

PUBLIC HEARING AND CITY COUNCIL MEETING
Tuesday, February 2, 2010 7:00 p.m.
Public Safety Building
3925 W Cedar Hills Drive, Cedar Hills, Utah

This meeting may be held electronically via telephone to permit one or more of the council members to participate.

NOTICE is hereby given that the City Council of the City of Cedar Hills, Utah, will hold a Public Hearing in connection with their Regular City Council Meeting on Tuesday, February 2, 2010, beginning at 7:00 p.m.

COUNCIL MEETING

1. Call to Order, Invocation and Pledge
2. 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 HEARINGS

3. Amendments to the Fiscal Year 2010 Budget (July 1, 2009 to June 30, 2010)

CONSENT AGENDA

4. Minutes from the January 19, 2010, Regular City Council Meeting

SCHEDULED ITEMS

5. Review/Action on the Concept/Preliminary/Final Plat for a 1-Lot Subdivision Located at Approximately 3800 West and Box Elder Drive
6. Presentation of Second Quarter Financial Statements
7. Review/Action on Amendments to the Fiscal Year 2010 Budget (July 1, 2009 to June 30, 2010)
8. Review/Action on Resolution Adopting Fees (business licensing fees)
9. Discussion/Presentation Regarding the New Quail Run Charter School Located in Pleasant Grove
10. Review/Action on Provo Reservoir Canal Rights-Of-Ways Greenway Interlocal Agreement
11. Review/Action on Resolution Setting Park Reservation Policies and Park Regulations
12. Review/Action on Appointment and Swearing in of City Treasurer, City Recorder, and Deputy City Recorder; and Appointment of Finance Director/City Accountant, Community Services Director, Chief Building Official/Zoning Administrator, and City Engineer/Public Works Director
13. Review/Action on City Council Assignments
14. City Manager Report and Discussion

MAYOR AND COUNCIL REPORTS

15. Board and Committee Reports

EXECUTIVE SESSION

16. Motion to go into Executive Session, Pursuant to Utah State Code 52-4-205
* * * EXECUTIVE SESSION * * *
17. Motion to Adjourn Executive Session and Reconvene City Council Meeting

ADJOURNMENT

18. Adjourn

Posted this 28th day of January, 2010.

Kim E. Holindrake, City Recorder

- Supporting documentation for this agenda is posted on the City's Web Site 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 least 48 hours in advance of the meeting to be held.
- The order of agenda items may change to accommodate the needs of the City Council, the staff, and the public.



CITY OF CEDAR HILLS

TO:	Mayor and City Council
FROM:	Greg Robinson, Assistant City Manager
DATE:	2/2/2010

City Council Agenda Item

SUBJECT:	Review/Action on the Concept/Preliminary/Final Plat for a 1-Lot Subdivision Located at Approximately 3800 West and Box Elder Drive
APPLICANT PRESENTATION:	David Blake
STAFF PRESENTATION:	Greg Robinson, Assistant City Manager

BACKGROUND AND FINDINGS:

This item will be up for action at the February 28, Planning Commission Meeting; staff will give the City Council an update at the council meeting. The reason for this item coming to the council so quickly is to accommodate the applicant, but there staff does not see any major issues with this subdivision.

Staff has reviewed the subdivision and feels that it meets all the requirements for a metes and bounds subdivision. Because of the changes the need to dedicate property to the City is no longer necessary, the driveway access grade is allowed, and the developer is working with staff to get the appropriate improvement bonding in place. Because this will not be a recorded document the applicant will need to provide a description and dedication of the utility easement to the City.

Lastly, staff has reviewed City Code and cannot see that there is any way that a phased PRD is possible unless all development is started before the normal 1 year approval expiration date has past.

PREVIOUS LEGISLATIVE ACTION:

12/01/2009 - MOTION: C. Jackman - To continue this item and request to show a building envelope to ensure proposed laterals will service the lot, show proposed drive access and compliance with access grades, make sure dedication of sidewalk is clear and any resulting change keeps the lot at 1 acre, bonding estimates shall be completed by Northern Engineering and shall include road cut, sewer laterals, sidewalk improvements, etc., that the developer is aware how the general plan with future roads affects ability to develop future plans, show slopes as part of the building envelope, instruct staff to verify that there can or can't be other options such as a phased PRD or combine the lot with another existing subdivision.

FISCAL IMPACT:

N/A

SUPPORTING DOCUMENTS:

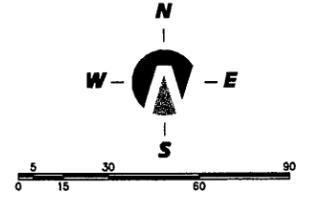
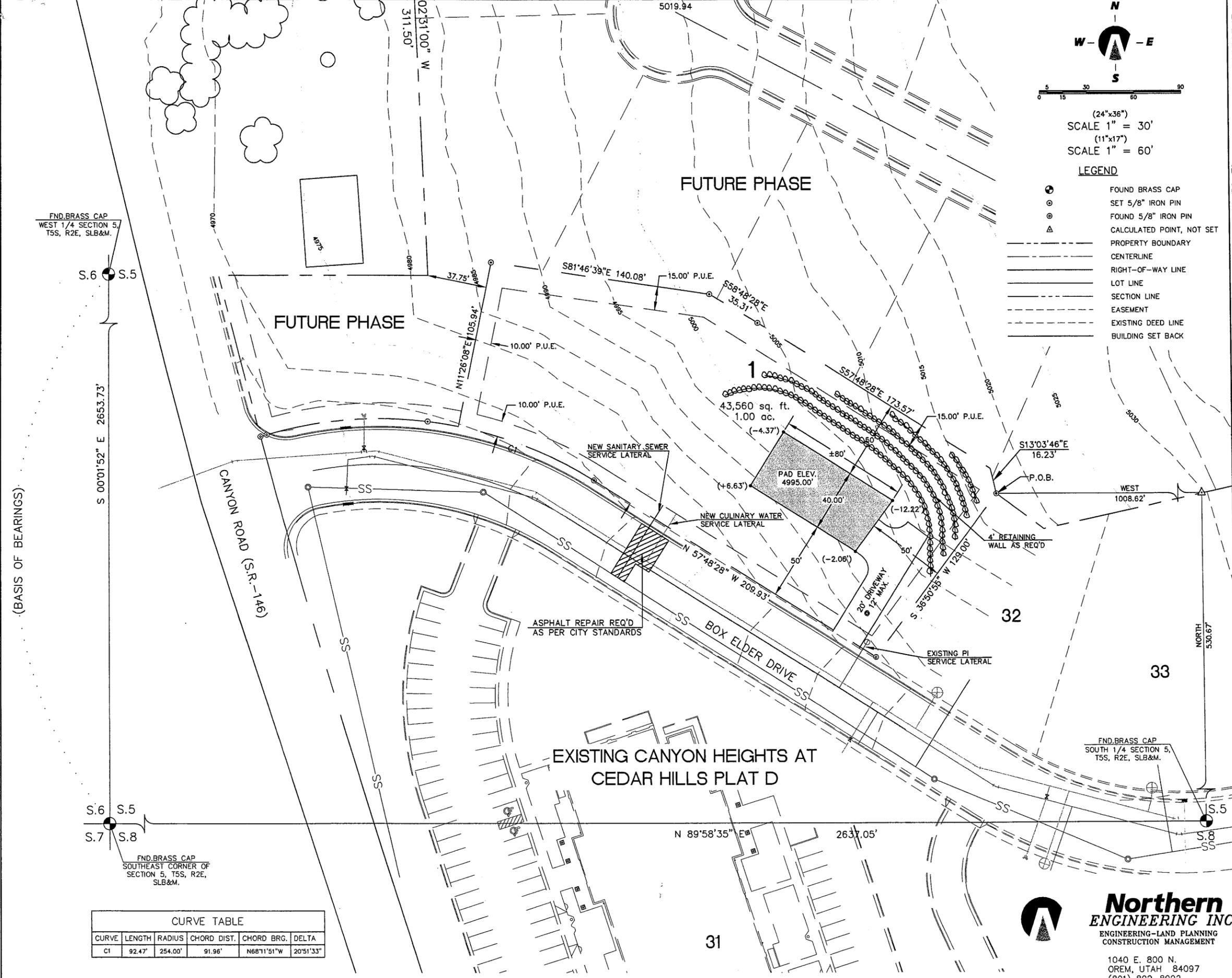
The David Blake Plat

RECOMMENDATION:

Review the plat to ensure that it meets subdivision requirements found in City Code 11-1-3, and verify with staff that the bonding and easements are in place.

MOTION:

To approval/not approve the concept/preliminary/final plat for the subdivision located at approximately 3800 West and Box Elder Drive, subject to...



(24"x36")
 SCALE 1" = 30'
 (11"x17")
 SCALE 1" = 60'

LEGEND

- ⊙ FOUND BRASS CAP
- ⊙ SET 5/8" IRON PIN
- ⊙ FOUND 5/8" IRON PIN
- △ CALCULATED POINT, NOT SET
- PROPERTY BOUNDARY
- CENTERLINE
- RIGHT-OF-WAY LINE
- LOT LINE
- SECTION LINE
- EASEMENT
- EXISTING DEED LINE
- BUILDING SET BACK

SURVEYOR'S CERTIFICATE
 I, ROBBIN J. MULLEN, DO HEREBY CERTIFY THAT I AM A REGISTERED LAND SURVEYOR, AND THAT I HOLD A LICENSE IN ACCORDANCE WITH TITLE 58, CHAPTER 22, PROFESSIONAL ENGINEERS AND LAND SURVEYORS LICENSING ACT, UTAH CODE ANNOTATED, 1953 AS AMENDED, CERTIFICATE NO. 368356. I FURTHER CERTIFY THAT BY AUTHORITY OF THE OWNERS, I HAVE MADE A SURVEY OF THE TRACT OF LAND SHOWN ON THIS PLAT AND DESCRIBED BELOW, HAVE SUBDIVIDED SAID TRACT OF LAND INTO LOTS, STREETS, AND EASEMENTS, HAVE COMPLETED A SURVEY OF THE PROPERTY DESCRIBED ON THIS PLAT IN ACCORDANCE WITH SECTION 17-23-17, UTAH CODE ANNOTATED, 1953 AS AMENDED, HAVE VERIFIED ALL MEASUREMENTS, AND HAVE PLACED MONUMENTS AS REPRESENTED ON THE PLAT. I FURTHER CERTIFY THAT EVERY EXISTING RIGHT-OF-WAY AND EASEMENT GRANT OF RECORD FOR UNDERGROUND FACILITIES, AS DEFINED IN SECTION 54-80-2, UTAH CODE ANNOTATED, 1953 AS AMENDED, AND FOR OTHER UTILITY FACILITIES, IS ACCURATELY DESCRIBED ON THIS PLAT, AND THAT THIS PLAT IS TRUE AND CORRECT.

DATE _____ ROBBIN J. MULLEN, P.L.S.

MEETS & BOUNDS DESCRIPTION

A PARCEL OF LAND LYING IN THE SOUTHWEST QUARTER OF SECTION 5, TOWNSHIP 5 SOUTH, RANGE 2 EAST, SALT LAKE BASE AND MERIDIAN, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:
 COMMENCING AT A BRASS CAP MONUMENT MARKING THE SOUTH 1/4 CORNER OF SECTION 5, THENCE NORTH 530.67 FEET; THENCE WEST 1008.62 FEET TO THE REAL POINT OF BEGINNING;
 SAID POINT BEING THE NORTH WEST CORNER OF LOT 32 OF CANYON HEIGHTS AT CEDAR HILLS PLAT "D" THENCE S.36°50'55"W ALONG SAID LOT 32 A DISTANCE OF 129.00 FEET TO A POINT ON THE NORTH R.O.W. OF BOX ELDER DRIVE; THENCE N.57°48'28"W ALONG SAID RIGHT-OF-WAY A DISTANCE OF 209.93 FEET; TO A POINT OF CURVATURE OF A 254.00-FOOT RADIUS TANGENT CURVE TO THE LEFT; THENCE NORTHWESTERLY ALONG SAID ARC OF SAID CURVE 92.47 FEET, HAVING A CENTRAL ANGLE OF 20°51'33" AND A CHORD THAT BEARS N.68°11'51"W, A LONG SAID RIGHT-OF-WAY A DISTANCE OF 91.96 FEET; THENCE N.11°26'08"E. A DISTANCE OF 105.94 FEET; THENCE S.81°46'39"E. A DISTANCE OF 140.08 FEET; THENCE S.58°48'28"E. A DISTANCE OF 35.31 FEET; THENCE S.57°48'28"E. A DISTANCE OF 173.57 FEET; THENCE S.13°03'46"E. A DISTANCE OF 16.23 FEET TO THE POINT OF BEGINNING, CONTAINING 1.00 ACRES OF LAND.

**EASEMENTS DEDICATION
 (PURSUANT TO SEPARATE EASEMENT DOCUMENT)**

KNOW ALL MEN BY THESE PRESENTS THAT WE, ALL OF THE UNDERSIGNED OWNERS OF ALL THE PROPERTY DESCRIBED IN THE SURVEYOR'S CERTIFICATE HERON AND SHOWN ON THIS MAP, HAVE CAUSED THE SAME TO BE SUBDIVIDED INTO LOTS, STREETS, AND EASEMENTS AND DO HEREBY DEDICATE THE STREETS AND OTHER PUBLIC AREAS AS INDICATED HERON FOR PERPETUAL USE OF THE PUBLIC.

CITY COUNCIL

APPROVED THIS _____ DAY OF _____ A.D. 20____, BY THE CITY OF CEDAR HILLS CITY COUNCIL.

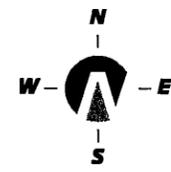
PLANNING COMMISSION APPROVAL

APPROVED THIS _____ DAY OF _____ A.D. 20____, BY THE CITY OF CEDAR HILLS PLANNING COMMISSION.

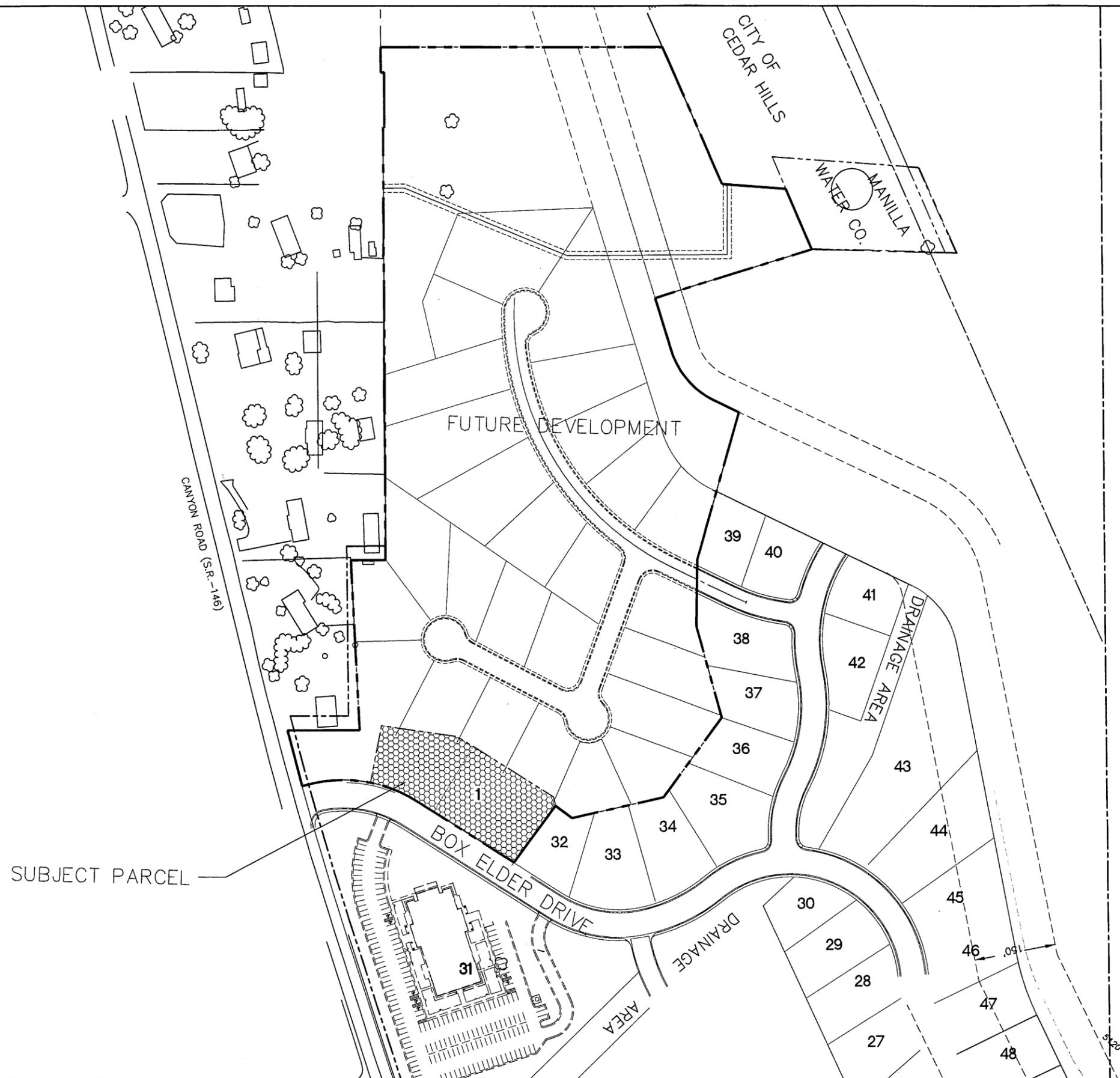
DIRECTOR - SECRETARY _____ CHAIRMAN, PLANNING COMMISSION _____

CURVE TABLE					
CURVE	LENGTH	RADIUS	CHORD DIST.	CHORD BRG.	DELTA
C1	92.47'	254.00'	91.96'	N68°11'51"W	20°51'33"

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



(24"x36")
 SCALE 1" = 100'
 (11"x17")
 SCALE 1" = 200'



SUBJECT PARCEL

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

NO.	REVISIONS	BY	DATE	DESIGNED BY:	DATE:
5				DRAWN BY:	DATE:
4				CHECKED BY:	DATE:
3				APPROVED:	DATE:
2				COGO FILE:	DATE:
1				REV. COGO FILE:	DATE:



Northern
 ENGINEERING-INC
 ENGINEERING-LAND PLANNING
 CONSTRUCTION MANAGEMENT

1040 E. 800 N.
 OREM, UTAH 84097
 (801) 802-8992

DAVID BLAKE CEDAR HILLS

AREA MAP

JOB NO.
 3-07-014-01

SHEET NO.
 1



CITY OF CEDAR HILLS

TO:	Mayor Richardson and City Council
FROM:	Konrad Hildebrandt, City Manager
DATE:	1/27/2010

City Council Agenda

SUBJECT:	Second Quarter Financials - 2010
APPLICANT PRESENTATION:	
STAFF PRESENTATION:	Becky Tehero
BACKGROUND AND FINDINGS:	
PREVIOUS LEGISLATIVE ACTION:	
FISCAL IMPACT:	
SUPPORTING DOCUMENTS:	Second quarter preliminary financials and PTIF statements (PTIF statements are included to show accurate impact fee balances after internal impact fee audit)
RECOMMENDATION:	To review the attached financial statements
MOTION:	

CITY OF CEDAR HILLS
COMBINED CASH INVESTMENT
DECEMBER 31, 2009

COMBINED CASH ACCOUNTS

01-11110	CASH - CHECKING-WELLS & AF	476,231.05
01-11610	PTIF - GENERAL #0216	710,043.02
01-11611	PTIF - B&C ROADS #3145	1,024,425.49
01-11612	PTIF - CARE TAX #5290	5,293.08
01-11750	CASH CLEARING - UTILITY	(77.78)
01-11775	CASH CLEARING - A/R	(193.00)
		<u> </u>
	TOTAL COMBINED CASH	2,215,721.86
01-10100	CASH ALLOCATED TO OTHER FUNDS	(2,215,721.86)
		<u> </u>
	TOTAL UNALLOCATED CASH	<u> .00</u>

CASH ALLOCATION RECONCILIATION

10	ALLOCATION TO GENERAL FUND	1,113,833.68
40	ALLOCATION TO CAPITAL PROJECT FUND	1,374,703.56
51	ALLOCATION TO WATER AND SEWER FUND	765,300.33
60	ALLOCATION TO MOTOR POOL FUND	47,904.20
75	ALLOCATION TO GOLF COURSE FUND	(1,086,019.91)
		<u> </u>
	TOTAL ALLOCATIONS TO OTHER FUNDS	2,215,721.86
	ALLOCATION FROM COMBINED CASH FUND - 01-10100	(2,215,721.86)
		<u> </u>
	ZERO PROOF IF ALLOCATIONS BALANCE	<u> .00</u>

CITY OF CEDAR HILLS
BALANCE SHEET
DECEMBER 31, 2009

GENERAL FUND

<u>ASSETS</u>		
10-10100	CASH - COMBINED FUND	1,113,833.68
10-13100	ACCOUNTS RECEIVABLE	42,974.87
10-13105	ALLOWANCE FOR DOUBTFUL ACCTS	(12,441.24)
10-13110	ACCTS REC - GARBAGE BILLINGS	43,807.99
10-13115	ALLOWANCE FOR DOUBTFUL ACCTS	(4,000.00)
10-13150	AR- FRANCHISE TAXES *	44,375.72
10-13155	AR- INTERGOVERNMENTAL *	260,836.33
10-13200	DUE FROM OTHER FUNDS (Golf Course Reconfiguration)	550,000.00
10-13500	TAXES RECEIVABLE *	1,020,000.00
	TOTAL ASSETS	<u>3,059,387.35</u>
<u>LIABILITIES AND EQUITY</u>		
<u>LIABILITIES</u>		
10-20200	ACCOUNTS PAYABLE	5,591.60
10-22225	EMPLOYEE BENEFIT ACCRUAL *	60,281.15
10-22270	URS RETIREMENT/401K PAYABLE	494.38
10-22290	MISC DEDUCTIONS PAYABLE	.01
10-22400	INSURANCE PAYABLE	8.60
10-22600	DEVELOPER DEPOSIT	18,589.40
	TOTAL LIABILITIES	84,965.14
<u>FUND EQUITY *</u>		
10-26000	DEFERRED ASSESSMENT REVENUE	1,020,000.00
	UNAPPROPRIATED FUND BALANCE:	
10-29800	FUND BALANCE - BEGINNING OF YR	1,464,345.61
	REVENUE OVER EXPENDITURES - YTD	490,076.60
	BALANCE - CURRENT DATE	<u>1,954,422.21</u>
	TOTAL FUND EQUITY	<u>2,974,422.21</u>
	TOTAL LIABILITIES AND EQUITY	<u>3,059,387.35</u>

*BALANCE ADJUSTED AT THE END OF THE FISCAL YEAR (i.e. JUNE 30, 2010)

CITY OF CEDAR HILLS
REVENUES WITH COMPARISON TO BUDGET
FOR THE 6 MONTHS ENDING DECEMBER 31, 2009

GENERAL FUND

	PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEARNED	PCNT
<u>TAXES</u>					
10-31-100 PROPERTY TAXES (Additional \$ in January)	520,497.20	520,497.20	580,000.00	59,502.80	89.7
10-31-150 MOTOR VEHICLE TAXES	62,946.97	62,946.97	120,000.00	57,053.03	52.5
10-31-200 DELINQUENT TAXES	25,653.84	25,653.84	60,000.00	34,346.16	42.8
10-31-250 PENALTY & INTEREST - TAXES	1,023.16	1,023.16	3,000.00	1,976.84	34.1
10-31-300 SALES & USE TAXES	452,418.39	452,418.39	973,370.00	520,951.61	46.5
10-31-350 CARE TAX	14,476.09	14,476.09	.00	(14,476.09)	.0
10-31-400 FRANCHISE TAXES	152,239.48	152,239.48	310,000.00	157,760.52	49.1
10-31-500 TELECOM TAX	46,487.38	46,487.38	100,000.00	53,512.62	46.5
TOTAL TAXES	1,275,742.51	1,275,742.51	2,146,370.00	870,627.49	59.4
<u>LICENSES AND PERMITS</u>					
10-32-190 BUSINESS LICENSE (Only at 25%)	6,957.00	6,957.00	28,000.00	21,043.00	24.9
10-32-200 BUILDING PERMITS	23,731.94	23,731.94	45,000.00	21,268.06	52.7
10-32-260 MISCELLANEOUS LICENSES/PERMITS	928.29	928.29	1,000.00	71.71	92.8
TOTAL LICENSES AND PERMITS	31,617.23	31,617.23	74,000.00	42,382.77	42.7
<u>INTERGOVERNMENTAL REVENUE</u>					
10-33-400 LPPSD RENT	16,200.00	16,200.00	16,200.00	.00	100.0
10-33-500 CLASS "C" ROADS FUND	119,271.96	119,271.96	220,000.00	100,728.04	54.2
10-33-600 LIQUOR ALLOTMENT	5,568.16	5,568.16	5,000.00	(568.16)	111.4
TOTAL INTERGOVERNMENTAL REVENUE	141,040.12	141,040.12	241,200.00	100,159.88	58.5
<u>FEES</u>					
10-34-100 ENGINEERING INSPECTION FEES	6,982.70	6,982.70	7,500.00	517.30	93.1
10-34-110 GARBAGE FEES	186,629.32	186,629.32	345,000.00	158,370.68	54.1
10-34-120 RECYCLING	14,658.92	14,658.92	40,000.00	25,341.08	36.7
10-34-150 FEE IN LIEU OF TAXES	1,349.56	1,349.56	1,000.00	(349.56)	135.0
10-34-200 PENALTY FEES	3,255.92	3,255.92	1,000.00	(2,255.92)	325.6
10-34-250 INSPECTION FEES	47.00	47.00	1,000.00	953.00	4.7
10-34-300 APPLICATION & PROCESSING FEES	200.00	200.00	1,000.00	800.00	20.0
10-34-350 ZONING VIOLATION FEE	1,820.00	1,820.00	.00	(1,820.00)	.0
10-34-400 PLAN CHECK FEES	7,905.05	7,905.05	15,000.00	7,094.95	52.7
TOTAL FEES	222,848.47	222,848.47	411,500.00	188,651.53	54.2

CITY OF CEDAR HILLS
 REVENUES WITH COMPARISON TO BUDGET
 FOR THE 6 MONTHS ENDING DECEMBER 31, 2009

		GENERAL FUND				
		PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEARNED	PCNT
<u>RECREATION & CULTURE REVENUE</u>						
10-35-100	RECREATION & FESTIVAL INCOME	897.00	897.00	25,000.00	24,103.00	3.6
10-35-110	RECREATION PROGRAMS	23,767.00	23,767.00	30,000.00	6,233.00	79.2
10-35-120	OTHER RECREATION REVENUE	50.00	50.00	.00	(50.00)	.0
	TOTAL RECREATION & CULTURE REVENUE	24,714.00	24,714.00	55,000.00	30,286.00	44.9
<u>MISCELLANEOUS REVENUE</u>						
10-36-100	INTEREST INCOME	5,385.03	5,385.03	20,000.00	14,614.97	26.9
10-36-700	SALE OF FIXED ASSETS	36,580.00	36,580.00	.00	(36,580.00)	.0
10-36-800	TRANSFER IN	.00	.00	195,500.00	195,500.00	.0
10-36-851	J-2 BOND REVENUE	126,528.10	126,528.10	.00	(126,528.10)	.0
10-36-900	OTHER INCOME	17,258.61	17,258.61	5,000.00	(12,258.61)	345.2
	TOTAL MISCELLANEOUS REVENUE	185,751.74	185,751.74	220,500.00	34,748.26	84.2
	TOTAL FUND REVENUE	1,881,714.07	1,881,714.07	3,148,570.00	1,266,855.93	59.8
	(Includes Reditherm Recycling, Rapidwave LLC, Arbor Day Grant, \$3,000 HOA contribution, etc.)					

CITY OF CEDAR HILLS
EXPENDITURES WITH COMPARISON TO BUDGET
FOR THE 6 MONTHS ENDING DECEMBER 31, 2009

GENERAL FUND

	PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
<u>GENERAL GOVERNMENT</u>					
10-40-200 MATERIALS & SUPPLIES	3,960.69	3,960.69	12,600.00	8,639.31	31.4
10-40-220 NEWSLETTER/UTILITY BILLING	10,078.65	10,078.65	22,000.00	11,921.35	45.8
10-40-221 LEGAL ADVERTISING	1,555.17	1,555.17	5,000.00	3,444.83	31.1
10-40-240 COMPUTER EXPENSES	603.22	603.22	5,000.00	4,396.78	12.1
10-40-250 REPAIRS & MAINTENANCE	4,750.29	4,750.29	11,575.00	6,824.71	41.0
10-40-260 OFFICE EQUIPMENT	7,360.46	7,360.46	11,390.00	4,029.54	64.6
10-40-280 UTILITIES	(1,534.67)	(1,534.67)	22,000.00	23,534.67	(7.0)
10-40-281 POSTAGE	1,119.67	1,119.67	2,500.00	1,380.33	44.8
10-40-290 COMMUNICATIONS/TELEPHONE	1,948.23	1,948.23	7,500.00	5,551.77	26.0
10-40-305 LEGAL SERVICES	23,511.59	23,511.59	75,000.00	51,488.41	31.4
10-40-315 AUDITING SERVICES (Total Cost: \$31k)	30,000.00	30,000.00	27,500.00	(2,500.00)	109.1
10-40-330 PROFESSIONAL/TECHNICAL	7,104.32	7,104.32	51,015.00	43,910.68	13.9
10-40-510 INSURANCE	16,538.38	16,538.38	17,000.00	461.62	97.3
TOTAL GENERAL GOVERNMENT	106,996.00	106,996.00	270,080.00	163,084.00	39.6
(Would like to purchase 1/2 of Caselle Clarity)					
<u>MAYOR/COUNCIL</u>					
10-41-110 SALARY & WAGES (FT)	24,600.00	24,600.00	50,000.00	25,400.00	49.2
10-41-115 PLANNING COMMISSION	.00	.00	4,900.00	4,900.00	.0
10-41-150 EMPLOYEE BENEFITS	2,004.95	2,004.95	5,000.00	2,995.05	40.1
10-41-200 MATERIALS & SUPPLIES	113.72	113.72	1,000.00	886.28	11.4
10-41-210 DUES & SUBSCRIPTIONS	.00	.00	100.00	100.00	.0
10-41-290 COMMUNICATIONS/TELEPHONE	2,437.01	2,437.01	7,200.00	4,762.99	33.9
TOTAL MAYOR/COUNCIL	29,155.68	29,155.68	68,200.00	39,044.32	42.8
<u>ADMINISTRATIVE SERVICES</u>					
10-44-110 SALARY & WAGES (FT)	119,602.30	119,602.30	269,000.00	149,397.70	44.5
10-44-111 OVERTIME	55.08	55.08	1,100.00	1,044.92	5.0
10-44-120 SALARY & WAGES (PT)	6,779.59	6,779.59	31,000.00	24,220.41	21.9
10-44-150 EMPLOYEE BENEFITS	54,631.83	54,631.83	130,000.00	75,368.17	42.0
10-44-200 MATERIALS & SUPPLIES	1,569.65	1,569.65	2,450.00	880.35	64.1
10-44-210 DUES & SUBSCRIPTIONS	1,580.65	1,580.65	2,505.00	924.35	63.1
10-44-211 EDUCATION & TRAINING	633.17	633.17	9,000.00	8,366.83	7.0
10-44-215 CONTRACT LABOR	795.00	795.00	4,000.00	3,205.00	19.9
10-44-225 CITY CODE	924.00	924.00	4,000.00	3,076.00	23.1
10-44-235 DOCUMENT IMAGING	.00	.00	1,200.00	1,200.00	.0
10-44-290 COMMUNICATIONS/TELEPHONE	87.01	87.01	1,000.00	912.99	8.7
10-44-400 ELECTION EXPENSES (Need to Budget Amend)	8,658.86	8,658.86	5,000.00	(3,658.86)	173.2
TOTAL ADMINISTRATIVE SERVICES	195,317.14	195,317.14	460,255.00	264,937.86	42.4

CITY OF CEDAR HILLS
EXPENDITURES WITH COMPARISON TO BUDGET
FOR THE 6 MONTHS ENDING DECEMBER 31, 2009

GENERAL FUND

	PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
<u>PUBLIC SAFETY</u>					
10-55-300 FIRE SERVICES	149,024.25	149,024.25	202,000.00	52,975.75	73.8
10-55-400 POLICE SERVICES	181,792.00	181,792.00	364,525.00	182,733.00	49.9
10-55-500 CROSSING GUARDS	6,378.35	6,378.35	15,500.00	9,121.65	41.2
10-55-600 ANIMAL CONTROL	4,965.00	4,965.00	5,500.00	535.00	90.3
TOTAL PUBLIC SAFETY	342,159.60	342,159.60	587,525.00	245,365.40	58.2
<u>BUILDING & ZONING</u>					
10-60-110 SALARY & WAGES (FT) (Budget Amend Brenda's	47,190.20	47,190.20	103,000.00	55,809.80	45.8
10-60-111 OVERTIME Wages & Benefits)	.00	.00	500.00	500.00	.0
10-60-150 EMPLOYEE BENEFITS	24,376.44	24,376.44	64,000.00	39,623.56	38.1
10-60-200 MATERIALS & SUPPLIES	155.41	155.41	2,000.00	1,844.59	7.8
10-60-209 BUILDING PERMIT SURCHARGE	71.28	71.28	1,250.00	1,178.72	5.7
10-60-210 DUES & SUBSCRIPTIONS	411.00	411.00	1,800.00	1,389.00	22.8
10-60-211 EDUCATION & TRAINING	805.10	805.10	3,000.00	2,194.90	26.8
10-60-265 TOOLS & EQUIPMENT	.00	.00	500.00	500.00	.0
10-60-290 COMMUNICATIONS/TELEPHONE	187.00	187.00	900.00	713.00	20.8
TOTAL BUILDING & ZONING	73,196.43	73,196.43	176,950.00	103,753.57	41.4
<u>PUBLIC WORKS</u>					
10-61-110 SALARY & WAGES (FT)	92,546.72	92,546.72	195,000.00	102,453.28	47.5
10-61-111 OVERTIME	104.83	104.83	3,000.00	2,895.17	3.5
10-61-120 SALARY & WAGES (PT)	1,563.66	1,563.66	6,800.00	5,236.34	23.0
10-61-150 EMPLOYEE BENEFITS	54,051.04	54,051.04	126,000.00	71,948.96	42.9
10-61-200 MATERIALS & SUPPLIES	686.55	686.55	2,900.00	2,213.45	23.7
10-61-210 DUES & SUBSCRIPTIONS	215.00	215.00	500.00	285.00	43.0
10-61-211 EDUCATION & TRAINING	308.84	308.84	2,000.00	1,691.16	15.4
10-61-250 REPAIRS & MAINTENANCE	2,290.37	2,290.37	6,000.00	3,709.63	38.2
10-61-265 TOOLS & EQUIPMENT	10.85	10.85	4,000.00	3,989.15	.3
10-61-290 COMMUNICATIONS/TELEPHONE	644.90	644.90	2,000.00	1,355.10	32.2
10-61-310 ENGINEERING SERVICES	2,030.83	2,030.83	19,500.00	17,469.17	10.4
TOTAL PUBLIC WORKS	154,453.59	154,453.59	367,700.00	213,246.41	42.0

CITY OF CEDAR HILLS
EXPENDITURES WITH COMPARISON TO BUDGET
FOR THE 6 MONTHS ENDING DECEMBER 31, 2009

GENERAL FUND

	PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
<u>STREETS</u>					
10-62-410 STREET LIGHTS - O&M	15,957.56	15,957.56	40,000.00	24,042.44	39.9
10-62-420 SIGNS	1,713.63	1,713.63	20,000.00	18,286.37	8.6
10-62-430 WEED CONTROL	177.04	177.04	2,500.00	2,322.96	7.1
10-62-440 STREETS EXPENSE	95,265.04	95,265.04	263,000.00	167,734.96	36.2
10-62-441 J-2 BOND EXPENSE (Paid for with bond	29,750.77	29,750.77	.00 (	29,750.77)	.0
10-62-442 J-3 BOND EXPENSE revenue 10-36-851)	7,575.00	7,575.00	.00 (	7,575.00)	.0
10-62-450 SNOW REMOVAL	25,623.32	25,623.32	51,000.00	25,376.68	50.2
10-62-460 STREET SWEEPING	.00	.00	6,000.00	6,000.00	.0
10-62-470 SIDEWALK MAINTENANCE	.00	.00	20,000.00	20,000.00	.0
TOTAL STREETS	176,062.36	176,062.36	402,500.00	226,437.64	43.7
<u>SOLID WASTE</u>					
10-63-300 SOLID WASTE SERVICES	127,956.43	127,956.43	300,000.00	172,043.57	42.7
10-63-400 RECYCLING	16,173.66	16,173.66	50,000.00	33,826.34	32.4
TOTAL SOLID WASTE	144,130.09	144,130.09	350,000.00	205,869.91	41.2
<u>PARKS</u>					
10-64-240 PARK SUPPLIES & MAINTENANCE	54,664.28	54,664.28	120,000.00	65,335.72	45.6
TOTAL PARKS	54,664.28	54,664.28	120,000.00	65,335.72	45.6
<u>COMMUNITY SERVICES</u>					
10-65-110 SALARY & WAGES (FT)	17,654.82	17,654.82	40,000.00	22,345.18	44.1
10-65-111 OVERTIME	34.29	34.29	500.00	465.71	6.9
10-65-120 SALARY & WAGES (PT) (No Intern)	122.86	122.86	15,680.00	15,557.14	.8
10-65-150 EMPLOYEE BENEFITS	6,793.31	6,793.31	18,000.00	11,206.69	37.7
10-65-210 DUES & SUBSCRIPTIONS	.00	.00	250.00	250.00	.0
10-65-211 EDUCATION & TRAINING	10.00	10.00	1,500.00	1,490.00	.7
10-65-300 RECREATION EXPENSES	.00	.00	500.00	500.00	.0
10-65-400 RECREATION PROGRAMS	4,877.21	4,877.21	25,000.00	20,122.79	19.5
10-65-500 LIBRARY EXPENSES	8,000.00	8,000.00	14,000.00	6,000.00	57.1
10-65-600 FAMILY FESTIVAL CELEBRATION	52.13	52.13	40,000.00	39,947.87	.1
10-65-601 OTHER EVENTS	.00	.00	4,000.00	4,000.00	.0
10-65-605 YOUTH CITY COUNCIL	113.76	113.76	2,500.00	2,386.24	4.6
TOTAL COMMUNITY SERVICES	37,658.38	37,658.38	161,930.00	124,271.62	23.3

CITY OF CEDAR HILLS
 EXPENDITURES WITH COMPARISON TO BUDGET
 FOR THE 6 MONTHS ENDING DECEMBER 31, 2009

GENERAL FUND

	<u>PERIOD ACTUAL</u>	<u>YTD ACTUAL</u>	<u>BUDGET</u>	<u>UNEXPENDED</u>	<u>PCNT</u>
<u>OTHER USES OF FUNDS</u>					
10-69-910 TRANSFERS TO CP FUND	.00	.00	53,825.00	53,825.00	.0
10-69-911 TRANSFER TO MOTOR POOL FUND	77,843.92	77,843.92	114,605.00	36,761.08	67.9
10-69-912 TRANSFER TO RESERVES	.00	.00	15,000.00	15,000.00	.0
TOTAL OTHER USES OF FUNDS	<u>77,843.92</u>	<u>77,843.92</u>	<u>183,430.00</u>	<u>105,586.08</u>	<u>42.4</u>
TOTAL FUND EXPENDITURES	<u>1,391,637.47</u>	<u>1,391,637.47</u>	<u>3,148,570.00</u>	<u>1,756,932.53</u>	<u>44.2</u>
NET REVENUE OVER EXPENDITURES	<u>490,076.60</u>	<u>490,076.60</u>	<u>.00</u>	<u>(490,076.60)</u>	<u>.0</u>

CITY OF CEDAR HILLS
 BALANCE SHEET
 DECEMBER 31, 2009

CAPITAL PROJECT FUND

ASSETS

40-10100	CASH - COMBINED FUND	1,374,703.56
40-14100	PTIF-PUBLIC SAFETY IF #2508	173,293.47
40-14110	PTIF-PARK DEVELOPMENT IF #2509	26,056.80
40-14120	PTIF-PARK LAND IF #2510	405,311.09
40-14130	PTIF-RECREATION IF #2511	3,030,739.67
40-14140	PTIF-STREETS IF #2513	537,905.01
40-14150	PSB BOND 1999 - BOND & RESERVE	72,346.29
40-14160	PTIF-PUBLIC FACILITIES #3143 (Franchise Fees)	205,792.05
40-14165	PWB BOND 2006 - DEBT RESERVE	175,522.61
40-14167	PWB BOND 2006 - BOND FUND	57,602.52

See the January PTIF
 statement for accurate
 impact fee balances

TOTAL ASSETS

6,059,273.07

LIABILITIES AND EQUITY

FUND EQUITY *

40-28400	RESERVED FOR WASTEWATER S AQUE	412,598.54
40-28500	RESERVED FOR PARK DEVELOPMENT	25,958.41
40-28600	RESERVED FOR PARK LAND	403,780.92
40-28700	RESERVED FOR RECREATION	3,019,299.49
40-28800	RESERVED FOR PUBLIC SAFETY	178,094.93
40-28900	RESERVED FOR STREETS	503,376.46
40-28910	RESERVED FOR PUBLIC FACILITIES	205,014.77
40-28925	RESERVED CONSTRUCTION FUNDS	(.48)

UNAPPROPRIATED FUND BALANCE:

40-29800	FUND BALANCE - BEGINNING OF YR	1,377,682.24
	REVENUE OVER EXPENDITURES - YTD	(66,532.21)

BALANCE - CURRENT DATE

1,311,150.03

TOTAL FUND EQUITY

6,059,273.07

TOTAL LIABILITIES AND EQUITY

6,059,273.07

CITY OF CEDAR HILLS
REVENUES WITH COMPARISON TO BUDGET
FOR THE 6 MONTHS ENDING DECEMBER 31, 2009

CAPITAL PROJECT FUND

	<u>PERIOD ACTUAL</u>	<u>YTD ACTUAL</u>	<u>BUDGET</u>	<u>UNEARNED</u>	<u>PCNT</u>
<u>REVENUES</u>					
40-30-100 IMPACT FEES - PARK DEVELOPMENT	4,680.00	4,680.00	7,020.00	2,340.00	66.7
40-30-110 IMPACT FEES - PARK LAND	17,512.00	17,512.00	26,268.00	8,756.00	66.7
40-30-120 IMPACT FEES - RECREATION	6,560.00	6,560.00	9,840.00	3,280.00	66.7
40-30-130 IMPACT FEES - PUBLIC SAFETY	5,510.39	5,510.39	5,370.00 (	140.39)	102.6
40-30-140 IMPACT FEES - STREETS	12,814.14	12,814.14	13,140.00	325.86	97.5
40-30-600 INTEREST INCOME	18,173.16	18,173.16	100,000.00	81,826.84	18.2
40-30-700 GRANT INCOME	10,544.92	10,544.92	5,000.00 (	5,544.92)	210.9
40-30-801 TRANSFER IN FROM GENERAL FUND	.00	.00	53,825.00	53,825.00	.0
40-30-802 TRANSFER IN FROM W&S FUND	.00	.00	675.00	675.00	.0
40-30-900 TRANSFERS IN FROM I F RESERVES	.00	.00	2,326,720.00	2,326,720.00	.0
	<u>75,794.61</u>	<u>75,794.61</u>	<u>2,547,858.00</u>	<u>2,472,063.39</u>	<u>3.0</u>
TOTAL REVENUES					
	<u>75,794.61</u>	<u>75,794.61</u>	<u>2,547,858.00</u>	<u>2,472,063.39</u>	<u>3.0</u>
TOTAL FUND REVENUE					

CITY OF CEDAR HILLS
EXPENDITURES WITH COMPARISON TO BUDGET
FOR THE 6 MONTHS ENDING DECEMBER 31, 2009

CAPITAL PROJECT FUND

	PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
<u>STREET PROJECTS</u>					
40-78-731 SIDEWALK PROJECTS	1,032.65	1,032.65	15,000.00	13,967.35	6.9
40-78-778 SPEED TABLE	5,694.09	5,694.09	25,000.00	19,305.91	22.8
40-78-779 STREET LIGHTS	1,535.25	1,535.25	25,000.00	23,464.75	6.1
40-78-781 HARVEY BLVD WIDENING	.00	.00	500,000.00	500,000.00	.0
40-78-782 NIELSON BLVD CUTOUT (HOA paid \$3,000)	3,647.90	3,647.90	.00	(3,647.90)	.0
TOTAL STREET PROJECTS	11,909.89	11,909.89	565,000.00	553,090.11	2.1
<u>PARK PROJECTS</u>					
40-80-802 DEERFIELD LAND PURCHASE	.00	.00	972,000.00	972,000.00	.0
40-80-803 DEERFIELD PARK - PHASE 1	.00	.00	720,000.00	720,000.00	.0
40-80-816 MESQUITE SOCCER PARK	14,010.93	14,010.93	45,000.00	30,989.07	31.1
TOTAL PARK PROJECTS	14,010.93	14,010.93	1,737,000.00	1,722,989.07	.8
<u>MISCELLANEOUS CAPITAL PROJECTS</u>					
40-95-180 COMM. CENTER/CITY HALL FEASIBI	.00	.00	30,000.00	30,000.00	.0
TOTAL MISCELLANEOUS CAPITAL PROJECTS	.00	.00	30,000.00	30,000.00	.0
<u>BOND PAYMENTS</u>					
40-98-100 MBA BOND PRINCIPAL-PSB 1999	.00	.00	37,520.00	37,520.00	.0
40-98-105 INTEREST EXPENSE	54,906.00	54,906.00	109,363.00	54,457.00	50.2
40-98-200 PW BUILDING EXCISE TAX BOND 06	61,500.00	61,500.00	61,500.00	.00	100.0
TOTAL BOND PAYMENTS	116,406.00	116,406.00	208,383.00	91,977.00	55.9
<u>OTHER USES</u>					
40-99-100 TRANSFER TO IF RESERVE	.00	.00	161,638.00	161,638.00	.0
TOTAL OTHER USES	.00	.00	161,638.00	161,638.00	.0
TOTAL FUND EXPENDITURES	142,326.82	142,326.82	2,702,021.00	2,559,694.18	5.3
NET REVENUE OVER EXPENDITURES	(66,532.21)	(66,532.21)	(154,163.00)	(87,630.79)	(43.2)

CITY OF CEDAR HILLS
BALANCE SHEET
DECEMBER 31, 2009

WATER AND SEWER FUND

ASSETS

51-10100	CASH - COMBINED FUND	765,300.33	
51-10105	PI BOND 2006 - BOND FUND	214,148.96	
51-10110	PI BOND 2006 - CONST FUND	.08	
51-10115	WELL BOND 2007 - BOND FUND	105,004.25	
51-10116	WELL BOND 2007 - DEBT RESERVE	43,891.11	
51-10117	WELL BOND 2007 - CONSTRUCTION	384,811.85	
51-10118	PI 2 BOND 2009 - BOND FUND	26,426.76	
51-10120	PI 2 BOND 2009 - CONST FUND	67,809.52	
51-11240	INVESTMENT WATER STOCK	3,289,179.48	
51-13100	ACCOUNTS RECEIVABLE	290,005.65	
51-13190	ALLOWANCE FOR DOUBTFUL ACCTS	(15,231.25)	
51-14160	PTIF - 80 ROD I F #2506	67,228.43	
51-14170	PTIF - S AQUEDUCT I F #2507	142,527.41	
51-14180	PTIF-CULINARY WATER I F #2512	432,707.70	
51-14190	PTIF-WELL/SOURCE DEV IF #2257	89,466.32	
51-14195	PTIF-STORM DRAIN #3144	13,427.05	
51-14196	PTIF - WELL CAP FACILITY #5291	31,492.22	
51-14197	PTIF - JORDAN IRRIGATION #3459	32,143.76	
51-14199	PTIF - W&S GENERAL #4828	431.39	
51-16500	WATER IMPROVEMENTS	18,535,780.90	
51-16510	ACCUMULATED DEPR - WATER IMP	(2,795,609.15)	
51-16600	SEWER IMPROVEMENTS	9,555,373.15	
51-16610	ACCUMULATED DEPR - SEWER IMP	(1,906,033.82)	
51-16700	BOND COSTS	177,020.43	
51-16710	ACCUMULATED DEPR - STORM DR IM	(21,016.65)	
	TOTAL ASSETS		<u><u>29,526,285.88</u></u>

LIABILITIES AND EQUITY

LIABILITIES

51-20250	ACCRUED INTEREST PAYABLE	116,400.33	
51-20350	UNEARNED REVENUE (Payable to Alpine School District)	20,898.49	
51-20400	PAYABLE TO TSSD (IMPACT FEES)	7,624.00	
51-22930	REFUNDABLE DEPOSIT-PERFORMANCE	56,000.00	
51-22950	REFUNDABLE DEPOSIT-LANDSCAPE	2,000.00	
51-24350	NOTE PAYABLE - LPL (Lone Peak Links Culinary Tank)	338,300.00	
51-24705	PI BOND 2006	5,605,000.00	
51-24710	2007 WELL BOND	2,010,000.00	
51-24715	2009 PI BOND	930,000.00	
	TOTAL LIABILITIES		9,086,222.82

FUND EQUITY *

CITY OF CEDAR HILLS
BALANCE SHEET
DECEMBER 31, 2009

WATER AND SEWER FUND

51-28200	RESERVED FOR PR IRRIGATION	.08	
51-28300	RESERVED FOR WATER	422,409.56	
51-28400	RESERVED FOR WASTEWATER S AQUE	141,988.86	
51-28500	RESERVED FOR WELL/SOURCE DEV	89,128.84	
51-28600	RESERVED FOR STORM DRAIN	13,375.73	
51-28700	RESERVED FOR 80 ROD	66,606.68	
51-28800	RESERVED FOR DEBT SERVICE	80,842.23	
51-28900	RESERVED FOR JORDAN IRRIGATION	32,022.37	
	UNAPPROPRIATED FUND BALANCE:		
51-29800	RETAINED EARNINGS-BEGIN OF YR	6,237,898.82	
51-29900	PRIOR YEAR ADJUSTMENTS	13,224,914.84	
	REVENUE OVER EXPENDITURES - YTD	130,875.05	
		19,593,688.71	
	BALANCE - CURRENT DATE		19,593,688.71
	TOTAL FUND EQUITY		20,440,063.06
	TOTAL LIABILITIES AND EQUITY		29,526,285.88

CITY OF CEDAR HILLS
REVENUES WITH COMPARISON TO BUDGET
FOR THE 6 MONTHS ENDING DECEMBER 31, 2009

WATER AND SEWER FUND

	PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEARNED	PCNT
<u>STORM DRAIN REVENUE</u>					
51-35-110 STORM DRAIN - RESIDENTS	83,203.05	83,203.05	150,000.00	66,796.95	55.5
TOTAL STORM DRAIN REVENUE	83,203.05	83,203.05	150,000.00	66,796.95	55.5
<u>WATER REVENUE</u>					
51-37-110 WATER FEES - RESIDENTS	232,113.66	232,113.66	440,000.00	207,886.34	52.8
51-37-111 WATER FEES - AMERICAN FORK	.00	.00	10,000.00	10,000.00	.0
51-37-112 WATER FEES - CONTRACTOR	2,898.75	2,898.75	1,000.00	(1,898.75)	289.9
51-37-113 PI FEES - USAGE RATE	175,263.87	175,263.87	330,000.00	154,736.13	53.1
51-37-114 PI FEES - BASE RATE	250,661.51	250,661.51	415,000.00	164,338.49	60.4
51-37-115 CUP	72,534.24	72,534.24	133,140.00	60,605.76	54.5
51-37-160 WATER LATERAL INSPECTION	300.00	300.00	.00	(300.00)	.0
51-37-190 WATER METERS	1,500.00	1,500.00	2,000.00	500.00	75.0
51-37-350 WATER IMPACT FEES	10,442.89	10,442.89	10,000.00	(442.89)	104.4
TOTAL WATER REVENUE	745,714.92	745,714.92	1,341,140.00	595,425.08	55.6
<u>SEWER REVENUE</u>					
51-38-110 SEWER FEES - RESIDENTS	347,043.92	347,043.92	662,760.00	315,716.08	52.4
51-38-160 SEWER LATERAL INSPECTION	300.00	300.00	.00	(300.00)	.0
51-38-660 SEWER IMPACT FEES - 80 ROD	417.02	417.02	500.00	82.98	83.4
51-38-670 SEWER IMPACT FEES - S AQUADUCT	1,758.00	1,758.00	500.00	(1,258.00)	351.6
51-38-680 SEWER IMPACT FEES - TSSD	.00	.00	38,120.00	38,120.00	.0
TOTAL SEWER REVENUE	349,518.94	349,518.94	701,880.00	352,361.06	49.8
<u>MISCELLANEOUS REVENUE</u>					
51-39-100 CONTRIBUTION FROM DEVELOP (Chase Bank)	11,400.00	11,400.00	.00	(11,400.00)	.0
51-39-200 PENALTY FEES	29,552.01	29,552.01	50,000.00	20,447.99	59.1
51-39-410 INTEREST INCOME	5,051.80	5,051.80	24,000.00	18,948.20	21.1
51-39-600 UTILITY SETUP FEES	8,100.00	8,100.00	10,000.00	1,900.00	81.0
51-39-802 TRANSFER IN FROM IF RESERVES	.00	.00	231,721.00	231,721.00	.0
51-39-900 OTHER INCOME	6,980.50	6,980.50	1,000.00	(5,980.50)	698.1
TOTAL MISCELLANEOUS REVENUE	61,084.31	61,084.31	316,721.00	255,636.69	19.3
TOTAL FUND REVENUE	1,239,521.22	1,239,521.22	2,509,741.00	1,270,219.78	49.4

CITY OF CEDAR HILLS
EXPENDITURES WITH COMPARISON TO BUDGET
FOR THE 6 MONTHS ENDING DECEMBER 31, 2009

WATER AND SEWER FUND

	PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
<u>STORM DRAIN</u>					
51-72-200 STORM DRAIN EXPENSE	2,503.90	2,503.90	18,200.00	15,696.10	13.8
TOTAL STORM DRAIN	2,503.90	2,503.90	18,200.00	15,696.10	13.8
<u>WATER</u>					
51-73-110 SALARY & WAGES (FT)	96,428.46	96,428.46	202,000.00	105,571.54	47.7
51-73-111 OVERTIME	80.27	80.27	2,000.00	1,919.73	4.0
51-73-120 SALARY & WAGES (PT)	3,109.75	3,109.75	10,500.00	7,390.25	29.6
51-73-150 EMPLOYEE BENEFITS	51,707.94	51,707.94	115,000.00	63,292.06	45.0
51-73-200 WATER SUPPLIES	408.80	408.80	2,500.00	2,091.20	16.4
51-73-210 DUES & SUBSCRIPTIONS	600.00	600.00	1,680.00	1,080.00	35.7
51-73-211 EDUCATION & TRAINING	603.35	603.35	2,500.00	1,896.65	24.1
51-73-240 COMPUTER EXPENSES	.00	.00	3,000.00	3,000.00	.0
51-73-260 OFFICE EQUIPMENT	.00	.00	500.00	500.00	.0
51-73-265 TOOLS & EQUIPMENT	41.91	41.91	1,000.00	958.09	4.2
51-73-280 UTILITIES	138,822.13	138,822.13	210,000.00	71,177.87	66.1
51-73-282 BLUE STAKES	481.61	481.61	750.00	268.39	64.2
51-73-290 COMMUNICATIONS/TELEPHONE	614.40	614.40	4,000.00	3,385.60	15.4
51-73-310 ENGINEERING SERVICES	.00	.00	1,000.00	1,000.00	.0
51-73-330 PROFESSIONAL/TECHNICAL	1,435.53	1,435.53	4,000.00	2,564.47	35.9
51-73-360 NEW METER INSTALLATION	3,098.01	3,098.01	10,000.00	6,901.99	31.0
51-73-470 WATER PURCHASES - AF	984.75	984.75	5,000.00	4,015.25	19.7
51-73-471 WATER PURCHASES - P.G. IRRIGAT	14,450.45	14,450.45	15,000.00	549.55	96.3
51-73-472 WATER TESTING	1,393.00	1,393.00	7,000.00	5,607.00	19.9
51-73-510 INSURANCE	14,136.37	14,136.37	14,500.00	363.63	97.5
51-73-600 CONTINGENCIES	.00	.00	2,500.00	2,500.00	.0
51-73-751 WATER CONST PROJECTS/REPAIRS	10,828.00	10,828.00	20,000.00	9,172.00	54.1
51-73-752 FLOOD DAMAGE (Reimbursed by Insurance)	2,297.45	2,297.45	.00 (	2,297.45)	.0
51-73-800 SUPPLEMENTARY WATER	302.00	302.00	125,000.00	124,698.00	.2
51-73-801 PI EXPENSES	113.48	113.48	80,000.00	79,886.52	.1
51-73-802 WELL PURCHASE/CONSTRUCTION (Budget Amend)	163,345.57	163,345.57	.00 (	163,345.57)	.0
51-73-805 REIM LPL FOR WATER TANK-CULINA	.00	.00	5,000.00	5,000.00	.0
51-73-900 CREDIT CARD FEES	4,163.00	4,163.00	8,000.00	3,837.00	52.0
TOTAL WATER	509,446.23	509,446.23	852,430.00	342,983.77	59.8

CITY OF CEDAR HILLS
EXPENDITURES WITH COMPARISON TO BUDGET
FOR THE 6 MONTHS ENDING DECEMBER 31, 2009

WATER AND SEWER FUND

	PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
<u>SEWER</u>					
51-74-110 SALARY & WAGES (FT)	65,683.14	65,683.14	135,000.00	69,316.86	48.7
51-74-111 OVERTIME	53.65	53.65	1,800.00	1,746.35	3.0
51-74-120 SALARY & WAGES (PT)	2,141.28	2,141.28	8,250.00	6,108.72	26.0
51-74-150 EMPLOYEE BENEFITS	34,811.63	34,811.63	76,000.00	41,188.37	45.8
51-74-200 SEWER SUPPLIES	249.77	249.77	1,000.00	750.23	25.0
51-74-211 EDUCATION & TRAINING	61.17	61.17	1,500.00	1,438.83	4.1
51-74-240 COMPUTER EXPENSES	.00	.00	3,000.00	3,000.00	.0
51-74-260 OFFICE EQUIPMENT	.00	.00	400.00	400.00	.0
51-74-265 TOOLS & EQUIPMENT	.00	.00	700.00	700.00	.0
51-74-280 UTILITIES	719.66	719.66	2,100.00	1,380.34	34.3
51-74-281 POSTAGE	574.69	574.69	1,500.00	925.31	38.3
51-74-282 BLUE STAKES	.00	.00	100.00	100.00	.0
51-74-290 COMMUNICATIONS/TELEPHONE	614.40	614.40	4,000.00	3,385.60	15.4
51-74-300 PROFESSIONAL/TECHNICAL	1,352.67	1,352.67	2,500.00	1,147.33	54.1
51-74-310 ENGINEERING SERVICES	.00	.00	1,000.00	1,000.00	.0
51-74-470 TIMP SSD BILLINGS	130,782.68	130,782.68	367,920.00	237,137.32	35.6
51-74-471 TIMP SSD IMPACT FEES	.00	.00	38,120.00	38,120.00	.0
51-74-472 SEWER TELEVISION EXPENSES	.00	.00	2,000.00	2,000.00	.0
51-74-510 INSURANCE (May receive 5% grant)	14,136.37	14,136.37	13,000.00 (	1,136.37)	108.7
51-74-600 CONTINGENCIES	.00	.00	3,000.00	3,000.00	.0
51-74-752 SEWER CONSTRUCTION PROJECTS	.00	.00	10,000.00	10,000.00	.0
TOTAL SEWER	251,181.11	251,181.11	672,890.00	421,708.89	37.3
<u>NON-OPERATING EXPENSES</u>					
51-75-803 INTEREST EXPENSE	147,363.84	147,363.84	350,901.00	203,537.16	42.0
51-75-804 UTILITY REV BOND 2006	.00	.00	202,000.00	202,000.00	.0
51-75-808 WELL BOND	.00	.00	84,000.00	84,000.00	.0
51-75-809 PI IMPROVEMENTS (Need to Budget Amend)	144,452.59	144,452.59	.00 (	144,452.59)	.0
51-75-810 TRANSFER TO RESERVE IF	.00	.00	65,000.00	65,000.00	.0
51-75-811 PI 2 BOND PRINCIPAL	.00	.00	27,000.00	27,000.00	.0
51-75-813 CANYON ROAD SEWER	2,142.75	2,142.75	150,000.00	147,857.25	1.4
51-75-820 TRANSFER TO CAPITAL PROJECTS	.00	.00	675.00	675.00	.0
51-75-911 TRANSFER TO MOTOR POOL FUND	51,555.75	51,555.75	86,645.00	35,089.25	59.5
TOTAL NON-OPERATING EXPENSES	345,514.93	345,514.93	966,221.00	620,706.07	35.8
TOTAL FUND EXPENDITURES	1,108,646.17	1,108,646.17	2,509,741.00	1,401,094.83	44.2
NET REVENUE OVER EXPENDITURES	130,875.05	130,875.05	.00 (	130,875.05)	.0

CITY OF CEDAR HILLS
 BALANCE SHEET
 DECEMBER 31, 2009

MOTOR POOL FUND

<u>ASSETS *</u>			
60-10100	MOTOR POOL-CASH COMBINED FUND		47,904.20
60-10110	VEHICLES		515,595.93
60-10120	ACCUMULATED DEPRECIATION - VEH	(	194,276.49)
	TOTAL ASSETS		<u>369,223.64</u>
<u>LIABILITIES AND EQUITY</u>			
<u>FUND EQUITY *</u>			
60-26100	CONTRIBUTED CAPITAL		4,606.87
	UNAPPROPRIATED FUND BALANCE:		
60-29800	FUND BALANCE - BEGINNING OF YR	364,346.45	
	REVENUE OVER EXPENDITURES - YTD	<u>270.32</u>	
	BALANCE - CURRENT DATE		<u>364,616.77</u>
	TOTAL FUND EQUITY		<u>369,223.64</u>
	TOTAL LIABILITIES AND EQUITY		<u>369,223.64</u>

CITY OF CEDAR HILLS
 REVENUES WITH COMPARISON TO BUDGET
 FOR THE 6 MONTHS ENDING DECEMBER 31, 2009

OTHER SOURCES

	<u>PERIOD ACTUAL</u>	<u>YTD ACTUAL</u>	<u>BUDGET</u>	<u>UNEARNED</u>	<u>PCNT</u>
<u>REVENUES</u>					
60-30-100 CONTRIBUTION FROM GENERAL FUND	77,843.92	77,843.92	114,605.00	36,761.08	67.9
60-30-200 CONTRIBUTION FROM W&S FUND	51,555.75	51,555.75	86,645.00	35,089.25	59.5
60-30-300 CONTRIBUTION FROM GOLF FUND	98.35	98.35	.00	(98.35)	.0
TOTAL REVENUES	<u>129,498.02</u>	<u>129,498.02</u>	<u>201,250.00</u>	<u>71,751.98</u>	<u>64.4</u>
TOTAL FUND REVENUE	<u>129,498.02</u>	<u>129,498.02</u>	<u>201,250.00</u>	<u>71,751.98</u>	<u>64.4</u>

CITY OF CEDAR HILLS
EXPENDITURES WITH COMPARISON TO BUDGET
FOR THE 6 MONTHS ENDING DECEMBER 31, 2009

MOTOR POOL FUND

	PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
<u>ADMINISTRATION</u>					
60-40-100 GAS & OIL - ADMINISTRATION	2,297.89	2,297.89	5,000.00	2,702.11	46.0
60-40-200 VEHICLE MAINTENANCE - ADMIN	68.29	68.29	500.00	431.71	13.7
60-40-300 INSURANCE - ADMINISTRATION	822.32	822.32	1,600.00	777.68	51.4
60-40-400 GAS & OIL - BUILDING & ZONING	645.35	645.35	1,250.00	604.65	51.6
60-40-500 VEHICLE MAINTENANCE - B & Z	53.53	53.53	250.00	196.47	21.4
60-40-600 INSURANCE - B & Z	394.58	394.58	800.00	405.42	49.3
60-40-700 GAS & OIL - PUBLIC WORKS	7,575.41	7,575.41	24,000.00	16,424.59	31.6
60-40-800 VEHICLE MAINTENANCE - PW	2,763.14	2,763.14	3,000.00	236.86	92.1
60-40-900 INSURANCE - PUBLIC WORKS	4,399.20	4,399.20	5,100.00	700.80	86.3
60-40-905 CONTINGENCY	.00	.00	1,000.00	1,000.00	.0
60-40-950 INSURANCE - GOLF	98.35	98.35	.00	(98.35)	.0
 TOTAL ADMINISTRATION	 19,118.06	 19,118.06	 42,500.00	 23,381.94	 45.0
<u>CAPTIAL OUTLAY</u>					
60-60-100 CAPITAL OUTLAY (Purchased 3 of 4	103,109.64	103,109.64	144,900.00	41,790.36	71.2
60-60-400 RENT EXPENSE Vehicles)	7,000.00	7,000.00	13,750.00	6,750.00	50.9
 TOTAL CAPTIAL OUTLAY	 110,109.64	 110,109.64	 158,650.00	 48,540.36	 69.4
 TOTAL FUND EXPENDITURES	 129,227.70	 129,227.70	 201,150.00	 71,922.30	 64.2
 NET REVENUE OVER EXPENDITURES	 270.32	 270.32	 100.00	 (170.32)	 270.3

CITY OF CEDAR HILLS
 BALANCE SHEET
 DECEMBER 31, 2009

GOLF COURSE FUND

ASSETS

75-10100	CASH ALLOCATED TO OTHER FUNDS	(1,086,019.91)	
75-11110	GOLF CHECKING-WELLS FARGO	4,996.44	
75-12100	PROSHOP INVENTORY	39,824.35	
75-13100	ACCOUNTS RECEIVABLE	3,523.00	
75-14100	GOLF COURSE IMPROVEMENTS	8,824,642.78	
75-14105	ACCUM DEPRECIATION	(1,367,544.90)	
75-14106	ACCUMULATED AMORTIZATION	(15,023.62)	
75-14107	BOND COSTS	118,826.55	
75-14110	GOLF COURSE LAND	3,810,023.42	
	TOTAL ASSETS		10,333,248.11

Includes \$11,500 of Clubhouse Plans (Paid to Ken Harris in FY 2010).

LIABILITIES AND EQUITY

LIABILITIES

	(Borrowed money from Franchise Fees for Golf Course Reconfiguration)		
75-20150	DUE TO OTHER FUNDS	550,000.00	
75-20200	ACCOUNTS PAYABLE	4,019.42	
75-20205	ACCRUED INTEREST PAYABLE	66,003.62	
75-20210	ACCRUED SALES TAX PAYABLE	791.22	
75-25000	CAPITAL LEASE - MAINT EQUIP	88,765.18	
75-25100	CAPITAL LEASE - CARTS	194,012.12	
75-25205	GO BOND 2005	5,795,000.00	
	TOTAL LIABILITIES		6,698,591.56

FUND EQUITY*

	UNAPPROPRIATED FUND BALANCE:		
75-29800	FUND BALANCE - BEGINNING OF YR	3,453,395.23	
	REVENUE OVER EXPENDITURES - YTD	181,261.32	
	BALANCE - CURRENT DATE		3,634,656.55
	TOTAL FUND EQUITY		3,634,656.55
	TOTAL LIABILITIES AND EQUITY		10,333,248.11

CITY OF CEDAR HILLS
REVENUES WITH COMPARISON TO BUDGET
FOR THE 6 MONTHS ENDING DECEMBER 31, 2009

		REVENUES				
		PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEARNED	PCNT
		<u> </u>	<u> </u>	<u> </u>	<u> </u>	<u> </u>
<u>G.C. OPERATING REVENUES</u>						
75-30-100	GREEN FEES	301,279.78	301,279.78	675,972.00	374,692.22	44.6
75-30-300	PRACTICE RANGE	14,673.58	14,673.58	27,000.00	12,326.42	54.4
75-30-400	PRO SHOP REVENUE	39,395.17	39,395.17	110,000.00	70,604.83	35.8
75-30-500	CONCESSIONS	20,382.99	20,382.99	47,000.00	26,617.01	43.4
75-30-600	SEASON PASSES	8,258.23	8,258.23	47,250.00	38,991.77	17.5
75-30-750	SUNSET ROOM RENTAL	4,887.50	4,887.50	16,000.00	11,112.50	30.6
	<u>TOTAL G.C. OPERATING REVENUES</u>	<u>388,877.25</u>	<u>388,877.25</u>	<u>923,222.00</u>	<u>534,344.75</u>	<u>42.1</u>
 <u>G.C. NON-OPERATING REVENUES</u>						
75-35-400	GO REV BOND 2005 RESIDENT FEE	385,320.00	385,320.00	385,320.00	.00	100.0
	<u>TOTAL G.C. NON-OPERATING REVENUES</u>	<u>385,320.00</u>	<u>385,320.00</u>	<u>385,320.00</u>	<u>.00</u>	<u>100.0</u>
	 <u>TOTAL FUND REVENUE</u>	 <u>774,197.25</u>	 <u>774,197.25</u>	 <u>1,308,542.00</u>	 <u>534,344.75</u>	 <u>59.2</u>

CITY OF CEDAR HILLS
EXPENDITURES WITH COMPARISON TO BUDGET
FOR THE 6 MONTHS ENDING DECEMBER 31, 2009

GOLF COURSE FUND

	PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
<u>G.C. CLUBHOUSE PAYROLL</u>					
75-43-110 SALARY & WAGES (FT)	65,169.13	65,169.13	180,000.00	114,830.87	36.2
75-43-111 OVERTIME	185.25	185.25	500.00	314.75	37.1
75-43-120 SALARY & WAGES (PT)	78,573.53	78,573.53	161,837.00	83,263.47	48.6
75-43-150 EMPLOYEE BENEFITS	55,454.53	55,454.53	129,000.00	73,545.47	43.0
TOTAL G.C. CLUBHOUSE PAYROLL	199,382.44	199,382.44	471,337.00	271,954.56	42.3
<u>CLUBHOUSE EXPENSES</u>					
75-50-100 SUPPLIES	4,862.73	4,862.73	10,000.00	5,137.27	48.6
75-50-200 UTILITIES	9,095.82	9,095.82	25,000.00	15,904.18	36.4
75-50-400 MISCELLANEOUS EXPENSES	1,248.91	1,248.91	2,500.00	1,251.09	50.0
75-50-500 CONCESSIONS	14,771.77	14,771.77	30,000.00	15,228.23	49.2
75-50-600 CREDIT CARD EXPENSES	8,623.27	8,623.27	18,000.00	9,376.73	47.9
75-50-700 PRO SHOP	15,302.56	15,302.56	55,000.00	39,697.44	27.8
75-50-800 SUNSET ROOM	168.00	168.00	2,000.00	1,832.00	8.4
TOTAL CLUBHOUSE EXPENSES	54,073.06	54,073.06	142,500.00	88,426.94	38.0
<u>GOLF COURSE OPERATING EXPENSES</u>					
75-60-100 GC REPAIRS/MAINTENANCE/MISC.	17,683.65	17,683.65	37,500.00	19,816.35	47.2
75-60-200 FERTILIZER & CHEMICALS	11,973.29	11,973.29	25,800.00	13,826.71	46.4
75-60-300 WATER & PUMPING COSTS	7,673.62	7,673.62	28,870.00	21,196.38	26.6
75-60-500 PETROLEUM/OIL	5,212.64	5,212.64	18,500.00	13,287.36	28.2
75-60-600 EQUIPMENT REPAIR/REPLACEMENT	12,296.66	12,296.66	22,080.00	9,783.34	55.7
75-60-700 EQUIPMENT RENTAL	158.62	158.62	3,000.00	2,841.38	5.3
75-60-750 INSURANCE (Need to Budget Amend)	1,622.30	1,622.30	.00	(1,622.30)	.0
75-60-900 CART BATTERY REPLACEMENT	2,813.86	2,813.86	10,000.00	7,186.14	28.1
TOTAL GOLF COURSE OPERATING EXPENSES	59,434.64	59,434.64	145,750.00	86,315.36	40.8
<u>MANAGEMENT EXPENSES</u>					
75-70-100 SUPPLIES/DUES/SUBSCRIPTIONS	(263.62)	(263.62)	3,700.00	3,963.62	(7.1)
75-70-200 PRINTING	582.72	582.72	2,500.00	1,917.28	23.3
75-70-300 TRAVEL/TRAINING	338.88	338.88	2,500.00	2,161.12	13.6
75-70-400 LICENSES/FEES	502.65	502.65	2,500.00	1,997.35	20.1
75-70-500 COMPUTERS/PHONES	1,700.45	1,700.45	5,700.00	3,999.55	29.8
75-70-600 ADVERTISING	12,104.75	12,104.75	32,000.00	19,895.25	37.8
TOTAL MANAGEMENT EXPENSES	14,965.83	14,965.83	48,900.00	33,934.17	30.6

CITY OF CEDAR HILLS
EXPENDITURES WITH COMPARISON TO BUDGET
FOR THE 6 MONTHS ENDING DECEMBER 31, 2009

GOLF COURSE FUND

	PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
<i>Principal Portion of Bond Payment</i>					
<u>NON OPERATING EXPENSES</u>					
75-80-100	.00	.00	3,889.00	3,889.00	.0
75-80-200	5,420.00	5,420.00	4,336.00	(1,084.00)	125.0
75-80-300	6,174.28	6,174.28	65,000.00	58,825.72	9.5
75-80-400	3,067.33	3,067.33	48,000.00	44,932.67	6.4
75-80-500	250,320.00	250,320.00	385,320.00	135,000.00	65.0
75-80-911	98.35	98.35	.00	(98.35)	.0
TOTAL NON OPERATING EXPENSES	<u>265,079.96</u>	<u>265,079.96</u>	<u>506,545.00</u>	<u>241,465.04</u>	<u>52.3</u>
TOTAL FUND EXPENDITURES	<u>592,935.93</u>	<u>592,935.93</u>	<u>1,315,032.00</u>	<u>722,096.07</u>	<u>45.1</u>
NET REVENUE OVER EXPENDITURES	<u>181,261.32</u>	<u>181,261.32</u>	<u>(6,490.00)</u>	<u>(187,751.32)</u>	<u>!792.9</u>

STATEMENT OF ACCOUNT

PTIF

UTAH PUBLIC TREASURERS' INVESTMENT FUND

Richard K. Ellis, Utah State Treasurer, Fund Manager

PO Box 142315

350 N State Street, Suite 180

Salt Lake City, Utah 84114-2315

Local Call (801) 538-1042 Toll Free (800) 395-7665

www.treasurer.utah.gov

CEDAR HILLS-WELL SOURCE DEV

KONRAD HILDEBRANDT

3925 W CEDAR HILLS DR

CEDAR HILLS UT 84062

Account**Account Period****2257**

January 01, 2010 through January 31, 2010

Summary

Beginning Balance	\$ 89,466.32	Average Daily Balance	\$ 51,948.19
Deposits	\$ 0.00	Interest Earned	\$ 0.00
Withdrawals	\$ 89,466.32	360 Day Rate	0.0000
Ending Balance	\$ 0.00	365 Day Rate	0.0000

Date	Activity	Deposits	Withdrawals	Balance
01/01/2010	FORWARD BALANCE	\$ 0.00	\$ 0.00	\$ 89,466.32
01/19/2010	2257 TO	\$ 0.00	\$ 89,466.32	\$ 0.00
01/31/2010	ENDING BALANCE	\$ 0.00	\$ 0.00	\$ 0.00

{Effective: 01/31/2010} The GASB Fair Value factor at December 31, 2009 is 1.003369

STATEMENT OF ACCOUNT

PTIF

UTAH PUBLIC TREASURERS' INVESTMENT FUND

Richard K. Ellis, Utah State Treasurer, Fund Manager

PO Box 142315

350 N State Street, Suite 180

Salt Lake City, Utah 84114-2315

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CEDAR HILLS-80 ROD IMP FEES

KONRAD HILDEBRANDT

3925 W CEDAR HILLS DR

CEDAR HILLS UT 84062

Account**Account Period****2506**

January 01, 2010 through January 31, 2010

Summary

Beginning Balance	\$ 67,228.43	Average Daily Balance	\$ 69,591.31
Deposits	\$ 5,634.56	Interest Earned	\$ 0.00
Withdrawals	\$ 0.00	360 Day Rate	0.0000
Ending Balance	\$ 72,862.99	365 Day Rate	0.0000

Date	Activity	Deposits	Withdrawals	Balance
01/01/2010	FORWARD BALANCE	\$ 0.00	\$ 0.00	\$ 67,228.43
01/19/2010	216 TO 2	\$ 5,634.56	\$ 0.00	\$ 72,862.99
01/31/2010	ENDING BALANCE	\$ 0.00	\$ 0.00	\$ 72,862.99

{Effective: 01/31/2010} The GASB Fair Value factor at December 31, 2009 is 1.003369

STATEMENT OF ACCOUNT

PTIF

UTAH PUBLIC TREASURERS' INVESTMENT FUND

Richard K. Ellis, Utah State Treasurer, Fund Manager

PO Box 142315

350 N State Street, Suite 180

Salt Lake City, Utah 84114-2315

Local Call (801) 538-1042 Toll Free (800) 395-7665

www.treasurer.utah.gov

CEDAR HILLS-S AQUEDUCT IMP FEE

KONRAD HILDEBRANDT

3925 W CEDAR HILLS DR

CEDAR HILLS UT 84062

Account**Account Period****2507**

January 01, 2010 through January 31, 2010

Summary

Beginning Balance	\$ 142,527.41	Average Daily Balance	\$ 145,358.24
Deposits	\$ 6,750.43	Interest Earned	\$ 0.00
Withdrawals	\$ 0.00	360 Day Rate	0.0000
Ending Balance	\$ 149,277.84	365 Day Rate	0.0000

Date	Activity	Deposits	Withdrawals	Balance
01/01/2010	FORWARD BALANCE	\$ 0.00	\$ 0.00	\$ 142,527.41
01/19/2010	216 TO 2	\$ 6,750.43	\$ 0.00	\$ 149,277.84
01/31/2010	ENDING BALANCE	\$ 0.00	\$ 0.00	\$ 149,277.84

{Effective: 01/31/2010} The GASB Fair Value factor at December 31, 2009 is 1.003369

STATEMENT OF ACCOUNT

PTIF

UTAH PUBLIC TREASURERS' INVESTMENT FUND

Richard K. Ellis, Utah State Treasurer, Fund Manager

PO Box 142315

350 N State Street, Suite 180

Salt Lake City, Utah 84114-2315

Local Call (801) 538-1042 Toll Free (800) 395-7665

www.treasurer.utah.gov

CEDAR HILLS-PUBLIC SAFETY IMP

KONRAD HILDEBRANDT

3925 W CEDAR HILLS DR

CEDAR HILLS UT 84062

Account**Account Period****2508**

January 01, 2010 through January 31, 2010

Summary

Beginning Balance	\$ 173,293.47	Average Daily Balance	\$ 204,968.28
Deposits	\$ 75,532.23	Interest Earned	\$ 0.00
Withdrawals	\$ 0.00	360 Day Rate	0.0000
Ending Balance	\$ 248,825.70	365 Day Rate	0.0000

Date	Activity	Deposits	Withdrawals	Balance
01/01/2010	FORWARD BALANCE	\$ 0.00	\$ 0.00	\$ 173,293.47
01/19/2010	216 TO 2	\$ 75,532.23	\$ 0.00	\$ 248,825.70
01/31/2010	ENDING BALANCE	\$ 0.00	\$ 0.00	\$ 248,825.70

{Effective: 01/31/2010} The GASB Fair Value factor at December 31, 2009 is 1.003369

STATEMENT OF ACCOUNT

PTIF

UTAH PUBLIC TREASURERS' INVESTMENT FUND

Richard K. Ellis, Utah State Treasurer, Fund Manager

PO Box 142315

350 N State Street, Suite 180

Salt Lake City, Utah 84114-2315

Local Call (801) 538-1042 Toll Free (800) 395-7665

www.treasurer.utah.gov

CEDAR HILLS-PARK DEV IMP FEE

KONRAD HILDEBRANDT

3925 W CEDAR HILLS DR

CEDAR HILLS UT 84062

Account**Account Period****2509**

January 01, 2010 through January 31, 2010

Summary

Beginning Balance	\$ 26,056.80	Average Daily Balance	\$ 15,129.75
Deposits	\$ 0.00	Interest Earned	\$ 0.00
Withdrawals	\$ 26,056.80	360 Day Rate	0.0000
Ending Balance	\$ 0.00	365 Day Rate	0.0000

Date	Activity	Deposits	Withdrawals	Balance
01/01/2010	FORWARD BALANCE	\$ 0.00	\$ 0.00	\$ 26,056.80
01/19/2010	2509 TO	\$ 0.00	\$ 26,056.80	\$ 0.00
01/31/2010	ENDING BALANCE	\$ 0.00	\$ 0.00	\$ 0.00

{Effective: 01/31/2010} The GASB Fair Value factor at December 31, 2009 is 1.003369

STATEMENT OF ACCOUNT

PTIF

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CEDAR HILLS-PARK LAND IMP FEE

KONRAD HILDEBRANDT

3925 W CEDAR HILLS DR

CEDAR HILLS UT 84062

Account**Account Period****2510**

January 01, 2010 through January 31, 2010

Summary

Beginning Balance	\$ 405,311.09	Average Daily Balance	\$ 430,395.66
Deposits	\$ 59,817.06	Interest Earned	\$ 0.00
Withdrawals	\$ 0.00	360 Day Rate	0.0000
Ending Balance	\$ 465,128.15	365 Day Rate	0.0000

Date	Activity	Deposits	Withdrawals	Balance
01/01/2010	FORWARD BALANCE	\$ 0.00	\$ 0.00	\$ 405,311.09
01/19/2010	216 TO 2	\$ 59,817.06	\$ 0.00	\$ 465,128.15
01/31/2010	ENDING BALANCE	\$ 0.00	\$ 0.00	\$ 465,128.15

{Effective: 01/31/2010} The GASB Fair Value factor at December 31, 2009 is 1.003369

STATEMENT OF ACCOUNT

PTIF

UTAH PUBLIC TREASURERS' INVESTMENT FUND

Richard K. Ellis, Utah State Treasurer, Fund Manager

PO Box 142315

350 N State Street, Suite 180

Salt Lake City, Utah 84114-2315

Local Call (801) 538-1042 Toll Free (800) 395-7665

www.treasurer.utah.gov

CEDAR HILLS-REC FACILITIES IMP

KONRAD HILDEBRANDT

3925 W CEDAR HILLS DR

CEDAR HILLS UT 84062

Account**Account Period****2511**

January 01, 2010 through January 31, 2010

Summary

Beginning Balance	\$ 3,030,739.67	Average Daily Balance	\$ 2,948,090.61
Deposits	\$ 0.00	Interest Earned	\$ 0.00
Withdrawals	\$ 197,086.21	360 Day Rate	0.0000
Ending Balance	\$ 2,833,653.46	365 Day Rate	0.0000

Date	Activity	Deposits	Withdrawals	Balance
01/01/2010	FORWARD BALANCE	\$ 0.00	\$ 0.00	\$ 3,030,739.67
01/19/2010	2511 TO	\$ 0.00	\$ 197,086.21	\$ 2,833,653.46
01/31/2010	ENDING BALANCE	\$ 0.00	\$ 0.00	\$ 2,833,653.46

{Effective: 01/31/2010} The GASB Fair Value factor at December 31, 2009 is 1.003369

STATEMENT OF ACCOUNT

PTIF

UTAH PUBLIC TREASURERS' INVESTMENT FUND

Richard K. Ellis, Utah State Treasurer, Fund Manager

PO Box 142315

350 N State Street, Suite 180

Salt Lake City, Utah 84114-2315

Local Call (801) 538-1042 Toll Free (800) 395-7665

www.treasurer.utah.gov

CEDAR HILLS-CULINARY WATER IMP

KONRAD HILDEBRANDT

3925 W CEDAR HILLS DR

CEDAR HILLS UT 84062

Account**Account Period****2512**

January 01, 2010 through January 31, 2010

Summary

Beginning Balance	\$ 432,707.70	Average Daily Balance	\$ 478,356.66
Deposits	\$ 108,855.21	Interest Earned	\$ 0.00
Withdrawals	\$ 0.00	360 Day Rate	0.0000
Ending Balance	\$ 541,562.91	365 Day Rate	0.0000

Date	Activity	Deposits	Withdrawals	Balance
01/01/2010	FORWARD BALANCE	\$ 0.00	\$ 0.00	\$ 432,707.70
01/19/2010	216 TO 2	\$ 108,855.21	\$ 0.00	\$ 541,562.91
01/31/2010	ENDING BALANCE	\$ 0.00	\$ 0.00	\$ 541,562.91

{Effective: 01/31/2010} The GASB Fair Value factor at December 31, 2009 is 1.003369

STATEMENT OF ACCOUNT

PTIF

UTAH PUBLIC TREASURERS' INVESTMENT FUND

Richard K. Ellis, Utah State Treasurer, Fund Manager

PO Box 142315

350 N State Street, Suite 180

Salt Lake City, Utah 84114-2315

Local Call (801) 538-1042 Toll Free (800) 395-7665

www.treasurer.utah.gov

CEDAR HILLS-STREETS IMP FEES

KONRAD HILDEBRANDT

3925 W CEDAR HILLS DR

CEDAR HILLS UT 84062

Account**Account Period****2513**

January 01, 2010 through January 31, 2010

Summary

Beginning Balance	\$ 537,905.01	Average Daily Balance	\$ 573,026.11
Deposits	\$ 83,750.31	Interest Earned	\$ 0.00
Withdrawals	\$ 0.00	360 Day Rate	0.0000
Ending Balance	\$ 621,655.32	365 Day Rate	0.0000

Date	Activity	Deposits	Withdrawals	Balance
01/01/2010	FORWARD BALANCE	\$ 0.00	\$ 0.00	\$ 537,905.01
01/19/2010	216 TO 2	\$ 83,750.31	\$ 0.00	\$ 621,655.32
01/31/2010	ENDING BALANCE	\$ 0.00	\$ 0.00	\$ 621,655.32

{Effective: 01/31/2010} The GASB Fair Value factor at December 31, 2009 is 1.003369



CITY OF CEDAR HILLS

TO:	Mayor Richardson and City Council
FROM:	Konrad Hildebrandt, City Manager
DATE:	1/27/2010

SUBJECT:	Review/Action on FY 2010 Budget Amendments
APPLICANT PRESENTATION:	
STAFF PRESENTATION:	Becky Tehero
BACKGROUND AND FINDINGS:	
The City is required to keep expenditures within budget. As the Council is aware, accurately forecasting all the expenditures and needs of the community is difficult; therefore, budget amendments may be necessary to comply with State requirements.	
PREVIOUS LEGISLATIVE ACTION:	
Click here to enter text.	
FISCAL IMPACT:	
THE GENERAL FUND:	
To increase the budget for Election Expenses from \$5,000 to \$8,700.	
10-44-400 Election Expenses \$3,700	
10-31-100 Property Tax Revenue \$3,700	
To move half of the B&Z Assistant's wages and benefits from the Building & Zoning Department to the Finance Department. (The B&Z Assistant was moved to the Finance Department to be the Finance Assistant.)	
10-44-110 Admin Salary & Wages \$15,200	
10-60-110 B&Z Salary & Wages \$15,200	
10-44-150 Admin Benefits \$12,300	
10-60-150 B&Z Benefits \$12,300	
THE WATER & SEWER FUND:	
The Cottonwood Well and the PI2 Project were completed in FY 2010; however, the original completion date was in FY 2009. These projects were paid for with bond proceeds.	
51-73-802 Well Purchase/Construction \$484,000	
51-75-809 PI Improvements \$209,000	
THE GOLF COURSE FUND:	
To insure the Cart Barn, Sunset Room, Clubhouse Modular Trailer, golf carts, and equipment:	
75-60-750 Insurance \$1,650	
To extend the lease for the Clubhouse:	
75-80-200 Clubhouse Lease Payment \$4,800	



CITY OF CEDAR HILLS

SUPPORTING DOCUMENTS:

Resolution amending the FY 2010 Budget

RECOMMENDATION:

To approve the resolution.

MOTION:

Adopt Resolution No. _____ A RESOLUTION ADOPTING THE AMENDED 2009-2010 FISCAL YEAR BUDGET FOR THE CITY OF CEDAR HILLS, UTAH.

RESOLUTION NO. _____

A RESOLUTION ADOPTING THE AMENDED 2009-2010 FISCAL YEAR BUDGET FOR THE CITY OF CEDAR HILLS, UTAH.

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF CEDAR HILLS, UTAH:

Pursuant to §10-6-118, Utah Code, the Amended 2009-2010 Fiscal Year Budget for the General Fund, Capital Projects Fund, Water/Sewer Fund, Motor Pool Fund and Golf Course Fund for the City of Cedar Hills, Utah, is hereby adopted. A copy of said budget amendments is attached hereto (Attachment A), and by this reference made part of this Resolution.

PASSED THIS 2ND DAY OF FEBRUARY, 2010.

APPROVED:

Eric Richardson, Mayor

ATTEST:

Kim E. Holindrake, City Recorder



CITY OF CEDAR HILLS

-[TO:	City Council
FROM:	Brad Kearl
DATE:	February 2, 2010

City Council Agenda Item

SUBJECT:	Business License Fee
APPLICANT PRESENTATION:	N/A
STAFF PRESENTATION:	Brad Kearl

BACKGROUND AND FINDINGS: 4th Reading:

Intent: To construct a fair and balanced system that would simply cover the administrative costs associated with the licensing fees for Home - Based businesses.

In reviewing costs associated with Business Licensing, staff has conducted an analysis of last year's revenue and expenditures. It is determined that each home based business is costing an average of \$63. The base rate for Home businesses, according to the City Fee Schedule, is \$55. If, for a Home-Based Business, there was an additional \$10 fee, this would be more of a true "pass-through" cost.

As for the "negative impact" on the surrounding neighborhood, conditions for these types of businesses are currently regulated through the Business Licensing section of our City Code. (see attached)

Certainly these regulatory conditions can be modified through the City Code. If the city receives complaints about a business, the city has a policy established, and can issue a citation to the owner, or even revoke their license.

Also, staff feels there should be a setup fee because setting up a new business takes a lot more time than merely renewing a license. In addition, businesses with many late fees simply terminate their business and setup the same business the next day. A \$20 setup fee would help prevent businesses from doing this.

The new rates have affected 43 home-based businesses so far. Of these 43...

-3 have closed (all saying the rates were too high)

-2 have paid the \$340 (\$315+\$25 Inspection)

-16 have not turned in their application yet

-22 have turned in their application and were billed less than \$315

If council chooses to correct past fees collected, the following issues need consideration: All businesses are renewed throughout the year when their current license expires.

- 1) The businesses that have paid \$20 and have received a license cannot be charged more.
- 2) Those that have paid the higher amount, only constitute 2 businesses for a total "refund" of \$500.

PREVIOUS LEGISLATIVE ACTION: The Council addressed business licensing fees on August 18, 2009, and adopted the higher fees. They then received public comments at several meetings regarding the



CITY OF CEDAR HILLS

high fees and asked the fees to be readdressed. The Council addressed fees again on January 19.

FISCAL IMPACT: Base rate for all home based businesses - \$65 per year

SUPPORTING DOCUMENTS: See attached Fee Schedule and Analysis

RECOMMENDATION: Home-based business license rate - \$65

MOTION: Motion to approve the business license fee rate changes per staff recommendations.

Business License Fee Analysis - FY09

Total Home Based Businesses	244	
Business License Revenue	\$ 13,420.00	
<u>Business License Expenditures</u>		
Administrative	\$ 13,000.00	
Training Seminars	\$ 1,263.00	
Materials and Supplies	\$ 961.00	
Inspections	\$ 1,056.00	
Utah Business License	\$ 25.00	
Total Business License Expenditures	\$ 16,305.00	
Total Expenditures minus inspections	\$ 15,249.00	
Avg. City Cost per Home Based Business	\$ 62.50	Not incl. inspections
<u>New Proposal</u>		
Total Revenue Home-Based Businesses @ \$65	\$ 15,860.00	
Minus Expenditures	\$ 15,249.00	
Total Balance	\$ 611.00	

Residential		
Home/Premises/Peddler/Vendor/Solicitor	Base (Exempt: Home/Premises - Non-Impact)	\$55.00
Home/Premises: Non-Impact	Annual	\$20.00 (No Base)
Home/Premises: Low Impact	Annual	Base plus \$10
Home/Premises: Moderate Impact	Annual	Base plus \$70
Home/Premises: High Impact	Annual	Base plus \$260
Vendors	Annual	Base plus \$10.00
Solicitation (door-to-door), Peddlers	Annual	Base + \$15 + \$5 per badge
Inspection Fee	One reinspection allowed, then charged fee each time thereafter	\$25.00

3-1-13: ADMINISTRATION AND ENFORCEMENT:

- A. Administration: The license official shall be responsible for the enforcement of this chapter. The license official may, on his or her own initiative, or in response to complaints referred from the general public or a city department, investigate and gather evidence of violations of the licensing provisions of this chapter or any other city ordinances.
- B. Nuisances: No business, whether licensed or not, shall be conducted or operated so as to amount to a nuisance. Substantiated complaints may contribute to consideration of a nuisance.
- C. Business To Comply With Other Ordinances: No license shall be issued for the conduct of any business, and no license shall be issued for any thing or act, if the premises and building to be used for the purpose does not fully comply with the requirements of this code. No such license shall be issued for the conduct of any business or performance of any act that would involve a violation of the zoning regulations of the city. Any license so issued shall be null and void. (Ord. 11-21-2006A, 11-21-2006)

3-1-16: CITATIONS FOR VIOLATIONS:

The license official shall, in the discharge and performance of his or her official duties, have and exercise the power to issue citations for the violation of any of the provisions of this chapter. (Ord. 11-21-2006A, 11-21-2006)

3-1-17: PENALTY:

Any person, firm or corporation who operates or conducts a business within the city without having a current and valid business license, or who violates any of the provisions of this chapter, shall be guilty of a class B misdemeanor and, upon conviction, subject to penalty as provided in section [1-4-1](#) of this code. (Ord. 11-21-2006A, 11-21-2006)

ARTICLE B. HOME OCCUPATIONS

3-1B-1: REQUIREMENTS AND CONDITIONS:

A. Home occupations may be permitted and operated following receipt and approval of an application for such use, subject to, and in compliance with the following conditions:

1. Home occupations are listed as a conditional use in the zone.
2. The home occupation shall be conducted entirely within the living area of the dwelling and shall not be visible from outside of the structure. The home occupation shall not involve the use of any accessory buildings, garages, carports, breezeways or yard space for storage of materials or products.
3. The home occupation shall contain no facilities for the display of goods visible from outside the dwelling.
4. All residents, visitors, and employees who arrive at the home because of the home occupation shall be legally parked on the lot occupied by the residence or on that part of the street that immediately abuts the lot. All parking must comply with [title 5](#), "Public Safety And Traffic Regulations", of this code.
5. No commercial vehicles shall be located on the premises, except two (2) vehicles (not to exceed 1 ton weighted rating) or trailer (not to exceed 12 feet) that is primarily used in connection with the home occupation. No on street parking of any commercial vehicle or equipment is allowed.
6. The home occupation shall be clearly incidental and secondary to the use of the dwelling for dwelling purposes and shall not change the character of the building from that of a dwelling.
7. Signs shall be limited to one nonflashing identification sign not larger in area than two (2) square feet, which shall be attached to the dwelling. No on site advertising signs shall be permitted.
8. The home occupation shall occupy an area of not more than twenty five percent (25%) of the total living area or six hundred (600) square feet, whichever is less.
9. Entrance to the home occupation from the outside shall be the same entrance normally used by the residing family; the garage door shall not be used to satisfy this requirement.

10. The activities of the home occupation shall not involve the use of materials or chemicals in amounts that will significantly increase hazards or decrease safety to the structure or occupants, or of adjacent structures or occupants. The use of mechanical or electrical apparatus, equipment or tools shall not exceed those commonly associated with residential use or home crafts.
11. The operation of the home occupation shall not produce any noise, smoke, glare, light, fumes, dust, or similar condition that is readily discernable outside the dwelling or that interferes with the residential use of adjacent properties.
12. The home occupation shall not generate traffic between the hours of nine o'clock (9:00) P.M. and seven o'clock (7:00) A.M.
13. The physical appearance, traffic or other activities in connection with the home occupation are not contrary to the intent of the zone in which the home occupation is located and do not depreciate surrounding values.
14. All preschool, daycare, and childcare facilities shall also be required to obtain a city business license. Daycare, preschool or childcare facilities with more than four (4) children (same children) for more than four (4) hours per day shall obtain a license from the state department of human services.
15. The home occupation shall not have more than two (2) nonresiding employees working at the residence. (Ord. 11-21-2006A, 11-21-2006)

RESOLUTION NO. _____

A RESOLUTION ADDING, AMENDING, OR DELETING CERTAIN FEES TO THE OFFICIAL FEES, BONDS, AND FINES SCHEDULE OF THE CITY OF CEDAR HILLS, UTAH.

WHEREAS, the City has enacted various ordinances and fee resolutions setting certain fees for the City; and

WHEREAS, the City Council desires to provide an updated schedule of all City fees; and

WHEREAS, the purpose of this resolution is to add, amend or delete certain fees on the fee schedule.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF CEDAR HILLS, UTAH, as follows:

**Section 1
Adoption**

Pursuant to the provisions of Section 10-3-717 UCA, 1953, as amended, the City Council hereby adopts the schedule of fees for certain municipal services provided by the City as set forth under Attachment A, which is attached hereto and by this reference made part of this Resolution.

Specific fees to be added and/or amended are as follows:

Fee Type	Current Fee	Amended/Added Fee
Home, Premises, Peddler, Vendor, Solicitor - Base	\$55	\$65
Setup Fee	-0-	\$20

**Section 2
Update/Adjustment of Fees**

1. Any subsequent fee resolutions for any or all of the fees contained within this fee schedule shall have the effect of updating and/or adjusting the fee schedule accordingly.
2. Any adjustment that is needed for those fees not created by a separate fee resolution shall be accomplished only by amending or repealing this resolution and adoption of a new fee resolution.

**Section 3
Severability**

If any section, sentence, clause, or phrase of this resolution is held to be invalid or unconstitutional by a court of competent jurisdiction, such invalidity or unconstitutionality shall not effect the validity or constitutionality of any other section, sentence, clause, or phrase of this resolution.

All resolutions or policies in conflict herewith are hereby repealed.

PASSED AND APPROVED THIS 2ND DAY OF FEBRUARY, 2010.

Eric Richardson, Mayor

ATTEST:

Kim E. Holindrake, City Recorder



CITY OF CEDAR HILLS

TO:	Mayor and City Council
FROM:	David Bunker, City Engineer/PW Director
DATE:	2/2/2010

City Council Agenda Item

SUBJECT:	Quail Run Primary Charter School
APPLICANT PRESENTATION:	Ron Peck, Peck Ormsby Construction
STAFF PRESENTATION:	David Bunker, City Engineer/Public Works Director

BACKGROUND AND FINDINGS:

On January 12, representatives from Peck Ormsby Construction met with City staff to discuss the construction of Quail Run, a new Charter School located in Pleasant Grove. The school anticipates an enrollment of 648 students plus administration, facility, and staff. All utilities are currently designed to be provided by Pleasant Grove.

During our discussion it was made clear to staff that ALL traffic is now proposed to leave the development parcel and enter Valley View Drive at approximately 3800 West Valley View Drive. The original approvals by Pleasant Grove were based on access to 3300 North Pleasant Grove with a fire lane heading west to 4000 West. The approvals were also based on a trip generation of no more than 250 ADT according to Degen Lewis, PG City Engineer.

A traffic plan has been developed and a traffic study has been performed by Hales Engineering. The traffic study is based on assumptions made by the Charter School (Appendix F). If the traffic plan is implemented, the study states that no mitigation measures are required. And although the assumptions state the trips generated daily will not exceed 250, the traffic study suggests that the AM peak hour alone will consist of 250 vehicles per hour, and the PM peak will consist of 232 vehicles per hour. Resulting in at least two times the ADT as approved by PG.

In addition, typical charter schools in the area are unable to attain the bussing and carpool schedule that has been assumed in the study. The study states that only 10% of all students will arrive/leave by non-carpool or bus transportation.

As a comparison, I counted the AM peak hour traffic at Odyssey Charter School in AF. They have a charter for 452 students and are located on a dead end street also. The AM peak hour occurred between the hours of 7:30 am to 8:30 am. The vehicles entering the street were 237 vehicles with 151 exiting for a total of 388 vehicle trips per hour. Some carpooling was witnessed. The school does have at least one bus, which sat snow covered on the side of the school. The biggest bus making a trip was a 12 passenger van. Most trips were single or double drop offs.

If Quail Run operates as a typical charter school, the peak hour AM traffic counts will exceed 340 vph entering and 216 vph exiting for a total of 556 peak trips between the hours of 7:30 AM and 8:30 AM

As a result of our investigation and the obvious miscalculation of assumptions made by Quail Run, staff does not agree with the submitted traffic study. And although the submitted traffic study suggests otherwise, mitigations may be necessary.

PREVIOUS LEGISLATIVE ACTION:

None

FISCAL IMPACT:

The value of mitigation measures has not been calculated.

SUPPORTING DOCUMENTS:

Hales Engineering Traffic Impact Study

RECOMMENDATION:

Require a re-evaluation of a more reasonable traffic plan and reassess the traffic impact. In addition, the home located at 3805 West Valley View Drive will effectively be a corner lot if the proposed roadway is constructed. Zoning regulations require a 30 foot setback to right-of-way for corner lots in the PR 2.2 zone. Roadway plans have not been submitted for verification of zoning or development requirements. In addition, a plat will be required for dedication of street improvements with the associated excavation permits.

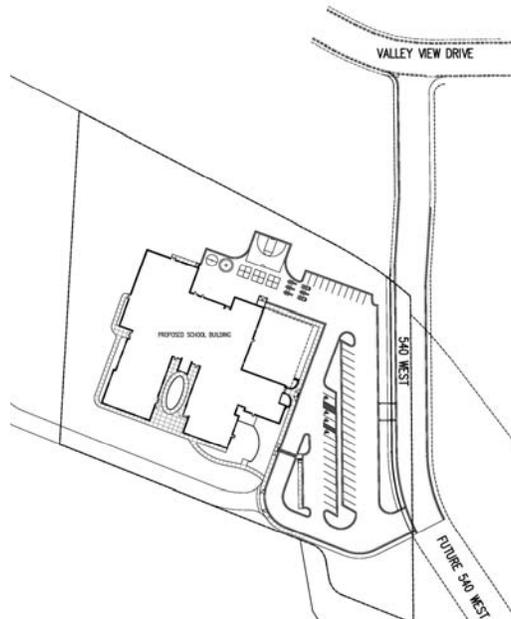
Staff also recommends that the Charter School seek an updated official approval from P.G. City Council with the currently proposed traffic plan. The current site approval by P.G. does not include access to Valley View Drive. Effective traffic planning would include access to 3300 North in P.G.

MOTION:

This item is not an action item. No motion is necessary.

Quail Run Charter School

Traffic Impact Study



Pleasant Grove / Cedar Hills, Utah

January 2010

UT10-206

EXECUTIVE SUMMARY

This study addresses the traffic impacts associated with the proposed Quail Run Charter School located in Pleasant Grove, Utah. The project is west of Canyon Road (SR-146) and south of Valley View Drive. Although the school will be located in Pleasant Grove, vehicular access to the site will be gained from Valley View Drive, a Cedar Hills street. Therefore, this traffic impact study has been completed at the request of Cedar Hills.

Included within the analyses for this study are the traffic operations and recommended mitigation measures for existing conditions and plus project conditions (conditions after redevelopment 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 (2010) Background Conditions Analysis

Hales Engineering performed weekday a.m. (7:00 to 9:00) peak period traffic counts at the following intersection:

- 4000 West / 9600 North
- 4000 West / Monson Place
- Valley View Drive / Canyon Road (SR-146)

The counts were performed on Thursday, January 14, and Wednesday, January 20, 2010. The a.m. peak hour was determined to be between 7:30 and 8:30 a.m. Detailed count data is included in Appendix A.

As shown in Table ES-1, all study intersections experience acceptable levels of delay.

Project Conditions Analysis

This study addresses the traffic impacts associated with the proposed Quail Run Charter School located in Pleasant Grove, Utah. A site plan for the proposed development has been included in Appendix C.

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

- Charter School:
 - 648 Student Capacity

- 40 Employees

Trip generation for the school was obtained from data in the school's Transportation Plan for the 2011-2012 school year. Assumptions in the plan are shown in Appendix F. Based on these assumptions; trip generation was calculated as follows:

- a.m. Trips: 250 vehicles per hour (vph)
 - Entering: 144 vph
 - Exiting: 106 vph
- p.m. Trips: 232 vph
 - Entering: 106 vph
 - Exiting: 106 vph

Existing (2010) Plus Project Conditions Analysis

As shown in Table ES-1, all study intersections experience acceptable levels of delay.

TABLE ES-1 P.M. Peak Hour Highland - Toscana Residential Subdivision TIS		
Intersection	Existing 2010 Background	Existing 2010 Plus Project
Description	LOS (Sec/Veh ¹)	LOS (Sec/Veh ¹)
4000 West / 9600 North	A (4.9)	A (5.0)
4000 West / Monson Place	WB / A (3.4)	WB / A (3.6)
Valley View Drive / SR-146	WB / A (7.6)	EB / C (22.9)
Project Access / Valley View Drive	-	NB / A (4.8)
1. Intersection LOS and delay (seconds/vehicle) values represent the overall intersection average for signalized and all-way stop controlled intersections and the worst approach for all other unsignalized intersections.		
Source: Hales Engineering, January 2010		

RECOMMENDATIONS

The following mitigation measures are recommended:

Existing (2010) Background Conditions Analysis

No mitigation measures are required.

Existing (2010) Plus Project Conditions Analysis

No mitigation measures are required.

TABLE OF CONTENTS

EXECUTIVE SUMMARY	1
TRAFFIC ANALYSIS	1
RECOMMENDATIONS	2
TABLE OF CONTENTS	i
LIST OF TABLES	ii
I. INTRODUCTION.....	1
A. PURPOSE	1
B. SCOPE	1
B. ANALYSIS METHODOLOGY.....	1
C. LEVEL OF SERVICE STANDARDS	3
II. EXISTING (2010) BACKGROUND CONDITIONS	4
A. PURPOSE	4
B. ROADWAY SYSTEM	4
C. TRAFFIC VOLUMES	4
D. LEVEL OF SERVICE ANALYSIS.....	5
E. MITIGATION MEASURES	5
III. PROJECT CONDITIONS.....	7
A. PURPOSE	7
B. PROJECT DESCRIPTION.....	7
C. TRIP GENERATION	7
D. TRIP DISTRIBUTION AND ASSIGNMENT	8
IV. EXISTING (2010) PLUS PROJECT CONDITIONS.....	9
A. PURPOSE	9
B. TRAFFIC VOLUMES.....	9
C. LEVEL OF SERVICE ANALYSIS.....	9
D. MITIGATION MEASURES	10
Appendix A: Turning Movement Counts	
Appendix B: LOS Results	
Appendix C: Project Site Plan	
Appendix D: Figures	
Appendix E: 95th Percentile Queue Lengths	
Appendix F: Quail Run Charter School Transportation Plan	

LIST OF TABLES

Table 1 Level of Service Descriptions 2
Table 2 Existing (2010) Background a.m. Peak Hour Level of Service 6
Table 3 Existing (2010) Plus Project a.m. Peak Hour Level of Service 10

I. INTRODUCTION

A. Purpose

This study addresses the traffic impacts associated with the proposed Quail Run Charter School located in Pleasant Grove, Utah. The project is west of Canyon Road (SR-146) and south of Valley View Drive. Although the school will be located in Pleasant Grove, vehicular access to the site will be gained from Valley View Drive, a Cedar Hills street. Therefore, this traffic impact study has been completed at the request of Cedar Hills.

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

B. Scope

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

- 4000 West / 9600 North
- 4000 West / Monson Place
- Valley View Drive / Canyon Road (SR-146)
- Project Access / Valley View Drive

Because of the shared and overlapping streets within the two municipal jurisdictions, several streets are referred to by different names. The following list provides some alternative names for streets within the study area:

- 4000 West Cedar Hills = 900 West Pleasant Grove
- 9600 North – Utah County, Harvey Boulevard - Cedar Hills = Swen Monson Lane, 4000 North - Pleasant Grove

B. 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.

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, 2000 Methodology (Transportation Research Board, 2000)

The Highway Capacity Manual 2000 (HCM 2000) 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. Hales Engineering has also calculated overall delay values for unsignalized intersections, which provides additional information and represents the overall intersection conditions rather than just the worst approach.

C. 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.

II. EXISTING (2010) BACKGROUND CONDITIONS

A. Purpose

The purpose of the existing (2010) 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 are described below:

Valley View Drive – is a Cedar Hills city roadway that provides direct access to the proposed site and intersects SR-146 to the east. This roadway is currently composed of a 42-foot paved cross section with one travel lane in each direction and on-street parking permitted. The speed limit is 25 mph. Valley View Drive turns into 3940 West on the west end. 3940 West has identical characteristics as Valley View Drive.

Monson Place – is a Cedar Hills city roadway that connects 3940 West (and Valley View Drive) with 4000 West (900 West Pleasant Grove). This roadway is currently composed of a 52-foot paved cross section with one travel lane in each direction and on-street parking permitted. The speed limit is 25 mph.

Canyon Road (SR-146) – is a state operated roadway that provides indirect access to the school site. SR-146 is composed of a two-lane cross section with one travel lane per direction. Exclusive turn lanes are located at some of its intersections. At Valley View Drive, only north- and southbound right turn pockets are provided on SR-146. The posted speed limit in the vicinity of the site is 45 mph.

C. Traffic Volumes

Hales Engineering performed weekday a.m. (7:00 to 9:00) peak period traffic counts at the following intersection:

- 4000 West / 9600 North
- 4000 West / Monson Place
- Valley View Drive / Canyon Road (SR-146)

The counts were performed on Thursday, January 14, and Wednesday January 20, 2010. The a.m. peak hour was chosen for study because the a.m. peak hour of a school typically overlaps with the a.m. peak hour of adjacent traffic; whereas the p.m. peak hour of a school typically does not overlap with the p.m. peak hour of adjacent street traffic. In addition to the proposed charter school, Deerfield Elementary School is also located nearby (approximately one mile northwest of the site on 9600 North or Harvey Boulevard). Therefore, the a.m. peak period is the worst case scenario for analysis. The a.m. peak hour was determined to be between 7:30 and 8:30 a.m. At the two intersections counted on 4000 West (900 West PG), the peak-hour factor (PHF) was approximately 0.7, which means that a significant amount of the traffic occurs in a relatively short period of time. This is likely due to the school traffic from Deerfield Elementary School. The traffic counts were seasonally adjusted based on data obtained from a UDOT-controlled automated traffic recorder (ATR) located in Utah County. Detailed count data is included in Appendix A.

According to *Truck Traffic on Utah Highways* (UDOT 2008), approximately 19 percent of traffic on SR-146 is composed of trucks, with six percent being combination trucks.

D. Level of Service Analysis

Using Synchro/SimTraffic, which follow the Highway Capacity Manual (HCM) 2000 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 (2010) conditions. As shown in Table 2, all study intersections have acceptable levels of delay during the a.m. peak period.

E. Mitigation Measures

No mitigation measures are required.

Table 2 Existing (2010) 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
4000 West / 9600 North	All-way Stop	-	-	-	4.9	A
4000 West / Monson Place	WB Stop	WB	3.4	A	1.5	A
Valley View Drive / SR-146	EB/WB Stop	WB	7.6	A	0.9	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).

3. SB = Southbound approach, etc.

Source: Hales Engineering, January 2010

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 Quail Run Charter School located in Pleasant Grove, Utah. The project is west of Canyon Road (SR-146) and south of Valley View Drive. Although the school will be located in Pleasant Grove, vehicular access to the site will be gained from Valley View Drive, a Cedar Hills street. Therefore, this traffic impact study has been completed at the request of Cedar Hills.

A site plan for the proposed development has been included in Appendix C.

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

- Charter School:
 - 648 Student Capacity
 - 40 Employees

C. Trip Generation

According to the Transportation Plan for Quail Run Charter School (Dated August 4, 2009), the school intends to implement an aggressive carpool for both students and faculty. The school also intends to provide significant bus transportation and encourage walking and biking.

Trip generation for the school was calculated from data in the school's Transportation Plan for the 2011-2012 school year. Assumptions in the plan are shown in Appendix F. Based on these assumptions; trip generation was calculated as follows:

- a.m. Trips: 250 vehicles per hour (vph)
 - Entering: 144 vph
 - Exiting: 106 vph
- p.m. Trips: 232 vph
 - Entering: 106 vph
 - Exiting: 106 vph

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 overall distribution of project generated trips is as follows:

To/from the School:

- 30% North on SR-146
- 40% South on SR-146
- 10% North on 4000 West (900 West PG)
- 5% West on 9600 North
- 15% South on 4000 West (900 West PG)

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

IV. EXISTING (2010) 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 (2010) plus project a.m. peak hour volumes were generated for the study intersections and are shown in Appendix D.

C. Level of Service Analysis

Using Synchro/SimTraffic, which follow the Highway Capacity Manual (HCM) 2000 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 3 (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 3, all of the study intersections experience acceptable levels of delay during the a.m. peak hour.

In addition to LOS calculations, queue lengths at all of the intersections were also calculated. The following are the average, 95th percentile, and maximum queue lengths for the eastbound approach of Valley View Drive and SR-146 (see 95th percentile queue lengths report in Appendix E):

- Average: 45 feet (approximately 2 vehicles)
- 95th Percentile: 125 feet (approximately 6 vehicles)
- Maximum: 185 feet (approximately 9 vehicles)

The available queue storage area for this approach is 300 feet which is sufficient to store approximately 15 vehicles assuming only one eastbound lane (e.g., no side-by-side stacking at the intersection). Based on this analysis, it appears that queuing from the Valley View Drive / SR-146 intersection will not impede traffic entering or exiting the school site.

D. Mitigation Measures

No mitigation measures are recommended.

Table 3 Existing (2010) 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
4000 West / 9600 North	All-way Stop	-	-	-	5.0	A
4000 West / Monson Place	WB Stop	WB	3.6	A	1.9	A
Valley View Drive / SR-146	EB/WB Stop	EB	22.9	C	4.6	A
Project Access / Valley View Drive	NB Stop	NB	4.8	A	2.9	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).

3. SB = Southbound approach, etc.

Source: Hales Engineering, January 2010

APPENDIX A

Turning Movement Counts

APPENDIX B

LOS Results

SimTraffic LOS Report

Project: Cedar Hills - Quail Run Charter School TIS
Analysis Period: Existing (2010) Background
Time Period: AM Peak Hour **Project #:** UT10-206

Intersection: Harvey Blvd & 900 West
Type: All-way Stop Controlled

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	39	39	101	4.4	A
	T	33	33	99	6.5	A
	R	5	4	84	2.8	A
	Subtotal	77	76	99	5.2	A
SB	L	4	3	71	4.6	A
	T	66	62	94	5.3	A
	R	8	8	100	3.4	A
	Subtotal	78	73	94	5.1	A
EB	L	3	2	62	5.2	A
	T	43	43	99	5.3	A
	R	37	36	98	3.4	A
	Subtotal	83	81	98	4.5	A
WB	L	6	6	104	4.7	A
	T	42	45	107	5.2	A
	R	1	1	100	4.7	A
	Subtotal	49	52	106	5.1	A
Total		287	282	98	4.9	A

Intersection: Monson Place & 900 West (4000 West)
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	62	61	98	0.3	A
	R	10	11	107	0.2	A
	Subtotal	72	72	100	0.3	A
SB	L	12	11	94	3.3	A
	T	99	95	96	1.5	A
	Subtotal	111	106	95	1.7	A
WB	L	15	16	107	4.1	A
	R	14	14	100	2.6	A
	Subtotal	29	30	103	3.4	A
Total		212	208	98	1.5	A

SimTraffic LOS Report

Project: Cedar Hills - Quail Run Charter School TIS
Analysis Period: Existing (2010) Background
Time Period: AM Peak Hour **Project #:** UT10-206

Intersection: Valley View Dr & SR-146
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	2	2	100	2.3	A
	T	204	208	102	0.4	A
	R	3	3	100	4.4	A
	Subtotal	209	213	102	0.5	A
SB	L	4	5	125	1.6	A
	T	487	480	99	0.7	A
	R	3	3	100	3.9	A
	Subtotal	494	488	99	0.7	A
EB	L	4	3	75	7.1	A
	T	1	2	200	6.9	A
	R	8	7	85	4.5	A
	Subtotal	13	12	92	5.6	A
WB	L	13	12	91	7.9	A
	T	1	1	100	12.3	B
	R	2	2	100	3.3	A
	Subtotal	16	15	94	7.6	A
Total		732	728	99	0.9	A

Intersection:
Type:

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

1: Harvey Blvd & 900 West Performance by movement Interval #1 7:30

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total 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
Delay / Veh (s)		5.0	3.4	4.3	5.1		4.3	6.7	1.6	4.1	5.1	2.1
Vehicles Entered	0	10	8	1	10	0	9	7	1	1	12	2
Vehicles Exited	0	10	8	1	10	0	8	7	1	1	12	2
Hourly Exit Rate	0	40	32	4	40	0	32	28	4	4	48	8
Input Volume	3	38	32	5	37	1	34	28	4	4	58	7
% of Volume	0	105	100	80	108	0	94	100	100	100	83	114

1: Harvey Blvd & 900 West Performance by movement Interval #1 7:30

Movement	All
Total Delay (hr)	0.1
Delay / Veh (s)	4.7
Vehicles Entered	61
Vehicles Exited	60
Hourly Exit Rate	240
Input Volume	251
% of Volume	96

1: Harvey Blvd & 900 West Performance by movement Interval #2 7:45

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total 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
Delay / Veh (s)	3.9	5.6	3.6	5.8	5.2		4.9	6.0	2.1	5.7	5.3	3.7
Vehicles Entered	1	15	12	2	16	0	13	11	2	1	21	3
Vehicles Exited	1	15	11	2	15	0	13	11	2	1	21	3
Hourly Exit Rate	4	60	44	8	60	0	52	44	8	4	84	12
Input Volume	4	59	51	8	58	1	53	49	7	5	90	11
% of Volume	100	102	86	100	103	0	98	90	114	80	93	109

1: Harvey Blvd & 900 West Performance by movement Interval #2 7:45

Movement	All
Total Delay (hr)	0.1
Delay / Veh (s)	5.1
Vehicles Entered	97
Vehicles Exited	95
Hourly Exit Rate	380
Input Volume	396
% of Volume	96

1: Harvey Blvd & 900 West Performance by movement Interval #3 8:00

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total 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
Delay / Veh (s)		4.8	3.4	4.3	5.2		4.1	7.0	3.5		5.5	3.6
Vehicles Entered	0	10	8	1	10	0	8	8	1	0	15	2
Vehicles Exited	0	10	9	1	11	0	9	8	1	0	15	2
Hourly Exit Rate	0	40	36	4	44	0	36	32	4	0	60	8
Input Volume	3	38	32	5	37	1	34	28	4	4	58	7
% of Volume	0	105	112	80	119	0	106	114	100	0	103	114

1: Harvey Blvd & 900 West Performance by movement Interval #3 8:00

Movement	All
Total Delay (hr)	0.1
Delay / Veh (s)	5.1
Vehicles Entered	63
Vehicles Exited	66
Hourly Exit Rate	264
Input Volume	251
% of Volume	105

1: Harvey Blvd & 900 West Performance by movement Interval #4 8:15

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total 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
Delay / Veh (s)		5.1	3.2	3.9	5.0		4.3	6.3	1.7	3.3	5.1	4.4
Vehicles Entered	1	9	8	2	9	0	8	6	0	1	14	1
Vehicles Exited	0	9	8	2	9	0	8	7	1	1	14	1
Hourly Exit Rate	0	36	32	8	36	0	32	28	4	4	56	4
Input Volume	3	38	32	5	37	1	34	28	4	4	58	7
% of Volume	0	95	100	160	97	0	94	100	100	100	97	57

1: Harvey Blvd & 900 West Performance by movement Interval #4 8:15

Movement	All
Total Delay (hr)	0.1
Delay / Veh (s)	4.8
Vehicles Entered	59
Vehicles Exited	60
Hourly Exit Rate	240
Input Volume	251
% of Volume	96

1: Harvey Blvd & 900 West Performance by movement Entire Run

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay (hr)	0.0	0.1	0.0	0.0	0.1	0.0	0.0	0.1	0.0	0.0	0.1	0.0
Delay / Veh (s)	5.2	5.3	3.4	4.7	5.2	4.7	4.4	6.5	2.8	4.6	5.3	3.4
Vehicles Entered	2	44	36	6	45	1	39	33	4	3	62	8
Vehicles Exited	2	43	36	6	45	1	39	33	4	3	62	8
Hourly Exit Rate	2	43	36	6	45	1	39	33	4	3	62	8
Input Volume	3	43	37	6	42	1	39	33	5	4	66	8
% of Volume	62	99	98	104	107	100	101	99	84	71	94	100

1: Harvey Blvd & 900 West Performance by movement Entire Run

Movement	All
Total Delay (hr)	0.4
Delay / Veh (s)	4.9
Vehicles Entered	283
Vehicles Exited	282
Hourly Exit Rate	282
Input Volume	287
% of Volume	98

2: Monson Place & 900 West (4000 West) Performance by movement Interval #1 7:30

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay / Veh (s)	3.3	2.1	0.2	0.1	3.7	1.4	1.3
Vehicles Entered	4	3	13	3	2	19	44
Vehicles Exited	4	4	13	3	2	19	45
Hourly Exit Rate	16	16	52	12	8	76	180
Input Volume	13	12	53	9	10	85	182
% of Volume	123	133	98	133	80	89	99

2: Monson Place & 900 West (4000 West) Performance by movement Interval #2 7:45

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay / Veh (s)	4.1	2.7	0.4	0.3	3.3	1.6	1.6
Vehicles Entered	6	6	20	4	4	32	72
Vehicles Exited	6	6	20	4	4	32	72
Hourly Exit Rate	24	24	80	16	16	128	288
Input Volume	21	20	89	14	17	140	301
% of Volume	114	120	90	114	94	91	96

2: Monson Place & 900 West (4000 West) Performance by movement Interval #3 8:00

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay / Veh (s)	4.8	3.1	0.3	0.4	3.7	1.5	1.5
Vehicles Entered	3	2	15	2	2	23	47
Vehicles Exited	3	2	15	2	2	23	47
Hourly Exit Rate	12	8	60	8	8	92	188
Input Volume	13	12	53	9	10	85	182
% of Volume	92	67	113	89	80	108	103

2: Monson Place & 900 West (4000 West) Performance by movement Interval #4 8:15

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay / Veh (s)	3.5	3.1	0.2	0.1	2.5	1.6	1.4
Vehicles Entered	4	2	13	2	3	20	44
Vehicles Exited	4	2	13	2	3	20	44
Hourly Exit Rate	16	8	52	8	12	80	176
Input Volume	13	12	53	9	10	85	182
% of Volume	123	67	98	89	120	94	97

2: Monson Place & 900 West (4000 West) Performance by movement Entire Run

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Delay / Veh (s)	4.1	2.6	0.3	0.2	3.3	1.5	1.5
Vehicles Entered	16	14	61	11	11	95	208
Vehicles Exited	16	14	61	11	11	95	208
Hourly Exit Rate	16	14	61	11	11	95	208
Input Volume	15	14	62	10	12	99	212
% of Volume	107	100	98	107	94	96	98

3: Valley View Dr & SR-146 Performance by movement Interval #1 7:30

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total 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
Delay / Veh (s)	7.8		3.1	7.2			0.9	0.4	3.0	1.0	0.7	3.4
Vehicles Entered	1	0	2	3	0	0	1	49	1	2	113	1
Vehicles Exited	1	0	2	3	0	0	1	49	1	2	113	1
Hourly Exit Rate	4	0	8	12	0	0	4	196	4	8	452	4
Input Volume	4	1	8	13	1	2	2	198	3	4	473	3
% of Volume	100	0	100	92	0	0	200	99	133	200	96	133

3: Valley View Dr & SR-146 Performance by movement Interval #1 7:30

Movement	All
Total Delay (hr)	0.0
Delay / Veh (s)	0.8
Vehicles Entered	173
Vehicles Exited	173
Hourly Exit Rate	692
Input Volume	712
% of Volume	97

3: Valley View Dr & SR-146 Performance by movement Interval #2 7:45

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total 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
Delay / Veh (s)	5.6		5.6	9.1		2.4		0.4	2.9	0.7	0.8	3.4
Vehicles Entered	1	0	2	3	0	1	0	58	1	1	131	1
Vehicles Exited	1	0	2	3	0	1	0	58	1	1	130	1
Hourly Exit Rate	4	0	8	12	0	4	0	232	4	4	520	4
Input Volume	4	1	9	14	1	2	2	222	3	4	529	3
% of Volume	100	0	89	86	0	200	0	105	133	100	98	133

3: Valley View Dr & SR-146 Performance by movement Interval #2 7:45

Movement	All
Total Delay (hr)	0.1
Delay / Veh (s)	0.9
Vehicles Entered	199
Vehicles Exited	198
Hourly Exit Rate	792
Input Volume	794
% of Volume	100

3: Valley View Dr & SR-146 Performance by movement Interval #3 8:00

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total 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
Delay / Veh (s)	3.2		4.1	5.6		2.0	1.7	0.4	3.8	2.9	0.7	
Vehicles Entered	1	0	2	4	0	1	1	47	1	1	120	0
Vehicles Exited	1	0	2	4	0	1	1	48	1	1	120	0
Hourly Exit Rate	4	0	8	16	0	4	4	192	4	4	480	0
Input Volume	4	1	8	13	1	2	2	198	3	4	473	3
% of Volume	100	0	100	123	0	200	200	97	133	100	101	0

3: Valley View Dr & SR-146 Performance by movement Interval #3 8:00

Movement	All
Total Delay (hr)	0.0
Delay / Veh (s)	0.9
Vehicles Entered	178
Vehicles Exited	179
Hourly Exit Rate	716
Input Volume	712
% of Volume	101

3: Valley View Dr & SR-146 Performance by movement Interval #4 8:15

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total 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
Delay / Veh (s)	4.8		5.4	12.0				0.4	3.4	2.1	0.7	2.6
Vehicles Entered	1	0	1	2	0	0	0	54	1	1	116	1
Vehicles Exited	1	0	1	2	0	0	0	54	1	1	117	1
Hourly Exit Rate	4	0	4	8	0	0	0	216	4	4	468	4
Input Volume	4	1	8	13	1	2	2	198	3	4	473	3
% of Volume	100	0	50	62	0	0	0	109	133	100	99	133

3: Valley View Dr & SR-146 Performance by movement Interval #4 8:15

Movement	All
Total Delay (hr)	0.0
Delay / Veh (s)	0.8
Vehicles Entered	177
Vehicles Exited	178
Hourly Exit Rate	712
Input Volume	712
% of Volume	100

3: Valley View Dr & SR-146 Performance by movement Entire Run

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
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	0.0
Delay / Veh (s)	7.1	6.9	4.5	7.9	12.3	3.3	2.3	0.4	4.4	1.6	0.7	3.9
Vehicles Entered	3	2	7	12	1	2	2	208	3	5	480	3
Vehicles Exited	3	2	7	12	1	2	2	208	3	5	480	3
Hourly Exit Rate	3	2	7	12	1	2	2	208	3	5	480	3
Input Volume	4	1	8	13	1	2	2	204	3	4	487	3
% of Volume	75	200	85	91	100	100	100	102	100	125	99	100

3: Valley View Dr & SR-146 Performance by movement Entire Run

Movement	All
Total Delay (hr)	0.2
Delay / Veh (s)	0.9
Vehicles Entered	728
Vehicles Exited	728
Hourly Exit Rate	728
Input Volume	732
% of Volume	99

5: Monson Place & 3940 West Performance by movement Interval #1 7:30

Movement	EBT	NBT	All
Total Delay (hr)	0.0	0.0	0.0
Delay / Veh (s)	0.1	0.0	0.1
Vehicles Entered	5	2	7
Vehicles Exited	5	2	7
Hourly Exit Rate	20	8	28
Input Volume	19	6	25
% of Volume	105	133	112

5: Monson Place & 3940 West Performance by movement Interval #2 7:45

Movement	EBT	NBT	All
Total Delay (hr)	0.0	0.0	0.0
Delay / Veh (s)	0.1	0.0	0.1
Vehicles Entered	8	2	10
Vehicles Exited	8	2	10
Hourly Exit Rate	32	8	40
Input Volume	31	6	37
% of Volume	103	133	108

5: Monson Place & 3940 West Performance by movement Interval #3 8:00

Movement	EBT	NBT	All
Total Delay (hr)	0.0	0.0	0.0
Delay / Veh (s)	0.1	0.0	0.1
Vehicles Entered	5	1	6
Vehicles Exited	5	1	6
Hourly Exit Rate	20	4	24
Input Volume	19	6	25
% of Volume	105	67	96

5: Monson Place & 3940 West Performance by movement Interval #4 8:15

Movement	EBT	NBT	All
Total Delay (hr)	0.0	0.0	0.0
Delay / Veh (s)	0.1	0.0	0.1
Vehicles Entered	5	1	6
Vehicles Exited	5	1	6
Hourly Exit Rate	20	4	24
Input Volume	19	6	25
% of Volume	105	67	96

5: Monson Place & 3940 West Performance by movement Entire Run

Movement	EBT	NBT	All
Total Delay (hr)	0.0	0.0	0.0
Delay / Veh (s)	0.1	0.0	0.1
Vehicles Entered	22	6	28
Vehicles Exited	22	6	28
Hourly Exit Rate	22	6	28
Input Volume	22	6	28
% of Volume	100	100	100

Total Network Performance By Interval

Interval Start	7:30	7:45	8:00	8:15	All
Total Delay (hr)	0.2	0.3	0.2	0.2	0.8
Delay / Veh (s)	2.7	3.3	2.9	2.6	2.9
Vehicles Entered	240	308	246	243	1039
Vehicles Exited	239	303	252	246	1039
Hourly Exit Rate	956	1212	1008	984	1039
Input Volume	2140	2730	2140	2140	2288
% of Volume	45	44	47	46	45

Intersection: 1: Harvey Blvd & 900 West, Interval #1

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	57	35	41	44
Average Queue (ft)	33	25	29	29
95th Queue (ft)	58	46	48	51
Link Distance (ft)	724	748	417	653
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 1: Harvey Blvd & 900 West, Interval #2

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	55	57	51	56
Average Queue (ft)	38	32	33	37
95th Queue (ft)	64	60	53	58
Link Distance (ft)	724	748	417	653
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 1: Harvey Blvd & 900 West, Interval #3

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	47	43	49	54
Average Queue (ft)	32	29	31	34
95th Queue (ft)	54	53	53	58
Link Distance (ft)	724	748	417	653
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 1: Harvey Blvd & 900 West, Interval #4

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	46	37	40	51
Average Queue (ft)	32	25	28	31
95th Queue (ft)	51	47	49	55
Link Distance (ft)	724	748	417	653
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 1: Harvey Blvd & 900 West, All Intervals

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	63	64	68	61
Average Queue (ft)	34	28	30	33
95th Queue (ft)	57	52	51	56
Link Distance (ft)	724	748	417	653
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 2: Monson Place & 900 West (4000 West), Interval #1

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	31	3
Average Queue (ft)	19	0
95th Queue (ft)	43	6
Link Distance (ft)		417
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 2: Monson Place & 900 West (4000 West), Interval #2

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	45	6
Average Queue (ft)	29	1
95th Queue (ft)	51	9
Link Distance (ft)		417
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 2: Monson Place & 900 West (4000 West), Interval #3

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	33	3
Average Queue (ft)	17	0
95th Queue (ft)	43	6
Link Distance (ft)		417
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 2: Monson Place & 900 West (4000 West), Interval #4

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	34	6
Average Queue (ft)	17	1
95th Queue (ft)	43	9
Link Distance (ft)		417
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 2: Monson Place & 900 West (4000 West), All Intervals

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	47	18
Average Queue (ft)	21	1
95th Queue (ft)	46	8
Link Distance (ft)	417	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 3: Valley View Dr & SR-146, Interval #1

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LT	LT
Maximum Queue (ft)	20	27	4	8
Average Queue (ft)	8	8	1	1
95th Queue (ft)	25	27	6	14
Link Distance (ft)	200		1084	830
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)	0			
Queuing Penalty (veh)	0			

Intersection: 3: Valley View Dr & SR-146, Interval #2

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LT	LT
Maximum Queue (ft)	24	29	4	3
Average Queue (ft)	8	10	1	0
95th Queue (ft)	26	31	5	5
Link Distance (ft)	200		1084	830
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 3: Valley View Dr & SR-146, Interval #3

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LT	LT
Maximum Queue (ft)	20	26	6	10
Average Queue (ft)	7	11	1	1
95th Queue (ft)	23	31	10	6
Link Distance (ft)		200	1084	830
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				0
Queuing Penalty (veh)				0

Intersection: 3: Valley View Dr & SR-146, Interval #4

Movement	EB	WB	NB
Directions Served	LTR	LTR	LT
Maximum Queue (ft)	20	21	2
Average Queue (ft)	6	8	1
95th Queue (ft)	22	27	5
Link Distance (ft)		200	1084
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3: Valley View Dr & SR-146, All Intervals

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LT	LT
Maximum Queue (ft)	25	33	10	19
Average Queue (ft)	7	9	1	1
95th Queue (ft)	24	29	7	8
Link Distance (ft)		200	1084	830
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				0
Queuing Penalty (veh)				0

Intersection: 5: Monson Place & 3940 West, 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: Monson Place & 3940 West, 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: Monson Place & 3940 West, 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: Monson Place & 3940 West, 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: Monson Place & 3940 West, 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)

Network Summary

Network wide Queuing Penalty, Interval #1: 0
Network wide Queuing Penalty, Interval #2: 0
Network wide Queuing Penalty, Interval #3: 0
Network wide Queuing Penalty, Interval #4: 0
Network wide Queuing Penalty, All Intervals: 0

SimTraffic LOS Report

Project: Cedar Hills - Quail Run Charter School TIS
Analysis Period: Existing (2010) Plus Project
Time Period: AM Peak Hour **Project #:** UT10-206

Intersection: Harvey Blvd & 900 West
Type: All-way Stop Controlled

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	44	43	97	4.7	A
	T	46	46	101	6.6	A
	R	5	6	126	2.8	A
	Subtotal	95	95	100	5.5	A
SB	L	4	4	94	4.1	A
	T	81	83	102	5.5	A
	R	8	8	100	3.0	A
	Subtotal	93	95	102	5.2	A
EB	L	3	2	62	4.5	A
	T	43	41	95	5.4	A
	R	44	49	111	3.5	A
	Subtotal	90	92	102	4.4	A
WB	L	6	6	104	4.6	A
	T	42	43	102	5.3	A
	R	1	1	100	4.0	A
	Subtotal	49	50	102	5.2	A
Total		328	332	101	5.0	A

Intersection: Monson Place & 900 West (4000 West)
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	62	62	100	0.6	A
	R	31	33	106	0.3	A
	Subtotal	93	95	102	0.5	A
SB	L	34	33	97	3.5	A
	T	99	106	107	1.8	A
	Subtotal	133	139	105	2.2	A
WB	L	31	29	93	4.4	A
	R	30	31	102	2.8	A
	Subtotal	61	60	98	3.6	A
Total		288	294	102	1.9	A

SimTraffic LOS Report

Project: Cedar Hills - Quail Run Charter School TIS
Analysis Period: Existing (2010) Plus Project
Time Period: AM Peak Hour **Project #:** UT10-206

Intersection: Valley View Dr & SR-146
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	60	58	97	5.3	A
	T	204	201	99	2.1	A
	R	3	3	100	4.0	A
	Subtotal	267	262	98	2.8	A
SB	L	4	3	75	1.6	A
	T	487	501	103	1.8	A
	R	46	46	99	5.2	A
	Subtotal	537	550	102	2.1	A
EB	L	36	39	109	26.2	D
	T	2	2	133	17.4	C
	R	50	52	104	20.6	C
	Subtotal	88	93	106	22.9	C
WB	L	13	12	91	10.9	B
	T	1	2	200	18.9	C
	R	2	2	100	3.1	A
	Subtotal	16	16	100	10.9	B
Total		908	921	101	4.6	A

Intersection: Valley View Dr & Project Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	32	32	101	7.2	A
	R	74	78	105	3.8	A
	Subtotal	106	110	104	4.8	A
EB	T	13	14	108	0.5	A
	R	43	44	103	0.3	A
	Subtotal	56	58	104	0.3	A
WB	L	101	99	98	2.4	A
	T	6	7	108	0.7	A
	Subtotal	107	106	99	2.3	A
Total		269	274	102	2.9	A

1: Harvey Blvd & 900 West Performance by movement Interval #1 7:30

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total 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
Delay / Veh (s)	2.9	5.3	3.6	3.9	5.1		4.6	6.5	3.2	4.0	5.3	3.1
Vehicles Entered	1	10	11	1	10	0	10	10	2	1	19	2
Vehicles Exited	1	10	11	1	10	0	10	10	2	1	19	2
Hourly Exit Rate	4	40	44	4	40	0	40	40	8	4	76	8
Input Volume	3	38	39	5	37	1	39	39	4	4	71	7
% of Volume	133	105	113	80	108	0	103	103	200	100	107	114

1: Harvey Blvd & 900 West Performance by movement Interval #1 7:30

Movement	All
Total Delay (hr)	0.1
Delay / Veh (s)	4.9
Vehicles Entered	77
Vehicles Exited	77
Hourly Exit Rate	308
Input Volume	287
% of Volume	107

1: Harvey Blvd & 900 West Performance by movement Interval #2 7:45

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total 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
Delay / Veh (s)		5.1	3.5	6.2	5.4		5.1	6.7	2.6	5.8	5.7	3.4
Vehicles Entered	0	14	18	2	15	0	13	16	2	1	28	2
Vehicles Exited	0	14	18	2	15	0	13	16	2	1	28	2
Hourly Exit Rate	0	56	72	8	60	0	52	64	8	4	112	8
Input Volume	4	59	60	8	58	1	60	65	7	5	111	11
% of Volume	0	95	120	100	103	0	87	98	114	80	101	73

1: Harvey Blvd & 900 West Performance by movement Interval #2 7:45

Movement	All
Total Delay (hr)	0.2
Delay / Veh (s)	5.2
Vehicles Entered	111
Vehicles Exited	111
Hourly Exit Rate	444
Input Volume	449
% of Volume	99

1: Harvey Blvd & 900 West Performance by movement Interval #3 8:00

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total 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
Delay / Veh (s)		5.2	3.7	5.4	5.2		4.3	6.4	3.1	2.6	5.2	4.0
Vehicles Entered	0	8	10	1	9	0	10	9	1	1	17	1
Vehicles Exited	0	9	10	1	9	0	10	9	1	1	17	1
Hourly Exit Rate	0	36	40	4	36	0	40	36	4	4	68	4
Input Volume	3	38	39	5	37	1	39	39	4	4	71	7
% of Volume	0	95	103	80	97	0	103	92	100	100	96	57

1: Harvey Blvd & 900 West Performance by movement Interval #3 8:00

Movement	All
Total Delay (hr)	0.1
Delay / Veh (s)	5.0
Vehicles Entered	67
Vehicles Exited	68
Hourly Exit Rate	272
Input Volume	287
% of Volume	95

1: Harvey Blvd & 900 West Performance by movement Interval #4 8:15

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total 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
Delay / Veh (s)	3.6	5.6	3.3	6.2	5.4		4.5	6.5	2.1	4.0	5.2	3.5
Vehicles Entered	1	10	10	1	9	0	10	11	1	1	19	2
Vehicles Exited	1	9	10	1	9	0	10	11	1	1	19	2
Hourly Exit Rate	4	36	40	4	36	0	40	44	4	4	76	8
Input Volume	3	38	39	5	37	1	39	39	4	4	71	7
% of Volume	133	95	103	80	97	0	103	113	100	100	107	114

1: Harvey Blvd & 900 West Performance by movement Interval #4 8:15

Movement	All
Total Delay (hr)	0.1
Delay / Veh (s)	5.0
Vehicles Entered	75
Vehicles Exited	74
Hourly Exit Rate	296
Input Volume	287
% of Volume	103

1: Harvey Blvd & 900 West Performance by movement Entire Run

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay (hr)	0.0	0.1	0.0	0.0	0.1	0.0	0.1	0.1	0.0	0.0	0.1	0.0
Delay / Veh (s)	4.5	5.4	3.5	4.6	5.3	4.0	4.7	6.6	2.8	4.1	5.5	3.0
Vehicles Entered	2	41	49	6	43	1	43	46	6	4	83	8
Vehicles Exited	2	41	49	6	43	1	43	46	6	4	83	8
Hourly Exit Rate	2	41	49	6	43	1	43	46	6	4	83	8
Input Volume	3	43	44	6	42	1	44	46	5	4	81	8
% of Volume	62	95	111	104	102	100	97	101	126	94	102	100

1: Harvey Blvd & 900 West Performance by movement Entire Run

Movement	All
Total Delay (hr)	0.5
Delay / Veh (s)	5.0
Vehicles Entered	332
Vehicles Exited	332
Hourly Exit Rate	332
Input Volume	328
% of Volume	101

2: Monson Place & 900 West (4000 West) Performance by movement Interval #1 7:30

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay / Veh (s)	4.0	3.1	0.5	0.3	3.4	1.7	1.9
Vehicles Entered	7	7	14	7	7	24	66
Vehicles Exited	7	7	14	7	7	24	66
Hourly Exit Rate	28	28	56	28	28	96	264
Input Volume	27	26	53	27	29	86	248
% of Volume	104	108	106	104	97	112	106

2: Monson Place & 900 West (4000 West) Performance by movement Interval #2 7:45

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Delay / Veh (s)	5.4	2.8	0.8	0.3	3.3	2.0	2.1
Vehicles Entered	10	11	21	11	13	36	102
Vehicles Exited	10	11	21	11	13	36	102
Hourly Exit Rate	40	44	84	44	52	144	408
Input Volume	44	43	89	44	49	139	408
% of Volume	91	102	94	100	106	104	100

2: Monson Place & 900 West (4000 West) Performance by movement Interval #3 8:00

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay / Veh (s)	4.1	2.8	0.4	0.4	3.8	1.6	1.8
Vehicles Entered	6	6	13	8	6	22	61
Vehicles Exited	6	6	13	8	6	23	62
Hourly Exit Rate	24	24	52	32	24	92	248
Input Volume	27	26	53	27	29	86	248
% of Volume	89	92	98	119	83	107	100

2: Monson Place & 900 West (4000 West) Performance by movement Interval #4 8:15

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay / Veh (s)	3.8	2.9	0.5	0.3	3.4	1.6	1.7
Vehicles Entered	6	6	15	7	7	24	65
Vehicles Exited	6	6	15	7	7	24	65
Hourly Exit Rate	24	24	60	28	28	96	260
Input Volume	27	26	53	27	29	86	248
% of Volume	89	92	113	104	97	112	105

2: Monson Place & 900 West (4000 West) Performance by movement Entire Run

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.1	0.2
Delay / Veh (s)	4.4	2.8	0.6	0.3	3.5	1.8	1.9
Vehicles Entered	28	31	62	33	33	106	293
Vehicles Exited	29	31	62	33	33	106	294
Hourly Exit Rate	29	31	62	33	33	106	294
Input Volume	31	30	62	31	34	99	288
% of Volume	93	102	100	106	97	107	102

3: Valley View Dr & SR-146 Performance by movement Interval #1 7:30

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total 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
Delay / Veh (s)	10.5		4.8	18.0			3.5	1.2	3.5	1.0	1.3	5.0
Vehicles Entered	4	0	7	2	0	0	8	45	1	1	122	6
Vehicles Exited	4	0	7	2	0	0	8	45	1	1	122	6
Hourly Exit Rate	16	0	28	8	0	0	32	180	4	4	488	24
Input Volume	19	1	27	13	1	2	32	198	3	4	473	25
% of Volume	84	0	104	62	0	0	100	91	133	100	103	96

3: Valley View Dr & SR-146 Performance by movement Interval #1 7:30

Movement	All
Total Delay (hr)	0.1
Delay / Veh (s)	2.0
Vehicles Entered	196
Vehicles Exited	196
Hourly Exit Rate	784
Input Volume	798
% of Volume	98

3: Valley View Dr & SR-146 Performance by movement Interval #2 7:45

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay (hr)	0.2	0.0	0.3	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.1	0.0
Delay / Veh (s)	37.1	30.1	30.6	13.9	24.0		6.5	5.0	3.5	1.7	3.2	5.6
Vehicles Entered	23	1	30	4	1	0	34	55	1	0	138	26
Vehicles Exited	22	1	29	4	1	0	34	54	1	1	137	26
Hourly Exit Rate	88	4	116	16	4	0	136	216	4	4	548	104
Input Volume	86	3	119	14	1	2	143	222	3	4	529	110
% of Volume	102	133	97	114	400	0	95	97	133	100	104	95

3: Valley View Dr & SR-146 Performance by movement Interval #2 7:45

Movement	All
Total Delay (hr)	0.8
Delay / Veh (s)	9.4
Vehicles Entered	313
Vehicles Exited	310
Hourly Exit Rate	1240
Input Volume	1236
% of Volume	100

3: Valley View Dr & SR-146 Performance by movement Interval #3 8:00

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total 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
Delay / Veh (s)	19.2		9.7	7.1	5.6		2.9	1.0		1.1	1.3	4.3
Vehicles Entered	6	0	8	3	1	0	8	53	0	1	121	7
Vehicles Exited	6	0	10	3	1	0	8	54	0	1	121	7
Hourly Exit Rate	24	0	40	12	4	0	32	216	0	4	484	28
Input Volume	19	1	27	13	1	2	32	198	3	4	473	25
% of Volume	126	0	148	92	400	0	100	109	0	100	102	112

3: Valley View Dr & SR-146 Performance by movement Interval #3 8:00

Movement	All
Total Delay (hr)	0.1
Delay / Veh (s)	2.4
Vehicles Entered	208
Vehicles Exited	211
Hourly Exit Rate	844
Input Volume	798
% of Volume	106

3: Valley View Dr & SR-146 Performance by movement Interval #4 8:15

Movement	EBL	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Delay / Veh (s)	8.3	5.3	5.8		2.7	4.1	1.0	4.3	1.0	1.2	4.5	1.8
Vehicles Entered	6	6	3	0	0	8	49	1	1	121	7	202
Vehicles Exited	6	6	3	0	1	8	49	1	1	121	7	203
Hourly Exit Rate	24	24	12	0	4	32	196	4	4	484	28	812
Input Volume	19	27	13	1	2	32	198	3	4	473	25	798
% of Volume	126	89	92	0	200	100	99	133	100	102	112	102

3: Valley View Dr & SR-146 Performance by movement Entire Run

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay (hr)	0.3	0.0	0.3	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.3	0.1
Delay / Veh (s)	26.2	17.4	20.6	10.9	18.9	3.1	5.3	2.1	4.0	1.6	1.8	5.2
Vehicles Entered	39	2	52	12	2	2	58	202	3	3	502	46
Vehicles Exited	39	2	52	12	2	2	58	201	3	3	501	46
Hourly Exit Rate	39	2	52	12	2	2	58	201	3	3	501	46
Input Volume	36	2	50	13	1	2	60	204	3	4	487	46
% of Volume	109	133	104	91	200	100	97	99	100	75	103	99

3: Valley View Dr & SR-146 Performance by movement Entire Run

Movement	All
Total Delay (hr)	1.2
Delay / Veh (s)	4.6
Vehicles Entered	923
Vehicles Exited	921
Hourly Exit Rate	921
Input Volume	908
% of Volume	101

4: Valley View Dr & Project Access Performance by movement Interval #1 7:30

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay / Veh (s)	0.3	0.1	1.9	0.2	4.1	2.8	1.9
Vehicles Entered	2	6	12	2	4	10	36
Vehicles Exited	2	7	13	2	4	10	38
Hourly Exit Rate	8	28	52	8	16	40	152
Input Volume	7	23	55	4	17	40	146
% of Volume	114	122	95	200	94	100	104

4: Valley View Dr & Project Access Performance by movement Interval #2 7:45

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.1	0.2
Delay / Veh (s)	0.7	0.5	2.7	1.1	8.9	4.4	3.5
Vehicles Entered	9	24	57	3	20	47	160
Vehicles Exited	8	24	56	3	20	46	157
Hourly Exit Rate	32	96	224	12	80	184	628
Input Volume	31	102	240	14	76	176	639
% of Volume	103	94	93	86	105	105	98

4: Valley View Dr & Project Access Performance by movement Interval #3 8:00

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay / Veh (s)	0.3	0.1	2.0	0.5	4.7	2.8	2.1
Vehicles Entered	1	6	15	1	4	12	39
Vehicles Exited	2	7	16	1	4	12	42
Hourly Exit Rate	8	28	64	4	16	48	168
Input Volume	7	23	55	4	17	40	146
% of Volume	114	122	116	100	94	120	115

4: Valley View Dr & Project Access Performance by movement Interval #4 8:15

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay / Veh (s)	0.2	0.2	2.0	0.4	4.5	2.8	2.0
Vehicles Entered	2	6	15	1	4	10	38
Vehicles Exited	2	6	15	1	4	10	38
Hourly Exit Rate	8	24	60	4	16	40	152
Input Volume	7	23	55	4	17	40	146
% of Volume	114	104	109	100	94	100	104

4: Valley View Dr & Project Access Performance by movement Entire Run

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Total Delay (hr)	0.0	0.0	0.1	0.0	0.1	0.1	0.2
Delay / Veh (s)	0.5	0.3	2.4	0.7	7.2	3.8	2.9
Vehicles Entered	14	43	99	7	32	78	273
Vehicles Exited	14	44	99	7	32	78	274
Hourly Exit Rate	14	44	99	7	32	78	274
Input Volume	13	43	101	6	32	74	269
% of Volume	108	103	98	108	101	105	102

5: Monson Place & 3940 West Performance by movement Interval #1 7:30

Movement	EBT	NBT	All
Total Delay (hr)	0.0	0.0	0.0
Delay / Veh (s)	0.1	0.0	0.1
Vehicles Entered	14	5	19
Vehicles Exited	14	5	19
Hourly Exit Rate	56	20	76
Input Volume	56	20	76
% of Volume	100	100	100

5: Monson Place & 3940 West Performance by movement Interval #2 7:45

Movement	EBT	NBT	All
Total Delay (hr)	0.0	0.0	0.0
Delay / Veh (s)	0.1	0.1	0.1
Vehicles Entered	24	23	47
Vehicles Exited	24	22	46
Hourly Exit Rate	96	88	184
Input Volume	93	90	183
% of Volume	103	98	101

5: Monson Place & 3940 West Performance by movement Interval #3 8:00

Movement	EBT	NBT	All
Total Delay (hr)	0.0	0.0	0.0
Delay / Veh (s)	0.1	0.0	0.1
Vehicles Entered	14	6	20
Vehicles Exited	14	6	20
Hourly Exit Rate	56	24	80
Input Volume	56	20	76
% of Volume	100	120	105

5: Monson Place & 3940 West Performance by movement Interval #4 8:15

Movement	EBT	NBT	All
Total Delay (hr)	0.0	0.0	0.0
Delay / Veh (s)	0.1	0.0	0.1
Vehicles Entered	14	4	18
Vehicles Exited	14	4	18
Hourly Exit Rate	56	16	72
Input Volume	56	20	76
% of Volume	100	80	95

5: Monson Place & 3940 West Performance by movement Entire Run

Movement	EBT	NBT	All
Total Delay (hr)	0.0	0.0	0.0
Delay / Veh (s)	0.1	0.0	0.1
Vehicles Entered	66	38	104
Vehicles Exited	66	38	104
Hourly Exit Rate	66	38	104
Input Volume	65	38	103
% of Volume	101	101	101

Total Network Performance By Interval

Interval Start	7:30	7:45	8:00	8:15	All
Total Delay (hr)	0.3	1.3	0.3	0.3	2.3
Delay / Veh (s)	4.0	9.8	4.1	3.8	6.0
Vehicles Entered	297	493	298	299	1392
Vehicles Exited	296	478	312	299	1390
Hourly Exit Rate	1184	1912	1248	1196	1390
Input Volume	2674	4775	2674	2674	3199
% of Volume	44	40	47	45	43

Intersection: 1: Harvey Blvd & 900 West, Interval #1

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	59	41	42	51
Average Queue (ft)	37	21	30	33
95th Queue (ft)	60	47	50	53
Link Distance (ft)	724	748	417	653
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 1: Harvey Blvd & 900 West, Interval #2

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	61	53	48	56
Average Queue (ft)	38	33	34	39
95th Queue (ft)	62	58	52	59
Link Distance (ft)	724	748	417	653
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 1: Harvey Blvd & 900 West, Interval #3

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	49	39	39	51
Average Queue (ft)	33	26	30	32
95th Queue (ft)	57	48	44	53
Link Distance (ft)	724	748	417	653
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 1: Harvey Blvd & 900 West, Interval #4

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	47	41	50	50
Average Queue (ft)	32	23	31	34
95th Queue (ft)	48	48	53	54
Link Distance (ft)	724	748	417	653
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 1: Harvey Blvd & 900 West, All Intervals

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	64	57	60	62
Average Queue (ft)	35	26	31	34
95th Queue (ft)	57	52	50	55
Link Distance (ft)	724	748	417	653
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 2: Monson Place & 900 West (4000 West), Interval #1

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	49	18
Average Queue (ft)	31	3
95th Queue (ft)	55	20
Link Distance (ft)		417
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 2: Monson Place & 900 West (4000 West), Interval #2

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	59	31
Average Queue (ft)	36	7
95th Queue (ft)	57	31
Link Distance (ft)		417
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 2: Monson Place & 900 West (4000 West), Interval #3

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	54	12
Average Queue (ft)	28	2
95th Queue (ft)	57	15
Link Distance (ft)		417
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 2: Monson Place & 900 West (4000 West), Interval #4

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	47	24
Average Queue (ft)	27	4
95th Queue (ft)	55	21
Link Distance (ft)		417
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 2: Monson Place & 900 West (4000 West), All Intervals

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	66	37
Average Queue (ft)	31	4
95th Queue (ft)	57	22
Link Distance (ft)	417	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 3: Valley View Dr & SR-146, Interval #1

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LT	LT
Maximum Queue (ft)	34	20	38	2
Average Queue (ft)	21	7	12	0
95th Queue (ft)	39	25	43	4
Link Distance (ft)	325	200	1084	830
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)	0			
Queuing Penalty (veh)	0			

Intersection: 3: Valley View Dr & SR-146, Interval #2

Movement	EB	WB	NB	SB	SB
Directions Served	LTR	LTR	LT	LT	R
Maximum Queue (ft)	182	26	111	6	9
Average Queue (ft)	99	11	47	1	2
95th Queue (ft)	206	32	109	6	12
Link Distance (ft)	325	200	1084	830	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	50				
Storage Blk Time (%)	2				
Queuing Penalty (veh)	0				

Intersection: 3: Valley View Dr & SR-146, Interval #3

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LT	LT
Maximum Queue (ft)	66	24	36	4
Average Queue (ft)	28	10	10	1
95th Queue (ft)	70	29	32	9
Link Distance (ft)	325	200	1084	830
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 3: Valley View Dr & SR-146, Interval #4

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LT	LT
Maximum Queue (ft)	31	27	46	2
Average Queue (ft)	19	10	12	0
95th Queue (ft)	37	30	40	5
Link Distance (ft)	325	200	1084	830
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 3: Valley View Dr & SR-146, All Intervals

Movement	EB	WB	NB	SB	SB
Directions Served	LTR	LTR	LT	LT	R
Maximum Queue (ft)	185	33	113	11	9
Average Queue (ft)	42	10	20	0	0
95th Queue (ft)	122	29	67	6	6
Link Distance (ft)	325	200	1084	830	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)					50
Storage Blk Time (%)			0		
Queuing Penalty (veh)			0		

Intersection: 4: Valley View Dr & Project Access, Interval #1

Movement	WB	NB
Directions Served	LT	LR
Maximum Queue (ft)	16	40
Average Queue (ft)	2	28
95th Queue (ft)	15	48
Link Distance (ft)	325	366
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 4: Valley View Dr & Project Access, Interval #2

Movement	WB	NB
Directions Served	LT	LR
Maximum Queue (ft)	52	91
Average Queue (ft)	23	58
95th Queue (ft)	54	88
Link Distance (ft)	325	366
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 4: Valley View Dr & Project Access, Interval #3

Movement	WB	NB
Directions Served	LT	LR
Maximum Queue (ft)	16	42
Average Queue (ft)	4	28
95th Queue (ft)	20	46
Link Distance (ft)	325	366
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 4: Valley View Dr & Project Access, Interval #4

Movement	WB	NB
Directions Served	LT	LR
Maximum Queue (ft)	15	41
Average Queue (ft)	3	27
95th Queue (ft)	18	45
Link Distance (ft)	325	366
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 4: Valley View Dr & Project Access, All Intervals

Movement	WB	NB
Directions Served	LT	LR
Maximum Queue (ft)	55	91
Average Queue (ft)	8	35
95th Queue (ft)	33	66
Link Distance (ft)	325	366
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 5: Monson Place & 3940 West, 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: Monson Place & 3940 West, 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: Monson Place & 3940 West, 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: Monson Place & 3940 West, 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: Monson Place & 3940 West, 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)

Network Summary

Network wide Queuing Penalty, Interval #1: 0
Network wide Queuing Penalty, Interval #2: 0
Network wide Queuing Penalty, Interval #3: 0
Network wide Queuing Penalty, Interval #4: 0
Network wide Queuing Penalty, All Intervals: 0

SimTraffic LOS Report

Project: Cedar Hills - Quail Run Charter School TIS
Analysis Period: Existing (2010) Plus Project w. additional 100 vph
Time Period: AM Peak Hour Project #: UT10-206

Intersection: Harvey Blvd & 900 West
Type: All-way Stop Controlled

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	46	42	92	4.8	A
	T	49	51	104	6.7	A
	R	5	7	147	3.0	A
	Subtotal	100	100	100	5.6	A
SB	L	4	4	94	5.7	A
	T	87	89	103	5.4	A
	R	8	9	112	3.6	A
	Subtotal	99	102	103	5.3	A
EB	L	3	2	62	5.0	A
	T	43	46	106	5.5	A
	R	47	46	98	3.5	A
	Subtotal	93	94	101	4.5	A
WB	L	6	5	87	4.1	A
	T	42	41	97	5.3	A
	R	1	1	100	3.2	A
	Subtotal	49	47	96	5.1	A
Total		341	343	101	5.2	A

Intersection: Monson Place & 900 West (4000 West)
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	62	59	95	0.7	A
	R	39	39	101	0.4	A
	Subtotal	101	98	97	0.6	A
SB	L	43	45	105	3.5	A
	T	99	98	99	2.0	A
	Subtotal	142	143	101	2.5	A
WB	L	37	34	91	5.0	A
	R	36	40	111	2.8	A
	Subtotal	73	74	101	3.8	A
Total		316	315	100	2.2	A

SimTraffic LOS Report

Project: Cedar Hills - Quail Run Charter School TIS
Analysis Period: Existing (2010) Plus Project w. additional 100 vph
Time Period: AM Peak Hour Project #: UT10-206

Intersection: Valley View Dr & SR-146
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	83	86	103	6.6	A
	T	204	199	98	2.7	A
	R	3	4	133	4.6	A
	Subtotal	290	289	100	3.9	A
SB	L	4	4	100	2.1	A
	T	487	485	100	2.0	A
	R	63	62	98	5.4	A
	Subtotal	554	551	99	2.4	A
EB	L	49	46	94	62.0	F
	T	2	2	89	13.3	B
	R	67	64	96	45.1	E
	Subtotal	118	112	95	51.5	F
WB	L	13	14	106	13.6	B
	T	1	0	0		
	R	2	2	100	4.7	A
	Subtotal	16	16	100	12.5	B
Total		978	968	99	8.7	A

Intersection: Valley View Dr & Project Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	45	44	98	14.4	B
	R	104	98	94	10.8	B
	Subtotal	149	142	95	11.9	B
EB	T	13	14	108	3.0	A
	R	60	60	100	1.1	A
	Subtotal	73	74	101	1.5	A
WB	L	141	142	101	2.8	A
	T	6	6	92	1.8	A
	Subtotal	147	148	101	2.8	A
Total		369	364	99	6.1	A

1: Harvey Blvd & 900 West Performance by movement Interval #1 7:30

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total 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
Delay / Veh (s)	3.6	5.2	3.5	3.7	5.2		4.8	6.6	2.4	6.9	5.5	2.9
Vehicles Entered	1	11	10	1	10	0	9	12	1	1	19	2
Vehicles Exited	1	12	10	1	9	0	10	12	1	1	19	2
Hourly Exit Rate	4	48	40	4	36	0	40	48	4	4	76	8
Input Volume	3	38	41	5	37	1	40	42	4	4	76	7
% of Volume	133	126	98	80	97	0	100	114	100	100	100	114

1: Harvey Blvd & 900 West Performance by movement Interval #1 7:30

Movement	All
Total Delay (hr)	0.1
Delay / Veh (s)	5.0
Vehicles Entered	77
Vehicles Exited	78
Hourly Exit Rate	312
Input Volume	298
% of Volume	105

1: Harvey Blvd & 900 West Performance by movement Interval #2 7:45

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total 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
Delay / Veh (s)	2.4	5.8	3.7	3.1	5.8		4.9	6.7	2.6	7.9	5.6	3.4
Vehicles Entered	1	14	16	2	14	0	14	19	3	1	30	3
Vehicles Exited	1	14	15	2	14	0	14	19	3	1	30	3
Hourly Exit Rate	4	56	60	8	56	0	56	76	12	4	120	12
Input Volume	4	59	64	8	58	1	63	70	7	5	119	11
% of Volume	100	95	94	100	97	0	89	109	171	80	101	109

1: Harvey Blvd & 900 West Performance by movement Interval #2 7:45

Movement	All
Total Delay (hr)	0.2
Delay / Veh (s)	5.3
Vehicles Entered	117
Vehicles Exited	116
Hourly Exit Rate	464
Input Volume	469
% of Volume	99

1: Harvey Blvd & 900 West Performance by movement Interval #3 8:00

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total 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
Delay / Veh (s)		5.9	3.4	5.0	5.5		5.2	6.4	2.4	4.1	5.4	3.2
Vehicles Entered	0	10	11	1	9	0	9	12	2	1	18	2
Vehicles Exited	0	10	12	1	9	0	9	12	2	1	18	2
Hourly Exit Rate	0	40	48	4	36	0	36	48	8	4	72	8
Input Volume	3	38	41	5	37	1	40	42	4	4	76	7
% of Volume	0	105	117	80	97	0	90	114	200	100	95	114

1: Harvey Blvd & 900 West Performance by movement Interval #3 8:00

Movement	All
Total Delay (hr)	0.1
Delay / Veh (s)	5.3
Vehicles Entered	75
Vehicles Exited	76
Hourly Exit Rate	304
Input Volume	298
% of Volume	102

1: Harvey Blvd & 900 West Performance by movement Interval #4 8:15

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total 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
Delay / Veh (s)		5.7	3.3	5.3	5.0		4.5	6.7	3.0	4.0	5.3	3.3
Vehicles Entered	0	10	9	1	9	0	10	9	2	1	21	3
Vehicles Exited	0	10	9	1	8	0	10	9	2	1	21	3
Hourly Exit Rate	0	40	36	4	32	0	40	36	8	4	84	12
Input Volume	3	38	41	5	37	1	40	42	4	4	76	7
% of Volume	0	105	88	80	86	0	100	86	200	100	111	171

1: Harvey Blvd & 900 West Performance by movement Interval #4 8:15

Movement	All
Total Delay (hr)	0.1
Delay / Veh (s)	5.1
Vehicles Entered	75
Vehicles Exited	74
Hourly Exit Rate	296
Input Volume	298
% of Volume	99

1: Harvey Blvd & 900 West Performance by movement Entire Run

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay (hr)	0.0	0.1	0.0	0.0	0.1	0.0	0.1	0.1	0.0	0.0	0.1	0.0
Delay / Veh (s)	5.0	5.5	3.5	4.1	5.3	3.2	4.8	6.7	3.0	5.7	5.4	3.6
Vehicles Entered	2	45	46	5	42	1	42	51	8	4	89	9
Vehicles Exited	2	46	46	5	41	1	42	51	7	4	89	9
Hourly Exit Rate	2	46	46	5	41	1	42	51	7	4	89	9
Input Volume	3	43	47	6	42	1	46	49	5	4	87	8
% of Volume	62	106	98	87	97	100	92	104	147	94	103	112

1: Harvey Blvd & 900 West Performance by movement Entire Run

Movement	All
Total Delay (hr)	0.5
Delay / Veh (s)	5.2
Vehicles Entered	344
Vehicles Exited	343
Hourly Exit Rate	343
Input Volume	341
% of Volume	101

2: Monson Place & 900 West (4000 West) Performance by movement Interval #1 7:30

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay / Veh (s)	4.3	2.6	0.5	0.4	3.2	2.0	2.0
Vehicles Entered	7	9	12	8	10	21	67
Vehicles Exited	7	9	13	8	10	21	68
Hourly Exit Rate	28	36	52	32	40	84	272
Input Volume	32	31	53	33	37	85	271
% of Volume	88	116	98	97	108	99	100

2: Monson Place & 900 West (4000 West) Performance by movement Interval #2 7:45

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Delay / Veh (s)	6.1	3.3	0.9	0.4	3.8	2.2	2.5
Vehicles Entered	13	13	23	14	15	35	113
Vehicles Exited	13	13	23	14	15	35	113
Hourly Exit Rate	52	52	92	56	60	140	452
Input Volume	53	51	89	56	61	140	450
% of Volume	98	102	103	100	98	100	100

2: Monson Place & 900 West (4000 West) Performance by movement Interval #3 8:00

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay / Veh (s)	4.7	2.5	0.5	0.5	3.4	1.8	2.0
Vehicles Entered	7	9	12	9	10	21	68
Vehicles Exited	7	10	12	8	10	21	68
Hourly Exit Rate	28	40	48	32	40	84	272
Input Volume	32	31	53	33	37	85	271
% of Volume	88	129	91	97	108	99	100

2: Monson Place & 900 West (4000 West) Performance by movement Interval #4 8:15

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay / Veh (s)	4.4	2.9	0.6	0.2	3.5	2.0	2.1
Vehicles Entered	6	9	12	8	10	21	66
Vehicles Exited	6	8	12	8	10	21	65
Hourly Exit Rate	24	32	48	32	40	84	260
Input Volume	32	31	53	33	37	85	271
% of Volume	75	103	91	97	108	99	96

2: Monson Place & 900 West (4000 West) Performance by movement Entire Run

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.1	0.2
Delay / Veh (s)	5.0	2.8	0.7	0.4	3.5	2.0	2.2
Vehicles Entered	34	40	59	39	45	98	315
Vehicles Exited	34	40	59	39	45	98	315
Hourly Exit Rate	34	40	59	39	45	98	315
Input Volume	37	36	62	39	43	99	316
% of Volume	91	111	95	101	105	99	100

3: Valley View Dr & SR-146 Performance by movement Interval #1 7:30

Movement	EBL	EBT	EBR	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Delay / Veh (s)	7.8		4.9	8.9		3.1	1.1	3.5	1.4	1.2	4.1	1.9
Vehicles Entered	5	0	9	4	0	10	49	1	1	116	6	201
Vehicles Exited	5	0	8	4	0	10	48	1	1	116	7	200
Hourly Exit Rate	20	0	32	16	0	40	192	4	4	464	28	800
Input Volume	26	2	36	13	2	45	198	3	4	473	34	837
% of Volume	77	0	89	123	0	89	97	133	100	98	82	96

3: Valley View Dr & SR-146 Performance by movement Interval #2 7:45

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay (hr)	0.7	0.0	0.7	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.1	0.1
Delay / Veh (s)	88.8	22.1	71.3	23.6		5.1	8.3	6.4	5.4	4.4	4.0	6.1
Vehicles Entered	29	1	36	4	0	1	52	52	1	1	130	38
Vehicles Exited	24	1	33	4	0	1	51	52	1	1	130	38
Hourly Exit Rate	96	4	132	16	0	4	204	208	4	4	520	152
Input Volume	117	3	160	14	1	2	198	222	3	4	529	150
% of Volume	82	133	82	114	0	200	103	94	133	100	98	101

3: Valley View Dr & SR-146 Performance by movement Interval #2 7:45

Movement	All
Total Delay (hr)	1.8
Delay / Veh (s)	18.9
Vehicles Entered	345
Vehicles Exited	336
Hourly Exit Rate	1344
Input Volume	1403
% of Volume	96

3: Valley View Dr & SR-146 Performance by movement Interval #3 8:00

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay (hr)	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0
Delay / Veh (s)	40.3		28.7	12.3			5.5	1.8	5.3	2.0	1.5	4.0
Vehicles Entered	6	0	11	3	0	0	10	49	1	1	125	9
Vehicles Exited	11	0	14	4	0	0	12	50	1	1	125	10
Hourly Exit Rate	44	0	56	16	0	0	48	200	4	4	500	40
Input Volume	26	2	36	13	1	2	45	198	3	4	473	34
% of Volume	169	0	156	123	0	0	107	101	133	100	106	118

3: Valley View Dr & SR-146 Performance by movement Interval #3 8:00

Movement	All
Total Delay (hr)	0.3
Delay / Veh (s)	5.3
Vehicles Entered	215
Vehicles Exited	228
Hourly Exit Rate	912
Input Volume	837
% of Volume	109

3: Valley View Dr & SR-146 Performance by movement Interval #4 8:15

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total 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
Delay / Veh (s)	8.9		5.0	7.9			3.1	1.3	4.0	0.7	1.2	4.4
Vehicles Entered	6	0	9	3	0	0	13	50	1	1	114	8
Vehicles Exited	6	0	9	3	0	0	13	50	1	1	114	8
Hourly Exit Rate	24	0	36	12	0	0	52	200	4	4	456	32
Input Volume	26	2	36	13	1	2	45	198	3	4	473	34
% of Volume	92	0	100	92	0	0	116	101	133	100	96	94

3: Valley View Dr & SR-146 Performance by movement Interval #4 8:15

Movement	All
Total Delay (hr)	0.1
Delay / Veh (s)	2.0
Vehicles Entered	205
Vehicles Exited	205
Hourly Exit Rate	820
Input Volume	837
% of Volume	98

3: Valley View Dr & SR-146 Performance by movement Entire Run

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay (hr)	0.8	0.0	0.8	0.1	0.0	0.0	0.2	0.2	0.0	0.0	0.3	0.1
Delay / Veh (s)	62.0	13.3	45.1	13.6		4.7	6.6	2.7	4.6	2.1	2.0	5.4
Vehicles Entered	47	2	64	14	1	2	86	199	4	4	485	61
Vehicles Exited	46	2	64	14	0	2	86	199	4	4	485	62
Hourly Exit Rate	46	2	64	14	0	2	86	199	4	4	485	62
Input Volume	49	2	67	13	1	2	83	204	3	4	487	63
% of Volume	94	89	96	106	0	100	103	98	133	100	100	98

3: Valley View Dr & SR-146 Performance by movement Entire Run

Movement	All
Total Delay (hr)	2.3
Delay / Veh (s)	8.7
Vehicles Entered	969
Vehicles Exited	968
Hourly Exit Rate	968
Input Volume	978
% of Volume	99

4: Valley View Dr & Project Access Performance by movement Interval #1 7:30

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay / Veh (s)	0.4	0.2	1.8	0.2	4.4	2.9	2.0
Vehicles Entered	2	8	15	1	5	12	43
Vehicles Exited	2	8	16	1	5	11	43
Hourly Exit Rate	8	32	64	4	20	44	172
Input Volume	7	32	76	4	24	56	199
% of Volume	114	100	84	100	83	79	86

4: Valley View Dr & Project Access Performance by movement Interval #2 7:45

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Total Delay (hr)	0.0	0.0	0.1	0.0	0.1	0.2	0.5
Delay / Veh (s)	4.9	1.8	3.4	2.4	19.4	15.2	8.4
Vehicles Entered	8	35	84	4	27	60	218
Vehicles Exited	8	34	83	4	26	58	213
Hourly Exit Rate	32	136	332	16	104	232	852
Input Volume	31	143	336	14	107	248	879
% of Volume	103	95	99	114	97	94	97

4: Valley View Dr & Project Access Performance by movement Interval #3 8:00

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Delay / Veh (s)	0.9	0.3	2.2	0.5	9.4	6.0	3.7
Vehicles Entered	2	9	21	1	7	14	54
Vehicles Exited	2	10	23	1	8	16	60
Hourly Exit Rate	8	40	92	4	32	64	240
Input Volume	7	32	76	4	24	56	199
% of Volume	114	125	121	100	133	114	121

4: Valley View Dr & Project Access Performance by movement Interval #4 8:15

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay / Veh (s)	0.1	0.2	2.0		4.8	3.1	2.2
Vehicles Entered	2	8	21	0	5	13	49
Vehicles Exited	2	8	20	0	5	12	47
Hourly Exit Rate	8	32	80	0	20	48	188
Input Volume	7	32	76	4	24	56	199
% of Volume	114	100	105	0	83	86	94

4: Valley View Dr & Project Access Performance by movement Entire Run

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Total Delay (hr)	0.0	0.0	0.1	0.0	0.2	0.3	0.6
Delay / Veh (s)	3.0	1.1	2.8	1.8	14.4	10.8	6.1
Vehicles Entered	14	60	142	6	45	98	365
Vehicles Exited	14	60	142	6	44	98	364
Hourly Exit Rate	14	60	142	6	44	98	364
Input Volume	13	60	141	6	45	104	369
% of Volume	108	100	101	92	98	94	99

5: Monson Place & 3940 West Performance by movement Interval #1 7:30

Movement	EBT	NBT	All
Total Delay (hr)	0.0	0.0	0.0
Delay / Veh (s)	0.1	0.0	0.1
Vehicles Entered	18	6	24
Vehicles Exited	18	6	24
Hourly Exit Rate	72	24	96
Input Volume	70	27	97
% of Volume	103	89	99

5: Monson Place & 3940 West Performance by movement Interval #2 7:45

Movement	EBT	NBT	All
Total Delay (hr)	0.0	0.0	0.0
Delay / Veh (s)	0.2	0.0	0.1
Vehicles Entered	29	29	58
Vehicles Exited	29	29	58
Hourly Exit Rate	116	116	232
Input Volume	117	121	238
% of Volume	99	96	97

5: Monson Place & 3940 West Performance by movement Interval #3 8:00

Movement	EBT	NBT	All
Total Delay (hr)	0.0	0.0	0.0
Delay / Veh (s)	0.1	0.0	0.1
Vehicles Entered	19	11	30
Vehicles Exited	19	11	30
Hourly Exit Rate	76	44	120
Input Volume	70	27	97
% of Volume	109	163	124

5: Monson Place & 3940 West Performance by movement Interval #4 8:15

Movement	EBT	NBT	All
Total Delay (hr)	0.0	0.0	0.0
Delay / Veh (s)	0.1	0.1	0.1
Vehicles Entered	18	6	24
Vehicles Exited	18	6	24
Hourly Exit Rate	72	24	96
Input Volume	70	27	97
% of Volume	103	89	99

5: Monson Place & 3940 West Performance by movement Entire Run

Movement	EBT	NBT	All
Total Delay (hr)	0.0	0.0	0.0
Delay / Veh (s)	0.1	0.0	0.1
Vehicles Entered	84	51	135
Vehicles Exited	84	51	135
Hourly Exit Rate	84	51	135
Input Volume	82	50	132
% of Volume	103	101	102

Total Network Performance By Interval

Interval Start	7:30	7:45	8:00	8:15	All
Total Delay (hr)	0.3	2.7	0.6	0.3	4.0
Delay / Veh (s)	3.9	17.8	6.6	4.0	9.6
Vehicles Entered	305	556	319	307	1494
Vehicles Exited	306	535	346	308	1492
Hourly Exit Rate	1224	2140	1384	1232	1492
Input Volume	2883	5556	2883	2883	3551
% of Volume	42	39	48	43	42

Intersection: 1: Harvey Blvd & 900 West, Interval #1

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	53	35	46	56
Average Queue (ft)	34	23	31	35
95th Queue (ft)	53	46	49	58
Link Distance (ft)	724	748	417	653
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 1: Harvey Blvd & 900 West, Interval #2

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	63	56	57	60
Average Queue (ft)	40	31	36	40
95th Queue (ft)	66	57	55	64
Link Distance (ft)	724	748	417	653
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 1: Harvey Blvd & 900 West, Interval #3

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	57	38	43	53
Average Queue (ft)	37	23	31	33
95th Queue (ft)	58	47	49	60
Link Distance (ft)	724	748	417	653
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 1: Harvey Blvd & 900 West, Interval #4

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	50	50	44	53
Average Queue (ft)	31	22	31	35
95th Queue (ft)	56	52	50	58
Link Distance (ft)	724	748	417	653
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 1: Harvey Blvd & 900 West, All Intervals

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	68	65	59	70
Average Queue (ft)	35	25	32	36
95th Queue (ft)	59	51	51	60
Link Distance (ft)	724	748	417	653
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 2: Monson Place & 900 West (4000 West), Interval #1

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	37	20
Average Queue (ft)	28	3
95th Queue (ft)	49	20
Link Distance (ft)		417
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 2: Monson Place & 900 West (4000 West), Interval #2

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	62	31
Average Queue (ft)	38	10
95th Queue (ft)	62	39
Link Distance (ft)		417
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 2: Monson Place & 900 West (4000 West), Interval #3

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	58	21
Average Queue (ft)	34	4
95th Queue (ft)	62	23
Link Distance (ft)		417
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 2: Monson Place & 900 West (4000 West), Interval #4

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	53	21
Average Queue (ft)	30	4
95th Queue (ft)	56	22
Link Distance (ft)		417
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 2: Monson Place & 900 West (4000 West), All Intervals

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	69	41
Average Queue (ft)	33	5
95th Queue (ft)	58	27
Link Distance (ft)	417	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 3: Valley View Dr & SR-146, Interval #1

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LT	LT
Maximum Queue (ft)	40	22	39	2
Average Queue (ft)	24	11	12	0
95th Queue (ft)	43	30	41	3
Link Distance (ft)	325	200	1084	830
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)	0			
Queuing Penalty (veh)	0			

Intersection: 3: Valley View Dr & SR-146, Interval #2

Movement	EB	WB	NB	SB	SB	
Directions Served	LTR	LTR	LT	LT	R	
Maximum Queue (ft)	274	33	134	14	20	
Average Queue (ft)	185	13	64	2	5	
95th Queue (ft)	365	35	133	16	20	
Link Distance (ft)	325	200	1084	830		
Upstream Blk Time (%)	10					
Queuing Penalty (veh)	27					
Storage Bay Dist (ft)					50	
Storage Blk Time (%)				3	0	0
Queuing Penalty (veh)				0	0	0

Intersection: 3: Valley View Dr & SR-146, Interval #3

Movement	EB	WB	NB	SB	SB
Directions Served	LTR	LTR	LT	LT	R
Maximum Queue (ft)	204	23	76	2	4
Average Queue (ft)	54	10	20	0	1
95th Queue (ft)	181	28	71	5	5
Link Distance (ft)	325	200	1084	830	
Upstream Blk Time (%)	1				
Queuing Penalty (veh)	1				
Storage Bay Dist (ft)					50
Storage Blk Time (%)			0		
Queuing Penalty (veh)			0		

Intersection: 3: Valley View Dr & SR-146, Interval #4

Movement	EB	WB	NB
Directions Served	LTR	LTR	LT
Maximum Queue (ft)	39	26	44
Average Queue (ft)	23	8	15
95th Queue (ft)	43	29	43
Link Distance (ft)	325	200	1084
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3: Valley View Dr & SR-146, All Intervals

Movement	EB	WB	NB	SB	SB
Directions Served	LTR	LTR	LT	LT	R
Maximum Queue (ft)	279	37	134	18	20
Average Queue (ft)	71	10	28	1	1
95th Queue (ft)	228	31	87	8	10
Link Distance (ft)	325	200	1084	830	
Upstream Blk Time (%)	3				
Queuing Penalty (veh)	7				
Storage Bay Dist (ft)					50
Storage Blk Time (%)			1	0	0
Queuing Penalty (veh)			0	0	0

Intersection: 4: Valley View Dr & Project Access, Interval #1

Movement	WB	NB
Directions Served	LT	LR
Maximum Queue (ft)	15	40
Average Queue (ft)	2	29
95th Queue (ft)	15	46
Link Distance (ft)	325	366
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 4: Valley View Dr & Project Access, Interval #2

Movement	EB	WB	NB
Directions Served	TR	LT	LR
Maximum Queue (ft)	41	70	208
Average Queue (ft)	9	37	103
95th Queue (ft)	50	77	223
Link Distance (ft)		325	366
Upstream Blk Time (%)			0
Queuing Penalty (veh)			0
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 4: Valley View Dr & Project Access, Interval #3

Movement	EB	WB	NB
Directions Served	TR	LT	LR
Maximum Queue (ft)	6	27	80
Average Queue (ft)	1	7	37
95th Queue (ft)	9	29	90
Link Distance (ft)		325	366
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 4: Valley View Dr & Project Access, Interval #4

Movement	WB	NB
Directions Served	LT	LR
Maximum Queue (ft)	22	43
Average Queue (ft)	4	28
95th Queue (ft)	21	49
Link Distance (ft)	325	366
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 4: Valley View Dr & Project Access, All Intervals

Movement	EB	WB	NB
Directions Served	TR	LT	LR
Maximum Queue (ft)	44	70	208
Average Queue (ft)	2	13	49
95th Queue (ft)	24	47	134
Link Distance (ft)		325	366
Upstream Blk Time (%)			0
Queuing Penalty (veh)			0
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 5: Monson Place & 3940 West, 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: Monson Place & 3940 West, 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: Monson Place & 3940 West, 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: Monson Place & 3940 West, 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: Monson Place & 3940 West, 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)

Network Summary

Network wide Queuing Penalty, Interval #1: 0
Network wide Queuing Penalty, Interval #2: 28
Network wide Queuing Penalty, Interval #3: 1
Network wide Queuing Penalty, Interval #4: 0
Network wide Queuing Penalty, All Intervals: 7

SimTraffic LOS Report

Project: Cedar Hills - Quail Run Charter School TIS
Analysis Period: Existing (2010) Plus Project w. additional 200 vph
Time Period: AM Peak Hour Project #: UT10-206

Intersection: Harvey Blvd & 900 West
Type: All-way Stop Controlled

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	48	44	92	5.1	A
	T	54	52	95	6.7	A
	R	5	6	126	2.8	A
	Subtotal	107	102	95	5.8	A
SB	L	4	4	94	5.0	A
	T	93	96	103	5.5	A
	R	8	9	112	3.4	A
	Subtotal	105	109	104	5.3	A
EB	L	3	3	92	4.9	A
	T	43	44	102	5.6	A
	R	50	50	100	3.4	A
	Subtotal	96	97	101	4.4	A
WB	L	6	4	70	4.7	A
	T	42	42	99	5.1	A
	R	1	1	100	2.4	A
	Subtotal	49	47	96	5.0	A
Total		358	355	99	5.2	A

Intersection: Monson Place & 900 West (4000 West)
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	62	58	94	0.9	A
	R	48	46	96	0.4	A
	Subtotal	110	104	95	0.7	A
SB	L	52	51	98	3.6	A
	T	100	102	103	2.1	A
	Subtotal	152	153	101	2.6	A
WB	L	44	43	97	4.9	A
	R	43	43	100	2.9	A
	Subtotal	87	86	99	3.9	A
Total		349	343	98	2.3	A

SimTraffic LOS Report

Project: Cedar Hills - Quail Run Charter School TIS
Analysis Period: Existing (2010) Plus Project w. additional 200 vph
Time Period: AM Peak Hour Project #: UT10-206

Intersection: Valley View Dr & SR-146
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	106	102	96	8.7	A
	T	204	198	97	3.9	A
	R	3	4	133	4.2	A
	Subtotal	313	304	97	5.5	A
SB	L	4	3	75	4.2	A
	T	487	490	101	2.6	A
	R	81	86	106	5.6	A
	Subtotal	572	579	101	3.1	A
EB	L	61	57	93	107.0	F
	T	2	2	89	37.0	E
	R	84	86	103	84.6	F
	Subtotal	147	145	99	92.7	F
WB	L	13	13	98	17.0	C
	T	1	0	0		
	R	2	2	100	5.7	A
	Subtotal	16	15	94	15.5	C
Total		1,048	1,043	99	16.4	C

Intersection: Valley View Dr & Project Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	58	56	97	104.9	F
	R	133	132	99	115.9	F
	Subtotal	191	188	98	112.6	F
EB	T	13	12	92	13.1	B
	R	77	80	104	2.5	A
	Subtotal	90	92	102	3.9	A
WB	L	182	182	100	3.4	A
	T	6	8	123	1.9	A
	Subtotal	188	190	101	3.3	A
Total		470	470	100	47.2	E

1: Harvey Blvd & 900 West Performance by movement Interval #1 7:30

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total 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
Delay / Veh (s)	2.9	5.4	3.3	4.3	4.8		5.0	6.7	5.0	5.0	5.4	4.3
Vehicles Entered	1	9	10	1	9	0	9	11	1	1	21	2
Vehicles Exited	1	10	10	1	9	0	9	11	1	1	21	2
Hourly Exit Rate	4	40	40	4	36	0	36	44	4	4	84	8
Input Volume	3	38	44	5	37	1	42	47	4	4	82	7
% of Volume	133	105	91	80	97	0	86	94	100	100	102	114

1: Harvey Blvd & 900 West Performance by movement Interval #1 7:30

Movement	All
Total Delay (hr)	0.1
Delay / Veh (s)	5.0
Vehicles Entered	75
Vehicles Exited	76
Hourly Exit Rate	304
Input Volume	314
% of Volume	97

1: Harvey Blvd & 900 West Performance by movement Interval #2 7:45

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
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	0.0
Delay / Veh (s)	6.5	6.1	3.7	6.7	5.6		5.2	6.8	3.4	7.0	6.0	2.9
Vehicles Entered	1	16	18	1	14	0	16	19	2	1	32	2
Vehicles Exited	1	15	18	1	14	0	16	19	2	1	32	3
Hourly Exit Rate	4	60	72	4	56	0	64	76	8	4	128	12
Input Volume	4	59	68	8	58	1	66	77	7	5	127	11
% of Volume	100	102	106	50	97	0	97	99	114	80	101	109

1: Harvey Blvd & 900 West Performance by movement Interval #2 7:45

Movement	All
Total Delay (hr)	0.2
Delay / Veh (s)	5.6
Vehicles Entered	122
Vehicles Exited	122
Hourly Exit Rate	488
Input Volume	491
% of Volume	99

1: Harvey Blvd & 900 West Performance by movement Interval #3 8:00

Movement	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR	All
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Delay / Veh (s)	3.4	5.5	3.1	4.3	5.1	4.5	6.6	3.3		5.3	2.5	5.0
Vehicles Entered	1	10	11	1	10	10	13	1	0	22	2	81
Vehicles Exited	1	10	12	1	10	10	13	1	0	22	2	82
Hourly Exit Rate	4	40	48	4	40	40	52	4	0	88	8	328
Input Volume	3	38	44	5	37	42	47	4	4	82	7	314
% of Volume	133	105	109	80	108	95	111	100	0	107	114	104

1: Harvey Blvd & 900 West Performance by movement Interval #4 8:15

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total 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
Delay / Veh (s)		5.5	3.2	3.5	5.5		4.9	6.6	1.6	5.9	5.5	3.9
Vehicles Entered	0	9	10	1	9	0	10	9	1	1	20	2
Vehicles Exited	0	9	10	1	8	0	10	9	1	1	20	2
Hourly Exit Rate	0	36	40	4	32	0	40	36	4	4	80	8
Input Volume	3	38	44	5	37	1	42	47	4	4	82	7
% of Volume	0	95	91	80	86	0	95	77	100	100	98	114

1: Harvey Blvd & 900 West Performance by movement Interval #4 8:15

Movement	All
Total Delay (hr)	0.1
Delay / Veh (s)	5.2
Vehicles Entered	72
Vehicles Exited	71
Hourly Exit Rate	284
Input Volume	314
% of Volume	90

1: Harvey Blvd & 900 West Performance by movement Entire Run

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay (hr)	0.0	0.1	0.0	0.0	0.1	0.0	0.1	0.1	0.0	0.0	0.1	0.0
Delay / Veh (s)	4.9	5.6	3.4	4.7	5.1	2.4	5.1	6.7	2.8	5.0	5.5	3.4
Vehicles Entered	3	44	50	4	42	1	45	52	6	4	96	9
Vehicles Exited	3	44	50	4	42	1	44	52	6	4	96	9
Hourly Exit Rate	3	44	50	4	42	1	44	52	6	4	96	9
Input Volume	3	43	50	6	42	1	48	54	5	4	93	8
% of Volume	92	102	100	70	99	100	92	95	126	94	103	112

1: Harvey Blvd & 900 West Performance by movement Entire Run

Movement	All
Total Delay (hr)	0.5
Delay / Veh (s)	5.2
Vehicles Entered	356
Vehicles Exited	355
Hourly Exit Rate	355
Input Volume	358
% of Volume	99

2: Monson Place & 900 West (4000 West) Performance by movement Interval #1 7:30

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay / Veh (s)	4.1	2.7	0.6	0.4	3.6	2.1	2.2
Vehicles Entered	9	9	11	9	10	22	70
Vehicles Exited	9	9	12	9	10	22	71
Hourly Exit Rate	36	36	48	36	40	88	284
Input Volume	38	37	53	41	45	86	300
% of Volume	95	97	91	88	89	102	95

2: Monson Place & 900 West (4000 West) Performance by movement Interval #2 7:45

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Delay / Veh (s)	5.6	3.3	1.1	0.6	3.7	2.1	2.6
Vehicles Entered	17	16	22	17	17	37	126
Vehicles Exited	17	16	22	17	17	37	126
Hourly Exit Rate	68	64	88	68	68	148	504
Input Volume	63	61	89	69	74	140	496
% of Volume	108	105	99	99	92	106	102

2: Monson Place & 900 West (4000 West) Performance by movement Interval #3 8:00

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay / Veh (s)	4.8	2.7	0.9	0.4	3.5	1.9	2.3
Vehicles Entered	9	10	13	10	12	23	77
Vehicles Exited	9	10	12	10	12	23	76
Hourly Exit Rate	36	40	48	40	48	92	304
Input Volume	38	37	53	41	45	86	300
% of Volume	95	108	91	98	107	107	101

2: Monson Place & 900 West (4000 West) Performance by movement Interval #4 8:15

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay / Veh (s)	4.4	2.6	0.9	0.2	3.6	2.0	2.2
Vehicles Entered	8	8	12	10	12	19	69
Vehicles Exited	8	8	12	10	12	19	69
Hourly Exit Rate	32	32	48	40	48	76	276
Input Volume	38	37	53	41	45	86	300
% of Volume	84	86	91	98	107	88	92

2: Monson Place & 900 West (4000 West) Performance by movement Entire Run

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Total Delay (hr)	0.1	0.0	0.0	0.0	0.1	0.1	0.2
Delay / Veh (s)	4.9	2.9	0.9	0.4	3.6	2.1	2.3
Vehicles Entered	42	43	57	46	51	101	340
Vehicles Exited	43	43	58	46	51	102	343
Hourly Exit Rate	43	43	58	46	51	102	343
Input Volume	44	43	62	48	52	100	349
% of Volume	97	100	94	96	98	103	98

3: Valley View Dr & SR-146 Performance by movement Interval #1 7:30

Movement	EBL	EBT	EBR	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Delay / Veh (s)	7.7		5.4	9.0		3.2	1.5	3.0	1.3	1.4	4.6	2.2
Vehicles Entered	6	0	12	4	0	14	49	1	1	114	10	211
Vehicles Exited	6	0	12	4	0	14	49	1	1	114	10	211
Hourly Exit Rate	24	0	48	16	0	56	196	4	4	456	40	844
Input Volume	33	2	45	13	2	57	198	3	4	473	44	875
% of Volume	73	0	107	123	0	98	99	133	100	96	91	96

3: Valley View Dr & SR-146 Performance by movement Interval #2 7:45

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay (hr)	1.1	0.0	1.3	0.0	0.0	0.0	0.2	0.1	0.0	0.0	0.2	0.1
Delay / Veh (s)	185.0		154.3	39.3		6.2	11.9	10.3	3.9	7.1	4.9	6.3
Vehicles Entered	25	0	34	3	0	1	62	53	1	1	138	51
Vehicles Exited	19	0	27	3	0	1	60	52	1	1	137	51
Hourly Exit Rate	76	0	108	12	0	4	240	208	4	4	548	204
Input Volume	145	3	200	14	1	2	252	222	3	4	529	193
% of Volume	52	0	54	86	0	200	95	94	133	100	104	106

3: Valley View Dr & SR-146 Performance by movement Interval #2 7:45

Movement	All
Total Delay (hr)	3.1
Delay / Veh (s)	31.0
Vehicles Entered	369
Vehicles Exited	352
Hourly Exit Rate	1408
Input Volume	1568
% of Volume	90

3: Valley View Dr & SR-146 Performance by movement Interval #3 8:00

Movement	EBL	EBT	EBR	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Total Delay (hr)	0.5	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	1.4
Delay / Veh (s)	86.7	50.8	75.9	11.5		4.9	1.9	5.3	2.3	2.1	4.6	19.6
Vehicles Entered	19	1	28	3	0	12	46	1	1	118	13	242
Vehicles Exited	25	1	35	3	0	14	46	1	1	119	13	258
Hourly Exit Rate	100	4	140	12	0	56	184	4	4	476	52	1032
Input Volume	33	2	45	13	2	57	198	3	4	473	44	875
% of Volume	303	200	311	92	0	98	93	133	100	101	118	118

3: Valley View Dr & SR-146 Performance by movement Interval #4 8:15

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
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	0.0
Delay / Veh (s)	10.8	4.7	6.5	10.9		2.2	4.3	1.6	4.6	1.9	1.7	4.9
Vehicles Entered	7	1	11	3	0	1	15	51	1	1	119	12
Vehicles Exited	7	1	11	3	0	1	15	50	1	1	120	12
Hourly Exit Rate	28	4	44	12	0	4	60	200	4	4	480	48
Input Volume	33	2	45	13	1	2	57	198	3	4	473	44
% of Volume	85	200	98	92	0	200	105	101	133	100	101	109

3: Valley View Dr & SR-146 Performance by movement Interval #4 8:15

Movement	All
Total Delay (hr)	0.2
Delay / Veh (s)	2.7
Vehicles Entered	222
Vehicles Exited	222
Hourly Exit Rate	888
Input Volume	875
% of Volume	101

3: Valley View Dr & SR-146 Performance by movement Entire Run

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay (hr)	1.7	0.0	2.0	0.1	0.0	0.0	0.2	0.2	0.0	0.0	0.4	0.1
Delay / Veh (s)	107.0	37.0	84.6	17.0		5.7	8.7	3.9	4.2	4.2	2.6	5.6
Vehicles Entered	57	2	85	13	0	2	102	198	4	3	490	86
Vehicles Exited	57	2	86	13	0	2	102	198	4	3	490	86
Hourly Exit Rate	57	2	86	13	0	2	102	198	4	3	490	86
Input Volume	61	2	84	13	1	2	106	204	3	4	487	81
% of Volume	93	89	103	98	0	100	96	97	133	75	101	106

3: Valley View Dr & SR-146 Performance by movement Entire Run

Movement	All
Total Delay (hr)	4.7
Delay / Veh (s)	16.4
Vehicles Entered	1042
Vehicles Exited	1043
Hourly Exit Rate	1043
Input Volume	1048
% of Volume	99

4: Valley View Dr & Project Access Performance by movement Interval #1 7:30

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay / Veh (s)	0.5	0.2	2.1	0.2	4.6	3.0	2.3
Vehicles Entered	1	11	23	1	8	17	61
Vehicles Exited	1	11	24	1	8	17	62
Hourly Exit Rate	4	44	96	4	32	68	248
Input Volume	7	42	98	4	31	72	254
% of Volume	57	105	98	100	103	94	98

4: Valley View Dr & Project Access Performance by movement Interval #2 7:45

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Total Delay (hr)	0.0	0.1	0.1	0.0	0.9	2.6	3.7
Delay / Veh (s)	23.4	3.9	4.3	3.1	141.5	156.6	54.0
Vehicles Entered	6	48	107	4	25	65	255
Vehicles Exited	6	48	105	4	21	53	237
Hourly Exit Rate	24	192	420	16	84	212	948
Input Volume	31	183	433	14	138	317	1116
% of Volume	77	105	97	114	61	67	85

4: Valley View Dr & Project Access Performance by movement Interval #3 8:00

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Total Delay (hr)	0.0	0.0	0.0	0.0	0.7	1.7	2.4
Delay / Veh (s)	8.1	0.8	2.3	1.7	134.1	149.0	86.8
Vehicles Entered	2	11	26	1	17	34	91
Vehicles Exited	2	11	27	1	20	46	107
Hourly Exit Rate	8	44	108	4	80	184	428
Input Volume	7	42	98	4	31	72	254
% of Volume	114	105	110	100	258	256	169

4: Valley View Dr & Project Access Performance by movement Interval #4 8:15

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay / Veh (s)	0.3	0.2	2.0	0.2	4.8	3.1	2.2
Vehicles Entered	2	10	26	1	7	16	62
Vehicles Exited	2	10	25	2	7	16	62
Hourly Exit Rate	8	40	100	8	28	64	248
Input Volume	7	42	98	4	31	72	254
% of Volume	114	95	102	200	90	89	98

4: Valley View Dr & Project Access Performance by movement Entire Run

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Total Delay (hr)	0.0	0.1	0.2	0.0	1.6	4.2	6.2
Delay / Veh (s)	13.1	2.5	3.4	1.9	104.9	115.9	47.2
Vehicles Entered	12	80	181	8	56	132	469
Vehicles Exited	12	80	182	8	56	132	470
Hourly Exit Rate	12	80	182	8	56	132	470
Input Volume	13	77	182	6	58	133	470
% of Volume	92	104	100	123	97	99	100

5: Monson Place & 3940 West Performance by movement Interval #1 7:30

Movement	EBT	NBT	All
Total Delay (hr)	0.0	0.0	0.0
Delay / Veh (s)	0.1	0.0	0.1
Vehicles Entered	19	8	27
Vehicles Exited	19	8	27
Hourly Exit Rate	76	32	108
Input Volume	86	34	120
% of Volume	88	94	90

5: Monson Place & 3940 West Performance by movement Interval #2 7:45

Movement	EBT	NBT	All
Total Delay (hr)	0.0	0.0	0.0
Delay / Veh (s)	0.1	0.1	0.1
Vehicles Entered	34	26	60
Vehicles Exited	34	26	60
Hourly Exit Rate	136	104	240
Input Volume	143	152	295
% of Volume	95	68	81

5: Monson Place & 3940 West Performance by movement Interval #3 8:00

Movement	EBT	NBT	All
Total Delay (hr)	0.0	0.0	0.0
Delay / Veh (s)	0.1	0.1	0.1
Vehicles Entered	22	21	43
Vehicles Exited	22	21	43
Hourly Exit Rate	88	84	172
Input Volume	86	34	120
% of Volume	102	247	143

5: Monson Place & 3940 West Performance by movement Interval #4 8:15

Movement	EBT	NBT	All
Total Delay (hr)	0.0	0.0	0.0
Delay / Veh (s)	0.1	0.0	0.1
Vehicles Entered	22	8	30
Vehicles Exited	22	8	30
Hourly Exit Rate	88	32	120
Input Volume	86	34	120
% of Volume	102	94	100

5: Monson Place & 3940 West Performance by movement Entire Run

Movement	EBT	NBT	All
Total Delay (hr)	0.0	0.0	0.0
Delay / Veh (s)	0.1	0.1	0.1
Vehicles Entered	97	63	160
Vehicles Exited	96	63	159
Hourly Exit Rate	96	63	159
Input Volume	100	64	164
% of Volume	96	99	97

Total Network Performance By Interval

Interval Start	7:30	7:45	8:00	8:15	All
Total Delay (hr)	0.4	7.2	4.0	0.4	12.0
Delay / Veh (s)	4.2	43.8	38.1	4.5	26.6
Vehicles Entered	322	614	357	328	1624
Vehicles Exited	323	574	399	329	1627
Hourly Exit Rate	1292	2296	1596	1316	1627
Input Volume	3112	6339	3112	3112	3919
% of Volume	42	36	51	42	42

Intersection: 1: Harvey Blvd & 900 West, Interval #1

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	48	38	52	56
Average Queue (ft)	33	21	34	36
95th Queue (ft)	56	48	54	60
Link Distance (ft)	724	748	417	653
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 1: Harvey Blvd & 900 West, Interval #2

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	65	43	55	65
Average Queue (ft)	43	29	37	43
95th Queue (ft)	69	48	57	68
Link Distance (ft)	724	748	417	653
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 1: Harvey Blvd & 900 West, Interval #3

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	59	37	46	54
Average Queue (ft)	35	24	33	35
95th Queue (ft)	58	48	47	53
Link Distance (ft)	724	748	417	653
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 1: Harvey Blvd & 900 West, Interval #4

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	54	39	46	60
Average Queue (ft)	33	21	32	34
95th Queue (ft)	55	47	48	60
Link Distance (ft)	724	748	417	653
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 1: Harvey Blvd & 900 West, All Intervals

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	70	53	63	75
Average Queue (ft)	36	24	34	37
95th Queue (ft)	60	48	52	61
Link Distance (ft)	724	748	417	653
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 2: Monson Place & 900 West (4000 West), Interval #1

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	48	24
Average Queue (ft)	33	5
95th Queue (ft)	53	26
Link Distance (ft)		417
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 2: Monson Place & 900 West (4000 West), Interval #2

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	67	38
Average Queue (ft)	42	10
95th Queue (ft)	71	37
Link Distance (ft)		417
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 2: Monson Place & 900 West (4000 West), Interval #3

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	57	23
Average Queue (ft)	35	6
95th Queue (ft)	57	27
Link Distance (ft)		417
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 2: Monson Place & 900 West (4000 West), Interval #4

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	48	27
Average Queue (ft)	30	6
95th Queue (ft)	54	27
Link Distance (ft)		417
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 2: Monson Place & 900 West (4000 West), All Intervals

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	72	42
Average Queue (ft)	35	7
95th Queue (ft)	60	29
Link Distance (ft)		417
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 3: Valley View Dr & SR-146, Interval #1

Movement	EB	WB	NB
Directions Served	LTR	LTR	LT
Maximum Queue (ft)	46	26	46
Average Queue (ft)	25	10	15
95th Queue (ft)	46	30	44
Link Distance (ft)	325	200	1084
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			0
Queuing Penalty (veh)			0

Intersection: 3: Valley View Dr & SR-146, Interval #2

Movement	EB	WB	NB	SB	SB
Directions Served	LTR	LTR	LT	LT	R
Maximum Queue (ft)	336	33	161	10	37
Average Queue (ft)	269	12	91	1	11
95th Queue (ft)	431	37	174	9	36
Link Distance (ft)	325	200	1084	830	
Upstream Blk Time (%)	39				
Queuing Penalty (veh)	137				
Storage Bay Dist (ft)					50
Storage Blk Time (%)			7		0
Queuing Penalty (veh)			0		0

Intersection: 3: Valley View Dr & SR-146, Interval #3

Movement	EB	WB	NB	SB	SB
Directions Served	LTR	LTR	LT	LT	R
Maximum Queue (ft)	332	22	66	2	2
Average Queue (ft)	187	9	19	0	0
95th Queue (ft)	425	27	65	5	4
Link Distance (ft)	325	200	1084	830	
Upstream Blk Time (%)	17				
Queuing Penalty (veh)	13				
Storage Bay Dist (ft)					50
Storage Blk Time (%)			0		
Queuing Penalty (veh)			0		

Intersection: 3: Valley View Dr & SR-146, Interval #4

Movement	EB	WB	NB	SB	SB
Directions Served	LTR	LTR	LT	LT	R
Maximum Queue (ft)	46	28	62	2	2
Average Queue (ft)	27	8	21	0	0
95th Queue (ft)	49	30	58	4	4
Link Distance (ft)	325	200	1084	830	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)					50
Storage Blk Time (%)			0		
Queuing Penalty (veh)			0		

Intersection: 3: Valley View Dr & SR-146, All Intervals

Movement	EB	WB	NB	SB	SB
Directions Served	LTR	LTR	LT	LT	R
Maximum Queue (ft)	338	41	163	12	37
Average Queue (ft)	127	10	37	0	3
95th Queue (ft)	353	31	111	5	18
Link Distance (ft)	325	200	1084	830	
Upstream Blk Time (%)	14				
Queuing Penalty (veh)	37				
Storage Bay Dist (ft)					50
Storage Blk Time (%)			2		0
Queuing Penalty (veh)			0		0

Intersection: 4: Valley View Dr & Project Access, Interval #1

Movement	WB	NB
Directions Served	LT	LR
Maximum Queue (ft)	29	50
Average Queue (ft)	6	33
95th Queue (ft)	28	56
Link Distance (ft)	325	366
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 4: Valley View Dr & Project Access, Interval #2

Movement	EB	WB	NB
Directions Served	TR	LT	LR
Maximum Queue (ft)	96	101	388
Average Queue (ft)	28	56	292
95th Queue (ft)	113	106	476
Link Distance (ft)		325	366
Upstream Blk Time (%)			36
Queuing Penalty (veh)			0
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 4: Valley View Dr & Project Access, Interval #3

Movement	EB	WB	NB
Directions Served	TR	LT	LR
Maximum Queue (ft)	20	41	391
Average Queue (ft)	3	10	181
95th Queue (ft)	21	43	454
Link Distance (ft)		325	366
Upstream Blk Time (%)			24
Queuing Penalty (veh)			0
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 4: Valley View Dr & Project Access, Interval #4

Movement	WB	NB
Directions Served	LT	LR
Maximum Queue (ft)	28	46
Average Queue (ft)	6	32
95th Queue (ft)	28	46
Link Distance (ft)	325	366
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 4: Valley View Dr & Project Access, All Intervals

Movement	EB	WB	NB
Directions Served	TR	LT	LR
Maximum Queue (ft)	96	101	397
Average Queue (ft)	8	20	135
95th Queue (ft)	55	68	379
Link Distance (ft)		325	366
Upstream Blk Time (%)			15
Queuing Penalty (veh)			0
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 5: Monson Place & 3940 West, 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: Monson Place & 3940 West, 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: Monson Place & 3940 West, 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: Monson Place & 3940 West, 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: Monson Place & 3940 West, All Intervals

Movement

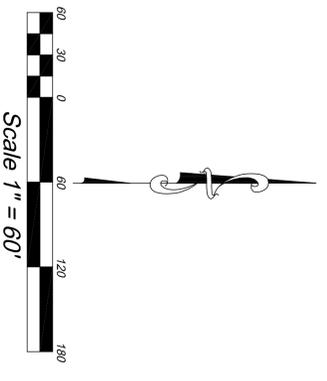
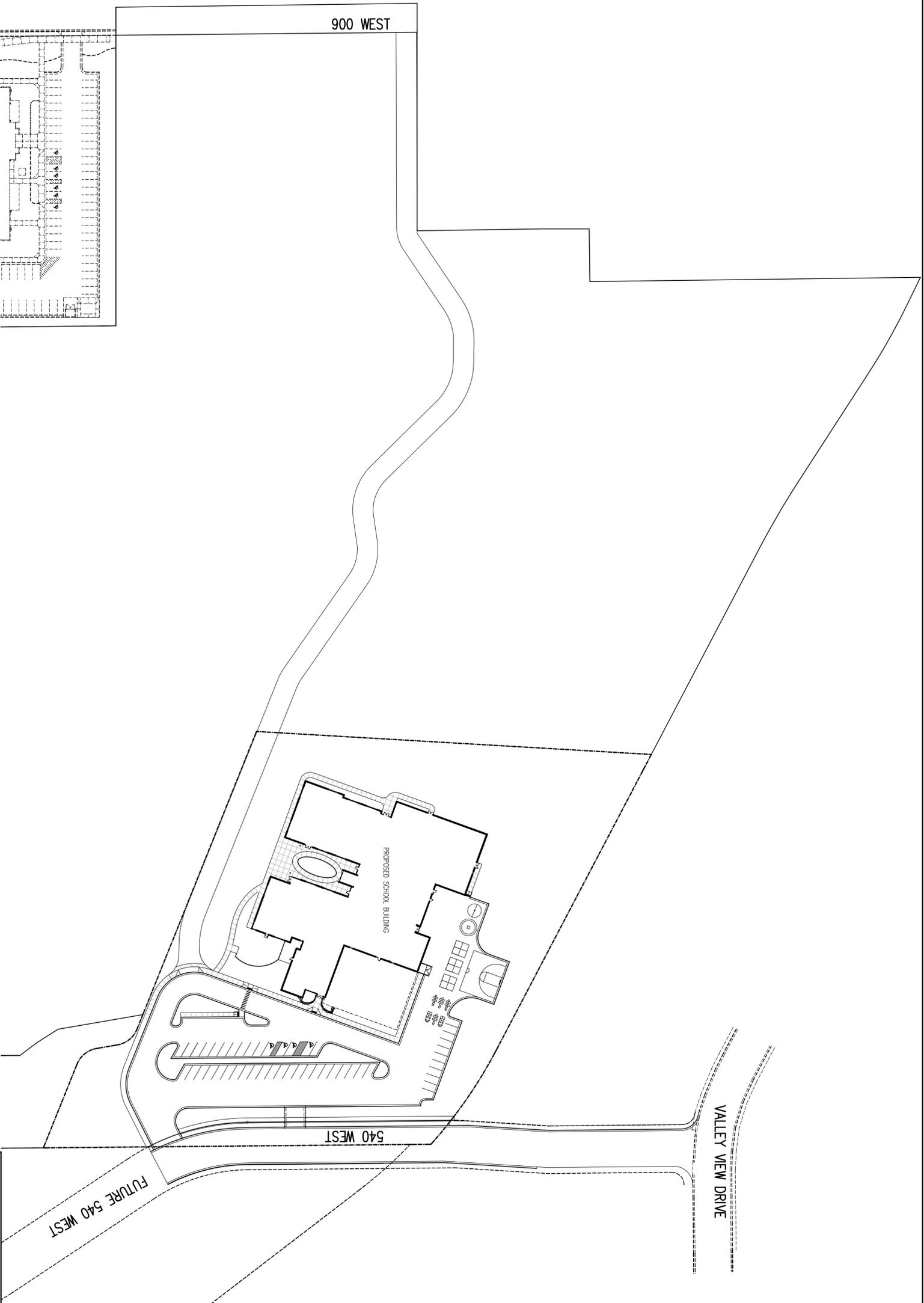
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Network Summary

Network wide Queuing Penalty, Interval #1: 0
Network wide Queuing Penalty, Interval #2: 137
Network wide Queuing Penalty, Interval #3: 13
Network wide Queuing Penalty, Interval #4: 0
Network wide Queuing Penalty, All Intervals: 38

APPENDIX C

Site Plan



BENCHMARK

WEST 1/4 CORNER, SECTION 8,
TOWNSHIP 3 SOUTH, RANGE 2 EAST,
S.W. 1/4, SECTION 8,
ELEVATION = 4781.57

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12 West 100 North, Suite 201, American Fork, UT 84003
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Surveyor: Axtor Engineering, Inc.
491 North 450 West
Orem, UT 84057
(801) 224-7308

REVISIONS

Rev.	Date	Description	App'd

QUAIL RUN SCHOOL

PLEASANT GROVE UTAH

TRAFFIC SITE PLAN

Scale: 1" = 60'
 Drawn by: D.W.P.
 Designed by: D.W.P.
 Checked by: D.W.P.
 Date: 07/13/10
 Sheet No.: C1.1

APPENDIX D

Figures











APPENDIX E

95th Percentile Queue Lengths

SimTraffic Queueing Report

Project: Cedar Hills - Quail Run Charter School TIS

Time Period: AM Peak Hour

95th Percentile Queue Length (feet)

Project #: UT10-206

Intersection	Time Period	EB	NB		SB		WB	
		LTR	LT	LTR	LT	LTR	LR	LTR
Harvey Blvd & 900 West	Existing (2010) Background	57	--	51	--	56	--	52
Monson Place & 900 West (4000 West)	Existing (2010) Background	--	--	--	8	--	46	--
Valley View Dr & SR-146	Existing (2010) Background	24	7	--	8	--	--	29

SimTraffic Queueing Report

Project: Cedar Hills - Quail Run Charter School TIS

Time Period: AM Peak Hour

95th Percentile Queue Length (feet)



Project #: UT10-206

Intersection	Time Period	EB	NB			SB			WB		
		LTR	LR	LT	LTR	LT	LTR	R	LR	LT	LTR
Harvey Blvd & 900 West	Existing (2010) Plus Project	57	--	--	50	--	55	--	--	--	52
Monson Place & 900 West (4000 West)	Existing (2010) Plus Project	--	--	--	--	22	--	--	57	--	--
Valley View Dr & Project Access	Existing (2010) Plus Project	--	66	--	--	--	--	--	--	33	--
Valley View Dr & SR-146	Existing (2010) Plus Project	122	--	67	--	6	--	6	--	--	29

SimTraffic Queueing Report

Project: Cedar Hills - Quail Run Charter School TIS

Time Period: AM Peak Hour

95th Percentile Queue Length (feet)

Project #: UT10-206

Intersection	Time Period	EB		NB			SB			WB		
		LTR	TR	LR	LT	LTR	LT	LTR	R	LR	LT	LTR
Harvey Blvd & 900 West	Existing (2010) Plus Project w. additional 100 vph	59	--	--	--	51	--	60	--	--	--	51
Monson Place & 900 West (4000 West)	Existing (2010) Plus Project w. additional 100 vph	--	--	--	--	--	27	--	--	58	--	--
Valley View Dr & Project Access	Existing (2010) Plus Project w. additional 100 vph	--	24	134	--	--	--	--	--	--	47	--
Valley View Dr & SR-146	Existing (2010) Plus Project w. additional 100 vph	228	--	--	87	--	8	--	10	--	--	31

SimTraffic Queueing Report

Project: Cedar Hills - Quail Run Charter School TIS

Time Period: AM Peak Hour

95th Percentile Queue Length (feet)

Project #: UT10-206

Intersection	Time Period	EB		NB			SB			WB		
		LTR	TR	LR	LT	LTR	LT	LTR	R	LR	LT	LTR
Harvey Blvd & 900 West	Existing (2010) Plus Project w. additional 200 vph	60	--	--	--	52	--	61	--	--	--	48
Monson Place & 900 West (4000 West)	Existing (2010) Plus Project w. additional 200 vph	--	--	--	--	--	29	--	--	60	--	--
Valley View Dr & Project Access	Existing (2010) Plus Project w. additional 200 vph	--	55	379	--	--	--	--	--	--	68	--
Valley View Dr & SR-146	Existing (2010) Plus Project w. additional 200 vph	353	--	--	111	--	5	--	18	--	--	31

APPENDIX F

Quail Run Charter School Transportation Plan

2010 - 11					
DEMAND	people	%			
Student capacity ⁽¹⁾	648				
Enrollment ⁽²⁾	518.4	80%			
Absenteeism ⁽³⁾	25.9	5%			
Walking/biking ⁽⁴⁾	103.7	20%			
Total student demand	388.8				
Employees	36.0	80%			
Visitors	51.8	10%			
Non-student walking/biking ⁽⁴⁾	13.2	15%			
Total non-student demand	74.7				
Student allowance	23.2	6.0%			
Non-student allowance	6.0	8.0%			
CAPACITY	people	carpool %	vehicles	veh. capacity	trips generated
Buses ⁽⁶⁾	162	N/A	3	54	6
Carpool A ⁽⁷⁾	84	34%	20	4.2	40
Carpool B ⁽⁷⁾	75	30%	25	3.0	50
Carpool C ⁽⁷⁾	66	26%	33	2.0	66
Non-carpool	25	10%	25	1.0	50
Total bus and carpool capacity	412			2.4	
Employees	34		17	2.0	17
Visitors	46.6		21	2.2	21
Total non-student capacity	80.6				

TRIPS GENERATED (daily) **250**

2011 - 12					
DEMAND	people	%			
Student capacity ⁽¹⁾	648				
Enrollment ⁽²⁾	615.6	95%			
Absenteeism ⁽³⁾	30.8	5%			
Walking/biking ⁽⁴⁾	123.1	20%			
Total student demand	461.7				
Employees	40.0	95%			
Visitors ⁽⁵⁾	49.2	8%			
Non-student walking/biking ⁽⁴⁾	13.4	15%			
Total non-student demand	75.9				
Student allowance	21.3	4.6%			
Non-student allowance	4.5	6.0%			
CAPACITY	people	carpool %	vehicles	veh. capacity	trips generated
Buses ⁽⁶⁾	234	N/A	4	58.5	8
Carpool A ⁽⁷⁾	84	34%	20	4.2	40
Carpool B ⁽⁷⁾	75	30%	25	3.0	50
Carpool C ⁽⁷⁾	66	27%	33	2.0	66
Non-carpool	24	10%	24	1.0	48
Total bus and carpool capacity	483			2.4	
Employees	36		18	2.0	18
Visitors	44.4		20	2.2	20
Total non-student capacity	80.4				

TRIPS GENERATED (daily) **250**

(1) Student capacity based on State approved charter (<http://www.qrps.org/charter.doc> pg.5/167)

(2) Y01 and Y02 enrollment based on State estimates for new charter schools

(3) Utah Health dept 1998-2000 data (<http://health.utah.gov/opha/publications/hsu/0001influenza.pdf>)

(4) Based on current enrollment ratio and est. rates w/local marketing plan; baseline data from local comp actuals

(5) Visitor demand throttled through program mgmt

(6) Bus capacity ranges from 54 students to 72 students dep. on size (250 plan: Y02 incl. 1x 72-capacity bus)

(7) Carpool feasibility based on similar local schools actuals: incl. Mountainville, Lakeview, Excelsior, Providence



CITY OF CEDAR HILLS

TO:	Mayor and City Council
FROM:	Greg Robinson, Assistant City Manager
DATE:	2/2/2010

City Council Agenda Item

SUBJECT:	Provo River Canal Rights-of-Ways Greenway – Interlocal Agreement
APPLICANT PRESENTATION:	N/A
STAFF PRESENTATION:	Greg Robinson, Assistant City Manager
BACKGROUND AND FINDINGS: This item has been continued from the January 19, City Council meeting. These are some of the important points to recognize: 3.1 Annual budget established by county and cities and what that includes. 3.2.1 Additional landscaping is the responsibility of the city. 3.3 35% County 65% City on all repair, maintenance, and safety improvement costs 4.2 Formula for determining each city's maintenance costs. 7 Cities and County will be responsible for enforcing rules. Cost estimates are located in the attached packet.	
PREVIOUS LEGISLATIVE ACTION:	
FISCAL IMPACT: \$3.047 Annual maintenance costs \$12,626 Cedar Hills trail portion due July 2010 \$64,086 Cedar Hills trail portion due July 2011	
SUPPORTING DOCUMENTS: County submission that includes maps and costs associated with the trail Provo River Canal Rights-of-Ways Greenway – Interlocal Agreement	
RECOMMENDATION: Staff recommends reviewing the interlocal agreement to ensure that it benefits Cedar Hills. Staff recommends the approval of this agreement.	
MOTION: To approve/not approve the Provo River Canal Rights-of-Ways Greenway – Interlocal Agreement with Utah County, for the development and maintenance of a trail over the Murdock Canal.	

PROVO RESERVOIR CANAL RIGHTS-OF-WAYS GREENWAY INTERLOCAL AGREEMENT

This Interlocal Agreement is executed in duplicate this ____ day of _____, 200910, by and ~~between~~among **Utah County**, a political subdivision of the State of Utah (hereinafter referred to as the “County”); the **City of Orem**, a municipal corporation and political subdivision of the State of Utah, **Lindon City**, a municipal corporation and political subdivision of the State of Utah, **Pleasant Grove City**, a municipal corporation and political subdivision of the State of Utah, **City of Cedar Hills**, a municipal corporation and political subdivision of the State of Utah, **American Fork City**, a municipal corporation and political subdivision of the State of Utah, **Highland City**, a municipal corporation and political subdivision of the State of Utah, and **Lehi City**, a municipal corporation and political subdivision of the State of Utah (the combined group of North Utah County cities to be hereinafter collectively referred to as the “Cities” or “City” when used in the singular).

RECITALS

WHEREAS, the United States Department of the Interior, Bureau of Reclamation (hereinafter referred to as “Reclamation”), holds easements and fee interests in and to rights-of-ways upon which are currently located the Provo Reservoir Canal and associated facilities and appurtenances (the “PRC”); and

WHEREAS, Reclamation and the Provo River Water Users Association (the “Association”) are participating in a project to enclose the PRC within a pipeline ~~or box culvert~~ (the “Enclosure Project”); and

WHEREAS, upon completion of the Enclosure Project, the United States will transfer title of the PRC and associated lands and rights-of-way to the Association; and

WHEREAS, following such title transfer, the Association will grant and convey to Central Utah Water Conservancy District, Jordan Valley Water Conservancy District and Metropolitan Water District of Salt Lake & Sandy (collectively, the “Districts”), certain water facilities easements in the PRC; and

WHEREAS, the County and the Cities desire to utilize the PRC corridors, or portions thereof, to construct a public trail for recreational purposes; and

WHEREAS, the County, acting as the lead government agency, intends to enter into a Recreational Trail and Greenway License Agreement with Reclamation and the Association to

develop a non-motorized, multi-use trail from Orem through Lehi within the said rights-of-ways for the existing PRC, which area is more particularly described in Exhibit “A” which is attached hereto and by reference is made a part hereof (hereinafter referred to as the “Greenway”); and

WHEREAS, the Cities desire to enter into an interlocal agreement with the County to participate with the County in funding, constructing, managing, policing, maintaining and using the Greenway; and

WHEREAS, the Cities desire to provide an opportunity to their respective citizens to use the Greenway in a safe and controlled manner; and

WHEREAS, the County and the Cities desire to set forth the terms of their agreement and the parties’ respective rights and obligations in this Agreement; and

WHEREAS, the County and each of the Cities have approved this Agreement by resolutions adopted by their respective governing bodies;

COVENANTS

NOW THEREFORE, in consideration of the covenants and promises contained herein, and for other good and valuable consideration, the receipt and sufficiency of which isare hereby acknowledged, the County and the Cities agree as follows:

1. **Agreement Between County, Reclamation and the Association**. The County will be the lead agency and shall use its best efforts to negotiate and enter into an agreement with Reclamation and the Association (the “License Agreement”), attached hereto as Exhibit D), allowing the County and the Cities to develop and open the Greenway for recreational use by members of the public. The Cities shall have an opportunity to review and comment on the License Agreement before it is finalized. This Agreement is subject to and contingent upon the County entering into the License Agreement for use of the Greenway in substantially the same format as Exhibit D. Should the License Agreement vary materially from the terms of this Agreement, the parties hereto may within fourteen days of the approval of the License Agreement by County and the Association withdraw from this Agreement upon delivering a written notice to all other parties to this Agreement and the Association stating that parties withdrawl from this Agreement. In the event that the County does not enter into such an agreement, this Agreement shall be null and void. The County and the Cities anticipate that the License Agreement shall address the following areas:
 - ⊖ 1.1 Terms and conditions governing use of the Greenway.
 - ⊖ 1.2 Responsibility for design, construction and maintenance expenses for the Greenway.
 - ⊖ 1.2 Criteria for acceptable design of the Greenway.
2. **Greenway Design**. The County with input from the Cities shall prepare a Greenway design which meets the criteria set forth below:

- 2.1. Water quality protection and non-interference with the efficient and safe care, operation, maintenance and use of the enclosed canal for the PRC are of primary importance in the design. Public use of the elements of the Greenway is secondary.
- 2.2. The design of any necessary trail, road and other improvements must safely and efficiently accommodate the maintenance vehicles of Reclamation, the Association, the Districts, the County and the Cities.
- 2.3. The design must include water quality recommendations, such as the handling of surface drainage and litter collection features to keep runoff and litter from affecting the rights-of-ways and the enclosed canal.
- 2.4. The design shall include safety recommendations such as trail use restrictions, recommendations for ordinances to enforce trail use restrictions, recommendations for law enforcement patrols, the design and placement of signs, trail head lighting, guarding improvements for utilities that cross the canal (such as pipelines), and warning signs or lights for intersections between the trail and public streets and highways, etc. The parties acknowledge that neither the County nor the Cities can bind themselves by agreement to enact or maintain a particular ordinance. However, the County and the Cities hereby state their intent to enact and maintain such ordinances.
- 2.5. Existing gravity drainage of the PRC rights-of-way must be maintained when the Greenway is improved.

3. **Construction and Maintenance.**

- 3.1 The County shall, as funding and resources permit, use its best efforts to obtain any rights-of-way which may be necessary for the construction and operation of the Greenway. The County shall be responsible for the maintenance of the Greenway pedestrian and equestrian travel surfaces and for the construction of the Greenway. The County shall inspect improved portions of the Greenway on a regular and routine basis and shall perform such necessary maintenance and repairs to the Greenway pedestrian and equestrian travel surfaces, shoulders and weed control as may be needed to keep the trail in a safe, sanitary and sightly condition. The County and the Cities shall jointly establish an annual maintenance budget for performing routine necessary maintenance work on the Greenway for items such as weed control, sweeping, signing, snow removal, etc. The Cities shall participate in the annual maintenance budget at the same percentage rate as identified for capital improvements to the trail. The percentage rate allocation will be updated at five-year intervals.
- 3.2 Each City shall be responsible for assisting the County in keeping that part of the Greenway which is located in that City, in a well-maintained, safe, sanitary and sightly condition. ~~After construction of any segment of the Greenway, additional Greenway and trailhead landscaping and improvements and the maintenance thereof shall be the sole cost and responsibility of the entity in which the Greenway is located. The parties shall obtain permission from the Association prior to commencing additional landscaping or trailhead improvements.~~ The Cities and County will be entitled to credit for budgeted Greenway work they

perform against the annual maintenance budget and/or budgeted Greenway expenses as appropriate. Cities and County will provide County with documentation of budgeted Greenway work performed.

3.2.1 After construction of any segment of the Greenway, additional Greenway and trailhead landscaping and improvements and the maintenance thereof shall be the sole cost and responsibility of the entity in which the Greenway is located. The parties shall obtain permission from the Association prior to commencing additional landscaping or trailhead improvements.

3.3. The County shall inspect, or cause to be inspected, the Greenway on a regular and routine basis. In the event that such inspection reveals the need for safety improvements, maintenance or repairs to the Greenway, or in the event the need for such improvements, maintenance or repairs is otherwise brought to the attention of any of the Cities or the County, the County and the City in which that part of the Greenway is located shall promptly coordinate and complete the ~~needed~~ safety improvements, maintenance or repairs to the Greenway which are necessary to maintain the Greenway as constructed and in accordance with the requirements of sections 3.1 and 3.2. The County shall be responsible for 35% of the costs of necessary safety improvements, maintenance and repairs to the pedestrian and equestrian travel surfaces and shoulders. The Cities shall be responsible for 65% of the cost of necessary safety improvements, maintenance and repairs to the pedestrian and equestrian travel surfaces and shoulders. In the event that the City does not promptly perform needed safety improvements, maintenance or repairs to the pedestrian and equestrian travel surfaces and shoulders, the County shall have the responsibility to perform such safety improvements, maintenance and repairs and shall be reimbursed by the Cities for 65% of the costs incurred by the County in performing such safety improvements, maintenance and repairs.

3.4. The County and the Cities shall work together to maintain and operate the Greenway in accordance with the following guidelines:

3.4.1. Trail surfacing, signs and other Greenway features shall be maintained for continued safe use of the public.

3.4.2. Garbage, branches and other debris shall be regularly removed from the PRC right-of-way.

3.4.3. Greenway use and maintenance shall not interfere with the delivery of water in the enclosed canal.

3.4.4. Any use or work within the Greenway by the Association, Reclamation or the Districts, including work relating to the construction, reconstruction, repair, replacement, inspection, operation and maintenance of any water facilities now or in the future situated within the Greenway, and the management of crossings, shall take priority over the use of the Greenway by the County, the Cities and the public. Signs shall be installed to inform the public of this priority and of the fact that motorized equipment will be used within the Greenway by the Association, Reclamation or the Districts. The Association, Reclamation or the Districts may

require that the Greenway be closed to the public in the event that an emergency or major work along the canal enclosure requires closure by the Association, Reclamation or the Districts. The County and the Cities shall assist in the shut down through posting of signs and notices.

- 3.4.5. Maintenance work that potentially would conflict in any way with the canal operations shall be coordinated with the Association and the Districts so that it does not interfere with the care, operation, maintenance or use of the PRC, Central Utah Project facilities or District facilities.
- 3.4.6. The County and the Cities shall work together to adopt and post rules and regulations regarding the use of the trail and surrounding Greenway areas. Such rules and regulations shall be in addition to those adopted by the Association, and shall be approved in advance by the Association.

4. **Funding and Apportionment of Construction and Maintenance Expenses.**

- 4.1. The parties anticipate that all funding necessary for the construction, maintenance and operation of the Greenway shall come from federal funds, County funds, City funds, grants and/or private and public sources. The County shall use its best efforts to obtain grants which may be available for the construction and/or maintenance of the Greenway. The County shall also use its best efforts to obtain other sources of funding such as donations and private contributions for the development of the Greenway and related facilities. The Cities shall cooperate and work with the County to obtain any such available grants or other sources of funding. The expenses incurred by the County in improving and maintaining the Greenway shall be met first by any such federal funds, grants and/or donations which may be available for such purposes.
- 4.2. The County and each of the respective Cities shall be responsible for a percentage of the expenses related to the construction, maintenance or operation of the Greenway **including matching funds for the federal grant** (hereinafter referred to as the "Greenway Expenses") which are not covered by federal funds, grants or other sources of funding. The County will contribute 35% of the Greenway Expenses. **The Cities shall contribute the remaining 65% of the Greenway Expenses utilizing a formula which gives equal weight to each city's population and trail miles located within each City by calculating the sum of each city's percentage of population as compared to all other Cities and each city's percentage of trail miles as compared with all other Cities and dividing that sum by 2.** The Cities contribution shall be recalculated every 5 years.
- 4.3. The County and Cities shall develop a long range plan for development of the Greenway which includes budget information. The County and Cities shall meet at least annually to coordinate construction, improvements and annual maintenance work plan, and to prepare annual budgets. The County shall at the end of County's fiscal year or more often as appropriate, calculate the total cost of Greenway Expenses (improvements and maintenance performed during the relevant time period) and shall send an invoice to each of the Cities at the end of each calendar year or the relevant time period for the amount of each City's reimbursement to County for Greenway Expenses. The County shall include a

description of the work performed and/or materials acquired for which the County claims reimbursement. All costs will be allocated using the percentages determined by Section 4.2 for the County and each of the Cities. The annual or periodic invoices sent by County to the Cities shall request reimbursement for 65% of the costs incurred. Reimbursement shall be paid to the County by each City within thirty (30) days of receipt of an invoice from the County. The Cities will be entitled to credit for budgeted Greenway Expenses for work they have performed during the previous calendar year or in the relevant time period or for previously unused credits.

5. **Public Education.** Each of the Cities agrees to conduct a public education program to educate the users of the Greenway on the rules governing use of the trail and the importance of respecting the rights of the Association and the Districts to maintain and use the enclosed PRC, Central Utah Project facilities and District facilities for transporting clean water to the end users.
6. **Adoption of Greenway Rules.** The Association may establish, pursuant to the License Agreement, and supplement or change from time to time, rules and regulations governing the use of the Greenway and trail (the "Greenway Rules"). The Greenway Rules established by the Association shall not prohibit all public use of the Greenway. The County and the Cities recognize and agree that enforcement of the Greenway Rules is essential to protecting the integrity of the enclosed PRC and to the safe use of the Greenway and trail. Therefore, the County and each of the Cities shall enact ordinances which substantially adopts the Greenway Rules and imposes criminal sanctions for the violation of the Greenway Rules. Each of the Cities agrees to at all times enforce and keep such ordinances in effect and to amend such ordinances to incorporate any changes which are made to the Greenway Rules. The parties acknowledge that neither the County nor the Cities can bind themselves by agreement to enact or maintain a particular ordinance. However, the County and the Cities hereby state their intent to enact and maintain such ordinances.
7. **Enforcement of Greenway Rules.** The County and each of the Cities agree to assign public safety officers to regularly patrol that portion of the Greenway which lies within their respective jurisdictions. The County and the Cities may recruit volunteers to assist in enforcing the Greenway Rules and to keep the Greenway free from garbage, rubbish, trash or other refuse. All large group volunteer work and activities must be coordinated and approved by the County. Notwithstanding anything herein to the contrary, the agreement to regularly patrol the Greenway shall not be construed to create a duty to provide security for any person using the trail.
8. **Indemnification and Insurance.** ~~The Cities acknowledge that the County has or will agree to indemnify Reclamation, the Association and the Districts from all claims arising out of the use of the Greenway due to County's negligence.~~ The parties anticipate that the protections of the Utah Limitation of Landowner Liability--Public Recreation Act (Utah Code Section 57-14-1 *et. seq.*) and the Utah Governmental

Immunity Act, 63G-7-101 *et. seq.*, including Section 63G-7-301(5)(n) of the Utah Code will apply to any claims which may be made against Reclamation, the Association, the Districts, the County and/or the Cities with regard to any user of the Greenway for recreational purposes. However, notwithstanding these protections, and without in any way waiving the defenses afforded by the Limitation of Landowner Liability Act and the Utah Governmental Immunity Act, 63G-7-101 *et. seq.*, including ~~63G-7-301(5)(n) 63-30d-301(5)(n)~~ of the Utah Code as against third parties, each party to this Agreement agrees to indemnify and hold harmless each and every other party ~~and Reclamation, the Association and the Districts~~ from all claims for personal injuries or damage to property to the extent that such injuries or damages directly or indirectly arise out of ~~the a party's own negligent act or omission, including but not limited to,~~ negligent construction, maintenance, repair, ~~or condition; use or presence~~ of the Greenway ~~within the corporate boundaries of the indemnifying City or, for the County, the unincorporated area of Utah County.~~ Nothing in this Agreement shall be construed as releasing, indemnifying or holding harmless ~~Reclamation, the Association, the Districts, the County or any City~~ any party to this agreement from liability for their own negligent acts or omissions. ~~As to third parties excluding Reclamation, the Association and the Districts,~~ ~~†~~The indemnification obligations hereunder shall not be considered a waiver of the Governmental Immunity Act (Utah Code Section 63G-7-101, *et. seq.*) ~~Except for damages to Reclamation, the Association and the Districts,~~ ~~†~~The obligation of the Cities and the County to indemnify under this Section is limited to the ~~limits of liability amounts~~ specified in the Governmental Immunity Act (Utah Code Section 63G-7-604), or as amended by statute or the state risk manager as provided by statute.

The ~~parties~~Cities hereby agree to provide insurance with policy coverages, limits and provisions as set forth in Exhibit "B".

The License Agreement provides that "the Association will provide insurance meeting the policy coverages, limits and provisions contained in Exhibit [C] insuring the parties to the Master Agreement for the PRC Enclosure Project and the parties to the PRC Rights-of-Ways Greenway Interlocal Agreement for liability arising out of the presence of the Greenway within the PRC Corridor. The parties to the Master Agreement for the PRC Enclosure Project and the parties to the PRC Rights-of-Ways Greenway Interlocal Agreement shall be listed as named insureds on the policy. The County shall reimburse to the Association for the costs incurred by the Association to acquire the above insurance. If the above insurance can be added to the Association's policy, County shall reimburse the Association for the incremental cost of the Association's premium. If a separate policy is required, County shall reimburse the Association for the full cost of the separate insurance premium." The Cities hereby agree to pay to the County their respective pro-rata shares of the cost of such insurance as Greenway Expenses.

9. **Duration.** This Agreement shall remain in full force and effect for a period of fifty (50) years or until (i) the County notifies the Cities that the County shall not enter into the

License Agreement, or (ii) such time as the License Agreement is terminated, whichever is sooner.

10. **Interlocal Co-operation Act.** The following terms are included in the Agreement to comply with the requirements of the Interlocal Co-operation Act:

10.1. **No Separate Entity.** This Agreement does not establish a separate legal or administrative entity.

10.2. **No Separate Budget.** There shall not be a separate budget to carry out the terms of this Agreement, but each party shall fund and pay for its respective responsibilities pursuant to this Agreement.

10.3. **Filing.** The County and the Cities shall each file a copy of the Agreement with the keeper of the records for their respective entities.

10.4. **Joint Board.** The parties hereby establish a joint board to administer this cooperative undertaking. The board shall be comprised of representatives from the participating Cities and the County. Each party may change its representative at any time.

10.5. Attorneys. The parties' respective attorneys have reviewed this Agreement as to proper form and compliance with applicable law.

10.6. Termination. Upon the termination of the License Agreement the parties will each pay their pro rata share for the removal of the Greenway from the PRC Corridor as Greenway Expenses. Any personal property not attached to the realty shall become the property of the party providing the same.

10.7.

10.5. Greenway Facilities. The parties will share ownership in the Greenway facilities in the same proportion as their pro rata share of Greenway Expenses.

11. **Interpretation of Agreement.** Whenever the context of any provision shall require it, the singular number shall be held to include the plural number, and vice versa, and the use of any gender shall include the other gender. The paragraph and section headings in this Agreement are for convenience only and do not constitute a part of the provisions hereof.

12. **Amendments.** No oral modifications or amendments to this Agreement shall be effective, but this Agreement may be modified or amended by written agreement.

13. **No Presumption.** Should any provision of this Agreement require judicial interpretation, the Court interpreting or construing the same shall not apply a presumption that the terms hereof shall be more strictly construed against one party, by reason of the rule of construction that a document is to be construed more strictly against the person who himself or through his agents prepared the same, it being acknowledged that all parties have participated in the preparation hereof.

14. **Notices.** All notices, demands and other communications required or permitted to be given hereunder shall be in writing and shall be deemed to have been properly given

if delivered by hand or by certified mail, return receipt requested, postage paid, to the parties at their addresses first above written, or at such other addresses as may be designated by notice given hereunder.

15. **Assignment.** This Agreement shall not be assigned.
16. **Utah Law.** This Agreement shall be interpreted pursuant to the laws of the State of Utah.
17. **Time of Essence.** Time shall be of the essence of this Agreement.
18. **Lawful Agreement.** The parties represent that each of them has lawfully entered into this Agreement, having complied with all relevant statutes, ordinances, resolutions, by-laws, and other legal requirements applicable to their operation.
19. **Breach.** In the event that any party breaches this Agreement, a non-breaching party may serve the breaching party with a notice to cure the breach by certified mail, return receipt requested or personal delivery to the breaching party. The breaching party shall cure the breach within thirty days of receiving notice to cure, or if the breach is not capable of curing within thirty days, commence corrective action within thirty days and diligently pursue correction of the breach until the breach is cured. Failure to cure or diligently pursue corrective action constitutes a breach for which this Agreement may be terminated.
20. **Incorporation of Recitals.** The Recitals to this Agreement are hereby incorporated into the Covenants section of this Agreement as if fully set forth herein.
21. **Binding Agreement.** This Agreement shall be binding upon the heirs, successors, administrators, and assigns of each of the parties hereto.
22. **License Agreement.** The parties to this Agreement shall comply with and not violate or cause the violation of any term, condition or provision of the License Agreement..
23. **Conflict.** This Agreement is subject to the terms, provisions and conditions of the ~~Recreational Trail and Greenway Use License~~ License Agreement and all applicable state and federal laws, rules, and regulations governing the use of the Greenway. In the event of any conflict between any term of this Agreement and the License Agreement, the License Agreement shall govern. The parties to this Agreement shall comply with all applicable state and federal laws, rules, and regulations governing the use of the Greenway.
24. **Entire Agreement.** This Agreement shall constitute the entire agreement between the parties and any prior understanding or representation of any kind proceeding the date of this Agreement shall not be binding upon either party except to the extent incorporated in this Agreement.

25. **Force of Nature.** The parties to this Agreement shall not hold any other parties liable for damages or otherwise responsible in any way if any party is prevented from the performance of this Agreement by reason of acts of God, riot, strike, fire, whether, illness, war, lock-up, energy shortages, or illegality.

26. **Severability.** The validity of any portion of this Agreement shall not prevent the remainder from being carried into effect.

27. **Counterparts.** This Agreement may be executed in one or more counterparts, all of which together shall be considered as one agreement.

~~27-28.~~ **Third Party Beneficiaries.** This Agreement governs the rights and liabilities of the signatories to this Agreement only. No third party beneficiaries are created, or intended to be created by this Agreement.

SIGNED and ENTERED INTO this ____ day of _____, 2009~~09~~10.

Utah County
By:

Steve White~~Larry Ellertson~~
Chairman, Board of Utah County
Commissioners

ATTEST: Bryan Thompson
Utah County Clerk Auditor

By: _____
Deputy

Reviewed as to proper form and
compliance with applicable law:
Jeffrey R. Buhman, Utah County Attorney

By: _____
Deputy

| SIGNED and ENTERED INTO this _____ day of _____, 2010~~9~~.

City of Orem
By:

~~Jerry Washburn~~, Mayor

|
ATTEST:

Donna Weaver, City Recorder

Reviewed as to proper form and
compliance with applicable law:

Paul B. Johnson, City Attorney

| SIGNED and ENTERED INTO this _____ day of _____, 20109.

Lindon City
By:

Mayor

ATTEST:

, City Recorder

Reviewed as to proper form and
Compliance with applicable law:

, City Attorney

| SIGNED and ENTERED INTO this _____ day of _____, 20109.

Pleasant Grove City
By:

Mayor

ATTEST:

, City Recorder

Reviewed as to proper form and
compliance with applicable law:

, City Attorney

| SIGNED and ENTERED INTO this _____ day of _____, 20109.

City of Cedar Hills
By:

Mayor

ATTEST:

, City Recorder

Reviewed as to proper form and
compliance with applicable law:

, City Attorney

| SIGNED and ENTERED INTO this _____ day of _____, 20109.

American Fork City
By:

Mayor

ATTEST:

, City Recorder

Reviewed as to proper form and
compliance with applicable law:

, City Attorney

| SIGNED and ENTERED INTO this _____ day of _____, 20109.

Highland City
By:

Mayor

ATTEST:

, City Recorder

Reviewed as to proper form and
compliance with applicable law:

, City Attorney

| SIGNED and ENTERED INTO this _____ day of _____, 20109.

Lehi City
By:

Mayor

ATTEST:

, City Recorder

Reviewed as to proper form and
compliance with applicable law:

, City Attorney

EXHIBIT “A”

DESCRIPTION

Those portions of the existing PRC rights-of-ways within Orem City starting at 800 North Street and proceeding Northwesterly to 2000 North Street, located in Sections 12, 1, and 2 of Township 6 South, Range 2 East, Salt Lake Base and Meridian.

Also those portions of the existing PRC rights-of-ways within Lindon City starting at 200 South Street and proceeding Northwesterly to 800 North Street, located in Sections 35, 34, and 27 of Township 5 South, Range 2 East, Salt Lake Base and Meridian.

Also those portions of the existing PRC rights-of-ways within Pleasant Grove City starting at 1000 South Street and proceeding Northwesterly to the Cedar Hills Boundary at approximately 600 West; starting again at the Cedar Hills Boundary at 900 West and proceeding Northwesterly to the Cedar Hills Boundary at approximately 1200 West; located in Sections 27, 28, 21, 16, 17, 8, and 7 of Township 5 South, Range 2 East, Salt Lake Base and Meridian.

Also those portions of the existing PRC rights-of-ways within Cedar Hills Town starting at the Pleasant Grove City Boundary at approximately 3800 West and proceeding Northwesterly to 4000 West Street; starting again at the Pleasant Grove City Boundary at approximately 4150 West and proceeding Westerly to approximately 4600 West; located in Sections 8 and 7 of Township 5 South, Range 2 East, Salt Lake Base and Meridian.

Also those portions of the existing PRC rights-of-ways within unincorporated Utah County starting at the Cedar Hills Town Boundary at approximately 4600 West and proceeding Westerly to 4800 West Street, located within Sections 7 and 6 of Township 5 South, Range 2 East, Salt Lake Base and Meridian.

Also those portions of the existing PRC rights-of-ways within Highland City starting at 4800 West Street and proceeding Northwesterly to approximately 6600 West, located within Sections 1, 2, and 3 of Township 5 South, Range 1 East and Section 34 of Township 4 South, Range 1 East, Salt Lake Base and Meridian.

Also those portions of the existing PRC rights-of-ways within unincorporated Utah County starting at the Highland City Boundary at approximately 6600 West and proceeding Northwesterly to the Lehi City Boundary at 7200 West, located within Section 34 of Township 4 South, Range 1 East, Salt Lake Base and Meridian.

Also those portions of the existing PRC rights-of-ways within Lehi City starting at 7200 West Street and proceeding Westerly to 7600 West; starting again at 7800 West and proceeding Westerly to 8200 West; starting again at 8600 West and proceeding Northwesterly to 12000 North, located within Sections 33, 32, 31, and 30 of Township 4 South, Range 1 East, and

EXHIBIT "A" - PAGE 2

DESCRIPTION – CONTINUED

Section 25 of Township 5 South, Range 1 West, Salt Lake Base and Meridian.

Also those portions of the existing PRC rights-of-ways within unincorporated Utah County starting at the Lehi City Boundary at 7600 West and proceeding Westerly to 7800 West; starting again at the Lehi City Boundary at 8200 West and proceeding Westerly to 8600 West; starting again at the Lehi City Boundary at 12000 North and proceeding Northwesterly and Southwesterly to the end of the road at the railroad tracks; located in Sections 33 and 32 of Township 4 South, Range 1 East and Sections 25 and 24 of Township 4 South, Range 1 West, Salt Lake Base and Meridian.

EXHIBIT B

INSURANCE REQUIREMENTS FOR PUBLIC TRAIL OPERATION

~~For the purpose of the indemnification provisions contained in this Agreement, all parties to this Agreement Utah County or any other entity owning, providing, operating or maintaining any public trail facilities within the PRC Corridor or any part thereof~~ shall provide insurance coverages that meet or exceed the following minimums.

A. MINIMUM LIMITS OF INSURANCE

~~GENERAL LIABILITY: \$5,000,000 combined single limit per occurrence, personal injury and property damage, \$10,000,000 Aggregate, Broad Form~~ Commercial General Liability insurance, (ISO 1993 or better), to include Products - Comp/OP, ~~aggregate of \$10,000,000 in the minimum of the liability limits for governmental agencies established by the Utah Governmental Immunity Act 63G-7-101 et. seq..~~

~~**B. DEDUCTIBLES AND SELF-INSURED RETENTIONS**~~

~~Any deductibles or self insured retention must be declared to and approved by Provo River Water Users Association (the "Association") in writing. At the option of the Association, either; the insurer may be required to reduce or eliminate such deductibles or self insured retention as respects the Association, Jordan Valley Water Conservancy District, Central Utah Water Conservancy District, Metropolitan Water District of Salt Lake & Sandy, Provo Reservoir Water Users Company, the United States and their respective trustees, directors, officers, and employees (collectively referred to as "Mandatory Insureds"), or the public trail provider, owner or operator may be required to procure a bond guaranteeing payment of losses and related investigations, claim distribution and defense expenses.~~

~~**C.B. OTHER INSURANCE PROVISIONS**~~

The policy or policies are to contain, or be endorsed to contain, the following provisions:

1. Name the ~~other parties to this agreement as Mandatory Insureds as certificate holders~~additional covered parties under the insurance policy for claims arising out of the ownership, operation, maintenance or use of public trail facilities within the PRC Corridor or any part thereof. ~~Any additional insured endorsement form shall be approved by the Association. The coverage shall contain no special limitations on the scope of protection afforded to the Mandatory Insureds.~~

2. Except for insurance coverages provided by contractors performing work on the PRC, the described insurance coverage shall be primary insurance as respects to the

~~certificate holdersMandatory Insureds~~. Any insurance or self-insurance maintained by any of the ~~certificate holdersMandatory Insureds~~ shall be excess and shall not contribute with it.

3. Any failure to comply with reporting provisions of the policies shall not affect coverage provided ~~to the certificate holdersto the Mandatory Insureds~~.

DC. TERMINATION

Each insurance policy required here shall be endorsed to state that coverage shall not be suspended, voided, canceled, reduced in coverage or in limits except after thirty (30) days prior written notice by certified mail, return receipt requested, has been given to all certificate holdersthe Association.

ED. ACCEPTABILITY OF INSURERS

Insurance is to be placed with a Pubic Agency Insurance Mutual as defined in Utah Code 31A-1-103(7)(a) or insurers admitted in the State of Utah with a Bests' rating of no less than A-, IX, and in the limits as listed in this document, ~~unless approved in writing by the Association~~.

FE. VERIFICATION OF COVERAGE

The public trail owner, provider or operator shall furnish the certificate holdersAssociation with certificates of insurance ~~and with original endorsements~~ effecting coverage required by this clause. The certificates ~~and endorsements~~ are to be signed by a person authorized by that insurer to bind coverage on its behalf. The ~~certificate holdersAssociation~~ reserves the right to require complete, certified copies of all required insurance policies, with all endorsements, at any time.

**INSURANCE REQUIREMENTS FOR PUBLIC
TRAIL OPERATION**

A. MINIMUM LIMITS OF INSURANCE

GENERAL LIABILITY: \$5,000,000 combined single limit per occurrence, personal injury and property damage, \$10,000,000 Aggregate, Broad Form Commercial General Liability, (ISO 1993 or better), to include Products - Comp/OP, aggregate of \$10,000,000.

B. DEDUCTIBLES AND SELF-INSURED RETENTIONS

Any deductibles or self-insured retention must be declared to and approved by Provo River Water Users Association (the “Association”) in writing. At the option of the Association, either; the insurer may be required to reduce or eliminate such deductibles or self-insured retention as respects the Association, Jordan Valley Water Conservancy District, Central Utah Water Conservancy District, Metropolitan Water District of Salt Lake & Sandy, Provo Reservoir Water Users Company, the United States and their respective trustees, directors, officers, and employees (collectively referred to as “Mandatory Insureds”), or the public trail provider, owner or operator may be required to procure a bond guaranteeing payment of losses and related investigations, claim distribution and defense expenses.

C. OTHER INSURANCE PROVISIONS

The policy or policies are to contain, or be endorsed to contain, the following provisions:

1. Providing coverage for the Mandatory Insureds for claims arising out of the ownership, operation, maintenance or use of public trail facilities within the PRC Corridor or any part thereof. Any additional insured endorsement form shall be approved by the Association. The coverage shall contain no special limitations on the scope of protection afforded to the Mandatory Insureds.
2. Except for insurance coverages provided by contractors performing work on the PRC, the described insurance coverage shall be primary insurance as respects to the Mandatory Insureds. Any insurance or self-insurance maintained by any of the Mandatory Insureds shall be excess and shall not contribute with it.
3. Any failure to comply with reporting provisions of the policies shall not affect coverage provided to the Mandatory Insureds.

D. TERMINATION

Each insurance policy required here shall be endorsed to state that coverage shall not be suspended, voided, canceled, reduced in coverage or in limits except after thirty (30) days prior

written notice by certified mail, return receipt requested, has been given to the Association.

E. ACCEPTABILITY OF INSURERS

Insurance is to be placed with insurers admitted in the State of Utah with a Bests' rating of no less than A-, IX, and in the limits as listed in this document, unless approved in writing by the Association.

F. VERIFICATION OF COVERAGE

The public trail owner, provider or operator shall furnish the Association with certificates of insurance and with original endorsements effecting coverage required by this clause. The certificates and endorsements are to be signed by a person authorized by that insurer to bind coverage on its behalf. The Association reserves the right to require complete, certified copies of all required insurance policies, with all endorsements, at any time.

EXHIBIT "D"
LICENSE AGREEMENT

Murdock Canal Trail

(aka Provo Reservoir Canal Trail)

- Concept for trail has been around for 15+ years
- Federal earmark awarded in 2006
- Trail to extend from 1100 East 800 North in Orem to Bull River Road and SR-92 in Lehi (approx. 16 miles)
- Trail to be constructed over the enclosed Murdock Canal
- Canal enclosure project by Provo River Water Users Association scheduled to begin in early 2010. It will take 2 - 3 years to complete enclosure project.
- Trail project will follow enclosure project
- Utah County is working in conjunction with Orem, Lindon, Pleasant Grove, Cedar Hills, American Fork, Highland, and Lehi cities as well as with Provo River Water Users Association and the US Bureau of Reclamation.
- The trail will have underpass crossing at major roads. These are proposed to be constructed simultaneously with the canal enclosure project.
- The trail is planned to be multi-use with a paved trail for pedestrian and non-motorized use as well as an unpaved trail for equestrian use.
- Trail will connect with the Provo River Parkway and the Jordan River Parkway as well as several trails within the cities.
- Portions of the work is ready to begin pending Federal Aid Agreement with UDOT (Interlocal agreement needs to precede FAA)

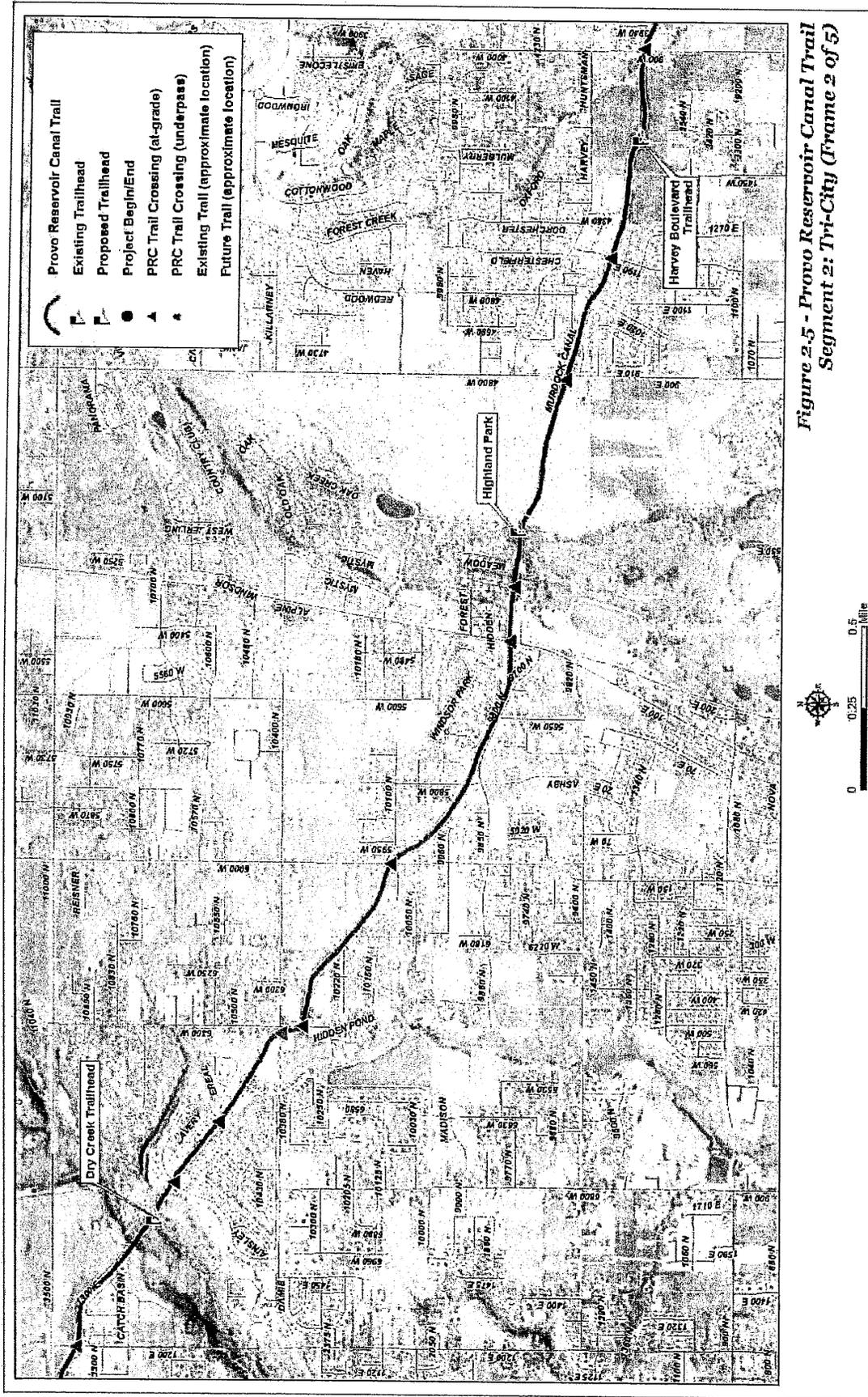


Figure 2.5 - Provo Reservoir Canal Trail Segment 2: Tri-City (Frame 2 of 5)

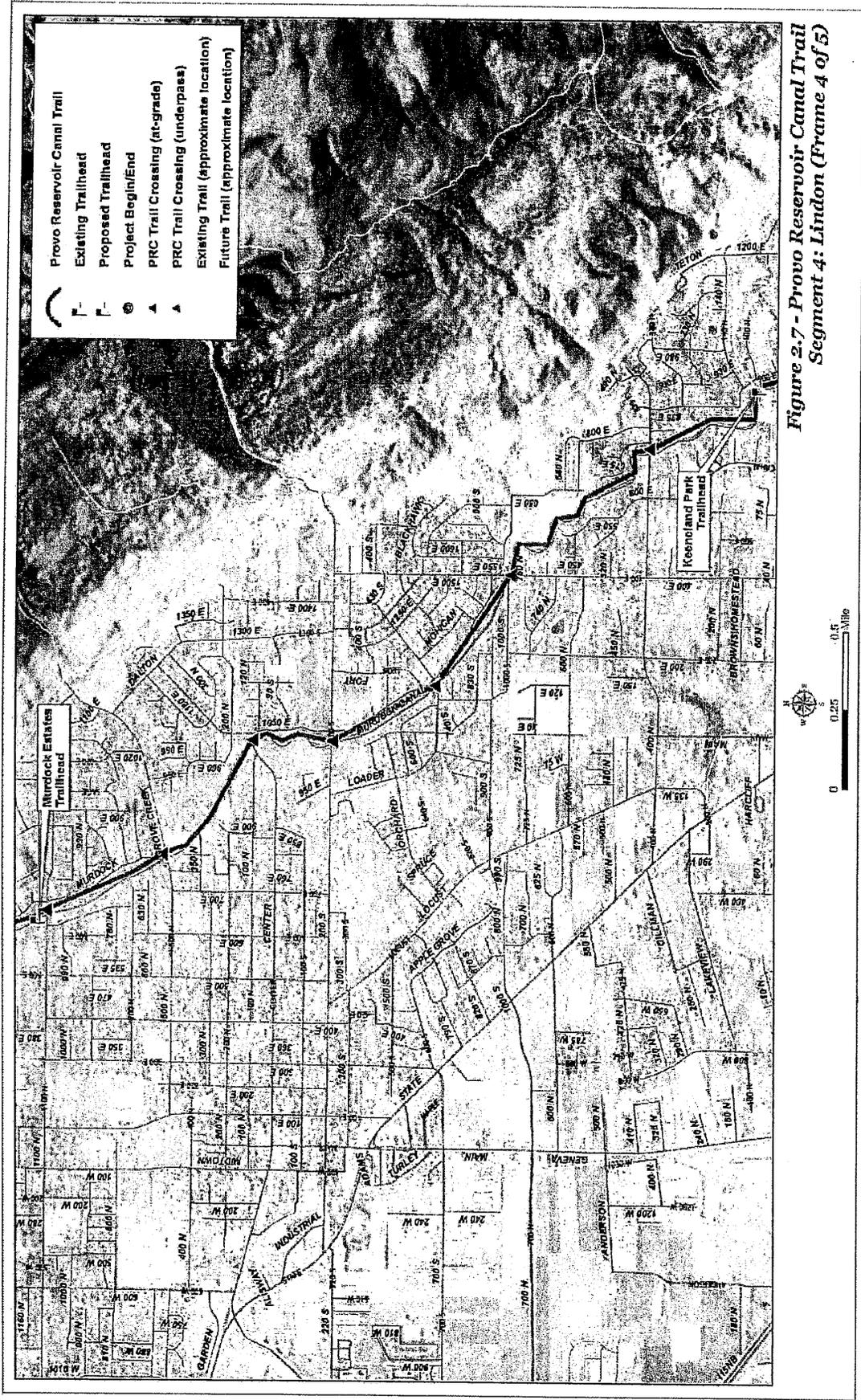


Figure 2.7 - Provo Reservoir Canal Trail
Segment 4: Lindon (Frame 4 of 5)

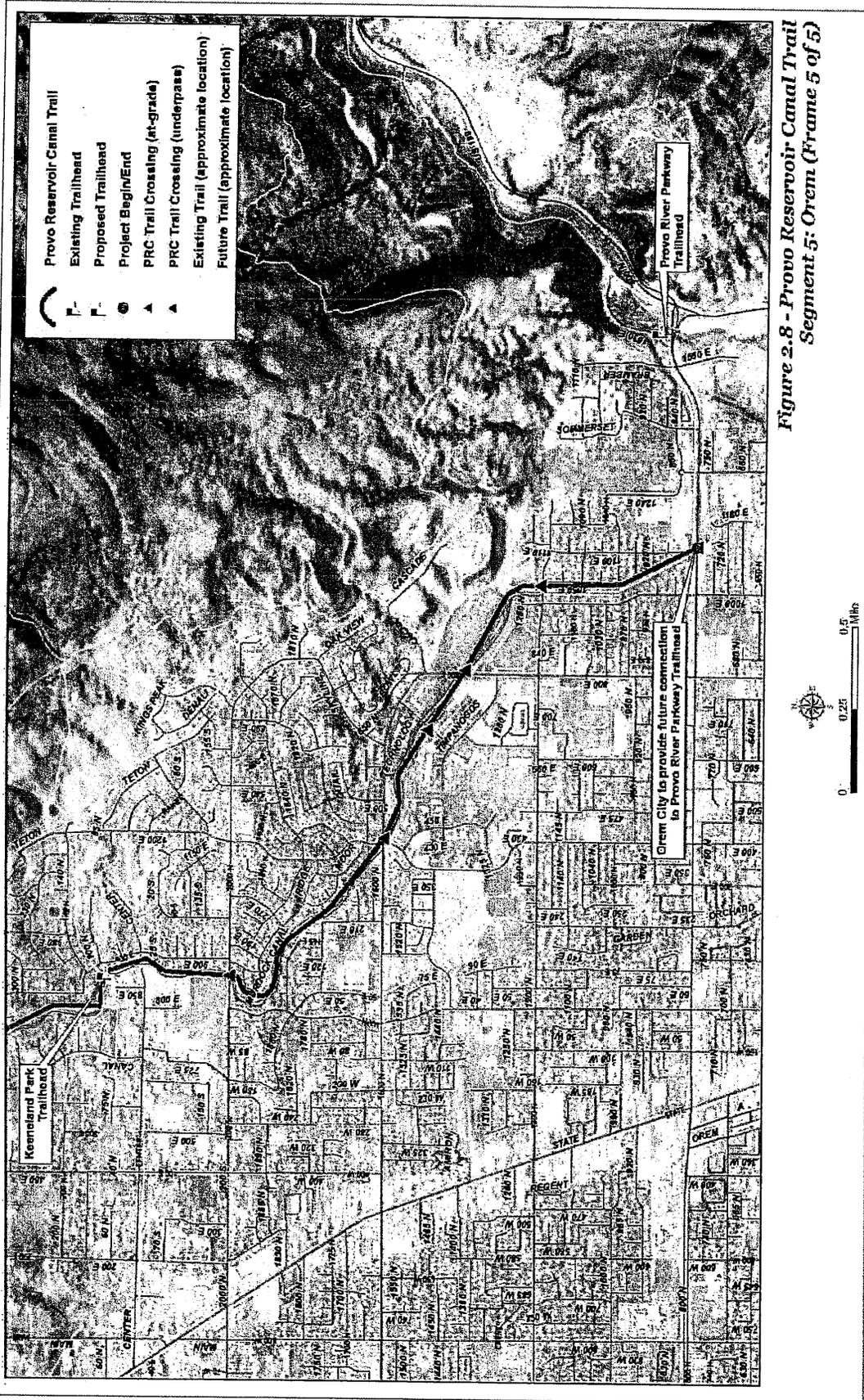
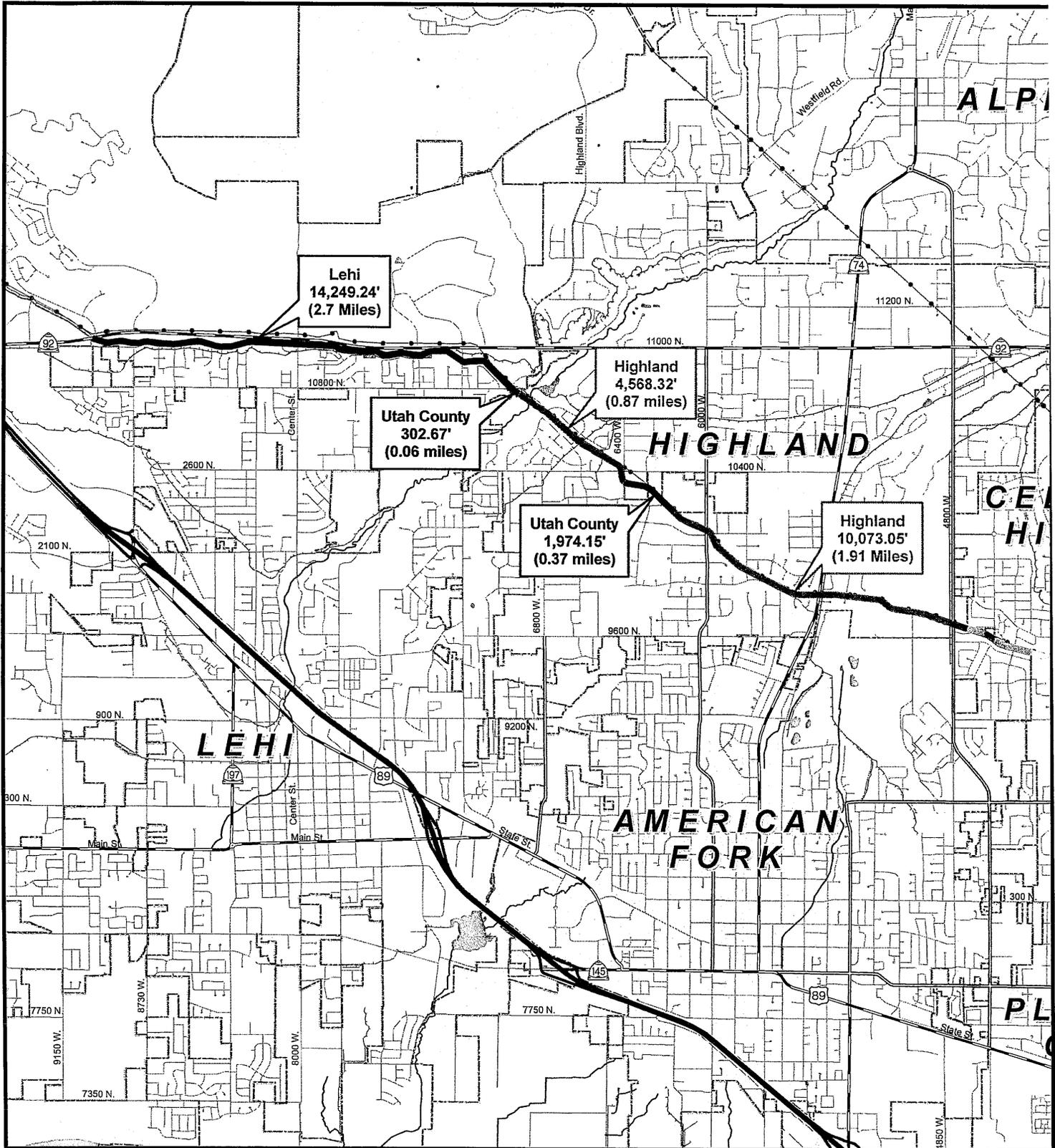


Figure 2.8 - Provo Reservoir Canal Trail Segment 5: Orem (Frame 5 of 5)

Murdock Canal
Portions thru Municipalities
From SR 92 in Lehi to SR 52 in Orem

<i>Municipality</i>	<i>Length in Feet</i>	<i>Length in Miles</i>
American Fork	473.76'	0.09
	<u>346.68'</u>	<u>0.07</u>
	820.44'	0.16 <i>subtotals</i>
American Fork & Cedar Hills	599.72'	0.11
	<u>1,255.17'</u>	<u>0.24</u>
	1,854.89'	0.35 <i>subtotals</i>
Cedar Hills & Pleasant Grove	1,886.96'	0.36
	1,483.85'	0.28
	751.55'	0.14
	<u>2,051.98'</u>	<u>0.39</u>
	6,174.34	1.17 <i>subtotals</i>
Highland	4,568.32'	0.87
	<u>10,073.05'</u>	<u>1.91</u>
	14,641.37'	2.78 <i>subtotals</i>
Lehi	14,249.24'	2.70
Lindon	8,481.74'	1.61
Orem	12,433.17'	2.35
Pleasant Grove	1,030.35'	0.20
	342.67'	0.06
	1,329.96'	0.25
	<u>19,477.36'</u>	<u>3.69</u>
	22,180.34'	4.20 <i>subtotals</i>
Utah County	302.67'	0.06
	<u>1,974.15'</u>	<u>0.37</u>
	2,276.82'	0.43 <i>subtotals</i>
	83,112.35'	15.75 <i>TOTALS</i>



MURDOCK CANAL

Municipality Portions

Legend

Murdock Canal

- American Fork
- American Fork & Cedar Hills
- Cedar Hills & Pleasant Grove
- Highland
- Lehi
- Lindon
- Orem
- Pleasant Grove
- Utah County

State Roads

- I-15
- US HWY/State Route
- Other FAE Route

Official County Roads

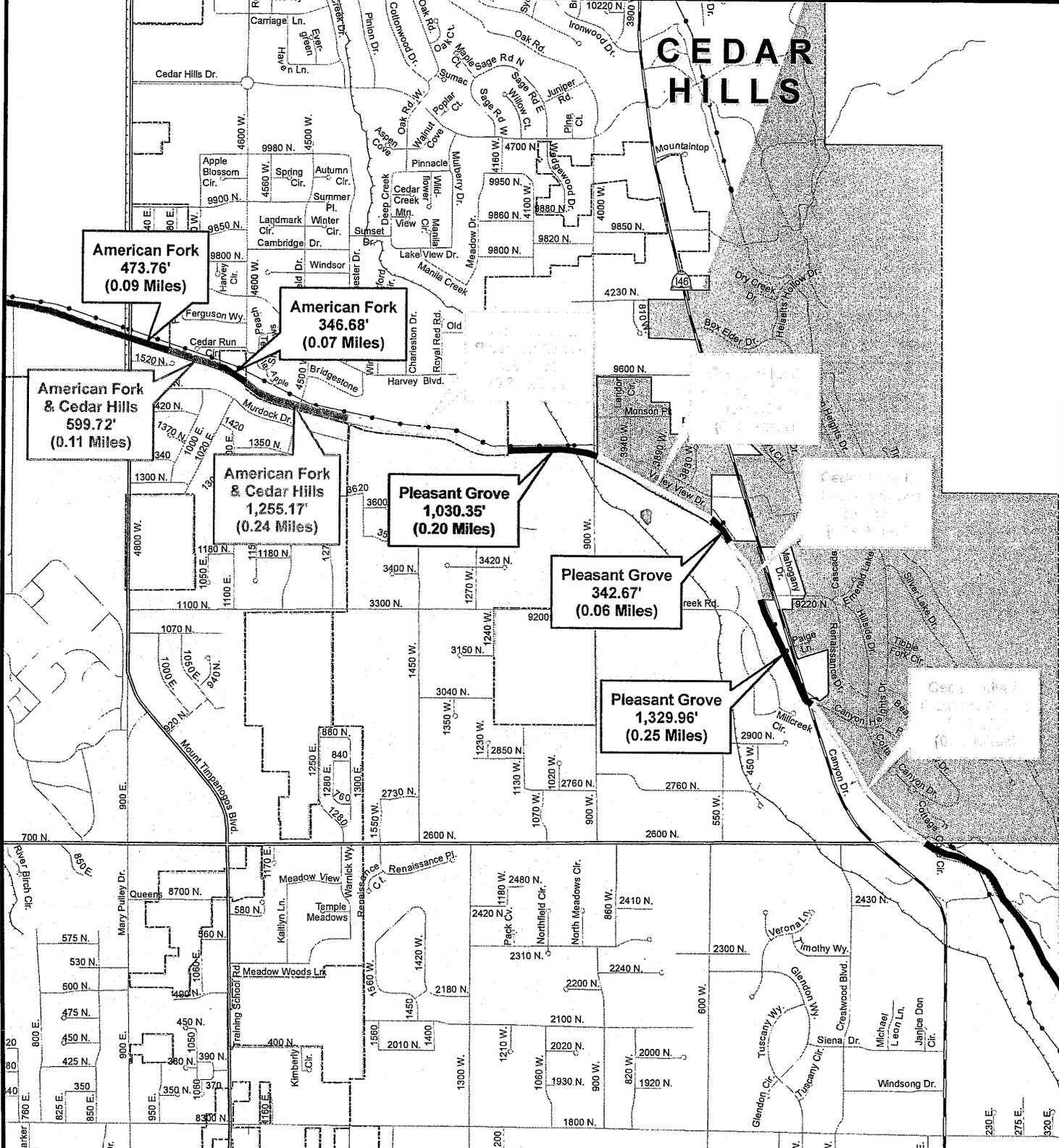
- Paved
- Paved
- Other Roads

Watercourses

- Perennial Stream or River
- Canal or Ditch
- Pipeline or Aquaduct
- Culvert or Tunnel
- Incorporated Cities



CEDAR HILLS



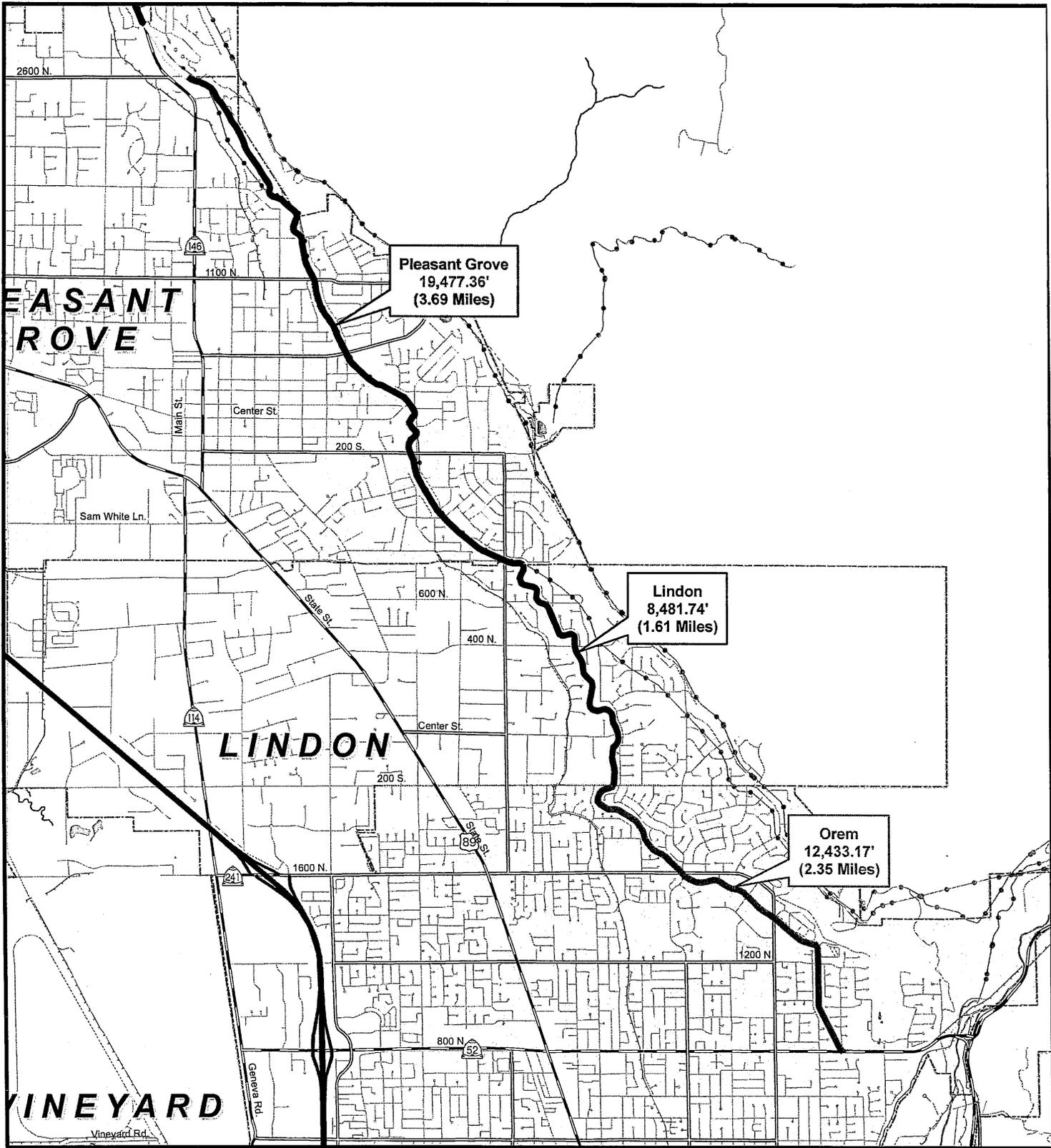
MURDOCK CANAL

Municipality Portions

Legend

- | | | |
|--|--|---|
| <p>Murdock Canal</p> <ul style="list-style-type: none"> American Fork American Fork & Cedar Hills Cedar Hills & Pleasant Grove Highland Lehi Lindon Orem Pleasant Grove Utah County | <p>State Roads</p> <ul style="list-style-type: none"> I-15 US HWY/State Route Other FAE Route <p>Official County Roads</p> <ul style="list-style-type: none"> Paved <p>Local Roads</p> <ul style="list-style-type: none"> Paved Other Roads | <p>Watercourses</p> <ul style="list-style-type: none"> Perennial Stream or River Canal or Ditch Pipeline or Aqueduct Culvert or Tunnel Incorporated Cities |
|--|--|---|





MURDOCK CANAL

Municipality Portions

Legend

Murdock Canal

- American Fork
- American Fork & Cedar Hills
- Cedar Hills & Pleasant Grove
- Highland
- Lehi
- Lindon
- Orem
- Pleasant Grove
- Utah County

State Roads

- I-15
- US HWY/State Route
- Other FAE Route

Official County Roads

- Paved

Local Roads

- Paved
- Other Roads

Watercourses

- Perennial Stream or River
- Canal or Ditch
- Pipeline or Aquaduct
- Culvert or Tunnel
- Incorporated Cities





CITY OF CEDAR HILLS

TO: Mayor Richardson, City Council, and Staff
FROM: Kim E. Holindrake, City Recorder
DATE: January 28, 2010

City Council Memorandum

SUBJECT: Park Reservation Policies and Park Regulations
APPLICANT PRESENTATION:
STAFF PRESENTATION: David Bunker, City Engineer/Public Works Director

BACKGROUND AND FINDINGS:

Staff has reviewed and amended the City's park reservation policies and prepared a resolution for adoption. Staff feels the new policies will assist in keeping the City's parks clean and minimizing park damage.

PREVIOUS LEGISLATIVE ACTION:

The City Council addressed this issue at the December 8, 2009, Council Meeting and requested the following changes.

The Council would like to see the following changes:

- Take out proof of insurance for equipment/inflatables.
- Add: A clean up fee may be charged.
- Add the sentence, under large groups: must be approved by a city representative and may require additional fees and acquisition of appropriate permits, licenses, and liability waivers.
- Separate bullet: The playing of music must conform to Cedar Hills' noise ordinances.

FISCAL IMPACT:

SUPPORTING DOCUMENTS:

- Proposed resolution
- Previous Resolution 4-21-98C

RECOMMENDATION

To approve the resolution with any amendments.

MOTION

To approve Resolution No. _____, a resolution setting park reservation policies and fees.

RESOLUTION NO. _____

A RESOLUTION SETTING PARK RESERVATION POLICIES AND FEES.

WHEREAS, the City of Cedar Hills desires to set reservation policies in order to provide benefits for citizens while preserving the high quality of park facilities, and

WHEREAS, UCA 10-3-717 authorizes Cities to establish the amount of fees to be charged for municipal services to be set by resolution; and

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF CEDAR HILLS, UTAH, as follows:

**Section 1
Rules for Park Facility Usage**

RESERVATION RULES

- Parks can be reserved between April 15th and October 15th; all other months are first-come, first served. Some dates may not be available due to City events.
- Reservations may be made for times during regular park hours. Reservations begin with a minimum of one (1) hour and are then scheduled in hourly increments.
- To check for available dates, go to www.cedarhills.org.
- Only facilities and venues listed on the reverse side of this form may be reserved.
- Parks are heavily used during the summer months, so please be courteous of other reservations and begin and end your event promptly. Users should allow for set-up and clean-up time during their reservation block.
- Reservations may be voided if rules and regulations are not followed.
- A copy of your approved reservation application should be kept with you at your event.
- The City parks are mowed at least once weekly. Your group may be asked to accommodate these activities.
- Large groups (in excess of 200) or groups with unusual requests shall contact the City for special arrangements. **A special events application may be required and may include additional fees and acquisition of appropriate permits, licenses, and liability waivers and shall be approved by City personnel.**

FACILITY RULES

- Picnic tables are NOT to be removed from the pavilions.
- Play areas, surrounding grass open areas, and trails are open to the public and must remain accessible.
- Power capabilities are 15 amps per outlet. Staff may not be available to reset overloaded breakers.

GENERAL PARK RULES

- Park hours are from dawn until dusk.
- Private vehicles are NOT allowed on the park grass or the asphalt paths. Vehicles are not to leave the parking areas.

- Pets are welcome in the park area if they are on a leash. Owners are responsible to remove any waste left behind.
- Water features, culverts, and streams may be present on park property. Individuals entering the water do so at their own risk. Creek water is overflow irrigation, so flow will fluctuate based on usage demands. Water may not always be in the creek during park usage months.
- Adult supervision is required at all times.
- Alcoholic beverages or tobacco use are NOT allowed in the parks.
- Trash and debris are to be placed in garbage containers. **An additional fee may be assessed for parties leaving excess trash and debris at facilities.**
- Any equipment or amenities (inflatables, tents, sound systems, water slides) must be pre-approved by City personnel. **These items shall require a refundable deposit.**
- Overnight camping and/or open fires are not allowed at any time in any City park or surrounding area.
- Commercial use of the City park must be approved by City personnel and may require additional fees and acquisition of appropriate permits, licenses and liability waivers.
- The City of Cedar Hills is not liable for any injury or consequence of park usage.
- Groups playing music must conform to the Cedar Hills' noise ordinances.

GENERAL PARK CONDITIONS

- Cedar Hills takes great pride in its beautiful parks and trails. We ask that you care for them properly.
- The City checks the park facilities daily to ensure that the restrooms are cleaned/stocked and that the grounds are maintained in good condition.
- Damage beyond normal usage and vandalism to the park facilities will not be tolerated.

Section 2. Reservation Fees

Reservation fees shall be according to the City's Fees, Bonds, and Fines Schedule.

Section 3. Exceptions

The City Manager is hereby authorized to waive any and all requirements regarding reservation policies and/or reservation fees upon written request by applicant.

Section 4. Resolutions Repealed and Severability

Resolution 4-21-98C is hereby repealed.

If any section, sentence, clause, or phrase of this resolution is held to be invalid or unconstitutional by a court of competent jurisdiction, such invalidity or unconstitutionality shall not affect the validity or constitutionality of any other section, sentence, clause, or phrase of this resolution.

**ADOPTED, RESOLVED, and ORDERED, by the City Council of the City of Cedar Hills
this 2nd day of February 2010.**

Eric Richardson, Mayor

ATTEST:

Kim E. Holindrake, City Recorder

A RESOLUTION SETTING PARK RESERVATION FEES AND POLICIES

WHEREAS, Section 10-3-717, Utah Code, Annotated, authorizes Towns to establish the amount of fees to be charged for municipal services to be set by resolution; and

WHEREAS, The Town of Cedar Hills desires to set reservation policies and fees related thereto in order to provide benefit for citizens while preserving the high quality of park facilities.

NOW THEREFORE, be it resolved by the Town Council of Cedar Hills, Utah:

Part I

Reservation Policies

1. Reservations are taken on Park Pavilions, Park Amphitheater, and Park Volleyball court only.
2. Reservations are to be made for times during regular park hours (dawn to dusk).
3. Reservations must be paid for in full at least 1 week prior to the reserved date. If a reservation is made within 1 week from the reserved date, the fee must be paid in full at the time of reservation.
4. Reservations may be fully refunded if the Town is informed of cancellation at least 72 hours in advance.
5. Reservations are made in 1 hour increments.
6. Park facilities are expected to be kept clean by users at all times.

Part II

Reservation Fees

1. Residential fees - \$4 fee charged for each park facility reserved per hour that it is reserved.
2. Non-residential fees - \$8 fee charged for each park facility reserved.

Part III

Exceptions

The Mayor is hereby authorized to waive any and all requirements regarding reservation policies and/or reservation fees upon written request by applicant.

Part IV

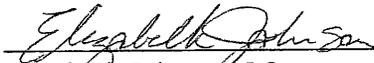
All resolutions or parts thereof in conflict herewith are hereby repealed.

Part V

This resolution shall take effect upon its passage and recording.

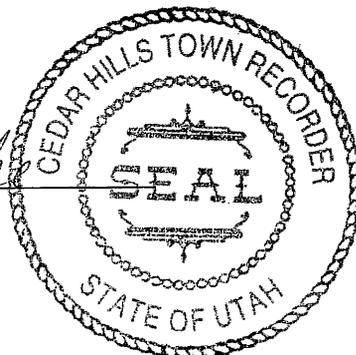
**PASSED AND ORDERED RECORDED BY THE TOWN COUNCIL OF CEDAR HILLS, UTAH,
THIS 21st DAY OF April, 1998.**

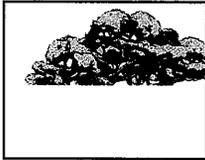
APPROVED:


Elizabeth Johnson, Mayor

ATTEST:


Kim E. Holindrake, Town Clerk





CITY OF CEDAR HILLS

m e m o r a n d u m

TO: Mayor and City Council
FROM: Konrad Hildebrandt, City Manager *Konrad*
DATE: January 28, 2010
SUBJECT: Appointments

BACKGROUND

STATE CODE (10-3-916) REQUIRES THAT THE MAYOR, WITH THE ADVICE AND CONSENT OF THE CITY COUNCIL, ON OR BEFORE THE FIRST MONDAY IN FEBRUARY FOLLOWING A MUNICIPAL ELECTION, SHALL APPOINT A QUALIFIED PERSON TO THE OFFICES OF CITY RECORDER AND CITY TREASURER.

FURTHER, CITY CODE (1-6-1) REQUIRES THAT THE CITY MANAGER, ON OR BEFORE THE FIRST MONDAY IN FEBRUARY FOLLOWING A MUNICIPAL ELECTION, WITH THE ADVICE AND CONSENT OF THE CITY COUNCIL, SHALL APPOINT A QUALIFIED FINANCE DIRECTOR/CITY ACCOUNTANT, CITY ENGINEER/PUBLIC WORKS DIRECTOR, COMMUNITY SERVICES DIRECTOR, CHIEF BUILDING OFFICIAL/ZONING ADMINISTRATOR.

RECOMMENDATION

The City Manager recommends that the City Council, by motion, approve the appointments:

Finance Director/City Accountant – Ms. Rebecca Tehero
City Engineer/Public Works Director – Mr. David Bunker
Community Services Director – Ms. Ashley Vogelsberg
Chief Building Official/Zoning Administrator – Mr. Brad Kearn

The Mayor recommends, that the City Council, by motion approve the appointments:

City Recorder – Ms. Kim Holindrake
Deputy City Recorder – Ms. Cathy Larsen
City Treasurer – Mr. Konrad Hildebrandt

MOTION

To approve the recommended staff appointments.

KONRAD HILDEBRANDT, CITY MANAGER

3925 WEST CEDAR HILLS DRIVE \$ CEDAR HILLS \$ UTAH \$ 84062

801-785-9668 (OFFICE) \$ 801-796-3543 (FAX)



CITY OF CEDAR HILLS

TO: Mayor Richardson, City Council, and Staff
FROM: Kim E. Holindrake, City Recorder
DATE: January 28, 2010

City Council Memorandum

SUBJECT: City Council Assignments
APPLICANT PRESENTATION:
STAFF PRESENTATION: Mayor Richardson

BACKGROUND AND FINDINGS:

Mayor Richardson will make his recommendations for Council assignments at the meeting.

- _____ Parks and Trails Committee
- _____ Celebrations/Community Events
- _____ Lone Peak Public Safety District
- _____ North Utah County Solid Waste Special Service District
- _____ Youth City Council
- _____ UTOPIA
- _____ Planning Commission
- _____ Traffic Safety and Livability Oversight Committee
- _____ Library Issues
- _____ Board of Adjustment
- _____ ULCT Policy Council

- _____ North Utah County Animal Shelter
- _____ Timpanogos Special Service District

PREVIOUS LEGISLATIVE ACTION:

FISCAL IMPACT:

SUPPORTING DOCUMENTS:

RECOMMENDATION

MOTION

To confirm Mayor Richardson’s recommendations for City Council assignments.