul style="list-style-type: none"> Two kinds of street sweepers are common: brush and vacuum. Vacuum sweepers are more efficient and work best when the area is dry. Mechanical equipment should be operated according to the manufacturers' recommendations and should be inspected regularly. Water may be sprayed on the ground surface to moisten dry soils, making it less susceptible to wind erosion. 	IMPLEMENTATION REQUIREMENTS <ul style="list-style-type: none"> Capital Costs O&M Costs Maintenance Training 	
LIMITATIONS: <ul style="list-style-type: none"> Street sweeping is labor and equipment intensive and may not be effective for all pollutants. Water sprayed from water trucks must be done at a rate such that the water is absorbed in the soil; if excessive amounts of water are used, it may run off, carrying soil with it. 	High Medium Low	

BMP: Grading Practices		GP
	OBJECTIVES <ul style="list-style-type: none"> Housekeeping Practices Contain Waste Stabilize Disturbed Areas Protect Slopes/Channels Control Site Perimeter Control Internal Erosion 	
DESCRIPTION: Control soil erosion by minimizing the exposure of bare soil to erosive forces. This is done by: <ul style="list-style-type: none"> Limiting the amount of land disturbed or one time in preparation for construction. Limiting the amount of time between the disturbance of soil and protection or stabilization of disturbed soils. Using grading practices to protect exposed soils susceptible to storm water runoff. 		
APPLICATIONS: Related practices include construction sequencing, preservation of existing vegetation, erosion control practices and sediment control practices.	TARGETED POLLUTANTS <ul style="list-style-type: none"> Sediment Nutrients Toxic Materials Oil & Grease Flammable Liquids Flammable Solids Other Waste 	
INSTALLATION/APPLICATION CRITERIA: <ul style="list-style-type: none"> Limit the area of disturbance to those areas requiring grading. This preserves existing vegetation and reduces the vulnerability of soil to erosion. Based on erosion potential and sediment control measures on the site, establish what areas are to be graded at one time. An undisturbed buffer zone containing vegetation at the lowest elevation of a construction site can reduce the impact of sediment on the site. Install soil protection measures during the course of work to minimize the length of time soil is exposed to erosive forces. Conduct work in stages so that construction soil stabilization occurs promptly after disturbance of soil. Establish a schedule governing the stabilization of disturbed slopes, both in terms of passage of time since commencement and completion of disturbance and in terms of planting season. Leaving the surface of the disturbed soil graded in a roughened condition (not smooth) can reduce the quantity and velocity of storm water runoff. Prevent storm water runoff from eroding onto steep slopes from above. Avoid long steep cut or fill slopes; they allow runoff water of sufficient quantity or velocity to soil into and erode the slope. 	IMPLEMENTATION REQUIREMENTS <ul style="list-style-type: none"> Capital Costs O&M Costs Maintenance Training 	
LIMITATIONS: <ul style="list-style-type: none"> The specific approach to grading on a particular site depends on the conditions of the site and surrounding land; engineering judgment is required by design; the approach best is subject for each site. 	High Medium Low	

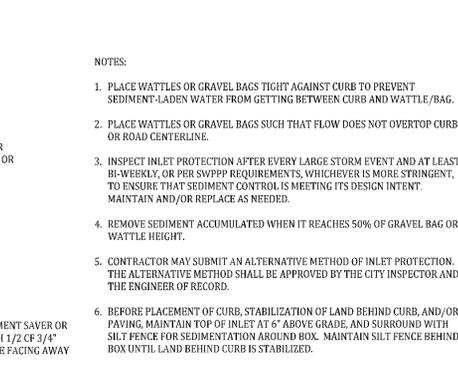
BMP: Portable Toilets		PT
	OBJECTIVES <ul style="list-style-type: none"> Housekeeping Practices Contain Waste Stabilize Disturbed Areas Protect Slopes/Channels Control Site Perimeter Control Internal Erosion 	
DESCRIPTION: Temporary on-site sanitary facilities for construction personnel.		
APPLICATIONS: All sites with no permanent sanitary facilities or where permanent facility is too far from activities.	TARGETED POLLUTANTS <ul style="list-style-type: none"> Sediment Nutrients Toxic Materials Oil & Grease Flammable Liquids Flammable Solids Other Waste 	
INSTALLATION/APPLICATION CRITERIA: <ul style="list-style-type: none"> Locate portable toilets in convenient locations throughout the site. Prepare level, gravel surface and provide clear access to the toilets for servicing and for on-site personnel. Construct earth berm perimeter (See Earth Berm Barrier Information Sheet) control for spill/protection leaks. 	IMPLEMENTATION REQUIREMENTS <ul style="list-style-type: none"> Capital Costs O&M Costs Maintenance Training 	
LIMITATIONS: <ul style="list-style-type: none"> No limitations. 	High Medium Low	



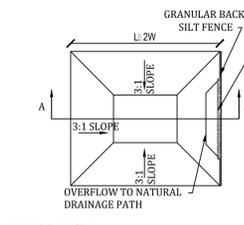
WATTLE OPTION



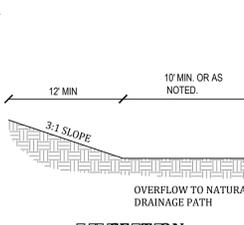
SANDBAG OPTION



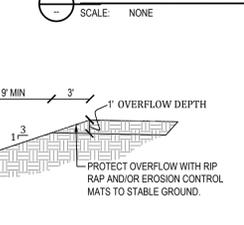
SAG INLET PROTECTION



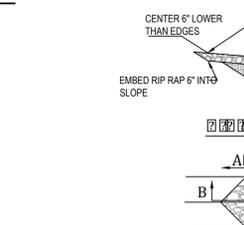
ROCK CHECK DAM



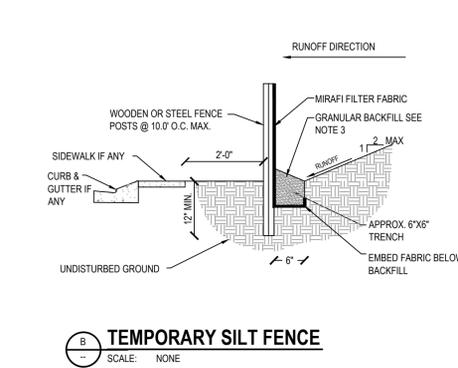
WATTLE OPTION



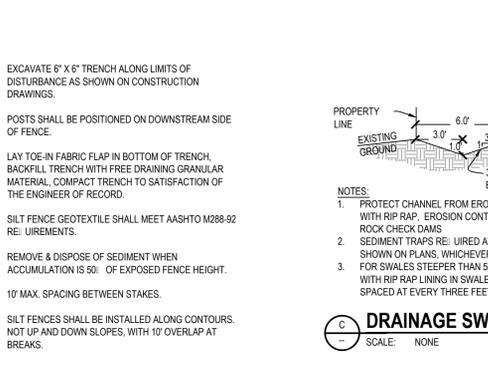
SANDBAG OPTION



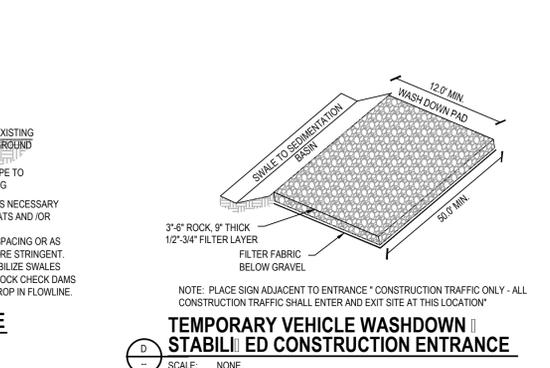
IN-LINE INLET PROTECTION



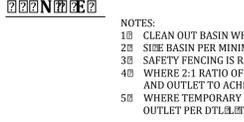
TEMPORARY SILT FENCE



DRAINAGE SWALE



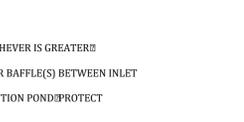
TEMPORARY VEHICLE WASHDOWN STABILIZED CONSTRUCTION ENTRANCE



TEMPORARY SEDIMENTATION BASIN



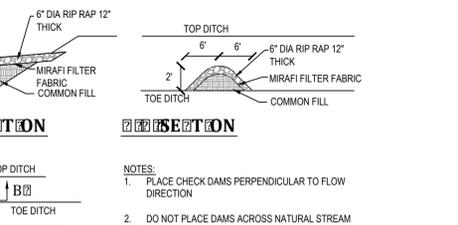
WATTLE OPTION



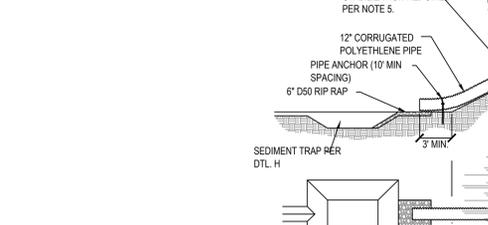
SANDBAG OPTION



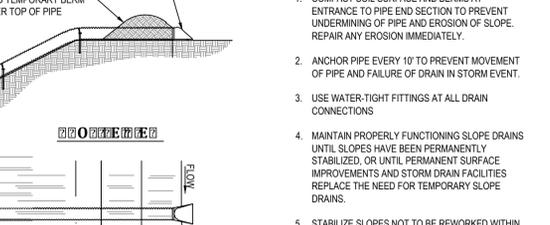
IN-LINE INLET PROTECTION



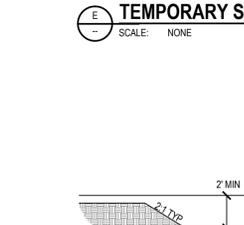
ROCK CHECK DAM



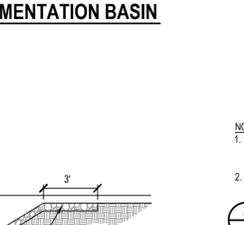
SLOPE DRAIN



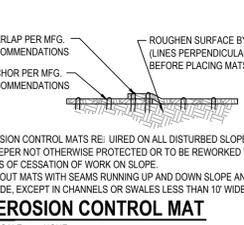
STRAW WATTLES



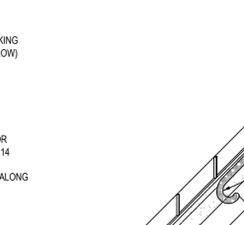
SEDIMENT TRAP



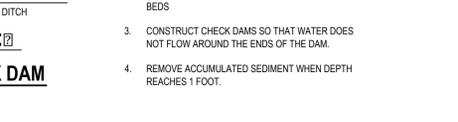
WATTLE OPTION



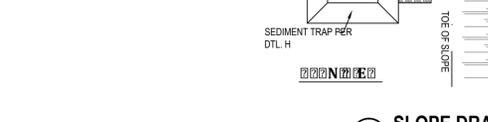
SANDBAG OPTION



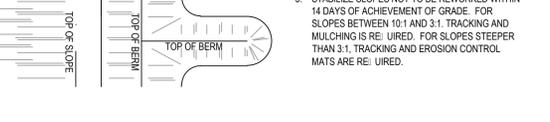
IN-LINE INLET PROTECTION



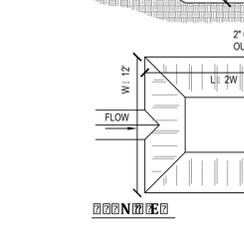
ROCK CHECK DAM



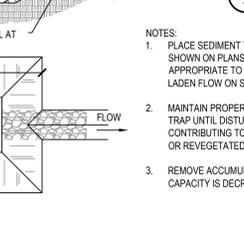
SLOPE DRAIN



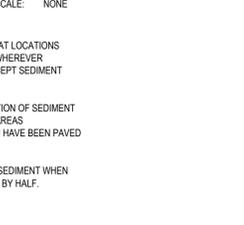
STRAW WATTLES



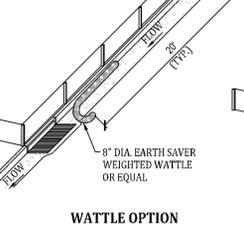
SEDIMENT TRAP



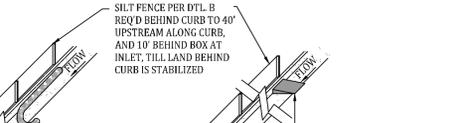
WATTLE OPTION



SANDBAG OPTION



IN-LINE INLET PROTECTION



ROCK CHECK DAM



SLOPE DRAIN



STRAW WATTLES



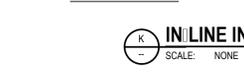
SEDIMENT TRAP



WATTLE OPTION



SANDBAG OPTION



IN-LINE INLET PROTECTION

- EXCAVATE 6' X 6' TRENCH ALONG LIMITS OF DISTURBANCE AS SHOWN ON CONSTRUCTION DRAWINGS.
- POSTS SHALL BE POSITIONED ON DOWNSTREAM SIDE OF FENCE.
- LAY TOE-IN FABRIC FLAP IN BOTTOM OF TRENCH, BACKFILL TRENCH WITH FREE DRAINING GRANULAR MATERIAL, COMPACT TRENCH TO SATISFACTION OF THE ENGINEER OF RECORD.
- SILT FENCE GEOTEXTILE SHALL MEET AASHTO M288-92 REQUIREMENTS, WHICH EVER IS MORE STRINGENT.
- REMOVE & DISPOSE OF SEDIMENT WHEN ACCUMULATION IS 50% OF EXPOSED FENCE HEIGHT.
- 10' MAX. SPACING BETWEEN STAKES.
- SILT FENCES SHALL BE INSTALLED ALONG CONTOURS, NOT UP AND DOWN SLOPES, WITH 10' OVERLAP AT BREAKS.

- COMPACT SOIL SURFACE AND BERMS AT ENTRANCE TO PIPE END SECTION TO PREVENT UNDERMINING OF PIPE AND EROSION OF SLOPE. REPAIR ANY EROSION IMMEDIATELY.
- ANCHOR PIPE EVERY 10' TO PREVENT MOVEMENT OF PIPE AND FAILURE OF DRAIN IN STORM EVENT.
- USE WATER-TIGHT FITTINGS AT ALL DRAIN CONNECTIONS.
- MAINTAIN PROPERLY FUNCTIONING SLOPE DRAINS UNTIL SLOPES HAVE BEEN PERMANENTLY STABILIZED, OR UNTIL PERMANENT SURFACE IMPROVEMENTS AND STORM DRAIN FACILITIES REPLACE THE NEED FOR TEMPORARY SLOPE DRAINS.
- STABILIZE SLOPES NOT TO BE REWORKED WITHIN 14 DAYS OF ACHIEVEMENT OF GRADE. FOR SLOPES BETWEEN 1:1 AND 3:1, TRACKING AND MULCHING IS REQUIRED. FOR SLOPES STEEPER THAN 3:1, TRACKING AND EROSION CONTROL MATS ARE REQUIRED.

ENSIGN

SALT LAKE CITY
45 W. 10000 S., Suite 500
Sandy, UT 84070
Phone: 801.255.0529
Fax: 801.255.4449

LAYTON
Phone: 801.547.1100

TOOELE
Phone: 435.843.3590

CEDAR CITY
Phone: 435.865.1453

RICHFIELD
Phone: 435.590.0187

WWW.ENSIGNENG.COM

FOR:
CEDAR HILLS FARM LAND, LLC
6150 SOUTH REDWOOD ROAD SUITE 150
TAYLORSVILLE, UTAH 84118

CONTACT:
DOUG YOUNG
PHONE: (801) 265-5500
FAX:

**ROSEGATE AT CEDAR HILLS
SENIOR LIVING FACILITY**

4600 WEST CEDAR HILLS DRIVE
CEDAR HILLS, UTAH

PROFESSIONAL ENGINEER
BOYD PREECE
2/15/14
STATE OF UTAH

NO. DATE REVISION BY

1
2
3
4
5
6
7
8

**EROSION CONTROL
PLAN DETAILS**

PROJECT NUMBER: 6001 PRINT DATE: 2/13/14
DRAWN BY: D. COVLEY CHECKED BY: B. PREECE
PROJECT MANAGER: R. ELDER

C4.1



SALT LAKE CITY
45 W. 10000 S., Suite 500
Sandy, UT 84070
Phone: 801.255.0529
Fax: 801.255.4449

LAYTON
Phone: 801.547.1100

TOOELE
Phone: 435.843.3590

CEDAR CITY
Phone: 435.865.1453

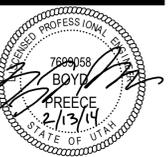
RICHFIELD
Phone: 435.590.0187

WWW.ENSIGNENG.COM

FOR:
CEDAR HILLS FARM LAND, LLC
6150 SOUTH REDWOOD ROAD SUITE 150
TAYLORSVILLE, UTAH 84118

CONTACT:
DOUG YOUNG
PHONE: (801) 205-5500
FAX:

ROSEGATE AT CEDAR HILLS
SENIOR LIVING FACILITY
4600 WEST CEDAR HILLS DRIVE
CEDAR HILLS, UTAH



NO.	DATE	REVISION	BY
1			
2			
3			
4			
5			
6			
7			
8			

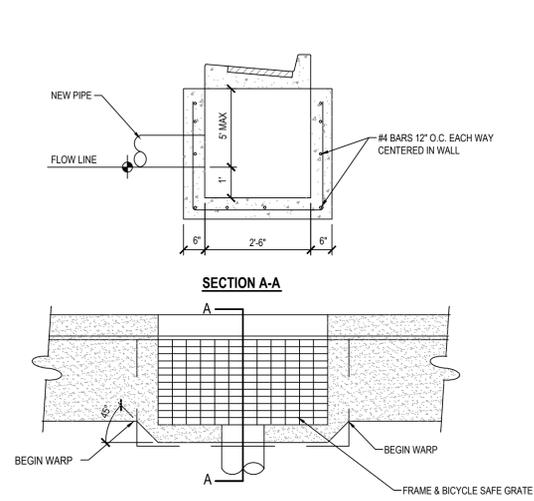
DETAIL SHEET

PROJECT NUMBER: 6001
PRINT DATE: 2/13/14

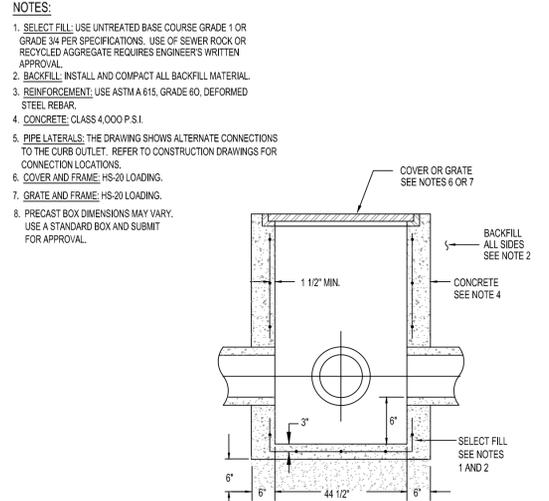
DRAWN BY: D. COWLEY
CHECKED BY: B. PREECE

PROJECT MANAGER: R. ELDER

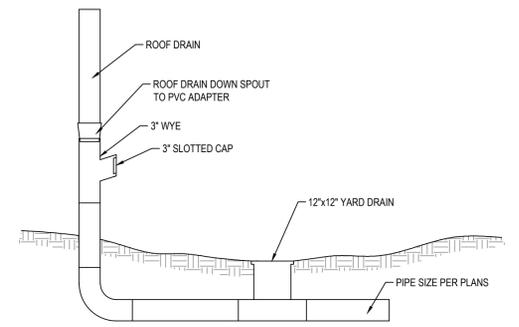
C5.0



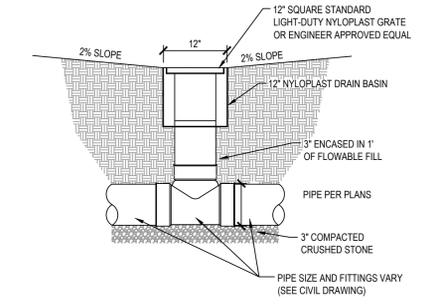
1 CURB INLET DETAIL Scale: NTS



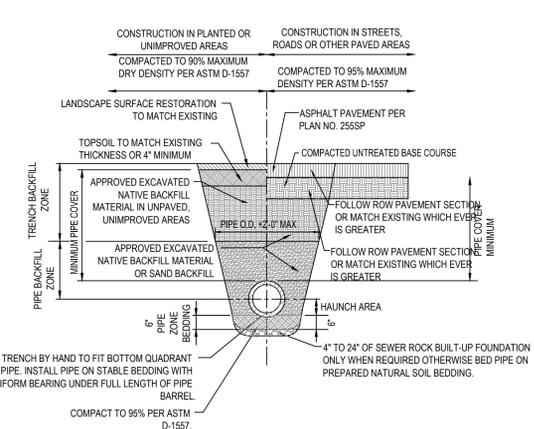
2 STORM DRAIN CLEANOUT BOX Scale: NTS



3 ROOF DRAIN CONNECTION Scale: NTS



4 12" x 12" YARD DRAIN Scale: NTS

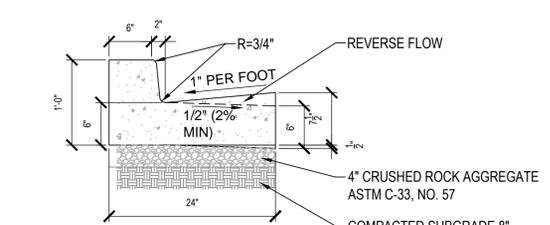


5 STORM DRAIN TRENCH DETAIL Scale: NTS

CONDITIONS	PIPE MATERIAL	
	ADS, CMP, & PVC	CONCRETE III & V
BUILT UP FOUNDATION	4" TO 2" SEWER ROCK	4" TO 2" SEWER ROCK
BEDDING ZONE	GRAVEL IMPORT	NATURAL SOIL, GRAVEL OR SAND
PIPE BACKFILL ZONE	SAND OR GRAVEL IMPORT	EXCAVATED BACKFILL OR SAND IMPORT
TRENCH BACKFILL ZONE	EXCAVATED BACKFILL OR GRAVEL/SAND	EXCAVATED BACKFILL OR GRAVEL/SAND
MINIMUM PIPE COVER	2'	1'
HAUNCH AREA	SAND IMPORT	SAND OR GRAVEL IMPORT

NOTES:
1. BACKFILL: LIMIT MAXIMUM PARTICLE SIZE IN TRENCH BACKFILL TO 6-INCHES.
A. BACKFILL MATERIAL: PLACE BACKFILL PER APWA SECTION 02321. COMPACT PER APWA SECTION 02324 TO A MODIFIED PROCTOR DENSITY OF 95-PERCENT OR GREATER. MAXIMUM LIFT THICKNESS IS 8-INCHES BEFORE COMPACTION.
B. SUBMISSION OF QUALITY CONTROL COMPACTION TEST RESULT DATA MAY BE REQUESTED BY THE CITY AT ANY TIME. CONTRACTOR TO PROVIDE RESULTS OF TEST IMMEDIATELY UPON REQUEST.
2. LANDSCAPE RESTORATION: PROVIDE LANDSCAPED SURFACES WITH TOPSOIL. RAKE TO MATCH EXISTING GRADE. REPLACE VEGETATION TO MATCH PRE-CONSTRUCTION CONDITIONS. SEE APWA SECTION 02920 OR 02930 REQUIREMENTS.
3. PAVEMENT RESTORATION: DO NOT INSTALL ASPHALT OR CONCRETE SURFACING UNTIL TRENCH COMPACTION IS ACCEPTED BY CITY.
4. PIPE LOCATION: INSTALL PIPE IN CENTER OF TRENCH NO CLOSER THAN 6-INCHES FROM WALL OF PIPE TO WALL OF TRENCH.
5. TRENCH IS TO MEET OR EXCEED OSHA STANDARDS.
6. FOLLOW PIPE MANUFACTURERS RECOMMENDATIONS FOR INSTALLATION IF MORE STRINGENT.

6 STORM DRAIN TRENCH NOTES Scale: NTS



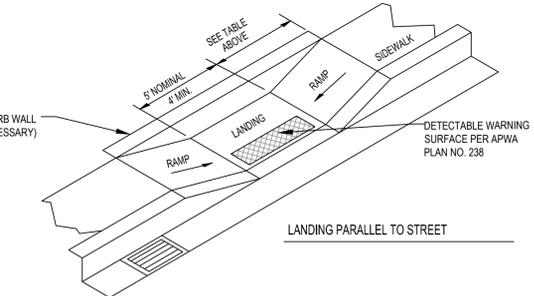
NOTES:
1. PROVIDE EXPANSION JOINT AT 60' MAX. O.C.
2. PROVIDE 2" SCORE AT 8' O.C.

7 STD AND FALLOUT 24" CURB & GUTTER Scale: NTS

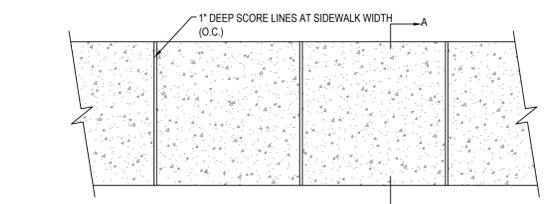
TABLE OF MAXIMUM SLOPES

ELEMENT OF WORK	NEW CONSTRUCTION	MODIFICATIONS
(R) RAMP (a)	1:12 (8.33%)	1:10 (10%) (b)
(L) LANDING	1:50 (2%)	1:25 (4%)
(T) TRANSITION	1:20 (5%)	1:20 (5%)

NOTES:
(a) VARIANCES: SEE NOTE 8
(b) RAMP LENGTH SHALL BE 10'-0" MAXIMUM WHEN RAMP SLOPE EXCEEDS 1:12 (8.33%)

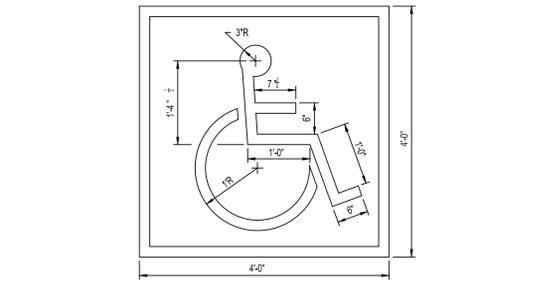


9 ACCESSIBLE RAMP (APWA) Scale: NTS



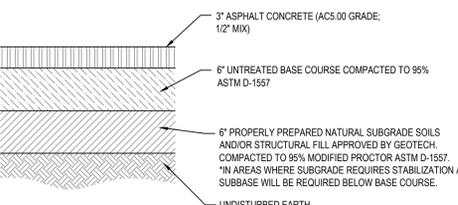
NOTE:
1. EDGE SIDEWALK WITH 1/2" RADIUS
2. PROVIDE EXPANSION JOINT AT 60' MAX. O.C.

10 TYPICAL SIDEWALK Scale: NTS

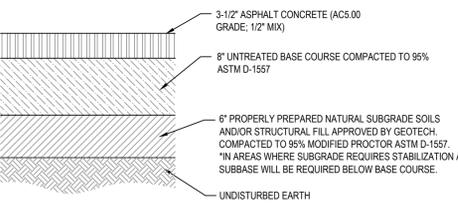


NOTES:
1. INTERNATIONAL PICTOGRAPH SYMBOL WHITE FED. STD. 17815
2. 4\"/>

11 STALL PAVEMENT MARKING Scale: NTS

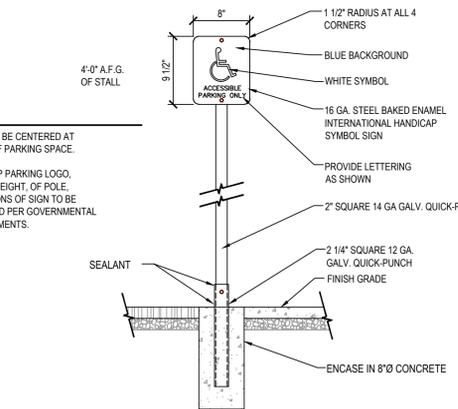


PARKING LOT PAVING



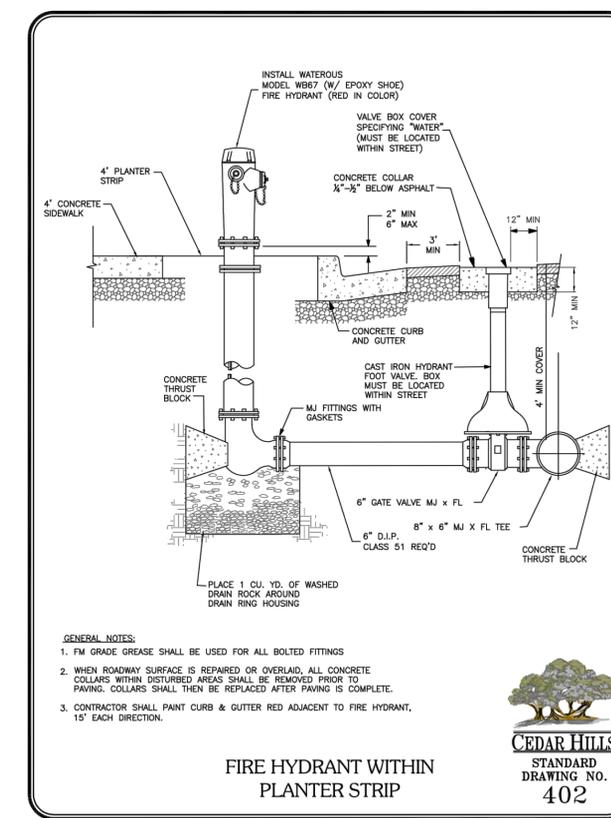
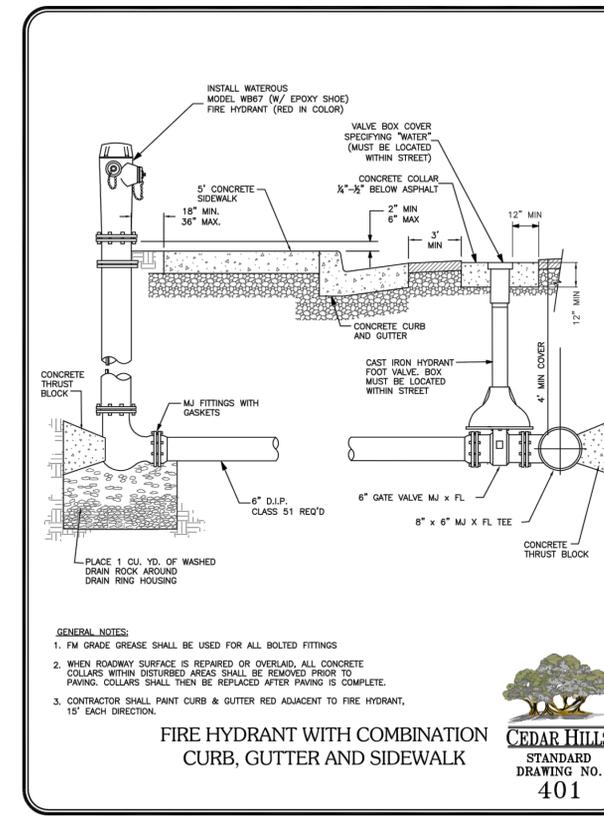
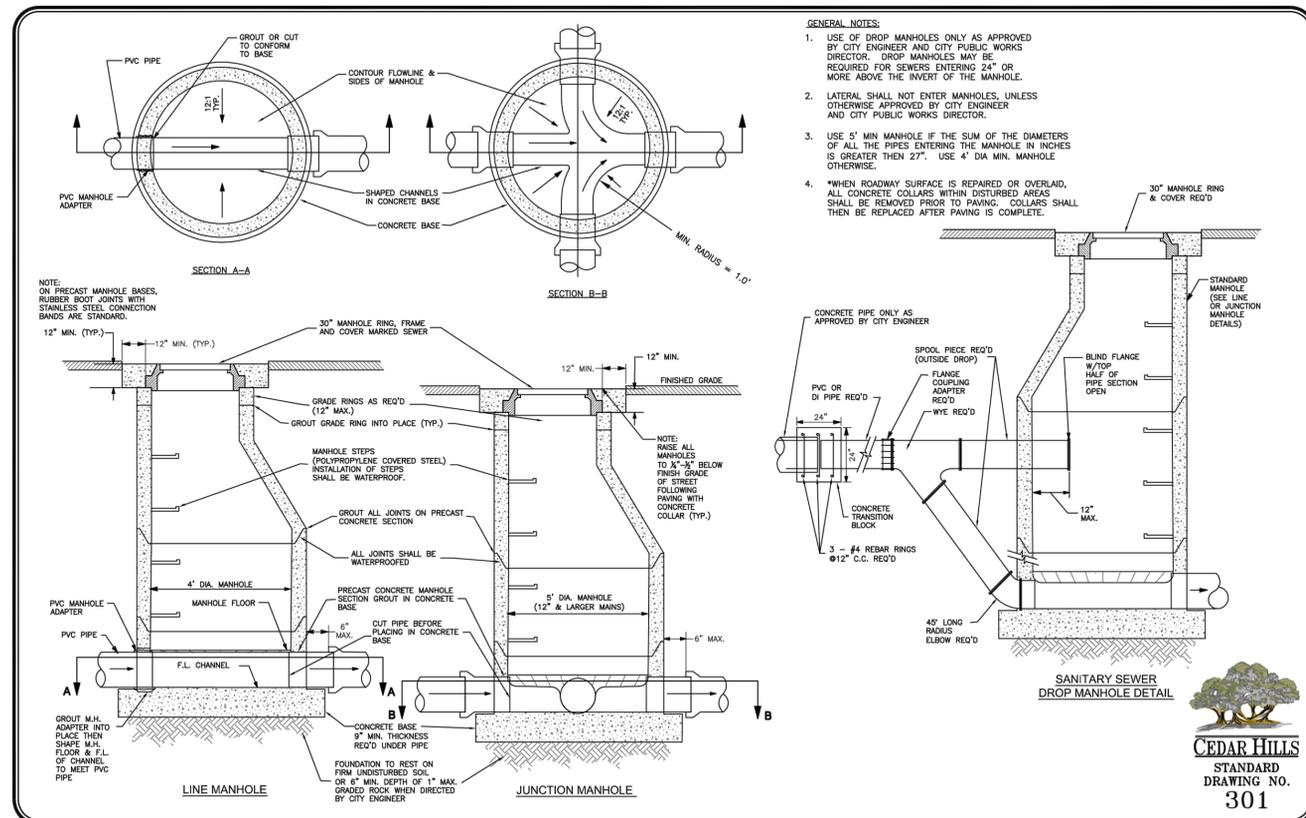
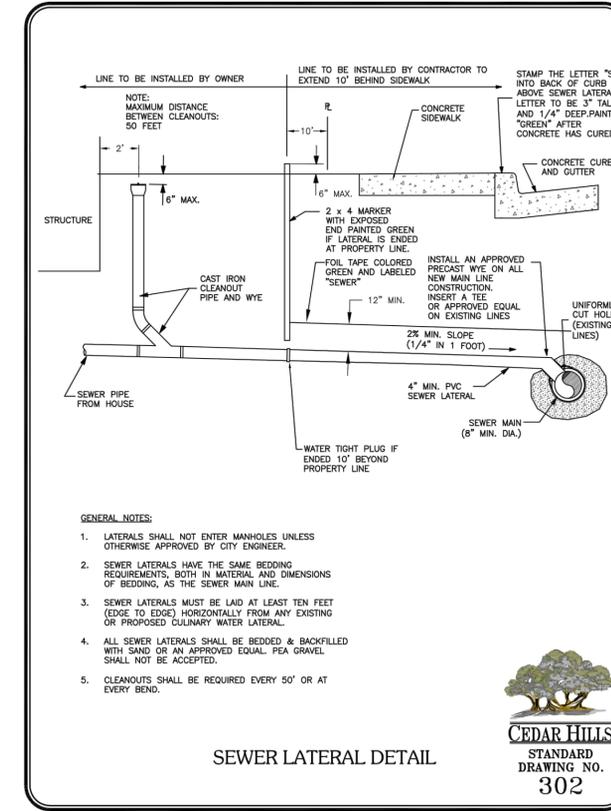
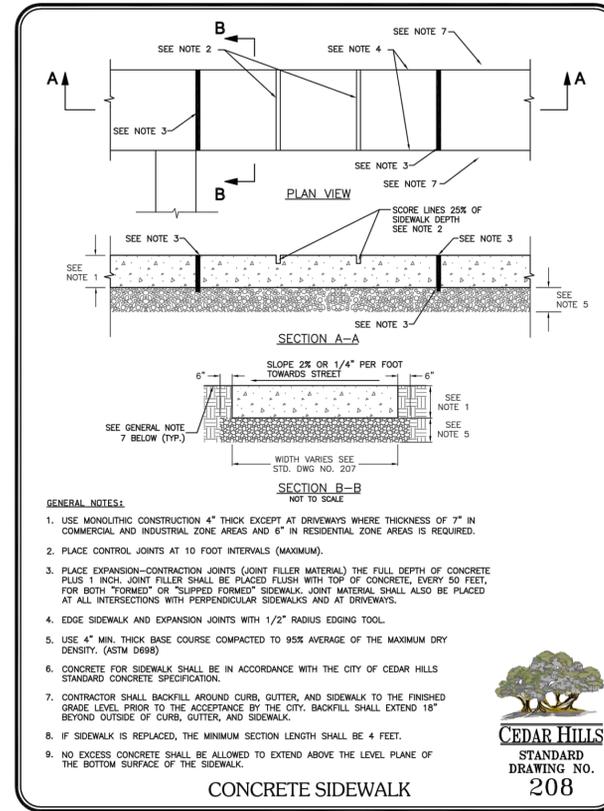
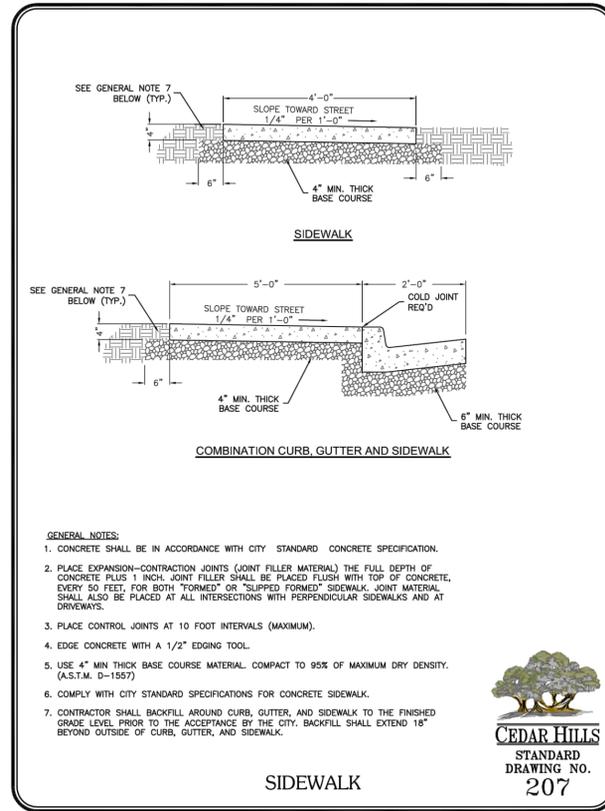
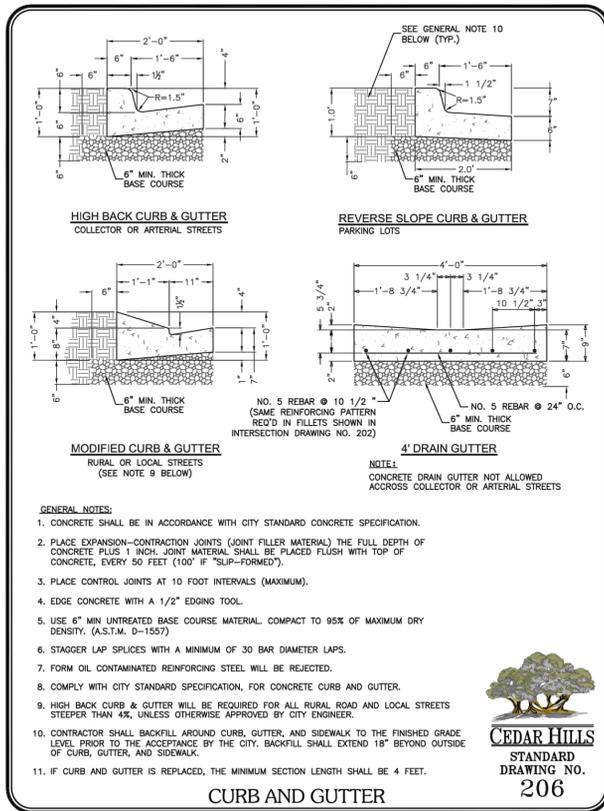
DRIVING LANES PAVING

8 TYPICAL PAVEMENT SECTIONS Scale: NTS



NOTES:
1. SIGNS TO BE CENTERED AT FRONT OF PARKING SPACE.
2. HANDICAP PARKING LOGO, COLOR, HEIGHT, OF POLE, DIMENSIONS OF SIGN TO BE INSTALLED PER GOVERNMENTAL REQUIREMENTS.

12 ACCESSIBLE PARKING SIGN Scale: NTS



SALT LAKE CITY
45 W. 10000 S., Suite 500
Sandy, UT 84070
Phone: 801.255.0529
Fax: 801.255.4449

LAYTON
Phone: 801.547.1100

TOOELE
Phone: 435.843.3590

CEDAR CITY
Phone: 435.865.1453

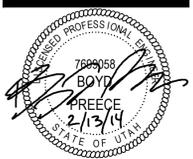
RICHFIELD
Phone: 435.590.0187

WWW.ENSGNENG.COM

FOR:
CEDAR HILLS FARM LAND, LLC
6150 SOUTH REDWOOD ROAD SUITE 150
TAYLORSVILLE, UTAH 84118

CONTACT:
DOUG YOUNG
PHONE: (801) 205-5500
FAX:

ROSEGATE AT CEDAR HILLS
SENIOR LIVING FACILITY
4600 WEST CEDAR HILLS DRIVE
CEDAR HILLS, UTAH

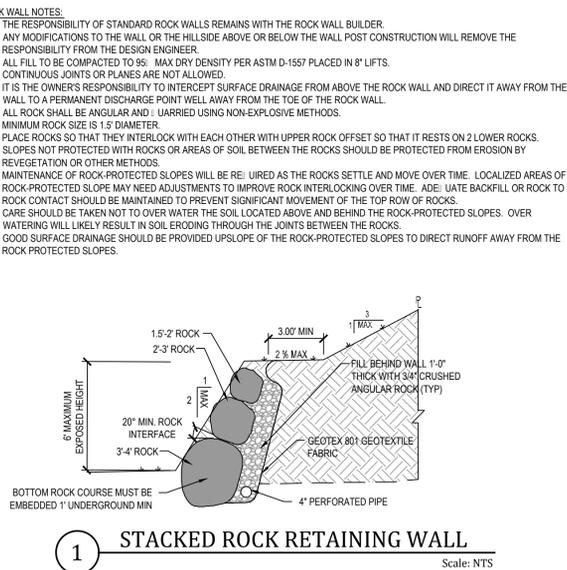
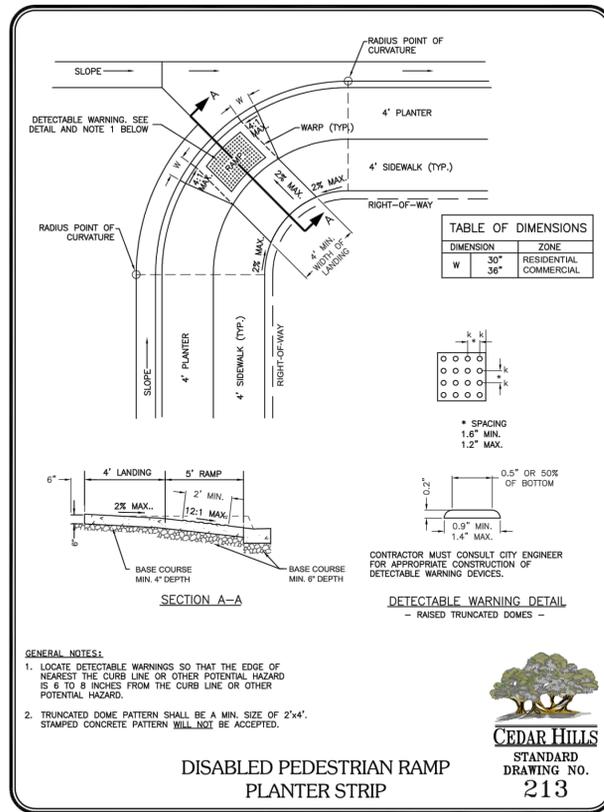
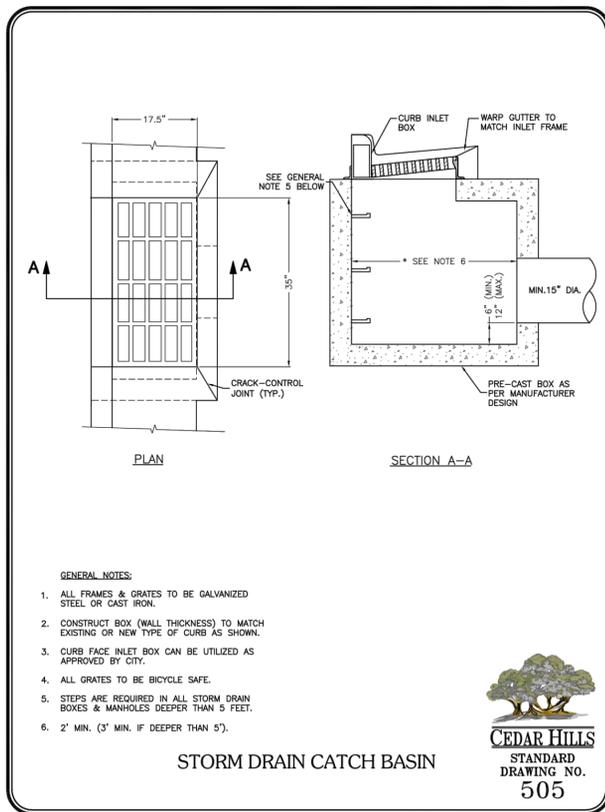
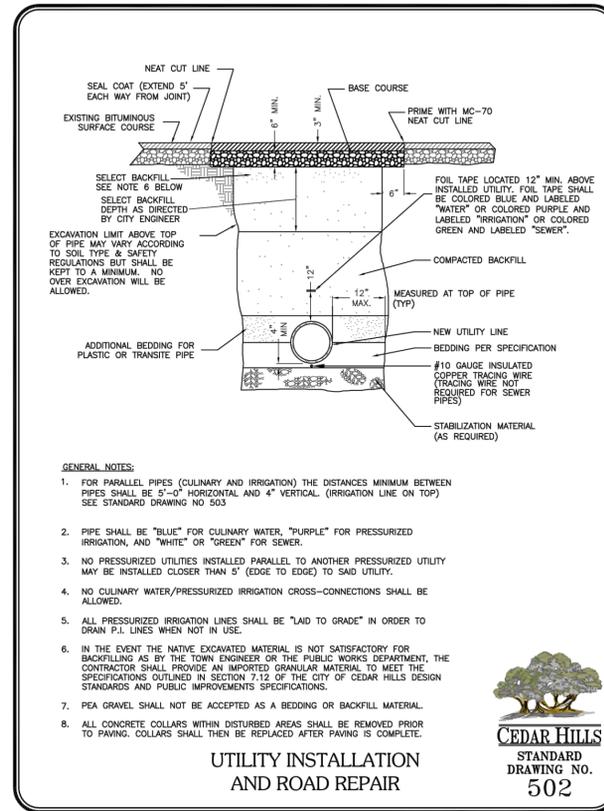
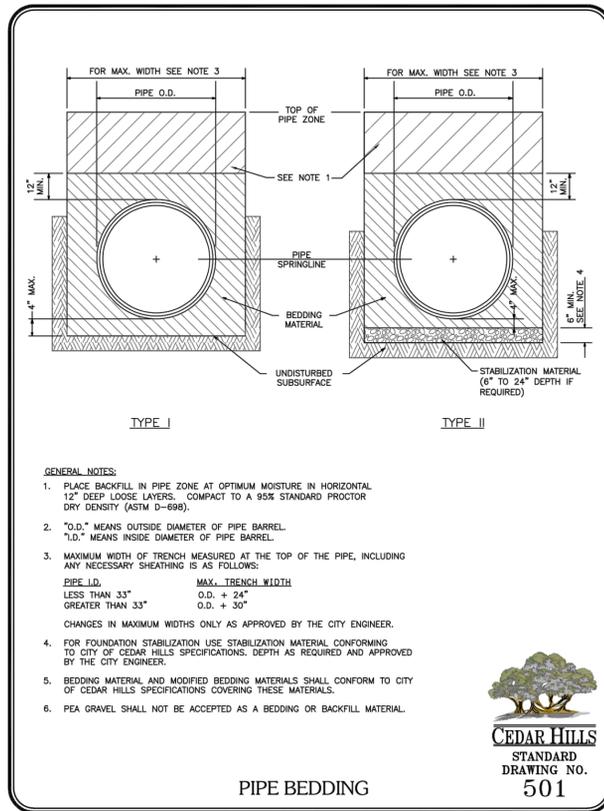
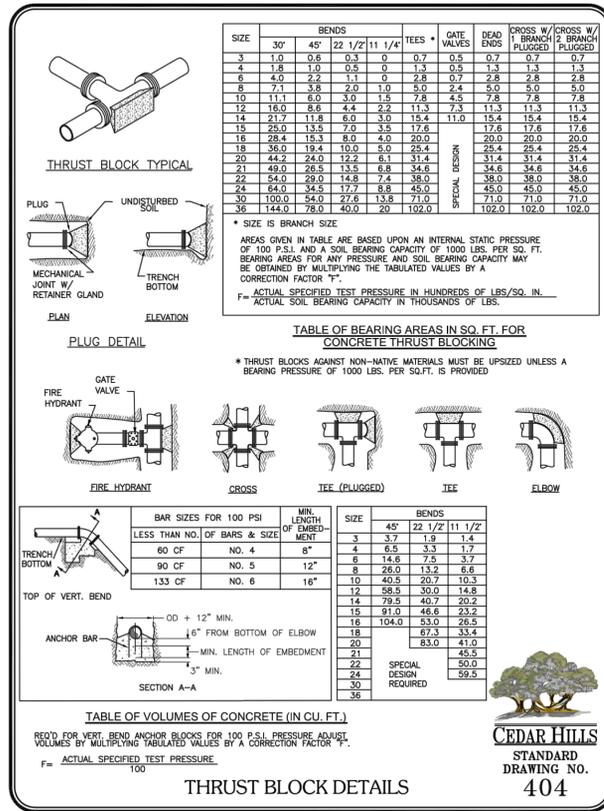
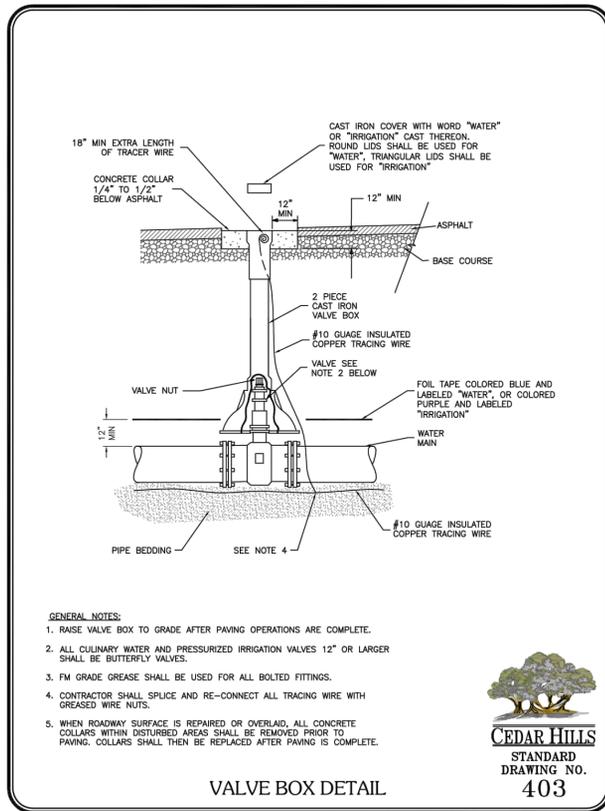


NO.	DATE	REVISION	BY
1			
2			
3			
4			
5			
6			
7			
8			

DETAIL SHEET

PROJECT NUMBER: 6001
PRINT DATE: 2/13/14
DRAWN BY: D. COWLEY
CHECKED BY: B. PREECE
PROJECT MANAGER: R. ELDER

C5.1



ENSIGN

SALT LAKE CITY
45 W. 10000 S., Suite 500
Sandy, UT 84070
Phone: 801.255.0529
Fax: 801.255.4449

LAYTON
Phone: 801.547.1100

TOOELE
Phone: 435.865.3590

CEDAR CITY
Phone: 435.865.1453

RICHFIELD
Phone: 435.590.0187

WWW.ENSIGNENG.COM

FOR:
CEDAR HILLS FARM LAND, LLC
6150 SOUTH REDWOOD ROAD SUITE 150
TAYLORSVILLE, UTAH 84118

CONTACT:
DOUG YOUNG
PHONE: (801) 205-5500
FAX:

ROSEGATE AT CEDAR HILLS SENIOR LIVING FACILITY
4600 WEST CEDAR HILLS DRIVE
CEDAR HILLS, UTAH

DETAIL SHEET

NO. DATE REVISION BY

1
2
3
4
5
6
7
8

PROJECT NUMBER: 6001 PRINT DATE: 2/13/14
DRAWN BY: D. COWLEY CHECKED BY: B. PREECE
PROJECT MANAGER: R. ELDER

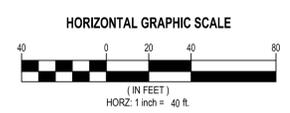
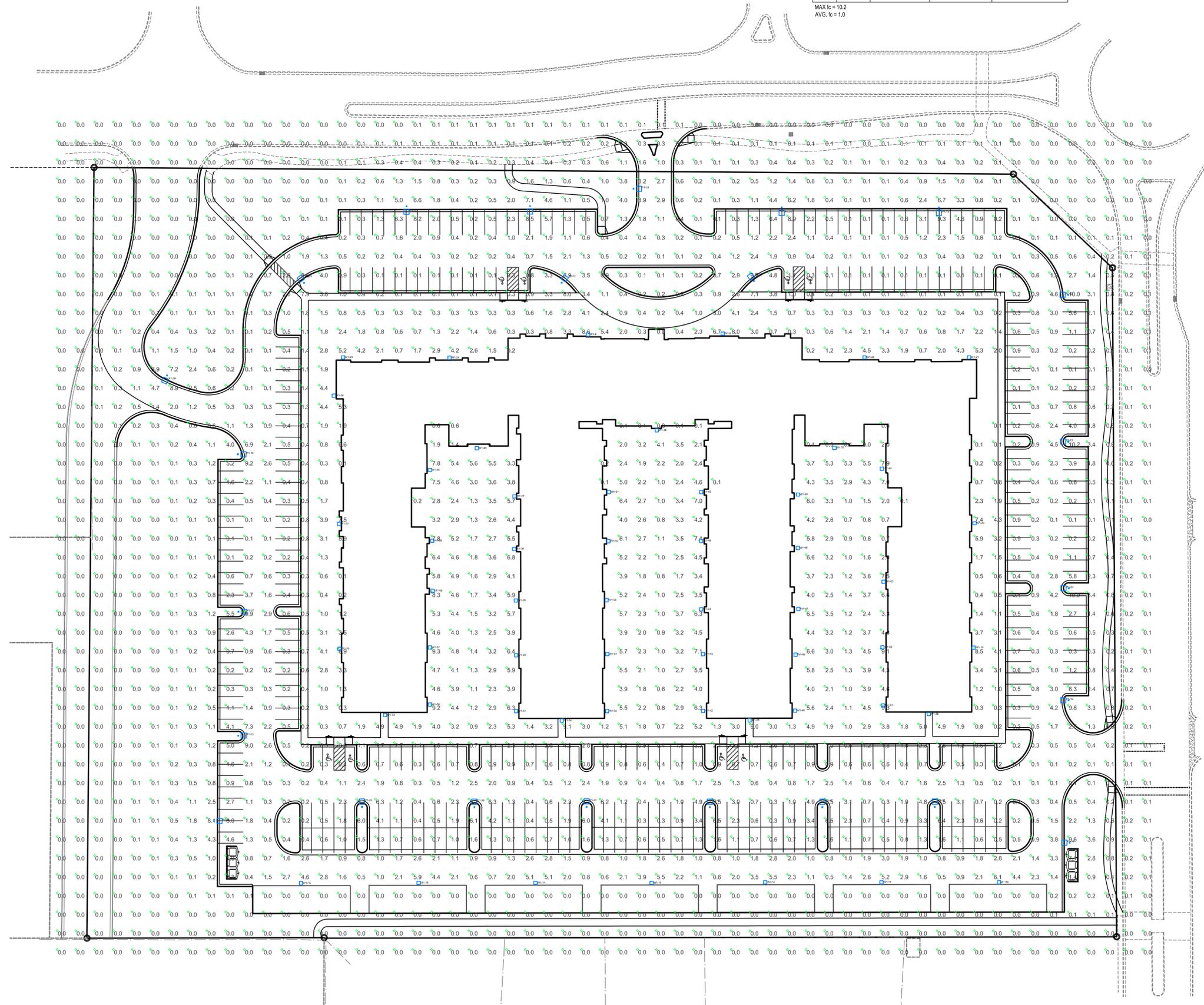
C5.2



BENCHMARK
 NORTHWEST CORNER
 SECTION 6
 TSS, R2E
 SLB&M
 ELEVATION = 4901.33'

LABEL	QUANTITY	MANUFACTURE	CATALOG NUMBER	LAMP TYPE
P1	24	LITHONIA LIGHTING	KAC 250M DP	(1) 250 WATT METAL HALIDE
W1	54	LITHONIA LIGHTING	ASW1 150 M SR3	(1) 250 WATT METAL HALIDE

MAX. fc = 10.2
 AVG. fc = 1.0



LOCATED IN THE NORTHWEST QUARTER
 OF SECTION 6
 TOWNSHIP 5 SOUTH, RANGE 2 EAST
 SALT LAKE BASE AND MERIDIAN
 CEDAR HILLS, UTAH COUNTY, UTAH



SALT LAKE CITY
 45 W. 10000 S., Suite 500
 Sandy, UT 84070
 Phone: 801.255.0529
 Fax: 801.255.4449

LAYTON
 Phone: 801.547.1100

TOOELE
 Phone: 435.843.3590

CEDAR CITY
 Phone: 435.865.1453

RICHFIELD
 Phone: 435.590.0187

WWW.ENSGNENG.COM

FOR:
 EAST STAR FARM LAND LLC
 6150 SOUTH REDWOOD ROAD SUITE 150
 TAYLORSVILLE, UTAH 84118

CONTACT:
 PHONE:
 FAX:

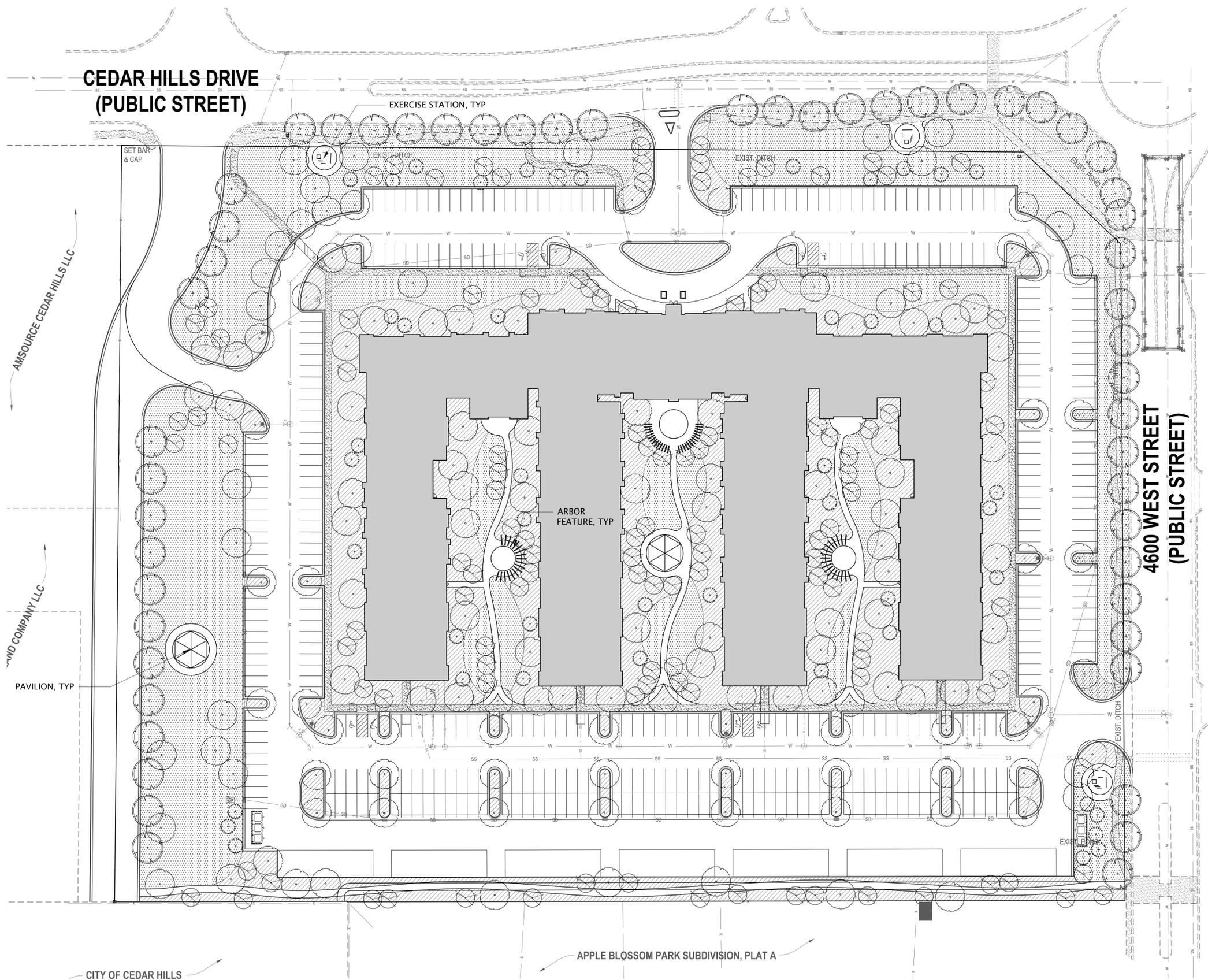
**ROSEGATE AT CEDAR HILLS
 SENIOR LIVING FACILITY**
 STREET
 CEDAR HILLS, UTAH

NO.	DATE	REASON	BY
1			
2			
3			
4			
5			
6			
7			
8			

PHOTOMETRIC PLAN

PROJECT NUMBER: 6001
 PRINT DATE: 2/13/14
 DRAWN BY: D. COWLEY
 CHECKED BY: B. PREECE
 PROJECT MANAGER: R. ELDER

E 1.1



LANDSCAPE LEGEND

SYMBOL	ITEM
	Deciduous Tree
	Ornamental Tree
	Evergreen Tree
	Shrub Bed
	Sod



SALT LAKE CITY
 45 W. 10000 S., Suite 500
 Sandy, UT 84070
 Phone: 801.255.0529
 Fax: 801.255.4449

LAYTON
 Phone: 801.547.1100

TOOELE
 Phone: 435.843.3590

CEDAR CITY
 Phone: 435.865.1453

RICHFIELD
 Phone: 435.590.0187

WWW.ENSIGNENG.COM

FOR:
 CEDAR HILLS FARM LAND, LLC
 6150 SOUTH REDWOOD ROAD SUITE 150
 TAYLORSVILLE, UTAH, 84118

CONTACT:
 DOUG YOUNG
 PHONE: 801-205-5500
 FAX:

**ROSEGATE AT CEDAR HILLS
 SENIOR LIVING FACILITY
 4600 WEST CEDAR HILLS DRIVE
 CEDAR HILLS, UTAH**

**PRELIMINARY
 LANDSCAPE
 PLAN**

PROJECT NUMBER: 6001
 PRINT DATE: 2/13/14
 DRAWN BY: R. Dongan
 CHECKED BY:
 PROJECT MANAGER: C. Shupe

L1.0

PLANT SCHEDULE

SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE
TREES			
	Acer rubrum 'Armstrong'	Armstrong Red Maple	2" Cal.
	Acer platanoides 'Crimson Sentry'	Crimson Sentry Maple	2" Cal.
	Pyrus calleryana 'Capital'	Capital Flowering Pear	2" Cal.
	Gleditsia triacanthos 'Imperial'	Imperial Honeylocust	2" Cal.
	Koelreuteria paniculata	Goldenrain Tree	2" Cal.
	Pinus leucodermis 'Heldreichii'	Vanderwolfe's Pine	6' Hgt.
	Tilia cordata 'Greenspire'	Greenspire Linden	2" Cal.
SHRUBS			
	Berberis thunbergii atropurpurea 'Crimson Pygmy'	Crimson Pygmy Barberry	5 Gal.
	Buxus microphylla asiatic 'Winter Gem'	Winter Gem Boxwood	5 Gal.
	Euonymus alatus compacta	Dwarf Burning Bush	5 Gal.
	Forsythia 'Gold Tide'	Gold Tide Forsythia	5 Gal.
	Euonymus japonica 'Silver King'	Silver King Euonymus	5 Gal.
	Hosta spp.	Hosta	1 Gal.
	Mahonia aquifolium	Oregon Grape	5 Gal.
	Mahonia aquifolium 'Compacta'	Compact Oregon Grape	5 Gal.
	Nandina domestica 'Moyer's Red'	Moyer's Red Heavenly Bamboo	5 Gal.
	Pinus mugo 'Mops'	Mops Mugo Pine	5 Gal.
	Prunus laurocerasus 'Otto Luykens'	Otto Luykens Laurel	5 Gal.
	Rosa 'Knock Out'	Knock Out Shrub Rose	5 Gal.
	Rosa 'Pillow Fight'	Pillow Fight Shrub Rose	5 Gal.
	Spiraea bumalda 'Anthony Waterer'	Anthony Waterer Spiraea	5 Gal.
	Spiraea japonica 'Magic Carpet'	Magic Carpet Spiraea	5 Gal.
	Syringa meyeri 'Palibin'	Dwarf Korean Lilac	5 Gal.
	Taxus cuspidata 'Densiformis'	Dense Japanese Yew	5 Gal.
ORNAMENTAL GRASSES			
	Calamagrostis x acutiflora 'Karl Foerster'	Karl Foerster Grass	2 Gal.
	Festuca ovina glauca 'Elijah Blue'	Elijah Blue Fescue	1 Gal.
	Miscanthus sinensis 'Gracillimus'	Gracillimus Maiden Grass	2 Gal.
	Miscanthus sinensis 'Little Zebra'	Little Zebra Maiden Grass	2 Gal.
	Miscanthus sinensis 'Yaku Jima'	Yaku Jima Maiden Grass	2 Gal.
	Pennisetum alopecuroides 'Hameln'	Hameln Fountain Grass	2 Gal.
	Pennisetum alopecuroides 'Little Bunny'	Little Bunny Fountain Grass	2 Gal.
PERENNIALS			
	Hemerocallis 'Stella de Oro'	Stella de Oro Daylily	1 Gal.
GROUNDCOVERS			
	Cerastium tomentosum	Snow-In-Summer	1 Gal. 12" o.c.
	Sedum spurium 'Dragon's Blood'	Dragon's Blood Sedum	1 Gal. 12" o.c.
	Vinca minor	Dwarf Periwinkle	1 Gal. 18" o.c.
TURF GRASS			
	Rhizomatous Tall Fescue (RTF) Mix	--	-- --

LANDSCAPE NOTES:

- MULCH: AFTER COMPLETION OF ALL PLANTING, ALL IRRIGATED NON-TURF AREAS SHALL BE COVERED WITH A MINIMUM LAYER OF FOUR (4) INCHES OF MULCH TO RETAIN WATER, INHIBIT WEED GROWTH AND MODERATE SOIL TEMPERATURE. NON-POROUS MATERIAL SHALL NOT BE PLACED UNDER THE MULCH.
- COORDINATE ALL PLANTINGS WITH UTILITY PLAN. ADJUST PLANTINGS AS NECESSARY.
- FOR SHRUB AND TREE PLANTING DETAILS, SEE DETAILS ON THIS SHEET.
- CONTRACTOR TO VERIFY SIZE AND QUANTITIES OF PLANT SCHEDULE.
- IT IS THE CONTRACTOR'S RESPONSIBILITY TO VERIFY THE DEPTH AND LOCATION OF EXISTING AND PROPOSED UTILITIES.
- THE CONTRACTOR SHALL THOROUGHLY INVESTIGATE AND LOCATE ALL UTILITIES PRIOR TO THE START OF CONSTRUCTION. THE CONTRACTOR SHALL REPAIR ANY DAMAGE TO THE EXISTING OR PROPOSED UTILITIES CAUSED DURING CONSTRUCTION TO CEDAR HILLS STANDARDS.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE RESTORATION OF ANY EXISTING IMPROVEMENTS THAT ARE DAMAGED DURING CONSTRUCTION TO THE SATISFACTION OF OWNER.
- THE CONTRACTOR SHALL TAKE THE NECESSARY MEASURES TO AVOID DUST, DEBRIS, MUD IN STREETS, AND EROSION ONTO ADJACENT PROPERTIES AND INTO STORM DRAINS.
- NO TREES SHALL BE PLANTED IN PUBLIC PARK STRIPS LESS THAN 8' WIDE. CENTERLINE OF TREES SHALL BE PLANTED A MINIMUM 4' AWAY FROM BACK OF CURB AND EITHER SIDE OF SIDEWALK.
- 3H:1V MAXIMUM SLOPE IN LANDSCAPED AREAS.
- OWNER/DEVELOPER RESERVES THE RIGHT TO SUBSTITUTE OR APPROVE PLANT MATERIAL, QUANTITY AND LAWN/PLANTER BED RATIOS AND IRRIGATION SPECS.

DO NOT HEAVILY PRUNE THE TREE AT PLANTING. PRUNE ONLY CROSSOVER LIMBS, CO-DOMINANT LEADERS, AND BROKEN OR DEAD BRANCHES. SOME INTERIOR TWIGS AND LATERAL BRANCHES MAY BE PRUNED; HOWEVER, DO NOT REMOVE THE TERMINAL BUDS OF BRANCHES THAT EXTEND TO THE EDGE OF THE CROWN.

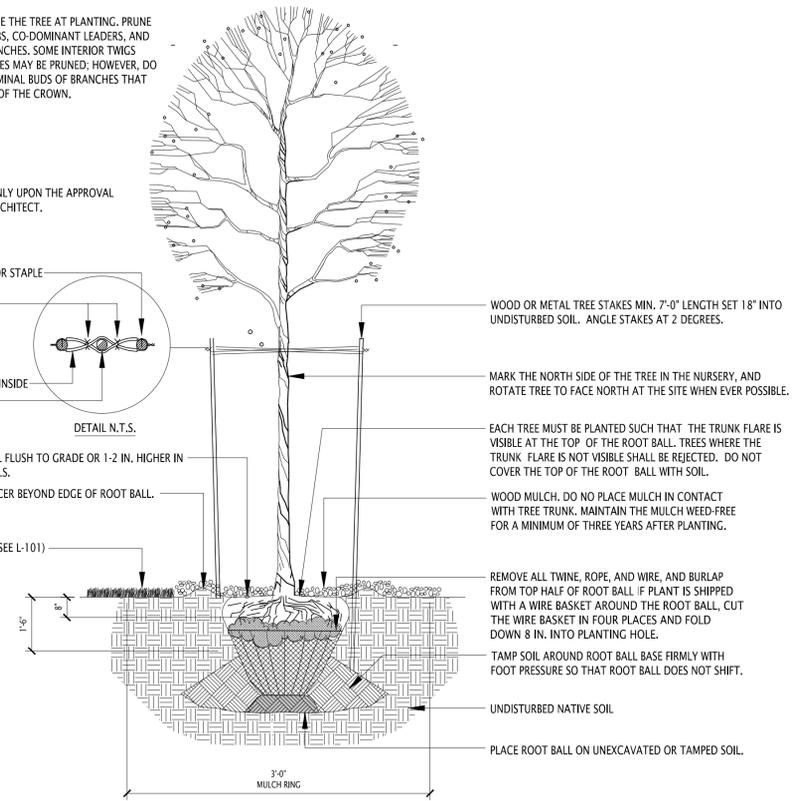
WRAP TREE TRUNKS ONLY UPON THE APPROVAL OF THE LANDSCAPE ARCHITECT.

TREE STAKE w/ NAIL OR STAPLE

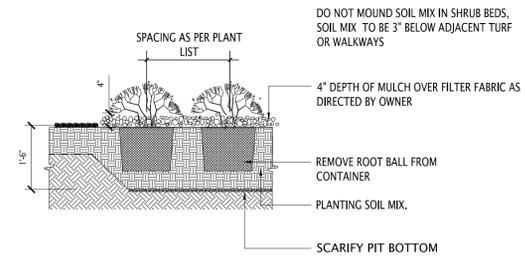
WIRE TIES

RUBBER HOSE w/ WIRE INSIDE TREE

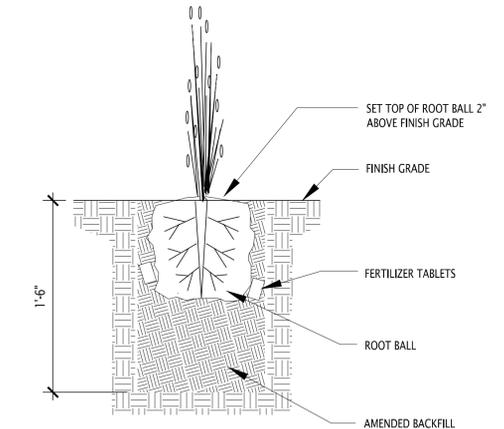
SOD (WHERE OCCURS; SEE L-101)



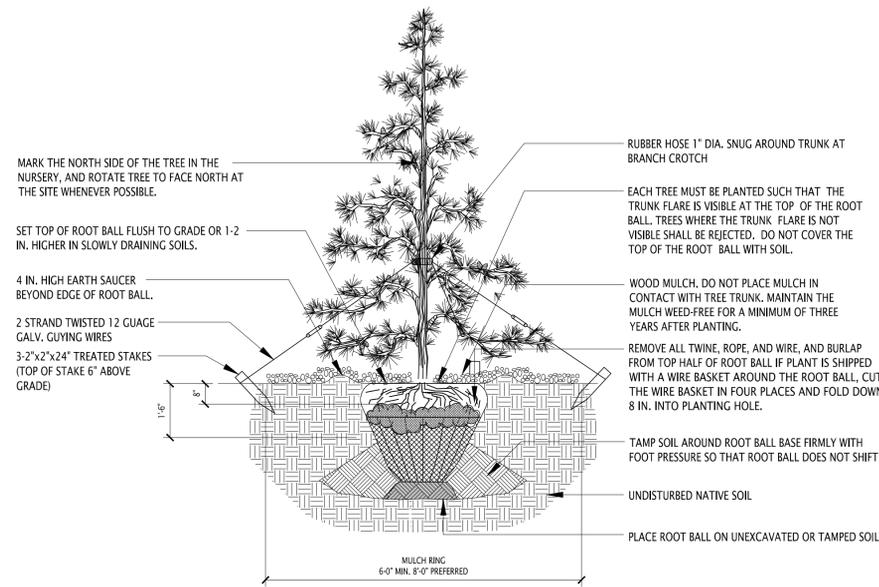
1 L2.0 NTS DECIDUOUS TREE PLANTING



3 L2.0 NTS SHRUB PLANTING



4 L2.0 NTS ORNAMENTAL GRASS PLANTING



NOTES:

- FLAG GUYING WIRES WITH SURVEYOR TAPE.
- STAKES ARE NOT TO BE PLACED IN TURF AREAS.

2 L2.0 NTS EVERGREEN TREE PLANTING



SALT LAKE CITY
45 W. 10000 S., Suite 500
Sandy, UT 84070
Phone: 801.255.0529
Fax: 801.255.4449

LAYTON
Phone: 801.547.1100

TOOELE
Phone: 435.863.3590

CEDAR CITY
Phone: 435.865.1453

RICHFIELD
Phone: 435.590.0187

WWW.ENSGNENG.COM

FOR:
CEDAR HILLS FARM LAND, LLC
6150 SOUTH REDWOOD ROAD SUITE 150
TAYLORSVILLE, UTAH, 84118

CONTACT:
DOUG YOUNG
PHONE: 801-205-5500
FAX:

**ROSEGATE AT CEDAR HILLS
SENIOR LIVING FACILITY**
4600 WEST CEDAR HILLS DRIVE
CEDAR HILLS, UTAH

LANDSCAPE
SCHEDULE, NOTES, &
DETAILS

PROJECT NUMBER: 6001
PRINT DATE: 2/13/14
DRAWN BY: R. Dongan
CHECKED BY:
PROJECT MANAGER: C. Stupe

L2.0



Overall Front Elevation
1/16" = 1'-0"



Overall Rear Elevation
1/16" = 1'-0"





Overall West Elevation
3/32" = 1'-0"



Porte Cochere Elevation
3/32" = 1'-0"



Retail West Elevation
3/32" = 1'-0"





Hardboard Siding

Stucco Veneer

Stucco Band

Asphalt Shingles

Canvas Awning w/ Signage

Brick Veneer

Building Materials
3/16" = 1'-0"

Rosegate @ Cedar Hills

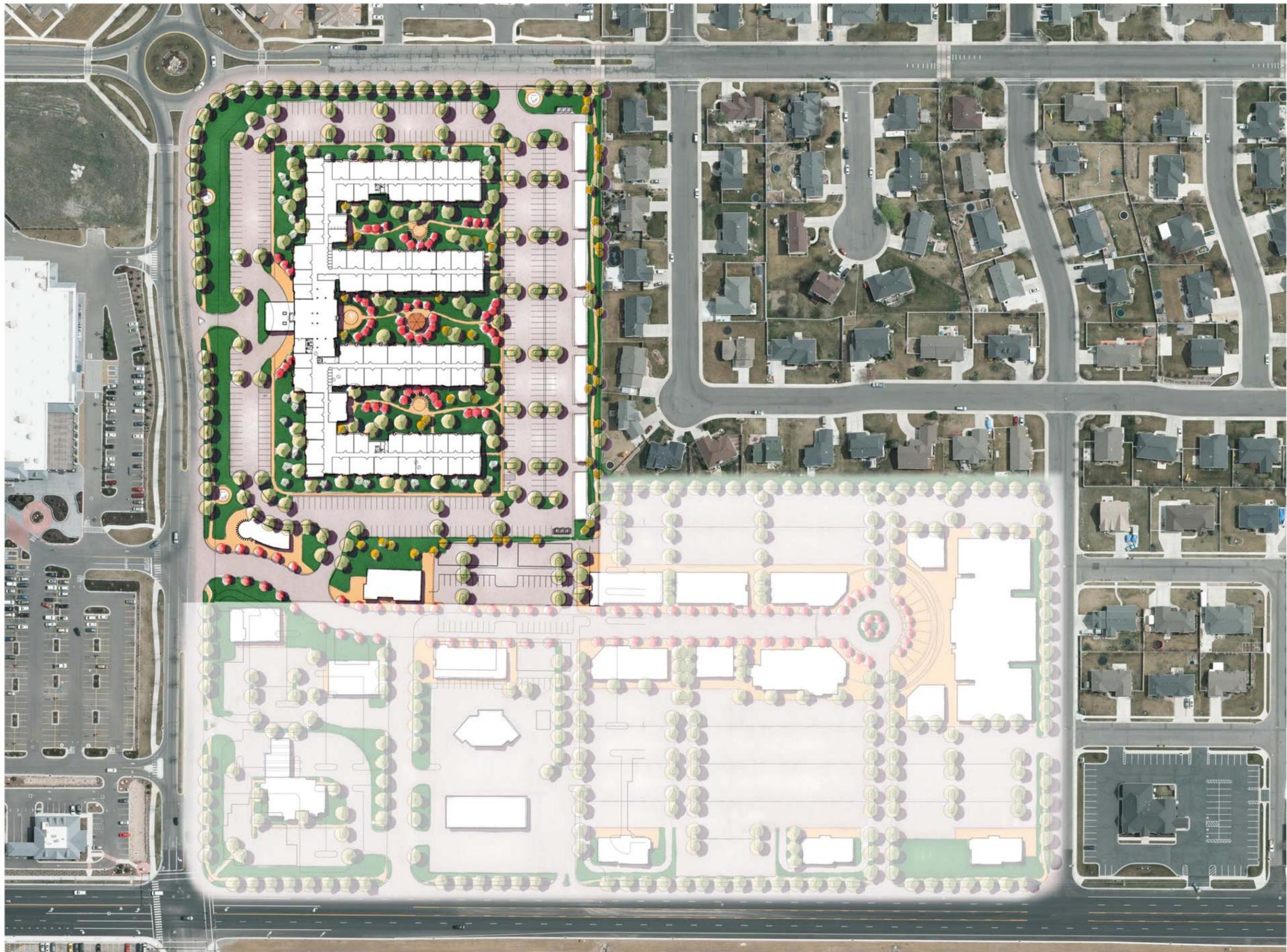
BUILDING MATERIALS



A2

2/13/2014





cedar hills towne center

CONCEPT PLAN



CITY OF CEDAR HILLS

TO:	Mayor and City Council
FROM:	Jeff Maag, Public Works Director
DATE:	3/19/2014

City Council Agenda Item

SUBJECT:	Road Maintenance																
APPLICANT PRESENTATION:	N/A																
STAFF PRESENTATION:	Jeff Maag, Public Works Director																
BACKGROUND AND FINDINGS: Due to the need for maintenance on Sugarloaf, Ironwood, Ferguson, 3900 W, 4000 W, seven cul-de-sacs and Bayhill Drive, request for bids for the 2014 Spring Street Improvements Project have been announced and received. The apparent low bidder is Staker Parson Companies at \$193,900. Bids received were as follows: <table><tr><td>Staker Parson Companies</td><td>\$193,900</td></tr><tr><td>Geneva Rock</td><td>\$196,340</td></tr><tr><td>Bennett Paving</td><td>\$200,375</td></tr><tr><td>Kilgore Companies</td><td>\$221,720</td></tr><tr><td>Granite Construction</td><td>\$223,530</td></tr><tr><td>Morgan Asphalt</td><td>\$224,080</td></tr><tr><td>Ridge Rock, Inc.</td><td>\$235,658</td></tr><tr><td>Eckles Paving</td><td>\$188,273 *did not include micro surface</td></tr></table>		Staker Parson Companies	\$193,900	Geneva Rock	\$196,340	Bennett Paving	\$200,375	Kilgore Companies	\$221,720	Granite Construction	\$223,530	Morgan Asphalt	\$224,080	Ridge Rock, Inc.	\$235,658	Eckles Paving	\$188,273 *did not include micro surface
Staker Parson Companies	\$193,900																
Geneva Rock	\$196,340																
Bennett Paving	\$200,375																
Kilgore Companies	\$221,720																
Granite Construction	\$223,530																
Morgan Asphalt	\$224,080																
Ridge Rock, Inc.	\$235,658																
Eckles Paving	\$188,273 *did not include micro surface																
PREVIOUS LEGISLATIVE ACTION: N/A																	
FISCAL IMPACT: Street Projects funding for \$193,900.00																	
SUPPORTING DOCUMENTS: Written bids from three (3) contractors																	
RECOMMENDATION: Staff recommends that council accept the low bid from Staker Parson Companies of \$193,900.																	
MOTION: Approve/ Not Approve the 2013-2014 Roadway Repair, Subgrade, Asphalt Remove/Replace and Micro Surface Project and award the Project to Staker Parson Companies in the amount of approximately \$193,900.																	



CITY OF CEDAR HILLS

TO:	Mayor and City Council
FROM:	Jeff Maag, Public Works Director
DATE:	3/19/2014

City Council Agenda Item

SUBJECT:	Mesquite Park Restroom
APPLICANT PRESENTATION:	N/A
STAFF PRESENTATION:	Jeff Maag

BACKGROUND AND FINDINGS:

As per council direction, plans and specifications for the Mesquite Park restroom and storage building were prepared for public bid. Bids were received on Friday February 28, 2014.

The bids received include the new construction of a women's and men's restrooms and a storage area for park and recreation supplies. Bids received range from a low of \$66,860 to a high of \$128,205. Low bidder is England Construction at \$66,860.

COMPANY	BID AMOUNT
England Construction	\$66,860
Webb Brothers Construction	\$72,800
Wasatch West Contracting	\$87,255
Chad Broderick Construction	\$89,500
Merrell Construction	\$109,000
APS Construction LLC	\$117,750
Taurus Plumbing & Excavating	\$128,205

PREVIOUS LEGISLATIVE ACTION:

N/A

FISCAL IMPACT:

Low bid of \$66,860 from the Capital Projects fund.

SUPPORTING DOCUMENTS:

Written Bids from three (3) contractors

RECOMMENDATION:

Staff recommends that council accept the low bid from England Construction of \$66,860.

MOTION:

To approve/not approve the low bid received for the Mesquite Park Restroom project and award the project to England Construction in the amount of approximately \$66,860.



CITY OF CEDAR HILLS

TO:	Mayor Gygi & City Council
FROM:	David Bunker, City Manager
DATE:	3/19/2014

City Council Memorandum

SUBJECT:	FY 2015 Budget Presentation
APPLICANT PRESENTATION:	
STAFF PRESENTATION:	Charl Louw, Finance Director, Greg Gordon, Community Services Director, and Wade Doyle Golf Manager
BACKGROUND AND FINDINGS:	Presentation of the preliminary 2015 Golf fund and Golf debt service fund budgeted revenues & expenditures, historical revenue summary, golf course comparison, and green fee update.
PREVIOUS LEGISLATIVE ACTION:	
FISCAL IMPACT:	
SUPPORTING DOCUMENTS:	Preliminary 2015 budget, Golf Fund--Historical Revenue Summary, Green Fee Increases, and Green Fee Comparison 2014.
RECOMMENDATION:	To review and comment on the 2015 Golf fund, Golf debt service fund preliminary budgets
MOTION:	

GENERAL FUND REVENUES

TAX REVENUE		FY 2010 ACTUAL	FY 2011 ACTUAL	FY2012 ACTUAL	FY2013 ACTUAL	FY 2012 BUDGET	FY 2013 BUDGET	FY 2014 BUDGET	FY 2015 BUDGET	CHANGE
10-31-100	Property Tax	\$675,440	\$652,210	\$666,288	\$652,788	\$630,000	\$645,000	\$662,800	\$665,000	\$2,200
10-31-150	Motor Vehicle Tax	\$117,807	\$115,089	\$115,873	\$115,001	\$120,000	\$115,000	\$110,000	\$105,000	(\$5,000)
10-31-200	Delinquent Tax	\$75,289	\$62,289	\$38,043	\$42,143	\$75,000	\$70,000	\$30,000	\$30,000	\$0
10-31-250	Penalty & Interest	\$3,897	\$3,658	\$11,348	\$2,186	\$4,000	\$4,000	\$500	\$500	\$0
10-31-275	Fees in Lieu of Taxes	\$3,691	\$2,113	\$4,364	\$3,761	\$2,500	\$5,000	\$5,000	\$5,000	\$0
10-31-300	Sales & Use Tax	\$902,522	\$954,063	\$1,050,315	\$1,112,911	\$1,000,000	\$1,050,000	\$1,100,000	\$1,150,000	\$50,000
10-31-350	CARE Tax	\$30,527	\$33,308	\$35,949	\$38,828	\$35,000	\$35,000	\$37,000	\$39,000	\$2,000
10-31-400	Franchise Tax	\$334,355	\$358,995	\$354,167	\$395,601	\$360,000	\$365,000	\$365,000	\$400,000	\$35,000
10-31-500	Telecom Tax	\$112,395	\$112,640	\$108,204	\$102,112	\$125,000	\$120,000	\$105,000	\$95,000	(\$10,000)
		\$2,255,922	\$2,294,365	\$2,384,551	\$2,465,331	\$2,351,500	\$2,409,000	\$2,415,300	\$2,489,500	\$74,200
LICENSES & PERMITS		FY 2010 ACTUAL	FY 2011 ACTUAL	FY2012 ACTUAL	FY2013 ACTUAL	FY 2012 BUDGET	FY 2013 BUDGET	FY 2014 BUDGET	FY 2015 BUDGET	CHANGE
10-32-190	Business License	\$21,060	\$21,840	\$21,660	\$21,628	\$22,000	\$22,000	\$26,800	\$30,000	\$3,200
10-32-200	Building Permits	\$59,633	\$29,330	\$31,432	\$42,980	\$50,000	\$80,000	\$40,000	\$40,000	\$0
10-32-210	Plan Check Fees	\$24,736	\$16,224	\$17,026	\$25,155	\$20,000	\$35,000	\$25,000	\$22,000	(\$3,000)
10-32-260	Miscellaneous Inspection Fees	\$3,141	\$2,852	\$3,129	\$4,535	\$3,000	\$5,000	\$7,000	\$6,000	(\$1,000)
		\$108,570	\$70,245	\$73,247	\$94,297	\$95,000		\$98,800	\$98,000	(\$800)
INTERGOVERNMENTAL REVENUE		FY 2010 ACTUAL	FY 2011 ACTUAL	FY2012 ACTUAL	FY2013 ACTUAL	FY 2012 BUDGET	FY 2013 BUDGET	FY 2014 BUDGET	FY 2015 BUDGET	CHANGE
10-33-400	LPPSD Rent	\$16,200	\$16,200	\$35,252	\$57,323	\$36,200	\$50,000	\$57,300	\$57,300	\$0
10-33-450	Emergency Management Grant	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,500	\$7,500
10-33-500	Class C Roads Fund	\$241,114	\$257,351	\$262,337	\$272,763	\$260,000	\$260,000	\$260,000	\$260,000	\$0
10-33-600	State Liquor Tax Allotment	\$5,568	\$5,733	\$5,262	\$5,255	\$5,950	\$5,000	\$5,000	\$5,000	\$0
		\$262,882	\$279,284	\$302,852	\$335,341	\$302,150	\$315,000	\$322,300	\$329,800	\$7,500
CHARGES FOR SERVICES		FY 2010 ACTUAL	FY 2011 ACTUAL	FY2012 ACTUAL	FY2013 ACTUAL	FY 2012 BUDGET	FY 2013 BUDGET	FY 2014 BUDGET	FY 2015 BUDGET	CHANGE
10-34-110	Garbage Fees	\$356,546	\$356,662	\$359,385	\$361,374	\$355,000	\$360,000	\$362,000	\$370,000	\$8,000
10-34-120	Recycling Fees	\$45,695	\$48,050	\$50,773	\$54,011	\$50,000	\$50,000	\$50,000	\$56,000	\$6,000
10-34-300	Application & Processing Fees	\$200	\$0	\$780	\$280	\$0	\$0	\$0	\$0	\$0
10-34-350	Zoning Violation Fees	\$4,955	\$5,174	\$991	\$1,710	\$0	\$0	\$0	\$0	\$0
10-34-360	Weed Abatement Fees	\$0	\$606	\$0	\$225	\$3,000	\$3,000	\$300	\$300	\$0
10-34-450	Paramedic Fees	\$0	\$57,456	\$177,624	\$178,920	\$175,000	\$180,000	\$180,000	\$180,000	\$0
		\$407,395	\$467,949	\$589,552	\$596,519	\$583,000	\$593,000	\$592,300	\$606,300	\$14,000
RECREATION & CULTURE REVENUE		FY 2010 ACTUAL	FY 2011 ACTUAL	FY2012 ACTUAL	FY2013 ACTUAL	FY 2012 BUDGET	FY 2013 BUDGET	FY 2014 BUDGET	FY 2015 BUDGET	CHANGE
10-35-100	Family Festival Income	\$11,466	\$11,160	\$22,881	\$25,958	\$25,000	\$10,000	\$15,000	\$15,000	\$0
10-35-105	Youth City Council Fundraisers	\$0	\$0	\$0	\$535	\$0	\$0	\$0	\$0	\$0
10-35-110	Recreation Programs	\$33,923	\$56,372	\$70,715	\$95,271	\$60,000	\$100,000	\$100,000	\$85,000	(\$15,000)
10-35-111	Fitness Classes	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$32,000	\$12,000
10-35-112	Recreation Center Rentals	\$0	\$0	\$0	\$0	\$0	\$0	\$135,000	\$140,000	\$5,000
10-35-120	Recreation Center Concessions	\$50	\$851	\$0	\$0	\$0	\$0	\$15,600	\$14,400	(\$1,200)
10-35-130	Park Reservations	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$1,600
		\$45,439	\$68,383	\$93,596	\$121,765	\$85,000	\$110,000	\$285,600	\$288,000	\$2,400
MISCELLANEOUS REVENUE		FY 2010 ACTUAL	FY 2011 ACTUAL	FY2012 ACTUAL	FY2013 ACTUAL	FY 2012 BUDGET	FY 2013 BUDGET	FY 2014 BUDGET	FY 2015 BUDGET	CHANGE
10-36-100	Interest Income	\$7,887	\$4,118	\$4,470	\$3,780	\$10,000	\$5,000	\$5,000	\$7,500	\$2,500
10-36-200	Penalty Fees	\$5,275	\$3,261	\$7,854	\$8,780	\$2,000	\$1,000	\$1,000	\$1,000	\$0
10-36-500	Construction Bond Forfeiture	\$0	\$0	\$0	\$24,000	\$0	\$0	\$0	\$0	\$0
10-36-800	Use of Class C Roads Fund	\$0	\$0	\$122,909	\$0	\$131,350	\$140,000	\$0	\$0	\$0
10-36-801	Use of Care Tax Fund	\$0	\$0	\$24,938	\$83,421	\$0	\$60,000	\$0	\$0	\$0
10-36-802	Use of Fund Balance	\$0	\$0	\$0	\$0	\$20,000	\$0	\$0	\$0	\$0
10-36-900	Other Income	\$30,181	\$38,552	\$25,711	\$140,860	\$20,000	\$25,000	\$25,000	\$25,000	\$0
		\$43,343	\$45,931	\$185,882	\$260,840	\$183,350	\$231,000	\$31,000	\$33,500	\$2,500
GRAND TOTALS		\$3,123,552	\$3,226,157	\$3,629,680	\$3,874,093	\$3,600,000	\$3,658,000	\$3,745,300	\$3,845,100	\$99,800

GENERAL FUND EXPENDITURES

GENERAL GOVERNMENT EXPENDITURES		FY 2010 ACTUAL	FY 2011 ACTUAL	FY 2012 ACTUAL	FY 2013 ACTUAL	FY 2013 BUDGET	FY 2014 BUDGET	FY 2015 BUDGET	CHANGE
10-40-200	Materials & Supplies	\$8,071	\$11,662	\$7,932	\$11,959	\$12,000	\$15,500	\$15,000	(\$500)
10-40-210	Dues & Subscriptions	\$0	\$0	\$9,421	\$9,317	\$10,000	\$9,900	\$9,900	\$0
10-40-211	Education & Training	\$0	\$0	\$3,400	\$3,482	\$3,500	\$3,500	\$3,500	\$0
10-40-220	Newsletter/Utility Billing	\$19,706	\$19,606	\$21,552	\$18,485	\$22,000	\$22,000	\$22,000	\$0
10-40-221	Legal Advertising	\$2,386	\$1,913	\$3,554	\$5,506	\$4,000	\$4,000	\$4,000	\$0
10-40-240	Computer/IT Expenses	\$13,840	\$22,406	\$25,555	\$20,707	\$22,000	\$22,000	\$19,000	(\$3,000)
10-40-250	Repairs & Maintenance	\$10,276	\$11,725	\$7,935	\$16,317	\$15,000	\$15,400	\$14,500	(\$900)
10-40-260	Office Equipment	\$8,590	\$6,977	\$13,987	\$9,718	\$10,000	\$9,500	\$9,500	\$0
10-40-280	Utilities	\$10,473	\$18,488	\$17,255	\$11,809	\$10,000	\$11,000	\$11,500	\$500
10-40-281	Postage	\$2,174	\$2,956	\$1,901	\$2,246	\$2,500	\$2,500	\$2,500	\$0
10-40-290	Communications/Telephone	\$5,418	\$8,602	\$18,501	\$12,711	\$18,000	\$11,500	\$9,000	(\$2,500)
10-40-305	Legal Services	\$69,472	\$52,517	\$154,558	\$148,868	\$115,000	\$85,000	\$105,000	\$20,000
10-40-315	Auditing Services	\$31,000	\$19,500	\$28,300	\$24,000	\$24,000	\$24,500	\$25,000	\$500
10-40-330	Professional/Technical	\$29,117	\$60,473	\$23,620	\$13,532	\$25,000	\$23,500	\$23,500	\$0
10-40-335	Branding	\$0	\$0	\$0	\$7,668	\$0	\$3,000	\$1,000	(\$2,000)
10-40-331	Decisions Survey	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	(\$10,000)
10-40-350	Other Events	\$0	\$0	\$0	\$5,207	\$3,000	\$3,000	\$3,000	\$0
10-40-510	Insurance	\$16,653	\$17,230	\$25,155	\$15,275	\$35,000	\$37,000	\$25,000	(\$12,000)
10-40-975	Bad Debt	\$18,310	\$5,063	\$495	\$38,355	\$2,000	\$1,000	\$1,000	\$0
		\$245,486	\$259,117	\$363,122	\$375,163	\$333,000	\$313,800	\$303,900	(\$9,900)

MAYOR/COUNCIL EXPENDITURES		FY 2010 ACTUAL	FY 2011 ACTUAL	FY 2012 ACTUAL	FY 2013 ACTUAL	FY 2013 BUDGET	FY 2014 BUDGET	FY 2015 BUDGET	CHANGE
10-41-110	Salary & Wages (FT)	\$49,200	\$49,200	\$49,200	\$48,194	\$49,200	\$49,200	\$49,200	\$0
10-41-115	Planning Commission	\$2,030	\$3,050	\$2,350	\$22	\$4,200	\$3,000	\$3,600	\$600
10-41-150	Employee Benefits	\$3,972	\$4,264	\$4,400	\$7,068	\$8,500	\$8,500	\$8,693	\$193
10-41-200	Materials & Supplies	\$1,482	\$60	\$2,368	\$680	\$1,000	\$1,000	\$1,000	\$0
10-41-211	Education & Training	\$2,651	\$5,219	\$5,517	\$4,310	\$5,500	\$5,500	\$6,000	\$500
10-41-290	Communications/Telephone	\$5,212	\$5,400	\$5,400	\$6,180	\$5,400	\$6,300	\$6,300	\$0
		\$64,547	\$67,192	\$69,235	\$66,453	\$73,800	\$73,500	\$74,793	\$1,293

ADMINISTRATIVE SERVICES EXPENDITURES		FY 2010 ACTUAL	FY 2011 ACTUAL	FY 2012 ACTUAL	FY 2013 ACTUAL	FY 2013 BUDGET	FY 2014 BUDGET	FY 2015 BUDGET	CHANGE
10-44-110	Salary & Wages (FT)	\$277,881	\$146,909	\$228,952	\$213,561	\$194,000	\$150,312	\$154,668	\$4,356
10-44-111	Overtime	\$410	\$499	\$691	\$564	\$1,500	\$1,151	\$662	(\$489)
10-44-120	Salary & Wages (PT)	\$14,291	\$3,506	\$13,010	\$10,970	\$19,250	\$19,327	\$19,889	\$562
10-44-150	Employee Benefits	\$118,253	\$65,182	\$102,004	\$101,694	\$86,250	\$87,895	\$80,314	(\$7,580)
10-44-200	Materials & Supplies	\$2,900	\$318	\$1,252	\$1,255	\$1,000	\$1,000	\$2,500	\$1,500
10-44-210	Dues & Subscriptions	\$2,142	\$1,512	\$1,266	\$202	\$1,500	\$1,500	\$1,500	\$0
10-44-211	Education & Training	\$6,029	\$1,743	\$2,991	\$2,222	\$4,000	\$4,000	\$3,500	(\$500)
10-44-290	Communications/Telephone	\$1,217	\$1,166	\$1,021	\$1,913	\$1,500	\$1,500	\$1,500	\$0
		\$423,123	\$220,836	\$351,186	\$332,383	\$309,000	\$266,685	\$264,533	(\$2,151)

ADMINISTRATIVE SERVICES - RECORDER		FY 2010 ACTUAL	FY 2011 ACTUAL	FY 2012 ACTUAL	FY 2013 ACTUAL	FY 2013 BUDGET	FY 2014 BUDGET	FY 2015 BUDGET	CHANGE
10-45-110	Salary & Wages (FT)	\$0	\$42,309	\$46,117	\$32,600	\$37,000	\$34,147	\$35,166	\$1,019
10-45-111	Overtime	\$0	\$45	\$46	\$0	\$800	\$582	\$600	\$17
10-45-120	Salary & Wages (PT)	\$0	\$14,994	\$4,185	\$0	\$0	\$0	\$0	\$0
10-45-150	Employee Benefits	\$0	\$24,404	\$23,667	\$12,987	\$20,500	\$14,346	\$15,344	\$998
10-45-200	Materials & Supplies	\$0	\$1,011	\$955	\$2,137	\$1,000	\$1,000	\$1,000	\$0
10-45-210	Dues & Subscriptions	\$0	\$567	\$387	\$405	\$500	\$550	\$550	\$0
10-45-211	Education & Training	\$0	\$1,772	\$1,269	\$1,792	\$2,000	\$1,200	\$1,200	\$0
10-45-215	Contract Labor	\$1,855	\$2,355	\$3,915	\$3,075	\$3,250	\$3,250	\$3,250	\$0
10-45-250	City Code	\$2,822	\$2,833	\$5,606	\$1,682	\$2,500	\$2,500	\$2,500	\$0
10-45-300	Document Imaging	\$1,049	\$1,049	\$1,049	\$1,049	\$1,050	\$1,050	\$1,050	\$0
10-45-350	Other Events	\$0	\$3,125	\$2,610	\$0	\$0	\$0	\$0	\$0
10-45-400	Election Expenses	\$8,686	\$0	\$10,729	\$0	\$0	\$12,000	\$0	(\$12,000)
		\$14,412	\$94,464	\$100,533	\$55,727	\$68,600	\$70,625	\$60,660	(\$9,966)

FINANCE DEPARTMENT EXPENDITURES		FY 2010 ACTUAL	FY 2011 ACTUAL	FY 2012 ACTUAL	FY 2013 ACTUAL	FY 2013 BUDGET	FY 2014 BUDGET	FY 2015 BUDGET	CHANGE
10-50-110	Salary & Wages (FT)	\$0	\$98,653	\$100,187	\$84,396	\$86,500	\$99,678	\$101,882	\$2,203
10-50-111	Overtime	\$0	\$0	\$0	\$152	\$750	\$750	\$750	\$0
10-50-120	Salary & Wages (PT)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
10-50-150	Employee Benefits	\$0	\$49,252	\$49,258	\$34,899	\$45,250	\$54,172	\$57,537	\$3,365
10-50-200	Materials & Supplies	\$0	\$1,007	\$495	\$1,435	\$1,500	\$1,200	\$1,200	\$0
10-50-210	Dues & Subscriptions	\$0	\$500	\$500	\$358	\$500	\$550	\$550	\$0
10-50-211	Education & Training	\$0	\$2,186	\$2,950	\$2,103	\$2,500	\$2,500	\$2,500	\$0
10-50-290	Communications/Telephone	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		\$0	\$151,598	\$153,391	\$123,343	\$137,000	\$158,850	\$164,419	\$5,569

PUBLIC SAFETY EXPENDITURES		FY 2010 ACTUAL	FY 2011 ACTUAL	FY 2012 ACTUAL	FY 2013 ACTUAL	FY 2013 BUDGET	FY 2014 BUDGET	FY 2015 BUDGET	CHANGE
----------------------------	--	-------------------	-------------------	-------------------	-------------------	-------------------	-------------------	-------------------	--------

PUBLIC SAFETY EXPENDITURES		ACTUAL	ACTUAL	ACTUAL	ACTUAL	BUDGET	BUDGET	BUDGET	CHANGE
10-55-300	Fire Services	\$198,699	\$385,440	\$486,755	\$635,839	\$620,000	\$626,500	\$664,245	\$37,745
10-55-400	Police Services	\$357,238	\$369,728	\$349,546	\$362,476	\$362,500	\$375,188	\$388,319	\$13,132
10-55-450	Dispatch Fees	\$0	\$0	\$31,977	\$31,150	\$35,000	\$32,500	\$34,450	\$1,950
10-55-500	Crossing Guard Expenses	\$14,330	\$14,245	\$14,756	\$14,973	\$16,500	\$16,951	\$16,951	\$0
10-55-600	Animal Control	\$4,965	\$5,742	\$4,986	\$4,702	\$5,000	\$5,000	\$5,000	\$0
10-55-975	Bad Debt - Paramedic Fee	\$0	\$300	\$571	\$1,078	\$1,000	\$500	\$500	\$0
		\$575,232	\$775,455	\$888,591	\$1,050,218	\$1,040,000	\$1,056,638	\$1,109,465	\$52,827

BUILDING & ZONING EXPENDITURES		FY 2010 ACTUAL	FY 2011 ACTUAL	FY 2012 ACTUAL	FY 2013 ACTUAL	FY 2013 BUDGET	FY 2014 BUDGET	FY 2015 BUDGET	CHANGE
10-60-110	Salary & Wages (FT)	\$83,644	\$72,030	\$46,900	\$24,392	\$30,500	\$32,180	\$26,433	(\$5,747)
10-60-111	Overtime	\$0	\$0	\$123	\$908	\$0	\$113	\$0	(\$113)
10-60-120	Salary & Wages (PT)	\$0	\$0	\$0	\$23,124	\$30,750	\$37,782	\$36,531	(\$1,251)
10-60-150	Employee Benefits	\$38,733	\$32,450	\$20,414	\$26,916	\$19,500	\$21,672	\$18,748	(\$2,923)
10-60-200	Materials & Supplies	\$163	\$68	\$251	\$1,270	\$1,000	\$1,000	\$1,000	\$0
10-60-210	Dues & Subscriptions	\$1,076	\$565	\$486	\$266	\$1,000	\$1,000	\$1,000	\$0
10-60-211	Education & Training	\$1,175	\$1,177	\$2,727	\$1,688	\$3,000	\$2,000	\$2,500	\$500
10-60-215	Contract Labor	\$0	\$0	\$2,973	\$15,499	\$55,000	\$20,000	\$17,000	(\$3,000)
10-60-265	Tools & Equipment	\$91	\$100	\$199	\$452	\$500	\$500	\$500	\$0
10-60-290	Communications/Telephone	\$550	\$552	\$523	\$531	\$750	\$750	\$750	\$0
		\$125,433	\$106,941	\$74,597	\$95,045	\$142,000	\$116,997	\$104,462	(\$12,535)

PUBLIC WORKS EXPENDITURES		FY 2010 ACTUAL	FY 2011 ACTUAL	FY 2012 ACTUAL	FY 2013 ACTUAL	FY 2013 BUDGET	FY 2014 BUDGET	FY 2015 BUDGET	CHANGE
10-61-110	Salary & Wages (FT)	\$194,954	\$110,558	\$123,148	\$81,852	\$93,250	\$87,088	\$102,955	\$15,867
10-61-111	Overtime	\$393	\$604	\$975	\$351	\$2,750	\$2,530	\$2,817	\$286
10-61-120	Salary & Wages (PT)	\$2,477	\$2,182	\$2,700	\$7,482	\$6,000	\$10,000	\$4,162	(\$5,838)
10-61-150	Employee Benefits	\$103,354	\$64,482	\$67,202	\$57,088	\$65,000	\$59,502	\$78,076	\$18,574
10-61-200	Materials & Supplies	\$2,845	\$8,213	\$6,586	\$2,710	\$5,000	\$4,000	\$4,000	\$0
10-61-210	Dues & Subscriptions	\$215	\$318	\$312	\$0	\$500	\$500	\$500	\$0
10-61-211	Education & Training	\$1,721	\$1,312	\$1,287	\$830	\$2,000	\$3,250	\$2,750	(\$500)
10-61-250	Repairs & Maintenance	\$7,636	\$9,461	\$6,531	\$21	\$0	\$0	\$0	\$0
10-61-265	Tools & Equipment	\$4,476	\$2,748	\$6,282	\$4,220	\$7,500	\$6,500	\$6,400	(\$100)
10-61-280	Utilities	\$0	\$0	\$2,073	\$0	\$0	\$0	\$0	\$0
10-61-290	Communications/Telephone	\$2,128	\$1,360	\$1,425	\$1,762	\$2,000	\$1,500	\$1,500	\$0
10-61-310	Engineering Services	\$2,844	\$446	\$1,226	\$2,000	\$2,000	\$1,000	\$1,000	\$0
		\$323,043	\$201,684	\$219,746	\$158,316	\$186,000	\$175,870	\$204,159	\$28,290

STREETS EXPENDITURES		FY 2010 ACTUAL	FY 2011 ACTUAL	FY 2012 ACTUAL	FY 2013 ACTUAL	FY 2013 BUDGET	FY 2014 BUDGET	FY 2015 BUDGET	CHANGE
10-62-410	Street Light Operation	\$50,601	\$34,466	\$38,244	\$36,695	\$30,000	\$35,000	\$36,000	\$1,000
10-62-415	Street Light Maintenance	\$0	\$0	\$0	\$4,919	\$20,000	\$10,500	\$9,000	(\$1,500)
10-62-420	Signs	\$20,632	\$13,352	\$4,166	\$7,169	\$20,000	\$20,000	\$10,000	(\$10,000)
10-62-430	Weed Control	\$2,467	\$3,424	\$3,363	\$2,902	\$3,000	\$3,000	\$3,000	\$0
10-62-440	Streets Expense	\$137,568	\$375,706	\$235,419	\$183,763	\$250,000	\$250,000	\$260,000	\$10,000
10-62-450	Snow Removal	\$42,314	\$29,011	\$8,860	\$14,512	\$25,000	\$20,000	\$20,000	\$0
10-62-460	Street Sweeping	\$7,540	\$4,861	\$6,625	\$8,225	\$10,000	\$0	\$0	\$0
10-62-470	Sidewalk Maintenance	\$20,056	\$41,201	\$62,094	\$19,998	\$50,000	\$25,000	\$25,000	\$0
		\$281,177	\$502,022	\$358,772	\$278,184	\$408,000	\$363,500	\$363,000	(\$500)

SOLID WASTE EXPENDITURES		FY 2010 ACTUAL	FY 2011 ACTUAL	FY 2012 ACTUAL	FY 2013 ACTUAL	FY 2013 BUDGET	FY 2014 BUDGET	FY 2015 BUDGET	CHANGE
10-63-300	Solid Waste Services	\$285,454	\$284,413	\$243,368	\$278,571	\$285,000	\$285,000	\$290,000	\$5,000
10-63-400	Recycling	\$49,028	\$49,679	\$13,710	\$49,771	\$50,000	\$50,000	\$50,000	\$0
10-63-975	Bad Debt	\$4,744	\$2,113	\$1,318	\$2,503	\$2,250	\$2,250	\$2,250	\$0
		\$339,226	\$336,205	\$258,396	\$330,845	\$337,250	\$337,250	\$342,250	\$5,000

PARKS EXPENDITURES		FY 2010 ACTUAL	FY 2011 ACTUAL	FY 2012 ACTUAL	FY 2013 ACTUAL	FY 2013 BUDGET	FY 2014 BUDGET	FY 2015 BUDGET	CHANGE
10-64-240	Park Supplies & Maintenance	\$118,870	\$126,501	\$137,211	\$125,476	\$135,000	\$137,000	\$155,100	\$18,100
10-64-245	Parks & Trails, Beautification Com	\$0	\$0	\$0	\$0	\$0	\$0	\$4,200	\$4,200
		\$118,870	\$126,501	\$137,211	\$125,476	\$135,000	\$137,000	\$159,300	\$22,300

COMMUNITY SERVICES		FY 2010 ACTUAL	FY 2011 ACTUAL	FY 2012 ACTUAL	FY 2013 ACTUAL	FY 2013 BUDGET	FY 2014 BUDGET	FY 2015 BUDGET	CHANGE
10-65-110	Salary & Wages (FT)	\$37,229	\$37,461	\$36,062	\$53,335	\$72,000	\$85,280	\$51,428	(\$33,852)
10-65-111	Overtime	\$72	\$437	\$1,350	\$336	\$2,000	\$709	\$0	(\$709)
10-65-120	Salary & Wages (PT)	\$5,950	\$7,466	\$21,259	\$31,577	\$0	\$43,907	\$76,150	\$32,243
10-65-150	Employee Benefits	\$13,726	\$15,942	\$24,207	\$27,863	\$43,750	\$53,287	\$36,370	(\$16,917)
10-65-200	Materials & Supplies	\$0	\$739	\$423	\$688	\$1,000	\$6,000	\$10,500	\$4,500
10-65-210	Dues & Subscriptions	\$50	\$50	\$193	\$125	\$250	\$250	\$250	\$0
10-65-211	Education & Training	\$1,490	\$0	\$149	\$0	\$1,500	\$2,000	\$2,000	\$0
10-65-250	Utilities	\$0	\$0	\$0	\$0	\$0	\$21,500	\$24,500	\$3,000
10-65-290	Communications/Telephone	\$0	\$0	\$812	\$1,093	\$1,000	\$4,000	\$4,000	\$0
10-65-300	Fitness Class Expenses	\$294	\$427	\$13	\$0	\$0	\$0	\$32,000	\$32,000

10-65-400	Recreation Program Supplies	\$19,181	\$41,277	\$50,325	\$46,577	\$85,000	\$42,500	\$40,000	(\$2,500)
10-65-401	Recreation Equipment	\$0	\$0	\$11,787	\$11,743	\$0	\$20,000	\$11,000	(\$9,000)
10-65-500	Library Expenses	\$14,000	\$13,600	\$13,315	\$14,103	\$14,000	\$10,200	\$14,000	\$3,800
10-65-550	Credit Card Fees	\$0	\$0	\$0	\$0	\$0	\$5,000	\$4,500	(\$500)
10-65-600	Family Festival Celebration	\$39,251	\$43,671	\$43,202	\$35,681	\$40,000	\$40,000	\$39,500	(\$500)
10-65-601	Other Events	\$10,278	\$891	\$4,186	\$22	\$2,000	\$900	\$3,000	\$2,100
10-65-605	Youth City Council	\$2,358	\$2,620	\$2,049	\$2,981	\$3,000	\$2,500	\$2,500	\$0
10-65-610	Advertising	\$0	\$0	\$0	\$0	\$0	\$5,000	\$13,000	\$8,000
10-65-615	Insurance	\$0	\$0	\$0	\$0	\$0	\$2,000	\$1,400	(\$600)
10-65-620	Building Maintenance	\$0	\$0	\$0	\$0	\$0	\$8,000	\$17,200	\$9,200
		\$143,880	\$164,583	\$209,332	\$226,123	\$265,500	\$353,032	\$383,297	\$30,265

OTHER USES OF FUNDS		FY 2010 ACTUAL	FY 2011 ACTUAL	FY 2012 ACTUAL	FY 2013 ACTUAL	FY 2013 BUDGET	FY 2014 BUDGET	FY 2015 BUDGET	CHANGE
10-69-910	Transfer to Capital Projects Fund	\$1,026,067	\$95,177	\$345,172	\$170,850	\$195,850	\$114,732	\$117,857	\$3,125
10-69-911	Transfer to Motor Pool Fund	\$60,121	\$71,255	\$132,150	\$104,000	\$104,000	\$88,105	\$82,198	(\$5,907)
10-69-913	Transfer to Golf Fund	\$0	\$0	\$0	\$140,000	\$65,000	\$115,716	\$88,863	(\$26,853)
		\$1,086,189	\$166,432	\$477,322	\$414,850	\$364,850	\$318,553	\$288,918	(\$29,635)
GRAND TOTALS		\$3,740,617	\$3,173,029	\$3,661,433	\$3,632,125	\$3,800,000	\$3,742,300	\$3,823,156	\$80,856

GOLF FUND REVENUES

GOLF REVENUE		FY 2011 ACTUAL	FY 2012 ACTUAL	FY 2013 ACTUAL	FY 2013 BUDGET	FY 2014 BUDGET	FY 2015 BUDGET	CHANGE
20-30-100	Green Fees	\$491,760	\$525,389	\$555,530	\$550,000	\$540,000	\$565,000	\$25,000
20-30-300	Practice Range	\$26,396	\$29,838	\$23,178	\$30,000	\$20,000	\$20,000	\$0
20-30-400	Pro Shop Revenue	\$77,727	\$53,246	\$60,554	\$80,000	\$60,000	\$60,000	\$0
20-30-500	Snack Shack & Concessions	\$29,435	\$22,412	\$10,269	\$5,000	\$1,000	\$7,500	\$6,500
20-30-600	Season Passes	\$21,150	\$35,436	\$42,153	\$40,000	\$35,000	\$39,000	\$4,000
20-30-800	Other Income	\$0	\$524	\$6,901	\$0	\$0	\$0	\$0
20-35-300	Transfer from Other Funds	\$0	\$605,266	\$2,209,358	\$65,000	\$115,716	\$88,863	(\$26,853)
GRAND TOTAL		\$646,468	\$1,272,111	\$2,907,943	\$770,000	\$771,716	\$780,363	\$8,647

GOLF EXPENDITURES		FY 2011 ACTUAL	FY 2012 ACTUAL	FY 2013 ACTUAL	FY 2013 BUDGET	FY 2014 BUDGET	FY 2015 BUDGET	CHANGE
20-43-110	Salary & Wages (FT)	\$204,819	\$183,106	\$169,166	\$180,000	\$174,754	\$176,550	\$1,796
20-43-111	Overtime	\$93	\$212	\$1,231	\$500	\$92	\$92	(\$1)
20-43-120	Salary & Wages (PT)**	\$104,418	\$133,055	\$117,615	\$145,000	\$124,641	\$124,940	\$299
20-43-150	Employee Benefits	\$121,579	\$118,973	\$111,889	\$120,000	\$123,029	\$131,282	\$8,253
20-43-290	Communications/Telephone		\$0	\$900	\$0	\$1,800	\$2,100	\$300
20-50-100	Supplies	\$7,710	\$11,461	\$8,766	\$10,000	\$10,000	\$10,000	\$0
20-50-150	Noncapitalized Furniture & Equipment		\$0	\$2,739	\$0	\$0	\$0	\$0
20-50-200	Utilities	\$22,352	\$26,983	\$21,145	\$18,000	\$12,000	\$22,500	\$10,500
20-50-330	Professional/Technical	\$0	\$0	\$0	\$0	\$0	\$2,500	\$2,500
20-50-400	Miscellaneous Expenses	\$1,725	\$2,211	\$1,203	\$2,000	\$0	\$0	\$0
20-50-500	Snack Shack & Concessions	\$30,931	\$16,779	\$2,903	\$4,000	\$500	\$5,000	\$4,500
20-50-600	Credit Card Expenses	\$13,739	\$10,978	\$13,546	\$16,000	\$13,500	\$16,000	\$2,500
20-50-700	Pro Shop	\$41,973	\$23,252	\$49,471	\$44,000	\$45,000	\$47,000	\$2,000
20-50-800	Building Maintenance	\$0	\$442	\$1,766	\$2,500	\$2,500	\$2,500	\$0
20-60-100	Repairs & Maintenance - Course	\$35,157	\$44,178	\$55,374	\$60,000	\$45,000	\$40,000	(\$5,000)
20-60-101	Repairs & Maintenance - Sand	\$0	\$18,927	\$0	\$0	\$0	\$0	\$0
20-60-102	Repairs & Maintenance - Trees	\$0	\$1,966	\$0	\$0	\$0	\$0	\$0
20-60-200	Fertilizer & Chemicals	\$25,889	\$28,476	\$30,899	\$30,000	\$30,000	\$30,000	\$0
20-60-300	Water & Pumping Costs	\$11,648	\$18,403	\$15,116	\$15,000	\$15,500	\$17,000	\$1,500
20-60-500	Petroleum & Oil	\$11,611	\$10,784	\$14,343	\$16,000	\$11,000	\$11,000	\$0
20-60-600	Equipment Repair & Replacement	\$30,642	\$23,806	\$21,803	\$22,000	\$27,500	\$26,000	(\$1,500)
20-60-700	Equipment Rental	\$1,086	\$1,350	\$2,878	\$2,500	\$1,000	\$1,000	\$0
20-60-750	Insurance	\$2,093	\$2,126	\$887	\$5,000	\$2,500	\$1,500	(\$1,000)
20-60-900	Cart Repair & Replacement	\$312	\$9,471	\$11,196	\$10,000	\$5,000	\$7,000	\$2,000
20-70-100	Dues & Subscriptions	\$3,517	\$1,325	\$2,623	\$3,500	\$2,500	\$2,000	(\$500)
20-70-200	Printing	\$587	\$518	\$16	\$1,000	\$0	\$0	\$0
20-70-300	Travel/Training	\$914	\$804	\$743	\$2,000	\$1,000	\$1,000	\$0
20-70-335	Branding	\$0	\$0	\$7,668	\$0	\$3,000	\$0	(\$3,000)
20-70-400	Licenses & Fees	\$1,000	\$1,340	\$1,000	\$2,000	\$500	\$500	\$0
20-70-500	Computers/Phones	\$4,833	\$4,374	\$6,770	\$6,000	\$5,000	\$5,000	\$0
20-70-600	Advertising	\$37,908	\$26,741	\$50,668	\$35,000	\$32,000	\$20,000	(\$12,000)
20-80-200	Clubhouse Lease Payment	\$20,994	\$4,478	\$0	\$0	\$0	\$0	\$0
20-80-250	Golf Cart Rental	\$0	\$0	\$24,800	\$0	\$74,400	\$74,400	\$0
20-80-300	Cart Lease Payment - Interest	\$14,487	\$9,395	\$2,742	\$6,800	\$0	\$0	\$0
20-80-400	Maintenance Equipment Lease - Interes	\$2,805	\$456	\$0	\$0	\$0	\$0	\$0
20-80-505	Interest Expense	\$4,763	\$6,119	\$0	\$5,000	\$5,000	\$500	(\$4,500)
20-80-911	Transfer to Motor Pool Fund	\$2,332	\$2,750	\$3,000	\$3,000	\$3,000	\$3,000	\$0
GRAND TOTAL		\$761,917	\$745,239	\$754,865	\$766,800	\$771,716	\$780,363	\$8,647
NET TOTAL		\$115,449	\$526,872	\$2,153,077	\$3,200	\$0	\$0	\$0

GOLF DEBT SERVICE FUND

DEBT SERVICE REVENUE	FY 2010 ACTUAL	FY 2011 ACTUAL	FY 2012 ACTUAL	FY 2013 ACTUAL	FY 2012 BUDGET	FY 2013 BUDGET	FY 2014 BUDGET	FY 2015 BUDGET	CHANGE
30-31-101 2005 GO Bond - Property Tax	\$385,260	\$398,339	\$396,862	\$392,276	\$385,000	\$385,000	\$142,200	\$142,200	\$0
30-31-102 2012 GO Bond - Property Tax	\$0	\$0	\$0	\$0	\$0	\$0	\$185,820	\$185,820	\$0
30-36-802 Use of Debt Levy Fund Balance*	\$0	\$0	\$0	\$0	\$0	\$0	\$32,800	\$32,800	\$0
GRAND TOTAL	\$385,260	\$398,339	\$396,862	\$392,276	\$385,000	\$385,000	\$360,820	\$360,820	\$0
DEBT SERVICE EXPENDITURES	FY 2010 ACTUAL	FY 2011 ACTUAL	FY 2012 ACTUAL	FY 2013 ACTUAL	FY 2012 BUDGET	FY 2013 BUDGET	FY 2014 BUDGET	FY 2015 BUDGET	CHANGE
30-98-101 2005 GO Bond Principal	\$135,000	\$140,000	\$145,000	\$150,000	\$145,000	\$150,000	\$155,000	\$155,000	\$0
30-98-102 2012 GO Bond Principal	\$0	\$0	\$0	\$65,000	\$0	\$0	\$50,000	\$50,000	\$0
30-98-201 2005 GO Bond Interest	\$262,683	\$242,620	\$238,606	\$129,660	\$237,300	\$231,650	\$19,200	\$19,200	\$0
30-98-202 2012 GO Bond Interest	\$0	\$0	\$0	\$15,616	\$0	\$0	\$135,820	\$135,820	\$0
30-98-795 Trustee Fees	\$450	\$450	\$450	\$800	\$450	\$450	\$800	\$800	\$0
GRAND TOTAL	\$398,133	\$383,070	\$384,056	\$361,076	\$382,750	\$382,100	\$360,820	\$360,820	\$0
NET TOTAL	\$12,873	\$15,269	\$12,806	\$31,200	\$2,250	\$2,900	\$0	\$0	\$0

CAPITAL PROJECTS FUND REVENUES

	FY 2012 ACTUAL	FY 2013 ACTUAL	FY 2013 BUDGET	FY 2014 BUDGET	FY 2015 BUDGET	CHANGE
40-30-100 Impact Fees - Park Development	\$12,870	\$19,052	\$23,400	\$10,530	\$3,510	(\$7,020)
40-30-110 Impact Fees - Park Land	\$48,158	\$82,772	\$87,575	\$39,402	\$0	(\$39,402)
40-30-120 Impact Fees - Recreation	\$18,040	\$6,560	\$32,800	\$0	\$0	\$0
40-30-130 Impact Fees - Public Safety	\$6,940	\$8,912	\$11,725	\$5,817	\$2,595	(\$3,222)
40-30-140 Impact Fees - Streets	\$40,614	\$21,024	\$65,700	\$38,106	\$30,222	(\$7,884)
40-30-145 Commercial Street Improvement Fee	\$0	\$0	\$21,500	\$21,500	\$21,500	\$0
40-30-600 Interest Income	\$31,340	\$18,671	\$15,000	\$15,000	\$15,000	\$0
40-30-700 Grant Income	\$11,307	\$0	\$5,000	\$5,000	\$5,000	\$0
40-30-801 Transfers in from General Fund	\$345,172	\$170,850	\$195,850	\$114,732	\$117,857	\$3,125
40-30-802 Transfers in from W&S Fund	\$77,131	\$75,850	\$75,850	\$89,732	\$478,856	\$389,124
	\$591,573	\$403,691	\$534,400	\$339,819	\$674,540	\$334,721

CAPITAL PROJECTS FUND EXPENDITURES

STREET PROJECTS	FY 2012 ACTUAL	FY 2013 ACTUAL	FY 2013 BUDGET	FY 2014 BUDGET	FY 2015 BUDGET	CHANGE
40-78-731 Sidewalk Projects	\$0	\$20,364	\$20,000	\$20,000	\$20,000	\$0
40-78-732 Harvey Roundabout Project	\$0	\$0	\$0	\$0	\$300,000	\$300,000
40-78-779 Street Lights	\$4,755	\$1,400	\$5,000	\$0	\$0	\$0
40-78-781 Harvey Blvd Widening	\$0	\$0	\$500,000	\$500,000	\$500,000	\$0
40-78-783 GIS - Streets	\$13,461	\$4,490	\$0	\$0	\$0	\$0
	\$18,216	\$26,254	\$525,000	\$520,000	\$820,000	\$300,000

PARK PROJECTS	FY 2012 ACTUAL	FY 2013 ACTUAL	FY 2013 BUDGET	FY 2014 BUDGET	FY 2015 BUDGET	CHANGE
40-80-802 Deerfield Park - Land Purchase	\$0	\$0	\$972,000	\$972,000	\$972,000	\$0
40-80-803 Deerfield Park - Development	\$0	\$0	\$1,500,000	\$1,500,000	\$1,500,000	\$0
40-80-816 Mesquite Soccer Park Restroom/Storage	\$0	\$2,500	\$25,000	\$38,000	\$0	(\$38,000)
40-80-817 Bayhill Trailhead Park Phase 1	\$0	\$0	\$0	\$0	\$50,000	\$50,000
40-80-820 Heritage Park - Basketball Court	\$36,245	\$0	\$0	\$0	\$0	\$0
40-80-821 Splash Pad	\$15,117	\$0	\$0	\$0	\$0	\$0
	\$51,362	\$2,500	\$2,497,000	\$2,510,000	\$2,522,000	\$12,000

MISCELLANEOUS PROJECTS	FY 2012 ACTUAL	FY 2013 ACTUAL	FY 2013 BUDGET	FY 2014 BUDGET	FY 2015 BUDGET	CHANGE
40-90-761 Canyon Road Sewer	\$175,000	\$0	\$0	\$0	\$400,000	\$400,000
40-95-102 Settlement, Writeoffs	\$175,000	\$0	\$0	\$0	\$0	\$0
40-95-115 Avanyu Projects	\$0	\$0	\$0	\$0	\$0	\$0
40-95-125 Trench Box	\$0	\$0	\$0	\$12,000	\$0	(\$12,000)
40-95-135 Golf Maint. Equipment Facility & Site	\$0	\$0	\$0	\$0	\$300,000	\$300,000
40-95-150 Impact Fee Analysis	\$0	\$0	\$0	\$36,000	\$0	(\$36,000)
40-95-200 Community Recreation Center - Phase II	\$0	\$218,706	\$350,000	\$350,000	\$0	(\$350,000)
40-95-201 Community Recreation Center - Phase III	\$0	\$0	\$500,000	\$0	\$0	\$0
40-95-230 Hillside Remediation Project	\$74,969	\$0	\$0	\$0	\$0	\$0
40-77-720 Public Works Building Basement	\$47,201	\$2,158	\$0	\$0	\$0	\$0
40-95-220 Civic Center	\$7,950	\$0	\$0	\$0	\$0	\$0
	\$305,120	\$220,864	\$850,000	\$398,000	\$300,000	(\$98,000)

DEBT SERVICE	FY 2012 ACTUAL	FY 2013 ACTUAL	FY 2013 BUDGET	FY 2014 BUDGET	FY 2015 BUDGET	CHANGE
40-98-100 1999 Lease Revenue Bond - PSB	\$400,000	\$0	\$0	\$0	\$0	\$0
40-98-105 Interest Expense	\$105,476	\$86,663	\$86,700	\$83,963	\$81,063	(\$2,900)
40-98-200 2006 Excise Revenue Bond - PWB	\$65,000	\$65,000	\$65,000	\$70,000	\$75,000	\$5,000
40-98-795 Trustee Fees	\$4,091	\$1,580	\$1,500	\$1,500	\$1,650	\$150
	\$574,567	\$153,243	\$153,200	\$155,463	\$157,713	\$2,250

OTHER USES	FY 2012 ACTUAL	FY 2013 ACTUAL	FY 2013 BUDGET	FY 2014 BUDGET	FY 2015 BUDGET	CHANGE
40-96-115 Transfer to the Community Recreation Fund	\$2,366,656	\$2,069,358	\$0	\$0	\$0	\$0
	\$2,366,656	\$2,069,358	\$0	\$0	\$0	\$0

GRAND TOTALS	FY 2012 ACTUAL	FY 2013 ACTUAL	FY 2013 BUDGET	FY 2014 BUDGET	FY 2015 BUDGET	CHANGE
	\$3,315,921	\$2,472,218	\$4,025,200	\$3,583,463	\$3,799,713	\$ 216,250

WATER, SEWER, & STORM DRAIN REVENUES

WATER REVENUE		FY 2011 ACTUAL	FY 2012 ACTUAL	FY 2013 ACTUAL	FY 2012 BUDGET	FY 2013 BUDGET	FY 2014 BUDGET	FY 2015 BUDGET	CHANGE
51-37-110	Water Fees - Residents	\$431,147	\$463,527	\$473,141	\$460,000	\$471,500	\$500,000	\$532,000	\$32,000
51-37-111	Water Fees - American Fork	\$30,436	\$9,766	\$1,135	\$18,000	\$18,000	\$10,000	\$10,000	\$0
51-37-112	Water Fees - Contractor	\$1,500	\$2,082	\$7,619	\$2,100	\$3,600	\$3,600	\$3,600	\$0
51-37-113	PI Fees - Usage	\$422,668	\$435,837	\$493,538	\$440,000	\$443,250	\$492,150	\$492,150	\$0
51-37-114	PI Fees - Base Rate	\$481,755	\$488,089	\$487,398	\$495,000	\$498,750	\$498,200	\$498,200	\$0
51-37-115	CUP	\$145,481	\$148,118	\$142,493	\$147,500	\$153,000	\$142,000	\$142,000	\$0
51-37-160	Water Lateral Inspections	\$825	\$975	\$1,500	\$1,050	\$1,800	\$1,600	\$1,600	\$0
51-37-190	Water Meters	\$650	\$7,550	\$13,586	\$7,250	\$13,000	\$7,800	\$7,800	\$0
51-37-350	Water Impact Fees	\$21,670	\$26,653	\$29,106	\$25,800	\$45,000	\$25,000	\$25,000	\$0
		\$1,536,131	\$1,582,598	\$1,649,515	\$1,596,700	\$1,647,900	\$1,680,350	\$1,712,350	\$32,000

STORM DRAIN REVENUE		FY 2011 ACTUAL	FY 2012 ACTUAL	FY 2013 ACTUAL	FY 2012 BUDGET	FY 2013 BUDGET	FY 2014 BUDGET	FY 2015 BUDGET	CHANGE
51-35-110	Storm Drain - Residents	\$184,535	\$215,298	\$229,607	\$215,000	\$230,500	\$245,000	\$260,925	\$15,925
		\$184,535	\$215,298	\$229,607	\$215,000	\$230,500	\$245,000	\$260,925	\$15,925

SEWER REVENUE		FY 2011 ACTUAL	FY 2012 ACTUAL	FY 2013 ACTUAL	FY 2012 BUDGET	FY 2013 BUDGET	FY 2014 BUDGET	FY 2015 BUDGET	CHANGE
51-38-110	Sewer Fees - Residents	\$872,247	\$888,031	\$929,748	\$880,000	\$935,500	\$983,000	\$983,000	\$0
51-38-115	Sewer Fees - Nonresidents	\$0	\$0	\$11,452	\$0	\$0	\$0	\$0	\$0
51-38-160	Sewer Lateral Inspections	\$825	\$975	\$1,500	\$1,050	\$1,800	\$1,100	\$1,100	\$0
51-38-660	Sewer Impact Fees - 80 Rod	\$920	\$1,104	\$368	\$850	\$1,300	\$460	\$460	\$0
51-38-670	Sewer Impact Fees - S Aqueduct	\$0	\$586	\$7,032	\$3,000	\$5,850	\$2,344	\$2,344	\$0
		\$873,992	\$890,696	\$950,100	\$884,900	\$944,450	\$986,904	\$986,904	\$0

MISCELLANEOUS REVENUE		FY 2011 ACTUAL	FY 2012 ACTUAL	FY 2013 ACTUAL	FY 2012 BUDGET	FY 2013 BUDGET	FY 2014 BUDGET	FY 2015 BUDGET	CHANGE
51-39-200	Penalty Fees	\$50,406	\$52,470	\$51,029	\$55,000	\$50,000	\$51,000	\$51,000	\$0
51-39-410	Interest Income	\$6,963	\$8,823	\$9,600	\$5,000	\$5,000	\$2,700	\$2,700	\$0
51-39-600	Utility Setup Fees	\$12,170	\$13,507	\$11,505	\$10,000	\$10,000	\$12,000	\$12,000	\$0
51-39-800	Use of Fund Balance	\$0	\$0	\$0	\$0	\$0	\$0	\$400,000	\$400,000
51-39-900	Other Income	\$90	\$30	\$43	\$2,000	\$750	\$750	\$750	\$0
51-39-950	Contribution Income	\$0	\$0	\$7,600	\$11,400	\$11,400	\$5,000	\$5,000	\$0
		\$69,629	\$74,830	\$79,777	\$83,400	\$77,150	\$71,450	\$471,450	\$400,000

GRAND TOTALS		FY 2011 ACTUAL	FY 2012 ACTUAL	FY 2013 ACTUAL	FY 2012 BUDGET	FY 2013 BUDGET	FY 2014 BUDGET	FY 2015 BUDGET	CHANGE
		\$2,664,287	\$2,763,422	\$2,908,999	\$2,780,000	\$2,900,000	\$2,983,704	\$3,431,629	\$447,925

WATER, SEWER, & STORM DRAIN EXPENDITURES

WATER EXPENDITURES	FY 2010 ACTUAL	FY 2011 ACTUAL	FY 2012 ACTUAL	FY 2013 ACTUAL	FY 2012 BUDGET	FY 2013 BUDGET	FY 2014 BUDGET	FY 2015 BUDGET	CHANGE
51-73-110 Salary & Wages (FT)	\$196,224	\$191,479	\$214,146	\$196,448	\$216,400	\$208,750	\$196,951	\$201,135	\$4,184
51-73-111 Overtime	\$356	\$785	\$1,208	\$904	\$3,350	\$3,500	\$3,128	\$3,342	\$214
51-73-120 Salary & Wages (PT)	\$5,941	\$6,661	\$4,618	\$8,091	\$10,150	\$6,000	\$10,000	\$4,162	(\$5,838)
51-73-150 Employee Benefits	\$111,572	\$106,428	\$115,006	\$107,872	\$124,800	\$122,750	\$114,263	\$129,818	\$15,555
51-73-200 Water Supplies	\$2,465	\$2,274	\$446	\$3,020	\$3,500	\$3,500	\$3,500	\$3,500	\$0
51-73-210 Dues & Subscriptions	\$1,625	\$1,555	\$1,275	\$1,450	\$2,000	\$2,000	\$2,000	\$2,000	\$0
51-73-211 Education & Training	\$1,203	\$2,566	\$1,482	\$2,727	\$3,500	\$3,500	\$3,500	\$6,000	\$2,500
51-73-240 Computer Expenses	\$2,037	\$3,000	\$0	\$1,548	\$3,000	\$3,000	\$3,000	\$3,000	\$0
51-73-260 Office Equipment	\$0	\$1,000	\$598	\$513	\$1,000	\$1,000	\$1,000	\$1,000	\$0
51-73-265 Tools & Equipment	\$981	\$1,787	\$3,144	\$11,964	\$4,500	\$12,500	\$13,500	\$13,500	\$0
51-73-280 Utilities	\$260,010	\$262,191	\$292,838	\$316,679	\$270,000	\$285,000	\$295,000	\$295,000	\$0
51-73-282 Blue Stakes	\$824	\$1,053	\$912	\$568	\$1,500	\$1,500	\$1,000	\$1,000	\$0
51-73-290 Communications/Telephone	\$1,593	\$1,672	\$1,238	\$2,319	\$2,000	\$2,000	\$2,000	\$2,000	\$0
51-73-310 Engineering Services	(\$50)	\$0	\$0	\$0	\$1,000	\$1,000	\$1,000	\$1,000	\$0
51-73-330 Professional/Technical	\$5,158	\$10,817	\$25,891	\$6,613	\$26,000	\$8,000	\$20,000	\$10,000	(\$10,000)
51-73-360 Meter Installation & Maintenance	\$6,084	\$17,810	\$31,277	\$34,845	\$30,000	\$35,000	\$25,000	\$25,000	\$0
51-73-470 Water Purchases - AF	\$95.75	\$0	\$0	\$1,380	\$0	\$0	\$0	\$0	\$0
51-73-471 Water Purchases - PG	\$14,450	\$17,683	\$17,723	\$17,723	\$17,700	\$18,000	\$18,000	\$18,000	\$0
51-73-472 Water Testing	\$3,551	\$5,572	\$2,398	\$3,907	\$6,500	\$6,500	\$6,500	\$6,500	\$0
51-73-510 Insurance	\$14,021	\$10,687	\$17,414	\$5,648	\$12,500	\$15,000	\$15,770	\$15,770	\$0
51-73-751 Water Construction Projects/Repair	\$32,308	\$8,394	\$8,691	\$18,018	\$30,000	\$40,000	\$35,300	\$40,000	\$4,700
51-73-800 Supplementary Water	\$114,034	\$119,403	\$109,856	\$109,396	\$120,000	\$120,000	\$120,000	\$132,000	\$12,000
51-73-801 PI Expenses	\$33,230	\$11,611	\$13,473	\$16,561	\$15,000	\$15,000	\$15,200	\$20,200	\$5,000
51-73-900 Credit Card Fees	\$8,813	\$11,808	\$12,158	\$14,447	\$12,000	\$13,000	\$13,000	\$18,000	\$5,000
51-73-950 Trustee Fees	\$3,100	\$4,700	\$4,700	\$5,200	\$4,700	\$4,700	\$4,700	\$4,700	\$0
51-73-955 Bond Interest	\$348,295	\$338,216	\$328,063	\$309,397	\$328,350	\$317,550	\$283,813	\$274,991	(\$8,822)
51-73-960 Depreciation - Water	\$384,509	\$402,558	\$402,557	\$406,224	\$408,000	\$412,000	\$412,000	\$412,000	\$0
51-73-965 Amortization - Bond Costs	\$7,429	\$7,429	\$7,430	\$7,710	\$7,450	\$7,450	\$7,450	\$7,450	\$0
51-73-975 Bad Debt	\$17,524	\$36,860	\$9,706	\$18,290	\$18,500	\$8,250	\$10,000	\$10,000	\$0
TOTAL	\$1,577,882	\$1,585,999	\$1,628,248	\$1,629,463	\$1,683,400	\$1,675,950	\$1,636,575	\$1,661,067	\$24,493

STORM DRAIN EXPENDITURES	FY 2010 ACTUAL	FY 2011 ACTUAL	FY 2012 ACTUAL	FY 2013 ACTUAL	FY 2012 BUDGET	FY 2013 BUDGET	FY 2014 BUDGET	FY 2015 BUDGET	CHANGE
51-72-110 Salary & Wages (FT)	\$0	\$124,965	\$123,388	\$112,156	\$130,850	\$147,000	\$137,948	\$143,617	\$5,669
51-72-111 Overtime	\$0	\$529	\$980	\$726	\$2,500	\$2,500	\$2,234	\$2,383	\$149
51-72-120 Salary & Wages (PT)	\$0	\$2,182	\$2,524	\$5,499	\$5,750	\$6,000	\$10,000	\$4,162	(\$5,838)
51-72-150 Employee Benefits	\$0	\$62,663	\$65,200	\$67,782	\$76,200	\$87,750	\$81,171	\$92,458	\$11,287
51-72-200 Storm Drain Supplies	\$0	\$971	\$321	\$209	\$3,000	\$3,000	\$3,000	\$3,000	\$0
51-72-210 Dues & Subscriptions	\$0	\$1,560	\$1,060	\$1,560	\$2,000	\$2,000	\$2,000	\$2,000	\$0
51-72-211 Education & Training	\$0	\$188	\$24	\$163	\$1,000	\$1,000	\$1,000	\$750	(\$250)
51-72-240 Computer Expenses	\$0	\$1,200	\$0	\$739	\$1,200	\$1,200	\$1,200	\$1,200	\$0
51-72-265 Tools & Equipment	\$0	\$1,045	\$1,179	\$410	\$2,000	\$2,000	\$3,000	\$3,000	\$0
51-72-290 Communications/Telephone	\$0	\$1,096	\$888	\$1,606	\$1,500	\$1,500	\$1,500	\$1,500	\$0
51-72-330 Professional/Technical	\$0	\$7,227	\$1,586	\$2,140	\$1,000	\$1,500	\$1,550	\$1,550	\$0
51-72-470 Testing	\$0	\$0	\$0	\$0	\$200	\$200	\$200	\$200	\$0
51-72-510 Insurance	\$0	\$4,275	\$4,275	\$2,260	\$5,000	\$6,000	\$6,310	\$6,310	\$0
51-72-751 Storm Drain Maintenance	\$17,461	\$46,779	\$28,540	\$15,009	\$80,000	\$40,000	\$84,500	\$84,500	\$0
51-72-960 Depreciation - Storm Drain	\$60,235	\$67,296	\$62,302	\$62,786	\$64,000	\$68,000	\$68,000	\$68,000	\$0
51-72-975 Bad Debt	\$1,962	\$964	\$692	\$1,384	\$2,500	\$1,250	\$750	\$750	\$0
TOTAL	\$79,657	\$322,939	\$292,958	\$274,429	\$378,700	\$370,900	\$404,363	\$415,379	\$11,016

SEWER EXPENDITURES	FY 2010 ACTUAL	FY 2011 ACTUAL	FY 2012 ACTUAL	FY 2013 ACTUAL	FY 2012 BUDGET	FY 2013 BUDGET	FY 2014 BUDGET	FY 2015 BUDGET	CHANGE
51-74-110 Salary & Wages (FT)	\$131,304	\$125,924	\$136,393	\$140,940	\$141,600	\$149,500	\$140,448	\$143,517	\$3,069
51-74-111 Overtime	\$286	\$531	\$755	\$761	\$2,100	\$2,500	\$2,234	\$2,383	\$149
51-74-120 Salary & Wages (PT)	\$3,900	\$4,519	\$3,844	\$6,109	\$7,950	\$6,000	\$10,000	\$4,162	(\$5,838)
51-74-150 Employee Benefits	\$73,394	\$68,207	\$70,837	\$77,318	\$79,950	\$88,500	\$81,921	\$92,396	\$10,475
51-74-200 Sewer Supplies	\$1,040	\$834	\$346	\$527	\$1,000	\$1,000	\$1,000	\$1,000	\$0
51-74-211 Education & Training	\$655	\$704	\$110	\$120	\$1,500	\$1,500	\$1,500	\$750	(\$750)
51-74-240 Computer Expenses	\$0	\$1,800	\$0	\$849	\$1,800	\$1,800	\$1,800	\$1,800	\$0
51-74-265 Tools & Equipment	\$506	\$0	\$804	\$246	\$1,000	\$1,000	\$1,000	\$1,000	\$0
51-74-280 Utilities	\$1,780	\$122	\$136	\$270	\$2,000	\$2,000	\$500	\$500	\$0
51-74-281 Postage	\$575	\$0	\$0	\$460	\$1,500	\$1,500	\$1,500	\$1,500	\$0
51-74-282 Blue Stakes	\$166	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
51-74-290 Communications/Telephone	\$1,325	\$1,164	\$827	\$1,653	\$1,500	\$1,500	\$1,500	\$1,500	\$0
51-74-310 Engineering Services	\$0	\$0	\$0	\$0	\$1,000	\$1,000	\$1,000	\$1,000	\$0
51-74-330 Professional/Technical	\$2,260	\$1,655	\$3,540	\$1,674	\$2,000	\$3,000	\$27,000	\$3,300	(\$23,700)
51-74-470 TSSD Billing	\$413,895	\$565,139	\$607,726	\$483,998	\$570,000	\$580,000	\$600,000	\$550,000	(\$50,000)
51-74-472 Sewer Television Expenses	\$0	\$0	\$10,144	\$0	\$2,000	\$2,000	\$2,000	\$2,000	\$0
51-74-473 Sewer Fee - AF	\$0	\$0	\$0	\$1,439	\$0	\$1,000	\$1,000	\$1,000	\$0
51-74-510 Insurance	\$14,021	\$6,412	\$6,412	\$3,403	\$7,500	\$9,000	\$9,500	\$9,500	\$0
51-74-751 Sewer Maintenance	\$0	\$0	\$0	\$16,244	\$0	\$0	\$3,000	\$3,000	\$0
51-74-752 Sewer Construction Projects	\$0	\$764	\$790	\$398	\$10,000	\$10,000	\$1,000	\$1,000	\$0
51-74-960 Depreciation - Sewer	\$128,806	\$128,806	\$129,205	\$136,509	\$138,000	\$141,500	\$141,500	\$145,000	\$3,500
51-74-975 Bad Debt	\$8,106	\$4,549	\$2,853	\$5,603	\$10,500	\$5,000	\$3,000	\$3,000	\$0
TOTAL	\$782,017	\$911,131	\$974,725	\$878,521	\$982,900	\$1,009,300	\$1,032,403	\$969,307	\$63,096

NON-OPERATING EXPENDITURES	FY 2010 ACTUAL	FY 2011 ACTUAL	FY 2012 ACTUAL	FY 2013 ACTUAL	FY 2012 BUDGET	FY 2013 BUDGET	FY 2014 BUDGET	FY 2015 BUDGET	CHANGE
51-75-820 Transfer to Capital Projects	\$0	\$76,681	\$77,131	\$75,850	\$77,900	\$75,850	\$89,732	\$478,856	\$389,124
51-75-911 Transfer to Motor Pool Fund	\$60,642	\$63,946	\$57,100	\$43,000	\$57,100	\$43,000	\$37,045	\$68,376	\$31,331
TOTAL	\$60,642	\$140,627	\$134,231	\$118,850	\$135,000	\$118,850	\$126,777	\$547,232	\$420,455

GRAND TOTALS	\$2,500,198	\$2,960,696	\$3,030,162	\$2,901,263	\$3,180,000	\$3,175,000	\$3,200,118	\$3,592,985	\$392,868
---------------------	--------------------	--------------------	--------------------	--------------------	--------------------	--------------------	--------------------	--------------------	------------------

Water, Sewer, & Storm Drain Fund Cash Flow Analysis

TOTAL BUDGETED LOSS	(\$161,356)
Less Debt Service	
2006 PI Bond Principal	(\$195,000)

2007 Well Bond Principal	(\$94,000)
2009 P12 Bond Principal	(\$58,000)
Less Capital Projects	
Water Stock	(\$5,000)
Plus Non-Cash Items	
Depreciation - Storm Drain	\$68,000
Depreciation - Water	\$412,000
Depreciation - Sewer	\$145,000
Amortization - Bond Costs	\$7,450
Accrued Interest Adjustment	(\$3,550)
TOTAL CASH INFLOW	\$115,544

MOTOR POOL REVENUES

	FY 2011 ACTUAL	FY 2012 ACTUAL	FY 2013 ACTUAL	FY 2013 BUDGET	FY 2014 BUDGET	FY 2015 BUDGET	CHANGE
60-30-100 Contribution from General Fund	\$71,255	\$132,500	\$104,000	\$104,000	\$88,105	\$82,198	(\$5,907)
60-30-200 Contribution from Water & Sewer Fund	\$63,946	\$57,100	\$43,000	\$43,000	\$37,045	\$68,376	\$31,331
60-30-300 Contribution from Community Recreation Fund	\$2,332	\$2,750	\$3,000	\$3,000	\$3,000	\$3,000	\$0
60-70-205 Gain on Sale of Assets	\$13,467	\$3,722	\$45,647	\$40,000	\$36,450	\$18,195	(\$18,255)
	\$151,000	\$196,072	\$195,647	\$190,000	\$164,600	\$171,768	\$7,168

MOTOR POOL EXPENDITURES

VEHICLE EXPENDITURES	FY 2011 ACTUAL	FY 2012 ACTUAL	FY 2013 ACTUAL	FY 2013 BUDGET	FY 2014 BUDGET	FY 2015 BUDGET	CHANGE
60-40-100 Gas & Oil - Admin	\$6,028	\$5,231	\$8,051	\$8,000	\$8,000	\$8,000	\$0
60-40-200 Vehicle Maintenance - Admin	\$888	\$626	\$2,552	\$1,000	\$1,000	\$1,000	\$0
60-40-300 Insurance - Admin	\$1,085	\$696	\$806	\$1,500	\$1,500	\$1,500	\$0
60-40-400 Gas & Oil - Bldg/Zoning	\$1,071	\$543	\$656	\$1,500	\$1,500	\$1,500	\$0
60-40-500 Vehicle Maintenance - Bldg/Zoning	\$563	\$196	\$104	\$500	\$500	\$500	\$0
60-40-600 Insurance - Bldg/Zoning	\$873	\$878	\$269	\$750	\$900	\$900	\$0
60-40-700 Gas & Oil - PW	\$29,610	\$25,314	\$21,481	\$35,000	\$32,000	\$32,000	\$0
60-40-800 Vehicle Maintenance - PW	\$5,576	\$7,050	\$6,682	\$10,000	\$12,000	\$12,000	\$0
60-40-900 Insurance - PW	\$5,631	\$4,413	\$4,031	\$6,750	\$6,750	\$6,750	\$0
60-40-930 Gas & Oil - Golf	\$1,375	\$0	\$1,787	\$1,750	\$1,750	\$1,750	\$0
60-40-940 Vehicle Maintenance - Golf	\$431	\$1,372	\$1,835	\$500	\$750	\$750	\$0
60-40-950 Insurance - Golf	\$525	\$348	\$269	\$750	\$500	\$500	\$0
60-40-905 Contingency	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	\$53,658	\$46,667	\$48,522	\$68,000	\$67,150	\$67,150	\$0

EQUIPMENT EXPENDITURES	FY 2010 ACTUAL	FY 2012 ACTUAL	FY 2013 ACTUAL	FY 2013 BUDGET	FY 2014 BUDGET	FY 2015 BUDGET	CHANGE
60-60-100 Capital Outlay	\$0	\$0	\$0	\$0	\$0	\$8,000	\$8,000
60-60-400 Rent Expense	\$16,858	\$16,250	\$17,219	\$17,000	\$22,000	\$22,000	\$0
60-70-200 Depreciation	\$88,324	\$81,092	\$79,777	\$105,000	\$75,450	\$74,618	(\$832)
	\$105,182	\$97,342	\$96,997	\$122,000	\$97,450	\$104,618	\$7,168

GRAND TOTAL	\$158,840	\$144,009	\$145,518	\$190,000	\$164,600	\$171,768	\$7,168
--------------------	------------------	------------------	------------------	------------------	------------------	------------------	----------------

CAPITAL OUTLAY

- 2015 Compact Truck (Zoning)
- 2015 1 Ton Flat-bed Truck (Public Works)
- 2015 1 Ton Truck (Public Works)
- 2015 1 Ton Truck (Public Works)
- 2015 ATV

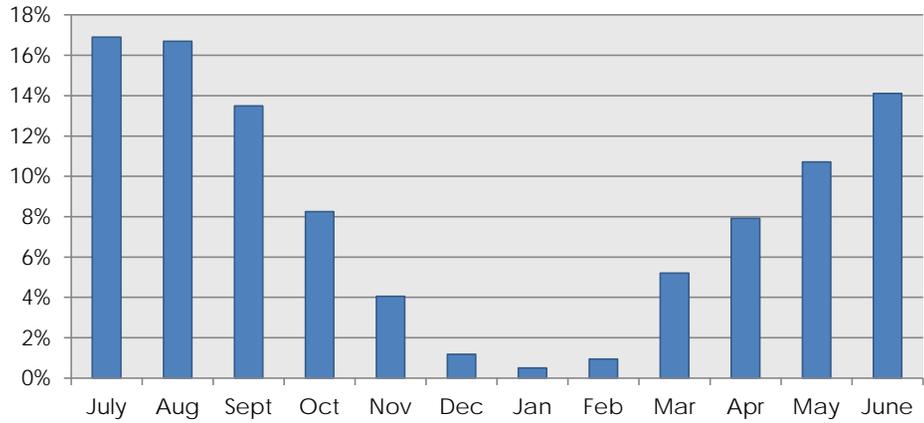
Green Fee Comparison for Revenue

<u>18 Holes</u>		<u>Units</u>	<u>Price Difference</u>	<u>Revenue Difference</u>
	Weekday	2262	\$1	\$2,262
	Weekend	3035	\$2	\$6,070
	Res Weekday	140	\$2	\$280
	Res Weekend	450	\$4	\$1,800
	Sr/Jr	61	\$2	\$122
	Val Pak	451	\$4	\$1,804
<u>9 Holes</u>				
	Weekday	5523	\$1	\$5,523
	Weekend	4769	\$2	\$9,538
	Res Weekday	638	\$2	\$1,276
	Res Weekend	1120	\$2	\$2,240
	Sr/Jr	265	\$1	\$265
	Val Pak	1301	\$2	\$2,602
<u>Punch Pass</u>				
	10@9	44	\$25	\$1,100
<u>Range</u>				
	Sm	1394	\$1	\$1,394
	Lg	2635	\$1	\$2,635
	Punch Pass	47	\$7	\$329
			<u>Total</u>	\$39,240

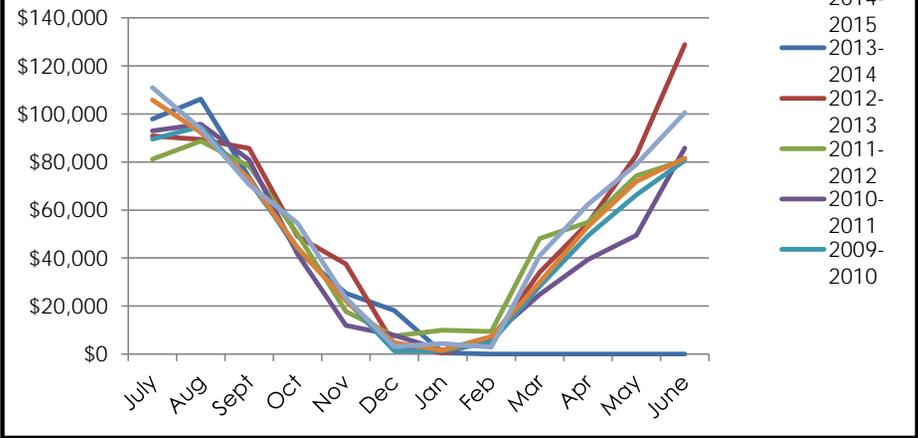
Golf Revenue Summary Monthly Trend

	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	Total
2014-2015													\$ -
2013-2014	\$ 97,909	\$ 106,279	\$ 73,647	\$ 42,969	\$ 25,313	\$ 18,165	\$ 541	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 364,823
2012-2013	\$ 90,824	\$ 89,397	\$ 85,701	\$ 48,998	\$ 37,470	\$ 3,875	\$ 392	\$ 5,995	\$ 34,075	\$ 54,546	\$ 82,905	\$ 128,915	\$ 663,091
2011-2012	\$ 81,109	\$ 88,663	\$ 78,180	\$ 49,956	\$ 17,730	\$ 7,613	\$ 9,925	\$ 9,359	\$ 48,168	\$ 54,931	\$ 74,203	\$ 80,820	\$ 600,657
2010-2011	\$ 92,990	\$ 95,792	\$ 80,901	\$ 41,613	\$ 11,881	\$ 7,886	\$ 1,578	\$ 7,175	\$ 24,747	\$ 39,379	\$ 49,508	\$ 85,857	\$ 539,306
2009-2010	\$ 89,474	\$ 94,864	\$ 72,059	\$ 44,118	\$ 22,491	\$ 1,296	\$ 1,344	\$ 4,902	\$ 28,291	\$ 49,369	\$ 66,275	\$ 80,685	\$ 555,169
2008-2009	\$ 105,852	\$ 92,270	\$ 72,991	\$ 44,269	\$ 22,171	\$ 4,800	\$ 1,580	\$ 7,310	\$ 29,970	\$ 53,145	\$ 71,895	\$ 81,606	\$ 587,858
2007-2008	\$ 110,951	\$ 93,720	\$ 70,602	\$ 54,537	\$ 23,358	\$ 3,189	\$ 4,411	\$ 2,968	\$ 40,975	\$ 62,353	\$ 79,045	\$ 100,462	\$ 646,572
Total	\$ 669,108	\$ 660,985	\$ 534,082	\$ 326,461	\$ 160,415	\$ 46,823	\$ 19,771	\$ 37,709	\$ 206,226	\$ 313,724	\$ 423,830	\$ 558,346	\$ 3,957,477
Avg %	16.91%	16.70%	13.50%	8.25%	4.05%	1.18%	0.50%	0.95%	5.21%	7.93%	10.71%	14.11%	100.00%

Average % of Annual Revenue



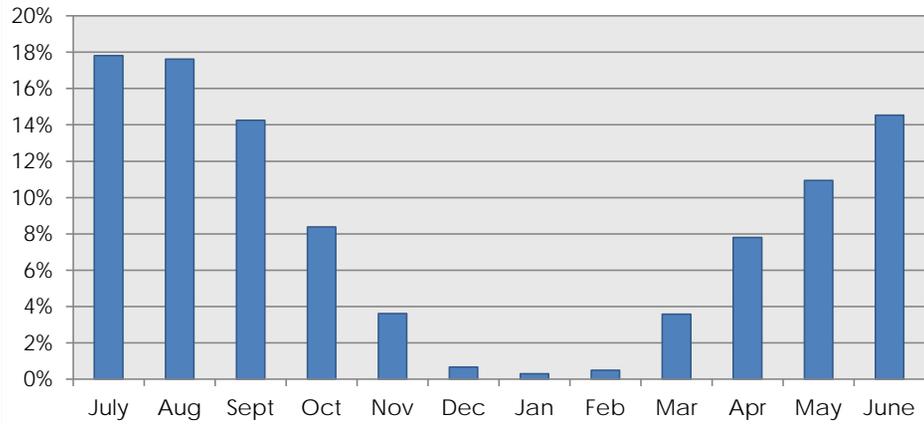
Monthly Revenue



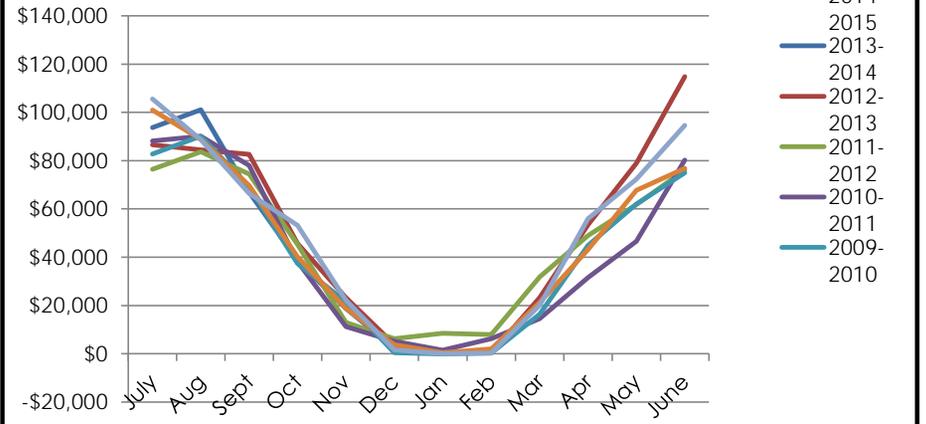
Gross Green Fee Revenue Monthly Trend

	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	Total
2014-2015													\$ -
2013-2014	\$ 93,774	\$ 101,143	\$ 66,916	\$ 38,633	\$ 18,743	\$ 2,429	\$ 110						\$ 321,748
2012-2013	\$ 86,546	\$ 84,452	\$ 82,663	\$ 45,676	\$ 23,275	\$ 3,812	\$ 392	\$ 345	\$ 23,306	\$ 53,411	\$ 79,002	\$ 114,881	\$ 597,761
2011-2012	\$ 76,460	\$ 83,743	\$ 74,456	\$ 45,231	\$ 12,926	\$ 6,255	\$ 8,476	\$ 7,995	\$ 31,764	\$ 49,016	\$ 61,839	\$ 76,129	\$ 534,289
2010-2011	\$ 88,175	\$ 90,149	\$ 78,017	\$ 38,120	\$ 11,284	\$ 5,223	\$ 1,524	\$ 6,287	\$ 14,594	\$ 31,527	\$ 46,669	\$ 80,193	\$ 491,760
2009-2010	\$ 82,720	\$ 90,174	\$ 69,149	\$ 37,413	\$ 21,533	\$ 382	\$ (67)	\$ 312	\$ 16,340	\$ 44,845	\$ 62,017	\$ 74,913	\$ 499,731
2008-2009	\$ 101,011	\$ 88,849	\$ 69,716	\$ 40,171	\$ 18,820	\$ 3,732	\$ 360	\$ 2,019	\$ 21,312	\$ 43,161	\$ 67,708	\$ 76,849	\$ 533,707
2007-2008	\$ 105,610	\$ 88,735	\$ 66,363	\$ 53,190	\$ 22,216	\$ 1,635	\$ -	\$ 269	\$ 20,089	\$ 56,017	\$ 72,379	\$ 94,634	\$ 581,138
Total	\$ 634,295	\$ 627,246	\$ 507,280	\$ 298,434	\$ 128,797	\$ 23,467	\$ 10,795	\$ 17,227	\$ 127,405	\$ 277,976	\$ 389,613	\$ 517,599	\$ 3,560,135
Avg %	17.82%	17.62%	14.25%	8.38%	3.62%	0.66%	0.30%	0.48%	3.58%	7.81%	10.94%	14.54%	100.00%

Average % of Annual Revenue



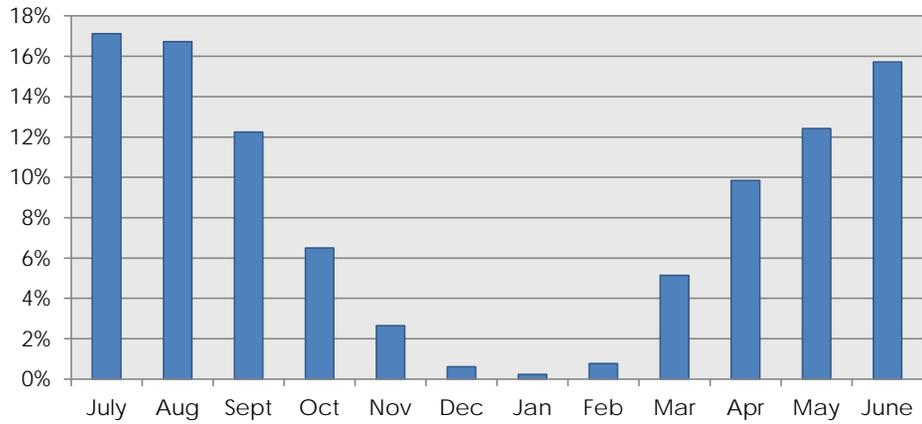
Monthly Revenue



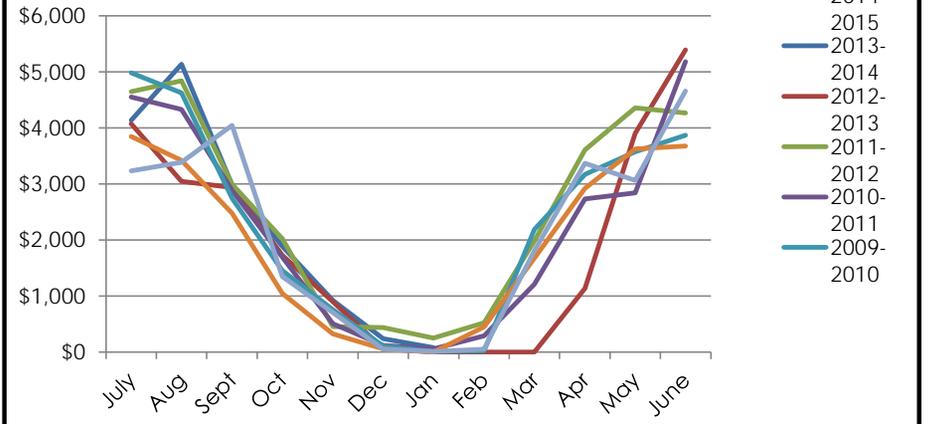
Practice Range Revenue Monthly Trend

	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	Total
2014-2015													\$ -
2013-2014	\$ 4,135	\$ 5,136	\$ 2,981	\$ 1,886	\$ 920	\$ 236	\$ 81						\$ 15,375
2012-2013	\$ 4,078	\$ 3,045	\$ 2,938	\$ 1,728	\$ 895	\$ 63	\$ -	\$ -	\$ -	\$ 1,135	\$ 3,903	\$ 5,394	\$ 23,178
2011-2012	\$ 4,649	\$ 4,839	\$ 2,994	\$ 2,025	\$ 454	\$ 438	\$ 249	\$ 524	\$ 1,982	\$ 3,611	\$ 4,360	\$ 4,267	\$ 30,391
2010-2011	\$ 4,550	\$ 4,332	\$ 2,884	\$ 1,693	\$ 507	\$ 118	\$ 54	\$ 288	\$ 1,213	\$ 2,732	\$ 2,840	\$ 5,184	\$ 26,396
2009-2010	\$ 4,984	\$ 4,625	\$ 2,745	\$ 1,456	\$ 755	\$ 109	\$ 11	\$ 25	\$ 2,187	\$ 3,169	\$ 3,577	\$ 3,872	\$ 27,514
2008-2009	\$ 3,846	\$ 3,422	\$ 2,475	\$ 1,047	\$ 321	\$ 58	\$ -	\$ 450	\$ 1,678	\$ 2,923	\$ 3,627	\$ 3,677	\$ 23,523
2007-2008	\$ 3,231	\$ 3,390	\$ 4,049	\$ 1,347	\$ 707	\$ 49	\$ 11	\$ 49	\$ 1,805	\$ 3,371	\$ 3,061	\$ 4,658	\$ 25,729
Total	\$ 29,472	\$ 28,789	\$ 21,066	\$ 11,183	\$ 4,559	\$ 1,071	\$ 406	\$ 1,336	\$ 8,864	\$ 16,940	\$ 21,366	\$ 27,053	\$ 172,106
Avg %	17.12%	16.73%	12.24%	6.50%	2.65%	0.62%	0.24%	0.78%	5.15%	9.84%	12.41%	15.72%	100.00%

Average % of Annual Revenue



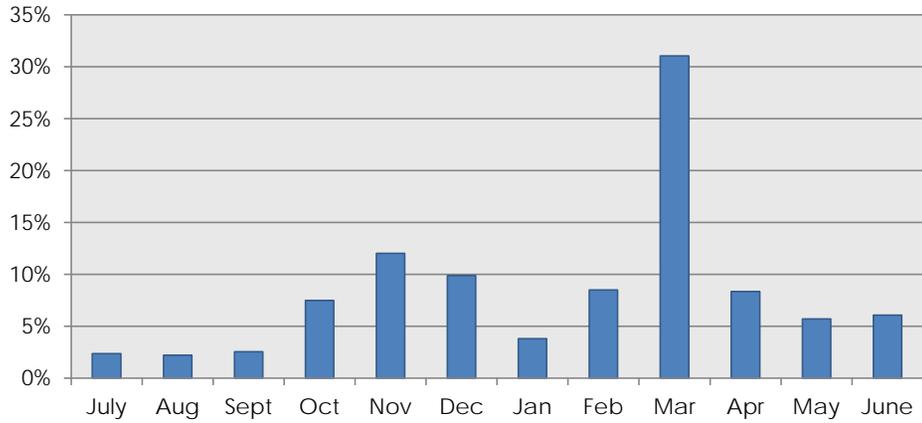
Monthly Revenue



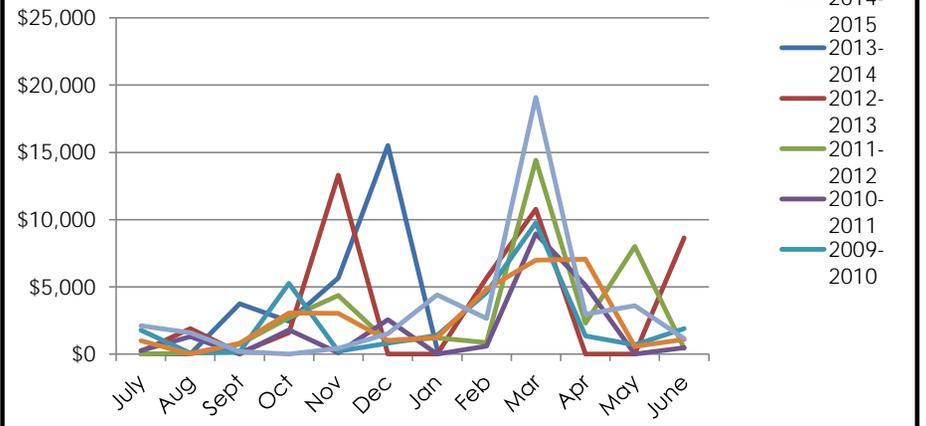
Season Pass/Punch Pass Revenue Monthly Trend

	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	Total
2014-2015													\$ -
2013-2014	\$ -	\$ -	\$ 3,750	\$ 2,450	\$ 5,650	\$ 15,500	\$ 350						\$ 27,700
2012-2013	\$ 200	\$ 1,900	\$ 100	\$ 1,594	\$ 13,300	\$ -	\$ -	\$ 5,650	\$ 10,769	\$ -	\$ -	\$ 8,640	\$ 42,153
2011-2012	\$ -	\$ 80	\$ 730	\$ 2,700	\$ 4,350	\$ 920	\$ 1,200	\$ 840	\$ 14,423	\$ 2,305	\$ 8,005	\$ 424	\$ 35,977
2010-2011	\$ 265	\$ 1,310	\$ -	\$ 1,800	\$ 90	\$ 2,545	\$ -	\$ 600	\$ 8,940	\$ 5,120	\$ -	\$ 480	\$ 21,150
2009-2010	\$ 1,770	\$ 65	\$ 165	\$ 5,250	\$ 203	\$ 805	\$ 1,400	\$ 4,565	\$ 9,765	\$ 1,355	\$ 681	\$ 1,900	\$ 27,924
2008-2009	\$ 995	\$ -	\$ 800	\$ 3,050	\$ 3,030	\$ 1,010	\$ 1,220	\$ 4,841	\$ 6,980	\$ 7,062	\$ 560	\$ 1,080	\$ 30,628
2007-2008	\$ 2,110	\$ 1,595	\$ 190	\$ -	\$ 435	\$ 1,505	\$ 4,400	\$ 2,650	\$ 19,080	\$ 2,965	\$ 3,605	\$ 1,170	\$ 39,705
Total	\$ 5,340	\$ 4,950	\$ 5,735	\$ 16,844	\$ 27,058	\$ 22,285	\$ 8,570	\$ 19,146	\$ 69,956	\$ 18,807	\$ 12,851	\$ 13,694	\$ 225,237
Avg %	2.37%	2.20%	2.55%	7.48%	12.01%	9.89%	3.80%	8.50%	31.06%	8.35%	5.71%	6.08%	100.00%

Average % of Annual Revenue



Monthly Revenue



	Fox Hollow 2012 Actual	Fox Hollow 2013 Budget	Cedar Hills 2013 Actual	Cedar Hills 2014 Budget	Cedar Hills 2015 Tent. Bud	Payson 2013 Actual	Spanish Fork 2013 Actual	Springville 2013 Actual	Salt Lake County 2013 Actual	Salt Lake County Prorated Div by 6
Total Revenue	721,236	748,890	850,518	656,000	678,500	671,586	766,457	817,532	6,998,323	1,166,387
Total Expenses	914,404	965,999	1,046,368	771,716	783,119	831,535	740,927	845,924	7,234,404	1,205,734
Net Income	(193,168)	(217,109)	(195,849)	(115,716)	(104,619)	(159,949)	25,530	(28,392)	(236,081)	(39,347)
Cash infusions		217,109	195,849	115,716	104,619	159,949	(25,530)	28,392	236,081	39,347
Debt Service		358,152	361,076	360,820	360,820	-	-	-	-	-
Total Budgeted Cash Subsidy		575,261	556,925	476,536	465,439	159,949	(25,530)	28,392	236,081	39,347

Sources: Pleasant grove 2014 adopted budget, Cedar Hills Golf preliminary budget, Financial statements of other governmental entities

General Notes:

Proshop revenues & expenses are usually the Golf Manager's at other courses. Events & concessions moved in 2014 budget to the General fund. Together they lost approximately \$50,000 during 2013. But in 2014 Events and concessions are expected to have positive cash flow in the General fund.

Green Fee Rates

Cedar Hills Golf Club

	<u>Walking 9</u>	<u>Riding 9</u>	<u>Walking 18</u>	<u>Riding 18</u>
Weekday	\$13.00	\$20.00	\$25.00	\$39.00
Weekend/Holiday	\$16.00	\$23.00	\$30.00	\$44.00
Trail Fee		\$4.00		\$8.00

Fox Hollow

	<u>Walking 9</u>	<u>Riding 9</u>	<u>Walking 18</u>	<u>Riding 18</u>
Weekday	\$14.00	\$22.00	\$26.00	\$41.00
Weekend/Holiday	\$16.00	\$24.00	\$30.00	\$45.00
Trail Fee		\$4.00		\$8.00

East Bay

	<u>Walking 9</u>	<u>Riding 9</u>	<u>Walking 18</u>	<u>Riding 18</u>
Weekday	\$14.00	\$21.00	\$28.00	\$42.00
Weekend/Holiday	\$15.00	\$22.00	\$30.00	\$44.00

Thanksgiving Point

	<u>Walking 9</u>	<u>Riding 9</u>	<u>Walking 18</u>	<u>Riding 18</u>
Weekday		\$38.00		\$67.00
Weekend/Holiday		\$48.00		\$87.00
<i>Carts Mandatory!!</i>				

Sleepy Ridge

	<u>Walking 9</u>	<u>Riding 9</u>	<u>Walking 18</u>	<u>Riding 18</u>
Weekday	\$15.00	\$20.00	\$25.00	\$35.00
Weekend/Holiday	\$15.00	\$24.00	\$30.00	\$45.00

Talons Cove

	<u>9 Walking</u>	<u>9 Riding</u>	<u>18 Walking</u>	<u>18 Riding</u>
Weekday	\$15.00	\$23.00	\$30.00	\$45.00
Weekend/Holiday	\$18.00	\$26.00	\$34.00	\$49.00

Spanish Oaks

	<u>Walking 9</u>	<u>Riding 9</u>	<u>Walking 18</u>	<u>Riding 18</u>
Weekday	\$13.00	\$20.00	\$26.00	\$40.00
Weekend/Holiday	\$14.00	\$21.00	\$28.00	\$42.00
Trail Fee		\$6.00		\$6.00

Hobble Creek

	<u>Walking 9</u>	<u>Riding 9</u>	<u>Walking 18</u>	<u>Riding 18</u>
Weekday	\$14.00	\$22.00	\$28.00	\$44.00
Weekend/Holiday	\$15.00	\$23.00	\$30.00	\$46.00

Ranches

	<u>9 Walking</u>	<u>9 Riding</u>	<u>18 Walking</u>	<u>18 Riding</u>
weekday		\$22		\$42
weekend/Holiday		\$23		\$45



CITY OF CEDAR HILLS

TO:	Mayor and City Council
FROM:	David Bunker
DATE:	3/19/2014

City Council
Agenda Item

SUBJECT:	Discussion on Jurisdictional Transfer of SR-146/Canyon Road to City of Cedar Hills
APPLICANT PRESENTATION:	
STAFF PRESENTATION:	David Bunker
BACKGROUND AND FINDINGS:	
PREVIOUS LEGISLATIVE ACTION:	
FISCAL IMPACT:	
SUPPORTING DOCUMENTS:	
RECOMMENDATION:	
MOTION:	No motion. Discussion only.