NEXT

HIGHLAND CITY

HIGHLAND CITY COUNCIL AGENDA

Tuesday, March 15, 2022

Highland City Council Chambers, 5400 West Civic Center Drive, Highland Utah 84003

VIRTUAL PARTICIPATION

YouTube Live: http://bit.ly/HC-youtube

Email comments prior to meeting: council@highlandcity.org

7:00 PM REGULAR SESSION

Call to Order – Mayor Kurt Ostler
Invocation – Council Member Scott L. Smith
Pledge of Allegiance – Council Member Sarah D. Petersen

1. UNSCHEDULED PUBLIC APPEARANCES

Please limit comments to three minutes per person. Please state your name.

2. PRESENTATIONS

a. Youth Council - *Youth Council Representative*
A Youth Council Representative will report on their past events and provide an update on upcoming events.

b. FY2021 Financial Audit *Administrative – Tyler Bahr, Finance Director*
The City Council will receive a presentation and briefing on the FY2021 financial audit and financial statements from the City's external auditors, Keddington & Christensen. This item is being presented for discussion and to receive general direction. The Council will not take any formal action.

c. Legislative Updates – *Brady Brammer*
Representative Brady Brammer will provide an update to the City Council regarding the latest legislative session with emphasis on the bills that effect Highland City.

3. CONSENT ITEMS *(5 minutes)*

Items on the consent agenda are of a routine nature or have been previously studied by the City Council. They are intended to be acted upon in one motion. Council members may pull items from consent if they would like them considered separately.

a. Approval of Meeting Minutes *Administrative – Stephannie Cottle, City Recorder*
City Council Work Session – February 8, 2022

b. Action: Amended Interlocal Agreement with Utah County for 6800 W *Administrative – Andy Spencer, Public Works Director/City Engineer*

City Council will consider an amended Interlocal Agreement with Utah County regarding the additional funding necessary to complete the 6800 West reconstruction project. The Council will take appropriate action.

4. **PUBLIC HEARING/ORDINANCE: GENERAL PLAN AMENDMENT - TRANSPORTATION ELEMENT OF THE GENERAL PLAN** *Legislative – Kellie Smith, Planner/GIS Analyst*

The City Council will consider a request by City Staff to amend the Transportation Element of the General Plan to update 4800 West from three lane major collector to a five-lane arterial. The City Council will take appropriate action.

5. **ZONING APPROVAL/REASONABLE ACCOMMODATION: ROCK SOLID RECOVERY** *Administrative – Kellie Smith, Planner/GIS Analyst*

The City Council will consider a request by Jordan Harris for zoning approval for a 9-patient residential rehabilitation/treatment facility with one (1) live-in staff member located at 5159 W 11000 N. The City Council will take appropriate action.

6. **ACTION: ROAD ACCESS AGREEMENT WITH ROCKY MOUNTAIN POWER** *Administrative – Nathan Crane, City Administrator/Community Development Director*

The City Council will consider an agreement with Rocky Mountain Power for a perpetual access easement from Highland Town Plaza (Meier's Shopping Center) to 5600 West. The Council will take appropriate action.

7. **RESOLUTION: UPDATING PAVILION RENTAL FEES** *Legislative – Erin Wells, Assistant City Administrator*

The City Council will consider updating the fees for pavilion rental in Highland parks.

8. **DISCUSSION: ARPA REVENUE LOSS STANDARD ALLOWANCE** *Administrative – Tyler Bahr, Finance Director*

Staff will provide an update regarding changes to permissible uses of the City's American Rescue Plan Act (ARPA) funding. This item is being presented for discussion and no formal action will be taken.

9. **ACTION: HIGHLAND GLEN PLAYGROUND UPGRADE** *Administrative – Erin Wells, Assistant City Administrator*

The City Council will consider the execution of a contract for the purchase and construction of the selected playground equipment for Highland Glen Park. The Council will take appropriate action.

10. MAYOR/COUNCIL AND STAFF COMMUNICATION ITEMS

The City Council may discuss and receive updates on City events, projects, and issues from the Mayor, City Council members, and city staff. Topics discussed will be informational only. No final action will be taken on communication items.

a. **Parks Building** – *Andy Spencer, Public Works Director/City Engineer*

b. **Future Meetings**

- March 22, Planning Commission Meeting, 7:00 pm, City Hall
- March 29, City Council Meeting, 7:00 pm, City Hall

- April 12, City Council Work Session, 7:00 pm, City Hall
- April 13, Lone Peak Public Safety District Board Meeting, 7:30 am, City Hall
- April 19, City Council Meeting, 7:00 pm, City Hall

ADJOURNMENT

Council Projects Table

Description	Owner	Due Date	Status
Park Use Policy – 8/17/2021	Erin Wells	12/2021	Creating policy based on 2/17 Council Direction
Playground equipment for Highland Glen Park: look at different vendors – 9/21/2021	Brittney Bills, Kim Rodela, Erin Wells, Josh Castleberry	12/2021	3/15 Council item with vendor options
Park and Open Space Fund Analysis - 9/21/2021	Tyler Bahr	TBD	Finalizing Report
Community Center Carpet and Paint - 9/21/2021	Erin Wells	2/2022	In Progress
Policy on encroachment and maintenance agreements	City Council		In Progress
Work with agreement with USAC for soccer fields – 10/19/2021	Mayor & PTTC	11/9/2021	Needs to be completed by April to allow for construction in 2022.
Fee for Open Space Purchase Applications – 11/9/2021	Kellie Smith		In Progress
Budget Development	Tyler Bahr	6/2022	Preparing Draft Budget
Traffic Calming Toolbox – 2/1/2022	Andy Spencer		Preparing RFP for consultant
Yorkshire Court Speed Tracking – 2/1/2022	Andy Spencer		Traffic Counters placed 2/23/2022
Research on spike in robberies – 2/1/2022	Brian Gwilliam		

In accordance with Americans with Disabilities Act, Highland City will make reasonable accommodations to participate in the meeting. Requests for assistance can be made by contacting the City Recorder at (801) 772-4505 at least three days in advance of the meeting.

ELECTRONIC PARTICIPATION
Members of the City Council may participate electronically via telephone, Skype, or other electronic means during this meeting.

CERTIFICATE OF POSTING
I, Stephannie Cottle, the duly appointed City Recorder, certify that the foregoing agenda was posted at the principal office of the public body, at the Lone Peak Fire Station and Lone Peak Police Station, on the Utah State website (http://pmn.utah.gov), and on Highland City's website (www.highlandcity.org).

Please note the order of agenda items are subject to change in order to accommodate the needs of the City Council, staff and the public.

Posted and dated this agenda on the 10th day of March, 2022. **Stephannie Cottle, City Recorder**

THE PUBLIC IS INVITED TO PARTICIPATE IN ALL CITY COUNCIL MEETINGS.

AGENDA NEXT

HIGHLAND CITY

CITY COUNCIL AGENDA REPORT
ITEM #2b

DATE: March 15, 2022

TO: Honorable Mayor and Members of the City Council

FROM: Tyler Bahr, Finance Director

SUBJECT: **DISCUSSION –** FY2021 Financial Audit

TYPE: **ADMINISTRATIVE –** Council will receive a briefing on the FY2021 financial audit and financial statement

PURPOSE:

The City Council will receive a presentation and briefing on the FY2021 financial audit and financial statements from the City's external auditors, Keddington & Christensen. This item is being presented for discussion and to receive general direction. The Council will not take any formal action.

BACKGROUND:

State law requires the City to have an external auditor review the City's finances and prepare financial statements each fiscal year. The City has engaged the firm of Keddington & Christensen to fill this role.

Staff has reviewed the findings noted in the audit report which renders an unqualified opinion that the City's financial statements present fairly, in all material respects, the financial position of the City. Expenses in the Culinary Water Fund exceeded approved budget due to costs incurred towards the end of the fiscal year which were billed to the City after the Council approved final budget adjustments. Delays in closing out the fiscal year were due in part to key staff being out with illness when financial records are typically closed. Adjustments were made among existing staff and temporary, part-time help was brought in to cover their duties.

Moving forward, the following adjustments have or will be implemented:

1. Additional staff has been hired to perform monthly reconciliations and other duties to ensure timely financial close and reporting
2. Staff will engage peer cities or other external experts to identify process or structural deficiencies
3. Staff will prepare reconciliations for all significant balance sheet accounts in preparation of closing out our fiscal year and adjust the financials to make sure the financial information is maintained in accordance with generally accepted accounting principles.

DISCUSSION:

A representative from Keddington & Christensen will present the report and answer questions.

FISCAL IMPACT:

As previously authorized by Council at budget adoption, FY2021 net revenue allows for a transfer of $625,000 from the General Fund to a capital fund to maintain an ending General Fund balance no more than 35% of annual revenues. Staff has identified the Parks Capital Fund to receive these funds; however, the Council may alternatively direct the funds be transferred to the Road Capital or Building Capital Funds.

ATTACHMENTS:

1. Letter to Governance
2. FY2021 Audit Report & Financial Statement

Attachment 1

KEDDINGTON & CHRISTENSEN, CPAs
CERTIFIED PUBLIC ACCOUNTANTS
Gary K. Keddington, CPA
Phyl R. Warnock, CPA
Marcus K. Arbuckle, CPA
Steven M. Rowley, CPA

February 17, 2022

Mayor and Council Members
Highland City
5400 W Civic Center Drive, Suite 1
Highland, UT 84003

We have audited the financial statements of the governmental activities, the business-type activities, the aggregate discretely presented component units, each major fund, and the aggregate remaining fund information of Highland City (the City) for the year ended June 30, 2021. Professional standards require that we provide you with information about our responsibilities under generally accepted auditing standards and *Government Auditing Standards*, as well as certain information related to the planned scope and timing of our audit. We have communicated such information in our letter to you dated December 27, 2021. Professional standards also require that we communicate to you the following information related to our audit.

Significant Audit Matters

Qualitative Aspects of Accounting Practices

Management is responsible for the selection and use of appropriate accounting policies. The significant accounting policies used by the City are described in Note 1 to the financial statements. No new accounting policies were adopted and the application of existing policies was not changed during the year. We noted no transactions entered into by the City during the year for which there is a lack of authoritative guidance or consensus. All significant transactions have been recognized in the financial statements in the proper period.

Accounting estimates are an integral part of the financial statements prepared by management and are based on management's knowledge and experience about past and current events and assumptions about future events. Certain accounting estimates are particularly sensitive because of their significance to the financial statements and because of the possibility that future events affecting them may differ significantly from those expected. The most sensitive estimate(s) affecting the City's financial statements was (were):

> Management's estimate of the allocation of City's proportionate share of the net pension liability is based on the ratio of benefits paid to employees. We evaluated the key factors and assumptions used to develop the estimate in determining that it is reasonable in relation to the financial statements taken as a whole.

The financial statement disclosures are neutral, consistent, and clear.

Difficulties Encountered in Performing the Audit

We encountered no significant difficulties in dealing with management in performing and completing our audit.

Corrected and Uncorrected Misstatements

Professional standards require us to accumulate all known and likely misstatements identified during the audit, other than those that are clearly trivial, and communicate them to the appropriate level of management. The following material misstatements were identified in the performance of our audit and have been corrected by management:

Moving debt payments from the debt service fund to the pressurized irrigation fund

Pressurized Irrigation Fund	Long-term debt	$ 410,000
Pressurized Irrigation Fund	Interest expense – bonds	5,924
Debt Service Fund	Bond Principal expenditure	(410,000)
Debt Service Fund	Bond Interest expenditure	(5,924)

Record Class "C" Road Fund receivable

General Fund	Due from other gov't units	$ 190,035
General Fund	Class "C" Road Allotment	(190,035)

Record sales tax receivable and revenue not previously recorded

General Fund	Taxes receivable	$ 680,857
General Fund	County option Hwy tax	(56,180)
General Fund	General Sales and Use Tax	(614,767)
General Fund	Phone tax	(9,910)

Correct property tax receivable and deferred inflows

General Fund	Taxes receivable	$ 59,111
General Fund	Deferred inflows – taxes	(59,111)
Library Fund	Taxes receivable	9,526
Library Fund	Deferred inflows – taxes	(9,526)

Record receivable related to FY2021 expenditures on 6800 W Project – reimbursable

Capital Improvements – Roads	Due from other gov't units	$ 142,304
Capital Improvements – Roads	6800 West (Matching) exp.	(142,304)

Correct principal and interest on Highland Conservancy District payable

Pressurized Irrigation Fund	Due to Highland Conservancy	$ 65,830
Pressurized Irrigation Fund	Interest expense – saved shares	17,407
Pressurized Irrigation Fund	Water Share Assessments	(83,237)

Correct for transfer related to debt service in Pressurized Irrigation Fund not needed

General Fund	Transfer from other funds	$ 427,713
Pressurized Irrigation Fund	Transfer to other funds	(427,713)

Restate fund balance for receivable from other gov't units related to 6800 W Project

Capital Improvements – Roads	Due from other gov't units	$ 166,110
Capital Improvements – Roads	Fund Balance – Beginning	(166,110)

Disagreements with Management

For purposes of this letter, a disagreement with management is a financial accounting, reporting, or auditing matter, whether or not resolved to our satisfaction, that could be significant to the financial statements or the auditor's report. We are pleased to report that no such disagreements arose during the course of our audit.

Management Representations

We have requested certain representations from management that are included in the management representation letter dated February 17, 2022.

Management Consultations with Other Independent Accountants

In some cases, management may decide to consult with other accountants about auditing and accounting matters, similar to obtaining a "second opinion" on certain situations. If a consultation involves application of an accounting principle to the City's financial statements or a determination of the type of auditor's opinion that may

be expressed on those statements, our professional standards require the consulting accountant to check with us to determine that the consultant has all the relevant facts. To our knowledge, there were no such consultations with other accountants.

Other Audit Findings or Issues

We generally discuss a variety of matters, including the application of accounting principles and auditing standards, with management each year prior to retention as The City's auditors. However, these discussions occurred in the normal course of our professional relationship and our responses were not a condition to our retention.

The results of our audit procedures identified material weakness in the City's financial close and reporting process. Several material audit adjustments were required to be made to correct the financial statements, and impacted the following significant areas:

- Taxes receivable
- Intergovernmental revenues and receivables
- Prepaid expenses
- Accounts payable
- Unearned revenues
- Long-term debt
- Deferred inflows of resources relating to property taxes
- Tax revenues
- Transfers
- Other financing sources and uses

We recommend the City staff prepare reconciliations for all significant balance sheet accounts in preparation of closing out the fiscal year. We also recommend the City implement policies and procedures to ensure that the City's records can be prepared in accordance with generally accepted accounting principles.

In addition, our testing of compliance required by the *State Compliance Audit Guide*, issued by the Office of the State Auditor, disclosed a material weakness related to budgetary compliance. The Culinary Water Fund was over budget by $216,212. It appears that expenses were not monitored closely enough near fiscal year-end to determine whether an increase in the budgeted expenses was necessary. We recommend the City staff monitor more closely the expenditures and amend the budget as necessary.

Other Matters

We applied certain limited procedures to the following, which are required supplementary information (RSI) that supplements the basic financial statements:

- Management's discussion and analysis
- Statement of revenues, expenditures, and changes in fund balance – budget and actual – general fund
- Statement of revenues, expenditures, and changes in fund balance – budget and actual – road fee special revenue fund
- Schedule of the proportionate share of the net pension liability – Utah Retirement Systems
- Schedule of contributions – Utah Retirement Systems

Our procedures consisted of inquiries of management regarding the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We did not audit the RSI and do not express an opinion or provide any assurance on the RSI.

We were engaged to report on combining statements which accompany the financial statements but are not RSI. With respect to this supplementary information, we made certain inquiries of management and evaluated the form, content, and methods of preparing the information to determine that the information complies with accounting principles generally accepted in the United States of America, the method of preparing it has not changed from the prior period, and the information is appropriate and complete in relation to our audit of the financial

statements. We compared and reconciled the supplementary information to the underlying accounting records used to prepare the financial statements or to the financial statements themselves.

Restriction on Use

This information is intended solely for the information and use of Mayor, City Council, and management of Highland City and is not intended to be, and should not be, used by anyone other than these specified parties.

Very truly yours,

Keddington & Christensen, LLC

Keddington & Christensen, LLC

Attachment 2

HIGHLAND CITY, UTAH
FINANCIAL STATEMENTS
FOR THE FISCAL YEAR ENDED
JUNE 30, 2021

HIGHLAND CITY

HIGHLAND CITY, UTAH
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FINANCIAL SECTION

KEDDINGTON & CHRISTENSEN, CPAS
CERTIFIED PUBLIC ACCOUNTANTS
Gary K. Keddington, CPA
Phyl R. Warnock, CPA
Marcus K. Arbuckle, CPA
Steven M. Rowley, CPA

INDEPENDENT AUDITOR'S REPORT

Honorable Mayor and
Members of City Council
Highland City
Highland City, Utah

Report on Financial Statements

We have audited the accompanying financial statements of the governmental activities, the business-type activities, each major fund, and the aggregate remaining fund information of Highland City, Utah (the City) as of and for the year ended June 30, 2021, and the related notes to the financial statements, which collectively comprise the City's basic financial statements as listed in the table of contents.

Management's Responsibility for the Financial Statements

Management is responsible for the preparation and fair presentation of these financial statements in accordance with accounting principles generally accepted in the United States of America; this includes the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

Auditor's Responsibility

Our responsibility is to express opinions on these financial statements based on our audit. We conducted our audit in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free from material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial statements. The procedures selected depend on the auditor's judgment, including the assessment of the risks of material misstatement of the financial statements, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the entity's preparation and fair presentation of the financial statements in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the entity's internal control. Accordingly, we express no such opinion. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluating the overall presentation of the financial statements.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinions.

Opinions

In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of the governmental activities, the business type-activities, each major fund, and the aggregate remaining fund information of Highland City, Utah as of June 30, 2021, and the respective changes in financial position, and where applicable, cash flows thereof for the year then ended in accordance with accounting principles generally accepted in the United States of America.

Other Matters

Required Supplementary Information

Accounting principles generally accepted in the United States of America require that the management's discussion and analysis, schedule of the proportionate share of the net pension liability, schedule of contributions, budgetary comparison schedule for the General fund, budgetary comparison schedule for the Road Fee special revenue fund, and notes to the required supplementary information, as noted in the table of contents, be presented to supplement the basic financial statements. Such information, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board, who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

Other Information

Our audit was conducted for the purpose of forming an opinion on the financial statements that collectively comprise the City's basic financial statements. The combining and individual nonmajor fund financial statements are presented for purposes of additional analysis and are not a required part of the basic financial statements.

The combining and individual nonmajor fund financial statements are the responsibility of management and were derived from and relate directly to the underlying accounting and other records used to prepare the basic financial statements. Such information has been subjected to the auditing procedures applied in the audit of the basic financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the combining and individual nonmajor fund financial statements are fairly stated in all material respects in relation to the basic financial statements as a whole.

Other Reporting Required by *Government Auditing Standards*

In accordance with *Government Auditing Standards*, we have also issued our report dated February 17, 2022 on our consideration of the City's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is solely to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing and not to provide an opinion on the internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the City's internal control over financial reporting and compliance.

Keddington & Christensen, LLC

Salt Lake City, Utah
February 17, 2022

HIGHLAND CITY, UTAH
MANAGEMENT'S DISCUSSION AND ANALYSIS
For The Year Ended June 30, 2021

The management of Highland City presents the following narrative and analysis of the financial statements and financial activities of Highland City as prescribed by the Government Accounting Standards Board (GASB). The information and analysis pertains to the fiscal year ended June 30, 2021.

Financial Highlights

The assets and deferred outflows of resources of Highland City exceeded its liabilities and deferred inflows of resources at June 30, 2021 by $140,112,556 (net position). Of this amount $23,842,727 (unrestricted net position) may be used to meet the government's ongoing obligations.

Highland City's total net position increased by $10,227,858. The majority of the increase was the result of assets contributed to the City from developers, and increases in charges for services.

Highland City's governmental funds reported combined ending fund balances at June 30, 2021 of $14,637,104, an increase of $3,119,421. At June 30, 2021 unrestricted fund balance of the general fund was $4,061,610, or 34.99% of total general fund expenditures for the year.

Overview of the Financial Statements

This discussion and analysis is intended to serve as an introduction to Highland City's basic financial statements. Highland City's basic financial statements comprise three components; 1) government-wide financial statements; 2) fund financial statements; and 3) notes to the financial statements. This report also contains other supplementary information in addition to the basic financial statements themselves.

Government-wide Financial Statements

The government-wide financial statements are designed to provide readers with a broad overview of the City's financial position and changes in financial position, similar to consolidated financial statements in a private sector business. The statements consist of the Statement of Net Position and the Statement of Activities.

The Statement of Net Position presents information on all of Highland City's assets, liabilities, and deferred inflows of resources, with the difference between the three reported as net position. Increases or decreases over time in net position gives an indicator as to whether the financial condition of the City is improving or declining.

The Statement of Activities presents information showing how the City's net position changed during the most recent fiscal year. All changes in net position are reported as soon as the underlying event giving rise to the change occurs, regardless of the timing of related cash flows. Thus, revenues and expenses reported in this statement for some items will result in cash flows in future fiscal periods (e.g., debt interest payment when the fiscal year ends between interest payments).

Both of the government-wide financial statements distinguish functions of Highland City that are principally supported by taxes and intergovernmental revenues (governmental activities) from other functions that are intended to recover all or a significant portion of their costs through user fees and charges (business-type activities). The governmental activities of Highland City include general government, public safety, streets and public improvements, parks and recreation, cemetery, and garbage. The business-type activities of Highland City include services for water, pressurized irrigation, sewer (sanitary), and storm sewer.

The government-wide financial statements include Highland City (known as the primary government) and a separate legal entity (known as component unit). The financial information for the Highland Open Space Special Service District is included in the financial statements. However, because the City's governing body is the same as the governing board of this component unit and can substantially control it, their financial information is blended and reported together with the financial information presented for the primary government.

Fund Financial Statements

A fund is a grouping of related accounts that is used to maintain control over resources that have been segregated for specific activities or objectives. Highland City, like other state and local governments, uses fund accounting to ensure and demonstrate compliance with finance-related laws and regulations. All of the funds of Highland City can be divided into two categories; governmental funds and proprietary funds.

Governmental funds

Governmental funds are used to account for essentially the same functions reported as governmental activities in the government-wide financial statements. However, unlike the government-wide financial statements, governmental fund financial statements focus on near-term inflows and outflows of spendable resources, as well as on balances of spendable resources available at the end of the fiscal year. Such information may be useful in evaluating the near-term financing requirements.

Because the focus of governmental funds is narrower than that of the government-wide financial statements, it is useful to compare the information presented for the governmental funds with similar information presented for governmental activities in the government-wide financial statements. By doing so, readers may better understand the long-term impact of the City's near-term financing decisions. Both the governmental fund balance sheet and the governmental fund statement of revenues, expenditures and changes in fund balances provide a reconciliation to facilitate this comparison between governmental funds and governmental activities.

Highland City maintains eleven (11) individual governmental funds. Information is presented separately in the governmental fund balance sheet and in the governmental fund statement of revenues, expenditures and changes in fund balances for the general fund, debt service fund, and capital projects – parks fund which are considered to be major funds. Data from the other eight (8) governmental funds is provided in the form of individual and combining statements elsewhere in this report.

Highland City adopts an annual budget for its general fund. A budgetary comparison statement has been provided for the general fund to demonstrate compliance with the approved budget amounts.

Proprietary funds

Highland City maintains two types of proprietary funds: enterprise funds and an internal service fund. Enterprise funds are used to report the same functions presented as business-type activities in the government-wide financial statements. The City uses enterprise funds to account for water, pressurized irrigation, sewer, and storm sewer. The City created the internal service fund to account for IT services purchased and used throughout the City's departments and funds.

Proprietary funds provide the same type of information as the government-wide financial statements, only in more detail. The proprietary fund financial statements provide separate information for water, sewer, secondary water and storm sewer, and include a separate column for the internal service fund.

Notes to the Financial Statements

The notes provide additional information that is essential to a full understanding of the data provided in the government-wide and fund financial statements.

Other Information

In addition to the basic financial statements and accompanying notes, this report also presents combining statements referred to earlier in connection with nonmajor governmental funds. They are presented immediately following the notes to the financial statements.

Government-wide Financial Analysis

As noted earlier, net position is an indicator of a government's financial position. In the case of Highland City, assets and deferred outflows exceeded liabilities and deferred inflows by $140,112,556 at the close of the fiscal year. The largest portion (81%) of the City's net position reflects its investment in capital assets (land, buildings, machinery and equipment) and infrastructure (roads, sidewalks, curb and gutter and various utility lines and storage facilities); less any related debt used to acquire those assets that is still outstanding. The City uses these capital assets to provide services to citizens; consequently, these assets are not available for future spending. Although the City's investment in its capital assets is reported net of related debt, it should be noted that the resources needed to repay the debt must be provided from other sources, since the capital assets cannot be used to liquidate these liabilities.

At the end of the current fiscal year, the City was able to report positive balances in all three categories of net position for the government as a whole.

	Governmental Activities 2021	Governmental Activities 2020	Business-type Activities 2021	Business-type Activities 2020	Total 2021	Total 2020
Current and other assets	$ 18,485,602	$ 16,335,331	$ 13,073,026	$ 13,445,507	$ 31,558,628	$ 29,780,838
Capital assets	66,604,825	64,394,721	55,096,781	51,406,478	121,701,606	115,801,199
Total Assets	85,090,427	80,730,052	68,169,807	64,851,985	153,260,234	145,582,037
Deferred outflows of resources	381,064	415,033	85,658	84,117	466,722	499,150
Total Assets and Deferred Outflows	$ 85,471,491	$ 81,145,085	$ 68,255,465	$ 64,936,102	$153,726,956	$146,081,187
Current and other liabilities	$ 1,757,987	$ 2,785,914	$ 480,390	$ 569,266	$ 2,238,377	$ 3,355,180
Long-term liabilities	6,491,196	7,631,526	2,260,669	2,873,280	8,751,865	10,504,806
Total Liabilities	8,249,183	10,417,440	2,741,059	3,442,546	10,990,242	13,859,986
Deferred inflows of resources	2,467,911	2,250,271	156,247	86,232	2,624,158	2,336,503
Net Position:						
Net investment in capital assets	60,543,076	57,706,042	53,001,394	48,829,685	113,544,470	106,535,727
Restricted	1,826,802	1,697,839	898,557	1,268,491	2,725,359	2,966,330
Unrestricted	12,384,519	9,073,493	11,458,208	11,309,148	23,842,727	20,382,641
Total Net Position	74,754,397	68,477,374	65,358,159	61,407,324	140,112,556	129,884,698
Total Liabilities, deferred inflows of Resources, and Net Position	$ 85,471,491	$ 81,145,085	$ 68,255,465	$ 64,936,102	$153,726,956	$146,081,187

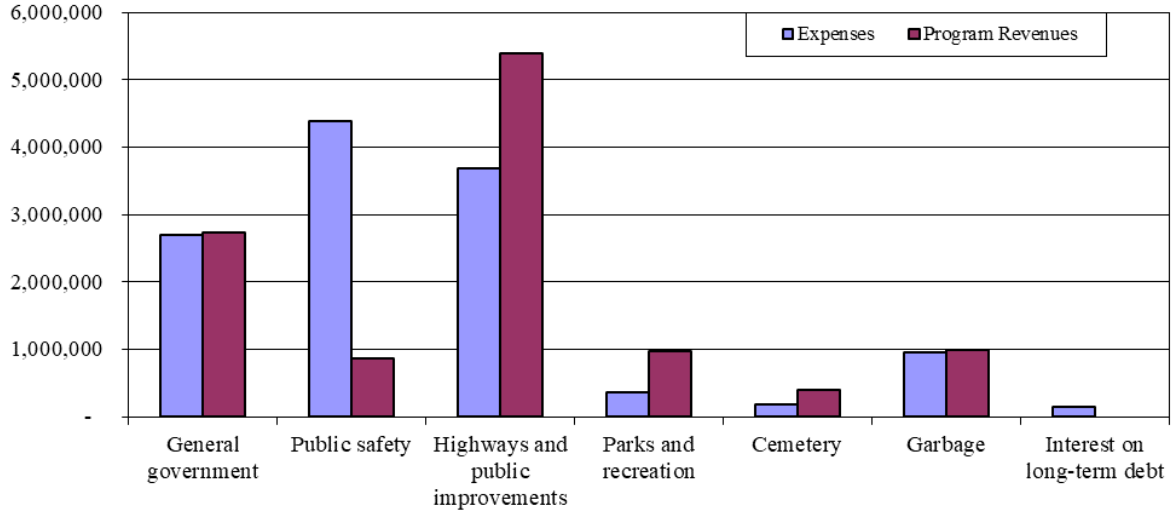
	Governmental Activities 2021	Governmental Activities 2020	Business-type Activities 2021	Business-type Activities 2020	Total 2021	Total 2020
Revenues:						
Program revenues:						
Charges for services	$ 5,513,665	$ 4,633,850	$ 5,915,581	$ 5,865,060	$ 11,429,246	$ 10,498,910
Operating grants and contributions	1,488,757	1,636,889	-	-	1,488,757	1,636,889
Capital grants and contributions	4,345,829	1,739,503	5,691,246	1,778,332	10,037,075	3,517,835
General revenues:						
Property and uniform vehicle taxes	2,482,227	2,353,357	-	-	2,482,227	2,353,357
Other Taxes	4,592,102	4,010,672	-	-	4,592,102	4,010,672
Other	140,399	248,753	59,742	245,458	200,141	494,211
Gain (Loss) on dispoal of assets	25,613	(519,543)	123,183	10,757	148,796	(508,786)
Total Revenues	18,588,592	14,103,481	11,789,752	7,899,607	30,378,344	22,003,088
Expenses:						
General government	2,692,150	2,805,221	-	-	2,692,150	2,805,221
Public safety	4,379,702	4,371,573	-	-	4,379,702	4,371,573
Streets and public improvements	3,688,796	3,579,912	-	-	3,688,796	3,579,912
Parks and recreation	362,164	1,075,016	-	-	362,164	1,075,016
Cemetery	185,061	193,682	-	-	185,061	193,682
Garbage	955,353	795,389	-	-	955,353	795,389
Interest on long-term debt	156,343	177,837	-	-	156,343	177,837
Water	-	-	1,775,938	1,025,185	1,775,938	1,025,185
Pressurized irrigation	-	-	1,907,153	1,411,249	1,907,153	1,411,249
Storm sewer	-	-	740,475	498,826	740,475	498,826
Sewer	-	-	3,307,351	1,995,897	3,307,351	1,995,897
Total Expenses	12,419,569	12,998,630	7,730,917	4,931,157	20,150,486	17,929,787
Increase (Decrease) in net position before transfers	6,169,023	1,104,851	4,058,835	2,968,450	10,227,858	4,073,301
Transfers	108,000	108,000	(108,000)	(108,000)	-	-
Increase (Decrease) in Net Position	6,277,023	1,212,851	3,950,835	2,860,450	10,227,858	4,073,301
Net Position - Beginning	68,477,374	67,264,523	61,407,324	58,546,874	129,884,698	125,811,397
Net Position - Ending	$ 74,754,397	$ 68,477,374	$ 65,358,159	$ 61,407,324	$140,112,556	$129,884,698

Governmental activities. As noted in the table above, governmental activities increased the City's net position by $6,277,023. The key element of the increase was assets contributed by developers. Some increases in property and sales tax revenues, also contributed to the overall increase.

Business-type activities. As noted in the table above, business-type activities increased the City's net position by $3,950,835. The key elements of the increase from the prior year were increases in charges for services, and conservative spending.

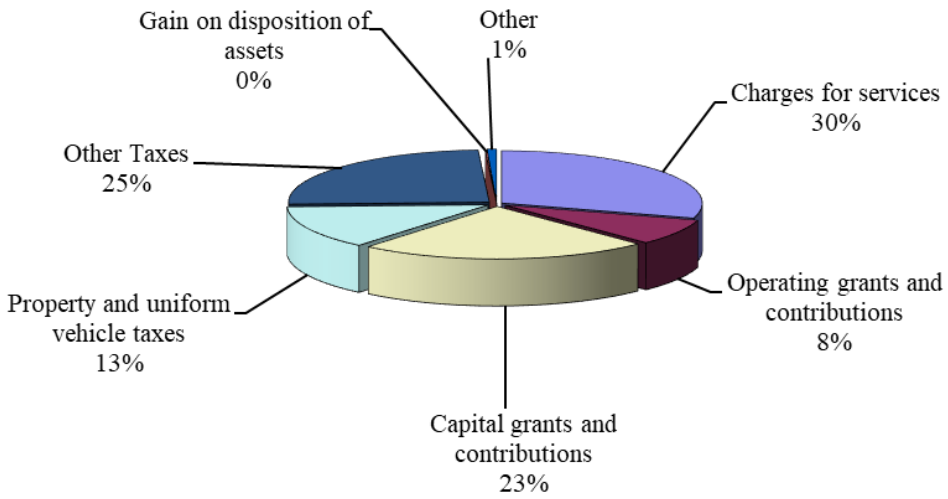
The following chart displays the governmental activities program revenues compared to expenses attributed to the activity.

Expenses and Program Revenues - Governmental Activities



The following chart displays the governmental activities program revenues by type.

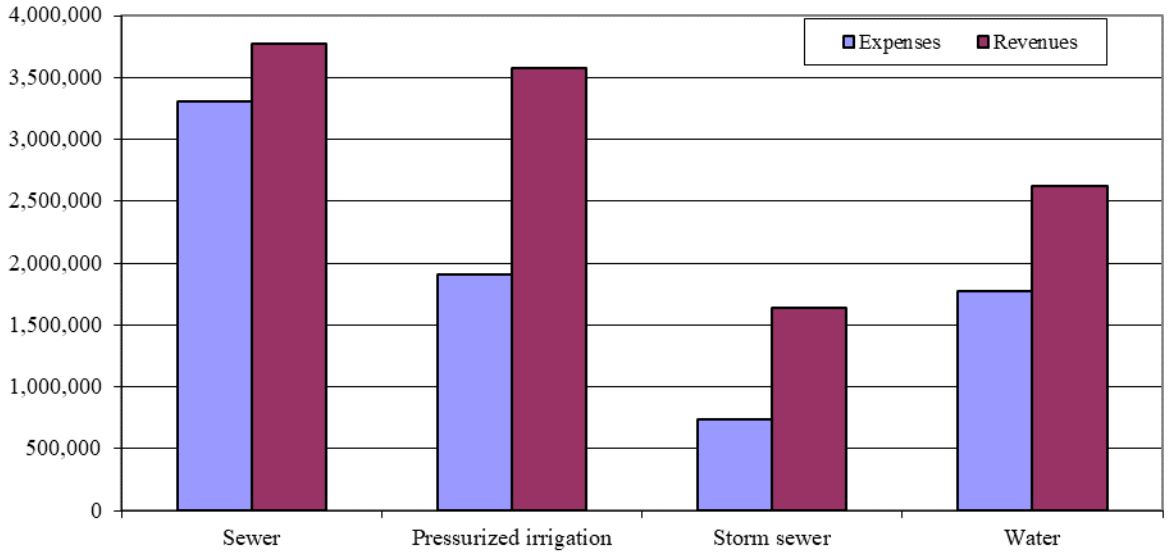
Revenues by Source - Governmental Activities



Business-type Activities

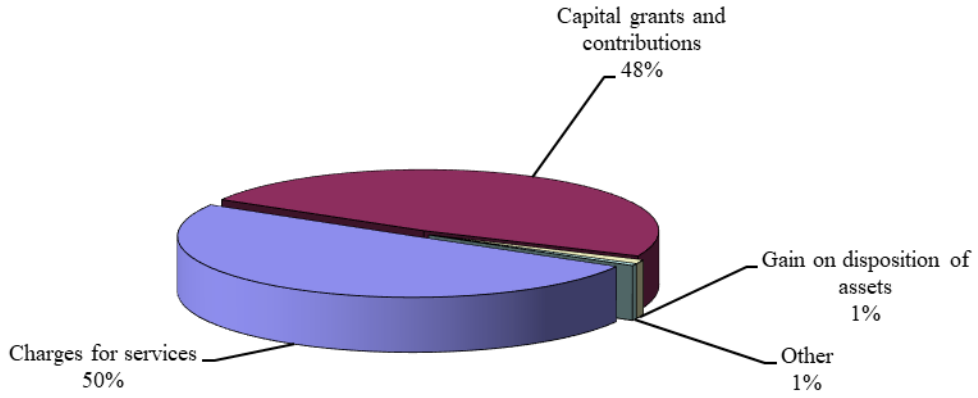
The following chart displays the business-type activities revenues compared to program expenses attributed to the activity. Traditionally business-type activities are self-supporting and the chart depicts the relationship of revenues to expenses.

Expenses and Program Revenues - Business-type Activities



The following chart displays the business-type activities revenues by type.

Revenues by Source - Business-type Activities



Financial Analysis of the Government's Funds

As noted earlier, the City uses fund accounting to ensure and demonstrate compliance with finance-related legal requirements.

Governmental funds. The focus of the City's governmental funds is to provide information on near-term inflows, outflows, and balances of spendable resources. Such information is useful in assessing the City's financing requirements. In particular, unreserved fund balance is a useful measure of the government's net resources available for spending at the end of the fiscal year.

At June 30, 2021, the City's governmental funds reported combined ending fund balances of $14,637,104, which was an increase of $3,119,421 in comparison with the prior year.

The general fund is the main operating fund of the City. At June 30, 2021, unrestricted fund balance of the general fund was $4,061,610. A comparison of the unrestricted fund balance and total fund balance to total general fund expenditures is a measure of liquidity. Unrestricted fund balance represented 46.3% of total general fund expenditures.

Proprietary funds. The City's proprietary funds provide the same type of information found in the government-wide financial statements in more detail.

Sewer fund-Unrestricted net position at June 30, 2021 amounted to $4,185,546, which is a decrease of $2,853 from the previous year. Operating revenues were $2,127,905 compared to the prior year's $2,084,704. Operating expenses were $3,306,564 compared to the prior year expenses of $1,996,735 largely due to repair and maintenance costs that are not capitalizable.

Pressurized Irrigation fund-Unrestricted net position at June 30, 2021 amounted to $3,898,705, an increase of $414,230 from the previous year. Operating revenues were $2,241,406, a decrease from prior year's operating revenue of $2,314,430. Operating expenses were $1,874,988, an increase from last year's $1,363,557 largely due to repair and maintenance costs that are not capitalizable..

Culinary Water Fund-Unrestricted net position at June 30, 2021 amounted to $1,874,061 a decrease of $409,363 from the previous year. Operating revenues were $967,994, an increase from the prior year's $903,415 operating revenues. Operating expenses were $1,775,115, which was an increase from the prior year's $1,026,062 operating expenses largely due to repair and maintenance costs that are not capitalizable.

Storm Sewer fund- Unrestricted net position at June 30, 2021 amounted to $1,499,617 an increase of $150,132 from the previous year. Operating revenues were $701,459, an increase from the prior year's $573,268 and operating expenses of $739,822 an increase from the prior year's $499,599 of operating expenses.

IT internal service fund- Unrestricted net position at June 30, 2021 amounted to a deficit of $1,197 a decrease from the prior year's balance of $14,856. Operating revenues were $22,637, an increase from the prior year's $20,000 and operating expenses of $38,690 an increase from the prior year's $5,144 of operating expenses.

General Fund Budgetary Highlights

During the fiscal year, the general funds original budgeted expenditures was amended from $7,933,171 to a final budget total of $9,322,325, largely as the result of anticipated increases of General Government and Streets and Public Works expenditures. The City's general fund came in $559,380 under the final budget.

Capital Assets and Debt Administration

Capital Assets. Highland City's investment in capital assets from governmental and business-type activities as of June 30, 2021 was $121,701,606 (net of accumulated depreciation). The investment in capital assets includes land, buildings, improvements other than buildings, machinery and equipment, infrastructure, and water stock. The total increase in the City's investment in capital assets for the current year was $5,900,407, which is primarily as a result of assets contributed form developers and other capital projects undertaken or continued during the year.

A summary of the City's capital assets by category are shown in the table below.

Highland City's Capital Assets

	Governmental Activities 2021	Governmental Activities 2020	Business-type Activities 2021	Business-type Activities 2020	Total 2021	Total 2020
Land	$ 37,128,552	$ 37,029,600	$ 534,455	$ 534,455	$ 37,663,007	$ 37,564,055
Buildings	14,998,509	14,385,608	1,157,289	1,157,289	16,155,798	15,542,897
Improvements other than buildings	79,767,124	76,525,787	48,550,960	43,593,332	128,318,084	120,119,119
Machinery and equipment	2,491,089	2,290,487	2,702,488	2,539,598	5,193,577	4,830,085
Construction in progress	791,250	415,726	-	-	791,250	415,726
Water shares	-	-	24,097,437	24,085,035	24,097,437	24,085,035
Total	135,176,524	130,647,208	77,042,629	71,909,709	212,219,153	202,556,917
Less accumulated depreciation	(68,571,699)	(66,252,487)	(21,945,848)	(20,503,231)	(90,517,547)	(86,755,718)
Total Capital Assets	$ 66,604,825	$ 64,394,721	$ 55,096,781	$ 51,406,478	$121,701,606	$115,801,199

Additional information on the City's capital assets is available in Note 6 to the financial statements.

Long-term debt. On June 30, 2021 the City had total bonded debt outstanding of $6,700,000.

Highland City's Outstanding Debt

	Governmental Activities 2021	Governmental Activities 2020	Business-type Activities 2021	Business-type Activities 2020	Total 2021	Total 2020
Revenue bonds	$ 6,288,000	$ 7,128,000	$ 412,000	$ 822,000	$ 6,700,000	$ 7,950,000
Notes payable	-	-	1,683,387	1,754,793	1,683,387	1,754,793
Compensated absences	195,296	218,136	109,039	109,854	304,335	327,990
Total	$ 6,483,296	$ 7,346,136	$ 2,204,426	$ 2,686,647	$ 8,687,722	$10,032,783

The Utah State Constitution limits the amount of general obligation debt a municipal government may issue at 4% of its total taxable property value of $1,835,508,536, except cities of the fourth class (Highland City is classified as a fourth class city) may issue debt up to an additional 8% of its total taxable property value for water systems, artificial lighting systems or sewer systems. On June 30, 2021 the City's limitation was $73,420,341 and the additional limitation was $146,840,683. The City does not have any general obligation bonds outstanding at June 30, 2021.

Additional information about the City's long-term debt is available in Note 11 to the financial statements.

Economic Factors and Next Year's Budgets and Rates

The fiscal year 2021-2022 budget and rates are based on the forecast that the Utah economy will have been negatively impacted from the global Coronavirus pandemic as well as increased inflation. Sales tax revenues are budgeted to trend upwards still as population in the area continues to grow significantly. Permit and fee revenues are expected to increase slightly based on increase in new construction in Highland. Budgeted expenditures have been reduced somewhat from as the Coronavirus Relief Funds were used up in fiscal year 2020-2021, however, other expenditures have overall have been budgeted to increase due to inflation being experienced throughout the area.

Request for Information

This financial report is designed to provide a general overview of Highland City's activities for those with an interest in the City's operations and position. Questions concerning the information provided in this report or requests for additional financial information should be addressed to: Highland City, Finance Director, 5400 W. Civic Center Drive, Suite #1, Highland, Utah 84003.

BASIC FINANCIAL STATEMENTS

HIGHLAND CITY, UTAH
STATEMENT OF NET POSITION
June 30, 2021

	Governmental Activities	Business-type Activities	Total
Assets:			
Cash and cash equivalents	$ 12,080,290	$ 12,144,252	$ 24,224,542
Receivables:			
Accounts	13,191	29,938	43,129
Taxes	2,946,607	-	2,946,607
Due from other governments	498,449		498,449
Internal Balances	(279)	279	-
Prepaid expenses	6,000	-	6,000
Restricted amounts:			
Cash and cash equivalents	2,941,344	898,557	3,839,901
Capital Assets:			
Non-depreciable Capital Assets	37,919,802	24,631,892	62,551,694
Depreciable Capital Assets (net)	28,685,023	30,464,889	59,149,912
Net Pension Asset	-	-	-
Total Assets	85,090,427	68,169,807	153,260,234
Deferred Outflows of Resources			
Deferred loss on refunding	226,251	-	226,251
Deferred outflows relating to pensions	154,813	85,658	240,471
Total Deferred Outflows of Resources	381,064	85,658	466,722
Total Assets and Deferred Outflows of Resources	$ 85,471,491	$ 68,255,465	$ 153,726,956
Liabilities:			
Accounts payable	$ 376,521	$ 453,658	$ 830,179
Accrued liabilities	48,588	8,066	56,654
Accrued interest payable	35,174	18,666	53,840
Developer and customer deposits	1,150,801	-	1,150,801
Unearned revenues	23,523	-	23,523
Payable from restricted assets	123,380	-	123,380
Noncurrent Liabilities:			
Due within one year	950,438	564,462	1,514,900
Due in more than one year	5,532,858	1,639,964	7,172,822
Net pension liability	7,900	56,243	64,143
Total Liabilities	8,249,183	2,741,059	10,990,242
Deferred Inflows of Resources			
Unearned property tax revenue	2,127,161	-	2,127,161
Deferred inflows relating to pensions	340,750	156,247	496,997
Total Deferred Inflows of Resources	2,467,911	156,247	2,624,158
Total Liabilities and Deferred Inflows of Resources	10,717,094	2,897,306	13,614,400
Net Position:			
Net investment in capital assets	60,543,076	53,001,394	113,544,470
Restricted for:			
Debt Service / park construction	-	33,480	33,480
Impact fees	1,667,163	865,077	2,532,240
Open space	159,639	-	159,639
Unrestricted	12,384,519	11,458,208	23,842,727
Total Net Position	74,754,397	65,358,159	140,112,556
Total Liabilities, Deferred Inflows of Resources, and Net Position	$ 85,471,491	$ 68,255,465	$ 153,726,956

The notes to the financial statements are an integral part of this statement.

HIGHLAND CITY, UTAH
STATEMENT OF ACTIVITIES
For The Year Ended June 30, 2021

Functions/Programs	Expenses	Program Revenues: Charges for Services	Program Revenues: Operating Grants and Contributions	Program Revenues: Capital Grants and Contributions	Net (Expense) Revenue & Changes in Net Position: Governmental Activities	Net (Expense) Revenue & Changes in Net Position: Business-type Activities	Net (Expense) Revenue & Changes in Net Position: Total
Governmental Activities:							
General government	$ 2,692,150	$ 2,730,623	$ 7,119	$ -	$ 45,592	$ -	$ 45,592
Public safety	4,379,702	160,229	558,505	152,264	(3,508,704)	-	(3,508,704)
Streets and public works	3,688,796	1,204,587	853,133	3,329,847	1,698,771	-	1,698,771
Parks and recreation	362,164	37,112	70,000	863,718	608,666	-	608,666
Cemetery	185,061	393,076	-	-	208,015	-	208,015
Garbage	955,353	988,038	-	-	32,685	-	32,685
Interest on long term debt	156,343	-	-	-	(156,343)	-	(156,343)
Total Governmental Activities	12,419,569	5,513,665	1,488,757	4,345,829	(1,071,318)	-	(1,071,318)
Business-type Activities:							
Sewer	3,307,351	2,127,905	-	1,642,056	-	462,610	462,610
Pressurized irrigation	1,907,153	2,241,406	-	1,329,740	-	1,663,993	1,663,993
Storm sewer	740,475	578,276	-	1,062,827	-	900,628	900,628
Water	1,775,938	967,994	-	1,656,623	-	848,679	848,679
Total Business-type Activities	7,730,917	5,915,581	-	5,691,246	-	3,875,910	3,875,910
Total Government	$ 20,150,486	$ 11,429,246	$ 1,488,757	$ 10,037,075	(1,071,318)	3,875,910	2,804,592
		General Revenues:					
		Taxes:					
		Property			2,321,253	-	2,321,253
		Vehicle			160,974	-	160,974
		Sales			3,539,623	-	3,539,623
		Franchise			1,052,479	-	1,052,479
		Unrestricted investment earnings			91,368	59,742	151,110
		Gain (Loss) on disposal of assets			25,613	123,183	148,796
		Miscellaneous			49,031	-	49,031
		Transfers			108,000	(108,000)	-
		Total General Revenues			7,348,341	74,925	7,423,266
		Changes in Net Position			6,277,023	3,950,835	10,227,858
		Net Position, Beginning			68,477,374	61,407,324	129,884,698
		Net Position, Ending			$ 74,754,397	$ 65,358,159	$ 140,112,556

The notes to the financial statements are an integral part of this statement.

HIGHLAND CITY, UTAH
BALANCE SHEET - GOVERNMENTAL FUNDS
June 30, 2021

	General Fund	Special Revenue Road Fee	Capital Projects - Parks	Nonmajor Governmental Funds	Total Governmental Funds
Assets:					
Cash and cash equivalents	$ 3,370,317	$ 986,910	$ 4,717,947	$ 2,996,630	$ 12,071,804
Receivables:					
Accounts	6,272	4,044	-	2,875	13,191
Taxes	2,661,137	-	-	285,470	2,946,607
Due from other governments	190,035	-	-	308,414	498,449
Prepaid expenses	6,000	-	-	-	6,000
Restricted amounts:					
Cash and cash equivalents	1,150,801	-	104,558	1,685,985	2,941,344
Total Assets	$ 7,384,562	$ 990,954	$ 4,822,505	$ 5,279,374	$ 18,477,395
Liabilities:					
Accounts payable	$ 255,354	$ 407	$ 42,180	$ 68,897	$ 366,838
Accrued liabilities	38,805	620	-	9,163	48,588
Developer bonds - payable from restricted	1,150,801	-	-	-	1,150,801
Unearned revenue	23,523	-	-	-	23,523
Payable from restricted assets	-	-	104,558	18,822	123,380
Total Liabilities	1,468,483	1,027	146,738	96,882	1,713,130
Deferred Inflows of Resources					
Unearned property tax revenue	1,848,469	-	-	278,692	2,127,161
Total Deferred Inflows of Resources	1,848,469	-	-	278,692	2,127,161
Fund Balances:					
Nonspendable:					
Prepaid expenses	6,000	-	-	-	6,000
Restricted for:					
Impact fees	-	-	-	1,667,163	1,667,163
Assigned to:					
Cemetery	-	-	-	263,630	263,630
Library	-	-	-	55,854	55,854
Capital projects & open space funds	-	989,927	4,675,767	2,917,153	8,582,847
Unassigned	4,061,610	-	-	-	4,061,610
Total Fund Balances	4,067,610	989,927	4,675,767	4,903,800	14,637,104
Total Liabilities, Deferred Inflows of Resources, and Fund Balance	$ 7,384,562	$ 990,954	$ 4,822,505	$ 5,279,374	$ 18,477,395

The notes to the financial statements are an integral part of this statement.

HIGHLAND CITY, UTAH
RECONCILIATION OF THE BALANCE SHEET OF GOVERNMENTAL FUNDS TO THE STATEMENT OF NET POSITION
June 30, 2021

Amounts reported for governmental activities in the Statement of Net Position are different because:

Total Fund Balances - Governmental Funds	$	14,637,104
Capital assets used in governmental activities are not financial resources and, therefore, are not reported in the funds.		66,604,825
Deferred loss on refunding of debt is not a financial resource, and therefore, is not reported in the funds.		226,251
Interest expense is not due and payable in the current period and therefore is not recorded in the funds.		(35,174)
Net pension assets, net pension liabilities, Deferred outflows of resources and deferred inflows of resources related to pensions are not current financial resources, and therefore, are not reported in the governmental funds.		(193,837)
Long-term liabilities, including bonds, capital leases, and notes are not due and payable in the current period and therefore, are not reported in the funds.		(6,483,296)
Intnernal service funds are used by management to charge the cost of IT services to to individual funds. The assets and liabilities of the internal service funds are included in the governmental activities in the statement of net position.		(1,476)
Total Net Position - Governmental Activities	$	74,754,397

The notes to the financial statements are an integral part of this statement.

HIGHLAND CITY, UTAH
STATEMENT OF REVENUES, EXPENDITURES, AND CHANGES IN FUND BALANCES – GOVERNMENTAL FUNDS
For The Year Ended June 30, 2021

	General Fund	Special Revenue Road Fee	Capital Projects - Parks	Nonmajor Governmental Funds	Total Governmental Funds
Revenues:					
Taxes	$ 6,747,917	$ -	$ -	$ 326,412	$ 7,074,329
Licenses and permits	958,622	-	-	-	958,622
Intergovernmental	1,411,638	-	-	-	1,411,638
Impact fees	-	-	675,988	428,504	1,104,492
Charges for services	2,227,588	1,061,990	-	716,051	4,005,629
Exaction fees	-	-	-	162,948	162,948
Fines and forfeitures	160,229	-	-	14,589	174,818
Contributions from other governments	-	-	70,000	7,119	77,119
Interest	52,369	5,516	17,370	16,472	91,727
Miscellaneous	49,031	-	-	-	49,031
Total Revenues	11,607,394	1,067,506	763,358	1,672,095	15,110,353
Expenditures:					
Current:					
General government	2,160,726	-	-	849,267	3,009,993
Public safety	4,198,442	-	-	-	4,198,442
Streets and public works	937,775	1,263,729	-	41,223	2,242,727
Parks and recreation	507,741	-	96,895	-	604,636
Cemetery	-	-	-	155,896	155,896
Garbage	958,261	-	-	-	958,261
Debt service:					
Principal	-	-	-	840,000	840,000
Interest	-	-	2,100	112,490	114,590
Total Expenditures	8,762,945	1,263,729	98,995	1,998,876	12,124,545
Excess (deficiency) of revenues over (under) expenditures	2,844,449	(196,223)	664,363	(326,781)	2,985,808
Other Financing Sources (Uses):					
Sale of capital assets	-	-	-	25,613	25,613
Transfers in	108,000	-	625,000	1,987,072	2,720,072
Transfers out	(2,501,698)	-	(88,060)	(22,314)	(2,612,072)
Total Other Financing Sources (Uses)	(2,393,698)	-	536,940	1,990,371	133,613
Net Change in Fund Balances	450,751	(196,223)	1,201,303	1,663,590	3,119,421
Fund Balances, Beginning - restated	3,616,859	1,186,150	3,474,464	3,240,210	11,517,683
Fund Balances, Ending	$ 4,067,610	$ 989,927	$ 4,675,767	$ 4,903,800	$ 14,637,104

The notes to the financial statements are an integral part of this statement.

HIGHLAND CITY, UTAH
RECONCILIATION OF THE STATEMENT OF REVENUES, EXPENDITURES, AND CHANGES IN FUND BALANCES OF GOVERNMENTAL FUNDS TO THE STATEMENT OF ACTIVITIES
For The Year Ended June 30, 2021

Amounts reported for governmental activities in the Statement of Activities are different because:		
Net Change in Fund Balances - Total Governmental Funds	$	3,119,421
Governmental funds report capital outlays as expenditures. However, in the Statement of Activities, assets with an initial cost of more than $5,000 are capitalized and the cost is allocated over their estimated useful lives and reported as depreciation expense. This is the amount by which capital outlays exceeded depreciation in the current period.		
Capital outlay		1,377,929
Depreciation expense		(2,409,162)
Contributed assets are not recorded in governmental funds due to no current resources being expended in the acquisition of such assets. The Statement of Activities will record these contributed assets at their estimated fair value on the date of contribution.		3,241,337
Bond proceeds provide current financial resources to governmental funds by issuing debt which increases long-term liabilities in the Statement of Net Position. Repayments of bond principal are expenditures in the governmental funds, but reduce liabilities in the Statement of Net Position.		
Payment of bond principal		840,000
Pension expense resulting from the changes in net pension assets, net pension liabilities, deferred outflows relating to pensions, and deferred inflows relating to pensions are not the use of current financial resources, and therefore, are not reported in the governmental funds.		141,478
Expenses are recognized in the governmental funds when paid or due; however, the Statement of Activities is presented on the accrual basis and expenses and liabilities are reported when incurred, regardless of when financial resources are available or expenses are paid or due. This adjustment reflects the changes due to accrued interest on bonds payable, amortization of the deferred loss on bond refunding, and change in compensated absences.		
Accrued interest		3,107
Amortization of deferred loss		(46,960)
Compensated absences		22,840
Intnernal service funds are used by management to charge the cost of IT services to to individual funds. The net revenues of certain activities of internal service funds is reported with governmental activities.		(12,967)
Changes in net position of governmental activities	$	6,277,023

The notes to the financial statements are an integral part of this statement.

HIGHLAND CITY, UTAH
STATEMENT OF NET POSITION – PROPRIETARY FUNDS
June 30, 2021

	Business-type Activities - Enterprise Funds					Governmental Activities
	Sewer	Pressurized Irrigation	Culinary Water	Storm Sewer	Total	IT Internal Service
Assets:						
Current Assets:						
Cash and cash equivalents	$ 4,434,464	$ 4,021,426	$ 2,089,042	$ 1,599,320	$ 12,144,252	$ 8,486
Restricted cash and cash equivalents	-	898,557	-	-	898,557	-
Accounts receivable	10,413	11,481	6,198	1,846	29,938	-
Total Current Assets	4,444,877	4,931,464	2,095,240	1,601,166	13,072,747	8,486
Noncurrent Assets:						
Capital assets:						
Nondepreciable						
Water shares	-	22,459,588	1,637,849	-	24,097,437	-
Land	26,540	277,450	107,132	123,333	534,455	-
Depreciable						
Buildings	-	663,667	493,622	-	1,157,289	-
Infrastructure	13,275,092	16,421,898	12,567,589	6,286,381	48,550,960	-
Machinery and equipment	383,416	373,416	1,625,061	320,595	2,702,488	-
Less accumulated depreciation	(5,907,053)	(7,670,059)	(6,462,163)	(1,906,573)	(21,945,848)	-
Total Noncurrent Assets	7,777,995	32,525,960	9,969,090	4,823,736	55,096,781	-
Total Assets	12,222,872	37,457,424	12,064,330	6,424,902	68,169,528	8,486
Deferred Outflows of Resources						
Deferred outflows relating to pensions	27,229	13,875	23,276	21,278	85,658	-
Liabilities:						
Current Liabilities:						
Accounts payable	$ 178,179	$ 59,721	$ 163,987	$ 51,771	$ 453,658	$ 9,683
Accrued liabilities	1,765	2,231	2,603	1,467	8,066	-
Accrued interest payable	-	18,666	-	-	18,666	-
Compensated absences	11,720	15,345	12,769	9,648	49,482	-
Notes payable	-	102,980	-	-	102,980	-
Bonds payable - current	-	412,000	-	-	412,000	-
Total Current Liabilities	191,664	610,943	179,359	62,886	1,044,852	9,683
Noncurrent Liabilities:						
Compensated absences	22,930	10,707	15,134	10,786	59,557	-
Notes payable	-	1,580,407	-	-	1,580,407	-
Bonds payable	-	-	-	-	-	-
Net pension liability	29,226	-	5,962	21,055	56,243	-
Total Noncurrent Liabilities	52,156	1,591,114	21,096	31,841	1,696,207	-
Total Liabilities	243,820	2,202,057	200,455	94,727	2,741,059	9,683
Deferred Inflows of Resources						
Deferred inflows relating to pensions	42,740	41,407	44,000	28,100	156,247	-
Net Position:						
Net investment in capital assets	7,777,995	30,430,573	9,969,090	4,823,736	53,001,394	-
Restricted for impact fees						
Impact fees	-	865,077	-	-	865,077	-
Debt service	-	33,480	-	-	33,480	-
Unrestricted	4,185,546	3,898,705	1,874,061	1,499,617	11,457,929	(1,197)
Total Net Position	$ 11,963,541	$ 35,227,835	$ 11,843,151	$ 6,323,353	65,357,880	$ (1,197)
Adjustment to report the cumulative internal balance for the net effect of the activity between the internal service fund and the enterprise funds over time					279	
Net position of business-type activities					$ 65,358,159	

The notes to the financial statements are an integral part of this statement.

HIGHLAND CITY, UTAH
STATEMENT OF REVENUES, EXPENSES, AND CHANGES IN NET POSITION – PROPRIETARY FUNDS
For The Year Ended June 30, 2021

	Business-type Activities - Enterprise Funds					Governmental Activities
	Sewer	Pressurized Irrigation	Culinary Water	Storm Sewer	Total	IT Internal Service
Operating Revenues:						
Charges for services	$ 2,127,905	$ 2,200,806	$ 878,780	$ 578,276	$ 5,785,767	$ 22,637
Intergovernmental	-	40,600	-	-	40,600	-
Connection fees	-	-	81,104	-	81,104	-
Miscellaneous	-	-	8,110	123,183	131,293	-
Total Operating Revenues	2,127,905	2,241,406	967,994	701,459	6,038,764	22,637
Operating Expenses:						
Salaries and benefits	220,115	256,043	237,116	158,789	872,063	-
Operations	2,684,897	1,167,776	1,136,249	392,893	5,381,815	38,690
Depreciation	401,552	451,169	401,750	188,140	1,442,611	-
Total Operating Expenses	3,306,564	1,874,988	1,775,115	739,822	7,696,489	38,690
Operating Income (Loss)	(1,178,659)	366,418	(807,121)	(38,363)	(1,657,725)	(16,053)
Nonoperating Revenues (Expenses):						
Impact fees	304,865	401,015	27,738	-	733,618	-
Interest income	20,081	22,395	10,783	6,483	59,742	-
Interest expense	-	(31,342)	-	-	(31,342)	-
Total Nonoperating Revenues (Expenses)	324,946	392,068	38,521	6,483	762,018	-
Income (Loss) Before Contributions and transfers	(853,713)	758,486	(768,600)	(31,880)	(895,707)	(16,053)
Capital Contributions	1,337,191	928,725	1,656,623	1,035,089	4,957,628	-
Transfers out	-	(108,000)	-	-	(108,000)	-
Changes in Net Position	483,478	1,579,211	888,023	1,003,209	3,953,921	(16,053)
Net Position, Beginning	11,480,063	33,648,624	10,955,128	5,320,144		14,856
Net Position, Ending	$ 11,963,541	$ 35,227,835	$ 11,843,151	$ 6,323,353		$ (1,197)

The notes to the financial statements are an integral part of this statement.

HIGHLAND CITY, UTAH
STATEMENT OF CASH FLOWS – PROPRIETARY FUNDS
For The Year Ended June 30, 2021

	Business-type Activities - Enterprise Funds					Governmental Activities
	Sewer	Pressurized Irrigation	Water	Storm Sewer	Total	IT Internal Service
Cash Flows From Operating Activities:						
Cash received from customers	$ 2,135,890	$ 2,204,036	$ 973,929	$ 703,746	$ 6,017,601	$ -
Cash receipts from interfund services provided	-	-	-	-	-	22,637
Cash received from other entities	-	40,600	-	-	40,600	-
Cash payments to suppliers for goods and services	(2,705,687)	(1,317,655)	(1,077,161)	(348,198)	(5,448,701)	(29,007)
Cash payments to employees	(243,333)	(272,009)	(265,480)	(175,962)	(956,784)	-
Net cash provided (used) by operating activities	(813,130)	654,972	(368,712)	179,586	(347,284)	(6,370)
Cash Flows From Non-Capital Financing Activities:						
Transfers to other funds	-	(108,000)	-	-	(108,000)	-
Net cash provided (used) by non-capital financing activities	-	(108,000)	-	-	(108,000)	-
Cash Flows From Capital and Related Financing Activities:						
Principal payments on bonds and notes payable	-	(493,808)	-	-	(493,808)	-
Proceeds from bond issuance	-	12,402	-	-	12,402	-
Interest and fees paid on bonds and notes payable	-	(31,342)	-	-	(31,342)	-
Receipt of impact fees	304,865	401,015	27,738	-	733,618	-
Purchase of capital assets	(36,749)	(89,896)	(42,513)	(6,128)	(175,286)	-
Net cash provided (used) by capital and related financing activities	268,116	(201,629)	(14,775)	(6,128)	45,584	-
Cash Flows From Investing Activities:						
Interest on investments	20,081	22,395	10,783	6,483	59,742	-
Net cash provided (used) by investing activities	20,081	22,395	10,783	6,483	59,742	-
Net Increase (Decrease) In Cash	(524,933)	367,738	(372,704)	179,941	(349,958)	(6,370)
Cash at Beginning of Year	4,959,397	4,552,245	2,461,746	1,419,379	13,392,767	14,856
Cash at End of Year	$ 4,434,464	$ 4,919,983	$ 2,089,042	$ 1,599,320	$ 13,042,809	$ 8,486
As reported on the Statement of Net Position:						
Cash and cash equivalents	$ 4,434,464	$ 4,021,426	$ 2,089,042	$ 1,599,320	$ 12,144,252	$ 8,486
Restricted cash and cash equivalents	-	898,557	-	-	898,557	-
Total Cash at End of Year	$ 4,434,464	$ 4,919,983	$ 2,089,042	$ 1,599,320	$ 13,042,809	$ 8,486
Reconciliation of operating income (loss) to net cash provided (used) by operating activities:						
Operating income (loss)	$ (1,178,659)	$ 366,418	$ (807,121)	$ (38,363)	$ (1,657,725)	$ (16,053)
Adjustments to reconcile operating income (loss) to net cash from (used) by operating activities:						
Depreciation	401,552	451,169	401,750	188,140	1,442,611	-
(Increase) decrease in assets:						
Accounts receivable	7,985	3,230	5,935	2,287	19,437	-
Deferred outflows relating to pensions	1,212	(1,523)	(1,490)	260	(1,541)	-
Increase (decrease) in liabilities:						
Accounts payable	(20,790)	(149,879)	59,088	44,695	(66,886)	9,683
Accrued liabilities	(8,198)	(5,122)	(5,487)	(3,183)	(21,990)	-
Compensated absences	(198)	28	(596)	(49)	(815)	-
Net pension liability	(31,507)	(30,120)	(40,856)	(27,907)	(130,390)	-
Deferred inflows relating to pensions	15,473	20,771	20,065	13,706	70,015	-
Net cash provided (used) by operating activities	$ (813,130)	$ 654,972	$ (368,712)	$ 179,586	$ (347,284)	$ (6,370)
Noncash investing, capital, and financing activities:						
Contributions of capital assets	$ 1,337,191	$ 928,725	$ 1,656,623	$ 1,035,089	$ 4,957,628	$ -

The notes to the financial statements are an integral part of this statement.

HIGHLAND CITY, UTAH
NOTES TO FINANCIAL STATEMENTS

NOTE 1 SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

Highland City, Utah (the City) was incorporated in 1977 and operates under a council-city manager form of government. The governing body consists of five elected council members and a mayor. The heads of the various departments, formed to provide various services, are under the direct supervision of the City Manager. The City provides the following services: general administrative services, public safety, highway and public works, parks and recreations, cemetery, garbage, and utilities (sewer, pressurized irrigation, storm sewer, and culinary water).

The City's financial statements are prepared in accordance with generally accepted accounting principles (GAAP). The Governmental Accounting Standards Board (GASB) is responsible for establishing GAAP for state and local governments through its pronouncements (Statements and Interpretations). The accounting policies of the City conform to accounting principles generally accepted in the United States of America as applicable to governmental units. The more significant accounting policies established in GAAP and used by the City is discussed below.

(A) The Reporting Entity

In evaluating how to define the City for financial reporting purposes, management has considered all potential component units. The decision to include a potential component unit in the reporting entity was made by applying the criteria set forth in the related GASB pronouncement. The basic, but not the only, criterion for including a potential component unit within the reporting entity is the governing body's ability to exercise oversight responsibility. The most significant manifestation of this ability is financial interdependency and accountability. Other manifestations of the ability to exercise oversight responsibility include, but are not limited to, the selection of governing authority, the designation of management, the ability to significantly influence operations and accountability of fiscal matters. The other criterion used to evaluate potential component units for inclusion or exclusion from the reporting entity is the existence of special financing relationships, regardless of whether the City is able to exercise oversight responsibilities.

The accompanying financial statements present the government and its component units, entities for which the government is considered to be financially accountable. Blended component units, although legally separate entities, are in substance, part of the government's operations.

The Highland City Open Space Special Service District (the District) was established to provide recreation services, including the operation and maintenance of parks, open space and trails within certain areas of the City. The District is governed by a board of trustees composed of the City Mayor and members of the City Council. Although it is legally separate entity from the City, the District is reported as if it were part of the primary government because of the City's ability to impose its will upon the operations of the District. The District is included in these financial statements as the Open Space Fund. Separate financial statements are not issued for the District.

The City is not a component unit of any other entity. The City's basic financial statements include all City operations.

(B) Government-Wide and Fund Financial Statements

The City's basic financial statements include both government-wide (reporting the City as a whole) and fund financial statements (reporting the City's major funds). Both the government-wide and fund financial statements categorize primary activities as either governmental or business type. The City's general administrative services, public safety, highway and public works, parks and recreations, cemetery, and garbage are classified as governmental activities. The City's sewer, pressurized irrigation, storm sewer, and water services are classified as business-type activities.

NOTE 1 SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

(B) Government-Wide and Fund Financial Statements (Continued)

The government-wide financial statements (i.e., the *Statement of Net Position* and the *Statement of Activities*) report information on all of the nonfiduciary activities of the City and its component units. For the most part, the effect of interfund activity has been removed from these statements. Governmental activities, which normally are supported by taxes and intergovernmental revenues, are reported separately from business-type activities, which rely to a significant extent on fees and charges for support.

The *Statement of Activities* demonstrates the degree to which the direct expenses of a given function or segment is offset by program revenues. *Direct expenses* are those which are clearly identifiable with a specific function or segment. *Program revenues* include 1) charges to customers or applicants who purchase, use or directly benefit from goods, services or privileges provided by a given function or segment and 2) grants and contributions that are restricted to meeting the operational or capital requirements of a particular function or segment. Taxes and other items not properly included among program revenues are reported instead as *general revenues*.

Separate financial statements are provided for governmental funds and proprietary funds. Major individual governmental funds and major individual enterprise funds are reported as separate columns in the fund financial statements.

The government-wide financial statements are reported using the economic resources measurement focus and the accrual basis of accounting, as are the proprietary fund financial statements. Revenues are recorded when earned and expenses are recorded when a liability is incurred, regardless of the timing of related cash flows. Property taxes are recognized as revenue in the year for which they become available. Grants and similar items are recognized as revenue as soon as all eligibility requirements imposed by the provider have been met.

The use of financial resources to acquire capital assets are capitalized as assets in the government-wide financial statements, rather than reported as an expenditure. Proceeds of long-term debt are recorded as a liability in the government-wide financial statements, rather than as another financing source. Amounts paid to reduce long-term debt of the City are reported as a reduction of the related liability, rather than an expenditure in the government-wide financial statements.

Governmental fund financial statements are reported using the current financial resources measurement focus and the modified accrual basis of accounting. Revenues are recognized as soon as they are both measurable and available. Revenues are considered to be available when they are collectible within the current period or soon enough thereafter (within 60 days) to pay liabilities of the current period. Expenditures generally are recorded when a liability is incurred, as under accrual accounting. However, debt-service expenditures, as well as expenditures related to compensated absences and claims and judgments, are recorded only when payment is due.

Sales taxes, franchise taxes, licenses, interest and earned but unreimbursed state and federal grants associated with the current fiscal period are all considered to be susceptible to accrual and so have been recognized as revenues of the current fiscal period. Property taxes are measurable as of the date levied (assessed) and are recognized as revenues when they become available. Available means when due, or past due, and received within the current period or collected soon enough thereafter (within 60 days) to be used to pay liabilities of the current period. All other revenues are considered to be measurable and available only when cash is received by the City.

NOTE 1 SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

(B) Government-Wide and Fund Financial Statements (Continued)

The accounts of the City are organized on the basis of funds, each of which is considered a separate accounting entity. The operations of each fund are accounted for with a separate set of self-balancing accounts that comprise its assets, liabilities, reserves, fund balance, revenues, and expenditures or expenses as appropriate.

The City reports the following major governmental funds:

The *General Fund* is the government's primary operating fund. It accounts for all financial resources of the general government, except those accounted for in another fund. Principal sources of revenue are taxes, licenses and permits and intergovernmental revenues. Primary expenses are for general government, public safety, streets and public works, parks and recreation, cemetery and garbage.

The *Road Fee Special Revenue Fund* accounts for the revenues collected from the road fee and expenditures for projects qualifying for use of those funds.

The *Capital Projects – Parks Fund* accounts for the funds set aside for parks projects, including park impact fee revenues.

The City reports the following major proprietary funds:

The *Sewer Fund* accounts for the activities of the City's sewer treatment operations.

The *Pressurized Irrigation Fund* accounts for the activities of the City's pressurized irrigation distribution system.

The *Water Fund* accounts for the activities of the City's water, treatment and distribution.

The *Storm Sewer Fund* accounts for the activities of the City's storm sewer infrastructure and related costs.

Activities of these four funds include administration, operations and maintenance of the sewer, pressurized irrigation, water, and storm sewer systems, and billing and collections. The funds also account for the accumulation of resources for, and the payment of, long-term debt principal and interest for all enterprise fund debt. All costs are financed through charges to utility customers with rates reviewed regularly and adjusted, if necessary, to ensure the integrity of the funds.

The City reports a single internal service fund.

The *Information Technology (IT) Internal Service Fund* accounts for the City's information technology costs used by the City's various departments and funds.

The effect of interfund activity has generally been eliminated from the government-wide financial statements in accordance with GAAP.

Proprietary funds distinguish operating revenues and expenses from non-operating items. Operating revenues and expenses generally result from providing services and producing and delivering goods in connection with a proprietary fund's principal ongoing operations. The principal operating revenues of the enterprise funds are charges to customers of the system. Operating expenses for enterprise funds include the cost of sales and services, administrative expenses, and depreciation on capital assets. All revenues and expenses not meeting this definition are reported as non-operating revenues and expenses.

NOTE 1 SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

(C) Budgetary Data

Annual budgets are prepared and adopted, in accordance with State law, by the City Council on or before June 22 for the following fiscal year, beginning July 1. Estimated revenues and appropriations may be increased or decreased by resolution of the City Council at any time during the year. A public hearing must be held prior to any proposed increase in a fund's appropriations. Budgets include activities in several different funds, including the General Fund, Special Revenue Fund, Capital Project Funds, Debt Service Fund, and Enterprise Funds. Annual budgets are also adopted for capital projects which may include activities which overlap several fiscal years.

Utah State law prohibits the appropriation of unreserved General Fund balance until it exceeds 5% of the General Fund revenues. Until the unreserved fund balance is greater than the above amount, it cannot be budgeted, but is used to provide working capital until tax revenue is received, to meet emergency expenditures, and to cover unanticipated deficits. When an unreserved fund balance is greater than 35% of the next year's budgeted revenues, the excess must be appropriated within the following two years.

Once adopted, the budget can be amended by subsequent City Council action. The City Council can amend the budget to any extent, provided the total budgeted expenditures do not exceed budgeted revenues and appropriated fund balance, in which case a public hearing must be held. The City Administrator has the authority to transfer budget appropriations within and between any divisions of any budgetary fund. The City Council has the authority to transfer budget appropriations between individual budgetary funds by resolution.

Expenditures in the Capital Projects Fund are budgeted annually on a project-by-project basis. Although it is the intention of the City that each project be funded by a specific revenue source, the adopted budget reflects only total anticipated revenues by source.

(D) Tax Revenues

On or before June 22 of each year, the City sets the property tax rate for various municipal purposes. If the City intends to increase property tax revenues above the tax rate of the previous year, state law requires the City to provide public notice to property owners and hold public hearings. When these special public hearings are necessary, the adoption of the final budget must be done before August 17. All property taxes levied by the City are assessed and collected by Utah County. Taxes are levied as of January 1 and are due November 30; any delinquent taxes are subject to a penalty. Unless the delinquent taxes and penalties are paid before January 15, a lien is attached to the property, and the amount of taxes and penalties bears interest from January 1 until paid. Tax liens are placed on a property on January 1 following the due date of unpaid taxes. If after five years, delinquent taxes have not been paid, the County sells the property at a tax sale. Tax collections are remitted to the City from the County on a monthly basis.

Sales taxes and telephone franchise taxes are collected by the Utah State Tax Commission and remitted to the City monthly.

Franchise taxes are collected by natural gas, electric utilities, and cable television companies and remitted to the City periodically.

NOTE 1 SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

(E) Cash, Cash Equivalents, and Investments

The City considers all cash and investments with original maturities of three months or less to be cash and cash equivalents. For the purpose of the statement of cash flows, cash and cash equivalents are defined as the cash and cash equivalent accounts and the restricted cash and cash equivalents balances.

Investments consist of accounts at the Utah Public Treasurer's Investment Trust (the State Treasurer's Pool). Investments of the City are stated at cost, which approximates fair value in accordance with GASB Statement No. 72, *Fair Value Measurement and Application*.

(F) Restricted Assets

Assets whose use is restricted for construction, debt service or by other agreement are segregated on the government-wide and proprietary fund financial statements. When both restricted and unrestricted resources are available for use, it is the government's policy to use restricted resources first, then unrestricted resources as they are needed.

(G) Capital Assets

Capital assets, which include land, buildings, equipment, and infrastructure assets (e.g., roads, sidewalks, and similar items) are, reported in the applicable governmental or business-type activities columns in the government-wide financial statements. Capital assets are defined by the government as assets with an initial, individual cost of more than $5,000 (amount not rounded) and an estimated useful life in excess of one year. Such assets are recorded at historical cost or estimated historical cost if purchased or constructed. Donated capital assets are recorded at estimated fair value at the date of donation. The government reports infrastructure assets on a network or subsystem basis. Accordingly, the amounts spent for the construction or acquisition of infrastructure assets are capitalized and reported in the government-wide financial statements.

The costs of normal maintenance and repairs that do not add to the value of the asset or materially extend asset lives are not capitalized. Major outlays for capital assets and improvements are capitalized as projects are constructed. Interest incurred during the construction phase of capital assets is included as part of the capitalized value of the assets constructed.

Upon retirement or disposition of capital assets, the cost and related accumulated depreciation are removed from the respective accounts. Depreciation of capital assets is computed using the straight-line method over their estimated useful lives as follows:

Assets	Years
Buildings and structures	20 to 50
Improvements and infrastructure	10 to 50
Machinery, equipment and vehicles	5 to 15

(H) Receivables and Payables

Activities between funds that are representative of lending/borrowing arrangements outstanding at the end of the fiscal year are referred to as "due to/from other funds" (i.e., the current portion of interfund loans).

Receivables at June 30, 2021, consisted of property tax, franchise tax, sales tax, grants and utility customer accounts (billings for user charged services). Taxes and grants are deemed collectible in full. Utility charges have an allowance of $24,988.

NOTE 1 SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

(I) Long-Term Obligations

In the government-wide financial statements and proprietary fund types, long-term debt and other long-term obligations are reported as liabilities in the applicable governmental activities, business-type activities, or proprietary fund type statement of net position. Bond premiums and discounts are deferred and amortized over the life of the applicable debt. In the fund financial statements, governmental fund types recognize bond premiums and discounts, as well as bond issuance costs, during the current period. The face amount of debt issued is reported as other financing sources while discounts on debt issuances are reported as other financing uses. Issuance costs, whether or not withheld from the actual debt proceeds received, are reported as debt service expenditures.

(J) Compensated Absences

Accumulated unpaid vacation is accrued as incurred based on the years of service for each employee. Vacation is accumulated on a monthly basis. Proprietary funds expense all accrued vacation amounts when incurred. Governmental funds report an expenditure as the vacation is paid. Employees may accumulate up to 175% of their annual accrual. An employee who is separated from employment may be compensated for all accrued vacation. Sick pay amounts are charged to expenditures when incurred. Employees may accumulate up to 65 days of sick leave. Employees will not be paid for any accumulated sick leave at separation from employment.

(K) Deferred Outflows/Inflows of Resources

In addition to assets, the financial statements will sometimes report a separate section for deferred outflows of resources. This separate financial statement element, deferred outflows of resources, represents a consumption of net position that applies to a future period(s) and so will not be recognized as an outflow of resources (expense/expenditure) until then. The City currently reports deferred outflows of resources relating to pensions, and deferred loss on refunding. The deferred outflows relating to pensions are required to be reported as part of implementing GASB 68 *Accounting and Financial reporting for Pensions*, and GASB 71 *Pension Transition for Contributions Made Subsequent to the Measurement Date*. The City reports a deferred loss on refunding as part of the advanced refunding of the 2015 Sales and Franchise Tax Revenue bonds.

In addition to liabilities, the financial statements will sometimes report a separate section for deferred inflows of resources. This separate financial statement element, deferred inflows of resources, represents an acquisition of net position that applies to a future period(s) and so will not be recognized as an inflow of resources (revenue) until that time. The City has two items which are reported under this section: deferred property tax revenues, and deferred inflows of resources relating to pensions. Deferred property tax revenue arises only under a modified accrual basis of accounting. The governmental funds report unavailable revenues from property taxes. These amounts are deferred and recognized as an inflow of resources in the period that the amounts become available. These amounts account for property taxes levied on January 1, 2021 for the 2021-2022 fiscal year. The deferred inflows relating to pensions are required to be reported as part of implementing of GASB 68, and GASB 71, as mentioned before.

(L) Pensions

For purposes of measuring the net pension liability, deferred outflows of resources and deferred inflows of resources related to pensions, and pension expense, information about the fiduciary net position of the Utah Retirement Systems Pension Plan (URS) and additions to/deductions from URS's fiduciary net position have been determined on the same basis as they are reported by URS. For this purpose, benefit payments (including refunds of employee contributions) are recognized when due and payable in accordance with the benefit terms. Investments are reported at fair value.

NOTE 1 SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

(M) Equity Balance Classification

Fund balance is classified in the government-wide financial statements as net position and is displayed in three components:

(1) *Net investment in capital assets* – consists of capital assets including restricted capital assets, net of accumulated depreciation and reduced by the outstanding balances of any bonds, mortgages, notes, or other borrowings that are attributable to the acquisition, construction, or improvement of those assets.

(2) *Restricted net position* – consists of net position with constraints placed on the use either by (a) external groups such as creditors, grantors, contributors, or laws or regulations of other governments; or (b) law through constitutional provisions or enabling legislation.

(3) *Unrestricted net position* – All other net position that does not meet the definition of "restricted" or "Net investment in capital assets".

In accordance with GASB No. 54, the City classifies fund balances in the governmental funds as follows: Nonspendable, Restricted, Committed, Assigned or Unassigned.

(1) *Nonspendable fund balance* classification includes amounts that cannot be spent because they are either (a) not in spendable form, or (b) legally or contractually required to be maintained intact.

(2) *Restricted fund balance* classifications are reported as restricted if, (a) externally imposed by creditor, grantors, contributors, or laws or regulations of other governments, or (b) imposed by law through constitutional provisions or enabling legislation.

(3) *Committed fund balance* classification include those funds that can only be used for specific purposed pursuant to constraints imposed by formal action (Ordinances and Resolutions) of the City council, which is government's highest level of decision making authority.

(4) *Assigned fund balance* classification includes amounts that are constrained by the government's intent to use the funds for specific purposes, but are neither restricted nor committed, as established by the Finance Director, City Council, or City Administrator. Also includes all remaining amounts that are reported in governmental funds, other than the general fund that are not classified as nonspendable, restricted nor committed or in the General Fund, that are intended to be used for specific purposes. The assigned designation may be reversed by the Finance Director, City Council, or City Administrator.

(5) *Unassigned fund balance* classification is the residual classification for the General Fund or funds with deficit fund balances. This classification represents fund balance that has not been assigned to other funds and that has not be restricted, committed, or assigned to specific purposes within the General Fund.

Proprietary Fund balance is classified the same as in the government-wide statements.

When restricted, committed, assigned, or unassigned resources are available for use, it is the City's policy to use restricted resources first, followed by committed resources, then assigned resources, and then unassigned resources as they are needed.

NOTE 1 SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

(N) Estimates and Assumptions

The preparation of financial statements in conformity with accounting principles generally accepted in the United States of America requires management to make estimates and assumptions that affect the reported amounts of assets and liabilities and disclosure of contingent assets and liabilities at the date of financial statements and the reported amounts of revenues, expenditures and expenses during the reporting period. Actual results could differ from those estimates.

NOTE 2 STEWARDSHIP, COMPLIANCE AND ACCOUNTABILITY

(A) Excess of Expenditures Over Appropriations

The following fund incurred expenditures in excess of appropriations in the following amounts for the year ended June 30, 2021:

Road Fee Special Revenue Fund	
Streets and public works	$ 715

(B) Deficit Fund Equity

As of June 30, 2021 the City's IT Internal Service fund had a deficit fund net position of $1,197.

NOTE 3 CASH AND INVESTMENTS

The City maintains a cash and investment pool that is available for use by all funds. Cash includes amounts in demand deposits as well as time deposits. Investments are stated at cost, which approximate fair value. Each fund's portion of this pool is displayed on the combined balance sheet as "cash and cash equivalents" and "restricted cash and cash equivalents," which includes cash accounts that are separately held by several of the City's funds.

The State of Utah Money Management Council has the responsibility to advise the State Treasurer about investment policies, promote measures and rules that will assist in strengthening the banking and credit structure of the state, and review the rules adopted under the authority of the State of Utah Money Management Act that relate to the deposit and investment of public funds.

The City's deposit and investment policy is to follow the Utah Money Management Act (the Act) (*Utah Code*, Title 51, Chapter 7) in handling its depository and investment transactions. The Act requires the depositing of City funds in a qualified depository as any financial institution whose deposits are insured by an agency of the Federal Government and which has been certified by the State Commissioner of Financial Institutions as meeting the requirements of the Act and adhering to the rules of the Utah Money Management Council.

The Money Management Act defines the types of securities authorized as appropriate investments for the City's funds and the conditions for making investment transactions. Investment transactions may be conducted only through qualified depositories, certified dealers, or directly with issuers of the investment securities.

Statutes authorize the City to invest in negotiable or nonnegotiable deposits of qualified depositories and permitted negotiable depositories; repurchase and reverse purchase agreements; commercial paper that is classified as "first tier" by two nationally recognized statistical rating organizations; bankers' acceptances; obligations of the United States Treasury including bills, notes, and bonds; obligations, other than mortgage derivative products, issued by the U.S. government sponsored enterprises (U.S. Agencies) such as the Federal Home Loan Bank System, Federal Home Loan Mortgage Corporation (Freddie Mac), and Federal National Mortgage Association (Fannie Mae); bonds, notes, and other evidence of indebtedness of political subdivisions of the State; fixed rate corporate obligations and variable rate securities rated "A" or higher, or the equivalent of "A" or higher, by two nationally recognized statistical rating organizations; shares or certificates in a money market mutual fund as defined in the Money Management Act; and the Utah State Public Treasurers' Investment Fund.

NOTE 3 CASH AND INVESTMENTS (Continued)

The Utah State Treasurer's Office operates the Public Treasurer's Investment Fund (PTIF). The PTIF is available for investment of funds administered by any Utah public treasurer and is not registered with the SEC as an investment company. The PTIF is authorized and regulated by the Money Management Act (*Utah Code*, Title 51, Chapter 7). The Act established the Money Management Council which oversees the activities of the State Treasurer and PTIF and details the types of authorized investments. Deposits in the PTIF are not insured or otherwise guaranteed by the State of Utah, and participants share proportionally in any realized gains or losses on investments.

The PTIF operates and reports to participants on an amortized cost basis. The income, gains, and losses of the PTIF, net of administration fees, are allocated based upon the participant's average daily balance. The fair value of the PTIF investment pool is approximately equal to the value of the pool shares.

Fair Value of Investments

The City measures its investments using fair value measurement guidelines, established by generally accepted accounting principles. These guidelines recognize a three-tiered fair value hierarchy, as follows:

- *Level 1:* Quoted prices for identical investments in active markets;
- *Level 2:* Observable inputs other than quoted market prices; and,
- *Level 3:* Unobservable inputs.

The City's PTIF investment, whose fair value at June 30, 2021 was $26,026,174 was measured as a *Level 2*. The City maintained no other investments during the year.

The City's cash and investments are summarized below:

	Fair Value	Carrying Amount	Credit Rating (1)	Weighted Average Years to Maturity (2)
Cash on deposit	$ 2,058,141	$ 2,125,166	N/A	N/A
Investment (3):				
Utah State Treasurer's Investment Pool	26,026,174	25,939,277	N/A	66.7
Total cash and cash equivalents	$ 28,084,315	$ 28,064,443		
Portfolio weighted average maturity				N/A

(1) Ratings are provided where applicable to indicate associated **Credit Risk**. N/A indicates not applicable.

(2) **Interest Rate Risk** is estimated using the weighted average days to maturity.

(3) All investments are considered cash equivalents on the financial statements.

The City's cash and cash equivalents and investments are exposed to certain risks as outlined below:

Cash Deposits

Custodial credit risk is the risk that in the event of a bank failure, the City's deposits may not be returned to it. As of June 30, 2021, $1,808,141 of the City's deposits was exposed to custodial credit risk because it was uninsured and uncollateralized.

NOTE 3 CASH AND INVESTMENTS (Continued)

Investments

The City invests in the Public Treasurer's Investment Fund (PTIF) which is a voluntary external Local Governmental Investment Pool managed by the Utah State Treasurer's Office and is audited by the Utah State Auditor. No separate report as an external investment pool has been issued for the PTIF. The PTIF is not registered with the SEC as an investment company and is not rated. The PTIF is authorized and regulated by the Utah Money Management Act, (Utah Code Title 51, Chapter 7). The PTIF invests in high-grade securities which are delivered to the custody of the Utah State Treasurer, assuring a perfected interest in the securities, and, therefore, there is very little credit risk except in the most unusual and unforeseen circumstances. The maximum weighted average life of the portfolio does not exceed 90 days.

Deposits in the PTIF are not insured or otherwise guaranteed by the State of Utah, and participants share proportionally in any realized gains or losses on investments. The PTIF operates and reports to participants on an amortized cost basis. The income, gains, and losses, net of administration fees, of the PTIF are allocated to participants on the ratio of the participant's share to the total funds in the PTIF based on the participant's average daily balance. The PTIF allocates income and issues statements on a monthly basis. Twice a year, at June 30 and December 31, which are the accounting periods for public entities, the investments are valued at fair value and participants are informed of the fair value valuation factor. Additional information is available at the Utah State Treasurer's Office.

Custodial credit risk is the risk that in the event of the failure of a counterparty, the City will not be able to recover the value of its investments that are in the possession of an outside party. The City's investment in the Utah Public Treasurer's Investment Fund has no custodial credit risk.

Credit risk is the risk that an issuer or other counterparty to an investment will not fulfill its obligations. The City's policy for limiting the credit risks of investments is to comply with the Utah Money Management Act. The Act requires investment transactions to be conducted only through qualified depositories, certified dealers, or directly with issuers of the investment securities. Permitted investments include deposits of qualified depositories; repurchase agreements; commercial paper that is classified as "first tier" by two nationally recognized statistical rating organizations, one of which must be Moody's Investor Services or Standard and Poors; banker acceptance obligations of the U.S. Treasury and U.S. government sponsored enterprises; bonds and notes of political subdivisions of the State of Utah; fixed rate corporate obligations and variable rate securities rated "A" or higher by two nationally recognized statistical rating organizations as defined by the Act. The PTIF was unrated as of June 30, 2021.

Interest rate risk is the risk that changes in the interest rates will adversely affect the fair value of an investment. The City manages its exposure by investing mainly in the Utah Public Treasurer's Investment Fund and by adhering to the Utah Money Management Act. The Act requires that the remaining term to maturity may not exceed the period of availability of the funds to be invested. The PTIF's investment maturity is less than 1 year, which is among the required period of availability of the Utah Money Management Act.

Concentration of credit risk is the risk of loss attributed to the magnitude of a government's investment in a single issuer. The City's investment in the Utah Public Treasurer's Investment Fund has no concentration of credit risk.

NOTE 4 INTERFUND TRANSFERS

The purpose of the transfers were to provide cash flows and pay operating expenses. Transfers were made among the governmental funds to pay for debt service, and set aside funds for future capital projects. The transfer from the pressurized irrigation fund is to record utilities used by the general fund for watering of parks where funds were not exchanged. The transfers among the funds for the year ended June 30, 2021 were as follows:

	In	Out
Governmental activities		
General fund	$ 108,000	$ 2,501,698
Capital Projects - Parks	625,000	88,060
Nonmajor governmental funds	1,987,072	22,314
Total governmental activities	2,720,072	2,612,072
Business activities		
Pressurized irrigation	-	108,000
Total business activities	-	108,000
Total Transfers	$ 2,720,072	$ 2,720,072

NOTE 5 RESTRICTED ASSETS

Certain assets are restricted to use as follows as of June 30, 2021:

	Restricted Cash and Cash Equivalents	Restricted Receivables	Total Restricted Assets
Governmental activities			
Construction bonds	$ 1,150,801	$ -	1,150,801
Exaction fee	18,822	-	18,822
Park construction	104,558	-	104,558
Road construction	1,667,163	-	1,667,163
Total governmental activities	2,941,344	-	2,941,344
Business-type activities			
Restricted for impact fees	865,077	-	865,077
Debt service	33,480	-	33,480
Total business-type activities	898,557	-	898,557
Total restricted assets	$ 3,839,901	$ -	$ 3,839,901

NOTE 6 CAPITAL ASSETS

A summary of changes in capital assets for the year ended June 30, 2021, is as follows:

	Balance June 30, 2020	Additions/ Transfers	Deletions/ Transfers	Balance June 30, 2021
Governmental activities:				
Capital assets, not being depreciated:				
Land and right of way	$37,029,600	$ 98,952	$ -	$37,128,552
Construction in progress	415,726	375,524	-	791,250
Total capital assets, not being depreciated	37,445,326	474,476	-	37,919,802
Capital assets, being depreciated:				
Buildings and structures	14,385,608	612,901	-	14,998,509
Improvements and infrastructure	76,525,787	3,241,337	-	79,767,124
Machinery, equipment and vehicles	2,290,487	290,552	(89,950)	2,491,089
Total capital assets, being depreciated	93,201,882	4,144,790	(89,950)	97,256,722
Less accumulated depreciation for:				
Buildings and structures	(4,603,973)	(386,339)	-	(4,990,312)
Improvements and infrastructure	(59,727,151)	(1,942,175)	-	(61,669,326)
Machinery, equipment and vehicles	(1,921,363)	(80,648)	89,950	(1,912,061)
Total accumulated depreciation	(66,252,487)	(2,409,162)	89,950	(68,571,699)
Total capital assets, net of accumulated depreciation	26,949,395	1,735,628	-	28,685,023
Governmental activities capital assets, net	$64,394,721	$ 2,210,104	$ -	$66,604,825

Governmental activities depreciation expense was charged to functions/programs as follows:

Governmental activities:	
General government	$ 174,835
Public Safety	183,091
Streets and Public Works	1,764,344
Parks and recreation	250,241
Cemetery	36,651
Total depreciation expense - governmental activities	$ 2,409,162

NOTE 6 CAPITAL ASSETS (Continued)

The Business-type activities property, plant and equipment consist of the following at June 30, 2021:

	Balance June 30, 2020	Additions/ Transfers	Deletions/ Transfers	Balance June 30, 2021
Business-type Activities:				
Capital assets, not being depreciated:				
Land	$ 534,455	$ -	$ -	$ 534,455
Water Shares	24,085,035	12,402	-	24,097,437
Total capital assets, not being depreciated	24,619,490	12,402	-	24,631,892
Capital assets, being depreciated:				
Buildings and structures	1,157,289	-	-	1,157,289
Improvements and infrastructure	43,593,332	4,957,629	-	48,550,961
Machinery, equipment and vehicles	2,539,598	162,890	-	2,702,488
Total capital assets, being depreciated	47,290,219	5,120,519	-	52,410,738
Less accumulated depreciation for:				
Buildings and structures	(680,984)	(40,120)	-	(721,104)
Improvements and infrastructure	(18,235,420)	(1,273,505)	-	(19,508,925)
Machinery, equipment and vehicles	(1,586,827)	(128,993)	-	(1,715,820)
Total accumulated depreciation	(20,503,231)	(1,442,618)	-	(21,945,849)
Total capital assets, net of accumulated depreciation	26,786,988	3,677,901	-	30,464,889
Business-type activities capital assets, net	$51,406,478	$ 3,690,303	$ -	$55,096,781

Business–type depreciation expense was charged to functions/programs as follows:

Business-type activities	
Sewer	$ 401,552
Pressurized Irrigation	451,169
Storm Drain	188,140
Water	401,757
Total depreciation expense - business-type activities	$ 1,442,618

NOTE 7 GRANTS

The City receives financial assistance from federal and state governmental agencies in the form of grants. The disbursement of funds received under these programs generally requires compliance with terms and conditions specified in the grant agreements and are subject to audit by the City's independent auditors and other governmental auditors. Any disallowed claims resulting from such an audit could become a liability of the General Fund or other applicable funds. Based on prior experience, the City administration believes such disallowance, if any, would be immaterial.

NOTE 8 DEVELOPER AND CUSTOMER DEPOSITS

Developer and customer deposits are principally deposits from customers that are held by the City for water connections or for construction, or other projects until such time for refund is warranted.

NOTE 9 UNEARNED PROPERTY TAXES

In conjunction with GASB Statement No. 33, "*Accounting and Financial Reporting for Nonexchange Transactions*" the City has accrued property tax receivable and unearned property tax revenue in the General Fund and Library Fund in the amounts of $1,848,469, and $278,692 respectively.

Property taxes recorded in the governmental funds are recorded using the modified accrual basis of accounting, wherein revenues are recognized when they are both measurable and available (expected to be received within 60 days). Property taxes attach as an enforceable lien on property as of the first day of January. Property taxes are levied on October 1, and then are due and payable at November 30. Since the property tax amounts are not expected to be received within 60 days after the year ended June 30, 2021 and are intended to fund operations of fiscal year ending June 30, 2022, the City has recorded both a receivable and deferred inflow of resources of the estimated amount of the total property tax to be levied on October 1, 2021.

NOTE 10 JOINT VENTURE

The City and Alpine City (the Members) entered into an interlocal agreement to create Lone Peak Public Safety District (Lone Peak). Lone Peak was created to provide fire, emergency medical services, and police services. Lone peak is funded by direct payments from the Member cities which is allocated on a population basis. Lone Peak is governed by a Board of Public Safety Commissioners composed of two elected or appointed officials from each of the Member cities.

Audited financial statements for Lone Peak are prepared annually and can be obtained from Lone Peak's finance director, Lone Peak Public Safety District, 5400 W Civic Center Blvd. Suite #1.

A summary of transactions between the City and Lone Peak is shown below:

	2021
Payments to Lone Peak:	
Administrative expenses	$ 156,070
Grants awarded (Coronavirus Relief Funds)	114,950
Member payments for	
Police	2,228,836
Fire / EMS	1,813,536
Total payments to Lone Peak	$ 4,313,392
Receipts from Lone Peak:	
Rent of office space	$ 221,299
Reimbursement of employee wages and office supplies used by Lone Peak	53,344
Total receipts from Lone Peak	$ 274,643

NOTE 11 LONG-TERM DEBT

The following is a summary of long-term debt transactions of the City for the year ended June 30, 2021:

Governmental Activities:	June 30, 2020	Additions	Retirements	June 30, 2021	Due Within One Year
Direct Placement					
Revenue Bonds, Series 2016	$ 4,242,000	$ -	$ (445,000)	$ 3,797,000	$ 449,000
Revenue Bonds, Series 2020	2,886,000	-	(395,000)	2,491,000	402,000
Total bonds payable	7,128,000	-	(840,000)	6,288,000	851,000
Other long-term liabilities					
Compensated absences	218,136	108,192	(131,032)	195,296	99,438
Net pension liability	285,390	-	(277,490)	7,900	-
Total other long-term liabilities	503,526	108,192	(408,522)	203,196	99,438
Governmental activities long-term liabilities	$ 7,631,526	$ 108,192	$ (1,248,522)	$ 6,491,196	$ 950,438

Governmental Activities:

Revenue Bonds

Series 2016 Sales and Franchise Tax Revenue Refunding Bonds, original issue of $4,970,000, principal due in annual installments beginning September 2018, interest at 2.095% due in semi-annual installments beginning March 2016, with the final payment due September 2027. The bonds were issued to partially refund the Series 2007 Sales and Franchise Tax Revenue Bonds.	3,797,000
Series 2020 Sales and Franchise Tax Revenue Refunding Bonds, original issue of $2,886,000, principal due in annual installments beginning September 2020, interest at 1.08% due in semi-annual installments beginning September 2020, with the final payment due September 2026. The bonds were issued to refund the Series 2015 Sales and Franchise Tax Revenue Bonds.	2,491,000
Total Tax Revenue Bonds - Governmental Activities	$ 6,288,000

The advance refunding of the 2015 Sales and Franchise Revenue bonds was done to reduce debt service payments. The refunding resulted in an economic gain (difference between the present value of the debt service on the old and the new bonds) of $155,164. The deferred loss on refunding of $107,035 is being amortized over the remaining life of the 2020 Sales and Franchise Tax Revenue bonds. At June 30, 2021 $2,480,000 of the 2015 Sales and Franchise Revenue defeased bonds were outstanding.

All of the City's Sales and Franchise Tax Revenue Bonds (both Governmental and Business-type) are payable solely by a pledge and assignment of their associated revenue sources. Total future sales tax of $6,288,000 has been pledged through 2028. The current revenue recognized during the period for pledged Franchise and Sales Tax Revenue bonds was $4,233,889 compared to principal and interest of $951,112 paid during the year which equals a coverage ratio of 4.45.

The Series 2020 and 2016 Franchise Tax Revenue Refunding bonds contain provisions that in the event of default, the bondholders may force payment of the outstanding bonds whether through legal action or through the appointment of a receiver.

NOTE 11 LONG-TERM DEBT (Continued)

The annual debt service requirements to maturity, including principal and interest for the long-term debt, as of June 30, 2021, are as follows:

Year Ending June 30,	Governmental Activities Sales and Franchise Tax Revenue Bonds Principal	Interest
2022	$ 851,000	$ 101,747
2023	863,000	87,967
2024	879,000	73,818
2025	894,000	59,535
2026	912,000	45,016
2027-2028	1,889,000	40,140
	$ 6,288,000	$ 408,223

	June 30, 2020	Additions	Retirements	June 30, 2021	Due Within One Year
Business-type Activities:					
Direct Placement					
Revenue Bonds, Series 2020	$ 822,000	$ -	$ (410,000)	$ 412,000	$ 412,000
Notes payable	1,754,793	12,402	(83,808)	1,683,387	102,980
Total bonds and notes payable	2,576,793	12,402	(493,808)	2,095,387	514,980
Other long-term liabilites					
Compensated absences	109,854	36,768	(37,583)	109,039	49,482
Net pension liability	186,633	-	(130,390)	56,243	-
Total other long-term liabilities	296,487	36,768	(167,973)	165,282	49,482
Business-type activities long-term liabilities	$ 2,873,280	$ 49,170	$ (661,781)	$ 2,260,669	$ 564,462

Business-type Activities

Revenue Bonds

Series 2020 Sales and Franchise Tax Revenue Refunding Bonds, original issue of $822,000, principal payments due in annual installments beginning September 2020, interest at 1.08% due in semi-annual installments beginning September 2020 with the final payment due September 2021. The bonds were issued to refund the outstanding portion of the 2009 General Obligation Refunding Bonds.	$ 412,000
Total Revenue Bonds - Business-type Activities	$ 412,000

NOTE 11 LONG-TERM DEBT (Continued)

Notes Payable - Direct Borrowings

Note payable to the Provo River Users Association for the City's portion of costs relating to the Provo Reservoir Canal Enclosure Project. Original amount $615,833, interest at 4.00%, approximately 22% of original principal is due in two equal installments in July 2010 and March 2011 along with accrued interest. Remaining principal and interest to be paid in annual installments beginning March 2012 with final payment due March 2035.	$ 350,905
Assessment payable to the Highland Conservation District for the City's portion of costs relating to the Provo Reservoir Canal Enclosure Project. Original amount $1,563,945, principal and interest at 2.65% due in installments beginning November 2010 with final installment due November 2035.	1,332,482
Total Notes Payable - Business-type Activities	$ 1,683,387

The Series 2020 Franchise Tax Revenue Refunding bonds contain provisions that in the event of default, the bondholders may force payment of the outstanding bonds whether through legal action or through the appointment of a receiver.

No remedies for events of default were noted in the agreements for the above notes payables.

The annual debt service requirements to maturity, including principal and interest for the long-term debt, as of June 30, 2021, are as follows:

Year Ending June 30,	Business-type Activities Sales and Franchise Tax Revenue Bond Principal	Interest
2022	412,000	2,225
	$ 412,000	$ 2,225

Year Ending June 30,	Business-type Activities Notes Payable - Direct Borrowing Principal	Interest
2022	$ 102,980	$ 24,356
2023	104,473	22,864
2024	105,988	21,349
2025	107,527	19,810
2026	109,089	18,248
2027-2031	569,749	66,934
2032-2035	583,581	23,766
	$ 1,683,387	$ 197,327

The advance refunding of the 2009 General Obligation Bonds was done reduce debt service payments. The refunding decreases the City's debt service payments by $24,475. The transaction resulted in an economic gain (difference between the present value of the debt service on the old and the new bonds) of $14,661. No deferred gain or loss on refunding resulted from this transaction. At June 30, 2021, $410,000 of defeased bonds are still outstanding.

NOTE 11 LONG-TERM DEBT (Continued)

During fiscal year 2015, the City defeased $3,970,000 of the 2006 Sales and Franchise Tax revenue bonds by placing new bond proceeds in an irrevocable trust to provide for the future debt service payments on the defeased bonds. Accordingly, the trust account assets and the liability for the defeased bonds are not included in the government's financial statements. At June 30, 2021, $2,390,000 of defeased bonds are still outstanding.

During fiscal year 2016, the City defeased $4,600,000 of the 2007 Sales and Franchise Tax revenue bonds by placing new bond proceeds in an irrevocable trust to provide for the future debt service payments on the defeased bonds. Accordingly, the trust account assets and the liability for the defeased bonds are not included in the government's financial statements. At June 30, 2021, $3,515,000 of defeased bonds are still outstanding.

No interest was capitalized during the fiscal year ended June 30, 2021. Total interest incurred and charged to expense totaled $187,685.

Compensated absence balances are liquidated out of the funds from where the employees are allocated.

NOTE 12 RISK MANAGEMENT

The City is exposed to various risks of loss related to torts; theft of, damage to, and destruction of assets; errors and omissions; injuries to employees; and natural disasters for which the City carries commercial insurance. This insurance covers all of these risks except natural disasters. There have been no significant reductions in insurance coverage, and no settlements or incidents have exceeded the City's insurance coverage in any of the past three fiscal years.

NOTE 13 PENSION AND RETIREMENT PLANS

Plan Description

Eligible plan participants are provided with pensions through the Utah Retirement Systems. The Utah Retirement Systems are comprised of the following pension trust funds:

Defined Benefit Plans

- Public Employees Noncontributory Retirement System (Noncontributory System); is a multiple employer, cost-sharing, public employee retirement system.
- Tier 2 Public Employees Contributory Retirement System (Tier 2 Public Employees System) is a multiple employer cost-sharing, public employee retirement system.

The Tier 2 Public Employees System became effective July 1, 2011. All eligible employees beginning on or after July 1, 2011, who have no previous service credit with any of the Utah Retirement Systems, are members of the Tier 2 Retirement System.

The Utah Retirement Systems (Systems) are established and governed by the respective sections of Title 49 of the Utah Code Annotated 1953, as amended. The System's defined benefit plans are amended statutorily by the State Legislature. The Utah State Retirement Office Act in Title 49 provides for the administration of the Systems under the direction of the Utah State Retirement Board, whose members are appointed by the Governor. The Systems are fiduciary funds defined as pension (and other employee benefit) trust funds. URS is a component unit of the State of Utah. Title 49 of the Utah Code grants the authority to establish and amend the benefit terms.

URS issues a publicly available financial report that can be obtained by writing Utah Retirement Systems, 560 E. 200 S. Salt Lake City, Utah 84102 or visiting the website: www.urs.org/general/publications.

NOTE 13 PENSION AND RETIREMENT PLANS (Continued)

Summary of Benefits by System

Benefits Provided

URS provides retirement, disability, and death benefits. Retirement benefits are as follows:

System	Final Average Salary	Years of Service required and/or age eligible for benefit	Benefit percent per year of service	COLA**
Noncontributory System	Highest 3 years	30 years any age 25 years any age* 20 years age 60* 10 years age 62* 4 years age 65	2.0% per year all years	Up to 4%
Tier 2 Public Employees System	Highest 5 years	35 years any age 20 years age 60* 10 years age 62* 4 years age 65	1.5% per year all years	Up to 2.5%

** Actuarial reductions are applied.*

*** All post-retirement cost-of-living adjustments are non-compounding and are based on the original benefit except for Judges, which is a compounding benefit. The cost-of-living adjustments are also limited to the actual Consumer Price Index (CPI) increase for the year, although unused CPI increases no met may be carried forward to subsequent years.*

Contribution Rate Summary

As a condition of participation in the Systems, employers and/or employees are required to contribute certain percentages of salary and wages as authorized by statute and specified by the Utah State Retirement Board. Contributions are actuarially determined as an amount that, when combined with employee contributions (where applicable), is expected to finance the costs of benefits earned by employees during the year, with an additional amount to finance any unfunded actuarial accrued liability. Contribution rates as of June 30, 2021 are as follows:

Utah Retirement Systems	Employee	Employer	Employer 401(k)
Contributory System			
111 - Local Government Div - Tier 2	N/A	15.80%	0.89%
Noncontributory System			
15 - Local Governmental Div - Tier 1	N/A	18.47%	N/A
Tier 2 DC Only			
211 - Local Government	N/A	6.69%	10.00%

Tier 2 rates include a statutory required contribution to finance the unfunded actuarial accrued liability of the Tier 1 plans.

NOTE 13 PENSION AND RETIREMENT PLANS (Continued)

For fiscal year ended June 30, 2021, the employer and employee contributions to the Systems were as follows:

System	Employer Contributions	Employee Contributions
Noncontributory System	$ 173,272	N/A
Tier 2 Public Employees System	92,402	-
Tier 2 DC Only System	8,858	N/A
Total Contributions	$ 274,532	$ -

Contributions reported are the URS Board-approved required contributions by System. Contributions in the Tier 2 Systems are used to finance the unfunded liabilities in the Tier 1 Systems.

Combined Pension Assets, Liabilities, Expense, and Deferred Outflows and Inflows of Resources Relating to Pensions

At June 30, 2021, we reported a net pension asset of $0 and a net pension liability of $64,143.

	(Measurement Date): December 31, 2020				
	Net Pension Asset	Net Pension Liability	Proportionate Share	Proportionate Share 2019	Change (Decrease)
Noncontributory System	$ -	$ 60,392	0.1177363%	0.1237794%	-0.0060431%
Tier 2 Public Employees System	-	3,751	0.0260823%	0.0245204%	0.0015619%
Total Net Pension Asset / Liability	$ -	$ 64,143			

The net pension asset and liability was measured as of December 31, 2020, and the total pension liability used to calculate the net pension asset and liability was determined by an actuarial valuation as of January 1, 2020 and rolled-forward using generally accepted actuarial procedures. The proportion of the net pension asset and liability is equal to the ratio of the employer's actual contributions to the Systems during the plan year over the total of all employer contributions to the System during the plan year.

For the year ended June 30, 2021 we recognized pension expense of $71,133.

At June 30, 2021 we reported deferred outflows of resources and deferred inflows of resources relating to pensions from the following sources:

	Deferred Outflows of Resources	Deferred Inflows of Resources
Differences between expected and actual experience	$ 84,473	$ 1,718
Changes in assumptions	4,745	8,036
Net difference between projected and actual earnings on pension plan investments	-	451,951
Changes in proportion and differences between contributions and proportionate share of contributions	6,766	35,292
Contributions subsequent to the measurement date	144,487	-
Total	$ 240,471	$ 496,997

$144,487 reported as deferred outflows of resources related to pensions results from contributions made by us prior to our fiscal year end, but subsequent to the measurement date of December 31, 2020.

NOTE 13 PENSION AND RETIREMENT PLANS (Continued)

These contributions will be recognized as a reduction of the net pension liability in the upcoming fiscal year. Other amounts reported as deferred outflows of resources and deferred inflows of resources related to pensions will be recognized in pension expense as follows:

Year Ended December 31,	Net Deferred Outflows (inflows) of Resources
2021	$ (121,431)
2022	(55,804)
2023	(158,018)
2024	(73,834)
2025	1,298
Thereafter	6,776

Noncontributory System Pension Expense, and Deferred Outflows and Inflows of Resources

For the year ended June 30, 2021, we recognized pension expense of $34,388.

At June 30, 2021 we reported deferred outflows of resources and deferred inflows of resources relating to pensions from the following sources:

	Deferred Outflows of Resources	Deferred Inflows of Resources
Differences between expected and actual experience	$ 81,020	$ -
Changes in assumptions	-	7,900
Net difference between projected and actual earnings on pension plan investments	-	440,986
Changes in proportion and differences between contributions and proportionate share of contributions	-	35,034
Contributions subsequent to the measurement date	86,599	-
Total	$ 167,619	$ 483,920

$86,599 reported as deferred outflows of resources related to pensions results from contributions made by us prior to our fiscal year end, but subsequent to the measurement date of December 31, 2020.

These contributions will be recognized as a reduction of the net pension liability in the upcoming fiscal year. Other amounts reported as deferred outflows of resources and deferred inflows of resources related to pensions, will be recognized in pension expense as follows:

Year Ended December 31,	Net Deferred Outflows (inflows) of Resources
2021	$ (119,578)
2022	(54,722)
2023	(155,490)
2024	(73,110)
2025	-
Thereafter	-

NOTE 13 PENSION AND RETIREMENT PLANS (Continued)

Tier 2 Public Employees System Pension Expense, and Deferred Outflows and Inflows of Resources

For the year ended June 30, 2021, we recognized pension expense of $36,746.

At June 30, 2021 we reported deferred outflows of resources and deferred inflows of resources relating to pensions from the following sources:

	Deferred Outflows of Resources	Deferred Inflows of Resources
Differences between expected and actual experience	$ 3,453	$ 1,718
Changes in assumptions	4,745	136
Net difference between projected and actual earnings on pension plan investments	-	10,965
Changes in proportion and differences between contributions and proportionate share of contributions	6,766	258
Contributions subsequent to the measurement date	57,888	-
Total	$ 72,852	$ 13,077

$57,888 reported as deferred outflows of resources related to pensions results from contributions made by us prior to our fiscal year end, but subsequent to the measurement date of December 31, 2019.

These contributions will be recognized as a reduction of the net pension liability in the upcoming fiscal year. Other amounts reported as deferred outflows of resources and deferred inflows of resources related to pensions, will be recognized in pension expense as follows:

Year Ended December 31,	Net Deferred Outflows (inflows) of Resources
2021	$ (1,853)
2022	(1,082)
2023	(2,528)
2024	(724)
2025	1,298
Thereafter	6,776

Actuarial Assumptions

The total pension liability in the December 31, 2020, actuarial valuation was determined using the following actuarial assumptions, applied to all periods included in the measurement:

Inflation	2.50 Percent
Salary Increases	3.25 – 9.75 percent, average, including inflation
Investment Rate of Return	6.95 percent, net of pension plan investment expense, including inflation

Mortality rates were developed from actual experience dated January 1, 2020. The retired mortality tables are developed using URS retiree experience and are based upon gender, occupation, and age as appropriate with projected improvement using 80% of the ultimate rates from the MP-2019 improvement assumption using a base year of 2020. The mortality assumption for active members is the PUB-2010 Employee Mortality Table for public employees, teachers, and public safety members, respectively.

NOTE 13 PENSION AND RETIREMENT PLANS (Continued)

The actuarial assumptions used in the January 1, 2020 valuation were based on the results of an actuarial experience study for the five year period ending December 31, 2019.

The long-term expected rate of return on pension plan investments was determined using a building-block method, in which best-estimate ranges of expected future real rates of return (expected returns, net of pension plan investment expense and inflation) are developed for each major asset class and is applied consistently to each defined benefit pension plan. These ranges are combined to produce the long-term expected rate of return by weighting the expected future real rates of return by the target asset allocation percentage and by adding expected inflation. The target allocation and best estimates of arithmetic real rates of return for each major asset class are summarized in the following table:

	Expected Return Arithmetic Basis		
Asset Class	Target Allocation	Real Return Arithmetic Basis	Long-Term expected portfolio real rate of return
Equity securities	37.00%	6.30%	2.33%
Debt securities	20.00%	0.00%	0.00%
Real assets	15.00%	6.19%	0.93%
Private equity	12.00%	9.50%	1.14%
Absolute return	16.00%	2.75%	0.44%
Cash and cash equivalents	0.00%	0.00%	0.00%
Totals	100.00%		4.84%
	Inflation		2.50%
	Expected arithmetic nominal return		7.34%

The 6.95% assumed investment rate of return is comprised of an inflation rate of 2.50%, a real return of 4.45% that is net of investment expense.

Discount Rate

The discount rate used to measure the total pension liability was 6.95 percent. The projection of cash flows used to determine the discount rate assumed that employee contributions will be made at the current contribution rate, and that contributions from all participating employers will be made at contractually required rates that are actuarially determined and certified by the URS Board. Based on those assumptions, the pension plan's fiduciary net position was projected to be available to make all projected future benefit payments of current, active, and inactive employees. Therefore, the long-term expected rate of return on pension plan investments was applied to all periods of projected benefit payments, to determine the total pension liability. The discount rate does not use the Municipal Bond Index Rate. The discount rate remained unchanged at 6.95 percent.

NOTE 13 PENSION AND RETIREMENT PLANS (Continued)

Sensitivity of the Proportionate Share of the Net Pension Asset and Liability to Changes in the Discount Rate

The following presents the proportionate share of the net pension liability calculated using the discount rate of 6.95 percent, as well as what the proportionate share of the net pension liability would be if it were calculated using a discount rate that is 1 percentage point lower (5.95 percent) or 1 percentage point higher (7.95 percent) than the current rate:

System	1% Decrease (5.95%)	Discount Rate (6.95%)	1% Increase (7.95%)
Noncontributory System	$ 1,047,018	$ 60,392	$ (762,109)
Tier 2 Public Employees System	63,124	3,751	(41,667)
Total	$ 1,110,142	$ 64,143	$ (803,776)

Pension Plan Fiduciary Net Position

Detailed information about the pension plan's fiduciary net position of the pension plans is available in the separately issued URS financial report.

Defined Contribution Savings Plans

The Defined Contribution Savings Plans are administered by the Utah Retirement Systems Board and are generally supplemental plans to the basic retirement benefits of the Retirement Systems, but may also be used as a primary retirement plan. These plans are voluntary tax-advantaged retirement savings programs authorized under sections 401(k), 457(b) and 408 of the Internal Revenue Code. Detailed information regarding plan provisions is available in the separately issued URS financial report.

Highland City participates in the following Defined Contribution Savings Plans with Utah Retirement Systems:

- 401(k) Plan
- 457(b) Plan
- Roth IRA Plan

Employee and Employer contributions to the Utah Retirement Defined Contribution Savings Plans for fiscal year ended June 30, were as follows:

	2021	2020	2019
401(k) Plan			
Employer Contributions	$ 219,532	$ 226,075	$ 211,979
Employee Contributions	50,347	57,483	49,379
457 Plan			
Employer Contributions	-	168	8
Employee Contributions	31,633	31,315	30,073
Roth IRA Plan			
Employer Contributions	N/A	N/A	N/A
Employee Contributions	27,063	25,168	22,486

NOTE 14 COMMITMENTS AND AGREEMENTS

The City has commitments to reimburse developers related to the Town Center project in the aggregate amount of $203,342, which will be ultimately resolved after exaction fees are received by the Towne Center fund.

NOTE 15 PRIOR PERIOD RESTATEMENT

During the fiscal year, it was noted that a receivable was not recorded for the portion of a joint project with other entities where the City is to be reimbursed. The beginning fund balance in the Road Capital Project fund was increased from $1,668,690 to $1,834,800, a change of $166,110, and the related due from other governments was increased $166,110.

REQUIRED SUPPLEMENTAL INFORMATION

Statement of Revenues, Expenditures, and Changes in Fund Balance –
Budget and Actual – General Fund

Statement of Revenues, Expenditures, and Changes in Fund Balance –
Budget and Actual – Road Fee Special Revenue Fund

Schedule of the Proportionate Share of the Net Pension Liability – Utah Retirement Systems

Schedule of Contributions – Utah Retirement Systems

HIGHLAND CITY
STATEMENT OF REVENUES, EXPENDITURES, AND CHANGES IN FUND BALANCES – BUDGET AND ACTUAL – GENERAL FUND
For The Year Ended June 30, 2021

	Budgeted Amounts			
	Original Budget	Final Budget	Actual Amounts	Variance with Final Budget
Revenues:				
Taxes	$ 5,697,358	$ 6,197,358	$ 6,747,917	$ 550,559
Licenses and permits	401,497	401,497	958,622	557,125
Intergovernmental	766,000	766,000	1,411,638	645,638
Charges for services	2,110,513	2,074,013	2,227,588	153,575
Fines and forfeitures	187,500	187,500	160,229	(27,271)
Interest	42,000	42,000	52,369	10,369
Miscellaneous	15,000	15,000	49,031	34,031
Total Revenues	9,219,868	9,683,368	11,607,394	1,924,026
Expenditures:				
Current:				
General government	1,251,229	2,385,780	2,160,726	225,054
Public safety	4,173,449	4,194,862	4,198,442	(3,580)
Streets and public works	846,913	1,043,278	937,775	105,503
Parks and recreation	730,470	734,021	507,741	226,280
Garbage	931,110	964,384	958,261	6,123
Total Expenditures	7,933,171	9,322,325	8,762,945	559,380
Excess (deficiency) of revenues over (under) expenditures	1,286,697	361,043	2,844,449	2,483,406
Other Financing Sources (Uses):				
Transfers in	545,713	545,713	108,000	(437,713)
Transfers out	(1,856,698)	(1,965,698)	(1,876,698)	89,000
Total Other Financing Sources (Uses)	(1,310,985)	(1,419,985)	(1,768,698)	(348,713)
Net Change in Fund Balances	$ (24,288)	$ (1,058,942)	1,075,751	$ 2,134,693
Fund Balance, Beginning			3,616,859	
Fund Balance, Ending			$ 4,692,610	

HIGHLAND CITY
STATEMENT OF REVENUES, EXPENDITURES, AND CHANGES IN FUND BALANCES – BUDGET AND ACTUAL – ROAD FEE SPECIAL REVENUE
For The Year Ended June 30, 2021

	Budgeted Amounts			
	Original Budget	Final Budget	Actual Amounts	Variance with Final Budget
Revenues:				
Charges for services	$ 1,052,522	$ 1,236,522	$ 1,061,990	$ (174,532)
Interest	29,016	29,016	5,516	(23,500)
Total Revenues	1,081,538	1,265,538	1,067,506	(198,032)
Expenditures:				
Current:				
Streets and public works	1,066,546	1,263,014	1,263,729	(715)
Total Expenditures	1,066,546	1,263,014	1,263,729	(715)
Excess (deficiency) of revenues over (under) expenditures	14,992	2,524	(196,223)	(198,747)
Net Change in Fund Balances	$ 14,992	$ 2,524	(196,223)	$ (198,747)
Fund Balance, Beginning			1,186,150	
Fund Balance, Ending			$ 989,927	

HIGHLAND CITY
SCHEDULE OF THE PROPORTIONATE SHARE OF THE NET PENSION LIABILITY
UTAH RETIREMENT SYSTEMS
June 30, 2021
Measurement Date of December 31, 2020
Last 10 Fiscal Years*

For the year ended December 31,	Proportion of the net pension liability (asset)	Proportionate share of the net pension liability (asset)	Covered payroll	Proportionate share of the net pension liability (asset) as a percentage of its covered-employee payroll	Plan fiduciary net position as a percentage of the total pension liability (asset)
Noncontributory Retirement System					
2020	0.1177363%	$ 60,392	$ 998,353	6.05%	99.2%
2019	0.1237794%	466,508	1,000,176	46.64%	93.7%
2018	0.1255408%	924,448	1,030,491	89.71%	87.0%
2017	0.1355806%	594,019	1,146,754	51.80%	91.9%
2016	0.1344475%	863,317	1,159,548	74.45%	87.3%
2015	0.1325309%	749,924	1,074,504	69.79%	87.8%
2014	0.1363938%	592,254	1,102,809	53.70%	90.2%
Tier 2 Public Employees Retirement System					
2020	0.0260823%	$ 3,751	$ 416,520	0.90%	98.3%
2019	0.0245204%	5,515	341,008	1.62%	96.5%
2018	0.0214487%	9,186	249,592	3.68%	90.8%
2017	0.0131953%	1,163	129,115	0.90%	97.4%
2016	0.0055885%	623	45,830	1.36%	95.1%
2015	0.0257634%	(56)	166,425	-0.03%	100.2%
2014	0.0529626%	(1,605)	259,759	-0.62%	103.5%

** This schedule will be built out prospectively to show a 10-year history.*

HIGHLAND CITY
SCHEDULE OF CONTRIBUTIONS
UTAH RETIREMENT SYSTEMS
Last 10 Fiscal Years*

As of fiscal year ended June 30,	Actuarial Determined Contributions	Contributions in relation to the contractually required contribution	Contribution deficiency (excess)	Covered payroll	Contributions as a percentage of covered payroll
Nontributory System					
2021	$ 173,272	$ 173,272	$ -	$ 986,629	17.56%
2020	179,819	179,819	-	999,719	17.99%
2019	182,483	182,483	-	988,035	18.47%
2018	214,531	214,531	-	1,161,508	18.47%
2017	208,321	208,321	-	1,127,891	18.47%
2016	203,435	203,435	-	1,101,435	18.47%
2015	196,026	196,026	-	1,061,320	18.47%
2014	201,281	201,281	-	1,164,149	17.29%
Tier 2 Public Employees System*					
2021	$ 92,402	$ 92,402	$ -	$ 584,821	15.80%
2020	51,938	51,938	-	331,660	15.66%
2019	51,028	51,028	-	328,367	15.54%
2018	25,881	25,881	-	171,285	15.11%
2017	12,716	12,716	-	85,288	14.91%
2016	15,233	15,233	-	102,166	14.91%
2015	32,860	32,860	-	219,947	14.94%
2014	29,672	29,672	-	212,094	13.99%
Tier 2 Public Employees DC Only System*					
2021	$ 8,858	$ 8,858	$ -	$ 132,408	6.69%
2020	17,442	17,442	-	260,718	6.69%
2019	14,438	14,438	-	215,812	6.69%
2018	12,667	12,667	-	189,347	6.69%
2017	12,219	12,219	-	182,652	6.69%
2016	10,842	10,842	-	162,056	6.69%
2015	4,872	4,872	-	72,506	6.72%
2014	561	561	-	10,060	5.58%

** Contributions in Tier 2 include an amortization rate to help fund the unfunded liabilities in the Tier 1 systems.*

*** This schedule will be built out prospectively to show a 10-year history. Contributions as a percentage of covered-payroll may be different than the board certified rate due to rounding and other administrative issues.*

HIGHLAND CITY
NOTES TO REQUIRED SUPPLMENTAL INFORMATION
For the fiscal Year Ended June 30, 2021

Changes in Assumptions:

There were a number of demographic assumptions (e.g. rates of termination, disability, retirement, as well as an updated mortality and salary increase assumption) updated for use in the January 1, 220 actuarial valuation. These assumption updates were adopted by the Utah State Retirement Board as a result of an Actuarial Experience Study performed for the Utah Retirement Systems. In aggregate, those assumption changes resulted in a $201 million increase in the Total Pension Liability, which is about 0.50% of the Total Pension Liability as of December 31, 2019 for all systems combined. The Actuarial Experience Study report as of December 31, 2019 provides detailed information regarding those assumption changes, which may be accessed online at newsroom.urs.org under the "Retirement Office" column using the "Reports and Stats" tab.

SUPPLEMENTARY INFORMATION

HIGHLAND CITY
COMBINING BALANCE SHEET – NONMAJOR GOVERNMENTAL FUNDS
June 30, 2021

	Special Revenue								Total Nonmajor Governmental Funds
	Debt Service	Open Space	Cemetery Perpetual Care	Library	Road Capital Project	Building Capital Project	Northwest Annexation	Town Center Capital Projects	
Assets:									
Cash and cash equivalents	$ 426,980	$ 184,883	$ 276,584	$ 57,237	$ 569,066	$ 1,023,688	$ 114,818	$ 343,374	$ 2,996,630
Restricted cash and cash equivalents	-	-	-	-	1,667,163	-	-	18,822	1,685,985
Receivables:									
Accounts	-	2,875	-	-	-	-	-	-	2,875
Property taxes	-	-	-	285,470	-	-	-	-	285,470
Due from other governments	-	-	-	-	308,414	-	-	-	308,414
Total Assets	$ 426,980	$ 187,758	$ 276,584	$ 342,707	$ 2,544,643	$ 1,023,688	$ 114,818	$ 362,196	$ 5,279,374
Liabilities:									
Accounts payable	$ -	$ 22,895	$ 11,827	$ 5,349	$ 28,826	$ -	$ -	$ -	$ 68,897
Accrued liabilities	-	5,224	1,127	2,812	-	-	-	-	9,163
Payable from restricted assets	-	-	-	-	-	-	-	18,822	18,822
Total Liabilities	-	28,119	12,954	8,161	28,826	-	-	18,822	96,882
Deferred Inflows of Resources									
Unearned property tax revenue	-	-	-	278,692	-	-	-	-	278,692
Total Deferred Inflows of Resources	-	-	-	278,692	-	-	-	-	278,692
Fund Balances:									
Restricted for:									
Impact fees	-	-	-	-	1,667,163	-	-	-	1,667,163
Assigned	426,980	159,639	263,630	55,854	848,654	1,023,688	114,818	343,374	3,236,637
Unassigned	-	-	-	-	-	-	-	-	-
Total Fund Balances	426,980	159,639	263,630	55,854	2,515,817	1,023,688	114,818	343,374	4,903,800
Total Liabilities, Deferred Inflows, and Fund Balances	$ 426,980	$ 187,758	$ 276,584	$ 342,707	$ 2,544,643	$ 1,023,688	$ 114,818	$ 362,196	$ 5,279,374

HIGHLAND CITY
COMBINING STATEMENT OF REVENUES, EXPENDITURES, AND CHANGES IN FUND BALANCES - GOVERNMENTAL FUNDS – NONMAJOR GOVERNMENTAL FUNDS
For The Year Ended June 30, 2021

		Special Revenue							Total Nonmajor Governmental Funds
	Debt Service	Open Space	Cemetery Perpetual Care	Library	Road Capital Project	Building Capital Project	Northwest Annexation	Town Center Capital Projects	
Revenues:									
Taxes	$ -	$ -	$ -	$ 326,412	$ -	$ -	$ -	$ -	$ 326,412
Charges for services	-	294,136	393,076	28,839	-	-	-	-	716,051
Fines and forfeitures	-	-	-	14,589	-	-	-	-	14,589
Impact fees	-	-	-	-	276,240	152,264	-	-	428,504
Contributions from other governments	-	-	-	7,119	-	-	-	-	7,119
Interest income	-	2,230	458	234	8,000	3,841	526	1,183	16,472
Total Revenues	-	296,366	393,534	377,193	284,240	156,105	526	164,131	1,672,095
Expenditures:									
Current:									
General government	-	490,193	-	359,074	-	-	-	-	849,267
Streets and public works	-	-	-	-	41,223	-	-	-	41,223
Parks and recreation	-	-	-	-	-	-	-	-	-
Cemetery	-	-	155,896	-	-	-	-	-	155,896
Debt service - principal	840,000	-	-	-	-	-	-	-	840,000
Debt service - interest and finance charges	110,990	-	-	-	-	1,500	-	-	112,490
Total Expenditures	950,990	490,193	155,896	359,074	41,223	1,500	-	-	1,998,876
Excess (deficiency) of revenues over (under) expenditures	(950,990)	(193,827)	237,638	18,119	243,017	154,605	526	164,131	(326,781)
Other Financing Sources:									
Sale of capital assets	-	25,613	-	-	-	-	-	-	25,613
Transfers in	1,367,072	170,000	12,000	-	438,000	-	-	-	1,987,072
Transfers out	-	-	-	-	-	(22,314)	-	-	(22,314)
Total Other Financing Sources	1,367,072	195,613	12,000	-	438,000	(22,314)	-	-	1,990,371
Net Change in Fund Balances	416,082	1,786	249,638	18,119	681,017	132,291	526	164,131	1,663,590
Fund Balances, Beginning - restated	10,898	157,853	13,992	37,735	1,834,800	891,397	114,292	179,243	3,240,210
Fund Balances, Ending	$ 426,980	$ 159,639	$ 263,630	$ 55,854	$ 2,515,817	$ 1,023,688	$ 114,818	$ 343,374	$ 4,903,800

SUPPLEMENTAL REPORTS

KEDDINGTON & CHRISTENSEN, CPAS
CERTIFIED PUBLIC ACCOUNTANTS
Gary K. Keddington, CPA
Phyl R. Warnock, CPA
Marcus K. Arbuckle, CPA
Steven M. Rowley, CPA

INDEPENDENT AUDITORS' REPORT ON INTERNAL CONTROL OVER FINANCIAL REPORTING AND ON COMPLIANCE AND OTHER MATTERS BASED ON AN AUDIT OF FINANCIAL STATEMENTS PERFORMED IN ACCORDANCE WITH *GOVERNMENT AUDITING STANDARDS*

Honorable Mayor and
Members of the City Council
Highland City Corporation
Highland, Utah

We have audited, in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States, the financial statements of the governmental activities, the business-type activities, each major fund, and the aggregate remaining fund information of Highland City Corporation, Utah (the City), as of and for the year ended June 30, 2021, and the related notes to the financial statements, which collectively comprise the City's basic financial statements, and have issued our report thereon dated February 17, 2022.

Internal Control Over Financial Reporting

In planning and performing our audit of the financial statements, we considered the City's internal control over financial reporting (internal control) to determine the audit procedures that are appropriate in the circumstances for the purpose of expressing our opinions on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of the City's internal control. Accordingly, we do not express an opinion on the effectiveness of the City's internal control.

A *deficiency in internal control* exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, misstatements on a timely basis. A *material weakness* is a deficiency, or a combination of deficiencies, in internal control such that there is a reasonable possibility that a material misstatement of the entity's financial statements will not be prevented, or detected and corrected, on a timely basis. A *significant deficiency* is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.

Our consideration of internal control was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control that might be material weaknesses or significant deficiencies and therefore, material weaknesses or significant deficiencies may exist that have not been identified. We did identify certain deficiencies in internal control, described in the accompanying schedule of findings and questioned costs as item 2021-001 that we consider to be a material weakness.

Compliance and Other Matters

As part of obtaining reasonable assurance about whether the City's financial statements are free from material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a direct and material effect on the determination of financial statement amounts. However, providing an opinion on compliance with those provisions was not an objective of our audit, and accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards*.

City of Highland, Utah's Response to the Finding

The City's response to the finding identified in our audit is described in the accompanying schedule of findings and recommendations. The City's response was not subjected to the auditing procedures applied in the audit of the financial statements and, accordingly, we express no opinion on it.

Purpose of this Report

The purpose of this report is solely to describe the scope of our testing of internal control and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the entity's internal control or on compliance. This report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the entity's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.

Keddington & Christensen, LLC

Salt Lake City, Utah
February 17, 2022

KEDDINGTON & CHRISTENSEN, CPAS
CERTIFIED PUBLIC ACCOUNTANTS
Gary K. Keddington, CPA
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INDEPENDENT AUDITOR'S REPORT ON COMPLIANCE AND REPORT ON INTERNAL CONTROL OVER COMPLIANCE AS REQUIRED BY THE *STATE COMPLIANCE AUDIT GUIDE*

Honorable Mayor and
Members of City Council
Highland City Corporation
Highland, Utah

Report on Compliance

We have audited Highland City, Utah's (the City) compliance with the applicable state compliance requirements described in the *State Compliance Audit Guide,* issued by the Office of the State Auditor, for the year ended June 30, 2021.

State compliance requirements were tested for the year ended June 30, 2021 in the following areas:

Budgetary Compliance
Fund Balance
Justice Court
Restricted Taxes and Related Restricted Revenues
Fraud Risk Assessment
Government Fees
Cash Management
Enterprise Fund Transfers, Reimbursements, Loans, and Services
Tax Levy Revenue Recognition
Open and Public Meetings Act

Management's Responsibility

Management is responsible for compliance with the state requirements referred to above.

Auditor's Responsibility

Our responsibility is to express an opinion on the City's compliance based on our audit of the state compliance requirements referred to above. We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America; the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States; and the *State Compliance Audit Guide*. Those standards and the *State Compliance Audit Guide* require that we plan and perform the audit to obtain reasonable assurance about whether noncompliance with the state compliance requirements referred to above that could have a direct and material effect on a state compliance requirement occurred. An audit includes examining, on a test basis, evidence about the City's compliance with those requirements and performing such other procedures as we considered necessary in the circumstances.

We believe that our audit provides a reasonable basis for our opinion on compliance for each state compliance requirement referred to above. However, our audit does not provide a legal determination of the City's compliance with those requirements.

Basis for Qualified Opinion on Budgetary Compliance

As described in the accompanying schedule of findings and recommendations, the City did not comply with the requirements regarding Budgetary Compliance as the City exceeded budgeted expenditures in one of its funds (see item 2021-002). Compliance with such requirements is necessary, in our opinion to comply with the requirements applicable to compliance requirement.

Qualified Opinion on Budgetary Compliance

In our opinion, except for the noncompliance described in the Basis for Qualified Opinion paragraph, the City complied, in all material respects, with the state compliance requirements referred to above for the year ended June 30, 2021.

Unmodified Opinion on Each of the Other State Compliance Areas

In our opinion, the City complied, in all material respects, with the other state compliance requirements referred to above for the year ended June 30, 2021.

Other Matters

The City's response to the noncompliance finding identified in our audit is described in the accompanying schedule of findings and recommendations as required by the *State Compliance Guide*. The City's response was not subjected to the auditing procedures applied in the audit of compliance and, accordingly, we express no opinion on the response.

Report on Internal Control Over Compliance

Management of the City is responsible for establishing and maintaining effective internal control over compliance with the state compliance requirements referred to above. In planning and performing our audit of compliance, we considered the City's internal control over compliance with the state compliance requirements referred to above to determine the audit procedures that are appropriate in the circumstances for the purpose of expressing an opinion on compliance with those state compliance requirements and to test and report on internal control over compliance in accordance with the *State Compliance Audit Guide*, but not for the purpose of expressing an opinion on the effectiveness of internal control over compliance. Accordingly, we do not express an opinion on the effectiveness of the City's internal control over compliance.

A *deficiency in internal control over compliance* exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent or detect and correct noncompliance with a state compliance requirement on a timely basis. A *material weakness in internal control over compliance* is a deficiency, or combination of deficiencies, in internal control over compliance, such that there is a reasonable possibility that material noncompliance with a state compliance requirement will not be prevented or detected and corrected on a timely basis. A *significant deficiency in internal control over compliance* is a deficiency, or a combination of deficiencies, in internal control over compliance with a state compliance requirement that is less severe than a material weakness in internal control over compliance, yet important enough to merit attention by those charged with governance.

Our consideration of internal control over compliance was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control over compliance that might be material weaknesses or significant deficiencies. We did not identify any deficiencies in internal control over compliance that we consider to be material weaknesses. However, material weaknesses may exist that have not been identified.

The purpose of this report on internal control over compliance is solely to describe the scope of our testing of internal control and compliance and the results of that testing based on the requirements of the *State Compliance Audit Guide*. Accordingly this report is not suitable for any other purpose.

Keddington & Christensen, LLC

Salt Lake City, Utah
February 17, 2022

HIGHLAND CITY
SCHEDULE OF FINDINGS AND RECOMMENDATIONS
REQUIRED BY THE *STATE COMPLIANCE AUDIT GUIDE*
For the Year Ended June 30, 2021

2021-001: Financial Close and Reporting (Material Weakness)

Condition: During our audit, material adjustments were required to bring the City's financial statements into compliance with generally accepted accounting principles as it relates to governmental entities.

Criteria: Utah Code Annotated (UCA) 10-6-107 states: "The accounting records of cities shall be established and maintained, and financial statements prepared from those records in conformance with generally accepted accounting principles…"

Cause: As a result of the former finance director leaving prior to the fiscal year-end and the length of time until the new finance director was hired, there was not sufficient time for the new finance director to familiarize himself with the City's accounting system to properly close-out and reconcile the City's financial statements prior to the audit.

Effect: Several material audit adjustments were required to be made to correct the financial statements. These adjustments impacted the following significant areas:

- Taxes receivable
- Intergovernmental receivables
- Prepaid expenses
- Accounts payable
- Unearned revenue
- Long-term debt
- Deferred inflows of resources relating to property taxes
- Tax revenues
- Intergovernmental revenues
- Transfers
- Other financing sources and uses

Recommendation: We recommend the City staff prepare reconciliations for all significant balance sheet accounts in preparation of closing out the fiscal year. We also recommend the City implement policies and procedures to ensure that the City's records can be prepared in accordance with generally accepted accounting principles.

Management's Response: *We agree with the finding and the recommendation. Delays in closing out the fiscal year were due in part to key staff being out with illness when financial records are typically closed. Adjustments were made among existing staff and temporary, part-time help was brought in to cover their duties. Moving forward, additional staff has been hired to perform monthly reconciliations and other duties to ensure timely financial close and reporting. Additionally, we will engage peer cities or other external experts to identify process or structural deficiencies. We will prepare reconciliations for all significant balance sheet accounts in preparation of closing out our fiscal year, and adjust the financials to make sure the financial information is maintained in accordance with generally accepted accounting principles.*

HIGHLAND CITY
SCHEDULE OF FINDINGS AND RECOMMENDATIONS
REQUIRED BY THE *STATE COMPLIANCE AUDIT GUIDE* (Continued)
For the Year Ended June 30, 2021

2021-002: Budgetary Compliance (Material Weakness)

Condition: During our testing of State Compliance, it was noted that the City had expenditures significantly in excess of approved appropriations in the following funds:

- Culinary Water fund – over budget by $216,212

Criteria: The UCA section 10-6-123 states: "City officers may not make or incur expenditures…in excess of total appropriations for any department in the budget as adopted or as subsequently amended."

Cause: Expenditures were not properly monitored and compared to the budget near year-end to determine whether additional budget amendments would be necessary. In some cases, expenditures were unexpected near year-end and budget amendments could not be made in time.

Effect: The City was not in compliance with the aforementioned portion of the UCA.

Recommendation: We recommend the City staff monitor more closely the expenditures of the City and make the appropriate budget amendments as necessary.

Management's Response: *We agree with the finding. We will monitor more closely the expenditures and try to better estimate costs near year-end in order to make the appropriate budget amendments to stay in compliance with the State Code.*

HIGHLAND CITY

HIGHLAND CITY COUNCIL WORK SESSION MINUTES

Tuesday, February 8, 2022

Waiting Formal Approval

Highland City Council Chambers, 5400 West Civic Center Drive, Highland Utah 84003

VIRTUAL PARTICIPATION

YouTube Live: http://bit.ly/HC-youtube

Email comments prior to meeting: council@highlandcity.org

7:00 PM WORK SESSION

Call to Order – Mayor Kurt Ostler

The meeting was called to order by Mayor Kurt Ostler as a work session at 7:00 pm. The meeting agenda was posted on the *Utah State Public Meeting Website* at least 24 hours prior to the meeting.

PRESIDING: Mayor Kurt Ostler

COUNCIL MEMBERS PRESENT: Timothy A. Ball, Brittney P. Bills, Sarah D. Petersen, Kim Rodela, Scott L. Smith

CITY STAFF PRESENT: City Administrator/Community Development Director Nathan Crane, Assistant City Administrator Erin Wells, City Engineer Andy Spencer, City Recorder Stephannie Cottle, Finance Director Tyler Bahr, Police Chief Brian Gwilliam, Fire Chief Brian Patten, Assistant Public Works Director Jeff Murdoch, Library Director Donna Cardon

OTHERS PRESENT: Jon Hart

1. DISCUSSION: UPDATE ON CURRENT PROJECTS AND PRIORITIZATION OF UPCOMING PROJECTS

The City Council will discuss the progress of current projects and prioritize upcoming projects to be aligned with Council goals.

City Administrator/Community Development Director Crane used the aid of a PowerPoint presentation to discuss growth in the City from 2016 to 2021; growth data is relied upon to project continued growth, which forms long range planning efforts for the City responsive to growth. He presented a graph illustrating the breakdown of staff time in three basic categories; 70 percent of

staff time is spent on City operations, 20 percent is spent on administrative responsibilities, and 10 percent is spent on discretionary/extra projects. He presented a calendar for 2022 highlighting all public meetings held in the City, which require an extensive amount of staff support. He then distributed a document summarizing current City projects, including Capital Improvement Plan (CIP) projects and developments in the City. He and other members of staff focused briefly on various projects, including the 6800 West project, the Victor View Lift Station, Well #4, Country Club Drive/Sewer System. The list can be used to determine workload indicators, which is useful for the Council in their quarterly report.

Mr. Crane then facilitated an exercise among the Council aimed at prioritizing City projects. Projects to receive a priority ranking were included in a spreadsheet and broken down by Department as follows:

- Community Development
  - Open Space Plan – Wimbleton
  - Development Code Update
  - Fee for Open Space Purchase Applications
  - Open Space Encroachment Policy
  - General Plan Update

- Engineering/Public Works
  - Yearly Trail Maintenance Plan
  - City-wide Metering Plan
  - Pedestrian Signage and Traffic Control Toolbox

- Finance
  - Road Fee Funding/Legality
  - Lone Peak Increase
  - Citizens Budget
  - Competitive Staff Compensation
  - Impact Fee and Utility Rate Update
  - LPPSD Call Data Analysis

- City Council
  - Going Into Schools/Government Classes
  - End Meetings at 10:00 p.m.
  - USAC Soccer Fields Proposal

- Administration
  - Website Navigation Improvement
  - Emergency Preparation Plan: LDS Church
  - Fiber Internet Project – 4 votes
  - Welcoming and Highlighting Businesses
  - Texting the City Tool Implementation
  - Community Center Carpet and Paint

Each Council Member was given eight votes and they proceeded to rank the projects listed above. The following is the outcome of the voting.

DRAFT

Project	Votes
Open Space Encroachment	5
Mtn Ridge USAC Soccer Fields & Baseball Proposal	4
Fiber Internet Project	4
Pedestrian Signage & Traffic Control Toolbox	4
Open Space Plan - Wimbleton	4
Emergency Preparation Plan: LDS Church	3
Welcoming and Highlighting Businesses	3
Yearly Trail Maintenance Plan	3
Citizen's Budget	3
Competitive Staff Compensation	3
General Plan Update	3
Texting the City Tool Implementation	2
Lone Peak Increase	2
Fee for Open Space Purchase Applications	2
End Meetings at 10PM - Be Concise	1
Community Center Carpet and Paint	1
Development Code Update	1
Going Into Schools/ Government Classes	0
Website Navigation Improvement	0
City-wide metering plan	0
Road Fee Funding/ Legality	0
Impact Fee and Utility Rate Update	0
LPPSD Call Data Analysis	0

Mr. Crane then presented a site plan for Mountain Ridge Park, focusing on necessary infrastructure improvements to be completed in order for the City to proceed with actual park improvements. He reminded the Council of the proposal from a local baseball club to build a baseball field at the park at their expense; an engineering consultant has prepared four alternative designs for the park including the baseball field and he reviewed each of the four designs. He highlighted the relationship between the baseball field and the soccer fields planned for the park, which would primarily be utilized by Surf Soccer Club, with times set aside for public access. This led to high level philosophical discussion/debate regarding the appropriate design of the park and the desires of the residents for park improvements/amenities at the facility. The Council concluded to engage in negotiations with Surf Soccer and the baseball club regarding the amount of funding they will contribute to park improvements and ongoing maintenance, and the term for which they would want a commitment from the City for their designated usage of the facilities.

Mr. Crane then facilitated discussion among the Council regarding the concept of pursuing a property tax increase or increasing fees to cover competitive employee compensation. Specifically, in the Lone Peak Public Safety District, wage increases will result in a budget increase of $700,000 and Highland City's portion will be between $400,000 and $500,000. The City cannot absorb this increase in the current budget. City Attorney Patterson reported on the court case regarding the legality of the Pleasant Grove transportation utility fee; he expects the Supreme Court's ruling

will be a 'milestone ruling' for the entire State of Utah and cities may need to move in the direction of increasing property tax rates to generate the necessary amount of money, rather than relying upon the public safety fee. The group discussed the difference between the City's public safety fee and other utility fees that have been implemented in other cities; the Supreme Court has upheld public safety fees in the past if the fee was based upon reasonable calculations of the cost of providing public safety service per household. Continued debate centered on other fees that may be in jeopardy based upon the final decision of the Supreme Court, as well as the anticipated timing of that decision. Finance Director Bahr presented a spreadsheet illustrating the potential adjustments the City may need to consider if the public safety fee is deemed illegal. If the fee can still be charged, the City could increase it from $11.50 to $20.35 per month, per household to fund the increases needed by the LPPSD. If the fee can no longer be charged, the City will need to increase its certified tax rate by 23 percent. The Council discussed the difficulty in preparing a budget and proposed revenue projections before the Supreme Court's decision on fees; they acknowledged dramatic inflation and increased costs of goods/materials needed to operate the City, in addition to the demand for increased wages for employees City-wide. Mr. Crane concluded that it is not necessary to make any decisions tonight; rather, he simply wanted to present this information to the Council so they can be contemplating all options available to the City before the annual budget preparation process commences.

Mr. Crane then indicated City Administration has developed a park and trail funding survey they would like each Council Member to complete; the survey is not intended to be project-specific, but rather should be considered from a City-wide viewpoint. The Council and Mayor debated the concept of eliminating the City's open space fee in favor of making all open space open to the entire public. Mayor Ostler stated he is concerned that elimination of the fee at this point, coupled with the recent approval of the RAP tax would be perceived as a 'bait and switch' by the public. Council Member Rodela stated she would be supportive of eliminating the open space fee because it has become a very contentious issue. Council Member Peterson agreed, and this led to discussion of the appropriate timing of considering that type of action. Council Member Ball stated that he feels a public survey is appropriate before considering elimination of the fee; the City needs to gather information from the public about how they would rather fund open space improvements in the City. Council Member Rodela stated that only 26 percent of the population is currently paying the open space fee. Council Member Ball argued that the fee is based upon close proximity to a park. The Council engaged in philosophical debate of whether the current formula for charging an open space fee is appropriate or if adjustments should be made. Mayor Ostler indicated it appears there is a majority of the Council that would be interested in abolishing the open space fee and it will be necessary to engage in discussion about the timing of that type of action and the appropriate public engagement process that should be undertaken before taking final action.

Mayor Ostler then concluded that Administration has invited the Legislators that represent Highland City to City Council meetings in the near future; he invited Council Members and Department Heads to pay attention to legislation that could impact the City. Council Member Smith stated it would be helpful for the Legislators to attend a meeting very soon so that the Council can provide feedback regarding their feelings on various items of legislation.

ADJOURNMENT

DRAFT

Council Member Scott L. Smith MOVED to adjourn the regular meeting and Council Member Timothy A. Ball SECONDED the motion. All voted in favor and the motion passed unanimously.

The meeting adjourned at 9:57 pm.

I, Stephannie Cottle, City Recorder of Highland City, hereby certify that the foregoing minutes represent a true, accurate and complete record of the meeting held on February 8, 2022. This document constitutes the official minutes for the Highland City Council Work Session.

Stephannie Cottle
City Recorder

DRAFT

AGENDA NEXT

HIGHLAND CITY

CITY COUNCIL AGENDA REPORT
ITEM #3b

DATE: March 15, 2022

TO: Honorable Mayor and Members of the City Council

FROM: Andy Spencer, Public Works Director/City Engineer

SUBJECT: **ACTION:** Amended Interlocal Agreement with Utah County for 6800 W

TYPE: **ADMINISTRATIVE:** The Council is acting in administrative capacity and fulfilling their responsibilities as the Governing Body as defined in Municipal Code.

PURPOSE:
City Council will consider an amended Interlocal Agreement with Utah County regarding the additional funding necessary to complete the 6800 West reconstruction project. The Council will take appropriate action.

DISCUSSION:
In 2016, Highland City, Lehi City, and Utah County were awarded Mountainland Association of Governments (MAG) grant funds to reconstruct and widen the section of 6800 W. from 9600 N. Highland south to 900 N. Lehi/1120 North American Fork. Interlocal agreements were approved between Lehi, Highland City, and Utah County in 2019.

Since funding was approved by MAG in 2016, costs have escalated beyond what was anticipated with the original project. On February 3, 2022, MAG awarded additional funds to the project that allow the project to be constructed.

At the February 15, 2022, Council meeting the Council awarded the construction contract to Geneva Rock.

The purpose of this request is to amend the 2019 Interlocal Agreement with Utah County to reflect the additional funding from MAG. The project costs and funding remain the same as presented on February 15th.

FISCAL IMPACT:
Highland has paid $623,166 to date-which includes roughly $470K spent in prior fiscal years. The City will receive reimbursement of $550,083 (all but Highland's $73,083 share) plus future costs. The following is a summary of the funding and expenses for the project:

Total Project Cost	$ 3,151,880	
MAG Reimbursement	(2,938,498)	
Local match (Highland, Lehi, Utah County)	**213,382**	
Highland (34.25% of local match)		73,083
Lehi (18.65% of local match)		39,796
Utah County (47.10 of local match)		100,503

RECOMMENDATION:

Staff recommends approving the amended Interlocal Agreement with Utah County.

PROPOSED MOTION:

I move that City Council **APPROVE** the amended Interlocal Agreement with Utah County for the 6800 West reconstruction and **AUTHORIZE** the Mayor to sign the agreement.

ALTERNATIVE MOTION: *(if applicable)*

I move that City Council **DENY** the amended Interlocal Agreement with Utah County, (The Council will provide City Staff with further direction in which to proceed with the funding of 6800 West as a part of the motion.)

ATTACHMENTS:

1- Amended Interlocal Agreement 2019-929 between Highland City and Utah County.
2- Original 2019 Agreement for 6800 West, provided for reference only.

AGREEMENT NO. 2022-_____

FIRST AMENDMENT TO INTERLOCAL AGREEMENT 2019-929 BETWEEN UTAH COUNTY, UTAH, AND THE HIGHLAND CITY FOR THE 6800 WEST ROAD WIDENING PROJECT

On this ____ day of February 2022, this First Amendment is made to the Interlocal Agreement 2021-234 between UTAH COUNTY, a political subdivision of the State of Utah, with principle offices located at 100 East Center St, Suite 2300, Provo, Utah 84606 ("County" and "Program Manager") and HIGHLAND CITY, a political subdivision of the State of Utah, with principle offices located at 5400 West Civic Center Drive, Highland, Utah 84003 ("City" and "Project Sponsor"); and

WHEREAS, County and City entered into Agreement No. 2019-929; and

WHEREAS, County and City now desire to amend Agreement No. 2019-929 on account of additional funding made available for the 6800 West Road Widening.

NOW THEREFORE, in consideration of the foregoing, the mutual covenants made herein, and other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, County and City hereby amend Agreement No. 2019-929 as follows:

The fifth "WHEREAS" clause and all other references to the maximum funding, including Paragraphs 8 and 8(c) of Section 6, be amended to read ". . . not to exceed $3,151,880 . . ."

Paragraph 8 is amended to read "**Total Project Cost** - Both the Program Manager and Project Sponsor acknowledge that the Approved Project has been authorized by the Mountainland MPO Regional Planning Committee (Utah County Commission must also approve if county funds are used) to be funded at an amount not to exceed $3,151,880 (Total Project Cost) for the direct costs of the Approved Project."

Paragraph 8(a) is amended to read "**Matching Funds –** The required local match for the project is 6.77% of the Total Project Cost….. The required match for this project is $213,382.28. Highland, Lehi, and Utah County will split this cost and provide the following local match for the project:

Highland's percentage – 34.25% - $73,083.43
Lehi's percentage – 18.65% - $39,795.79
Utah County's percentage – 47.10% - 100,503.05

Paragraph 8(b) is amended to read "…..the maximum amount of reimbursement from the Program Manager to the Project Sponsor shall not exceed $2,938,497.72 (Total Project Cost less Matching Funds) ….

The remaining portions and all remaining paragraphs of Agreement No. 2019-929 shall remain in full force and effect.

IN WITNESS WHEREOF, the parties have caused this First Amendment to be duly executed on the date listed above.

BOARD OF COUNTY COMMISSIONERS,
UTAH COUNTY, UTAH

_____
THOMAS V. SAKIEVICH, Chair

ATTEST:
JOSH DANIELS
Utah County Clerk/Auditor

By: _____
Deputy

APPROVED AS TO FORM AND LEGALITY:
DAVID O. LEAVITT
Utah County Attorney

By: _____
Deputy County Attorney

HIGHLAND CITY
Authorized by Resolution No.
This ____ day of February, 2022.

HIGHLAND CITY
UTAH COUNTY, UTAH

_____
Kurt Ostler, Mayor

ATTEST:

_____
City Recorder

REVIEWED AS TO FORM AND
COMPATIBILITY WITH APPLICABLE
LAW:

By: _____
City Attorney

DocuSign Envelope ID: 8C2BE38E-8834-4D51-8BA7-F8DD39AA5E80

Agreement No. 2019 - 929

INTER-LOCAL COOPERATION AGREEMENT
between
UTAH COUNTY and
HIGHLAND CITY

For A Project Known As

6800 WEST ROAD WIDENING

THIS AGREEMENT, made and entered into this 3rd day of December, 2019, by and between **UTAH COUNTY**, an inter-local agency of the State of Utah, with principle offices located at 100 East Center ST, Suite 2300, Provo, Utah 84606 and **HIGHLAND CITY** , a political subdivision of the State of Utah, with principle offices located at 5400 West Civic Center Drive, Highland, Utah 84003.

RECITALS:

WHEREAS, the Utah Interlocal Co-operation Act, Title 11, Chapter 13, Utah Code Annotated (1953), as amended, permits local governmental units including cities, counties, inter-local agencies and political subdivisions of the State of Utah to make the most efficient use of their powers by enabling them to cooperate with other public entities on the basis of mutual advantage and to exercise joint cooperative action for the benefit of their respective citizens; and

WHEREAS, the Program Manager (Utah County) and the Project Sponsor (Highland City) desire to facilitate the construction of a Road Widening project known as 6800 West in Highland or 1800 East in Lehi ; and

WHEREAS, the road widening project will be a continuation of previous road projects and will construct a similar road section from 900 North in Lehi to 9600 North in Highland; and

WHEREAS, Highland has already commenced preliminary road design and right-of-way work and has expended funds for the project; and

WHEREAS, the Mountainland Metropolitan Planning Organization (MPO) Regional

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Planning Committee determined that this project should receive funds not to exceed $2,300,000 for direct costs; and

WHEREAS, the Program Manager and the Project Sponsor held duly noticed public meetings wherein this Agreement was considered and an Authorizing Resolution was presented for approval by the respective legislative bodies.

NOW THEREFORE, in consideration of the covenants and agreements contained herein and other valuable consideration, the sufficiency of which is hereby acknowledged, the Program Manager and the Project Sponsor hereby agree as follows:

Section 1. PURPOSES.

This Agreement has been established and entered into between the Program Manager and the Project Sponsor for the purpose of outlining the respective rights and responsibilities of the Program Manager and the Project Sponsor in the construction of the Approved Project.

Section 2. ADMINISTRATION OF AGREEMENT.

The parties hereto agree that, pursuant to Section 11-13-207, Utah Code Annotated, 1953 as amended, the Utah County Public Works Director shall act as the administrator responsible for the administration of this Agreement. The parties further agree that this Agreement does not anticipate nor provide for any organizational changes in the parties. The administrator agrees to keep all books and records in such form and manner as the Utah County Clerk/Auditor shall specify and further agrees that said books shall be open for examination by the parties hereto at all reasonable times.

Section 3. MULTIPLE JURISDICTIONS.

If a project is within multiple jurisdictions and/or agencies, one jurisdiction or agency will enter in to this Agreement and interface with the Program Manager as the Project Sponsor. Multiple jurisdictions and/or agencies interactions will be outlined within a separate interlocal agreement between said jurisdictions and/or agencies. That agreement shall be referenced in this agreement as an Exhibit.

Section 4. EFFECTIVE DATE; DURATION.

This Agreement shall become effective and shall enter into force within the meaning of the

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Interlocal Cooperation Act, upon the submission of this Agreement to, and the approval and execution hereof by the governing bodies of the Program Manager and the Project Sponsor. The term of this Agreement shall be from the date of execution hereof until the terms and obligations identified herein are completed, but in no event, longer than 3 years from the execution date.

Section 5. NO SEPARATE LEGAL ENTITY.

The Program Manager and the Project Sponsor do not contemplate nor intend to establish a separate legal or administrative entity under the terms of this Agreement. The cooperative undertaking will be administered by the program manager.

Section 6. TERMS.

1) **Project Scope** – Design and construction to widen 6800 West from 900 North (Lehi) to 9600 North (Highland).

2) **Project Initiation** - The Project Sponsor will solicit a qualified project engineer, through a request for proposals (RFP), who will be responsible for project delivery. The designated project engineer will be responsible for the completion of the project.

3) **Project Development** - The Project Sponsor and the designated project engineer, will design, acquire the necessary ROW, bid out and manage the construction of the Project.

   a) **Design Standard -** The design and construction of the Approved Project will meet or exceed Highland City standards.

   b) **Environmental Work -** The Project Sponsor will acquire the appropriate clearances and permits through the design process. The Project Sponsor can follow its own adopted environmental process or follow the Recommended Environmental Guidance / Mountainland & Utah County Programmed Projects document (including designating with the Program Manager the type of environmental work to be completed). They also must follow any National Environmental Policy Act (NEPA) requirements required (Endangered Species Act, Clean Water Act, etc.).

   c) **Design Work -** The Project Sponsor will involve the Program Manager at the following design milestones:

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(1) Kickoff Meeting,

(2) 60% On Site Plan Review,

(3) 90% Plans, Specifications and Estimate

d) **Final Design Approval** - Once project design is complete the Project Sponsor will review the final design with the Program Manager. Both parties shall approve the final design before advertisement.

e) **ROW Acquisition** - The Project Sponsor will be responsible to acquire all necessary ROW adhering to state and local laws. The Project Sponsor can follow its own adopted ROW acquisition process.

f) **Procurement -** Advertising of the Approved Project will follow the Project Sponsors established procurement policies. The Project Sponsor will provide a copy of the notice of award to the Program Manager.

4) **Project Signage/Contact Info -** It is recommended that the Project Sponsor install signage informing the public of the following:
   a) Project name.
   b) Project description.
   c) Start and completion dates (general).
   d) Contact name, phone number, website address, email.
   e) Use the sentence "This project funded with Mountainland Transportation Funding".
   f) List project sponsors and their logos (Project Sponsor, Mountainland, Utah County).
   g) Generally, one sign in recommended within the project limits.
   h) Signs should be at least 4' x 6', or large enough for passing motorists to read.
   i) Signs should be installed prior to construction and stay in place through construction.

5) **Construction Process -** The Project Sponsor will manage the construction process.
   a) The Program Manager will be notified of any changes that affect the scope of the project or costs that exceed the construction contingency.

6) **Project Completion** - Program Manager staff will be notified and allowed to attend the final inspection of the completed project.

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7) **Project Hold** - The Program Manager has the authority to place a project on hold during the Project design process or withhold reimbursement of invoices during the Construction Process if the Program Manager deems that the project is not within the Approved Project scope or budget. The Program Manager shall notify the Project Sponsor of the hold in writing and will work with the Project Sponsor to rectify the issues promptly. If the Project Sponsor and Program Manager cannot bring the Approved Project back into scope or if additional funding is needed above what the Program Manager or the Project Sponsor can provide, the issues will be brought to the Mountainland MPO committees for their review, recommendations, and approvals.

8) **Total Project Cost** - Both the Program Manager and Project Sponsor acknowledge that the Approved Project has been authorized by the Mountainland MPO Regional Planning Committee (Utah County Commission must also approve if county funds are used) to be funded at an amount not to exceed $2,300,000 (Total Project Cost) for the direct costs of the Approved Project.

   a) **Matching Funds -** The required local match for the project is 6.77% of the Total Project Cost. The use of Project Sponsor equipment and/or Project Sponsor employee time for the project shall not be reimbursable, but can be claimed by the Project Sponsor as a soft match toward the required 6.77% matching funds required from the Project Sponsor. The required match for this project is $155,710. Highland, Lehi, and Utah County will split this cost and provide the following local match for the project:

      Highland's percentage – 34.25% - $53,330.68
      Lehi's percentage – 18.65% - $29,039.91
      Utah County's percentage – 47.10% - $73,339.41

   b) **Reimbursement -** The Project Sponsor, if desiring reimbursement for the direct costs of the Approved Project, will provide the Program Manager with one monthly itemized invoice detailing actual costs for the ROW acquisition, design, utility relocation, construction, or other approved elements of the project. Appropriate backup materials shall also be supplied. The Program Manager agrees to reimburse the Project Sponsor within 30 days of receiving acceptable itemized invoices establishing the validity of the direct costs of the Approved Project. Subject to paragraph 8(c) below, the maximum amount of reimbursement from the Program Manager to the Project Sponsor shall not exceed $2,144,290 (Total Project Cost less Matching Funds). Any costs which exceed $2,300,000 shall be the sole responsibility of Highland, Lehi, and Utah County. The

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Program Manager will review and approve monthly each itemized invoice and will reimburse the total invoice amount less the required matching funds.

c) **Cost Overruns -** The Program Manager maintains an account for cost overruns. The Project Sponsor may request additional funds above the approved Total Project Cost with supporting documentation demonstrating the need for additional funds. The Program Manager may approve, through the approved MAG process, up to 10% of the Total Project Cost up to a maximum of $500,000 as cost overruns. The MPO Regional Planning Committee can approve higher amounts (Utah County Commission must also approve if county funds are used). The addition of these contingency funds would require a modification to this agreement. If no additional funds are awarded or the project still requires additional funds, the Project Sponsor will be responsible to fund the overrun.

d) **Surplus Funds -** Any surplus funds remaining after the completion of the Approved Project will be returned to the Mountainland or Utah County fund balance to be reallocated to other projects selected through the MPO project selection process. Note that Mountainland and Utah County selects and funds projects, not sponsors. Surplus funds cannot be moved to a new project not already approved though the MPO project selection process. Any surplus funds paid by the Project Sponsor shall be returned to the Project Sponsor.

9) **Ownership and Maintenance of Approved Project** - Each city/county shall own and be responsible for maintenance and repair of portions of 6800 West that fall within their jurisdiction.

10) **Inspection of Approved Project** - The Program Manager and its designees, upon reasonable notice, reserve the right to enter upon the Approved Project to inspect the same to verify compliance with this Agreement.

11) **Other Expenses -** Except as otherwise expressly stated herein, all expenses not identified as a part of the Approved Project or executed prior to the Agreement shall be the sole responsibility of the Project Sponsor.

12) **No Third-Party Rights** - The obligations of the parties set forth in this Agreement shall not create any rights in or obligations to any persons or parties other than to the Project Sponsor and Program Manager. This Agreement is not intended to nor shall it be construed to benefit any third party.

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13) **Recitals** - The Recitals portion of this Agreement constitutes a part of this Agreement.

Section 7. FILING OF INTERLOCAL COOPERATION AGREEMENT.

Executed copies of this Agreement shall be placed on file with the official keeper of records of the Program Manager and the Project Sponsor, and shall remain on file for public inspection during the term of this Agreement.

Section 8. AMENDMENTS.

1) **Amending this Agreement** - This Agreement may not be amended, changed, modified or altered except by an instrument in writing which shall be: (a) approved by Resolution of the governing body of each of the parties, (b) executed by a duly authorized official of each of the parties, and (c) filed in the official records of each party.

2) **Change Orders** - Changes can occur throughout a project. Changes that are outside the scope outlined in this contract must be amended as stated above. Minor changes and adjustments that fall within the original project scope can be addressed with a change order. A change order does not require amending this agreement. A change order is defined as that additional effort necessary by reason of changed conditions which are radical, unforeseen, and completely beyond the control of the Project Sponsor. The Project Sponsor shall create the change order and keep records of them. Any additional costs incurred can be covered by the construction contingency or by added local funding and should be addressed in the change order. If additional costs are more than the construction contingency and available local funds, the Project Sponsor shall contact the Program Manager to review funding options.

Section 9. EXTRA WORK

Extra work shall be undertaken only when previously authorized in writing by the Program Manager, and is defined as additional work which is neither shown nor defined in this Agreement. Extra work includes additional improvements adjacent to the Approved Project or in other locations that the Project Sponsor desires to complete as a package of projects. Extra work can be for utility projects, facilities that tie into the Approved Project, project betterments, or other work desired by the Project Sponsor. No costs incurred by extra work can be billed to the Approved Project. Any invoices submitted by the Project Sponsor shall clearly detail costs incurred by the Approved Project and list separately costs incurred by the extra work. This agreement shall be

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referenced in this agreement as an Exhibit.

Section 10. SEVERABILITY.

If any term or provision of this Agreement or the application thereof shall to any extent be invalid or unenforceable, the remainder of this Agreement, or the application of such term or provision to circumstances other than those with respect to which it is invalid or unenforceable, shall not be affected thereby, and shall be enforced to the extent permitted by law. To the extent permitted by applicable law, the parties hereby waive any provision of law, which would render any of the terms of this Agreement unenforceable.

Section 11. GOVERNING LAW.

All questions with respect to the construction of this Agreement, and the rights and liability of the parties hereto, shall be governed by the laws of the State of Utah.

Section 12. INDEMNIFICATION.

The Project Sponsor shall indemnify and hold the Program Manager harmless from any and all claims of liability for any injury or damage to any person or property whatsoever occurring in, on or about the Approved Project or any part thereof. The Project Sponsor shall further indemnify and hold the Program Manager harmless from and against any and all claims arising from any breach or default in the performance of any obligation on the Project Sponsor's part to be performed under the terms of this Agreement, or arising from any act or negligence of the Project Sponsor, or any of the Project Sponsor's agents, employees, contractors, subcontractors, or invitees and from and against all costs, reasonable attorney's fees, expenses and liabilities incurred in the defense of any such claim or any action or proceeding brought thereon. Both the Project Sponsor and Program Manager agree that the terms of this Agreement are subject to, and not a waiver of, the protections, immunities and liability limits of the Governmental Immunity Act, U.C.A. 63G-1-101, et. seq. The Project Sponsor's obligations under this provision shall survive the expiration or other termination of this Agreement.

Section 13. ENTIRE AGREEMENT

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This Agreement shall constitute the entire agreement between the parties and any prior understanding or representation of any kind preceding the date of this Agreement shall not be binding upon either party except to the extent incorporated in this Agreement.

DocuSign Envelope ID: 8C2BE38E-8834-4D51-8BA7-F8DD39AA5E80

IN WITNESS WHEREOF, the parties have signed and executed this Agreement, after resolutions duly and lawfully passed, on the dates listed below:

UTAH COUNTY

Authorized and passed on this 3rd day of December 2019,

Board of Commissioners
UTAH COUNTY, UTAH

DocuSigned by:
William C. Lee
F54707765933462...
William C. Lee, Commission Chair

ATTEST:

DocuSigned by:
Alice Black
2937075D91C74DB...
JOSH DANIELS , Utah County Clerk/Auditor

REVIEWED AS TO FORM AND
COMPATIBILITY WITH APPLICABLE
LAW:

By: DocuSigned by:
Robert J Moore
889C11BACFB0471...
David O. Leavitt, Utah County Attorney

HIGHLAND CITY

Authorized by Resolution No.
this 3rd day of December 2019,

Highland City, Utah

Mayor, Rod Mann

ATTEST:

Stephannie Cottle, Recorder

REVIEWED AS TO FORM AND
COMPATIBILITY WITH APPLICABLE
LAW:

By: City Attorney

AGENDA NEXT

HIGHLAND CITY

CITY COUNCIL AGENDA REPORT
ITEM #4

DATE: March 15, 2022

TO: Honorable Mayor and Members of the Council

FROM: Kellie Smith
Planner & GIS Analyst

SUBJECT: **PUBLIC HEARING/ORDINANCE:** General Plan Amendment – Transportation Element of the General Plan

TYPE: **LEGISLATIVE:** The City Council is acting in their capacity as a legislative body to adopt or approve an amendment to the General Plan as outlined in Section 10-9a-404 of State Code.

PURPOSE:

The City Council will consider a request by City Staff to amend the Transportation Element of the General Plan to update 4800 West from three lane major collector to a five-lane arterial. The City Council will take appropriate action.

PRIOR REVIEW:

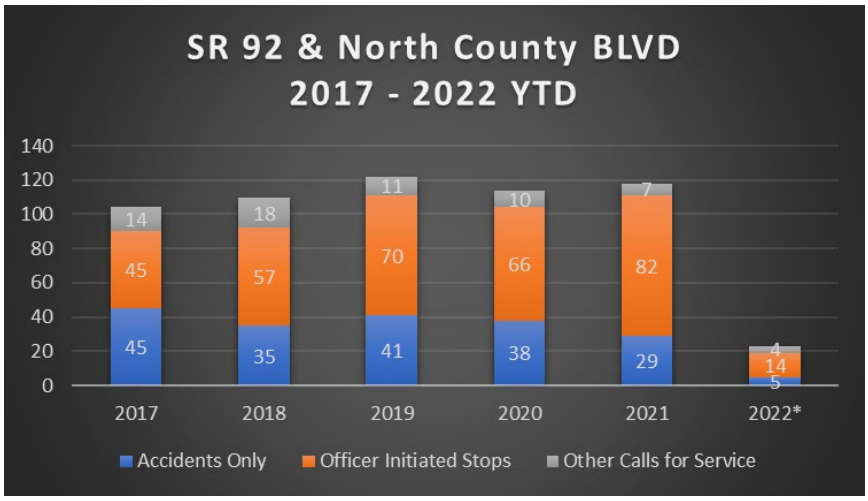
The City Council held a public hearing on March 1, 2022. Twenty-six (26) residents spoke at the meeting. The residents expressed concerns regarding shoulders, pedestrian safety, biker safety, speeding, sound, etc. The City Council voted 5:0 to continue the item to the March 15th City Council meeting to allow time to explore other options.

AMENDMENTS:

After the March 1, 2022, Council meeting staff has completed additional research as follows:

Police Calls

The Lone Peak Police Department has researched the number of accidents, officer stops, and other calls for service within a 400-foot circumference of the 4800 West and SR92 intersection since 2017. Accidents at this intersection represent 31% of all accidents from 2017. The results are as follows:



Blue= Accidents: Orange = Traffic stops: Grey = Other Calls for service ie. animal problem, keys locked in a car, etc.

The information is further summarized as follows:

YEAR	TOTAL	Accidents Only	Officer Initiated Stops	Other Calls for Service
2017	104	45	45	14
2018	110	35	57	18
2019	122	41	70	11
2020	114	38	66	10
2021	118	29	82	7
2022*	23	5	14	4
Total	591	193	334	64

Current and Future Traffic Movements

Existing Peak Movements – 2020		AM	PM
4800 West going southbound to SR92			
	Through	570	440
	Right Turn	55	125
	Left Turn	50	105
North County Boulevard (4800 West) going Northbound to SR92			
	Through	360	475
	Right Turn	50	60
	Left Turn	815	805

Predicted Peak Movements - 2050		AM	PM
4800 West going southbound to SR92			
	Through	650	560
	Right Turn	110	180
	Left Turn	80	150
North County Boulevard (4800 West) going Northbound to SR92			
	Through	420	520
	Right Turn	50	50
	Left Turn	1,080	690

AM Comparison Current and Future Movements		Current	Future	% Change
4800 West going southbound to SR92				
	Through	570	650	14%
	Right Turn	55	110	100%
	Left Turn	50	80	60%
North County Boulevard (4800 West) going Northbound to SR92				
	Through	360	420	17%
	Right Turn	50	50	0%
	Left Turn	815	1,080	33%

PM Comparison Current and Future Movements		Current	Future	% Change
4800 West going southbound to SR92				
	Through	440	560	27%
	Right Turn	125	180	44%
	Left Turn	105	150	43%
North County Boulevard (4800 West) going Northbound to SR92				
	Through	475	520	9%
	Right Turn	60	50	20%
	Left Turn	805	690	-14%

Signal Operation

Typical signals are timed to give longer times to the busier movement. Due to existing volume the current signal timing provides each major movement the same timing.

4800 West and SR92 Signal Timing	***Seconds***
North bound-Left and Through	35
East bound Left and West bound Left	20
East bound and West bound Through	35
South bound Left and Through	35

Process

The following is a summary of the overall process:

- Cities submit 4800 West project idea to MAG for them to do project study – COMPLETED
- MAG board review and votes to appropriate money for study – COMPLETED
- MAG and UDOT analyzes project concept to see if the project is warranted – COMPLETED
- Cities submit to MAG for design and funding of 4800 West project – Due by March 17, 2022
    - Project must be on city's Future Transportation Plan in the city's General Plan - before submitting *****This is where we currently are*****
- MAG board reviews city's submission and votes on the project – June 5, 2022
- If approved – MAG put 4800 west projects on the list of projects to be funded
- Funding – projects are voted on every two years by MAG board (County Mayors) –
    - Some projects sit on the project list for years before moving forward (see attachment)
    - Example: Highland Canal Blvd project was on the list for over 15 years
    - American Fork – Alpine Hwy on the list and no time for when will be done
- Once the project's budget is approved, then moves to design – After the design, it will go out to bid

It appears the earliest 4800 West project could be done is in 2025 to 2026

Conclusion:

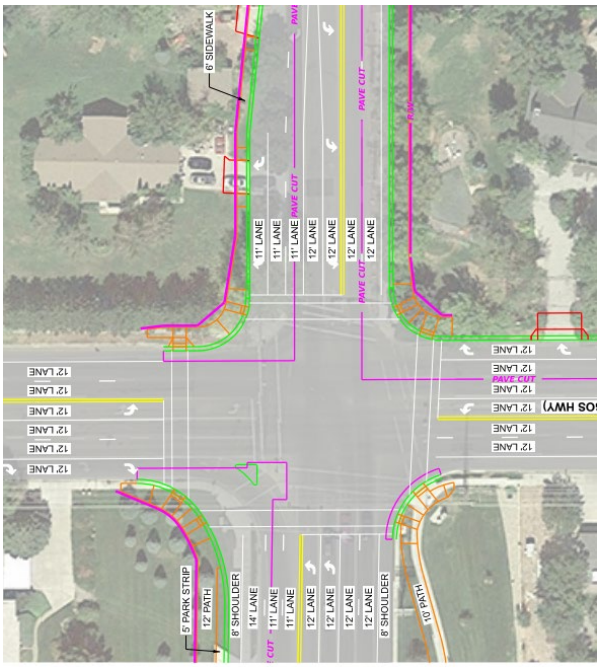
- There is an existing problem with the intersection that causes traffic to back up passed 11200 North during the am peak hour.
- With 31% of all the accidents since 2017 occurring at this location, there is an existing safety issue.
- The existing intersection operates at a level of service D (41 second delay per vehicle) during the am peak hour and E (36 second delay per vehicle) during the

pm peak hour.

- It is predicted that there will be additional vehicles that use the intersection irrespective to any changes to this or other intersections.
- Without any improvements, it is predicated that the level of service will be E with 68 seconds of delay per vehicle. With the proposed improvements the level of service is D with a 44 second delay per vehicle. In other words, the project will keep the same level of service today as in 2050.

Alternatives

Staff, with the help of UDOT and Avenue Consultants, has prepared two additional alternatives for the Council to consider. Both options include the same cross section at the intersection. See Attachment #5 for a typical cross-section.



Rather than extending the five lanes up to the round-about in Alpine, the following options are being proposed. Each option includes 5' shoulders on each side, a 10'-wide sidewalk on the east side, and a 6' sidewalk on the west side.

- Option A

  Extend the 5 lanes up to approximately 300' north of the 11200 N intersection (Attachment #3). The reminder of the road will be a three-lane road (one lane each direction with a center turn lane).

  Pros

  1. This option provides for the most storage possible in a southbound direction before impacts occur in the 11200 North intersection. This option provides for as many cars as possible to queue while waiting for

the signal to turn green. This option provides a greater chance that there will not be queuing through the 11200 North intersection.

2. This option allows the most flexibility for future signal timing adjustments to maximize the signal efficiency.
3. This option allows the northbound travel lane merge to occur after the intersection conflicts at 11200 North thereby allowing drivers to process less information while merging, thereby increasing the efficiency and safety of the merge.
4. This option is less impactful on properties than the full build option.

Cons

1. This option requires pedestrians and vehicles crossing at 11200 North to cross 5-lanes of traffic.
2. This option is more impactful to properties than the smallest impact option.

- Option B

  Extend the 5 lanes up to the 11200 N intersection with a right turn lane onto 11200 N (Attachment #4). The reminder of the road will be a three-lane road (one lane each direction with a center turn lane).

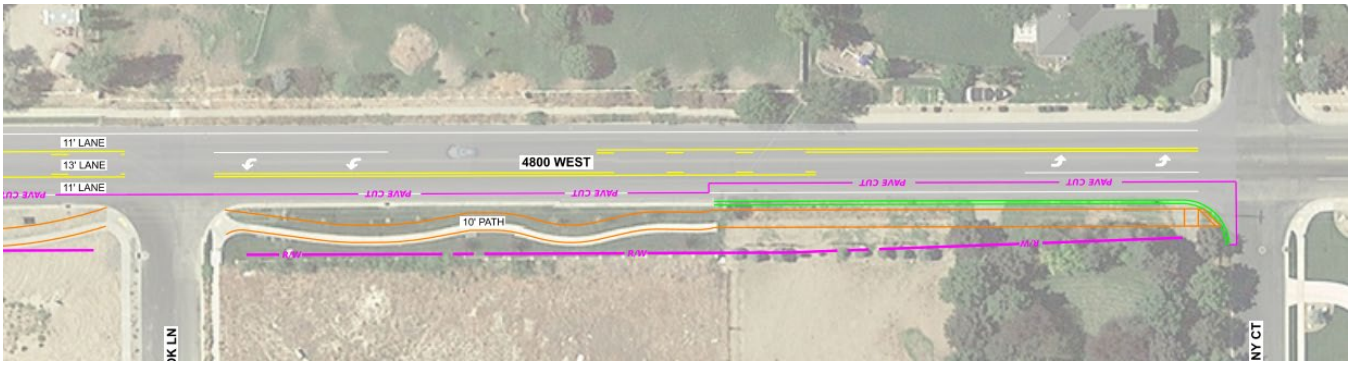
  Pros

  1. This option is the least impactful to property owners.
  2. This option allows pedestrians and vehicles crossing at 11200 North to cross the least number of travel lanes.

  Cons

  1. This option does not allow for as much flexibility in southbound signal timing to minimize the southbound travel queue.
  2. This option is most likely to result in queuing through the 11200 North intersection because it provides the least storage south of 11200 North.

Sample Three Lane Road



Based on these two options the proposed amendment to the General Plan can be revised to change the street classification from a three-lane road to a five-lane road only from SR92 to 11200 North.

BACKGROUND:

The Highland City General Plan was adopted in 2008 and included a Transportation Element. State law requires each city to have a section of their general plan that addresses transportation and traffic circulation and identifies major transportation options and connections. Utah Code § 10-9a-403(2)(a)(ii). State law also provides, "After the legislative body has adopted a general plan, no street, park, or other public way, ground, place, or space, no publicly owned building or structure, and no public utility, whether publicly or privately owned, may be constructed or authorized until and unless it conforms to the current general plan." Utah Code § 10-9a-406.

In January 2022, Mountainland Association of Governments (MAG), Utah Department of Transportation (UDOT), Alpine City, Highland City, and Lehi City commissioned a study "to evaluate traffic operations and connectivity for the eastern portion of State Route 92 (Timpanogos Highway)." The study considered major intersections from Lehi Center Street to Canyon Road as well as off-corridor locations.

By 2050 the major intersections from Highland Boulevard to North County Boulevard are all projected to operate at a level of service (LOS) of E or F. Three travel lanes in each direction will be needed on SR92 from the Commuter lane through the 5300 West (SR74) intersection. The study concluded that "there will be a need to widen one of the two primary roads into Alpine (5300 West or 4800 West/Canyon Crest Road). The study team determined that the widening should be done on 4800 West/Canyon Crest Road due to slightly higher future volume projections and better regional connectivity." The recommendation from the study is to widen 4800 W to include two northbound and southbound through lanes.

SUMMARY OF THE REQUEST:

1. The original request was to amend the Transportation Master Plan to change 4800 W, north of S.R. 92, from a three-lane major collector to a proposed five-lane arterial to the Alpine roundabout. Staff has since discussed alternatives that would only require the change to a five-lane arterial up to 11200 N.

PLANNING COMMISSION ACTION:

The Planning Commission held a public hearing on February 22, 2022. Several residents attended the meeting. A total of 12 residents shared their thoughts and concerns regarding the widening of 4800 W. The concerns included worries about safety, sound, and speed. Concern for the lack of a shoulder was also expressed. Some

residents agreed that for homes that front 4800 W, it is very difficult to back out onto the road. A wider shoulder could address this issue. The Commissioners discussed their concerns with 4800 W as it exists. See Attachment #4 for a more detailed summary of the meeting.

The Planning Commission voted 7:0 to recommend APPROVAL of the proposed General Plan amendment with recommendations to address safety comments from the meeting, sound, speed, and shoulder issues along with looking at apportionment of cost for the project.

CITIZEN PARTICIPATION:

Notice of the public hearing held on March 1, 2022 was published in the Daily Herald on February 12th, 2022 and posted on the state and city websites on February 10th, 2021. On February 10th, a notice of intent was mailed to affected entities including public utility facilities (Rocky Mountain Power, Comcast, Dominion, etc.), Utah County, neighboring cities, and the Alpine School District. Notices were also sent to the residents that live on 4800 W north of Timpanogos Hwy.

Staff has received several calls and twenty emails opposing the proposal.

Twenty-six (26) residents spoke during the public hearing held at the City Council meeting on March 1, 2022. The residents expressed concerns regarding shoulders, pedestrian safety, biker safety, speeding, sound, etc.

ANALYSIS:

General Plan

- The proposed road designations in the General Plan were identified based on traffic volumes in 2008 and the projected volumes at that time. North of S.R. 92, 4800 W was designated as a 3-Lane Major Collector with no proposal to widen in the future. The future condition that was identified in the General Plan in 2008 has changed. This new study completed in January 2022 shows higher traffic volumes and larger queues.

- Section 10-9a-401 of the State Code states:
  "…Each municipality shall prepare and adopt a comprehensive, long-range general plan for:
    a. present and future needs of the municipality; and
    b. growth and development of all or any part of the land within the municipality."

  The proposed general plan amendment updates the general plan to plan for "present and future needs" of Highland.

Access and Circulation Study

- According to the study, "4800 West/Canyon Crest Road was chosen as the best candidate for widening as it had slightly higher future demand and connected directly to North County Boulevard (S.R. 129) which is a regional facility that provides good access to I-15."

- A preliminary analysis shows that all five lanes could be built within an approximately 74 feet of right-of-way. This would require the elimination of the shoulder on both sides of the street and reducing the travel lanes from 12 feet to 11 feet.

FINDINGS:

The proposed General Plan amendment appears to meet the following findings:

- It is consistent with the goals and policies found in the *Transportation* element of the General Plan and City code.

RECOMMENDATION AND PROPOSED MOTION:

Staff recommends the City Council review the request and **APPROVE** a General Plan amendment to extend the 5-Lane Arterial up to 11200 N (Option B).

I move that the City Council accept the findings and **APPROVE** the proposed General Plan amendment to the Transportation Master Plan to update 4800 West, *from SR-92 to 11200 N,* from a three-lane major collector to a five-lane arterial with the lane configuration shown in Option B.

ALTERNATIVE MOTION:

I move that the City Council **DENY** the proposed General Plan amendment based on the following findings: (The Council will need to draft appropriate findings).

FISCAL IMPACT:

This action will not have a financial impact on this fiscal year's budget expenditures.

ATTACHMENTS:

1. Ordinance
2. S.R. 92 Access & Circulation Study
3. Option A
4. Option B
5. Typical Cross-section for both A and B
6. Planning Commission Summary – February 22, 2022

ATTACHMENT 1:

AN ORDINANCE OF THE HIGHLAND CITY COUNCIL AMENDING THE TRANSPORTATION MASTER PLAN IN THE HIGHAND CITY GENERAL PLAN AS SHOWN IN FILENAME (GP-22-01).

WHEREAS, all due and proper notices of public hearings and public meetings on this Ordinance held before the Highland City Planning Commission (the "Commission") and the Highland City Council (the "City Council") were given in the time, form, substance and manner provided by Utah Code Section 10-9a-205; and

WHEREAS, the Commission held public hearing on this Ordinance on February 22, 2022; and

WHEREAS, the City Council held a public hearing on this Ordinance on March 1, 2022.

NOW, THEREFORE, BE IT ORDAINED BY THE Highland City Council as follows:

SECTION 1. That the Highland City General Plan is hereby amended as shown on "Exhibit A", attached and incorporated herein by reference.

SECTION 2. That the Mayor, the City Administrator, and the City Recorder are hereby authorized and directed to execute all documents and take all steps necessary to carry out the purpose of this Ordinance.

SECTION 3. This Ordinance shall take effect immediately after posting.

SECTION 4. If any provision of this Ordinance is for any reason held by any court of competent jurisdiction to be unenforceable, such provision or portion hereof shall be deemed separate, distinct, and independent of all other provision and such holding shall not affect the validity of the remaining portions of this Ordinance.

PASSED AND ADOPTED by the Highland City Council, March 15, 2022.

HIGHLAND CITY, UTAH

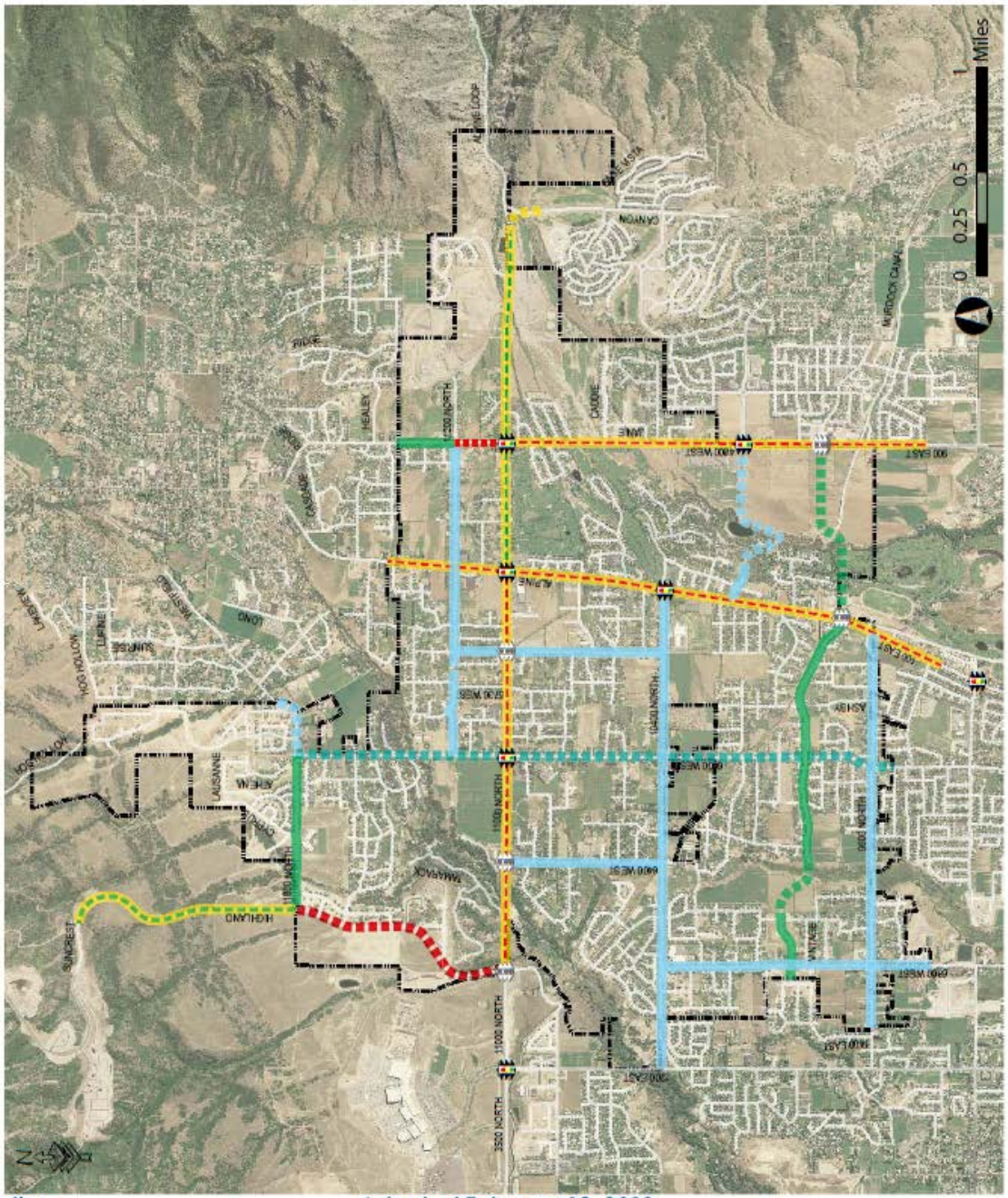
_____
Kurt Ostler
Highland City Mayor

ATTEST:

_____
Stephannie Cottle
Highland City Recorder

COUNCIL MEMBER	YES	NO
Timothy A. Ball	☐	☐
Brittney P. Bills	☐	☐
Sarah D. Petersen	☐	☐
Kim Rodela	☐	☐
Scott L. Smith	☐	☐

EXHIBIT A


MAP 3-2
RECOMMENDED
TRANSPORTATION
NETWORK
5-Lane Arterial - Constructed
5-Lane Arterial - Proposed
3-Lane Major Collector - Constructed
3-Lane Major Collector - Proposed
3-Lane Minor Collector - Proposed
2-Lane Residential Collector - Constructed
2-Lane Residential Collector - Proposed
Other Jusidiction (State, County, Municipal)
Highland City
Existing Signals
Planned Signals
Highland City
General Plan Update
LANDMARK DESIGN
HIGHLAND CITY
InterPlan Co.
Modified by Highland
City Staff
January 2008
Adopted February 19, 2008
0 0.25 0.5 1 Miles
N

ATTACHMENT #2:

S.R. 92 Access & Circulation Study

January 2022

MAG
Expert Resources. Enriching Lives.

UDOT
Keeping Utah Moving

ALPINE CITY
ESTABLISHED 1850

HIGHLAND CITY

LEHI CITY

S.R. 92 Access & Circulation Study

prepared by

Avenue Consultants

January 6, 2022

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1 SUMMARY OF FINDINGS

The Utah Department of Transportation, Mountainland Association of Governments, and the cities of Lehi, Highland, and Alpine joined commissioned a study to evaluate traffic operations and connectivity for the eastern portion of State Route 92 (Timpanogos Highway). The study considered major intersection from Lehi Center Street to Canyon Road. Several off-corridor locations were evaluated where existing streets could be extended or connected to improve the overall street network connectivity in the area. The *Utah Street Connectivity Guide* describes how good street connectivity provides benefits to mobility, transportation choices, emergency services, safety, and the economy.

Three specific locations were evaluated for increased street connectivity. From a traffic volume perspective, they generally reduced projected future volumes on S.R. 92 by a few percentage points and would result in slightly better operational performance on the corridor. However, even with relatively minor traffic performance benefits, the connections should still be seriously considered due to the other benefits that good street connectivity can provide.

Currently, traffic on the S.R. 92 generally operates well with minor exceptions at 5300 West (S.R. 74) and Canyon Road. A traffic signal at Canyon Road will fix the issues there and should be able to accommodate future demand as well. A recent study found that a signal is warranted at Canyon Road. By 2050 the major intersections from Highland Boulevard to North County Boulevard are all projected to operate at LOS E or F if no modifications are made. Three travel lanes in each direction will be needed on S.R. 92 from the Commuter Lanes on the west through the 5300 West intersection on the east to meet the anticipated traffic demands. The geometric intersection improvements identified for each intersection are:

- **Highland Boulevard** – Dual westbound left turn lanes, which would require some widening on the south side of the intersection to accommodate two receiving lanes.
- **6000 West** – Three eastbound and westbound through lanes and exclusive northbound and southbound right turn lanes. The analysis shows that exclusive right turn lanes would not be needed to achieve LOS D, but they would be valuable for safety and driver comfort and should still be considered.
- **6400 West** – Three eastbound and westbound through lanes.
- **5300 West (S.R. 74)** – Three eastbound and westbound through lanes and dual eastbound left turn lanes ***or*** two northbound and southbound through lanes and dual eastbound left turn lanes.
- **4800 West/North County Boulevard (S.R. 129)** – Two northbound and southbound through lanes.

A need was also identified for widening one the main access roads to Alpine. 4800 West/Canyon Crest Road was selected as the preferred roadway due to slightly higher future volumes and better regional connectivity since it connects to North County Boulevard, which provides good access to I-15.

Concept designs and cost estimates were prepared for improvement options selected by the study team for the 6000 West, 5300 West, and the 4800 West/Canyon Crest Road widening, which includes improvements to the S.R. 92 intersection. A phasing analysis was not completed, but since the 5300 West intersection already operates at LOS E, it would be the location with the highest priority. The concept design for 5300 West is quite robust with additional through lanes on all four legs and dual eastbound left turn lanes. Those improvements could also be phased which would lower the initial cost but would result in additional projects at that same intersection in the future when more improvements are needed.

2 INTRODUCTION

In collaboration with Utah Department of Transportation (UDOT), Mountainland Association of Governments (MAG), Lehi City, Highland City, and Alpine City, an access and circulation study was conducted for the eastern portion of S.R. 92 (Timpanogos Highway). The study primarily considered major intersections from Lehi Center Street to Canyon Road. Several roadway connectivity options were evaluated to understand how they would affect traffic patterns and support the roadway grid network. Concept designs and cost estimates were prepared for roadway widening projects at three separate intersections. ***Figure 1*** shows the study area.

3 ANALYSIS METHODOLOGY

The analyses performed for this study used the jointly owned and maintained Wasatch Front Regional Council (WFRC)/Mountainland Associated of Governments (MAG) travel demand model and the Synchro traffic operations analysis software. This section describes how each of these tools were used.

3.1 Travel Demand Modeling

The WFRC/MAG travel demand model (TDM) is a tool used to predict future travel and traffic volumes for the Wasatch Front area. WFRC and MAG are the Metropolitan Planning Organizations for the Wasatch Front and are responsible for coordinating transportation planning in the region. MAG is responsible for Utah County and WFRC for Weber, Davis, and Salt Lake Counties. Version 8.3.1 of the travel demand model was used for this study.

The travel demand model has two primary inputs: land use data and transportation system data. The land use data consists of residential and employment data for the entire region. This data is prepared in geographic blocks called Traffic Analysis Zones (TAZs). The travel model inputs are prepared for a base year, which in this case was 2019, and for a future year, which in this case was 2050. These projections are used by the MPOs to develop the Regional Transportation Plan (RTP), which is the plan for the development of the future transportation system. The RTP includes a list of projects that are planned to meet future transportation needs over a 20+ year horizon. The future land use projections for the study area were reviewed with representatives from each city to ensure that the RTP projections still conformed with city plans. ***Appendix A*** contains figures showing the assumed study area population and employment growth.

Using the land use and transportation system inputs, the travel model predicts how many trips will be generated in the region, where those trips are going, the mode by which they will be made, and the transportation facilities that will be used to get there.

MODEL CALIBRATION

A segment-by-segment comparison was made between model volumes and observed traffic volumes. Daily volume data was obtained from UDOT for the study area, including published *Traffic on Utah Highways* volumes and volumes from UDOT's Automated Traffic Signal Performances Measures (ATSPM) system. A review of the initial base year travel demand model results showed that the model was low on most roads in the study area, including S.R. 92, 5300 West (S.R. 74), North County Boulevard (S.R. 129), and Canyon Road. Testing showed that free-flow speed adjustments were not sufficient to bring the model volumes up to the observed target volumes. Therefore, adjustments were made to the trip generation rates in the study area to increase the number of vehicles on the roadway network and bring the model volumes closer to their target values.

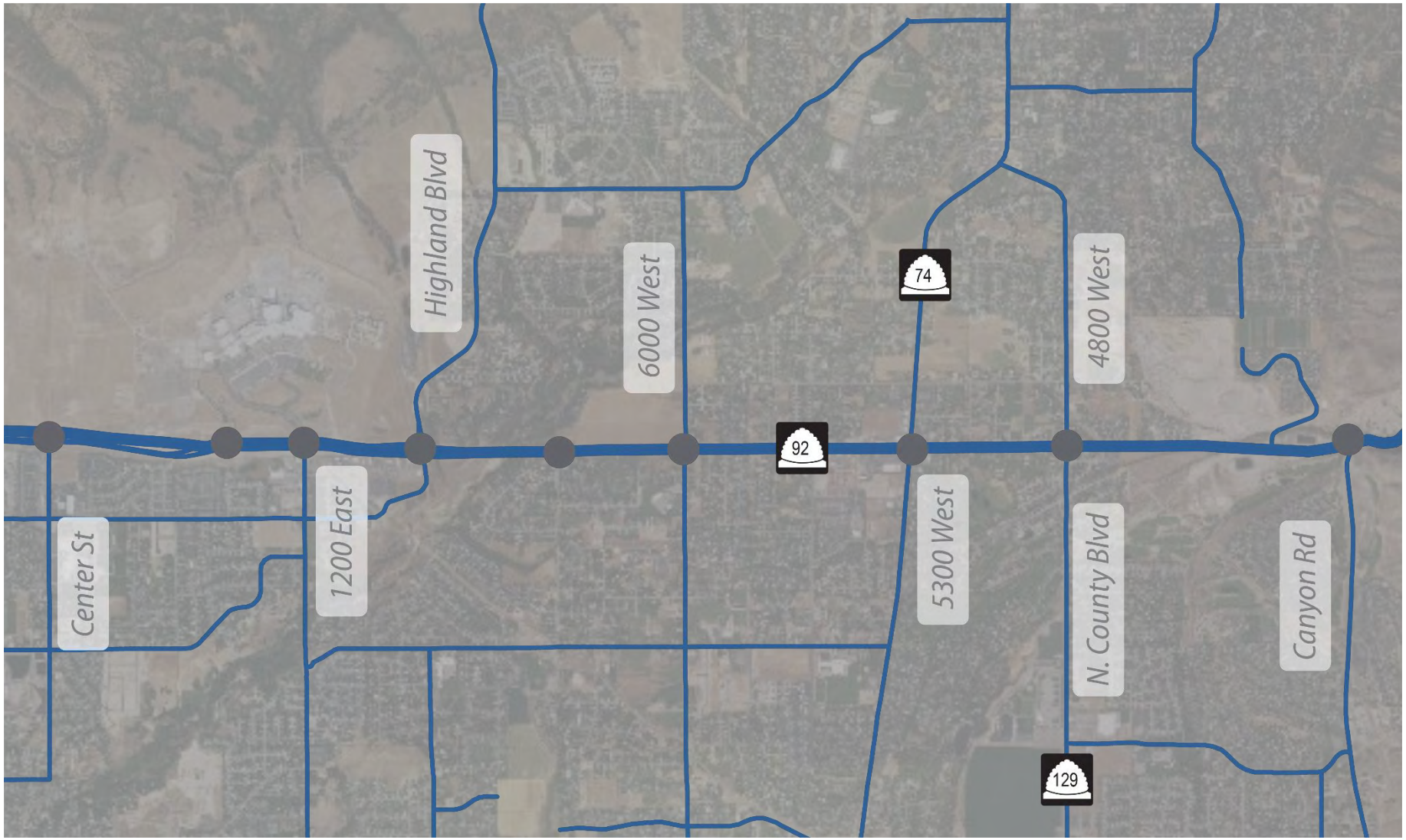


Figure 1: Study Area

3.2 Traffic Operations Analysis

The Synchro software was used to evaluate traffic operations. Synchro is a deterministic signal timing and traffic analysis tool that was selected for this study because it allows for the evaluation of individual intersections based on *Highway Capacity Manual* (HCM) guidelines.

Existing Traffic Volumes

To prepare the Synchro model, initial existing traffic volumes were collected on Tuesday, August 4, 2020. Due on construction on the east end of the corridor, supplemental traffic volumes were collected where the construction had taken place on Tuesday, September 1, 2020. Intersection turning movement counts were collected between 7:00 AM and 9:00 AM and between 4:00 PM and 6:00 PM at:

- Timpanogos Highway (S.R. 92) & Lehi Center Street
- Timpanogos Highway (S.R. 92) & Micron Delivery Access
- Timpanogos Highway (S.R. 92) & 1200 East
- Timpanogos Highway (S.R. 92) & Highland Boulevard
- Timpanogos Highway (S.R. 92) & 6400 West
- Timpanogos Highway (S.R. 92) & 6000 West
- Timpanogos Highway (S.R. 92) & Alpine Highway (S.R. 74)
- Timpanogos Highway (S.R. 92) & North County Boulevard (S.R. 129)
- Timpanogos Highway (S.R. 92) & Canyon Road
- Timpanogos Highway Commuter Lane (S.R. 92) & Center Street Offramps
- Timpanogos Highway Commuter Lane (S.R. 92) & WB Highland Drive Onramp
- Timpanogos Highway Commuter Lane (S.R. 92) & 1200 East Ramps

Generally, the peak hours were determined to be from 7:15 AM to 8:15 AM for the AM peak and 5:00 PM to 6:00 PM for the PM peak. Due to the coronavirus pandemic, 2020 traffic volumes were lower than normal conditions, particularly during the peak hours. ATSPM data was used to compare 2019 traffic volumes to 2020 from which volume adjustment factors were developed for the S.R. 92 corridor. The AM peak hour volumes were increased by an average of 27% and the PM peak hour volumes by an average of 12%. The adjusted volumes were then balanced along the corridor to ensure that the volume leaving one intersection was the same as the volume arriving at the next intersection. ***Appendix B*** contains a figure showing the adjusted and balance estimated 2020 peak hour intersection volumes.

Existing Signal Timing

Existing traffic signal timing data were obtained from the UDOT Traffic Operations Center and entered into the Synchro models. The intersections were modeled based on existing conditions, including the number of lanes, exclusive turn lanes, storage lengths and movement volumes. The study area was modeled as a network; however, the analysis was completed for each intersection independently.

Future Traffic Volumes

Estimated AM and PM peak hour volumes were developed for 2050 using principles described in the National Highway Cooperative Research Program (NCHRP) Report 255 document. The 2050 peak hour intersection volumes were developed from the existing adjusted and balanced peak hour traffic volumes. The WFRC/MAG travel demand model was run for the base year (2019) and for the future year (2050) and the difference between these models was used to estimate the traffic increase for the inbound and outbound direction for each intersection leg. The turning movement volumes were then balanced to ensure the correct number of inbound and outbound vehicles on each leg of the intersection. The 2050 future volumes are found in ***Appendix B***.

3.3 Measures of Effectiveness

Measures of Effectiveness (MOE) are used to evaluate the analysis objectives and compare the results of the various concepts. They quantify the results of the analysis and is often expressed as levels on how well the concept will perform.

For each Synchro analysis, the intersection results were calculated by Synchro following the procedures and equations described in the 2010 HCM. Two key measures of effectiveness were extracted from the Synchro models. The first was average delay per vehicle for the overall intersection and for each turning movement, which was used to determine level of service (LOS), as described in the HCM. LOS describes the operating performance of an intersection or roadway, is measured quantitatively, and is reported on a scale from A to F, with A representing the best performance and F the worst. For signalized intersections, the overall intersection LOS is most commonly reported, while for unsignalized intersections, LOS is most commonly reported based for the approach with the highest delay. ***Table 1*** provides a brief explanation for each LOS and the associated average delay per vehicle for unsignalized and signalized intersections.

Table 1. Intersection Level of Service Criteria

LOS	Description	2050 PM Peak Hour	
		Unsignalized	Signalized
A	Free Flow Operations / Insignificant Delay	0 ≤ 10	0 ≤ 10
B	Smooth Operations / Short Delays	>10.0 and ≤ 15.0	> 10 and ≤ 20
C	Stable Operations / Acceptable Delays	>15.0 and ≤ 25.0	> 20 and ≤ 35
D	Approaching Unstable Operations / Tolerable Delays	>25.0 and ≤ 35.0	> 35 and ≤ 55
E	Unstable Operations / Significant Delays Begin	>35.0 and ≤ 50.0	> 55 and ≤ 80
F	Very Poor Operations / Excessive Delays Occur	> 50.0	> 80

Source: *Highway Capacity Manual 2010*, Transportation Research Board National Research Council, Washington D.C

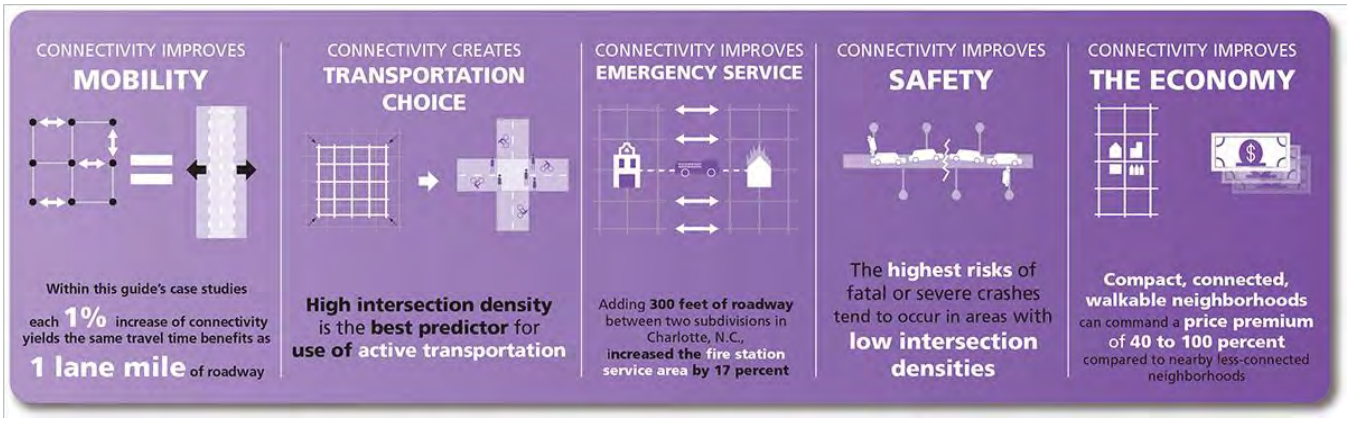
The second key measure of effectiveness extracted from Synchro was the estimated 95th percentile queue length for each turning movement at the study intersections. This represents the vehicle queue length that would only be exceeded five percent of the time during the analysis period. It helps identify issues such as queuing between intersections and queues that exceed their available storage.

4 STREET CONNECTIVITY

The 2019-2050 MAG RTP identifies roadway connectivity and building out the grid network as essential for accommodating long-term travel in the region. Several locations in the study area but on the S.R. 92 corridor were identified where roads could be built to increase connectivity. This section briefly describes the benefits of connectivity and describes the identified locations within the study area.

4.1 Connectivity Benefits

In 2017, the major transportation agencies on the Wasatch Front published the *Utah Street Connectivity Guide*. This document makes the case for connectivity, provides tools for connectivity, and provides a design guide and case studies. The guide clearly illustrates that street connectivity is an important principle that can provide numerous benefits to a community. ***Figure 2*** is an infographic from the guide that summarizes the benefits of street connectivity.



Source: *Utah Street Connectivity Guide*, March 2017, page 4

Figure 2: Street Connectivity Benefits

As shown in the figure, good street connectivity provides benefits to mobility, transportation choices, emergency services, safety, and the economy. A subsequent UDOT research project performed by the University of Utah states that, "improving street connectivity at a neighborhood level could be considered as a viable community development strategy to mitigate congestion on major arteries without compromising road safety.[1]"

[1] Street Network Connectivity, Traffic Congestion, and Traffic Safety, Utah Department of Transportation, September 2020

4.2 Study Area Connectivity Options

Three study area connectivity options were identified and analyzed. The three options include connections at 11800 North near the Micron facility, 5710 West in Highland, and High Bench Road in Alpine. The general location of the three potential connections is shown in ***Figure 3***.

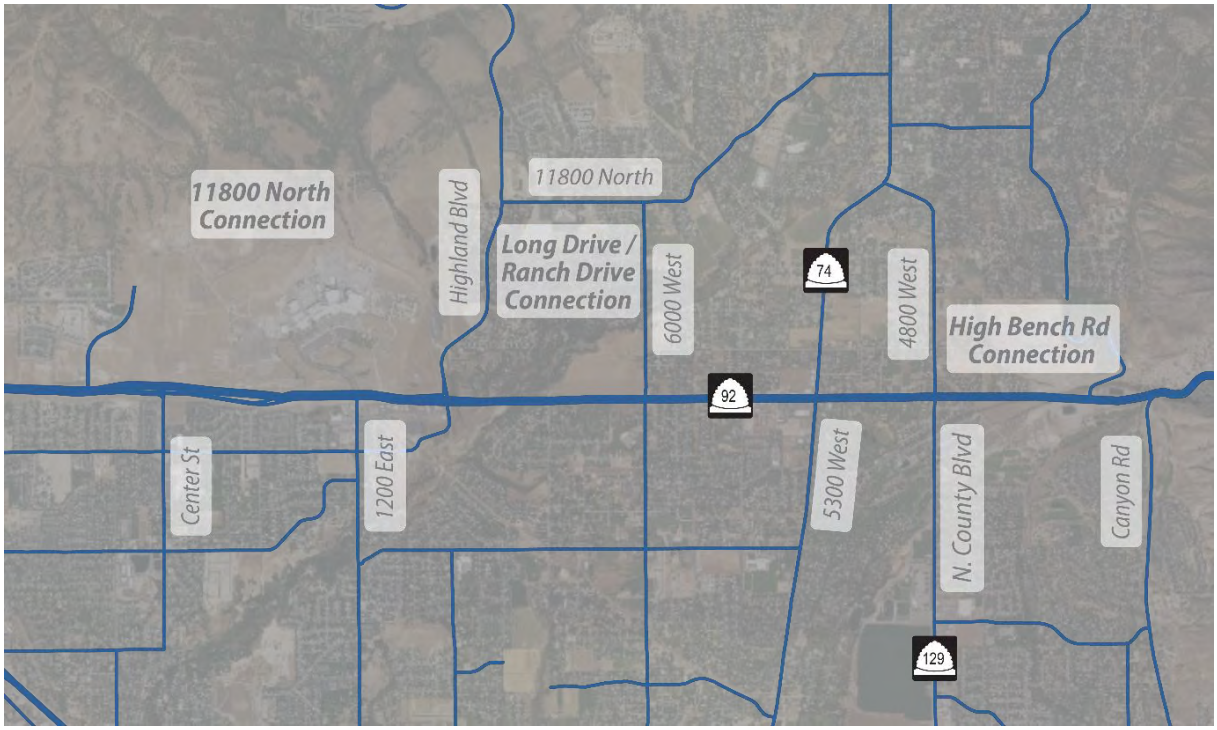


Figure 3: Potential Connection Locations

4.2.1 11800 North

The 11800 North connection would extend the existing Highland 11800 North collector road to the west into Lehi up and around the Micron facility before connecting to Lehi 500 West. The existing 11800 North is a two-lane road with a posted speed limit of 35 mph. Looping the connection north of the Micron facility would likely require the road to briefly leave Lehi City and enter Draper City, which may complicate the funding and construction of the connection. ***Figure 4*** conceptually illustrates the 11800 North connection.

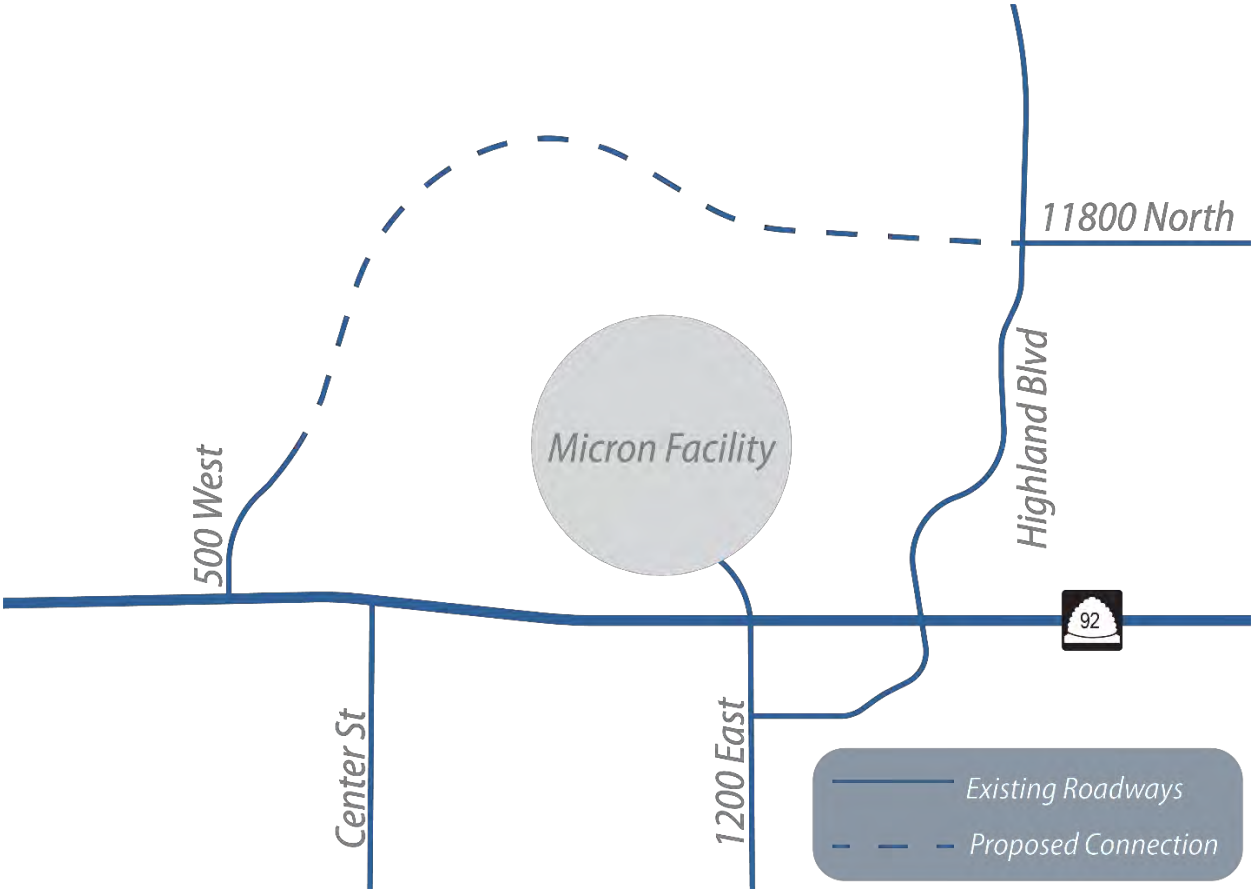


Figure 4: 11800 North Connection

4.2.2 Long Drive & Ranch Drive

The Long Drive and Ranch Drive connections are the extensions of two separate, intersecting roads. The Long Drive connection would extend that road west approximately a half-mile to connect to 6000 West. Penn Brooke Lane would also be extended south to connect to Long Drive. The existing Long Drive is a local road with a 25-mph speed limit. The Ranch Drive connection would extend that road to the east approximately a third of a mile to S.R. 74 (5300 West). ***Figure 5*** conceptually illustrates the Long Drive and Ranch Drive connections.

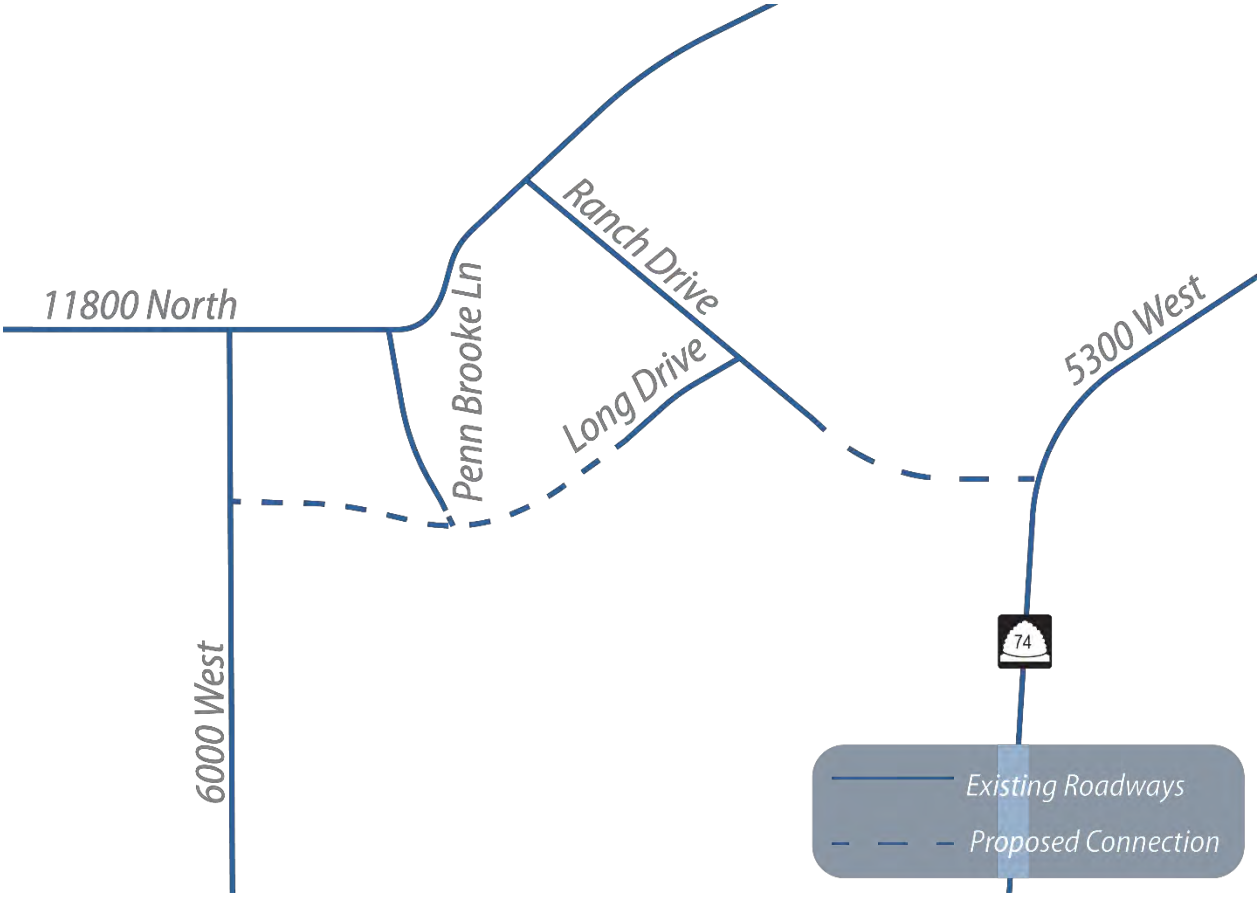


Figure 5: Long Drive / Ranch Drive Connections

4.2.3 High Bench Road

The High Bench Road connection would extend the existing High Bench Road in Alpine south to S.R. 92 in Highland. High Bench Road in Alpine lines up with Park Drive in Highland with a 650-foot gap between the two roads; however, the cities' preference is to have the connection cut through the existing gravel pit for a more direct connection to S.R. 92. This would require the closure of the gravel pit before the connection could be built, so it could be a long time until then. Another issue with this connection is the difference in elevation between S.R. 92 and High Bench Road. According to Google Earth, there is a difference of approximately 125 feet in elevation in the 0.5-mile connection, which would result in a fairly steep road in places. ***Figure 6*** conceptually illustrates the High Bench Road connection.

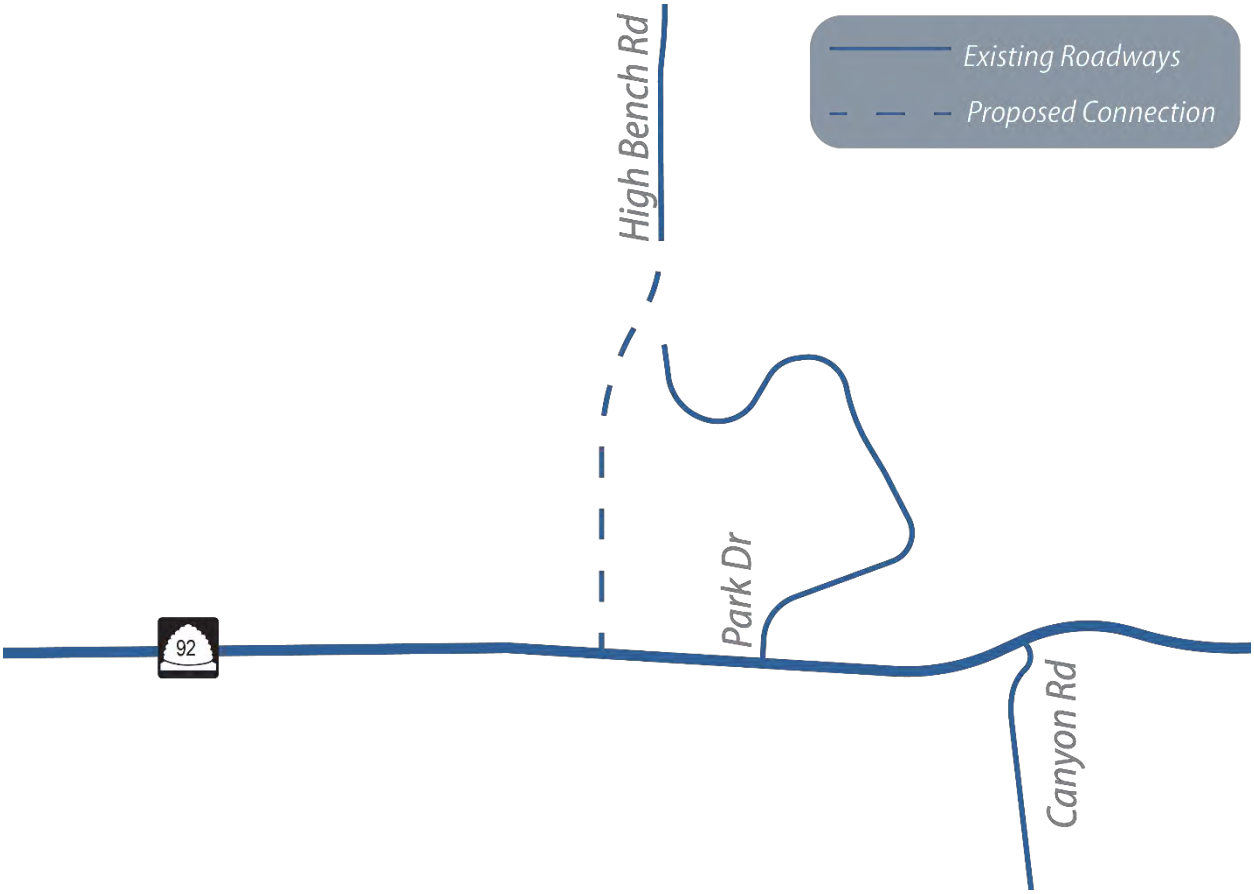


Figure 6: High Bench Road Connection

4.3 Study Area Connectivity Analysis

The MAG travel model was run for 2050 conditions with and without the three study area connections to understand the effect they would have on traffic patterns in the study area. The largest shift in traffic volumes would occur on the east side of the study area where several thousand vehicles per day would be diverted from 4800 West to High Bench Road, and similarly from North County Boulevard to Canyon Road.

S.R. 92 intersection traffic volumes were projected with and without the proposed connections. ***Table 2*** compares the projected 2050 PM peak hour total study area intersection volumes with and without the roadway connections. ***Appendix B*** contains a figure comparing the S.R. 92 intersection volumes between the two scenarios.

Table 2. S.R. 92 Intersection Volumes With and Without Connections

Intersection	2050 PM Peak Hour		% Change
	Without Connections	With Connections	
Timpanogos Highway (S.R. 92) & Center Street	3,480	3,370	-3.3
Timpanogos Highway (S.R. 92) & Micron Delivery Access	2,790	2,720	-2.5
Timpanogos Highway (S.R. 92) & 1200 West	5,230	5,170	-1.1
Timpanogos Highway (S.R. 92) & Highland Blvd	5,430	5,420	-0.2
Timpanogos Highway (S.R. 92) & 6400 West	5,300	5,320	0.4
Timpanogos Highway (S.R. 92) & 6000 West	5,890	5,630	-4.4
Timpanogos Highway (S.R. 92) & Alpine Highway (S.R. 74)	5,560	5,470	-1.6
Timpanogos Highway (S.R. 92) & N. County Blvd (S.R. 129)	4,770	4,690	-1.7
Timpanogos Highway (S.R. 92) & Canyon Rd	1,590	1,650	3.8

With the addition of the new connections, there would generally be a small decrease in traffic at S.R. 92 intersections in the study area. 6000 West would see the largest drop in traffic when the connections are added with volume reduction of 4.4 percent. The largest volume increase would be at Canyon Road at 3.8 percent, which would be due to traffic shifting from North County Boulevard.

A traffic analysis for the S.R. 92 study area intersections was performed for both sets of volumes, which revealed only minor differences in the intersection performance between the scenarios. While the traffic operations benefit associated with the potential connectors is projected to be somewhat limited, that does not mean that the connections should be removed from consideration. As discussed previously, there are other benefits associated with increased connectivity that are independent of traffic performance, including increased transportation choices, emergency response benefits, increased safety, and benefits to the economy. As such, the study area connectors should still be considered as part of a resilient transportation system.

5 S.R. 92 INTERSECTION ANALYSIS

The study intersections on S.R. 92 were analyzed to understand their traffic performance under existing conditions and future 2050 conditions without any modifications. For intersections that are expected to operate poorly in the future, various intersection modifications were analyzed for their ability to improve traffic performance.

5.1 Existing Conditions

The estimated delay and LOS for all the study intersections are shown below in ***Table 3***. Detailed LOS results can be found in ***Appendix C***.

Table 3. Existing Intersection Level of Service / Delay Results

Location	2020 AM Peak Hour		2020 PM Peak Hour	
	Worst Approach[2]	AM LOS / Delay[1]	Worst Approach[2]	PM LOS / Delay[1]
S.R. 92 & Center Street	-	B / 18	-	B / 19
S.R. 92 & Micron Delivery Entrance	SB	C / 22	SB	C / 18
S.R. 92 & 1200 East	-	C / 23	-	C / 26
S.R. 92 & Highland Boulevard	-	B / 14	-	C /24
S.R. 92 & 6400 West	-	A / 6	-	B / 11
S.R. 92 & 6000 West	-	C / 33	-	D / 49
S.R. 92 & 5600 West	NB	F / >100	NB	F / >100
S.R. 92 & 5300 West (S.R. 74)	-	D / 40	-	E / 65
S.R. 92 & North County Boulevard (S.R. 129)	-	D / 41	-	D / 36
S.R. 92 & Canyon Road	NB	D / 25	NB	F / >100

1. Average delay reported in seconds/vehicle
2. Worst approach delay is reported for unsignalized intersections

NB = Northbound, SB = Southbound, EB = Eastbound, WB = Westbound

During the AM peak hour, all the signalized intersections operate at LOS D or better; however, there are individual movements at LOS E and F. During the PM peak hour, the signalized intersections except for 5300 West operate at LOS D or better. The intersection 5300 West operates at LOS E with 65 seconds of delay per vehicle and half of the turning movements at LOS E or F. The unsignalized intersections at 5600 West and Canyon Road operate at LOS F with over 100 seconds of delay per vehicle for vehicles on the northbound approach. Traffic signal warrant studies have recently been performed for each of those intersections. The Canyon Road intersection met the warrant criteria while the 5600 West intersection did not. Although the delay is high at 5600 West, the volumes on 5600 West are low, so the overall impact of the high delay is quite low.

5.2 Future 2050 Conditions

This section reports the intersection delay and LOS for each of the intersections within the study area for the future 2050 conditions. By 2050, AM peak hour volumes for the S.R. 92 study area intersections are anticipated to increase by 30-35 percent compared to existing and the PM peak hour volumes by 24-29 percent. Detailed volume information can be found in ***Appendix B.***

The No Build results are reported for each intersection followed by the results of the various improvement scenarios that were considered. Generally speaking, the S.R. 92 corridor volumes are projected to increase enough that widening to three travel lanes in each direction would be required for the corridor to operate at an acceptable LOS. Certain intersections also include other improvements such as dual left turn lanes. Intersections that are not reported in this section but are within the study area are not anticipated to need additional intersection improvements beyond their existing configuration. This is based on the assumption that Canyon Road would be signalized. All the results presented in this section assume that the study area connections

described in Section 4 are implemented. Detailed analysis results for analyses presented in the following sections can be found in ***Appendix C***.

5.2.1 Highland Boulevard

The Highland Boulevard intersection LOS for the PM peak hour for the 2050 with connections scenario is shown in ***Figure 7***. Without any intersection improvements, Highland Boulevard is expected to perform at LOS E with 74 seconds of delay per vehicle. By adding dual westbound left-turn lanes and protected/permissive phasing to the northbound and southbound approaches, the intersection is expected to perform at LOS D with 55 seconds of delay per vehicle.

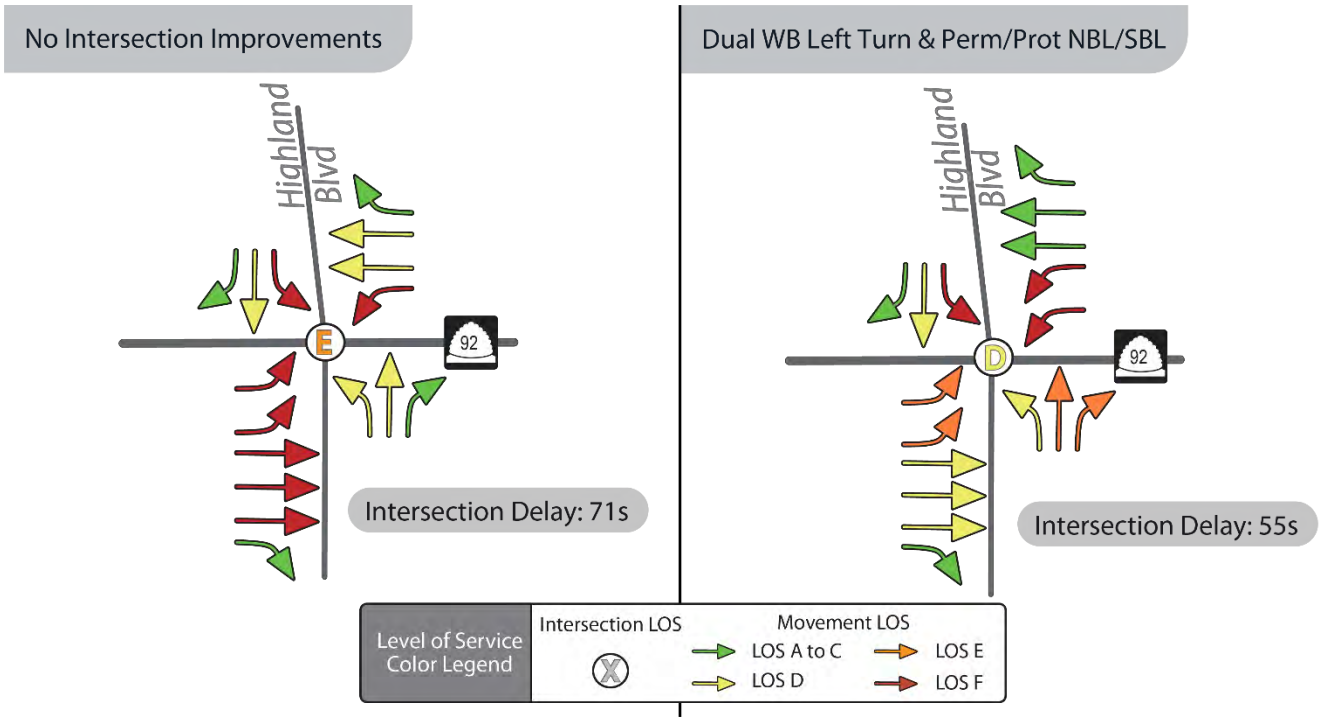


Figure 7: Highland Boulevard Intersection LOS

5.2.2 6000 West

The 6000 West intersection LOS for the PM peak hour for the 2050 with connections scenario is shown in ***Figure 8.*** Without any intersection improvements, 6000 West is expected to perform at LOS F with over 100 seconds of delay per vehicle. By adding a third eastbound and westbound through lane and right turn pockets to the northbound and southbound approaches, the intersection is expected to perform at LOS D with 49 seconds of delay per vehicle. The analysis shows that exclusive right turn lanes would not be needed to achieve LOS D, but they would be valuable for safety and driver comfort. Adding dual left turn lanes without three through lanes on S.R. 92 would be expected to operate at LOS E.

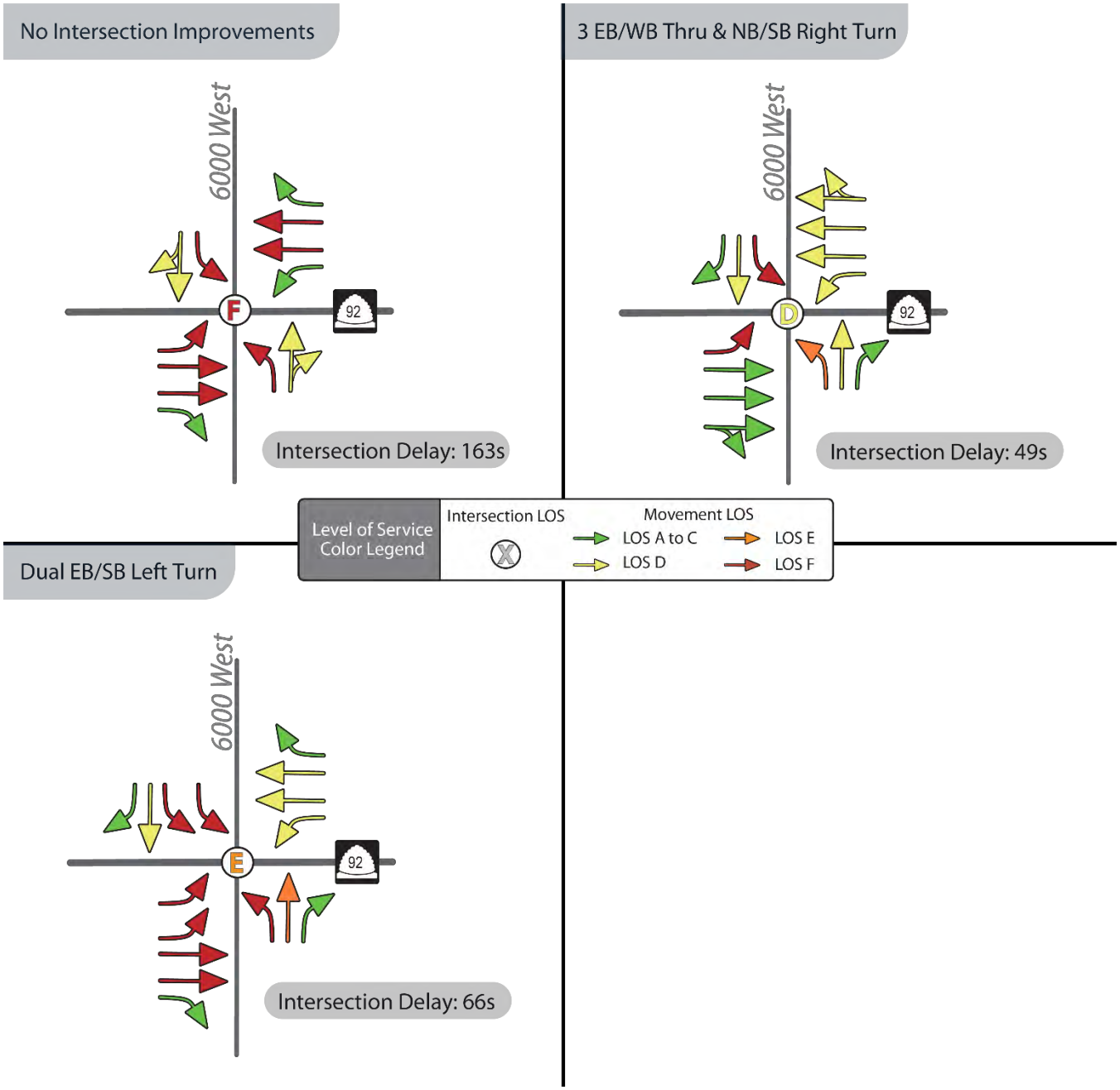


Figure 8: 6000 West Intersection LOS

5.2.3 6400 West

The 6400 West intersection LOS for the PM peak hour for the 2050 with connections scenario is shown in ***Figure 9.*** Without any intersection improvements, 6400 West is expected to perform at LOS E with over 63 seconds of delay per vehicle. By adding a third eastbound and westbound through lane, the intersection is expected to perform at LOS D with 37 seconds of delay per vehicle.

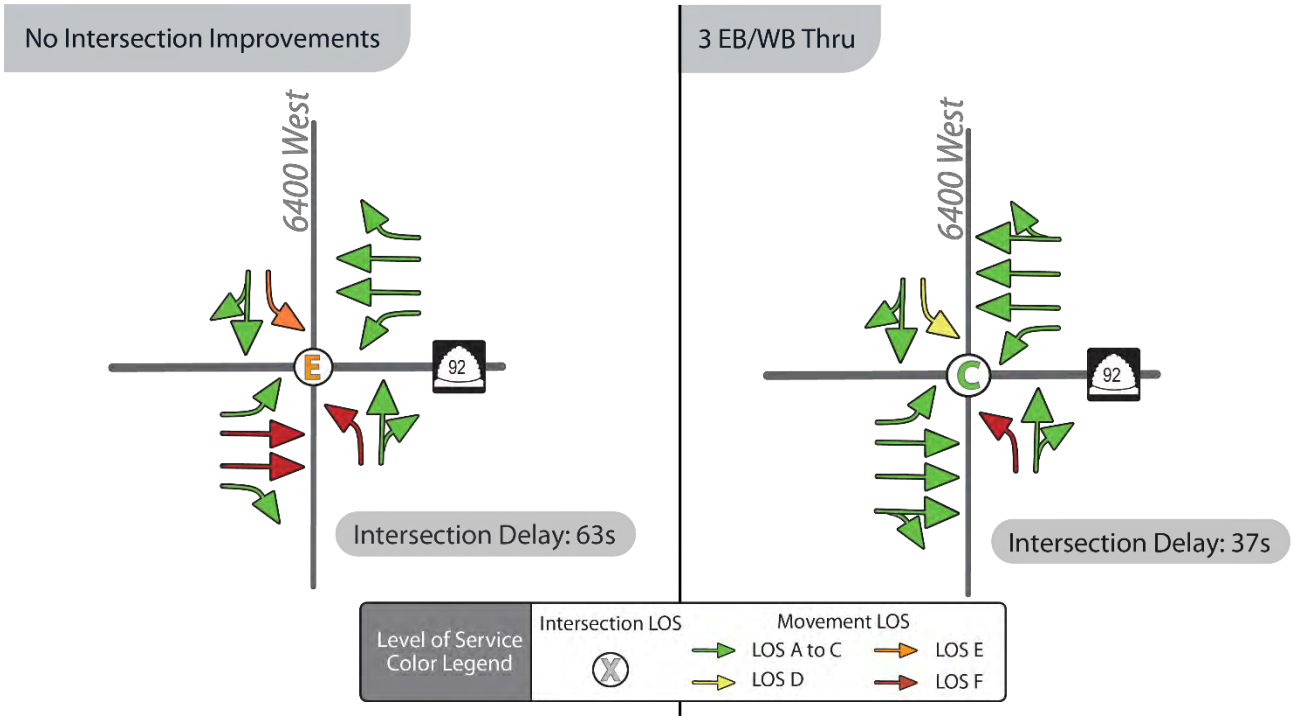


Figure 9: 6400 West Intersection LOS

5.2.4 5300 West (S.R. 74)

The 5300 West (S.R. 74) intersection LOS for the PM peak hour for the 2050 with connections scenario is shown in ***Figure 10***. Without any intersection improvements, 5300 West is expected to perform at LOS F with 72 seconds of delay per vehicle. By adding a third eastbound and westbound through lane and a dual eastbound left-turn, the intersection is expected to perform at LOS E with 56 seconds of delay per vehicle. Another option that would be expected to operate at LOS D is adding a second northbound and southbound through lane and a dual eastbound left-turn. Without the extra through lane on either leg, the intersection would still perform at LOS E with 80 seconds of delay per vehicle. A scenario with dual eastbound left-turn lanes, three eastbound and westbound through lanes, and two northbound and southbound through lanes was also analyzed which performs the best with 42 seconds of delay per vehicle.

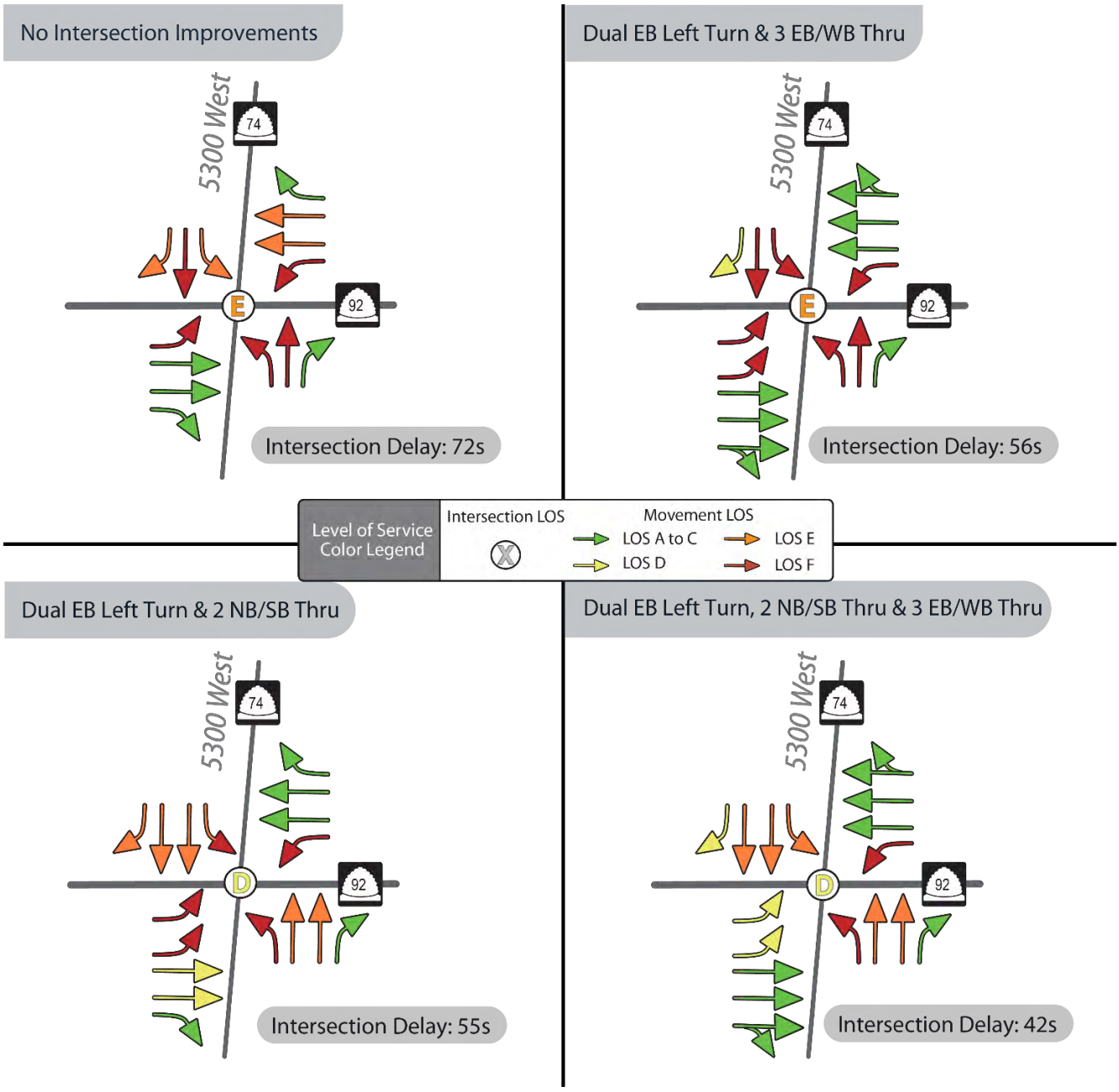


Figure 10: 5300 West (S.R. 74) Intersection LOS

5.2.5 North County Boulevard (S.R. 129)

The North County Boulevard (S.R. 129) intersection LOS for the PM peak hour for the 2050 with connections scenario is shown in ***Figure 11.*** Without any intersection improvements, 6000 West is expected to perform at LOS E with 68 seconds of delay per vehicle. By adding a second northbound and southbound through lane, the intersection is expected to perform at LOS D with 36 seconds of delay per vehicle. Another viable solution is to have dual southbound left turn lanes. Under this improvement, the intersection is expected to perform at LOS D with 44 seconds of delay per vehicle.

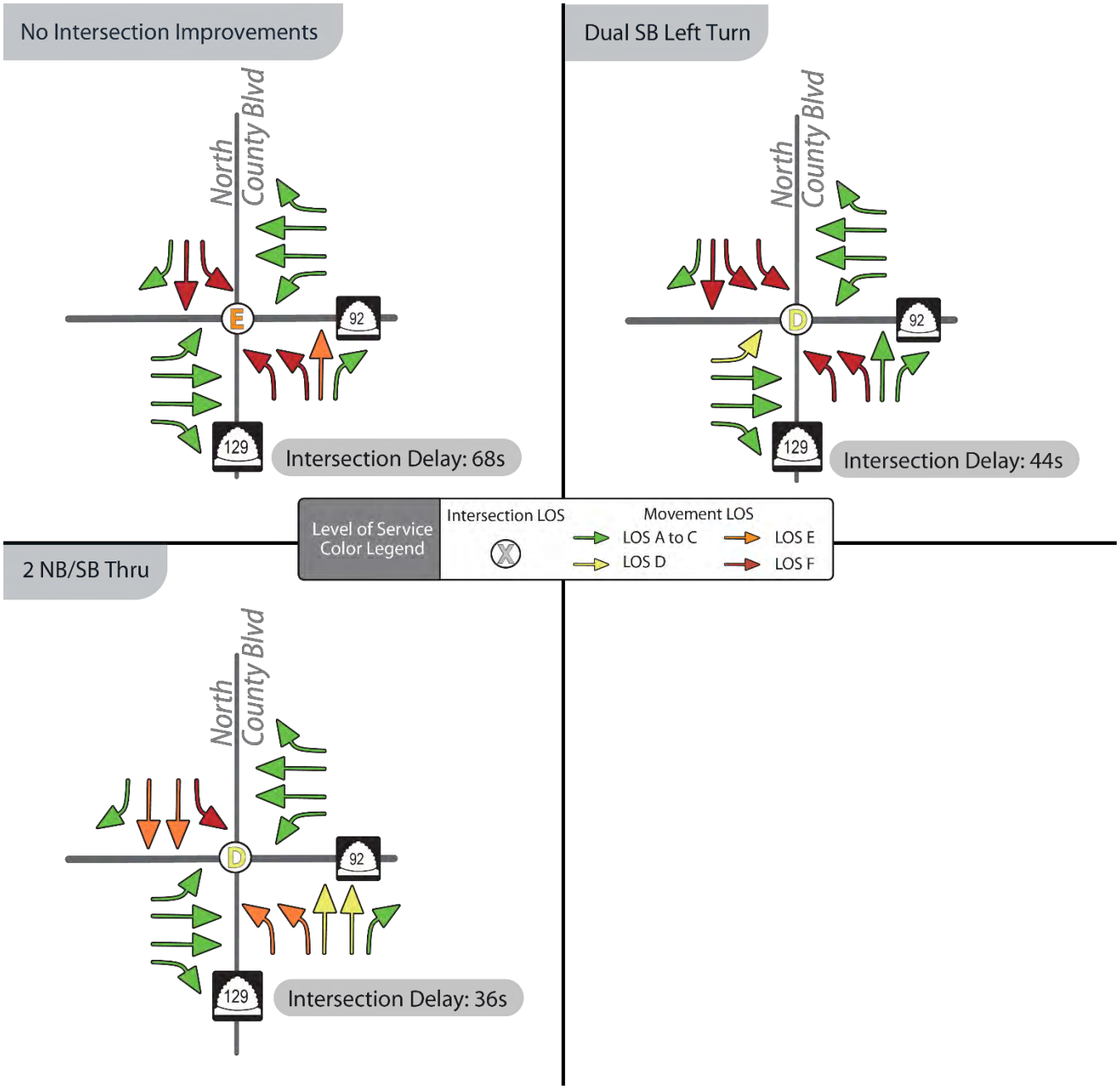


Figure 11: North County Boulevard (S.R. 129) Intersection LOS

6 ROADWAY WIDENING ANALYSIS

The travel modeling showed that there will be sufficient demand to for a four-lane road between Alpine and S.R. 92. A roadway widening analysis was completed to understand which roadways would benefit from widening to increase access and circulation within the study area. The widening analysis consisted of comparing existing and future roadway volumes. Both 5300 West (S.R. 74) and 4800 West/Canyon Crest Road were considered. Both roads are projected to have similar volumes widening either one could be justified. However, the study team didn't think it would be prudent to widen both roads, so 4800 West/Canyon Crest Road was chosen as the best candidate for widening as it had slightly higher future demand and connected directly to North County Boulevard (S.R. 129) which is a regional facility that provides good access to I-15.

7 CONCEPT DESIGNS

Concepts designs and cost estimates were prepared for intersection improvements at two of the study intersections and for the 4800 West/Canyon Crest Road widening. The two intersections selected by the study team were 6000 West and 5300 West (S.R. 74). The 4800 West/Canyon Crest Road widening included improvements to the S.R. 92 & North County Boulevard (S.R. 129) intersection. Plan sheets and a typical section for the widening concept design can be found in ***Appendix D***. Detailed cost estimates for the three concept designs can be found in ***Appendix E***.

7.1 6000 West

The concept design for 6000 West with three through lanes in each direction is shown in ***Figure 12***. As shown, the concept assumes shared through-right turn lanes on S.R. 92. These improvements are estimated to cost approximately $6.2 million in 2021 dollars and $7.3 million in 2025 dollars.

Figure 12: 6000 West Intersection Concept Design

7.2 5300 West (S.R. 74)

For 5300 West (S.R. 74), the study team chose to have a concept design prepared for an option with three east-west through lanes, two north-south through lanes, and dual left-turn lanes on S.R. 92. This option combines two options that were evaluated and would be expected to perform better than either option by themselves. The concept design for this new option is shown in ***Figure 13***. These improvements are estimated to cost approximately $11.4 million in 2021 dollars and $13.4 million in 2025 dollars.

Figure 13: 5300 West (S.R. 74) Intersection Concept Design

7.3 4800 West/Canyon Crest Road

As mentioned, concept designs for the widening of 4800 West/Canyon Crest Road can be found in ***Appendix D***. The concept design for S.R. 92 & North County Boulevard (S.R. 129) intersection is shown in ***Figure 14***. The concept includes two northbound and southbound through lanes.

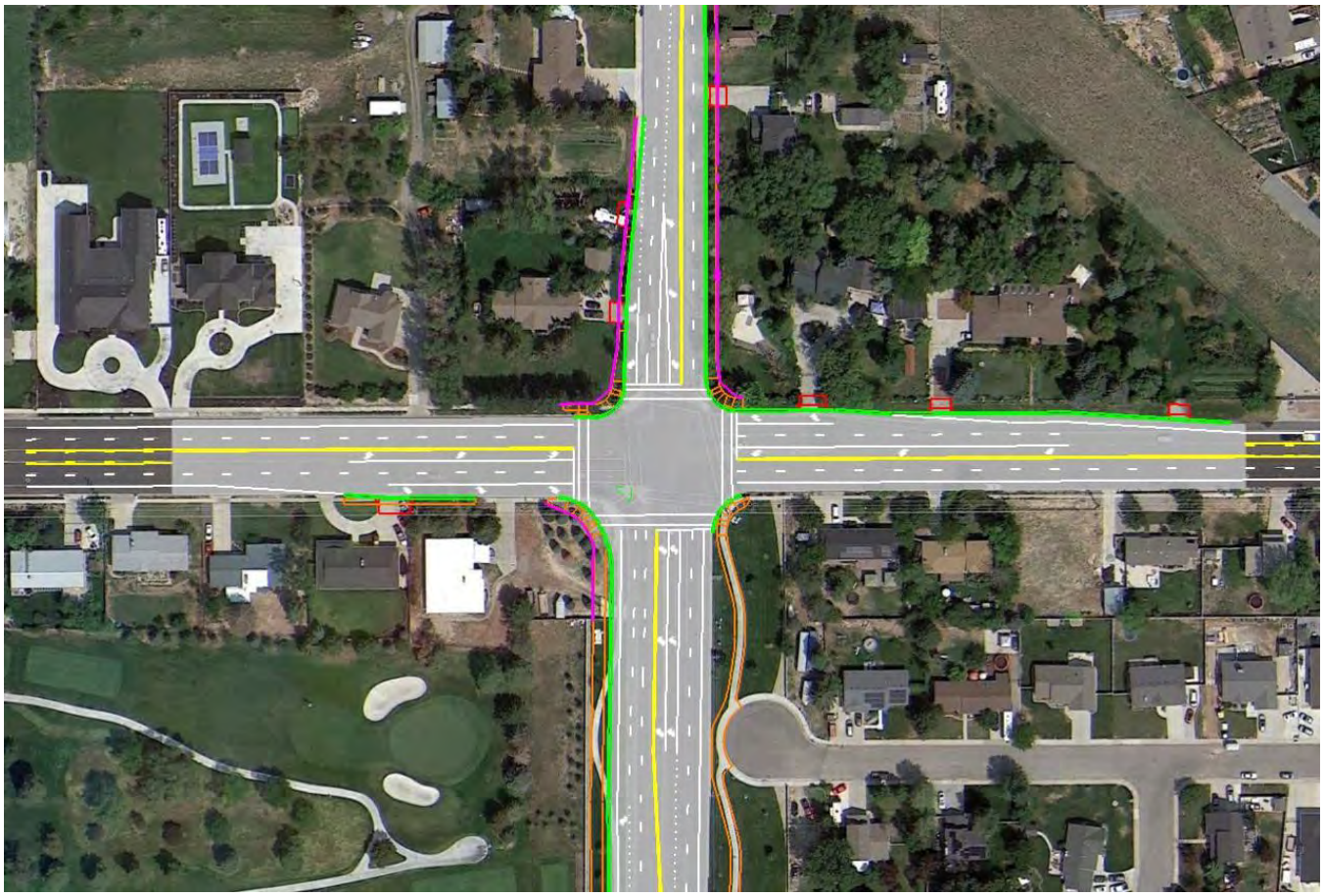


Figure 14: North County Boulevard (S.R. 129) Intersection Concept Design

Due to the size of the corridor and the cost to build the whole thing at once, the corridor was divided into three phases so that the widening could occur incrementally in a more financially feasible manner. The three phases and their estimated costs are shown in **Table 4.**

Table 4. 4800 West/Canyon Crest Road Phase Limits and Cost Estimates

Phase	Limits	Cost (2021 dollars)	Cost (2025 dollars)
1	Country Club Drive to Healey Boulevard	$7,605,000	$8,944,000
2	Healey Boulevard to Ridge Drive	$3,622,000	$4,259,000
3	Ridge Drive to Main Street	$2,753,000	$3,236,000

8 CONCLUSIONS

Per the *Utah Street Connectivity Guide* good street connectivity provides benefits to mobility, transportation choices, emergency services, safety, and the economy. Four potential connection options were identified to increase the street connectivity in Lehi, Highland and Alpine. The four connections at 11800 North, Long Drive,

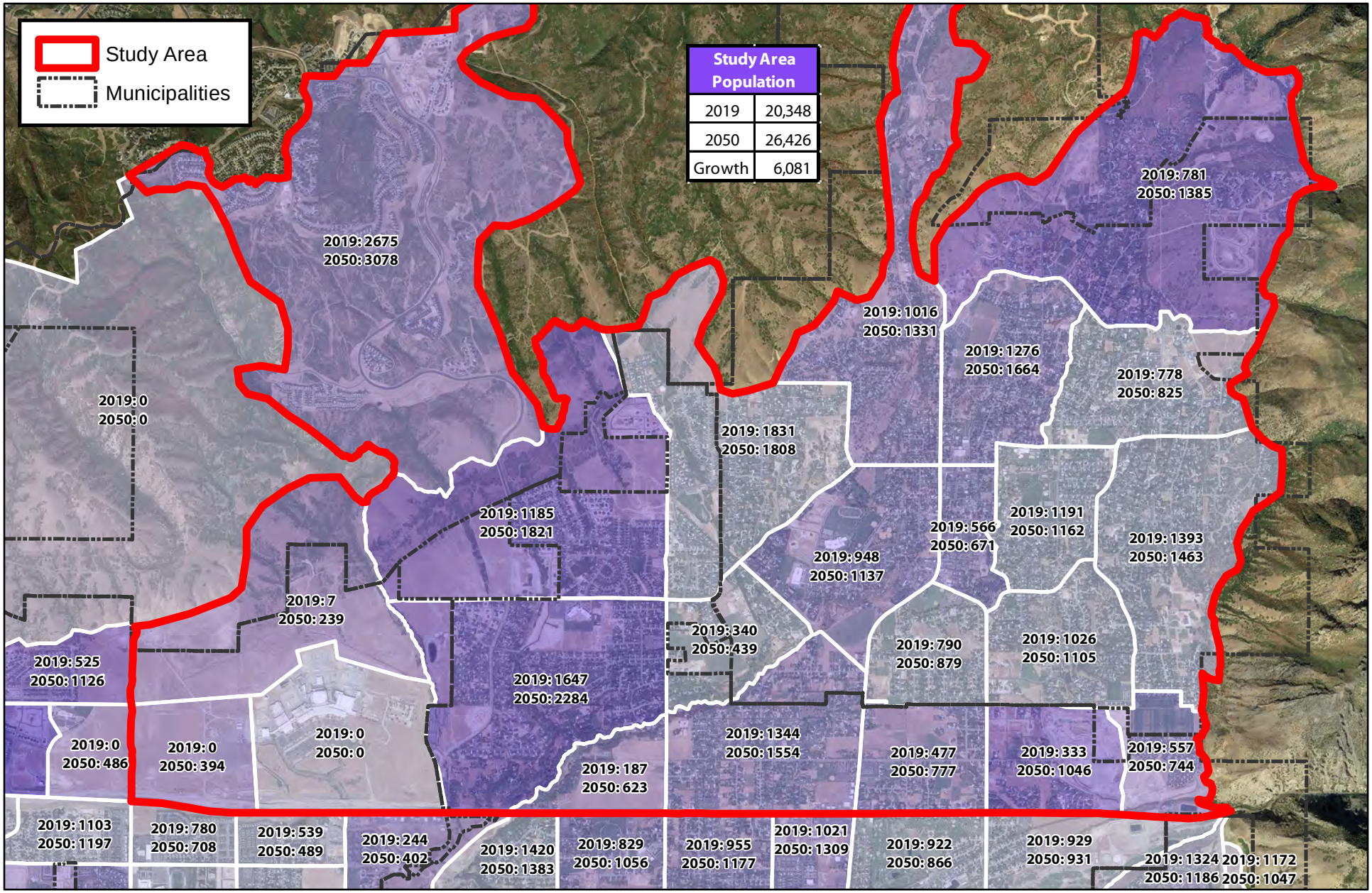
Ranch Drive, and High Bench Road would generally result in a minor decrease to future traffic volumes on S.R. 92 throughout the study area and a corresponding decrease in intersection delay. Even though the delay reduction would be relatively minor, the connections should still be seriously considered due to the other benefits that good street connectivity can provide.

Specific S.R. 92 intersection analyses were performed for 2050 future conditions with connections. Generally, the improvements required for the intersections to operate at acceptable LOS is widening S.R. 92 to three through lanes in the eastbound and westbound directions from the Express Lanes on the west through the 5300 West intersection on the east. Some intersections would also require additional left turn lanes or exclusive right turn lanes. With these improvements, each intersection would operate at LOS D or better within the study area. Because the 5300 West intersection currently operates at LOS E, it would have the highest priority for improvement. The improvements there could be phased, which would reduce the initial cost but would require additional work at the same location in the future. Concept designs and cost estimates for intersection improvements at 6000 West and 5300 West were prepared.

The study also determined there will be a need to widen one of the two primary road into Alpine (5300 West or 4800 West/Canyon Crest Road). The study team determined that the widening should be done on 4800 West/Canyon Crest Road due to slightly higher future volume projections and better regional connectivity. To make funding more manageable, the widening was divided into three phases. Concept designs and cost estimates were prepared for each phase of the widening.

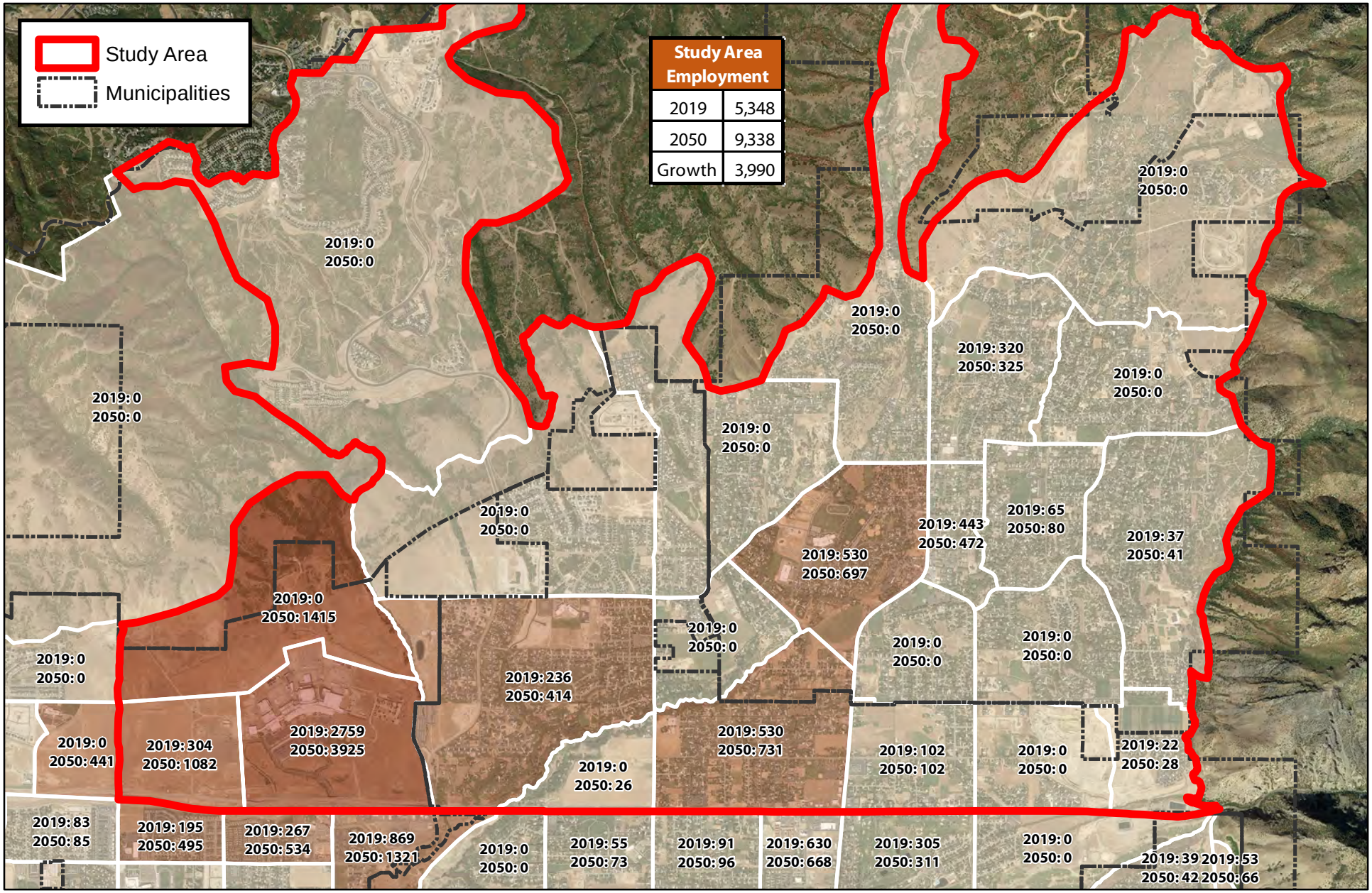
Appendix A

Population and Employment Growth



Total Population Growth 2019-2050

SR-92 North Regional Traffic Study

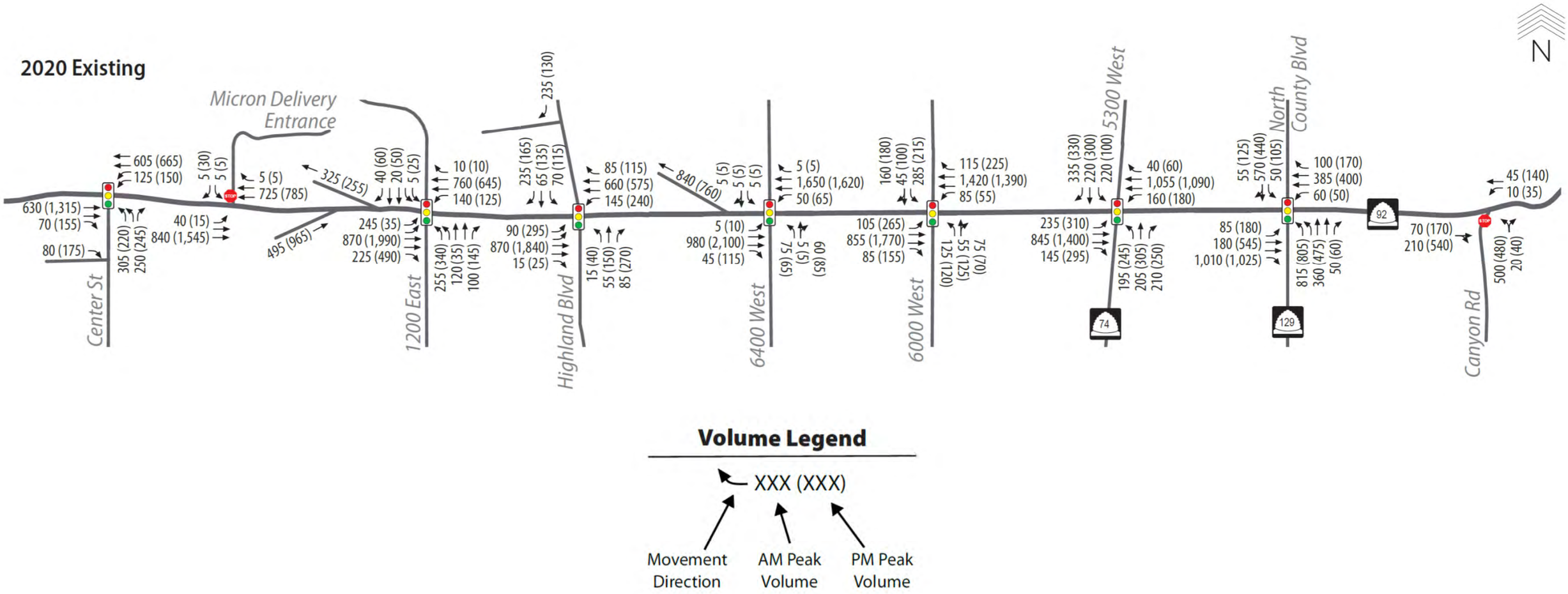


Total Employment Growth 2019-2050

SR-92 North Regional Traffic Study

Appendix B

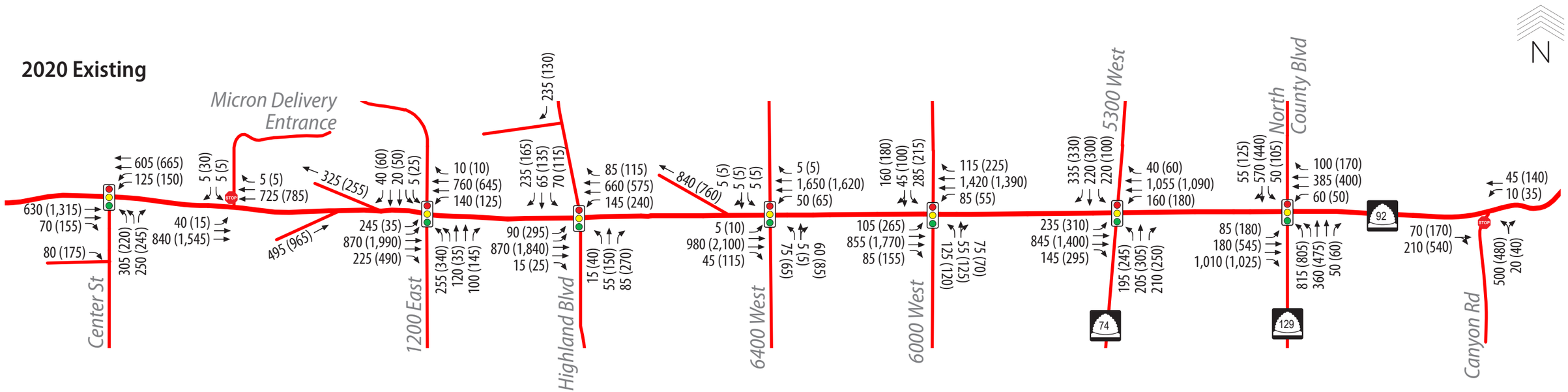
Traffic Volumes



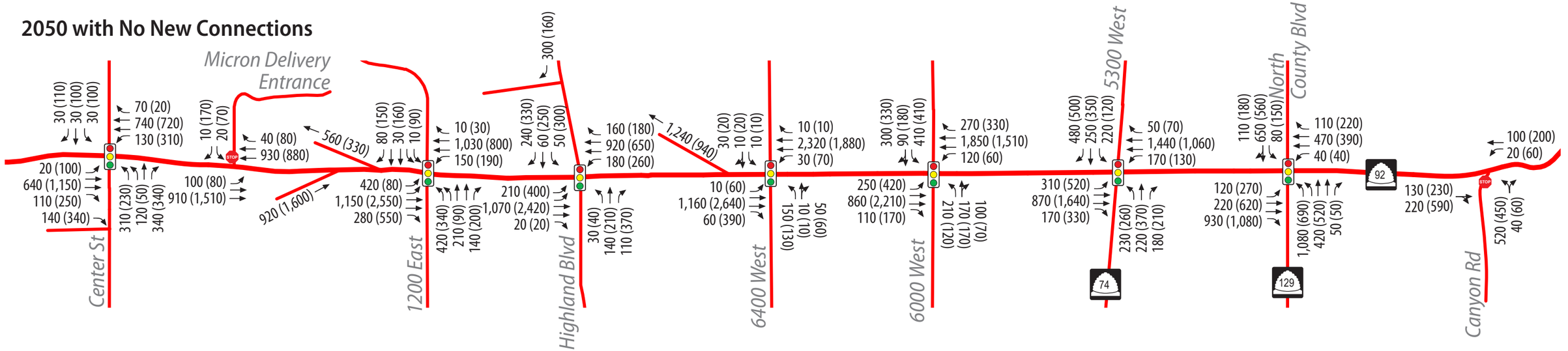
Weekday Peak Hour Volumes

SR-92 North Regional Traffic Study

2020 Existing



2050 with No New Connections



Volume Legend

XXX (XXX)

- Movement Direction
- AM Peak Volume
- PM Peak Volume

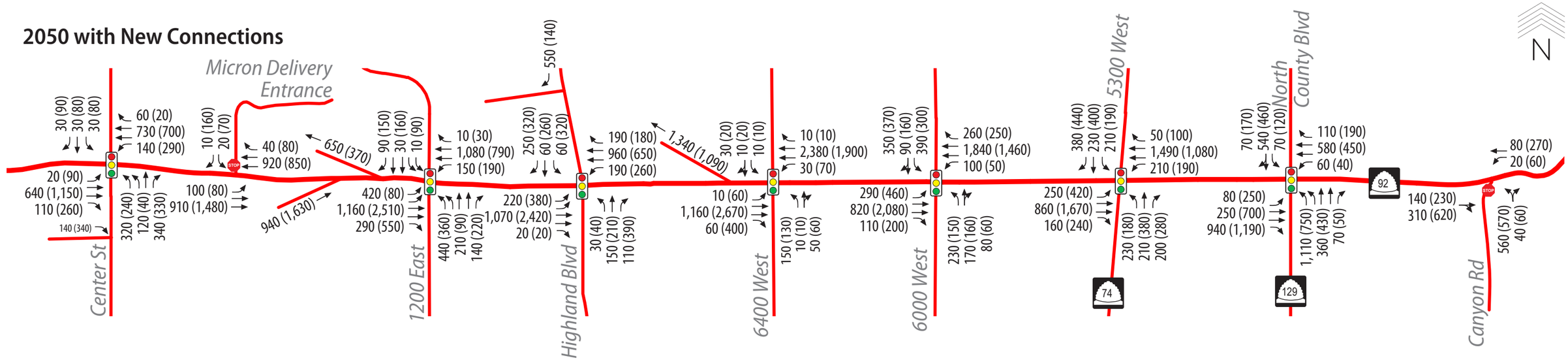
2020 Existing volumes based on 2020 traffic counts adjusted to reflect pre-pandemic conditions

Weekday Peak Hour Volumes

SR-92 North Regional Traffic Study

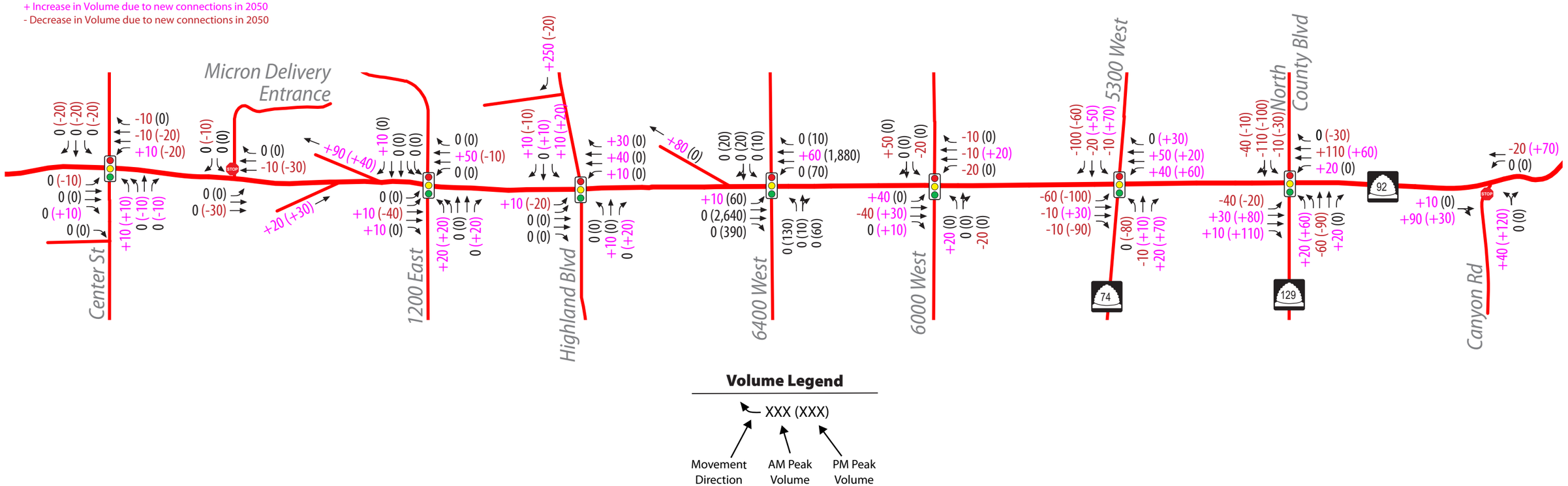
DRAFT

2050 with New Connections



Change in Volumes Due to New Connections

+ Increase in Volume due to new connections in 2050
- Decrease in Volume due to new connections in 2050



Volume Legend

XXX (XXX)

Movement Direction | AM Peak Volume | PM Peak Volume

Weekday Peak Hour Volumes

SR-92 North Regional Traffic Study

DRAFT

Appendix C

Intersection LOS Results

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	630	70	125	605	305	250
Future Volume (vph)	630	70	125	605	305	250
Satd. Flow (prot)	3539	1583	3433	3539	3433	1583
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	3539	1583	3433	3539	3433	1583
Satd. Flow (RTOR)		76				272
Lane Group Flow (vph)	685	76	136	658	332	272
Turn Type	NA	Perm	Prot	NA	Prot	Perm
Protected Phases	6		5	2	4	
Permitted Phases		6				4
Total Split (s)	45.0	45.0	20.0	65.0	35.0	35.0
Total Lost Time (s)	7.1	7.1	7.4	7.0	6.7	6.7
Act Effct Green (s)	58.7	58.7	7.3	73.5	12.8	12.8
Actuated g/C Ratio	0.59	0.59	0.07	0.74	0.13	0.13
v/c Ratio	0.33	0.08	0.55	0.25	0.75	0.62
Control Delay	11.8	3.0	39.4	6.2	53.0	11.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	11.8	3.0	39.4	6.2	53.0	11.4
LOS	B	A	D	A	D	B
Approach Delay	11.0			11.9	34.3	
Approach LOS	B			B	C	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 43 (43%), Referenced to phase 2:WBT and 6:EBT, Start of 1st Green	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.75	
Intersection Signal Delay: 17.8	Intersection LOS: B
Intersection Capacity Utilization 47.9%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 101: Center Street & SR-92

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	40	840	725	5	5	5
Future Vol, veh/h	40	840	725	5	5	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	150	-	-	100	90	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	43	913	788	5	5	5

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	788	0	-	0	1331	394
Stage 1	-	-	-	-	788	-
Stage 2	-	-	-	-	543	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	827	-	-	-	146	605
Stage 1	-	-	-	-	409	-
Stage 2	-	-	-	-	546	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	827	-	-	-	138	605
Mov Cap-2 Maneuver	-	-	-	-	138	-
Stage 1	-	-	-	-	409	-
Stage 2	-	-	-	-	518	-

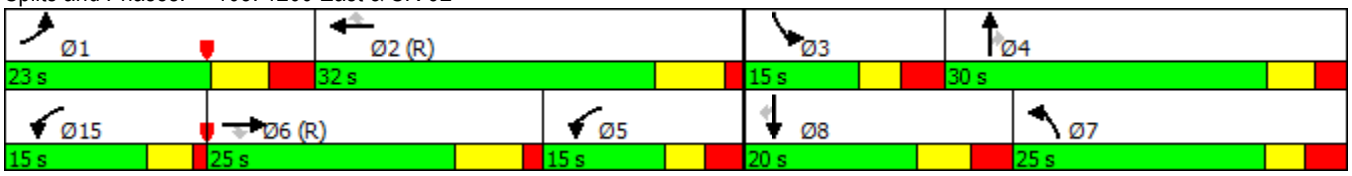
Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	21.6
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	827	-	-	-	138	605
HCM Lane V/C Ratio	0.053	-	-	-	0.039	0.009
HCM Control Delay (s)	9.6	-	-	-	32.2	11
HCM Lane LOS	A	-	-	-	D	B
HCM 95th %tile Q(veh)	0.2	-	-	-	0.1	0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	245	870	225	140	760	10	255	120	100	5	20	40
Future Volume (vph)	245	870	225	140	760	10	255	120	100	5	20	40
Satd. Flow (prot)	3433	5085	1583	1770	3539	1583	3433	3539	1583	3433	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	5085	1583	1770	3539	1583	3433	3539	1583	3433	3539	1583
Satd. Flow (RTOR)			243			238			313			311
Lane Group Flow (vph)	266	946	245	152	826	11	277	130	109	5	22	43
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	1	6		5 15	2		7	4		3	8	
Permitted Phases			6			2			4			8
Total Split (s)	23.0	25.0	25.0		32.0	32.0	25.0	30.0	30.0	15.0	20.0	20.0
Total Lost Time (s)	7.7	6.5	6.5		6.6	6.6	6.2	6.1	6.1	6.4	7.1	7.1
Act Effct Green (s)	10.8	38.1	38.1	16.6	47.9	47.9	11.1	18.6	18.6	5.0	5.0	5.0
Actuated g/C Ratio	0.11	0.38	0.38	0.17	0.48	0.48	0.11	0.19	0.19	0.05	0.05	0.05
v/c Ratio	0.72	0.49	0.33	0.52	0.49	0.01	0.73	0.20	0.20	0.03	0.12	0.11
Control Delay	51.9	21.8	3.6	32.7	11.6	0.0	53.9	34.4	0.8	45.6	47.1	0.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	51.9	21.8	3.6	32.7	11.6	0.0	53.9	34.4	0.8	45.6	47.1	0.6
LOS	D	C	A	C	B	A	D	C	A	D	D	A
Approach Delay		24.2			14.8			37.8			18.4	
Approach LOS		C			B			D			B	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 48 (48%), Referenced to phase 2:WBT and 6:EBT, Start of 1st Green	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.73	
Intersection Signal Delay: 23.3	Intersection LOS: C
Intersection Capacity Utilization 58.9%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 103: 1200 East & SR-92



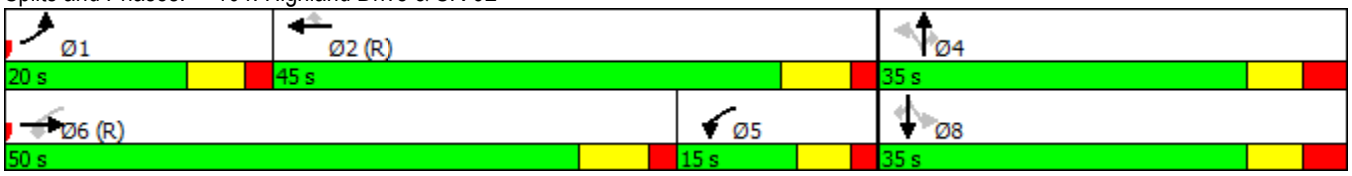
Lane Group	Ø5	Ø15
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Satd. Flow (RTOR)		
Lane Group Flow (vph)		
Turn Type		
Protected Phases	5	15
Permitted Phases		
Total Split (s)	15.0	15.0
Total Lost Time (s)		
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	90	870	15	145	660	85	15	55	85	75	65	235
Future Volume (vph)	90	870	15	145	660	85	15	55	85	75	65	235
Satd. Flow (prot)	3433	5085	1583	1770	3539	1583	1770	1863	1583	1770	1863	1583
Flt Permitted	0.950			0.278			0.711			0.718		
Satd. Flow (perm)	3433	5085	1583	518	3539	1583	1324	1863	1583	1337	1863	1583
Satd. Flow (RTOR)			130			121			197			255
Lane Group Flow (vph)	98	946	16	158	717	92	16	60	92	82	71	255
Turn Type	Prot	NA	Perm	D.P+P	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	1	6		5	2			4			8	
Permitted Phases			6	6		2	4		4	8		8
Total Split (s)	20.0	50.0	50.0	15.0	45.0	45.0	35.0	35.0	35.0	35.0	35.0	35.0
Total Lost Time (s)	6.5	7.3	7.3	6.1	7.3	7.3	7.6	7.6	7.6	7.6	7.6	7.6
Act Effct Green (s)	7.1	60.0	60.0	70.1	63.7	63.7	10.1	10.1	10.1	10.1	10.1	10.1
Actuated g/C Ratio	0.07	0.60	0.60	0.70	0.64	0.64	0.10	0.10	0.10	0.10	0.10	0.10
v/c Ratio	0.40	0.31	0.02	0.33	0.32	0.09	0.12	0.32	0.27	0.61	0.38	0.66
Control Delay	65.3	2.0	0.0	11.4	15.3	4.9	40.3	44.5	2.0	60.9	46.2	13.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	65.3	2.0	0.0	11.4	15.3	4.9	40.3	44.5	2.0	60.9	46.2	13.7
LOS	E	A	A	B	B	A	D	D	A	E	D	B
Approach Delay		7.8			13.7			20.8			28.9	
Approach LOS		A			B			C			C	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 91 (91%), Referenced to phase 2:WBT and 6:EBWB, Start of 1st Green	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.66	
Intersection Signal Delay: 14.2	Intersection LOS: B
Intersection Capacity Utilization 55.7%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 104: Highland Drive & SR-92



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	980	45	50	1650	5	75	5	60	5	5	5
Future Volume (vph)	5	980	45	50	1650	5	75	5	60	5	5	5
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	1604	0	1770	1723	0
Flt Permitted	0.111			0.238			0.751			0.711		
Satd. Flow (perm)	207	3539	1583	443	3539	1583	1399	1604	0	1324	1723	0
Satd. Flow (RTOR)			104			49		65			5	
Lane Group Flow (vph)	5	1065	49	54	1793	5	82	70	0	5	10	0
Turn Type	Perm	NA	Perm	D.P+P	NA	Perm	Perm	NA		Perm	NA	
Protected Phases		6		5	2			4			8	
Permitted Phases	6		6	6		2	4			8		
Total Split (s)	51.0	51.0	51.0	15.0	66.0	66.0	34.0	34.0		34.0	34.0	
Total Lost Time (s)	7.0	7.0	7.0	5.0	7.0	7.0	7.5	7.5		7.5	7.5	
Act Effct Green (s)	71.3	71.3	71.3	76.2	79.6	79.6	9.8	9.8		9.8	9.8	
Actuated g/C Ratio	0.71	0.71	0.71	0.76	0.80	0.80	0.10	0.10		0.10	0.10	
v/c Ratio	0.03	0.42	0.04	0.13	0.64	0.00	0.60	0.33		0.04	0.06	
Control Delay	1.4	3.0	0.1	2.9	5.6	0.0	60.5	15.6		38.8	29.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	1.4	3.0	0.1	2.9	5.6	0.0	60.5	15.6		38.8	29.8	
LOS	A	A	A	A	A	A	E	B		D	C	
Approach Delay		2.8			5.5			39.8			32.8	
Approach LOS		A			A			D			C	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 97 (97%), Referenced to phase 2:WBT and 6:EBWB, Start of 1st Green	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.64	
Intersection Signal Delay: 6.4	Intersection LOS: A
Intersection Capacity Utilization 68.5%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 105: 6400 West & SR-92

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	105	855	85	85	1420	115	125	55	75	285	45	160
Future Volume (vph)	105	855	85	85	1420	115	125	55	75	285	45	160
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	1701	0	1770	1645	0
Flt Permitted	0.085			0.230			0.545			0.666		
Satd. Flow (perm)	158	3539	1583	428	3539	1583	1015	1701	0	1241	1645	0
Satd. Flow (RTOR)			115			115		66			172	
Lane Group Flow (vph)	114	929	92	92	1543	125	136	142	0	310	223	0
Turn Type	D.P+P	NA	Perm	D.P+P	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	1	6		5	2			4			8	
Permitted Phases	2		6	6		2	4			8		
Total Split (s)	15.0	52.0	52.0	15.0	52.0	52.0	33.0	33.0		33.0	33.0	
Total Lost Time (s)	5.8	6.9	6.9	6.0	6.9	6.9	7.5	7.5		7.5	7.5	
Act Effct Green (s)	55.4	49.8	49.8	56.2	47.2	47.2	25.5	25.5		25.5	25.5	
Actuated g/C Ratio	0.55	0.50	0.50	0.56	0.47	0.47	0.26	0.26		0.26	0.26	
v/c Ratio	0.57	0.53	0.11	0.28	0.92	0.15	0.53	0.29		0.98	0.41	
Control Delay	22.4	29.0	7.3	10.5	35.8	4.2	40.7	18.3		84.9	10.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	22.4	29.0	7.3	10.5	35.8	4.2	40.7	18.3		84.9	10.9	
LOS	C	C	A	B	D	A	D	B		F	B	
Approach Delay		26.6			32.2			29.3			54.0	
Approach LOS		C			C			C			D	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 81 (81%), Referenced to phase 2:EBWB and 6:EBWB, Start of 1st Green	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.98	
Intersection Signal Delay: 33.4	Intersection LOS: C
Intersection Capacity Utilization 91.4%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 106: 6000 West & SR-92

Intersection	
Int Delay, s/veh	10.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	1185	25	25	1555	5	35	0	35	5	0	30
Future Vol, veh/h	5	1185	25	25	1555	5	35	0	35	5	0	30
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	275	170	-	-	100	-	100	100	-	100
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	1288	27	27	1690	5	38	0	38	5	0	33

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1696	0	0	1288	0	0	2198	3049	644	2402	3046	848
Stage 1	-	-	-	-	-	-	1299	1299	-	1747	1747	-
Stage 2	-	-	-	-	-	-	899	1750	-	655	1299	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	372	-	-	534	-	-	~ 25	12	416	17	12	305
Stage 1	-	-	-	-	-	-	171	230	-	89	138	-
Stage 2	-	-	-	-	-	-	300	138	-	421	230	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	372	-	-	534	-	-	~ 21	11	416	15	11	305
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 21	11	-	15	11	-
Stage 1	-	-	-	-	-	-	169	227	-	88	131	-
Stage 2	-	-	-	-	-	-	254	131	-	377	227	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.2	$ 394.8	65
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	NBLn2	NBLn3	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2	SBLn3
Capacity (veh/h)	21	-	416	372	-	-	534	-	-	15	-	305
HCM Lane V/C Ratio	1.812	-	0.091	0.015	-	-	0.051	-	-	0.362	-	0.107
HCM Control Delay (s)	$ 775.1	0	14.5	14.8	-	-	12.1	-	-	$ 345.9	0	18.2
HCM Lane LOS	F	A	B	B	-	-	B	-	-	F	A	C
HCM 95th %tile Q(veh)	5	-	0.3	0	-	-	0.2	-	-	1	-	0.4

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	235	845	145	160	1055	40	195	205	210	220	220	335
Future Volume (vph)	235	845	145	160	1055	40	195	205	210	220	220	335
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	1863	1583	1770	1863	1583
Flt Permitted	0.080			0.213			0.341			0.368		
Satd. Flow (perm)	149	3539	1583	397	3539	1583	635	1863	1583	685	1863	1583
Satd. Flow (RTOR)			130			123			228			278
Lane Group Flow (vph)	255	918	158	174	1147	43	212	223	228	239	239	364
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6		6	2		2	4		4	8		8
Total Split (s)	25.0	65.0	65.0	25.0	65.0	65.0	25.0	30.0	30.0	25.0	30.0	30.0
Total Lost Time (s)	5.9	7.2	7.2	6.3	7.2	7.2	6.0	7.0	7.0	6.1	7.0	7.0
Act Effct Green (s)	67.1	49.9	49.9	56.7	44.9	44.9	35.2	19.0	19.0	35.7	19.3	19.3
Actuated g/C Ratio	0.55	0.41	0.41	0.46	0.37	0.37	0.29	0.15	0.15	0.29	0.16	0.16
v/c Ratio	0.86	0.64	0.22	0.57	0.89	0.07	0.66	0.78	0.52	0.71	0.82	0.75
Control Delay	60.4	31.8	7.1	22.7	46.3	0.2	43.2	71.6	11.1	46.3	74.9	24.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	60.4	31.8	7.1	22.7	46.3	0.2	43.2	71.6	11.1	46.3	74.9	24.8
LOS	E	C	A	C	D	A	D	E	B	D	E	C
Approach Delay		34.4			41.9			41.7			45.1	
Approach LOS		C			D			D			D	

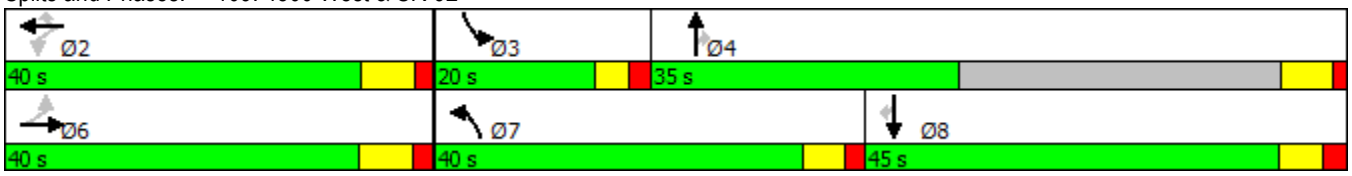
Intersection Summary	
Cycle Length: 145	
Actuated Cycle Length: 122.8	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.89	
Intersection Signal Delay: 40.1	Intersection LOS: D
Intersection Capacity Utilization 87.0%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 108: 5300 West (SR-74) & SR-92

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	85	180	1010	60	385	100	815	360	50	50	570	55
Future Volume (vph)	85	180	1010	60	385	100	815	360	50	50	570	55
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	3433	1863	1583	1770	1863	1583
Flt Permitted	0.415			0.629			0.950			0.950		
Satd. Flow (perm)	773	3539	1583	1172	3539	1583	3433	1863	1583	1770	1863	1583
Satd. Flow (RTOR)			606			127			80			131
Lane Group Flow (vph)	92	196	1098	65	418	109	886	391	54	54	620	60
Turn Type	Perm	NA	Free	Perm	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases		6			2		7	4		3	8	
Permitted Phases	6		Free	2		2			4			8
Total Split (s)	40.0	40.0		40.0	40.0	40.0	40.0	35.0	35.0	20.0	45.0	45.0
Total Lost Time (s)	7.0	7.0		6.8	6.8	6.8	5.8	6.3	6.3	5.2	6.6	6.6
Act Effct Green (s)	33.0	33.0	124.0	33.2	33.2	33.2	33.2	67.4	67.4	7.2	38.4	38.4
Actuated g/C Ratio	0.27	0.27	1.00	0.27	0.27	0.27	0.27	0.54	0.54	0.06	0.31	0.31
v/c Ratio	0.45	0.21	0.69	0.21	0.44	0.21	0.97	0.39	0.06	0.53	1.07	0.10
Control Delay	46.6	36.3	2.5	37.9	39.7	5.1	67.4	18.7	1.6	75.0	100.3	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	46.6	36.3	2.5	37.9	39.7	5.1	67.4	18.7	1.6	75.0	100.3	0.4
LOS	D	D	A	D	D	A	E	B	A	E	F	A
Approach Delay		10.2			33.1			50.4			90.3	
Approach LOS		B			C			D			F	

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 124	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.07	
Intersection Signal Delay: 41.3	Intersection LOS: D
Intersection Capacity Utilization 94.1%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 109: 4800 West & SR-92



Intersection	
Int Delay, s/veh	15.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	70	210	10	45	500	20
Future Vol, veh/h	70	210	10	45	500	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	100	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	76	228	11	49	543	22

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	304	0	261	190
Stage 1	-	-	-	-	190	-
Stage 2	-	-	-	-	71	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1257	-	728	852
Stage 1	-	-	-	-	842	-
Stage 2	-	-	-	-	952	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1257	-	722	852
Mov Cap-2 Maneuver	-	-	-	-	722	-
Stage 1	-	-	-	-	842	-
Stage 2	-	-	-	-	944	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.4	25.1
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	726	-	-	1257	-
HCM Lane V/C Ratio	0.779	-	-	0.009	-
HCM Control Delay (s)	25.1	-	-	7.9	-
HCM Lane LOS	D	-	-	A	-
HCM 95th %tile Q(veh)	7.6	-	-	0	-

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1315	155	150	665	220	245
Future Volume (vph)	1315	155	150	665	220	245
Turn Type	NA	Perm	Prot	NA	Prot	Perm
Protected Phases	6		5	2	4	
Permitted Phases		6				4
Detector Phase	6	6	5	2	4	4
Switch Phase						
Minimum Initial (s)	15.0	15.0	5.0	15.0	5.0	5.0
Minimum Split (s)	22.1	22.1	12.4	22.0	11.7	11.7
Total Split (s)	60.0	60.0	20.0	80.0	40.0	40.0
Total Split (%)	50.0%	50.0%	16.7%	66.7%	33.3%	33.3%
Yellow Time (s)	5.6	5.6	4.7	5.5	3.0	3.0
All-Red Time (s)	1.5	1.5	2.7	1.5	3.7	3.7
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.1	7.1	7.4	7.0	6.7	6.7
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	C-Max	C-Max	None	C-Max	None	None
Act Effct Green (s)	78.0	78.0	8.9	94.4	11.9	11.9
Actuated g/C Ratio	0.65	0.65	0.07	0.79	0.10	0.10
v/c Ratio	0.62	0.15	0.64	0.26	0.70	0.75
Control Delay	14.7	1.9	86.1	1.0	63.3	24.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.7	1.9	86.1	1.0	63.3	24.9
LOS	B	A	F	A	E	C
Approach Delay	13.4			16.7	43.1	
Approach LOS	B			B	D	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 100 (83%), Referenced to phase 2:WBT and 6:EBT, Start of 1st Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.75	
Intersection Signal Delay: 19.4	Intersection LOS: B
Intersection Capacity Utilization 64.6%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 101: Center Street & SR-92

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	15	1545	785	5	5	30
Future Vol, veh/h	15	1545	785	5	5	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	150	-	-	100	90	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	1679	853	5	5	33

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	853	0	-	0	1725	427
Stage 1	-	-	-	-	853	-
Stage 2	-	-	-	-	872	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	782	-	-	-	80	576
Stage 1	-	-	-	-	378	-
Stage 2	-	-	-	-	369	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	782	-	-	-	78	576
Mov Cap-2 Maneuver	-	-	-	-	78	-
Stage 1	-	-	-	-	378	-
Stage 2	-	-	-	-	361	-

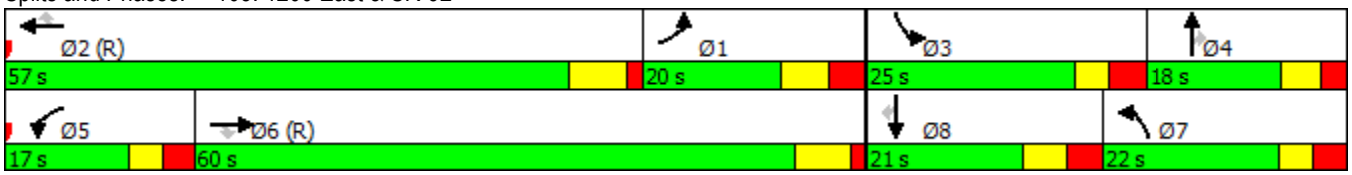
Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	17.7
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	782	-	-	-	78	576
HCM Lane V/C Ratio	0.021	-	-	-	0.07	0.057
HCM Control Delay (s)	9.7	-	-	-	54.6	11.6
HCM Lane LOS	A	-	-	-	F	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2	0.2

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	35	1990	490	125	645	10	340	35	145	25	50	60
Future Volume (vph)	35	1990	490	125	645	10	340	35	145	25	50	60
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2			4			8
Detector Phase	1	6	6	5	2	2	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0	15.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	12.7	44.5	44.5	10.9	40.6	40.6	11.2	11.1	11.1	11.4	12.1	12.1
Total Split (s)	20.0	60.0	60.0	17.0	57.0	57.0	22.0	18.0	18.0	25.0	21.0	21.0
Total Split (%)	16.7%	50.0%	50.0%	14.2%	47.5%	47.5%	18.3%	15.0%	15.0%	20.8%	17.5%	17.5%
Yellow Time (s)	4.3	5.0	5.0	3.0	5.1	5.1	3.0	3.6	3.6	3.0	4.0	4.0
All-Red Time (s)	3.4	1.5	1.5	2.9	1.5	1.5	3.2	2.5	2.5	3.4	3.1	3.1
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.7	6.5	6.5	5.9	6.6	6.6	6.2	6.1	6.1	6.4	7.1	7.1
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None
Act Effct Green (s)	9.4	62.5	62.5	12.4	68.7	68.7	16.3	19.7	19.7	5.1	5.6	5.6
Actuated g/C Ratio	0.08	0.52	0.52	0.10	0.57	0.57	0.14	0.16	0.16	0.04	0.05	0.05
v/c Ratio	0.14	0.82	0.56	0.75	0.35	0.01	0.80	0.07	0.36	0.19	0.33	0.23
Control Delay	47.1	26.4	9.2	70.3	12.7	0.0	63.1	41.5	3.5	58.5	60.5	2.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	47.1	26.4	9.2	70.3	12.7	0.0	63.1	41.5	3.5	58.5	60.5	2.0
LOS	D	C	A	E	B	A	E	D	A	E	E	A
Approach Delay		23.4			21.8			45.0			34.1	
Approach LOS		C			C			D			C	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 58 (48%), Referenced to phase 2:WBT and 6:EBT, Start of 1st Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.82	
Intersection Signal Delay: 26.3	Intersection LOS: C
Intersection Capacity Utilization 77.2%	ICU Level of Service D
Analysis Period (min) 15	

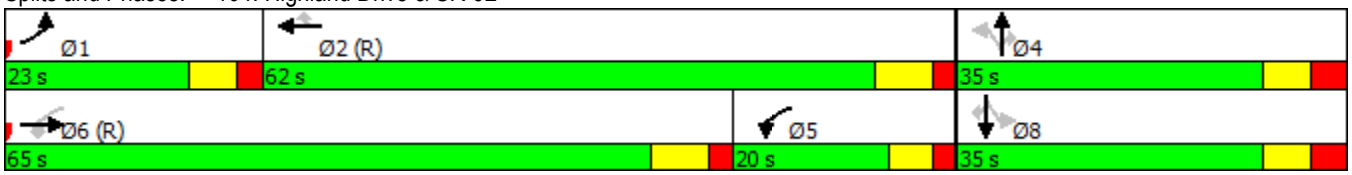
Splits and Phases: 103: 1200 East & SR-92



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	295	1840	25	240	575	115	40	150	270	115	135	165
Future Volume (vph)	295	1840	25	240	575	115	40	150	270	115	135	165
Turn Type	Prot	NA	Perm	D.P+P	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	1	6		5	2			4			8	
Permitted Phases			6	6		2	4		4	8		8
Detector Phase	1	6	6	5	2	2	4	4	4	8	8	8
Switch Phase												
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0	15.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.5	29.3	29.3	11.1	22.3	22.3	43.6	43.6	43.6	12.6	12.6	12.6
Total Split (s)	23.0	65.0	65.0	20.0	62.0	62.0	35.0	35.0	35.0	35.0	35.0	35.0
Total Split (%)	19.2%	54.2%	54.2%	16.7%	51.7%	51.7%	29.2%	29.2%	29.2%	29.2%	29.2%	29.2%
Yellow Time (s)	4.3	5.2	5.2	4.0	5.2	5.2	4.2	4.2	4.2	4.2	4.2	4.2
All-Red Time (s)	2.2	2.1	2.1	2.1	2.1	2.1	3.4	3.4	3.4	3.4	3.4	3.4
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	7.3	7.3	6.1	7.3	7.3	7.6	7.6	7.6	7.6	7.6	7.6
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None
Act Effct Green (s)	15.0	68.2	68.2	83.3	66.7	66.7	16.9	16.9	16.9	16.9	16.9	16.9
Actuated g/C Ratio	0.12	0.57	0.57	0.69	0.56	0.56	0.14	0.14	0.14	0.14	0.14	0.14
v/c Ratio	0.75	0.69	0.03	0.97	0.32	0.13	0.27	0.62	0.71	0.87	0.56	0.48
Control Delay	74.8	2.7	0.0	82.6	20.2	7.4	47.6	57.8	22.9	95.8	55.0	10.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	74.8	2.7	0.0	82.6	20.2	7.4	47.6	57.8	22.9	95.8	55.0	10.2
LOS	E	A	A	F	C	A	D	E	C	F	E	B
Approach Delay		12.6			34.7			36.4			48.5	
Approach LOS		B			C			D			D	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 107 (89%), Referenced to phase 2:WBT and 6:EBWB, Start of 1st Green	
Natural Cycle: 115	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.97	
Intersection Signal Delay: 24.3	Intersection LOS: C
Intersection Capacity Utilization 86.9%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 104: Highland Drive & SR-92



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	10	2100	115	65	1620	5	65	5	5	5
Future Volume (vph)	10	2100	115	65	1620	5	65	5	5	5
Turn Type	Perm	NA	Perm	D.P+P	NA	Perm	Perm	NA	Perm	NA
Protected Phases		6		5	2			4		8
Permitted Phases	6		6	6		2	4		8	
Detector Phase	6	6	6	5	2	2	4	4	8	8
Switch Phase										
Minimum Initial (s)	15.0	15.0	15.0	5.0	15.0	15.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	10.0	22.0	22.0	31.5	31.5	33.5	33.5
Total Split (s)	70.0	70.0	70.0	15.0	85.0	85.0	35.0	35.0	35.0	35.0
Total Split (%)	58.3%	58.3%	58.3%	12.5%	70.8%	70.8%	29.2%	29.2%	29.2%	29.2%
Yellow Time (s)	5.0	5.0	5.0	3.0	5.0	5.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	3.5	3.5	3.5	3.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	5.0	7.0	7.0	7.5	7.5	7.5	7.5
Lead/Lag	Lag	Lag	Lag	Lead						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes						
Recall Mode	C-Max	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None
Act Effct Green (s)	86.5	86.5	86.5	93.5	95.5	95.5	10.0	10.0	10.0	10.0
Actuated g/C Ratio	0.72	0.72	0.72	0.78	0.80	0.80	0.08	0.08	0.08	0.08
v/c Ratio	0.07	0.89	0.11	0.47	0.63	0.00	0.61	0.45	0.05	0.07
Control Delay	2.1	15.3	0.3	32.2	1.9	0.0	74.2	17.8	48.8	36.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	2.1	15.3	0.3	32.2	1.9	0.0	74.2	17.8	48.8	36.3
LOS	A	B	A	C	A	A	E	B	D	D
Approach Delay		14.4			3.0			41.6		40.5
Approach LOS		B			A			D		D

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 2 (2%), Referenced to phase 2:WBT and 6:EBWB, Start of 1st Green	
Natural Cycle: 140	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.89	
Intersection Signal Delay: 10.8	Intersection LOS: B
Intersection Capacity Utilization 80.4%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 105: 6400 West & SR-92

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	265	1770	155	55	1390	225	120	125	215	100
Future Volume (vph)	265	1770	155	55	1390	225	120	125	215	100
Turn Type	D.P+P	NA	Perm	D.P+P	NA	Perm	Perm	NA	Perm	NA
Protected Phases	1	6		5	2			4		8
Permitted Phases	2		6	6		2	4		8	
Detector Phase	1	6	6	5	2	2	4	4	8	8
Switch Phase										
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0	15.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.8	22.9	22.9	11.0	22.9	22.9	32.5	32.5	32.5	32.5
Total Split (s)	15.0	67.0	67.0	15.0	67.0	67.0	38.0	38.0	38.0	38.0
Total Split (%)	12.5%	55.8%	55.8%	12.5%	55.8%	55.8%	31.7%	31.7%	31.7%	31.7%
Yellow Time (s)	4.3	5.4	5.4	4.5	5.4	5.4	5.6	5.6	5.6	5.6
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5	1.9	1.9	1.9	1.9
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.8	6.9	6.9	6.0	6.9	6.9	7.5	7.5	7.5	7.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None
Act Effct Green (s)	71.5	66.4	66.4	72.3	60.1	60.1	29.4	29.4	29.4	29.4
Actuated g/C Ratio	0.60	0.55	0.55	0.60	0.50	0.50	0.24	0.24	0.24	0.24
v/c Ratio	1.34	0.98	0.18	0.40	0.85	0.29	0.79	0.47	0.97	0.65
Control Delay	195.3	44.5	8.4	18.4	32.0	8.8	75.2	38.1	96.3	37.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	195.3	44.5	8.4	18.4	32.0	8.8	75.2	38.1	96.3	37.9
LOS	F	D	A	B	C	A	E	D	F	D
Approach Delay		60.2			28.4			52.2		63.3
Approach LOS		E			C			D		E

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 84 (70%), Referenced to phase 2:EBWB and 6:EBWB, Start of 1st Green	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.34	
Intersection Signal Delay: 48.6	Intersection LOS: D
Intersection Capacity Utilization 99.3%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 106: 6000 West & SR-92

Intersection	
Int Delay, s/veh	31.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	30	1955	70	25	1625	15	25	0	45	5	0	20
Future Vol, veh/h	30	1955	70	25	1625	15	25	0	45	5	0	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	275	170	-	-	100	-	100	100	-	100
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	33	2125	76	27	1766	16	27	0	49	5	0	22

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1783	0	0	2125	0	0	3128	4027	1063	2957	4019	891
Stage 1	-	-	-	-	-	-	2190	2190	-	1829	1829	-
Stage 2	-	-	-	-	-	-	938	1837	-	1128	2190	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	344	-	-	253	-	-	~ 5	3	219	6	3	285
Stage 1	-	-	-	-	-	-	46	82	-	79	126	-
Stage 2	-	-	-	-	-	-	284	125	-	218	82	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	344	-	-	253	-	-	~ 4	2	219	~ 4	2	285
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 4	2	-	~ 4	2	-
Stage 1	-	-	-	-	-	-	42	74	-	71	113	-
Stage 2	-	-	-	-	-	-	234	112	-	153	74	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0.3	$ 1559	$ 361.3
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	NBLn2	NBLn3	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2	SBLn3
Capacity (veh/h)	4	-	219	344	-	-	253	-	-	4	-	285
HCM Lane V/C Ratio	6.793	-	0.223	0.095	-	-	0.107	-	-	1.359	-	0.076
HCM Control Delay (s)	$ 4318.2	0	26.1	16.6	-	-	20.9	-	-	$ 1731.9	0	18.7
HCM Lane LOS	F	A	D	C	-	-	C	-	-	F	A	C
HCM 95th %tile Q(veh)	5	-	0.8	0.3	-	-	0.4	-	-	1.5	-	0.2

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	310	1400	295	180	1090	60	245	305	250	100	300	330
Future Volume (vph)	310	1400	295	180	1090	60	245	305	250	100	300	330
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6		6	2		2	4		4	8		8
Detector Phase	1	6	6	5	2	2	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0	15.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.9	27.2	27.2	11.3	31.2	31.2	11.0	30.0	30.0	11.1	33.0	33.0
Total Split (s)	33.0	55.0	55.0	15.0	37.0	37.0	17.0	38.0	38.0	12.0	34.0	34.0
Total Split (%)	27.3%	45.5%	45.5%	12.4%	30.6%	30.6%	14.0%	31.4%	31.4%	9.9%	28.1%	28.1%
Yellow Time (s)	3.8	4.9	4.9	4.0	4.9	4.9	4.0	4.9	4.9	4.0	4.9	4.9
All-Red Time (s)	2.1	2.3	2.3	2.3	2.3	2.3	2.0	2.1	2.1	2.1	2.1	2.1
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.9	7.2	7.2	6.3	7.2	7.2	6.0	7.0	7.0	6.1	7.0	7.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None
Act Effct Green (s)	64.9	48.2	48.2	51.1	38.9	38.9	41.0	29.0	29.0	30.8	24.0	24.0
Actuated g/C Ratio	0.54	0.40	0.40	0.42	0.32	0.32	0.34	0.24	0.24	0.25	0.20	0.20
v/c Ratio	0.92	1.08	0.43	0.86	1.04	0.10	1.08	0.75	0.50	0.49	0.89	0.62
Control Delay	63.1	83.9	12.4	64.8	79.2	0.3	112.9	53.3	12.9	36.6	72.3	10.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	63.1	83.9	12.4	64.8	79.2	0.3	112.9	53.3	12.9	36.6	72.3	10.5
LOS	E	F	B	E	E	A	F	D	B	D	E	B
Approach Delay		70.1			73.7			58.9			39.5	
Approach LOS		E			E			E			D	

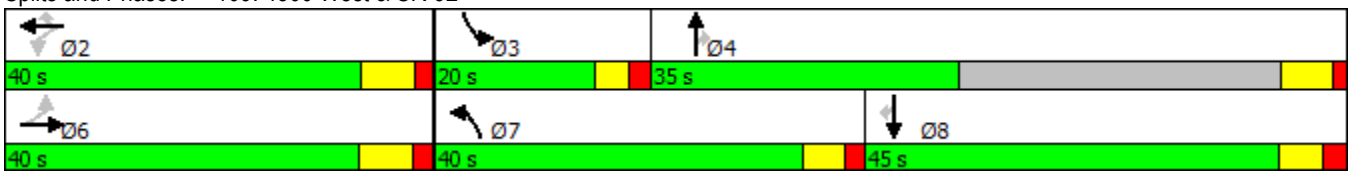
Intersection Summary	
Cycle Length: 121	
Actuated Cycle Length: 121	
Offset: 16 (13%), Referenced to phase 2:WBTL and 6:EBTL, Start of 1st Green	
Natural Cycle: 140	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.08	
Intersection Signal Delay: 64.7	Intersection LOS: E
Intersection Capacity Utilization 100.1%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 108: 5300 West (SR-74) & SR-92

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	180	545	1025	50	400	170	805	475	60	105	440	125
Future Volume (vph)	180	545	1025	50	400	170	805	475	60	105	440	125
Turn Type	Perm	NA	Free	Perm	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases		6			2		7	4		3	8	
Permitted Phases	6		Free	2		2			4			8
Detector Phase	6	6		2	2	2	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0	10.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	25.0	25.0		24.8	24.8	24.8	10.8	24.3	24.3	10.2	24.6	24.6
Total Split (s)	40.0	40.0		40.0	40.0	40.0	40.0	35.0	35.0	20.0	45.0	45.0
Total Split (%)	32.0%	32.0%		32.0%	32.0%	32.0%	32.0%	28.0%	28.0%	16.0%	36.0%	36.0%
Yellow Time (s)	5.0	5.0		5.0	5.0	5.0	4.0	4.8	4.8	3.2	4.1	4.1
All-Red Time (s)	2.0	2.0		1.8	1.8	1.8	1.8	1.5	1.5	2.0	2.5	2.5
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0		6.8	6.8	6.8	5.8	6.3	6.3	5.2	6.6	6.6
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	Max	Max		Max	Max	Max	None	None	None	None	None	None
Act Effct Green (s)	33.2	33.2	118.3	33.4	33.4	33.4	31.7	56.0	56.0	10.5	33.8	33.8
Actuated g/C Ratio	0.28	0.28	1.00	0.28	0.28	0.28	0.27	0.47	0.47	0.09	0.29	0.29
v/c Ratio	0.90	0.60	0.70	0.36	0.43	0.32	0.95	0.59	0.08	0.73	0.90	0.25
Control Delay	84.3	41.0	2.6	45.2	37.7	6.6	62.9	26.2	2.9	79.6	61.8	7.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	84.3	41.0	2.6	45.2	37.7	6.6	62.9	26.2	2.9	79.6	61.8	7.1
LOS	F	D	A	D	D	A	E	C	A	E	E	A
Approach Delay		23.0			29.8			47.2			54.4	
Approach LOS		C			C			D			D	

Intersection Summary	
Cycle Length: 125	
Actuated Cycle Length: 118.3	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.95	
Intersection Signal Delay: 36.2	Intersection LOS: D
Intersection Capacity Utilization 91.4%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 109: 4800 West & SR-92



Intersection	
Int Delay, s/veh	87.7

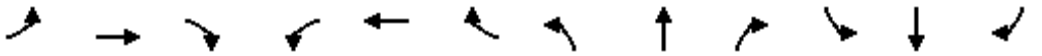
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	170	540	35	140	480	40
Future Vol, veh/h	170	540	35	140	480	40
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	100	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	185	587	38	152	522	43

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	772	0	706	478
Stage 1	-	-	-	-	478	-
Stage 2	-	-	-	-	228	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	843	-	~ 402	587
Stage 1	-	-	-	-	624	-
Stage 2	-	-	-	-	810	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	843	-	~ 384	587
Mov Cap-2 Maneuver	-	-	-	-	~ 384	-
Stage 1	-	-	-	-	624	-
Stage 2	-	-	-	-	773	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.9	236.2
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	394	-	-	843	-
HCM Lane V/C Ratio	1.435	-	-	0.045	-
HCM Control Delay (s)	236.2	-	-	9.5	-
HCM Lane LOS	F	-	-	A	-
HCM 95th %tile Q(veh)	28.8	-	-	0.1	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

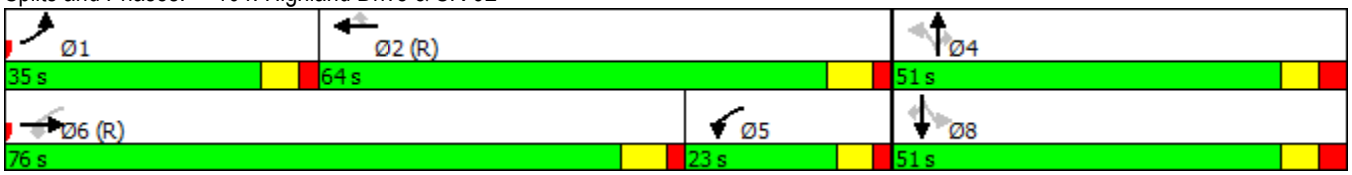


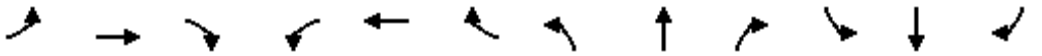
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	400	2420	20	260	650	180	40	210	370	300	250	330
Future Volume (vph)	400	2420	20	260	650	180	40	210	370	300	250	330
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	435		450	260		280	100		170	280		180
Storage Lanes	2		1	1		1	1		1	1		1
Taper Length (ft)	280			125			80			100		
Lane Util. Factor	0.97	0.91	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5085	1583	1770	3539	1583	1770	1863	1583	1770	1863	1583
Flt Permitted	0.950			0.058			0.437			0.505		
Satd. Flow (perm)	3433	5085	1583	108	3539	1583	814	1863	1583	941	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			87			196			220			359
Link Speed (mph)		50			50			25			25	
Link Distance (ft)		1343			952			1887			477	
Travel Time (s)		18.3			13.0			51.5			13.0	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	435	2630	22	283	707	196	43	228	402	326	272	359
Shared Lane Traffic (%)												
Lane Group Flow (vph)	435	2630	22	283	707	196	43	228	402	326	272	359
Turn Type	Prot	NA	Perm	D.P+P	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	1	6		5	2			4			8	
Permitted Phases			6	6		2	4		4	8		8
Detector Phase	1	6	6	5	2	2	4	4	4	8	8	8
Switch Phase												
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0	15.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.5	29.3	29.3	11.1	22.3	22.3	43.6	43.6	43.6	12.6	12.6	12.6
Total Split (s)	35.0	76.0	76.0	23.0	64.0	64.0	51.0	51.0	51.0	51.0	51.0	51.0
Total Split (%)	23.3%	50.7%	50.7%	15.3%	42.7%	42.7%	34.0%	34.0%	34.0%	34.0%	34.0%	34.0%
Yellow Time (s)	4.3	5.2	5.2	4.0	5.2	5.2	4.2	4.2	4.2	4.2	4.2	4.2
All-Red Time (s)	2.2	2.1	2.1	2.1	2.1	2.1	3.4	3.4	3.4	3.4	3.4	3.4
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	7.3	7.3	6.1	7.3	7.3	7.6	7.6	7.6	7.6	7.6	7.6
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None
Act Effct Green (s)	23.1	68.7	68.7	86.8	62.1	62.1	43.4	43.4	43.4	43.4	43.4	43.4

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio	0.15	0.46	0.46	0.58	0.41	0.41	0.29	0.29	0.29	0.29	0.29	0.29
v/c Ratio	0.82	1.13	0.03	1.14	0.48	0.25	0.18	0.42	0.65	1.20	0.50	0.50
Control Delay	83.1	84.1	0.0	141.2	39.0	10.4	42.7	46.1	26.0	164.4	48.3	6.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	83.1	84.1	0.0	141.2	39.0	10.4	42.7	46.1	26.0	164.4	48.3	6.4
LOS	F	F	A	F	D	B	D	D	C	F	D	A
Approach Delay		83.4			58.7			33.9			72.1	
Approach LOS		F			E			C			E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 80.6 (54%), Referenced to phase 2:WBT and 6:EBWB, Start of 1st Green			
Natural Cycle: 125			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.20			
Intersection Signal Delay: 70.9		Intersection LOS: E	
Intersection Capacity Utilization 112.7%		ICU Level of Service H	
Analysis Period (min) 15			

Splits and Phases: 104: Highland Drive & SR-92



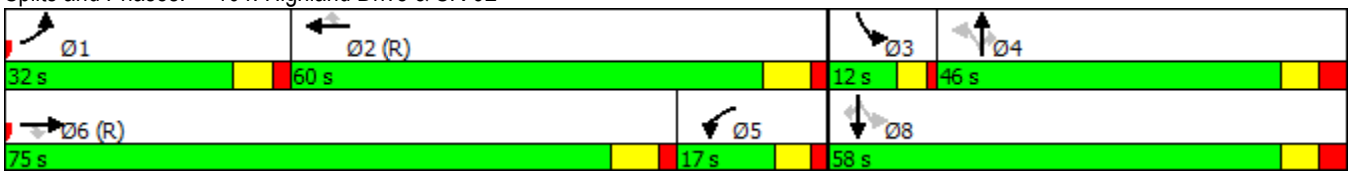


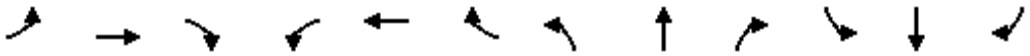
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	380	2420	20	260	650	180	40	210	390	320	260	320
Future Volume (vph)	380	2420	20	260	650	180	40	210	390	320	260	320
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	435		450	260		280	100		170	280		180
Storage Lanes	2		1	2		1	1		1	1		1
Taper Length (ft)	280			125			80			100		
Lane Util. Factor	0.97	0.91	1.00	0.97	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5085	1583	3433	3539	1583	1770	1863	1583	1770	1863	1583
Flt Permitted	0.950			0.950			0.578			0.369		
Satd. Flow (perm)	3433	5085	1583	3433	3539	1583	1077	1863	1583	687	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			119			196			164			348
Link Speed (mph)		50			50			25			25	
Link Distance (ft)		1343			952			1887			477	
Travel Time (s)		18.3			13.0			51.5			13.0	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	413	2630	22	283	707	196	43	228	424	348	283	348
Shared Lane Traffic (%)												
Lane Group Flow (vph)	413	2630	22	283	707	196	43	228	424	348	283	348
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2			4		3	8	
Permitted Phases			6			2	4		4	8		8
Detector Phase	1	6	6	5	2	2	4	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0	15.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.5	29.3	29.3	11.1	22.3	22.3	43.6	43.6	43.6	9.5	12.6	12.6
Total Split (s)	32.0	75.0	75.0	17.0	60.0	60.0	46.0	46.0	46.0	12.0	58.0	58.0
Total Split (%)	21.3%	50.0%	50.0%	11.3%	40.0%	40.0%	30.7%	30.7%	30.7%	8.0%	38.7%	38.7%
Yellow Time (s)	4.3	5.2	5.2	4.0	5.2	5.2	4.2	4.2	4.2	3.5	4.2	4.2
All-Red Time (s)	2.2	2.1	2.1	2.1	2.1	2.1	3.4	3.4	3.4	1.0	3.4	3.4
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	7.3	7.3	6.1	7.3	7.3	7.6	7.6	7.6	4.5	7.6	7.6
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lag	Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None
Act Effct Green (s)	21.7	75.3	75.3	10.9	64.1	64.1	30.8	30.8	30.8	45.9	42.8	42.8

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio	0.14	0.50	0.50	0.07	0.43	0.43	0.21	0.21	0.21	0.31	0.29	0.29
v/c Ratio	0.83	1.03	0.03	1.14	0.47	0.25	0.20	0.60	0.93	1.32	0.53	0.50
Control Delay	69.3	37.1	0.0	143.0	24.9	6.8	48.3	59.5	63.2	205.7	48.0	5.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	69.3	37.1	0.0	143.0	24.9	6.8	48.3	59.5	63.2	205.7	48.0	5.9
LOS	E	D	A	F	C	A	D	E	E	F	D	A
Approach Delay		41.2			50.1			61.1			89.1	
Approach LOS		D			D			E			F	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 110 (73%), Referenced to phase 2:WBT and 6:EBT, Start of 1st Green			
Natural Cycle: 145			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.32			
Intersection Signal Delay: 53.2		Intersection LOS: D	
Intersection Capacity Utilization 104.8%		ICU Level of Service G	
Analysis Period (min) 15			

Splits and Phases: 104: Highland Drive & SR-92





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	413	2630	22	283	707	196	43	228	424	348	283	348
v/c Ratio	0.83	1.03	0.03	1.14	0.47	0.25	0.20	0.60	0.93	1.32	0.53	0.50
Control Delay	69.3	37.1	0.0	143.0	24.9	6.8	48.3	59.5	63.2	205.7	48.0	5.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	69.3	37.1	0.0	143.0	24.9	6.8	48.3	59.5	63.2	205.7	48.0	5.9
Queue Length 50th (ft)	188	~1032	0	~160	188	26	35	201	265	~381	230	0
Queue Length 95th (ft)	m188	m#1148	m0	#260	316	67	69	278	#401	#572	307	71
Internal Link Dist (ft)		1263			872			1807			397	
Turn Bay Length (ft)	435		450	260		280	100		170	280		180
Base Capacity (vph)	583	2554	854	249	1512	789	275	476	527	264	625	762
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.71	1.03	0.03	1.14	0.47	0.25	0.16	0.48	0.80	1.32	0.45	0.46

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

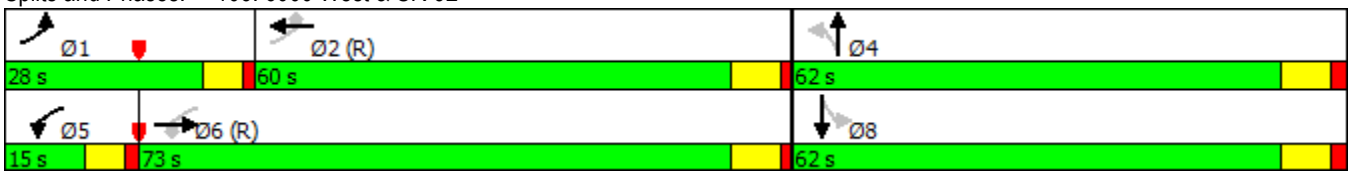
m Volume for 95th percentile queue is metered by upstream signal.

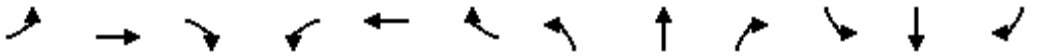
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	420	2120	170	60	1510	330	120	170	70	410	180	330
Future Volume (vph)	420	2120	170	60	1510	330	120	170	70	410	180	330
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	300		175	275		150	125		0	150		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	50			75			75			50		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.850			0.850		0.956			0.903	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	1781	0	1770	1682	0
Flt Permitted	0.075			0.058			0.163			0.503		
Satd. Flow (perm)	140	3539	1583	108	3539	1583	304	1781	0	937	1682	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			76			119		15			69	
Link Speed (mph)		50			50			30			35	
Link Distance (ft)		2677			2693			1450			1432	
Travel Time (s)		36.5			36.7			33.0			27.9	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	457	2304	185	65	1641	359	130	185	76	446	196	359
Shared Lane Traffic (%)												
Lane Group Flow (vph)	457	2304	185	65	1641	359	130	261	0	446	555	0
Turn Type	D.P+P	NA	Perm	D.P+P	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	1	6		5	2			4			8	
Permitted Phases	2		6	6		2	4			8		
Detector Phase	1	6	6	5	2	2	4	4		8	8	
Switch Phase												
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0	15.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	10.8	22.9	22.9	11.0	22.9	22.9	32.5	32.5		32.5	32.5	
Total Split (s)	28.0	73.0	73.0	15.0	60.0	60.0	62.0	62.0		62.0	62.0	
Total Split (%)	18.7%	48.7%	48.7%	10.0%	40.0%	40.0%	41.3%	41.3%		41.3%	41.3%	
Yellow Time (s)	4.3	5.4	5.4	4.5	5.4	5.4	5.6	5.6		5.6	5.6	
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5	1.9	1.9		1.9	1.9	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.8	6.9	6.9	6.0	6.9	6.9	7.5	7.5		7.5	7.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None		None	None	
Act Effct Green (s)	76.4	70.4	70.4	77.2	53.1	53.1	54.5	54.5		54.5	54.5	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio	0.51	0.47	0.47	0.51	0.35	0.35	0.36	0.36		0.36	0.36	
v/c Ratio	1.46	1.39	0.24	0.49	1.31	0.56	1.18	0.40		1.31	0.85	
Control Delay	252.7	208.0	21.6	35.0	173.8	20.7	184.6	35.6		198.3	51.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	252.7	208.0	21.6	35.0	173.8	20.7	184.6	35.6		198.3	51.6	
LOS	F	F	C	C	F	C	F	D		F	D	
Approach Delay		203.2			142.8			85.1			117.0	
Approach LOS		F			F			F			F	

Intersection Summary	
Area Type:	Other
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 0 (0%), Referenced to phase 2:EBWB and 6:EBWB, Start of 1st Green	
Natural Cycle: 150	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.46	
Intersection Signal Delay: 163.0	Intersection LOS: F
Intersection Capacity Utilization 124.5%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 106: 6000 West & SR-92





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	460	2080	200	50	1460	250	150	160	60	300	160	370
Future Volume (vph)	460	2080	200	50	1460	250	150	160	60	300	160	370
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	300		175	275		150	125		150	150		150
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	50			75			75			50		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.987			0.978				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5019	0	1770	4973	0	1770	1863	1583	1770	1863	1583
Flt Permitted	0.950			0.045			0.561			0.561		
Satd. Flow (perm)	1770	5019	0	84	4973	0	1045	1863	1583	1045	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		17			26				114			388
Link Speed (mph)		50			50			30			35	
Link Distance (ft)		2677			2693			1450			1432	
Travel Time (s)		36.5			36.7			33.0			27.9	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	500	2261	217	54	1587	272	163	174	65	326	174	402
Shared Lane Traffic (%)												
Lane Group Flow (vph)	500	2478	0	54	1859	0	163	174	65	326	174	402
Turn Type	Prot	NA		D.P+P	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases	1	6		5	2			4			8	
Permitted Phases				6			4		4	8		8
Detector Phase	1	6		5	2		4	4	4	8	8	8
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0	15.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.8	22.9		11.0	22.9		32.5	32.5	32.5	43.5	43.5	43.5
Total Split (s)	43.0	92.0		15.0	64.0		43.0	43.0	43.0	43.0	43.0	43.0
Total Split (%)	28.7%	61.3%		10.0%	42.7%		28.7%	28.7%	28.7%	28.7%	28.7%	28.7%
Yellow Time (s)	4.3	5.4		4.5	5.4		5.6	5.6	5.6	5.6	5.6	5.6
All-Red Time (s)	1.5	1.5		1.5	1.5		1.9	1.9	1.9	1.9	1.9	1.9
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.8	6.9		6.0	6.9		7.5	7.5	7.5	7.5	7.5	7.5
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	C-Max		None	C-Max		None	None	None	None	None	None
Act Effct Green (s)	37.2	90.1		96.2	57.1		35.5	35.5	35.5	35.5	35.5	35.5

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio	0.25	0.60		0.64	0.38		0.24	0.24	0.24	0.24	0.24	0.24
v/c Ratio	1.14	0.82		0.44	0.97		0.66	0.40	0.14	1.32	0.40	0.60
Control Delay	138.5	19.6		37.8	40.3		66.1	51.4	0.9	213.1	51.4	9.2
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	138.5	19.6		37.8	40.3		66.1	51.4	0.9	213.1	51.4	9.2
LOS	F	B		D	D		E	D	A	F	D	A
Approach Delay		39.5			40.2			49.2			91.1	
Approach LOS		D			D			D			F	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 5 (3%), Referenced to phase 2:WBT and 6:EBWB, Start of 1st Green			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.32			
Intersection Signal Delay: 47.9		Intersection LOS: D	
Intersection Capacity Utilization 107.4%		ICU Level of Service G	
Analysis Period (min) 15			

Splits and Phases: 106: 6000 West & SR-92

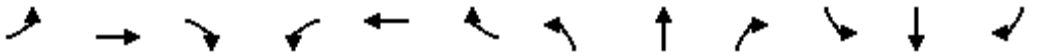
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	500	2478	54	1859	163	174	65	326	174	402
v/c Ratio	1.14	0.82	0.44	0.97	0.66	0.40	0.14	1.32	0.40	0.60
Control Delay	138.5	19.6	37.8	40.3	66.1	51.4	0.9	213.1	51.4	9.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	138.5	19.6	37.8	40.3	66.1	51.4	0.9	213.1	51.4	9.2
Queue Length 50th (ft)	~567	324	22	669	146	145	0	~410	145	11
Queue Length 95th (ft)	m#629	m418	m63	#775	233	220	2	#611	220	109
Internal Link Dist (ft)		2597		2613		1370			1352	
Turn Bay Length (ft)	300		275		125		150	150		150
Base Capacity (vph)	438	3022	156	1909	247	440	461	247	440	670
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.14	0.82	0.35	0.97	0.66	0.40	0.14	1.32	0.40	0.60

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

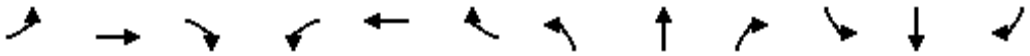


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	460	2080	200	50	1460	250	150	160	60	300	160	370
Future Volume (vph)	460	2080	200	50	1460	250	150	160	60	300	160	370
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	300		175	275		150	125		150	150		150
Storage Lanes	2		1	1		1	1		1	2		1
Taper Length (ft)	50			75			75			50		
Lane Util. Factor	0.97	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Ped Bike Factor												
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	3539	1583	1770	3539	1583	1770	1863	1583	3433	1863	1583
Flt Permitted	0.950			0.047			0.647			0.950		
Satd. Flow (perm)	3433	3539	1583	88	3539	1583	1205	1863	1583	3433	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			109			151			147			210
Link Speed (mph)		50			50			30			35	
Link Distance (ft)		2677			2693			1450			1432	
Travel Time (s)		36.5			36.7			33.0			27.9	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	500	2261	217	54	1587	272	163	174	65	326	174	402
Shared Lane Traffic (%)												
Lane Group Flow (vph)	500	2261	217	54	1587	272	163	174	65	326	174	402
Turn Type	Prot	NA	Perm	D.P+P	NA	Perm	Perm	NA	Perm	Prot	NA	Perm
Protected Phases	1	6		5	2			4		3	8	
Permitted Phases			6	6		2	4		4			8
Detector Phase	1	6	6	5	2	2	4	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0	15.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.8	22.9	22.9	11.0	22.9	22.9	32.5	32.5	32.5	9.5	43.5	43.5
Total Split (s)	27.0	85.0	85.0	15.0	73.0	73.0	33.0	33.0	33.0	17.0	50.0	50.0
Total Split (%)	18.0%	56.7%	56.7%	10.0%	48.7%	48.7%	22.0%	22.0%	22.0%	11.3%	33.3%	33.3%
Yellow Time (s)	4.3	5.4	5.4	4.5	5.4	5.4	5.6	5.6	5.6	3.5	5.6	5.6
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5	1.9	1.9	1.9	1.0	1.9	1.9
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.8	6.9	6.9	6.0	6.9	6.9	7.5	7.5	7.5	4.5	7.5	7.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None
Act Effct Green (s)	23.5	85.8	85.8	92.0	66.6	66.6	22.7	22.7	22.7	12.5	39.7	39.7

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio	0.16	0.57	0.57	0.61	0.44	0.44	0.15	0.15	0.15	0.08	0.26	0.26
v/c Ratio	0.93	1.12	0.23	0.44	1.01	0.35	0.90	0.62	0.18	1.14	0.35	0.70
Control Delay	83.7	83.1	13.1	39.0	44.8	6.6	106.0	69.1	1.1	155.2	46.3	29.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	83.7	83.1	13.1	39.0	44.8	6.6	106.0	69.1	1.1	155.2	46.3	29.7
LOS	F	F	B	D	D	A	F	E	A	F	D	C
Approach Delay		78.1			39.2			73.0			78.3	
Approach LOS		E			D			E			E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 5 (3%), Referenced to phase 2:WBT and 6:EBWB, Start of 1st Green			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.14			
Intersection Signal Delay: 65.8		Intersection LOS: E	
Intersection Capacity Utilization 101.6%		ICU Level of Service G	
Analysis Period (min) 15			

Splits and Phases: 106: 6000 West & SR-92



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	500	2261	217	54	1587	272	163	174	65	326	174	402
v/c Ratio	0.93	1.12	0.23	0.44	1.01	0.35	0.90	0.62	0.18	1.14	0.35	0.70
Control Delay	83.7	83.1	13.1	39.0	44.8	6.6	106.0	69.1	1.1	155.2	46.3	29.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	83.7	83.1	13.1	39.0	44.8	6.6	106.0	69.1	1.1	155.2	46.3	29.7
Queue Length 50th (ft)	~275	~1381	58	25	~857	35	155	158	0	~191	135	170
Queue Length 95th (ft)	m#299	m#1505	m80	m66	#974	67	#277	240	0	#294	206	297
Internal Link Dist (ft)		2597			2613			1370			1352	
Turn Bay Length (ft)	300		175	275		150	125		150	150		150
Base Capacity (vph)	537	2025	952	155	1572	787	204	316	391	286	527	599
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.93	1.12	0.23	0.35	1.01	0.35	0.80	0.55	0.17	1.14	0.33	0.67

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

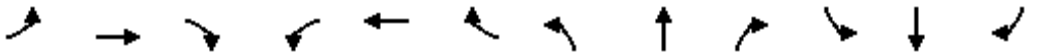
m Volume for 95th percentile queue is metered by upstream signal.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	60	2640	390	70	1880	10	130	10	60	10	20	20
Future Volume (vph)	60	2640	390	70	1880	10	130	10	60	10	20	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	150		0	150		150	100		0	125		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.850			0.850		0.872			0.925	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	1624	0	1770	1723	0
Flt Permitted	0.070			0.038			0.728			0.708		
Satd. Flow (perm)	130	3539	1583	71	3539	1583	1356	1624	0	1319	1723	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			202			33		65			22	
Link Speed (mph)		50			50			35			15	
Link Distance (ft)		1837			2677			1555			1208	
Travel Time (s)		25.1			36.5			30.3			54.9	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	65	2870	424	76	2043	11	141	11	65	11	22	22
Shared Lane Traffic (%)												
Lane Group Flow (vph)	65	2870	424	76	2043	11	141	76	0	11	44	0
Turn Type	Perm	NA	Perm	D.P+P	NA	Perm	Perm	NA		Perm	NA	
Protected Phases		6		5	2			4			8	
Permitted Phases	6		6	6		2	4			8		
Detector Phase	6	6	6	5	2	2	4	4		8	8	
Switch Phase												
Minimum Initial (s)	15.0	15.0	15.0	5.0	15.0	15.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	24.0	24.0	24.0	10.0	22.0	22.0	31.5	31.5		33.5	33.5	
Total Split (s)	102.0	102.0	102.0	15.0	117.0	117.0	33.0	33.0		33.0	33.0	
Total Split (%)	68.0%	68.0%	68.0%	10.0%	78.0%	78.0%	22.0%	22.0%		22.0%	22.0%	
Yellow Time (s)	5.0	5.0	5.0	3.0	5.0	5.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	3.5	3.5		3.5	3.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	7.0	7.0	7.0	5.0	7.0	7.0	7.5	7.5		7.5	7.5	
Lead/Lag	Lag	Lag	Lag	Lead								
Lead-Lag Optimize?	Yes	Yes	Yes	Yes								
Recall Mode	C-Max	C-Max	C-Max	None	C-Max	C-Max	None	None		None	None	
Act Effct Green (s)	104.6	104.6	104.6	113.5	116.5	116.5	19.0	19.0		19.0	19.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio	0.70	0.70	0.70	0.76	0.78	0.78	0.13	0.13		0.13	0.13	
v/c Ratio	0.72	1.16	0.36	0.58	0.74	0.01	0.82	0.29		0.07	0.19	
Control Delay	31.0	101.1	2.7	28.2	24.7	1.8	97.5	18.6		55.2	34.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	31.0	101.1	2.7	28.2	24.7	1.8	97.5	18.6		55.2	34.2	
LOS	C	F	A	C	C	A	F	B		E	C	
Approach Delay		87.3			24.7			69.9			38.4	
Approach LOS		F			C			E			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 125 (83%), Referenced to phase 2:WBT and 6:EBWB, Start of 1st Green			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.16			
Intersection Signal Delay: 63.1		Intersection LOS: E	
Intersection Capacity Utilization 98.9%		ICU Level of Service F	
Analysis Period (min) 15			

Splits and Phases: 105: 6400 West & SR-92

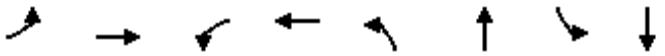


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	60	2670	400	70	1900	10	130	10	60	10	20	20
Future Volume (vph)	60	2670	400	70	1900	10	130	10	60	10	20	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	150		0	150		150	100		0	125		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.980			0.999			0.872			0.925	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	4984	0	1770	5080	0	1770	1624	0	1770	1723	0
Flt Permitted	0.082			0.038			0.728			0.708		
Satd. Flow (perm)	153	4984	0	71	5080	0	1356	1624	0	1319	1723	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		34			1			65			21	
Link Speed (mph)		50			50			35			15	
Link Distance (ft)		1837			2677			1555			1208	
Travel Time (s)		25.1			36.5			30.3			54.9	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	65	2902	435	76	2065	11	141	11	65	11	22	22
Shared Lane Traffic (%)												
Lane Group Flow (vph)	65	3337	0	76	2076	0	141	76	0	11	44	0
Turn Type	Perm	NA		D.P+P	NA		Perm	NA		Perm	NA	
Protected Phases		6		5	2			4			8	
Permitted Phases	6			6			4			8		
Detector Phase	6	6		5	2		4	4		8	8	
Switch Phase												
Minimum Initial (s)	15.0	15.0		5.0	15.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	24.0	24.0		10.0	22.0		35.5	35.5		35.5	35.5	
Total Split (s)	99.0	99.0		15.0	114.0		36.0	36.0		36.0	36.0	
Total Split (%)	66.0%	66.0%		10.0%	76.0%		24.0%	24.0%		24.0%	24.0%	
Yellow Time (s)	5.0	5.0		3.0	5.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		3.5	3.5		3.5	3.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	7.0	7.0		5.0	7.0		7.5	7.5		7.5	7.5	
Lead/Lag	Lag	Lag		Lead								
Lead-Lag Optimize?	Yes	Yes		Yes								
Recall Mode	C-Max	C-Max		None	C-Max		None	None		None	None	
Act Effct Green (s)	104.0	104.0		113.1	116.1		19.4	19.4		19.4	19.4	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio	0.69	0.69		0.75	0.77		0.13	0.13		0.13	0.13	
v/c Ratio	0.62	0.96		0.57	0.53		0.81	0.29		0.06	0.18	
Control Delay	20.0	23.1		28.3	17.7		94.0	18.2		54.3	34.7	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	20.0	23.1		28.3	17.7		94.0	18.2		54.3	34.7	
LOS	B	C		C	B		F	B		D	C	
Approach Delay		23.1			18.1			67.4			38.6	
Approach LOS		C			B			E			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 135 (90%), Referenced to phase 2:WBT and 6:EBWB, Start of 1st Green			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.96			
Intersection Signal Delay: 23.0		Intersection LOS: C	
Intersection Capacity Utilization 86.5%		ICU Level of Service E	
Analysis Period (min) 15			

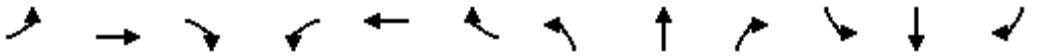
Splits and Phases: 105: 6400 West & SR-92



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	65	3337	76	2076	141	76	11	44
v/c Ratio	0.62	0.96	0.57	0.53	0.81	0.29	0.06	0.18
Control Delay	20.0	23.1	28.3	17.7	94.0	18.2	54.3	34.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	20.0	23.1	28.3	17.7	94.0	18.2	54.3	34.7
Queue Length 50th (ft)	15	1254	50	466	136	10	10	20
Queue Length 95th (ft)	m37	m#1249	m63	m525	204	56	28	56
Internal Link Dist (ft)		1757		2597		1475		1128
Turn Bay Length (ft)	150		150		100		125	
Base Capacity (vph)	105	3466	170	3933	257	361	250	344
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.62	0.96	0.45	0.53	0.55	0.21	0.04	0.13

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	520	1640	330	130	1060	70	260	370	210	120	350	500
Future Volume (vph)	520	1640	330	130	1060	70	260	370	210	120	350	500
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	150		215	150		250	175		180	275		175
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	60			65			50			75		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	1863	1583	1770	1863	1583
Flt Permitted	0.074			0.084			0.129			0.154		
Satd. Flow (perm)	138	3539	1583	156	3539	1583	240	1863	1583	287	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			176			162			164			332
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		2055			3245			1172			1187	
Travel Time (s)		31.1			49.2			17.8			18.0	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	565	1783	359	141	1152	76	283	402	228	130	380	543
Shared Lane Traffic (%)												
Lane Group Flow (vph)	565	1783	359	141	1152	76	283	402	228	130	380	543
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6		6	2		2	4		4	8		8
Detector Phase	1	6	6	5	2	2	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0	15.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.9	27.2	27.2	11.3	31.2	31.2	11.0	30.0	30.0	11.1	33.0	33.0
Total Split (s)	42.0	82.0	82.0	15.0	55.0	55.0	20.0	38.0	38.0	15.0	33.0	33.0
Total Split (%)	28.0%	54.7%	54.7%	10.0%	36.7%	36.7%	13.3%	25.3%	25.3%	10.0%	22.0%	22.0%
Yellow Time (s)	3.8	4.9	4.9	4.0	4.9	4.9	4.0	4.9	4.9	4.0	4.9	4.9
All-Red Time (s)	2.1	2.3	2.3	2.3	2.3	2.3	2.0	2.1	2.1	2.1	2.1	2.1
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.9	7.2	7.2	6.3	7.2	7.2	6.0	7.0	7.0	6.1	7.0	7.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	Max	Max	None	Max	Max
Act Effct Green (s)	91.1	74.8	74.8	57.4	47.8	47.8	46.0	31.0	31.0	35.8	26.0	26.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio	0.61	0.50	0.50	0.38	0.32	0.32	0.31	0.21	0.21	0.24	0.17	0.17
v/c Ratio	1.19	1.01	0.41	0.92	1.02	0.12	1.31	1.04	0.50	0.83	1.18	0.99
Control Delay	127.6	34.5	1.8	81.8	69.3	1.7	203.5	114.1	19.7	79.9	160.3	59.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	127.6	34.5	1.8	81.8	69.3	1.7	203.5	114.1	19.7	79.9	160.3	59.8
LOS	F	C	A	F	E	A	F	F	B	E	F	E
Approach Delay		49.6			66.8			118.2			98.6	
Approach LOS		D			E			F			F	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 82 (55%), Referenced to phase 2:WBTL and 6:EBTL, Start of 1st Green			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.31			
Intersection Signal Delay: 72.4		Intersection LOS: E	
Intersection Capacity Utilization 112.7%		ICU Level of Service H	
Analysis Period (min) 15			

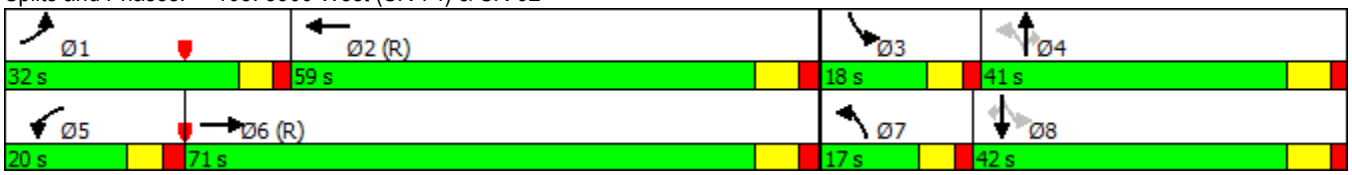
Splits and Phases: 108: 5300 West (SR-74) & SR-92

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	420	1670	240	190	1080	100	180	380	280	190	400	440
Future Volume (vph)	420	1670	240	190	1080	100	180	380	280	190	400	440
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	250		215	150		250	175		180	275		175
Storage Lanes	2		0	1		0	1		1	1		1
Taper Length (ft)	60			65			50			75		
Lane Util. Factor	0.97	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.981			0.987				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	4989	0	1770	5019	0	1770	1863	1583	1770	1863	1583
Flt Permitted	0.950			0.950			0.118			0.114		
Satd. Flow (perm)	3433	4989	0	1770	5019	0	220	1863	1583	212	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		22			11				187			275
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		2055			3245			1172			1187	
Travel Time (s)		31.1			49.2			17.8			18.0	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	457	1815	261	207	1174	109	196	413	304	207	435	478
Shared Lane Traffic (%)												
Lane Group Flow (vph)	457	2076	0	207	1283	0	196	413	304	207	435	478
Turn Type	Prot	NA		Prot	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases							4		4	8		8
Detector Phase	1	6		5	2		7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0	15.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.9	34.2		11.3	34.2		11.0	31.0	31.0	11.1	37.0	37.0
Total Split (s)	32.0	71.0		20.0	59.0		17.0	41.0	41.0	18.0	42.0	42.0
Total Split (%)	21.3%	47.3%		13.3%	39.3%		11.3%	27.3%	27.3%	12.0%	28.0%	28.0%
Yellow Time (s)	3.8	4.9		4.0	4.9		4.0	4.9	4.9	4.0	4.9	4.9
All-Red Time (s)	2.1	2.3		2.3	2.3		2.0	2.1	2.1	2.1	2.1	2.1
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.9	7.2		6.3	7.2		6.0	7.0	7.0	6.1	7.0	7.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max		None	C-Max		None	None	None	None	None	None
Act Effct Green (s)	23.2	63.8		13.7	54.7		46.0	34.0	34.0	47.8	35.0	35.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio	0.15	0.43		0.09	0.36		0.31	0.23	0.23	0.32	0.23	0.23
v/c Ratio	0.86	0.97		1.29	0.70		1.08	0.98	0.60	1.08	1.00	0.82
Control Delay	87.4	32.9		213.7	21.3		127.4	95.8	24.9	126.3	100.3	35.5
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	87.4	32.9		213.7	21.3		127.4	95.8	24.9	126.3	100.3	35.5
LOS	F	C		F	C		F	F	C	F	F	D
Approach Delay		42.7			48.0			79.0			77.4	
Approach LOS		D			D			E			E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 90 (60%), Referenced to phase 2:WBT and 6:EBT, Start of 1st Green			
Natural Cycle: 135			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.29			
Intersection Signal Delay: 55.9		Intersection LOS: E	
Intersection Capacity Utilization 101.2%		ICU Level of Service G	
Analysis Period (min) 15			

Splits and Phases: 108: 5300 West (SR-74) & SR-92



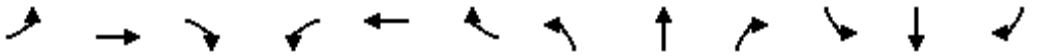
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	457	2076	207	1283	196	413	304	207	435	478
v/c Ratio	0.86	0.97	1.29	0.70	1.08	0.98	0.60	1.08	1.00	0.82
Control Delay	87.4	32.9	213.7	21.3	127.4	95.8	24.9	126.3	100.3	35.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	87.4	32.9	213.7	21.3	127.4	95.8	24.9	126.3	100.3	35.5
Queue Length 50th (ft)	244	270	~259	204	~160	405	101	~173	~430	204
Queue Length 95th (ft)	303	#822	m#339	m239	#329	#624	209	#346	#661	#387
Internal Link Dist (ft)		1975		3165		1092			1107	
Turn Bay Length (ft)	250		150		175		180	275		175
Base Capacity (vph)	597	2134	161	1835	181	422	503	191	434	580
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.77	0.97	1.29	0.70	1.08	0.98	0.60	1.08	1.00	0.82

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

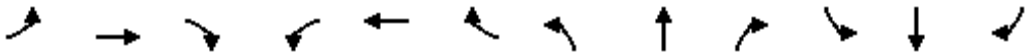


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	420	1670	240	190	1080	100	180	380	280	190	400	440
Future Volume (vph)	420	1670	240	190	1080	100	180	380	280	190	400	440
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	250		215	150		250	175		180	275		175
Storage Lanes	2		1	1		1	1		1	1		1
Taper Length (ft)	60			65			50			75		
Lane Util. Factor	0.97	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Ped Bike Factor												
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	3539	1583	1770	3539	1583	1770	3539	1583	1770	3539	1583
Flt Permitted	0.950			0.950			0.287			0.313		
Satd. Flow (perm)	3433	3539	1583	1770	3539	1583	535	3539	1583	583	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			124			162			181			255
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		2055			3245			1172			1187	
Travel Time (s)		31.1			49.2			17.8			18.0	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	457	1815	261	207	1174	109	196	413	304	207	435	478
Shared Lane Traffic (%)												
Lane Group Flow (vph)	457	1815	261	207	1174	109	196	413	304	207	435	478
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2	4		4	8		8
Detector Phase	1	6	6	5	2	2	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0	15.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.9	34.2	34.2	11.3	34.2	34.2	11.0	31.0	31.0	11.1	37.0	37.0
Total Split (s)	31.0	81.0	81.0	20.0	70.0	70.0	15.0	34.0	34.0	15.0	34.0	34.0
Total Split (%)	20.7%	54.0%	54.0%	13.3%	46.7%	46.7%	10.0%	22.7%	22.7%	10.0%	22.7%	22.7%
Yellow Time (s)	3.8	4.9	4.9	4.0	4.9	4.9	4.0	4.9	4.9	4.0	4.9	4.9
All-Red Time (s)	2.1	2.3	2.3	2.3	2.3	2.3	2.0	2.1	2.1	2.1	2.1	2.1
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.9	7.2	7.2	6.3	7.2	7.2	6.0	7.0	7.0	6.1	7.0	7.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None
Act Effct Green (s)	22.9	73.8	73.8	14.7	66.0	66.0	36.0	26.0	26.0	35.8	26.0	26.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio	0.15	0.49	0.49	0.10	0.44	0.44	0.24	0.17	0.17	0.24	0.17	0.17
v/c Ratio	0.87	1.04	0.31	1.20	0.75	0.14	0.97	0.67	0.72	0.99	0.71	0.99
Control Delay	81.1	51.5	9.4	179.6	18.7	1.7	103.7	63.9	33.3	108.4	65.3	65.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	81.1	51.5	9.4	179.6	18.7	1.7	103.7	63.9	33.3	108.4	65.3	65.6
LOS	F	D	A	F	B	A	F	E	C	F	E	E
Approach Delay		52.5			39.8			62.2			73.4	
Approach LOS		D			D			E			E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 83 (55%), Referenced to phase 2:WBT and 6:EBT, Start of 1st Green			
Natural Cycle: 145			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.20			
Intersection Signal Delay: 54.7		Intersection LOS: D	
Intersection Capacity Utilization 99.9%		ICU Level of Service F	
Analysis Period (min) 15			

Splits and Phases: 108: 5300 West (SR-74) & SR-92



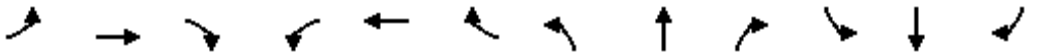
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	457	1815	261	207	1174	109	196	413	304	207	435	478
v/c Ratio	0.87	1.04	0.31	1.20	0.75	0.14	0.97	0.67	0.72	0.99	0.71	0.99
Control Delay	81.1	51.5	9.4	179.6	18.7	1.7	103.7	63.9	33.3	108.4	65.3	65.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	81.1	51.5	9.4	179.6	18.7	1.7	103.7	63.9	33.3	108.4	65.3	65.6
Queue Length 50th (ft)	238	~1024	51	~261	257	5	155	200	114	165	212	244
Queue Length 95th (ft)	303	#1166	m116	m#339	m281	m9	#252	260	229	#336	274	#479
Internal Link Dist (ft)		1975			3165			1092			1107	
Turn Bay Length (ft)	250		215	150		250	175		180	275		175
Base Capacity (vph)	574	1741	841	173	1556	786	202	637	433	209	637	494
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.80	1.04	0.31	1.20	0.75	0.14	0.97	0.65	0.70	0.99	0.68	0.97

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

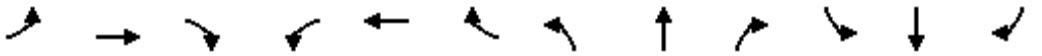


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	420	1670	240	190	1080	100	180	380	280	190	400	440
Future Volume (vph)	420	1670	240	190	1080	100	180	380	280	190	400	440
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	150		215	150		250	175		180	275		175
Storage Lanes	2		0	1		0	1		1	1		1
Taper Length (ft)	60			65			50			75		
Lane Util. Factor	0.97	0.91	0.91	1.00	0.91	0.91	1.00	0.95	1.00	1.00	0.95	1.00
Ped Bike Factor												
Frt		0.981			0.987				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	4989	0	1770	5019	0	1770	3539	1583	1770	3539	1583
Flt Permitted	0.950			0.065			0.379			0.245		
Satd. Flow (perm)	3433	4989	0	121	5019	0	706	3539	1583	456	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		23			12				225			305
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		2055			3245			1172			1187	
Travel Time (s)		31.1			49.2			17.8			18.0	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	457	1815	261	207	1174	109	196	413	304	207	435	478
Shared Lane Traffic (%)												
Lane Group Flow (vph)	457	2076	0	207	1283	0	196	413	304	207	435	478
Turn Type	Prot	NA		pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases				2			4		4	8		8
Detector Phase	1	6		5	2		7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0	15.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.9	27.2		11.3	31.2		11.0	30.0	30.0	11.1	33.0	33.0
Total Split (s)	35.0	76.0		23.0	64.0		15.0	31.0	31.0	20.0	36.0	36.0
Total Split (%)	23.3%	50.7%		15.3%	42.7%		10.0%	20.7%	20.7%	13.3%	24.0%	24.0%
Yellow Time (s)	3.8	4.9		4.0	4.9		4.0	4.9	4.9	4.0	4.9	4.9
All-Red Time (s)	2.1	2.3		2.3	2.3		2.0	2.1	2.1	2.1	2.1	2.1
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.9	7.2		6.3	7.2		6.0	7.0	7.0	6.1	7.0	7.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max		None	C-Max		None	Max	Max	None	Max	Max
Act Effct Green (s)	23.9	70.4		78.0	62.0		34.2	24.2	24.2	43.6	29.0	29.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio	0.16	0.47		0.52	0.41		0.23	0.16	0.16	0.29	0.19	0.19
v/c Ratio	0.84	0.88		0.91	0.62		0.88	0.72	0.68	0.82	0.64	0.87
Control Delay	52.0	29.2		91.6	33.3		81.8	67.9	24.8	68.9	60.5	37.5
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	52.0	29.2		91.6	33.3		81.8	67.9	24.8	68.9	60.5	37.5
LOS	D	C		F	C		F	E	C	E	E	D
Approach Delay		33.3			41.4			56.5			52.2	
Approach LOS		C			D			E			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 110 (73%), Referenced to phase 2:WBTL and 6:EBT, Start of Green			
Natural Cycle: 110			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.91			
Intersection Signal Delay: 42.3		Intersection LOS: D	
Intersection Capacity Utilization 91.3%		ICU Level of Service F	
Analysis Period (min) 15			

Splits and Phases: 108: 5300 West (SR-74) & SR-92

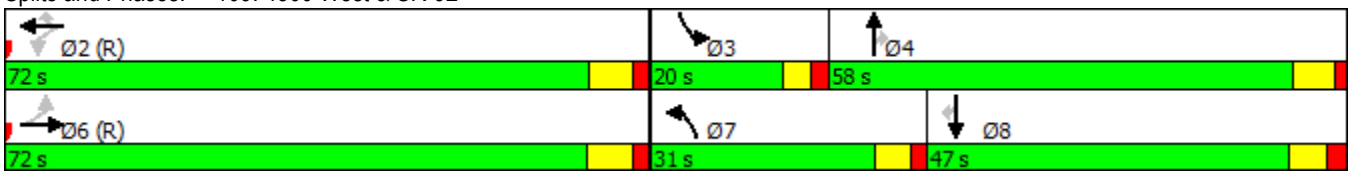


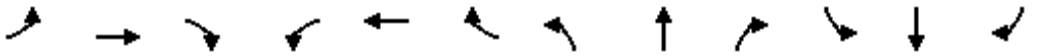
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	270	620	1080	40	390	220	690	520	50	150	560	180
Future Volume (vph)	270	620	1080	40	390	220	690	520	50	150	560	180
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	150		250	150		130	250		275	150		530
Storage Lanes	1		1	1		2	1		1	1		1
Taper Length (ft)	75			75			75			30		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.97	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	3433	1863	1583	1770	1863	1583
Flt Permitted	0.464			0.311			0.950			0.950		
Satd. Flow (perm)	864	3539	1583	579	3539	1583	3433	1863	1583	1770	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			690			239			67			196
Link Speed (mph)		45			45			45			35	
Link Distance (ft)		3245			900			1430			1106	
Travel Time (s)		49.2			13.6			21.7			21.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	293	674	1174	43	424	239	750	565	54	163	609	196
Shared Lane Traffic (%)												
Lane Group Flow (vph)	293	674	1174	43	424	239	750	565	54	163	609	196
Turn Type	Perm	NA	Free	Perm	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases		6			2		7	4		3	8	
Permitted Phases	6		Free	2		2			4			8
Detector Phase	6	6		2	2	2	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0	10.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	25.0	25.0		24.8	24.8	24.8	10.8	24.3	24.3	10.2	24.6	24.6
Total Split (s)	72.0	72.0		72.0	72.0	72.0	31.0	58.0	58.0	20.0	47.0	47.0
Total Split (%)	48.0%	48.0%		48.0%	48.0%	48.0%	20.7%	38.7%	38.7%	13.3%	31.3%	31.3%
Yellow Time (s)	5.0	5.0		5.0	5.0	5.0	4.0	4.8	4.8	3.2	4.1	4.1
All-Red Time (s)	2.0	2.0		1.8	1.8	1.8	1.8	1.5	1.5	2.0	2.5	2.5
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0		6.8	6.8	6.8	5.8	6.3	6.3	5.2	6.6	6.6
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	C-Max	C-Max		C-Max	C-Max	C-Max	None	None	None	None	None	None
Act Effct Green (s)	65.0	65.0	150.0	65.2	65.2	65.2	25.2	52.0	52.0	14.5	40.4	40.4

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio	0.43	0.43	1.00	0.43	0.43	0.43	0.17	0.35	0.35	0.10	0.27	0.27
v/c Ratio	0.78	0.44	0.74	0.17	0.28	0.29	1.30	0.88	0.09	0.95	1.22	0.34
Control Delay	25.8	16.3	13.5	33.2	33.3	10.0	195.8	61.9	5.0	123.6	159.9	7.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	25.8	16.3	13.5	33.2	33.3	10.0	195.8	61.9	5.0	123.6	159.9	7.0
LOS	C	B	B	C	C	A	F	E	A	F	F	A
Approach Delay		16.1			25.4			133.0			122.8	
Approach LOS		B			C			F			F	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 130 (87%), Referenced to phase 2:WBTL and 6:EBTL, Start of 1st Green			
Natural Cycle: 120			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.30			
Intersection Signal Delay: 68.2		Intersection LOS: E	
Intersection Capacity Utilization 96.7%		ICU Level of Service F	
Analysis Period (min) 15			

Splits and Phases: 109: 4800 West & SR-92



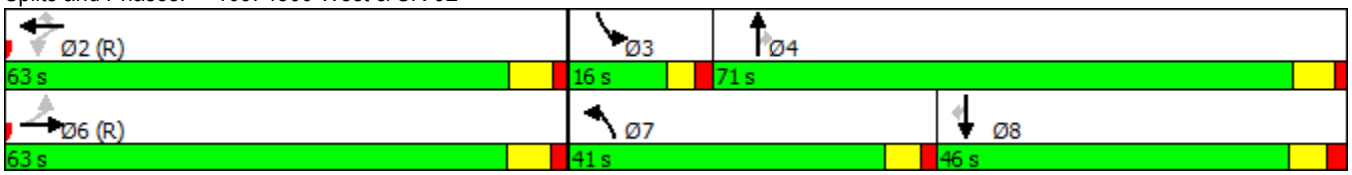


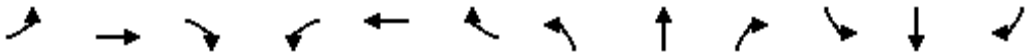
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	250	700	1190	40	450	190	750	430	50	120	460	170
Future Volume (vph)	250	700	1190	40	450	190	750	430	50	120	460	170
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	150		250	150		500	250		275	150		530
Storage Lanes	1		0	1		1	2		1	2		1
Taper Length (ft)	75			75			75			30		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.97	1.00	1.00	0.97	1.00	1.00
Ped Bike Factor												
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	3433	1863	1583	3433	1863	1583
Flt Permitted	0.399			0.234			0.950			0.950		
Satd. Flow (perm)	743	3539	1583	436	3539	1583	3433	1863	1583	3433	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			709			207			67			132
Link Speed (mph)		45			45			45			35	
Link Distance (ft)		3245			900			1430			1106	
Travel Time (s)		49.2			13.6			21.7			21.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	272	761	1293	43	489	207	815	467	54	130	500	185
Shared Lane Traffic (%)												
Lane Group Flow (vph)	272	761	1293	43	489	207	815	467	54	130	500	185
Turn Type	Perm	NA	Free	Perm	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases		6			2		7	4		3	8	
Permitted Phases	6		Free	2		2			4			8
Detector Phase	6	6		2	2	2	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0	10.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	38.0	38.0		33.8	33.8	33.8	10.8	33.3	33.3	10.2	33.6	33.6
Total Split (s)	63.0	63.0		63.0	63.0	63.0	41.0	71.0	71.0	16.0	46.0	46.0
Total Split (%)	42.0%	42.0%		42.0%	42.0%	42.0%	27.3%	47.3%	47.3%	10.7%	30.7%	30.7%
Yellow Time (s)	5.0	5.0		5.0	5.0	5.0	4.0	4.8	4.8	3.2	4.1	4.1
All-Red Time (s)	2.0	2.0		1.8	1.8	1.8	1.8	1.5	1.5	2.0	2.5	2.5
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0		6.8	6.8	6.8	5.8	6.3	6.3	5.2	6.6	6.6
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	C-Max	C-Max		C-Max	C-Max	C-Max	None	None	None	None	None	None
Act Effct Green (s)	56.0	56.0	150.0	56.2	56.2	56.2	35.2	67.0	67.0	8.5	39.4	39.4

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio	0.37	0.37	1.00	0.37	0.37	0.37	0.23	0.45	0.45	0.06	0.26	0.26
v/c Ratio	0.98	0.58	0.82	0.26	0.37	0.29	1.01	0.56	0.07	0.67	1.02	0.36
Control Delay	53.8	17.2	21.6	31.9	28.5	7.3	90.9	34.3	3.7	85.8	100.0	16.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	53.8	17.2	21.6	31.9	28.5	7.3	90.9	34.3	3.7	85.8	100.0	16.0
LOS	D	B	C	C	C	A	F	C	A	F	F	B
Approach Delay		23.9			22.8			67.6			78.7	
Approach LOS		C			C			E			E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of 1st Green			
Natural Cycle: 105			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.02			
Intersection Signal Delay: 43.5		Intersection LOS: D	
Intersection Capacity Utilization 95.1%		ICU Level of Service F	
Analysis Period (min) 15			

Splits and Phases: 109: 4800 West & SR-92





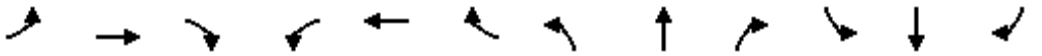
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	272	761	1293	43	489	207	815	467	54	130	500	185
v/c Ratio	0.98	0.58	0.82	0.26	0.37	0.29	1.01	0.56	0.07	0.67	1.02	0.36
Control Delay	53.8	17.2	21.6	31.9	28.5	7.3	90.9	34.3	3.7	85.8	100.0	16.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	53.8	17.2	21.6	31.9	28.5	7.3	90.9	34.3	3.7	85.8	100.0	16.0
Queue Length 50th (ft)	250	181	1212	26	156	43	~422	334	0	65	~518	40
Queue Length 95th (ft)	m#307	m193	m1265	60	208	71	#562	460	20	101	#745	110
Internal Link Dist (ft)		3165			820			1350			1026	
Turn Bay Length (ft)	150		250	150		500	250		275	150		530
Base Capacity (vph)	277	1321	1583	163	1325	722	805	831	743	247	489	513
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.98	0.58	0.82	0.26	0.37	0.29	1.01	0.56	0.07	0.53	1.02	0.36

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

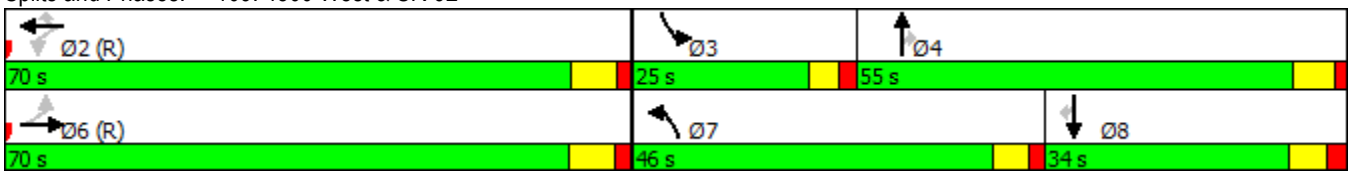


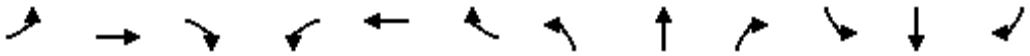
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	250	700	1190	40	450	190	750	430	50	120	460	170
Future Volume (vph)	250	700	1190	40	450	190	750	430	50	120	460	170
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	150		250	150		500	250		275	150		530
Storage Lanes	1		0	1		1	2		1	1		1
Taper Length (ft)	75			75			75			30		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.97	0.95	1.00	1.00	0.95	1.00
Ped Bike Factor												
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	3433	3539	1583	1770	3539	1583
Flt Permitted	0.425			0.275			0.950			0.950		
Satd. Flow (perm)	792	3539	1583	512	3539	1583	3433	3539	1583	1770	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			792			207			67			160
Link Speed (mph)		45			45			45			35	
Link Distance (ft)		3245			900			1430			1106	
Travel Time (s)		49.2			13.6			21.7			21.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	272	761	1293	43	489	207	815	467	54	130	500	185
Shared Lane Traffic (%)												
Lane Group Flow (vph)	272	761	1293	43	489	207	815	467	54	130	500	185
Turn Type	Perm	NA	Free	Perm	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases		6			2		7	4		3	8	
Permitted Phases	6		Free	2		2			4			8
Detector Phase	6	6		2	2	2	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0	10.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	38.0	38.0		33.8	33.8	33.8	10.8	33.3	33.3	10.2	33.6	33.6
Total Split (s)	70.0	70.0		70.0	70.0	70.0	46.0	55.0	55.0	25.0	34.0	34.0
Total Split (%)	46.7%	46.7%		46.7%	46.7%	46.7%	30.7%	36.7%	36.7%	16.7%	22.7%	22.7%
Yellow Time (s)	5.0	5.0		5.0	5.0	5.0	4.0	4.8	4.8	3.2	4.1	4.1
All-Red Time (s)	2.0	2.0		1.8	1.8	1.8	1.8	1.5	1.5	2.0	2.5	2.5
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0		6.8	6.8	6.8	5.8	6.3	6.3	5.2	6.6	6.6
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	C-Max	C-Max		C-Max	C-Max	C-Max	None	None	None	None	None	None
Act Effct Green (s)	67.8	67.8	150.0	68.0	68.0	68.0	37.7	49.7	49.7	14.0	25.2	25.2

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio	0.45	0.45	1.00	0.45	0.45	0.45	0.25	0.33	0.33	0.09	0.17	0.17
v/c Ratio	0.76	0.48	0.82	0.19	0.31	0.25	0.95	0.40	0.09	0.79	0.84	0.46
Control Delay	22.5	14.1	17.0	23.3	21.7	6.7	74.9	39.7	5.3	96.7	74.0	15.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	22.5	14.1	17.0	23.3	21.7	6.7	74.9	39.7	5.3	96.7	74.0	15.1
LOS	C	B	B	C	C	A	E	D	A	F	E	B
Approach Delay		16.7			17.6			59.8			64.2	
Approach LOS		B			B			E			E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of 1st Green			
Natural Cycle: 115			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.95			
Intersection Signal Delay: 35.3		Intersection LOS: D	
Intersection Capacity Utilization 83.6%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 109: 4800 West & SR-92





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	272	761	1293	43	489	207	815	467	54	130	500	185
v/c Ratio	0.76	0.48	0.82	0.19	0.31	0.25	0.95	0.40	0.09	0.79	0.84	0.46
Control Delay	22.5	14.1	17.0	23.3	21.7	6.7	74.9	39.7	5.3	96.7	74.0	15.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	22.5	14.1	17.0	23.3	21.7	6.7	74.9	39.7	5.3	96.7	74.0	15.1
Queue Length 50th (ft)	193	180	1148	24	148	43	400	178	0	127	249	21
Queue Length 95th (ft)	m186	m175	m935	49	180	71	#503	240	24	194	315	95
Internal Link Dist (ft)		3165			820			1350			1026	
Turn Bay Length (ft)	150		250	150		500	250		275	150		530
Base Capacity (vph)	357	1598	1583	231	1603	830	920	1190	577	233	646	419
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.76	0.48	0.82	0.19	0.31	0.25	0.89	0.39	0.09	0.56	0.77	0.44

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Appendix D

4800 West/Canyon Crest Road Concept Design

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1/7/2022

REVISIONS				
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APPROVED

PROFESSIONAL ENGINEER

PROJECT: SR-92 ACCESS AND CIRCULATION STUDY

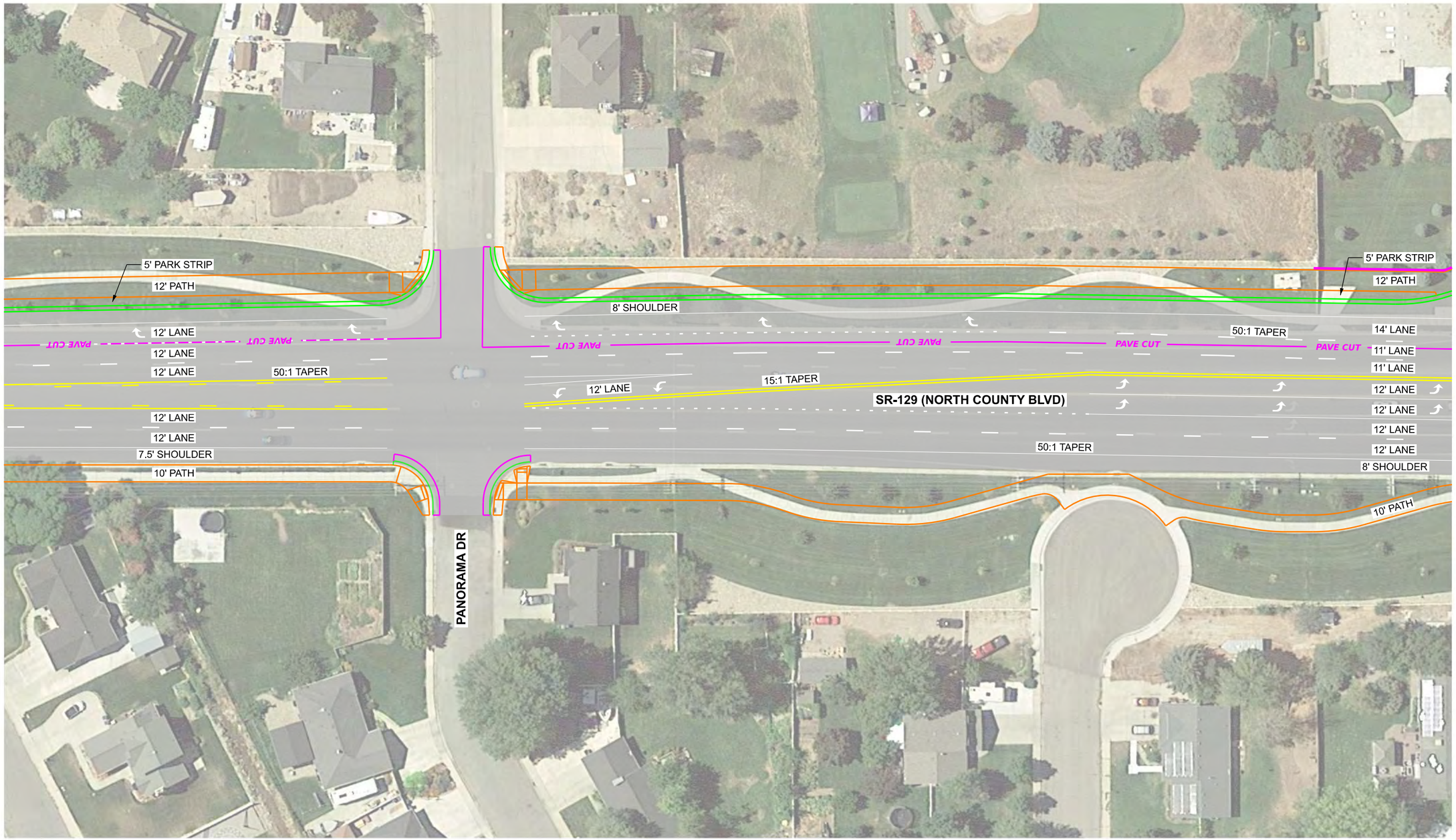
PIN: 16992

PROJECT NUMBER: S-0092(39)1

ROADWAY - PHASE 1

SHEET NO. RD-01

28-645_RD-01.dgn
1/7/2022



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28-045.RD-02.dgn
1/7/2022

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PROFESSIONAL ENGINEER

PROJECT: SR-92 ACCESS AND CIRCULATION STUDY

PROJECT NUMBER: S-0092(39)1 PIN 16992

ROADWAY - PHASE 1

SHEET NO. RD-02

1/7/2022 20-845_RD-03.dgn

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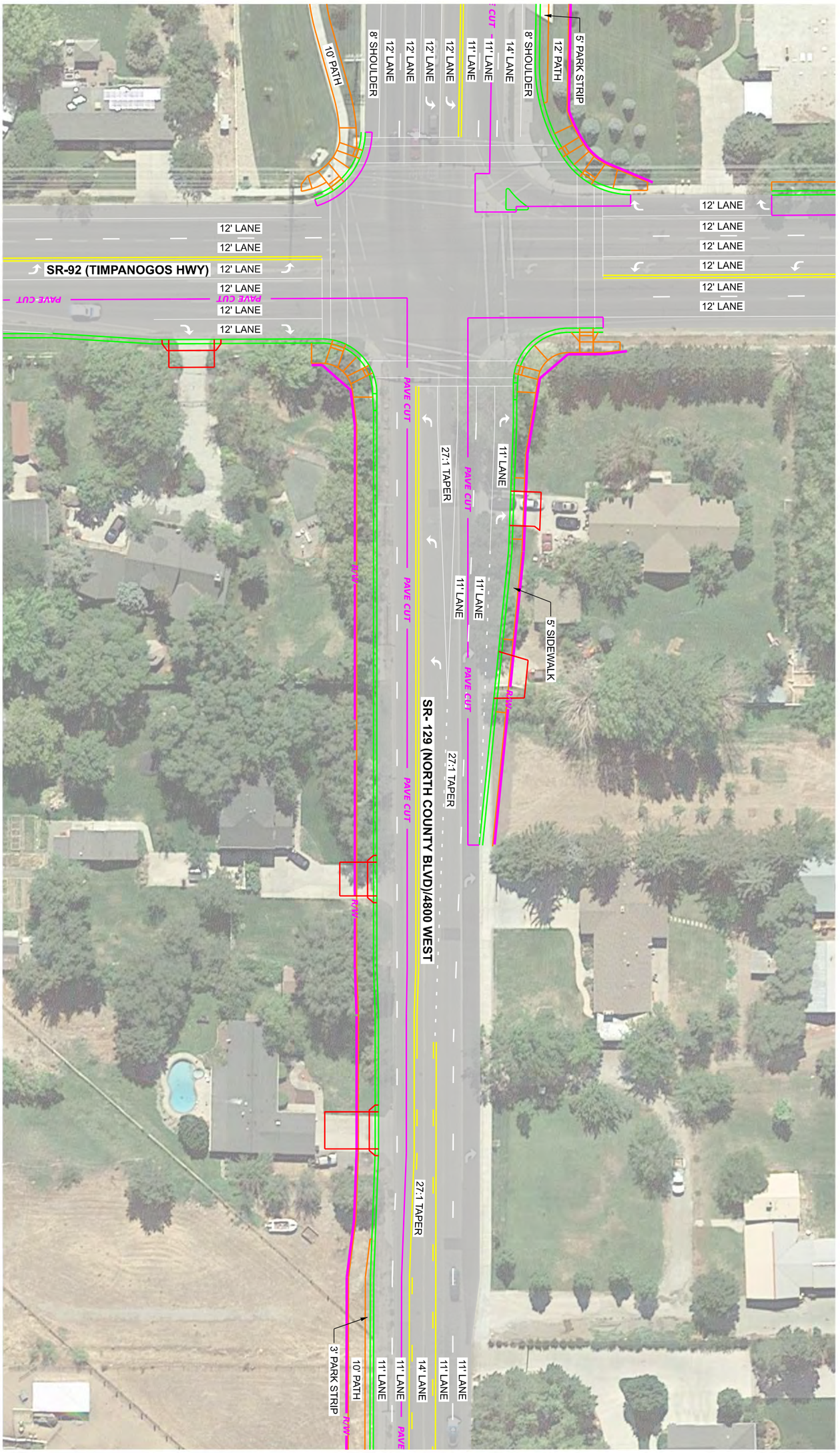

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		ROADWAY - PHASE 1	PROFESSIONAL ENGINEER DATE	QC CHECKED BY	

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1/7/2022

20-845_RD-04.dgn
1/7/2022

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PROFESSIONAL ENGINEER

PROJECT: SR-92 ACCESS AND CIRCULATION STUDY

PIN: 16992

PROJECT NUMBER: S-0092(39)1

ROADWAY - PHASE 1

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PROJECT: SR-92 ACCESS AND CIRCULATION STUDY

PIN: 16992

PROJECT NUMBER: S-0092(39)1

ROADWAY - PHASE 1

SHEET NO. RD-05

1/7/2022 20-845_RD-06.dgn

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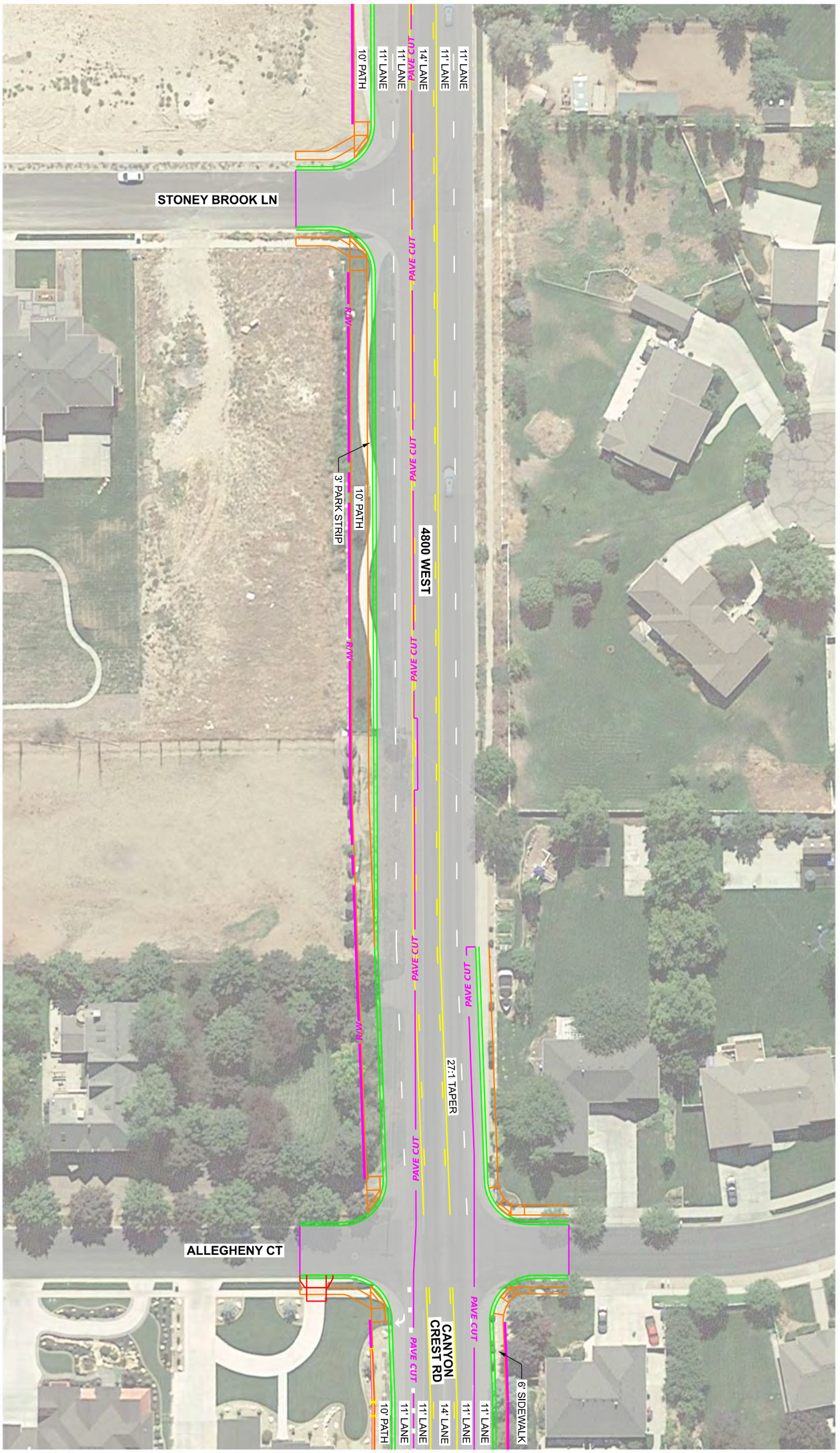

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		ROADWAY - PHASE 1	PROFESSIONAL ENGINEER DATE	QC CHECKED BY	

1/7/2022 20-045_RD-07 - Phase 1.dgn

PRELIMINARY
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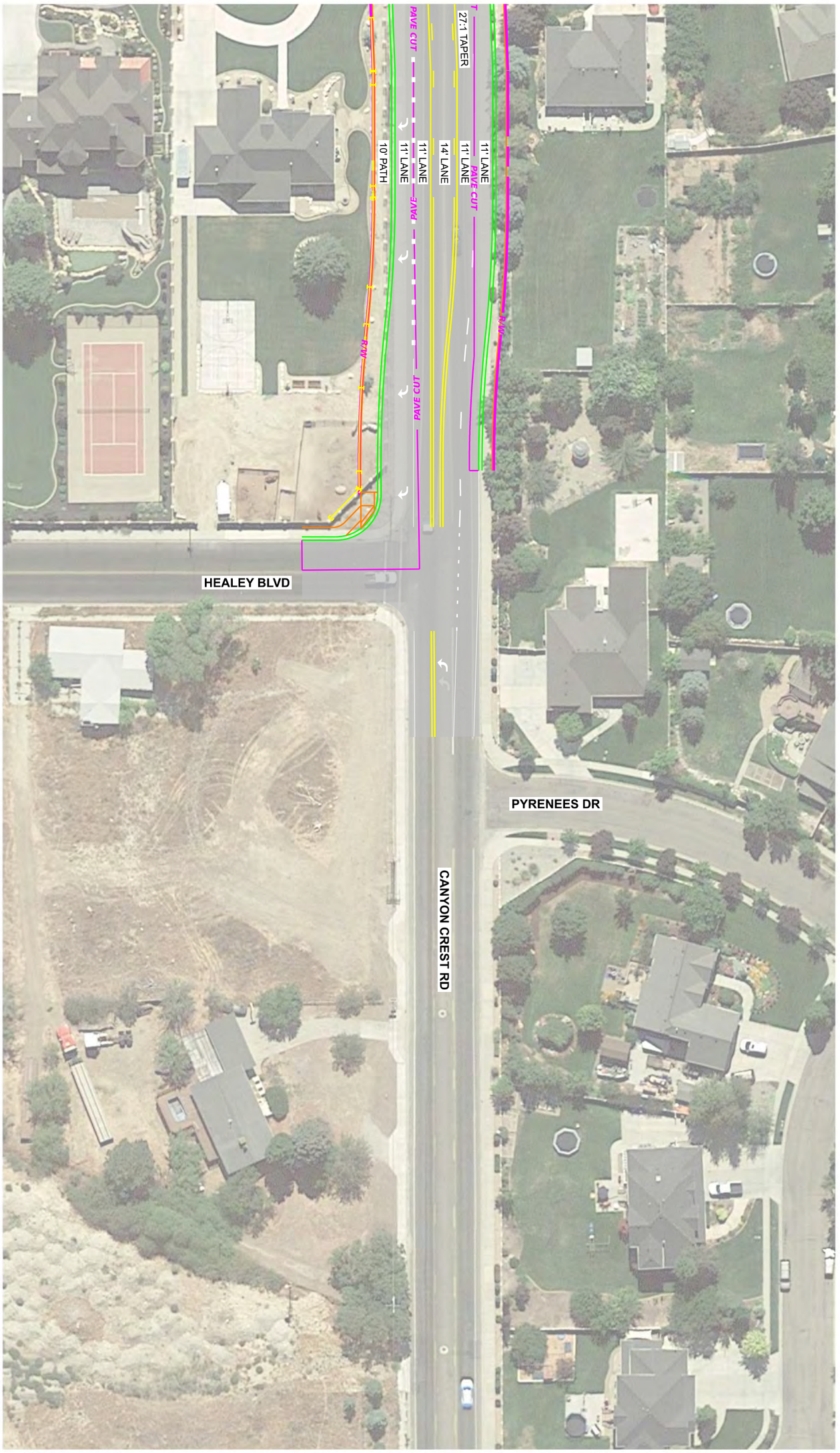
1/7/2022



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SHEET NO. RD-07	PROJECT	SR-92 ACCESS AND CIRCULATION STUDY	UTAH DEPARTMENT OF TRANSPORTATION AVENUE CONSULTANTS		REVISIONS
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		ROADWAY - PHASE 1	PROFESSIONAL ENGINEER DATE	QC CHECKED BY	

1/7/2022 20-845_RD-07 - Phase 2.dgn

PRELIMINARY
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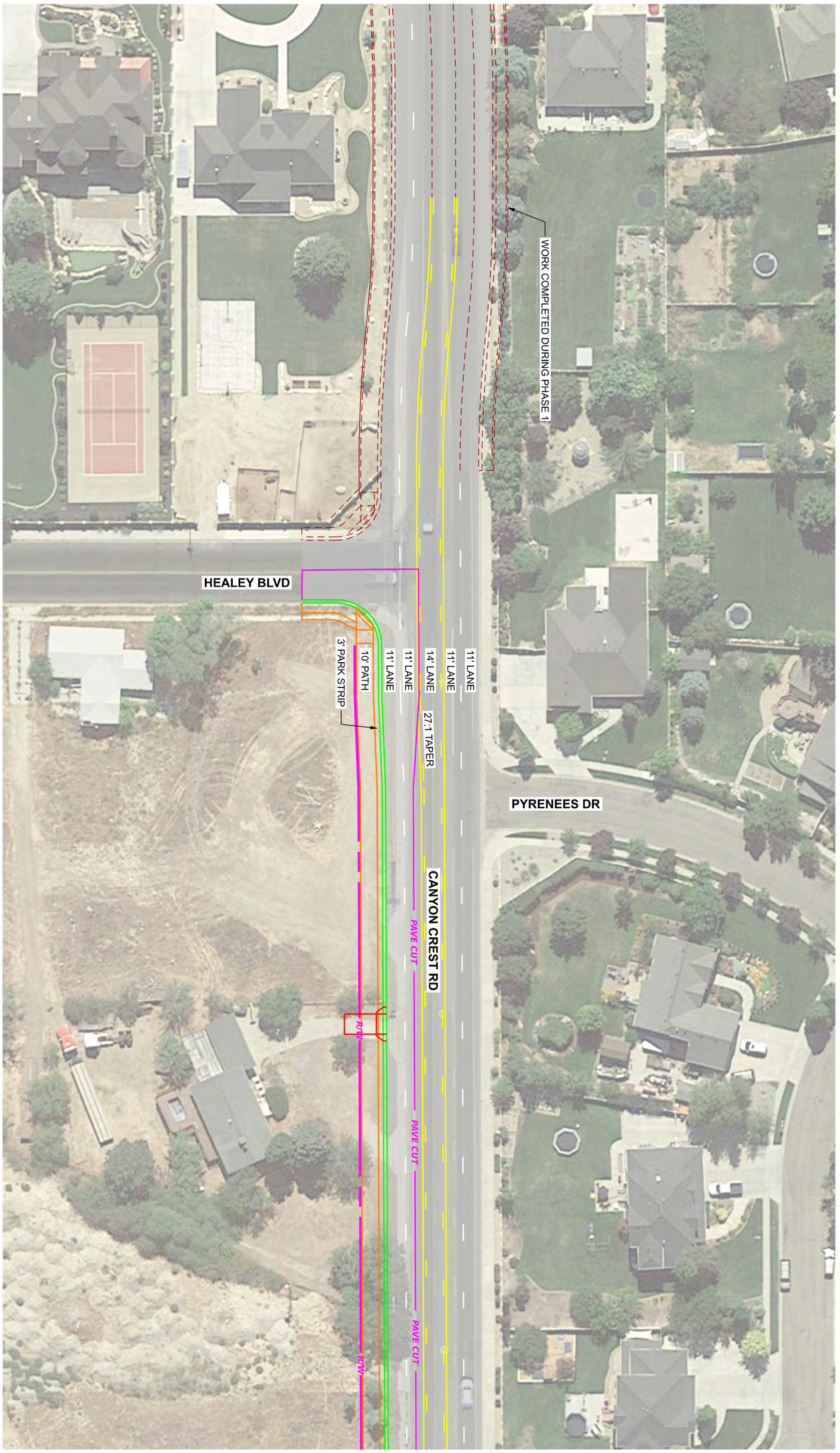

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		ROADWAY - PHASE 2	PROFESSIONAL ENGINEER DATE	QC CHECKED BY	

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UTAH DEPARTMENT OF TRANSPORTATION
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APPROVED

PROFESSIONAL ENGINEER

PROJECT: SR-92 ACCESS AND CIRCULATION STUDY

PIN: 16992

PROJECT NUMBER: S-0092(39)1

ROADWAY - PHASE 2

SHEET NO. RD-08

1/7/2022 20-845_RD-09 - Phase 2.dgn

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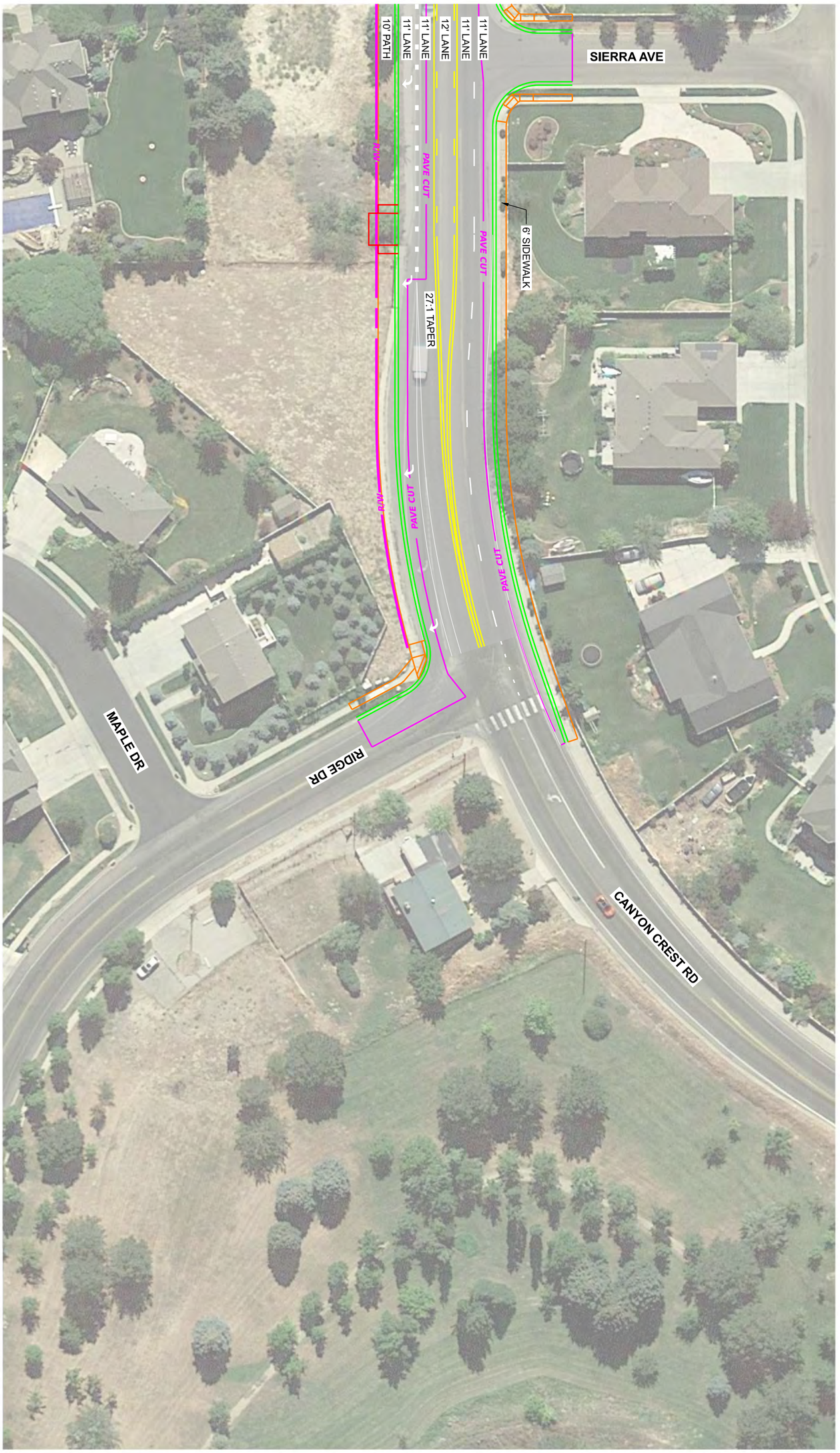
1/7/2022



SHEET NO. RD-09	PROJECT	SR-92 ACCESS AND CIRCULATION STUDY	UTAH DEPARTMENT OF TRANSPORTATION AVENUE CONSULTANTS		REVISIONS
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		ROADWAY - PHASE 2	PROFESSIONAL ENGINEER DATE	QC CHECKED BY	

1/7/2022 20-845_RD-09 - Phase 3.dgn

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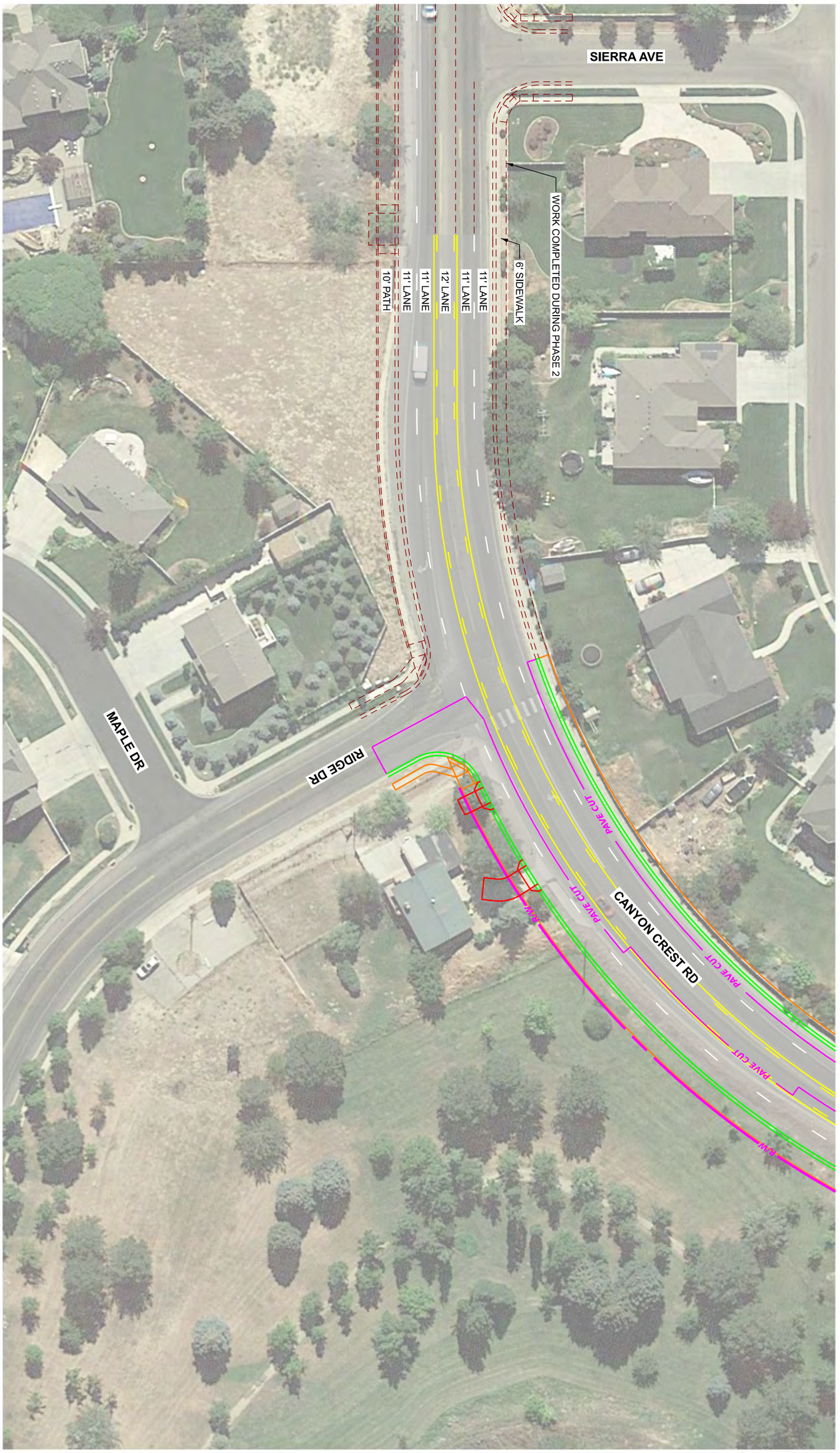

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		ROADWAY - PHASE 3	PROFESSIONAL ENGINEER DATE	QC CHECKED BY	

PRELIMINARY
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1/7/2022

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DRAWN BY
QC CHECKED BY
DATE

APPROVED

PROFESSIONAL ENGINEER

PROJECT: SR-92 ACCESS AND CIRCULATION STUDY

PROJECT NUMBER: S-0092(39)1

PIN: 16992

ROADWAY - PHASE 3

SHEET NO. RD-10

PRELIMINARY
NOT FOR CONSTRUCTION
1/7/2022

20-045_RD-11.dgn
1/7/2022

REVISIONS

NO.	DATE	APPROVED BY	REMARKS

UTAH DEPARTMENT OF TRANSPORTATION
AVENUE CONSULTANTS

APPROVED

PROFESSIONAL ENGINEER

DRAWN BY

QC CHECKED BY

DATE

PROJECT: SR-92 ACCESS AND CIRCULATION STUDY

PIN: 16992

PROJECT NUMBER: S-0092(39)1

ROADWAY - PHASE 3

SHEET NO. RD-11

Appendix E

Cost Estimates

PIN: 16992 PROJECT # S-0092(39)1 PROJECT NAME: SR-92 North Regional Traffic Study
SR-92 & 6000 West
Cost Estimate - Concept Level

Prepared By: David Webb **Date** 4/26/2021

Proposed Project Scope: **Improve signal LOS by adding a third EB/WB lane and adding NB/SB right turn pockets.**

Approximate Route Reference Mile Post (BEGIN) =		(END) =	
Project Length =	0.000	miles	ft
Current FY Year (July-June) =	2021		
Assumed Construction FY Year =	2025		
Construction Items Inflation Factor =	1.18	4 yrs for inflation	
Assumed Yearly Inflation for Engineering Services (PE and CE) (%/yr) =	3.25%		
Assumed Yearly Inflation for Right of Way (%/yr) =	4.0%		
Items not Estimated (% of Construction) =	30.0%		
Preliminary Engineering (% of Construction + Incentives) =	12.0%		
Construction Engineering (% of Construction + Incentives) =	10.0%		

Construction Items		Cost	Remarks
Public Information Services		$10,000	
Roadway and Drainage		$2,557,782	
Traffic and Safety		$513,082	
Structures		$0	
Environmental Mitigation		$20,000	
ITS		$0	
	Subtotal	$3,100,864	
	Items not Estimated (30%)	$930,259	
	Construction Subtotal	**$4,031,123**	
P.E. Cost	**P.E. Subtotal**	**$493,455**	12%
C.E. Cost	**C.E. Subtotal**	**$411,212**	10%
Right of Way	**Right of Way Subtotal**	$694,943	
Utilities	**Utilities Subtotal**	$96,000	
Incentives	**Incentives Subtotal**	$81,000	
Miscellaneous	**Miscellaneous Subtotal**	**$0**	

Cost Estimate (ePM screen 505)			2021		2025
	P.E.		**$493,000**		**$560,000**
	Right of Way		**$695,000**		**$813,000**
	Utilities		**$96,000**		**$114,000**
	Construction		**$4,031,000**		**$4,775,000**
	C.E.		**$411,000**		**$467,000**
	Incentives		**$81,000**		**$96,000**
	Aesthetics	**0.75%**	**$30,000**		**$36,000**
	Change Order Contingency	**9.00%**	**$365,000**		**$432,000**
	UDOT Oversight		**$0**		**$0**
	Miscellaneous		**$0**		**$0**
		TOTAL	**$6,202,000**	**TOTAL**	**$7,293,000**

PROPOSED COMMISSION REQUEST	**TOTAL**	**$6,202,000**	**TOTAL**	**$7,293,000**

Project Assumptions/Risks

1 Pavement design: 8" HMA, 6" UTBC, 12" GB
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Roadway and Drainage

PIN: 16992 PROJECT # S-0092(39)1 PROJECT NAME: SR-92 North Regional Traffic Study
SR-92 & 6000 West

Item #	Item	Quantity	Units	Price	Cost	Remarks
Roadway						
015017010	Mobilization	1	lump	$282,000.00	$282,000.00	Usually 7-10% of construction
015547005	Traffic Control	1	lump	$121,000.00	$121,000.00	Usually 3-5% of construction
01557001*	Maintenance of Traffic	1	lump	$40,000.00	$40,000.00	Usually 1% of construction
020567015	Granular Borrow (Plan Quantity)	4,913	cubic yard	$40.00	$196,520.00	
022217125	Remove Concrete Curb and Gutter	7,232	foot	$5.00	$36,159.03	
022217115	Remove Concrete Driveway	458	square yard	$15.00	$6,872.69	
022217110	Remove Concrete Sidewalk	3,818	square yard	$10.00	$38,180.85	
	Remove Sound Wall	338	foot	$50.00	$16,901.25	
	Remove Fence	162	foot	$5.00	$808.93	
022317010	Clearing and Grubbing	1	lump	$50,000.00	$50,000.00	
023167020	Roadway Excavation (Plan Quantity)	10,675	cubic yard	$25.00	$266,875.00	
027217020	Untreated Base Course (Plan Quantity)	2,488	cubic yard	$55.00	$136,840.00	
027357010	Micro-Surfacing	42,800	square yard	$3.00	$128,400.00	
027417050	HMA - 1/2 Inch	6,765	ton	$85.00	$575,025.00	
027487040	Emulsified Asphalt CSS-1	13	ton	$800.00	$10,400.00	Tack Coat
027767025	Concrete Curb and Gutter Type B1	7,116	foot	$25.00	$177,904.10	
027767038	Concrete Driveway Flared, 6 inch Thick	5,755	square foot	$10.00	$57,545.97	
027767010	Concrete Sidewalk	29,154	square foot	$5.50	$160,348.89	
027717059	Perpendicular/Parallel Pedestrian Access Ramp	17	each	$3,000.00	$51,000.00	
Roadway Subtotal					**$2,352,782**	
Drainage						
026107386	Drainage Pipe - 18 inch, Smooth, Leak-Resistant	300	foot	$150.00	$45,000.00	
026337130	Concrete Drainage Structure 5 ft to 7 ft deep - CB 9	25	each	$4,000.00	$100,000.00	
	Drainage (1.5% of Construction)	1	lump	$60,000.00	$60,000.00	
Drainage Subtotal					**$205,000**	
PI						
015407010	Public Information Services	1	lump	$10,000.00	**$10,000**	Usually 0.25% of construction

Traffic, Safety & ITS

PIN: 16992 PROJECT # S-0092(39)1 PROJECT NAME: SR-92 North Regional Traffic Study
SR-92 & 6000 West

Item #	Item	Quantity	Units	Price	Cost	Remarks
Traffic						
027657050	Pavement Marking Paint	288	gallon	$1,000.00	$288,000.00	
027687105	Pavement Message (Preformed Thermoplastic)	26	each	$200.00	$5,200.00	
027687115	Pavement Message (Preformed Thermoplastic Stop Line, Crosswalks - 12 inch)	823	foot	$12.00	$9,881.87	
	Signs (0.25% of Construction)	1	Lump	$10,000.00	$10,000.00	
Signals						
02892701D	Traffic Signal System	1	lump	$200,000.00	$200,000.00	
Lighting						
Traffic and Safety Subtotal					**$513,082**	
ITS						
	ATMS (0% of Construction)	1	Lump	$0.00	$0.00	
ITS Subtotal					**$0**	

Environmental and Landscaping

PIN: 16992 PROJECT # S-0092(39)1 PROJECT NAME: SR-92 North Regional Traffic Study
SR-92 & 6000 West

Item #	Item	Quantity	Units	Price	Cost	Remarks
Environmental						
Temporary Erosion Control						
Landscaping						
	Erosion Control and Landscaping (0.5% of Construction	1	Lump	$20,000.00	$20,000.00	
Environmental Mitigation Subtotal					**$20,000**	

Utilities, Right of Way, and Incentives

PIN: 16992 PROJECT # S-0092(39)1 PROJECT NAME: SR-92 North Regional Traffic Study
SR-92 & 6000 West

Item #	Item	Quantity	Units	Price	Cost	Remarks
Utilities						
	Reconstruct Irrigation Box	3	Each	$5,000.00	$15,000.00	
	Utility (2% of Construction)	1	Lump	$81,000.00	$81,000.00	
Utilities Subtotal					**$96,000**	
Right-of-way						
	Urban/Suburban Residential	23,648	sq ft	$20.00	$472,952.74	
	Cost to Cure (Stone Wall)	2,704	sq ft	$80.00	$216,320.00	
	Cost to Cure (Ornamental Fence)	162	ft	$35.00	$5,670.00	
Right-of-Way Subtotal					**$694,943**	
Incentives						
	Incentive (2% of Construction)	1	Lump	$81,000.00	$81,000.00	
Incentives Subtotal					**$81,000**	

PIN: 16992 PROJECT # S-0092(39)1 PROJECT NAME: SR-92 North Regional Traffic Study
SR-92 & 5300 West
Cost Estimate - Concept Level

Prepared By: Heather Hamilton **Date** 4/26/2021

Proposed Project Scope: **Improve signal LOS by adding additional thru lanes in all directions and making the EB left turn a dual left turn.**

Approximate Route Reference Mile Post (BEGIN) =		(END) =	
Project Length =	0.000	miles	ft
Current FY Year (July-June) =	2021		
Assumed Construction FY Year =	2025		
Construction Items Inflation Factor =	1.18	4 yrs for inflation	
Assumed Yearly Inflation for Engineering Services (PE and CE) (%/yr) =	3.25%		
Assumed Yearly Inflation for Right of Way (%/yr) =	4.0%		
Items not Estimated (% of Construction) =	30.0%		
Preliminary Engineering (% of Construction + Incentives) =	12.0%		
Construction Engineering (% of Construction + Incentives) =	10.0%		

Construction Items		Cost	Remarks
Public Information Services		$11,000	
Roadway and Drainage		$3,726,672	
Traffic and Safety		$334,340	
Structures		$0	
Environmental Mitigation		$27,000	
ITS		$0	
	Subtotal	$4,099,012	
	Items not Estimated (30%)	$1,229,704	
	Construction Subtotal	**$5,328,716**	
P.E. Cost	**P.E. Subtotal**	**$652,286**	12%
C.E. Cost	**C.E. Subtotal**	**$543,572**	10%
Right of Way	**Right of Way Subtotal**	$3,663,720	
Utilities	**Utilities Subtotal**	$543,000	
Incentives	**Incentives Subtotal**	$107,000	
Miscellaneous	**Miscellaneous Subtotal**	**$0**	

Cost Estimate (ePM screen 505)			2021		2025
	P.E.		**$652,000**		**$741,000**
	Right of Way		**$3,664,000**		**$4,286,000**
	Utilities		**$543,000**		**$643,000**
	Construction		**$5,329,000**		**$6,312,000**
	C.E.		**$544,000**		**$618,000**
	Incentives		**$107,000**		**$127,000**
	Aesthetics	**0.75%**	**$40,000**		**$47,000**
	Change Order Contingency	**9.00%**	**$483,000**		**$572,000**
	UDOT Oversight		**$0**		**$0**
	Miscellaneous		**$0**		**$0**
		TOTAL	**$11,362,000**	**TOTAL**	**$13,346,000**

PROPOSED COMMISSION REQUEST	**TOTAL**	**#########**	**TOTAL**	**$13,346,000**

Project Assumptions/Risks

1 Pavement design: 8" HMA, 6" UTBC, 12" GB
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Roadway and Drainage

PIN: 16992 PROJECT # S-0092(39)1 PROJECT NAME: SR-92 North Regional Traffic Study
SR-92 & 5300 West

Item #	Item	Quantity	Units	Price	Cost	Remarks
Roadway						
015017010	Mobilization	1	lump	$373,000.00	$373,000.00	Usually 7-10% of construction
015547005	Traffic Control	1	lump	$160,000.00	$160,000.00	Usually 3-5% of construction
01557001*	Maintenance of Traffic	1	lump	$53,000.00	$53,000.00	Usually 1% of construction
020567015	Granular Borrow (Plan Quantity)	7,299	cubic yard	$40.00	$291,960.00	
022217110	Remove Concrete Sidewalk	4,486	square yard	$10.00	$44,858.93	
022217120	Remove Concrete Curb	1,921	foot	$5.00	$9,603.40	
022217125	Remove Concrete Curb and Gutter	10,220	foot	$5.00	$51,101.39	
022217115	Remove Concrete Driveway	1,416	square yard	$15.00	$21,246.93	
022317010	Clearing and Grubbing	1	lump	$50,000.00	$50,000.00	
023167020	Roadway Excavation (Plan Quantity)	15,813	cubic yard	$25.00	$395,325.00	
027217020	Untreated Base Course (Plan Quantity)	3,650	cubic yard	$55.00	$200,750.00	
027357010	Micro-Surfacing	75,569	square yard	$3.00	$226,707.00	
027417050	HMA - 1/2 Inch	10,050	ton	$85.00	$854,250.00	
027487040	Emulsified Asphalt CSS-1	20	ton	$800.00	$16,000.00	Tack Coat
027717059	Perpendicular/Parallel Pedestrian Access Ramp	41	each	$3,000.00	$123,000.00	
027767018	Concrete Curb Type M2	4,785	foot	$25.00	$119,614.40	
027767025	Concrete Curb and Gutter Type B1	9,764	foot	$25.00	$244,100.10	
027767010	Concrete Sidewalk	40,272	square foot	$5.50	$221,495.98	
027767038	Concrete Driveway Flared, 6 inch Thick	7,174	square foot	$10.00	$71,737.48	
Roadway Subtotal					**$3,527,751**	
Drainage						
026107386	Drainage Pipe - 18 inch, Smooth, Leak-Resistant	233	foot	$150.00	$34,920.90	
026337130	Concrete Drainage Structure 5 ft to 7 ft deep - CB 9	21	each	$4,000.00	$84,000.00	
	Drainage (1.5% of Construction)	1	lump	$80,000.00	$80,000.00	
Drainage Subtotal					**$198,921**	
PI						
015407010	Public Information Services	1	lump	$11,000.00	**$11,000**	Usually 0.25% of construction

Traffic, Safety & ITS

PIN: 16992 PROJECT # S-0092(39)1 PROJECT NAME: SR-92 North Regional Traffic Study
SR-92 & 5300 West

Item #	Item	Quantity	Units	Price	Cost	Remarks
Traffic						
027657050	Pavement Marking Paint	422	gallon	$100.00	$42,200.00	
027687105	Pavement Message (Preformed Thermoplastic)	79	each	$200.00	$15,800.00	
027687115	Pavement Message (Preformed Thermoplastic Stop Line, Crosswalks - 12 inch)	1,278	foot	$12.00	$15,340.18	
	Signs (0.25% of Construction)	1	Lump	$11,000.00	$11,000.00	
Signals						
02892701D	Traffic Signal System	1	lump	$250,000.00	$250,000.00	
Lighting						
Traffic and Safety Subtotal					**$334,340**	
ITS						
ITS Subtotal					**$0**	

Environmental and Landscaping

PIN: 16992 PROJECT # S-0092(39)1 PROJECT NAME: SR-92 North Regional Traffic Study
SR-92 & 5300 West

Item #	Item	Quantity	Units	Price	Cost	Remarks
Environmental						
Temporary Erosion Control						
Landscaping						
	Erosion Control and Landscaping (0.5% of Construction	1	Lump	$27,000.00	$27,000.00	
Environmental Mitigation Subtotal					**$27,000**	

Utilities, Right of Way, and Incentives

PIN: 16992 PROJECT # S-0092(39)1 PROJECT NAME: SR-92 North Regional Traffic Study
SR-92 & 5300 West

Item #	Item	Quantity	Units	Price	Cost	Remarks
Utilities						
	Relocate Power Pole (Transmission)	6	Lump	$50,000.00	$300,000.00	
	Relocate Power Pole (Distribution)	3	Lump	$10,000.00	$30,000.00	
	Utility (4% of Construction)	1	Lump	$213,000.00	$213,000.00	
Utilities Subtotal					**$543,000**	
Right-of-way						
	Urban/Suburban Residential	44,772	sq ft	$20.00	$895,446.64	
	Urban/Suburban Commercial	55,365	sq ft	$50.00	$2,768,273.55	
Right-of-Way Subtotal					**$3,663,720**	
Incentives						
	Incentive (2% of Construction)	1	Lump	$107,000.00	$107,000.00	
Incentives Subtotal					**$107,000**	

PIN: 16992 PROJECT # S-0092(39)1 PROJECT NAME: SR-92 North Regional Traffic Study
Canyon Crest; SR-92 to Main Street (phase 1)
Cost Estimate - Concept Level

Prepared By: David Webb **Date** 10/15/2021

Proposed Project Scope: **Widen Canyon Crest to a 5-lane section from SR-92 to Main Street.**

Approximate Route Reference Mile Post (BEGIN) =	n/a	(END) =	n/a
Project Length =	1.207	miles	6,373 ft
Current FY Year (July-June) =	2021		
Assumed Construction FY Year =	2025		
Construction Items Inflation Factor =	1.18		4 yrs for inflation
Assumed Yearly Inflation for Engineering Services (PE and CE) (%/yr) =	3.25%		
Assumed Yearly Inflation for Right of Way (%/yr) =	4.0%		
Items not Estimated (% of Construction) =	30.0%		
Preliminary Engineering (% of Construction + Incentives) =	14.0%		
Construction Engineering (% of Construction + Incentives) =	10.0%		

Construction Items		Cost	Remarks
Public Information Services		$10,000	
Roadway and Drainage		$2,902,111	
Traffic and Safety		$79,678	
Structures		$0	
Environmental Mitigation		$59,000	
ITS		$0	
	Subtotal	$3,050,789	
	Items not Estimated (30%)	$915,237	
	Construction Subtotal	**$3,966,026**	
P.E. Cost	**P.E. Subtotal**	**$566,304**	14%
C.E. Cost	**C.E. Subtotal**	**$404,503**	10%
Right of Way	**Right of Way Subtotal**	$1,166,747	
Utilities	**Utilities Subtotal**	$1,032,100	
Incentives	**Incentives Subtotal**	$79,000	
Miscellaneous	**Miscellaneous Subtotal**	**$0**	

Cost Estimate (ePM screen 505)		2021		2025
P.E.		**$566,000**		**$643,000**
Right of Way		**$1,167,000**		**$1,365,000**
Utilities		**$1,032,000**		**$1,222,000**
Construction		**$3,966,000**		**$4,698,000**
C.E.		**$405,000**		**$460,000**
Incentives		**$79,000**		**$94,000**
Aesthetics	**0.75%**	**$30,000**		**$36,000**
Change Order Contingency	**9.00%**	**$360,000**		**$426,000**
UDOT Oversight		**$0**		**$0**
Miscellaneous		**$0**		**$0**
	TOTAL	**$7,605,000**	**TOTAL**	**$8,944,000**

PROPOSED COMMISSION REQUEST	**TOTAL**	**$7,605,000**	**TOTAL**	**$8,944,000**

Project Assumptions/Risks

1 Pavement design: 8" HMA, 6" UTBC, 12" GB

2 Roadway excavation includes asphalt removal

3 Typical Section: (2)11-ft lanes, 14-ft TWLT lane, (2)11-ft lanes, no shoulder, 2-ft Curb and Gutter, 3-ft parkstrip, 10-ft path

4 3-ft parkstrip removed as needed to reduce ROW impacts

5 Most widening completed to east maintaing existing edge of pavement on the west

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Roadway and Drainage

PIN: 16992 PROJECT # S-0092(39)1 PROJECT NAME: SR-92 North Regional Traffic Study

Canyon Crest; SR-92 to Main Street (phase 1)

Item #	Item	Quantity	Units	Price	Cost	Remarks
Roadway						
015017010	Mobilization	1	lump	$278,000.00	$278,000.00	Usually 5-7% of construction
015547005	Traffic Control	1	lump	$79,000.00	$79,000.00	Usually 1-2% of construction
01557001*	Maintenance of Traffic	1	lump	$40,000.00	$40,000.00	Usually 1% of construction
020567015	Granular Borrow (Plan Quantity)	4,667	cubic yard	$40.00	$186,680.00	
022217125	Remove Concrete Curb and Gutter	5,845	foot	$5.00	$29,226.94	
022217110	Remove Concrete Sidewalk	3,837	square yard	$10.00	$38,366.26	
022217110	Remove Concrete Driveway	544	square yard	$15.00	$8,160.63	
022217080	Remove Fence	1,422	foot	$5.00	$7,111.54	Vinyl, wood, or chain link
	Remove Retaining Wall		foot	$15.00		
	Remove Privacy Wall	544	foot	$12.50	$6,801.94	
022317010	Clearing and Grubbing	1	lump	$235,000.00	$235,000.00	Includes approximately: 45 trees < 4" 31 tress 4" to 12" 16 trees > 12"
023167020	Roadway Excavation (Plan Quantity)	10,110	cubic yard	$25.00	$252,750.00	
027217020	Untreated Base Course (Plan Quantity)	2,334	cubic yard	$55.00	$128,370.00	
027357010	Micro-Surfacing	44,305	square yard	$3.00	$132,915.00	
027417050	HMA - 1/2 Inch	6,511	ton	$85.00	$553,435.00	
027487040	Emulsified Asphalt CSS-1	13	ton	$800.00	$10,400.00	Tack Coat
	Concrete Curb and Gutter APWA Type E	6,505	ft	$25.00	$162,615.53	
027767010	Concrete Sidewalk	58,606	square foot	$5.50	$322,330.99	
027767022P	Concrete Driveway	3,986	square foot	$7.00	$27,898.50	
027717059	Perpendicular/Parallel Pedestrian Access Ramp	30	each	$3,000.00	$90,000.00	
	Fence	1,322	ft	$30.00	$39,657.78	Vinyl, wood, or chain link
	Fence - Privacy	507	ft	$350.00	$177,339.05	
Roadway Subtotal					**$2,806,059**	
Drainage						
026107386	Drainage Pipe-18 inch smooth leak resistant	150	ft	$120.00	$18,051.60	
018927010	Reconstruct Catch Basin	15	each	$2,500.00	$37,500.00	
	Concrete drainage structure	9	each	$4,500.00	$40,500.00	
Drainage Subtotal					**$96,052**	
PI						
015407010	Public Information Services	1	lump	$10,000.00	**$10,000**	Usually 0.25% of construction

Traffic, Safety & ITS

PIN: 16992 PROJECT # S-0092(39)1 PROJECT NAME: SR-92 North Regional Traffic Study
Canyon Crest; SR-92 to Main Street (phase 1)

Item #	Item	Quantity	Units	Price	Cost	Remarks
Traffic						
027657050	Pavement Marking Paint	254	gallon	$40.00	$10,160.00	
027687105	Pavement Message (Preformed Thermoplastic)	118	each	$250.00	$29,518.33	
	Signs Lump Sum	1	Lump	$40,000.00	$40,000.00	1% of Construction
Traffic and Safety Subtotal					**$79,678**	
ITS Subtotal					**$0**	

Environmental and Landscaping

PIN: 16992 PROJECT # S-0092(39)1 PROJECT NAME: SR-92 North Regional Traffic Study
Canyon Crest; SR-92 to Main Street (phase 1)

Item #	Item	Quantity	Units	Price	Cost	Remarks
Temporary Erosion Control & Landscaping						
	Erosion Control and Landscaping	1	Lump	$59,000.00	$59,000.00	1.5% of Construction
Environmental Mitigation Subtotal					**$59,000**	

Utilities, Right of Way, and Incentives

PIN: 16992 PROJECT # S-0092(39)1 PROJECT NAME: SR-92 North Regional Traffic Study
Canyon Crest; SR-92 to Main Street (phase 1)

Item #	Item	Quantity	Units	Price	Cost	Remarks
Utilities						
	Relocate Power Pole (Metal)	2	Each	$200,000.00	$400,000.00	
	Relocate Power Pole (Wood)	10	Each	$15,000.00	$150,000.00	
	Undergrounding Power lines	2,176	ft	$80.00	$174,080.00	4 lines to move underground
	Undergrounding Power lines	1,154	ft	$130.00	$150,020.00	7 lines to move underground
	Utility (2% of Construction)	1	Lump	$79,000.00	$79,000.00	
Utilities Subtotal					**$1,032,100**	
Right-of-way						
	Urban/Suburban Residential	46,670	sq ft	$25.00	$1,166,746.50	
Right-of-Way Subtotal					**$1,166,747**	
Incentives						
	Incentive	1	Lump	$79,000.00	$79,000.00	2% of Construction
Incentives Subtotal					**$79,000**	

PIN: 16992 PROJECT # S-0092(39)1 PROJECT NAME: SR-92 North Regional Traffic Study
Canyon Crest; SR-92 to Main Street (phase 2)
Cost Estimate - Concept Level

Prepared By: David Webb **Date** 10/15/2021

Proposed Project Scope: **Widen Canyon Crest to a 5-lane section from SR-92 to Main Street.**

Approximate Route Reference Mile Post (BEGIN) =	n/a	(END) =	n/a
Project Length =	1.207	miles	6,373 ft
Current FY Year (July-June) =	2021		
Assumed Construction FY Year =	2025		
Construction Items Inflation Factor =	1.18		4 yrs for inflation
Assumed Yearly Inflation for Engineering Services (PE and CE) (%/yr) =	3.25%		
Assumed Yearly Inflation for Right of Way (%/yr) =	4.0%		
Items not Estimated (% of Construction) =	30.0%		
Preliminary Engineering (% of Construction + Incentives) =	14.0%		
Construction Engineering (% of Construction + Incentives) =	10.0%		

Construction Items		Cost	Remarks
Public Information Services		$5,000	
Roadway and Drainage		$1,288,312	
Traffic and Safety		$24,040	
Structures		$295,460	
Environmental Mitigation		$32,000	
ITS		$0	
	Subtotal	$1,644,812	
	Items not Estimated (30%)	$493,444	
	Construction Subtotal	**$2,138,256**	
P.E. Cost	**P.E. Subtotal**	**$305,376**	14%
C.E. Cost	**C.E. Subtotal**	**$218,126**	10%
Right of Way	**Right of Way Subtotal**	$519,374	
Utilities	**Utilities Subtotal**	$188,640	
Incentives	**Incentives Subtotal**	$43,000	
Miscellaneous	**Miscellaneous Subtotal**	**$0**	

Cost Estimate (ePM screen 505)		2021		2025	
	P.E.		**$305,000**		**$347,000**
	Right of Way		**$519,000**		**$608,000**
	Utilities		**$189,000**		**$224,000**
	Construction		**$2,138,000**		**$2,532,000**
	C.E.		**$218,000**		**$248,000**
	Incentives		**$43,000**		**$51,000**
	Aesthetics	**0.75%**	**$16,000**		**$19,000**
	Change Order Contingency	**9.00%**	**$194,000**		**$230,000**
	UDOT Oversight		**$0**		**$0**
	Miscellaneous		**$0**		**$0**
		TOTAL	**$3,622,000**	**TOTAL**	**$4,259,000**

PROPOSED COMMISSION REQUEST	**TOTAL**	**$3,622,000**	**TOTAL**	**$4,259,000**

Project Assumptions/Risks

1 Pavement design: 8" HMA, 6" UTBC, 12" GB

2 Roadway excavation includes asphalt removal

3 Typical Section: (2)11-ft lanes, 12-ft TWLT lane, (2)11-ft lanes, no shoulder, 2-ft Curb and Gutter, 3-ft parkstrip, 10-ft path

4 3-ft parkstrip removed as needed to reduce ROW impacts

5 Most widening completed to east/north maintaing existing edge of pavement on the west/south

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Roadway and Drainage

PIN: 16992 PROJECT # S-0092(39)1 PROJECT NAME: SR-92 North Regional Traffic Study

Canyon Crest; SR-92 to Main Street (phase 2)

Item #	Item	Quantity	Units	Price	Cost	Remarks
Roadway						
015017010	Mobilization	1	lump	$150,000.00	$150,000.00	Usually 5-7% of construction
015547005	Traffic Control	1	lump	$43,000.00	$43,000.00	Usually 1-2% of construction
01557001*	Maintenance of Traffic	1	lump	$21,000.00	$21,000.00	Usually 1% of construction
020567015	Granular Borrow (Plan Quantity)	1,480	cubic yard	$45.00	$66,600.00	
022217125	Remove Concrete Curb and Gutter	3,014	foot	$5.00	$15,072.40	
022217110	Remove Concrete Sidewalk	1,669	square yard	$10.00	$16,686.05	
022217110	Remove Concrete Driveway	185	square yard	$15.00	$2,773.09	
022217080	Remove Fence	563	foot	$5.00	$2,815.00	Vinyl, wood, or chain link
	Remove Retaining Wall	342	foot	$15.00	$5,135.91	
	Remove Privacy Wall	418	foot	$12.50	$5,225.00	
022317010	Clearing and Grubbing	1	lump	$205,000.00	$205,000.00	Includes approximately: 28 trees < 4" 31 tress 4" to 12" 16 trees > 12"
023167020	Roadway Excavation (Plan Quantity)	3,207	cubic yard	$30.00	$96,210.00	
027217020	Untreated Base Course (Plan Quantity)	740	cubic yard	$60.00	$44,400.00	
027357010	Micro-Surfacing	12,724	square yard	$3.00	$38,172.00	
027417050	HMA - 1/2 Inch	2,038	ton	$90.00	$183,420.00	
027487040	Emulsified Asphalt CSS-1	4	ton	$800.00	$3,200.00	Tack Coat
	Concrete Curb and Gutter APWA Type E	3,002	ft	$25.00	$75,041.45	
027767010	Concrete Sidewalk	20,958	square foot	$5.50	$115,269.05	
027767022P	Concrete Driveway	749	square foot	$7.00	$5,242.34	
027717059	Perpendicular/Parallel Pedestrian Access Ramp	8	each	$3,000.00	$24,000.00	
	Fence	625	ft	$30.00	$18,750.00	Vinyl, wood, or chain link
	Fence - Privacy	418	ft	$350.00	$146,300.00	
Roadway Subtotal					**$1,283,312**	
Drainage						
018927010	Reconstruct Catch Basin	2	each	$2,500.00	$5,000.00	
Drainage Subtotal					**$5,000**	
PI						
015407010	Public Information Services	1	lump	$5,000.00	**$5,000**	Usually 0.25% of construction

Traffic, Safety & ITS

PIN: 16992 PROJECT # S-0092(39)1 PROJECT NAME: SR-92 North Regional Traffic Study
Canyon Crest; SR-92 to Main Street (phase 2)

Item #	Item	Quantity	Units	Price	Cost	Remarks
Traffic						
027657050	Pavement Marking Paint	76	gallon	$40.00	$3,040.00	
	Signs Lump Sum	1	Lump	$21,000.00	$21,000.00	1% of Construction
Traffic and Safety Subtotal					**$24,040**	
ITS Subtotal					**$0**	

Structures

PIN: 16992 PROJECT # S-0092(39)1 PROJECT NAME: SR-92 North Regional Traffic Study
Canyon Crest; SR-92 to Main Street (phase 2)

Item #	Item	Quantity	Units	Price	Cost	Remarks
Walls						
	Retaining Wall	1,676	sq ft	$85.00	$142,460.00	Assumed 419x4 (wall area)
	Retaining Wall	1,800	sq ft	$85.00	$153,000.00	Assumed 200x9 (wall area)
Structures Subtotal					**$295,460**	

Environmental and Landscaping

PIN: 16992 PROJECT # S-0092(39)1 PROJECT NAME: SR-92 North Regional Traffic Study
Canyon Crest; SR-92 to Main Street (phase 2)

Item #	Item	Quantity	Units	Price	Cost	Remarks
Temporary Erosion Control & Landscaping						
	Erosion Control and Landscaping	1	Lump	$32,000.00	$32,000.00	1.5% of Construction
Environmental Mitigation Subtotal					**$32,000**	

Utilities, Right of Way, and Incentives

PIN: 16992 PROJECT # S-0092(39)1 PROJECT NAME: SR-92 North Regional Traffic Study
Canyon Crest; SR-92 to Main Street (phase 2)

Item #	Item	Quantity	Units	Price	Cost	Remarks
Utilities						
	Relocate Power Pole (Distribution)	4	Each	$15,000.00	$60,000.00	
	Undergrounding Power Lines	1,066	ft	$40.00	$42,640.00	2 lines to move underground
	Utility (2 % of Construction)	1	Lump	$43,000.00	$43,000.00	
Utilities Subtotal					**$188,640**	
Right-of-way						
	Urban/Suburban Residential	20,775	sq ft	$25.00	$519,374.08	
Right-of-Way Subtotal					**$519,374**	
Incentives						
	Incentive	1	Lump	$43,000.00	$43,000.00	2% of Construction
Incentives Subtotal					**$43,000**	

PIN: 16992 PROJECT # S-0092(39)1 PROJECT NAME: SR-92 North Regional Traffic Study
Canyon Crest; SR-92 to Main Street (phase 3)
Cost Estimate - Concept Level

Prepared By: David Webb **Date** 10/15/2021

Proposed Project Scope: **Widen Canyon Crest to a 5-lane section from SR-92 to Main Street.**

Approximate Route Reference Mile Post (BEGIN) =	n/a	(END) =	n/a
Project Length =	1.207	miles	6,373 ft
Current FY Year (July-June) =	2021		
Assumed Construction FY Year =	2025		
Construction Items Inflation Factor =	1.18		4 yrs for inflation
Assumed Yearly Inflation for Engineering Services (PE and CE) (%/yr) =	3.25%		
Assumed Yearly Inflation for Right of Way (%/yr) =	4.0%		
Items not Estimated (% of Construction) =	30.0%		
Preliminary Engineering (% of Construction + Incentives) =	14.0%		
Construction Engineering (% of Construction + Incentives) =	10.0%		

Construction Items		Cost	Remarks
Public Information Services		$4,000	
Roadway and Drainage		$1,238,323	
Traffic and Safety		$27,120	
Structures		$0	
Environmental Mitigation		$25,000	
ITS		$0	
	Subtotal	$1,294,443	
	Items not Estimated (30%)	$388,333	
	Construction Subtotal	**$1,682,776**	
P.E. Cost	**P.E. Subtotal**	**$240,349**	14%
C.E. Cost	**C.E. Subtotal**	**$171,678**	10%
Right of Way	**Right of Way Subtotal**	$329,988	
Utilities	**Utilities Subtotal**	$128,000	
Incentives	**Incentives Subtotal**	$34,000	
Miscellaneous	**Miscellaneous Subtotal**	**$0**	

Cost Estimate (ePM screen 505)		2021		2025	
	P.E.		**$240,000**		**$273,000**
	Right of Way		**$330,000**		**$386,000**
	Utilities		**$128,000**		**$152,000**
	Construction		**$1,683,000**		**$1,994,000**
	C.E.		**$172,000**		**$195,000**
	Incentives		**$34,000**		**$40,000**
	Aesthetics	**0.75%**	**$13,000**		**$15,000**
	Change Order Contingency	**9.00%**	**$153,000**		**$181,000**
	UDOT Oversight		**$0**		**$0**
	Miscellaneous		**$0**		**$0**
		TOTAL	**$2,753,000**	**TOTAL**	**$3,236,000**

PROPOSED COMMISSION REQUEST	**TOTAL**	**$2,753,000**	**TOTAL**	**$3,236,000**

Project Assumptions/Risks

1	Pavement design: 8" HMA, 6" UTBC, 12" GB	8	
2	Roadway excavation includes asphalt removal	9	
3	Typical Section: (2)11-ft lanes, 12-ft TWLT lane, (2)11-ft lanes, no shoulder, 2-ft Curb and Gutter, 10-ft path	10	
4	Most widening completed to east maintaing existing edge of pavement on the west	11	
5		12	
6		13	
7		14	

Roadway and Drainage

PIN: 16992 PROJECT # S-0092(39)1 PROJECT NAME: SR-92 North Regional Traffic Study

Canyon Crest; SR-92 to Main Street (phase 3)

Item #	Item	Quantity	Units	Price	Cost	Remarks
Roadway						
015017010	Mobilization	1	lump	$118,000.00	$118,000.00	Usually 5-7% of construction
015547005	Traffic Control	1	lump	$34,000.00	$34,000.00	Usually 1-2% of construction
01557001*	Maintenance of Traffic	1	lump	$17,000.00	$17,000.00	Usually 1% of construction
020567015	Granular Borrow (Plan Quantity)	1,970	cubic yard	$45.00	$88,650.00	
022217125	Remove Concrete Curb and Gutter	3,582	foot	$5.00	$17,908.00	
022217110	Remove Concrete Sidewalk	1,302	square yard	$10.00	$13,015.21	
022217140	Remove Raised Island	523	square yard	$10.00	$5,232.56	
	Remove Brick Wall	292	foot	$20.00	$5,840.00	
022217110	Remove Concrete Driveway	353	square yard	$15.00	$5,298.53	
	Remove Privacy Wall	140	foot	$12.50	$1,750.00	
022317010	Clearing and Grubbing	1	lump	$110,000.00	$110,000.00	Includes approximately: 8 trees < 4" 39 tress 4" to 12" 4 trees > 12"
023167020	Roadway Excavation (Plan Quantity)	4,267	cubic yard	$30.00	$128,010.00	
027217020	Untreated Base Course (Plan Quantity)	985	cubic yard	$60.00	$59,100.00	
027357010	Micro-Surfacing	14,610	square yard	$3.00	$43,830.00	
027417050	HMA - 1/2 Inch	2,712	ton	$90.00	$244,080.00	
027487040	Emulsified Asphalt CSS-1	6	ton	$800.00	$4,800.00	Tack Coat
	Concrete Curb APWA Type R	161	ft	$15.00	$2,415.00	
	Concrete Curb APWA Type S	395	ft	$15.00	$5,925.00	
	Concrete Curb and Gutter APWA Type E	3,162	ft	$25.00	$79,059.08	
027767060	Concrete Flatwork, 8 inch thick	3,706	square foot	$7.00	$25,942.26	
027767010	Concrete Sidewalk	18,513	square foot	$5.50	$101,818.75	
027767022P	Concrete Driveway	1,894	square foot	$7.00	$13,256.45	
027717059	Perpendicular/Parallel Pedestrian Access Ramp	9	each	$3,000.00	$27,000.00	
027717086	Detectable Warning Surface	4	each	$1,000.00	$4,000.00	
027767100	Plowable End Section	8	each	$600.00	$4,800.00	
	Chain link fence - 12 ft	127	ft	$30.00	$3,810.00	Vinyl, wood, or chain link
	Chain link fence - 4 ft	216	ft	$15.00	$3,240.00	
	Landscape Wall	163	ft	$20.00	$3,267.26	
	Fence - Privacy	132	ft	$350.00	$46,095.00	
Roadway Subtotal					**$1,217,143**	
Drainage						
026107386	Drainage Pipe-18 inch smooth leak resistant	39	ft	$120.00	$4,680.00	
018927010	Reconstruct Catch Basin	3	each	$2,500.00	$7,500.00	
	Concrete drainage structure	2	each	$4,500.00	$9,000.00	
Drainage Subtotal					**$21,180**	
PI						
015407010	Public Information Services	1	lump	$4,000.00	**$4,000**	Usually 0.25% of construction

Traffic, Safety & ITS

PIN: 16992 PROJECT # S-0092(39)1 PROJECT NAME: SR-92 North Regional Traffic Study
Canyon Crest; SR-92 to Main Street (phase 3)

Item #	Item	Quantity	Units	Price	Cost	Remarks
Traffic						
027657050	Pavement Marking Paint	68	gallon	$40.00	$2,720.00	
027687105	Pavement Message (Preformed Thermoplastic)	37	each	$200.00	$7,400.00	
	Signs Lump Sum	1	Lump	$17,000.00	$17,000.00	1% of Construction
Traffic and Safety Subtotal					**$27,120**	
ITS Subtotal					**$0**	

Environmental and Landscaping

PIN: 16992 PROJECT # S-0092(39)1 PROJECT NAME: SR-92 North Regional Traffic Study
Canyon Crest; SR-92 to Main Street (phase 3)

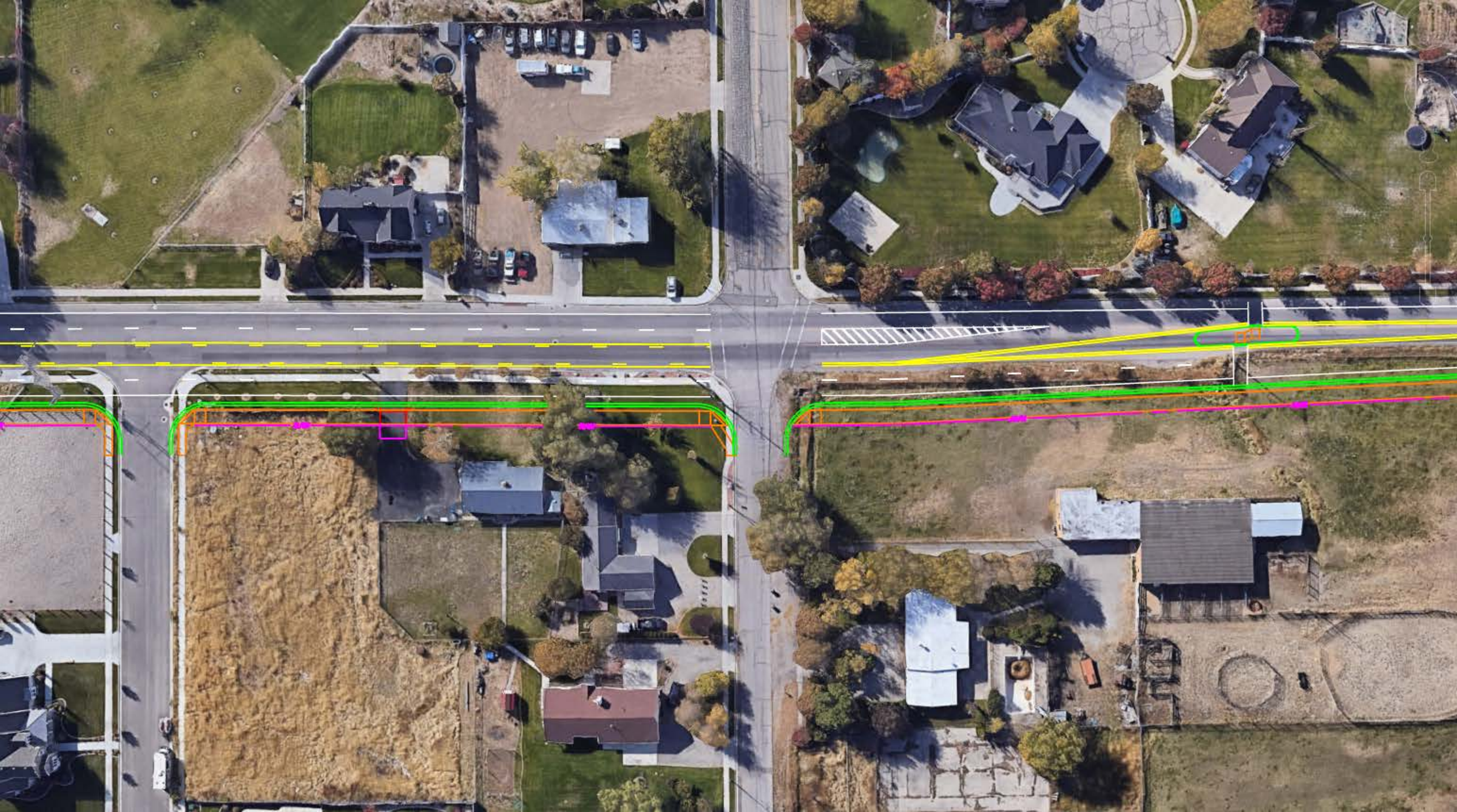
Item #	Item	Quantity	Units	Price	Cost	Remarks
Temporary Erosion Control & Landscaping						
	Erosion Control and Landscaping	1	Lump	$25,000.00	$25,000.00	1.5% of Construction
Environmental Mitigation Subtotal					**$25,000**	

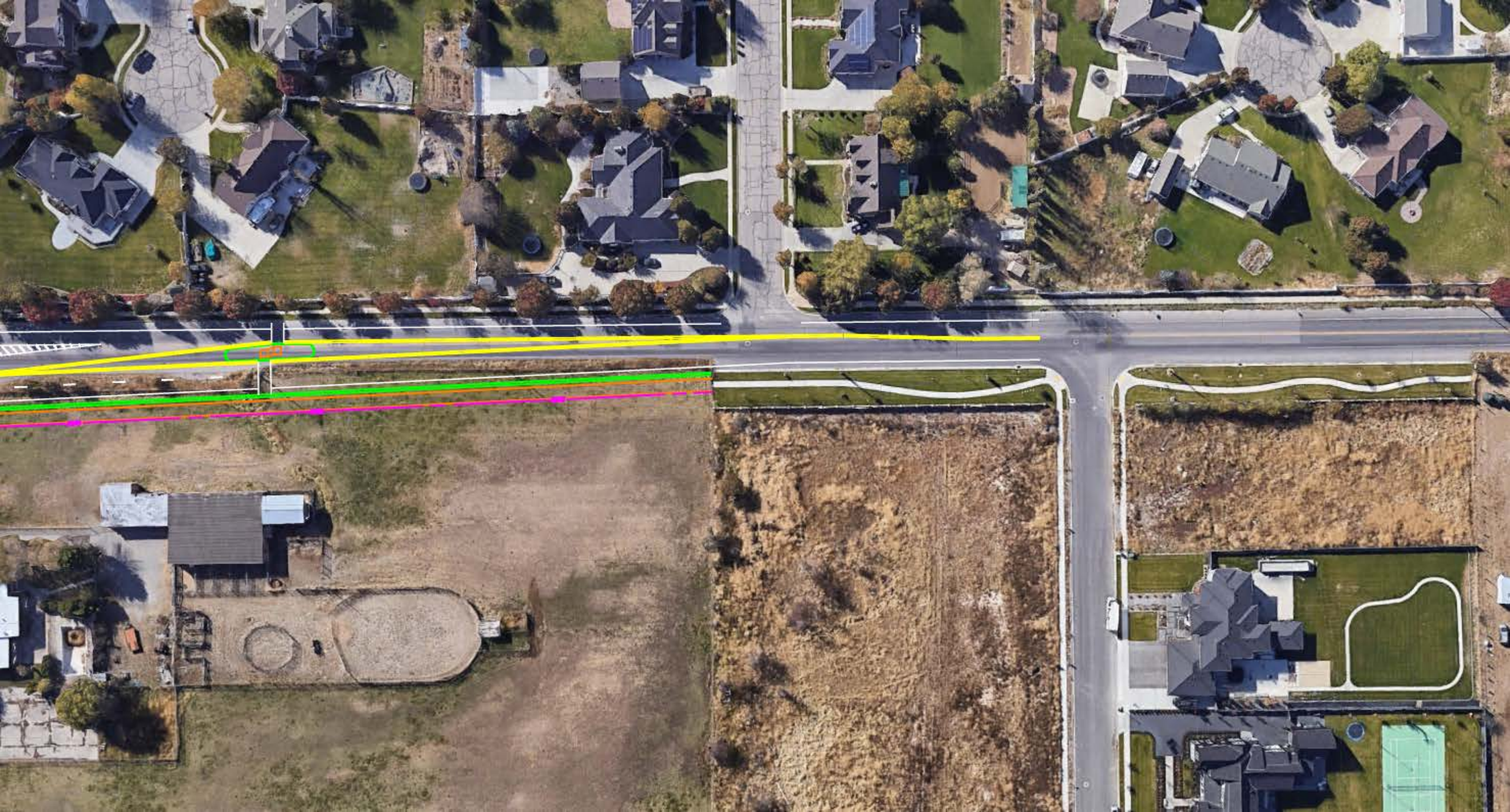
Utilities, Right of Way, and Incentives

PIN: 16992 PROJECT # S-0092(39)1 PROJECT NAME: SR-92 North Regional Traffic Study
Canyon Crest; SR-92 to Main Street (phase 3)

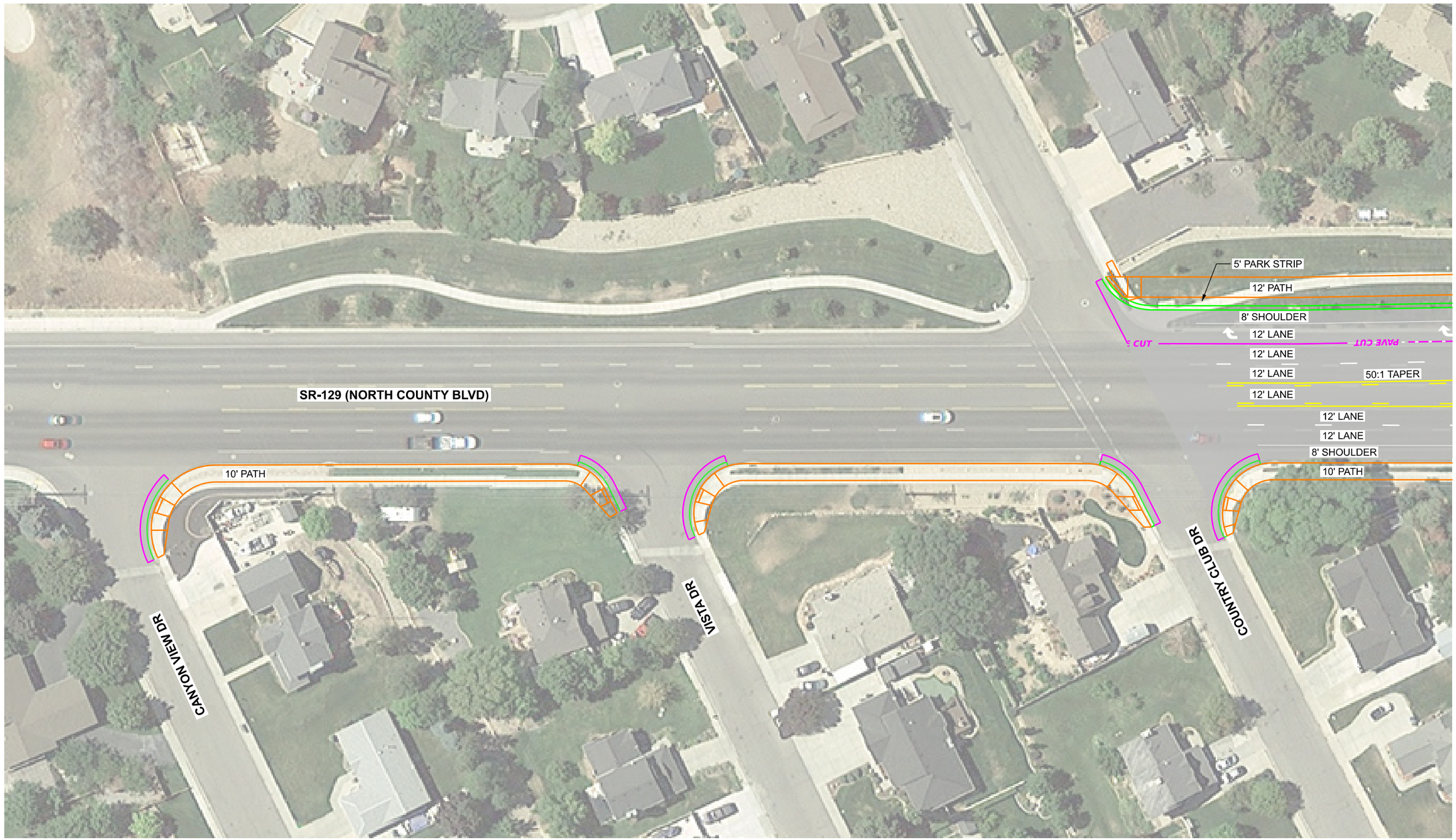
Item #	Item	Quantity	Units	Price	Cost	Remarks
Utilities						
	Relocate Power Pole (Distribution)	4	Each	$15,000.00	$60,000.00	
	Utility (2% of Construction)	1	Lump	$34,000.00	$34,000.00	
Utilities Subtotal					**$128,000**	
Right-of-way						
	Urban/Suburban Commercial	3,261	sq ft	$25.00	$81,519.50	
	Urban/Suburban Residential	9,939	sq ft	$25.00	$248,468.75	
Right-of-Way Subtotal					**$329,988**	
Incentives						
	Incentive	1	Lump	$34,000.00	$34,000.00	2% of Construction
Incentives Subtotal					**$34,000**	

ATTACHMENT #3:
OPTION A





ATTACHMENT #4:
OPTION B



PRELIMINARY
NOT FOR CONSTRUCTION
3/9/2022

28-845_RD-01.dgn
3/9/2022

REVISIONS

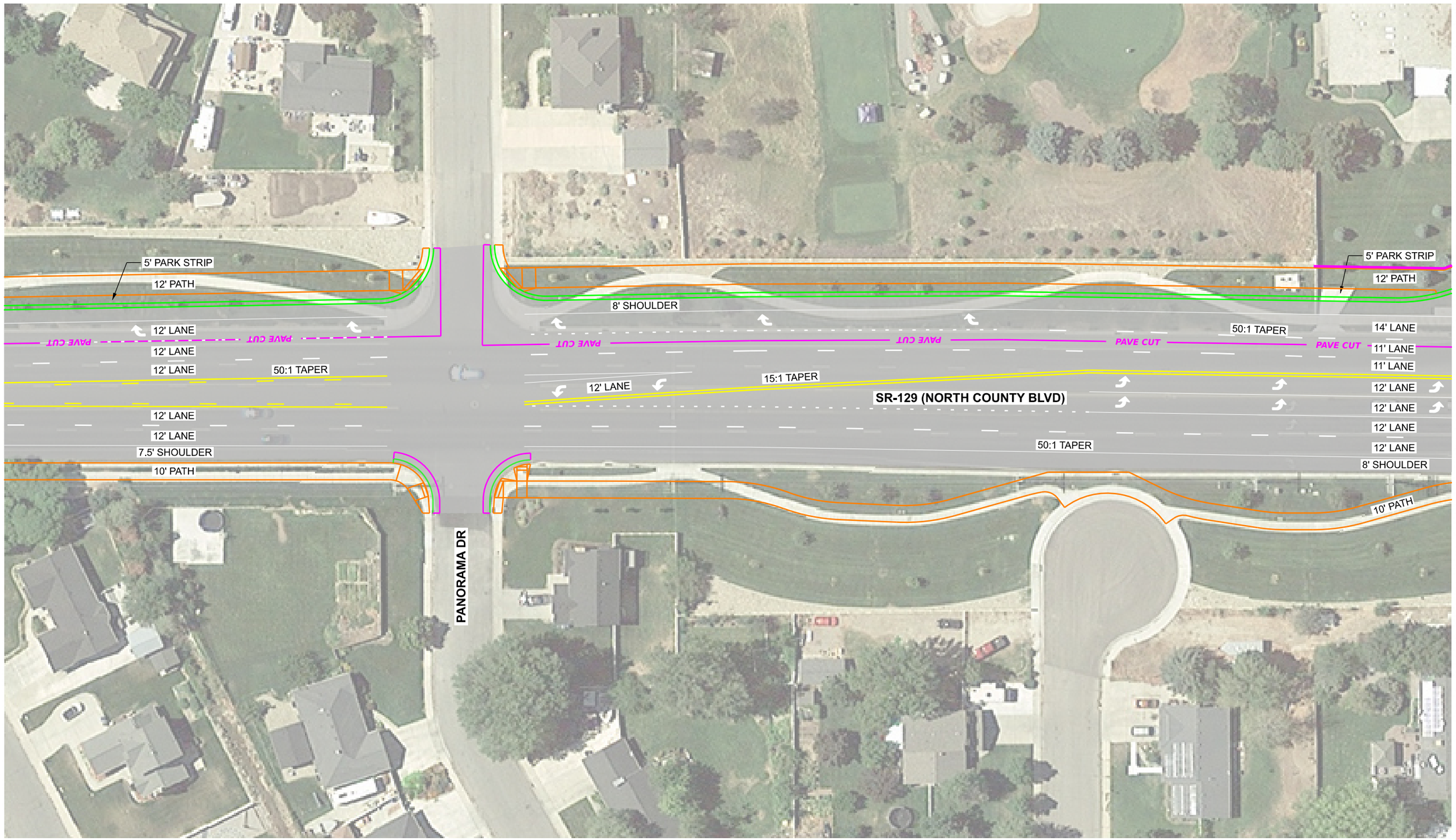
NO.	DATE	APPROVED BY	REMARKS

UTAH DEPARTMENT OF TRANSPORTATION
AVENUE CONSULTANTS

DRAWN BY
QC CHECKED BY
DATE
APPROVED
PROFESSIONAL ENGINEER

PROJECT: SR-92 ACCESS AND CIRCULATION STUDY
PIN: 16992
PROJECT NUMBER: S-0092(39)1
ROADWAY - PHASE 1

SHEET NO. RD-01



PRELIMINARY
NOT FOR CONSTRUCTION
3/9/2022

3/9/2022 2B-045_RD-02.dgn

REVISIONS				
NO.	DATE	APPROVED BY		REMARKS

UTAH DEPARTMENT OF TRANSPORTATION
AVENUE CONSULTANTS

DRAWN BY | QC CHECKED BY | DATE

APPROVED

PROFESSIONAL ENGINEER

PROJECT: SR-92 ACCESS AND CIRCULATION STUDY

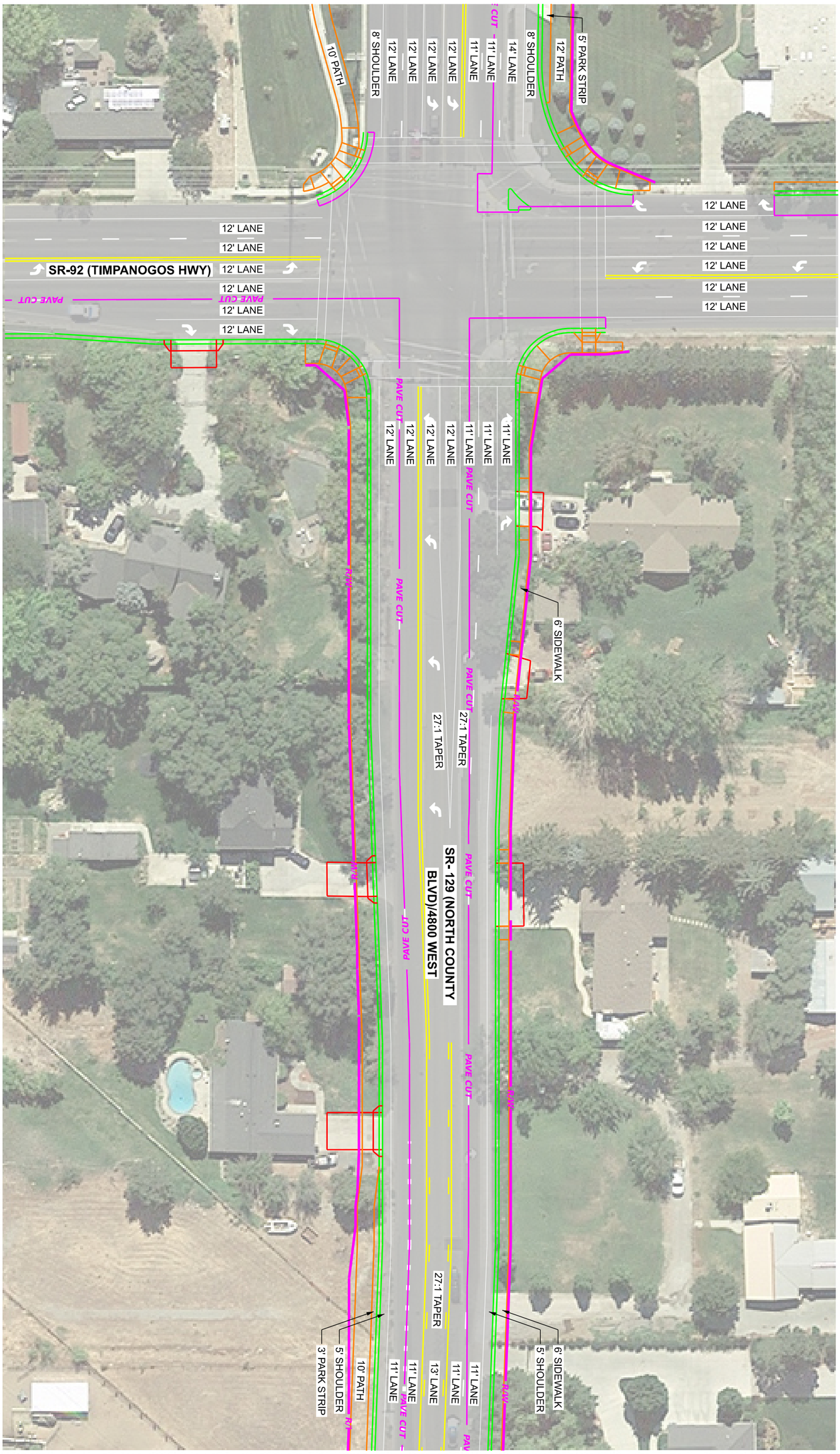
PROJECT NUMBER: S-0092(39)1 | PIN 16992

ROADWAY - PHASE 1

SHEET NO. RD-02

3/9/2022 20-845_RD-03.dgn

PRELIMINARY
NOT FOR CONSTRUCTION
3/9/2022



SHEET NO. RD-03	PROJECT	SR-92 ACCESS AND CIRCULATION STUDY	UTAH DEPARTMENT OF TRANSPORTATION AVENUE CONSULTANTS		REVISIONS
	PROJECT NUMBER	S-0092(39)1 PIN 16992	APPROVED	DRAWN BY	NO. DATE APPROVED BY REMARKS
		ROADWAY - PHASE 1	PROFESSIONAL ENGINEER DATE	QC CHECKED BY	

PRELIMINARY
NOT FOR CONSTRUCTION
3/9/2022

3/9/2022
28-845_RD-03A.dgn

REVISIONS

NO.	DATE	APPROVED BY	REMARKS

UTAH DEPARTMENT OF TRANSPORTATION
AVENUE CONSULTANTS

DRAWN BY
QC CHECKED BY
DATE
APPROVED
PROFESSIONAL ENGINEER

PROJECT: SR-92 ACCESS AND CIRCULATION STUDY
PIN: 16992
PROJECT NUMBER: S-0092(39)1
ROADWAY - PHASE 1

SHEET NO. RD-03A

PRELIMINARY
NOT FOR CONSTRUCTION
3/9/2022

3/9/2022 29-845_RD-03B.dgn

NO.	DATE	APPROVED BY	REMARKS

REVISIONS

DRAWN BY

QC CHECKED BY

DATE

UTAH DEPARTMENT OF TRANSPORTATION
AVENUE CONSULTANTS

APPROVED

PROFESSIONAL ENGINEER

SR-92 ACCESS AND CIRCULATION STUDY

PROJECT

PROJECT NUMBER S-0092(39)1 PIN 16992

ROADWAY - PHASE 1

SHEET NO. RD-03B

PRELIMINARY
NOT FOR CONSTRUCTION
3/9/2022

28-845_RD-04.dgn
3/9/2022

REVISIONS

NO.	DATE	APPROVED BY	REMARKS

UTAH DEPARTMENT OF TRANSPORTATION
AVENUE CONSULTANTS

APPROVED

PROFESSIONAL ENGINEER

DATE

DRAWN BY

QC CHECKED BY

SR-92 ACCESS AND
CIRCULATION STUDY

PIN 16992

PROJECT

PROJECT NUMBER S-0092(39)1

ROADWAY - PHASE 1

SHEET NO. RD-04

N

JONATHON RD

INSTALL RECTANGULAR RAPID FLASHING BEACON WITH CROSSWALK SIGN

5' SHOULDER

11' LANE

13' LANE

11' LANE

4800 WEST

PAVE CUT

10' PATH

5' SHOULDER

3' PARK STRIP

R/W

INSTALL RECTANGULAR RAPID FLASHING BEACON WITH CROSSWALK SIGN

PRELIMINARY
NOT FOR CONSTRUCTION
3/9/2022

28-645_RD-05.dgn
3/9/2022

REVISIONS

NO.	DATE	APPROVED BY	REMARKS

DRAWN BY

QC CHECKED BY

DATE

PROFESSIONAL ENGINEER

UTAH DEPARTMENT OF TRANSPORTATION

AVENUE CONSULTANTS

APPROVED

PROJECT: SR-92 ACCESS AND CIRCULATION STUDY

PIN: 16992

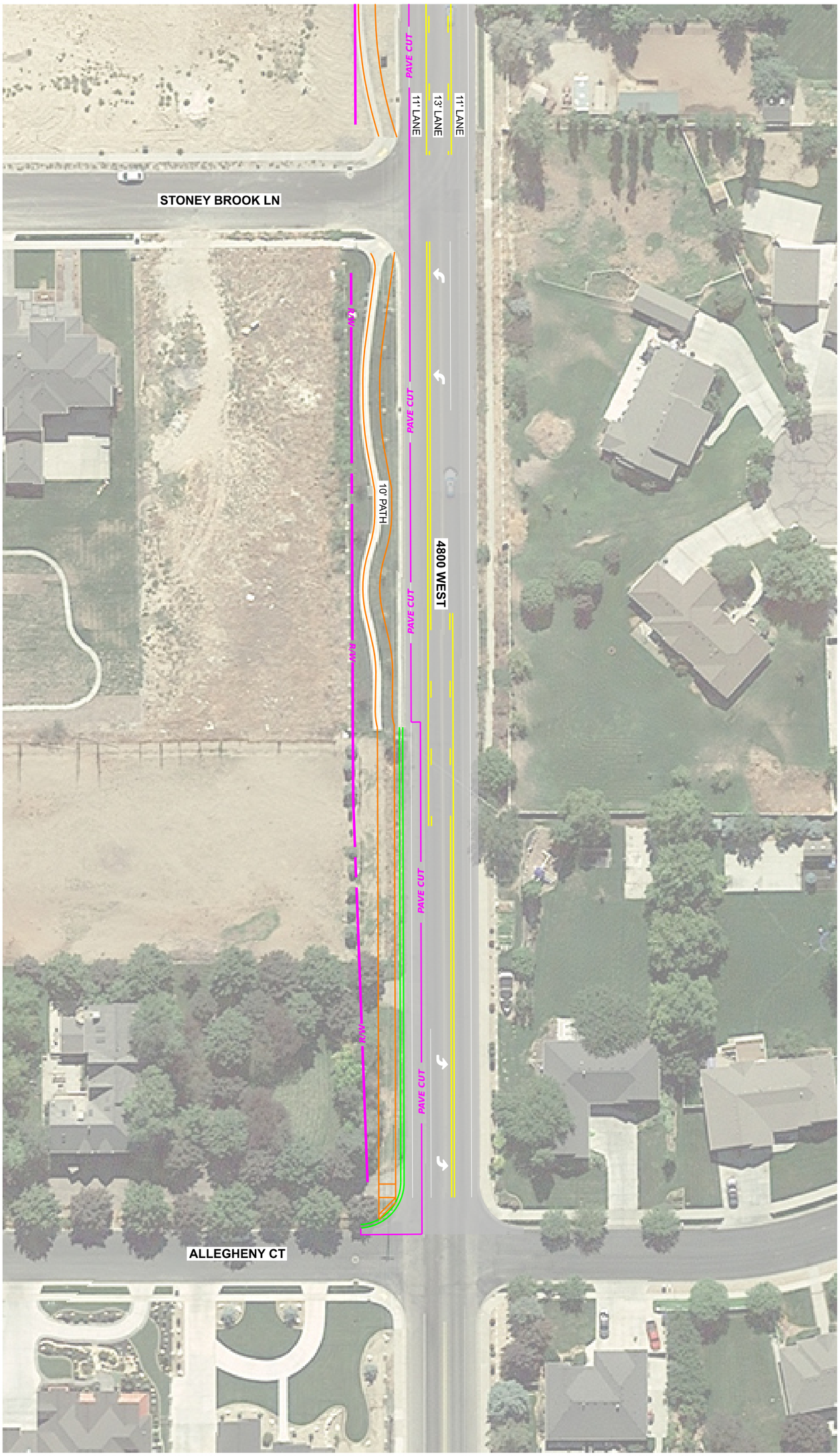
PROJECT NUMBER: S-0092(39)1

ROADWAY - PHASE 1

SHEET NO. RD-05

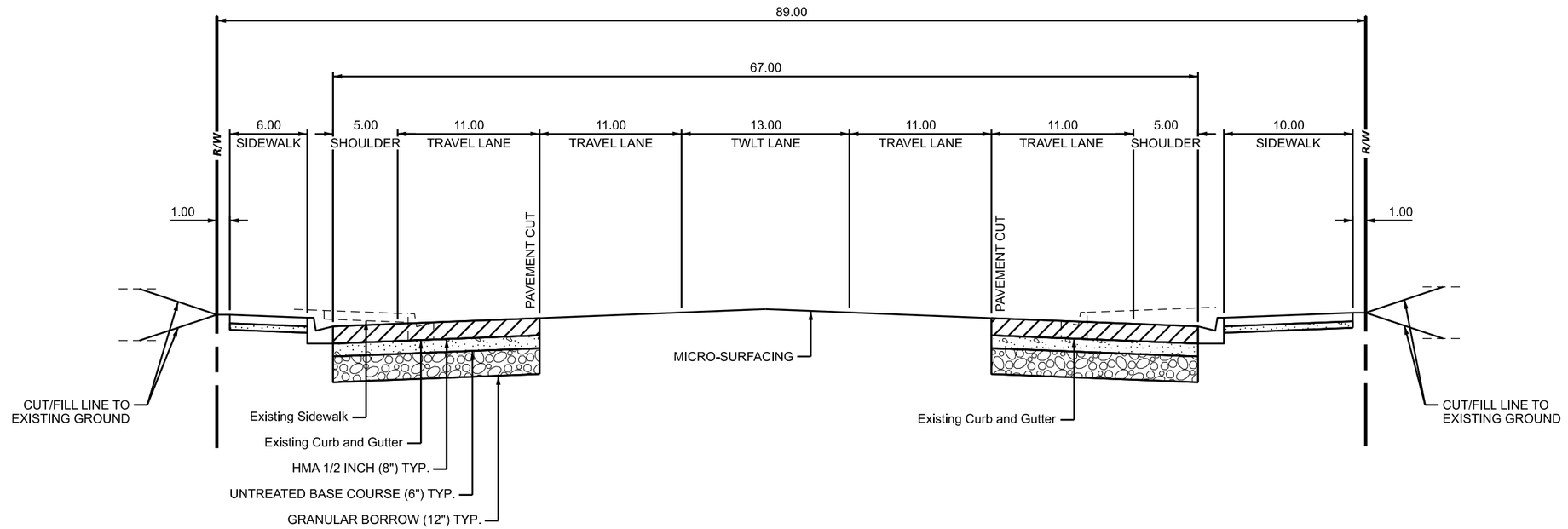
3/9/2022 20-845_RD-06.dgn

PRELIMINARY
NOT FOR CONSTRUCTION
3/9/2022



SHEET NO. RD-06	PROJECT	SR-92 ACCESS AND CIRCULATION STUDY	UTAH DEPARTMENT OF TRANSPORTATION AVENUE CONSULTANTS		REVISIONS
	PROJECT NUMBER	S-0092(39)1 PIN 16992	APPROVED	DRAWN BY	NO. DATE APPROVED BY REMARKS
		ROADWAY - PHASE 1	PROFESSIONAL ENGINEER DATE	QC CHECKED BY	

ATTACHMENT #5



REVISIONS

NO.	DATE	APPROVED BY	REMARKS

DRAWN BY

QC CHECKED BY

DATE

UTAH DEPARTMENT OF TRANSPORTATION

AVENUE CONSULTANTS

APPROVED

PROFESSIONAL ENGINEER

DATE

SR-92 ACCESS AND CIRCULATION STUDY

PROJECT

PROJECT NUMBER S-0092(39)1

PIN 16992

TYPICAL SECTION

SHEET NO.

3/18/2022 28-845 Design - Canyon Crest phased construction.dgn

General Plan Amendment – Transportation Master Plan: Discussion summary for 2-22-22 Planning Commission Meeting

12 residents spoke at the 2-22-22 PC public hearing:

- All were in opposition.
- Concerns voiced at the public hearing - current and increased sound; safety within adjacent neighborhoods due to increased traffic; safety of drivers, bicyclists, and small kids; increased speed; and the need for a shoulder. One comment was that the proposed road was not wide enough to provide the safety needed on 4800 West.
- Concern for mature trees and other landscaping that would need to be removed. Some residents voiced concern with how close their house and driveway would be to the road and asked that the city buy their property if the road was widened.
- Most residents asked that a sound wall be part of the plan to widen the road.
- Some residents suggested that Alpine Highway be widened instead of 4800 West.

COMMISSIONER COMMENTS:

Commissioner Hill wondered about the decision to widen 4800 West rather than Alpine Highway. He thought 4800 West felt more residential. He realized that 4800 West had a better connection to larger roads, and that Alpine would continue to grow, but wondered if Alpine Highway would be the better road to widen.

Commissioner Jones thought maybe both Alpine Highway and 4800 West, and possibly more, would need to be widened in the future. He thought widening a different road would just move the problem. He said Highland residents used the road all the time. He thought the statement that only Alpine would benefit from the widened road was inaccurate.

Commissioner Roundy said he related to everyone who made comments. He talked about having to move his house twice because of the widening of 5th East in American Fork. At one point in time, he worked as a consultant for the largest transportation engineering firm in the world. They redesigned I-15 for the 2002 Olympics in Salt Lake City and saw the process and effort that went into that. He designed the sound walls for I-15 and 215. He read the general plan in the past and wondered what it would hurt if the city used the time between now and the general plan amendment to look into specific details regarding each issue, like sound walls and safety. He suggested holding meetings with groups of people in order to get input for the purpose of having one perfect plan as the city moved forward. Then an updated general plan could be implemented that served the needs of the city and residents.

Commissioner Moore said she could definitely see the problem. She had lots of questions like what resources the city had to compensate residents if Highland purchased property. She thought residents along Alpine Highway would feel the same if that road was widened. She empathized

with concerns about traffic noise and said it was a problem. She appreciated suggestions from residents. She pointed out that southbound was the most congested and voiced concern with an Alpine Highway approach due to higher density areas currently under construction. Commissioner Moore talked about the traffic trying to turn onto Timpanogos Highway and pointed out that all residents were dealing with traffic problems. She could see the rationale to continue five lanes of North County Blvd in order to try to alleviate pressure off of SR-92. Commissioner Moore thought funneling all of Alpine to the middle of Highland City Center, along with seasonal traffic, was crazy and said it needed to be solved while being able to only control the Highland portion. She thought traffic numbers would only increase because of development on SR-92.

Commissioner Thayn appreciated all comments and suggestions. He said it echoed safety and noise concerns that he dealt with. He recognized that something needed to be done. Other than the receiving facility of the road, he wondered if there were additional reasons why the study determined that 4800 West was the best road to be widened. Ms. Smith mentioned that the study cited the direct connection to North County Blvd as well as a higher future demand. Commissioner Thayn said it needed to be done and needed to be addressed. At this point, he was not sure how to move forward as a community without others being affected, but appreciated the comments made.

Commissioner Howden thanked everyone for attending the meeting. He talked about a recent speed study for the area near his house where the maximum speed of 107 was recorded in an area with a speed limit of 35 mph. He said that all residents were subject to the notions of the general plan and talked about decisions made by past city councils. Referring to pages 29-30 in the meeting packet, Commissioner Howden thought Alpine Highway seemed like the most sensible thing to do. However, when comparing the current number of trips on Alpine Highway and 4800 West he pointed out that 4800 West had 100,000 to 200,000 more trips per day than Alpine Highway. He said regardless of whether the road was widened, there were a lot of people driving on 4800 West. He thought Alpine Highway might be the logical place to route traffic but was not sure people were going there. He said that if the road was widened homes would be lost, but there would be the same issues on Alpine Highway. He said speed was a challenge that the city council was trying to address.

Commissioner Abbott talked about the area of Highland where he lived and the changes he had seen through the years. He said a road widened and moved closer to him with no sound wall. It was dangerous for his kids. He said the installment of a traffic light helped. He thought there might be an opportunity for a traffic light in the future. Commissioner Abbott thought Highland should be good neighbors to Alpine but was concerned about the shared costs of the project. Commissioner Abbott thought the city should trust the results of the study because it was done by a team of engineers who analyzed roads for a living. He said there were too many engineers involved to ignore the results. He thought a lot of issues could be resolved before the project was started. He said Highland was not the first city to have to expand roads. He agreed that if safety was an issue the road should be wider because it was used by runners, cyclists, and others. He encouraged residents to review the study before it was addressed by the council. He said the council should address the safety issues and wanted to know costs involved with the project. He thought that if Highland didn't need a 5-lane Highway, Alpine should pay for more of it.
Residents were encouraged to review the study before the council meeting, especially pages 29-30. They were encouraged to attend the council meeting next week and talk about the issues of

safety, sound walls, speed, etc. They were encouraged to also invite neighbors to attend the council meeting.

MOTION:

Commissioner Thayn moved that the Planning Commission accept the findings and recommend approval of the proposed amendment of the Transportation Element of the General Plan to update 4800 West from a three-lane major collector to a fine-lane arterial. With recommendations to address safety comments from the meeting, sound, speed, and shoulder issues along with looking at apportionment of cost for the project.

Commissioner Jones seconded the motion.

The vote was recorded as follows:

Commissioner Jerry Abbott	*Yes*
Commissioner Tracy Hill	*Yes*
Commissioner Christopher Howden	*Yes*
Commissioner Claude Jones	*Yes*
Commissioner Audrey Moore	*Yes*
Commissioner Jay Roundy	*Yes*
Commissioner Tyler Standifird	*Absent*
Commissioner Trent Thayn	*Yes*

Motion carried 7:0

AGENDA NEXT

HIGHLAND CITY

CITY COUNCIL AGENDA REPORT
ITEM #5

DATE: March 15, 2022

TO: Honorable Mayor and Members of the City Council

FROM: Kellie Smith
Planner & GIS Analyst

SUBJECT: **ZONING APPROVAL/REASONABLE ACCOMMODATION:** Rock Solid Recovery

TYPE: **ADMINISTRATIVE:** A group home must receive zoning approval from the City Council. The purpose of a zoning approval is to ensure the residential facility complies with all requirements found in City code.

PURPOSE:

The City Council will consider a request by Jordan Harris for zoning approval for a 9-patient residential rehabilitation/treatment facility with one (1) live-in staff member located at 5159 W 11000 N. The City Council will take appropriate action.

PRIOR REVIEW

The City Council considered the request for zoning approval and a reasonable accommodation on February 15th, 2022. The Council voted 4:1 to continue the item to the March 15th City Council meeting.

BACKGROUND:

The Development Code permits residential facilities for the rehabilitation and treatment of the disabled. Disabled in this context means, "a person who has a physical or mental impairment which substantially limits one or more of that person's major life activities arising from, related to, or caused by use of, and/or addiction to, alcohol and/or any federally controlled substance, as defined in Section 102 of the Controlled Substances Act, 21 U.S.C. 802."

These uses are subject to the requirements of the Federal Fair Housing Act Amendments of 1988 and the Utah Fair Housing Act. These prohibit municipalities from making zoning or land use decisions that exclude or unnecessarily restrict the choice of housing for these individuals. Municipalities must make reasonable accommodations when necessary to afford persons or groups of persons to use and enjoy housing in the community. This includes provisions for support staff.

The property is in the Alpine Country Club subdivision and is in the R-1-40 zone. The property is greater than three quarters (¾) of a mile away from the nearest residential

facility for the elderly home, group, or other similar uses, as required by the Development Code.

This same property received zoning approval from the City Council for a residential facility for elderly persons on March 10th, 2020. The property has since been sold and the new owner is requesting a change in use, which requires a new zoning approval from the Council.

SUMMARY OF THE REQUEST:

1. The applicant is requesting zoning approval to operate a "residential facility for the rehabilitation and treatment of the disabled" in an existing residence. The proposed site is a two story, 3,688 square foot home with seven bedrooms, three baths and a two car garage. The lot is 12,196 square feet in size. The backyard is fenced. No exterior modifications will be made to the house.

2. The proposed facility will provide four (4) private and three (3) shared rooms for nine (9) patients and one (1) staff member. The home has six off street parking spaces available for the patients and staff. No visitors are welcome.

3. The applicant aims to secure state licensing to, according to the applicant's narrative, "provide secure housing to recovering addicts who are in need of supervised living, a safe and secure environment with controlled curfew, rules and set programs assisting in recovery." The applicant submitted an application to the Bureau of Health Facility Licensing and Certification per State requirements.

4. Ryan Chriswell is the owner of the home. The treatment facility will be run through Rock Solid Recovery Inc.

5. The applicant has requested a reasonable accommodation to allow nine (9) patients and one (1) live-in staff member, a total of ten (10) unrelated individuals. See Attachment 2a for an updated narrative that details the reasons the applicant is requesting the reasonable accommodation.

CITIZEN PARTICIPATION:

Notice of the City Council meeting held on February 15th, 2022 was mailed to all property owners within 500 feet on February 3, 2022. No comments have been received.

ANALYSIS:

Impact

- No other facilities have been approved within 3/4 mile of the site. This satisfies the Development Code spacing requirement for group homes. The proposed use will function as a single housekeeping unit. There will be no changes to the exterior of the house. The intensity of the proposed use is similar to that of other single-family residences and will not adversely affect the residential character of the surrounding

neighborhood.

- The number of daily vehicle trips will not differ significantly from other single-family residences. Late night events, outdoor activities and noise levels will be similar to or less than other single-family residences. Household refuse will be handled the same way it is handled for other houses. There will be no readily apparent difference between this use and other single-family residences in the neighborhood.

- The Fire Chief has been made aware of this change in use. It was noted that this use on average produces fewer public safety/emergency calls than a group home for the elderly. The Fire Chief has also approved the fire safety plan for the home. A fire inspection was completed as part of the business license application process.

- The applicant has requested to adopt the safety plan that was approved for the previous use that includes the parking plan and security and surveillance operation as per Section 3.4102.12 of the Development Code.

- The applicant has provided six off street parking stalls, which complies with Section 3.4102.12E of the Development code.

Reasonable Accommodation

- The City Council adopted a policy for reasonable accommodation for residence for the disabled, residential rehabilitation and treatment facility for disabled and residence for elderly persons. This policy was adopted July 20th, 2010.

  The policy includes criteria that shall be considered when granting or denying a request for a reasonable accommodation:

  9. Criteria for Findings and Decision: The written decision to grant or deny a request for reasonable accommodation will be consistent with federal and state statutes and shall be based on consideration of the following factors:
     a. Whether the housing, which is the subject of the request, will be used by a person with a disability as defined under the acts;
     b. Whether the request for reasonable accommodation is necessary to make specific housing available to a person with a disability as defined under the acts;
     c. Whether the requested reasonable accommodation would impose an undue financial or administrative burden on the City;
     d. Whether the requested reasonable accommodation would require a fundamental alteration in the nature of the neighborhood, including but not limited to land use and zoning;
     e. The existing and proposed physical attributes of the property and

structures;

f. whether the proposed accommodation or facility complies with the condition of the zone in which it is located;
g. whether any of the accommodated or facility residents could pose a direct threat to public safety, as stated in section 3-4102 of this ordinance;
h. whether the proposed accommodation and facility complies with all building, health and safety requirements, including state or local licensing laws where applicable;
i. whether the proposed facility provides adequate off street parking for its residents; and
j. Proof of certification and/or licensure from the State of Utah Department of Human Services.

- The applicant is requesting a reasonable accommodation to have ten (10) unrelated individuals living in the home. The Development Code states that the "home shall not be occupied by more than four (4) unrelated individuals living in a family type environment consistent with 10-102(12) Common Household."

  However, the Code provides an exception to this requirement, where any "group or individual considered disabled may apply for a Reasonable Accommodation per Highland City's Reasonable Accommodation Policy and procedure."

- The purpose for the request to increase the number of residents living in the home is to provide a "family type environment" to give the patients "more opportunities to socialize and make new friends, provide support systems, help residents feel safe, and attend therapy and group sessions to further assist in the recovery processes" (see attached Narrative).

- After the request was continued by the City Council on February 15th, 2022, the applicant provided more detail for the reasons behind increasing the number of residents in the home (see attached Narrative Updated March 3, 2022). Below is a summary of the narrative:

  - Housing/rent prices are high. Shared rooms allow for the property owner to charge cheaper rent that allows the tenants to make enough money to pay the rent.
  - The home was modified by the previous owner to house tenants and help them. "We would like to use the home as it was intended, which is to bring people together, in a communal setting and working toward similar goals. More than 80% of tenants who come to a sober living facility after their in-person rehab treatment stay clean, as opposed to just about 25% if they don't live in a sober living facility after their in-person treatment."

- The applicant believes with the number requested, they can effectively ensure proper supervision from their "house manager, treatment coordinates, and Ryan and Jordan checking in daily."
- There is no tolerance for broken rules. Curfew is 10pm, there are no females allowed on the premises, no drugs or alcohol on the property or in the tenant's body (tenants are drug tested at least 3x/week), no fighting or violence, must attend weekly meetings. "If one of these rules are broken, the tenant will need to immediately pack his belongings and will be escorted off of the property."
- The requested number of tenants provides easier access to transportation as not all tenants have vehicles. This will give tenants "more opportunities to get rides to the market, school or work, treatment meetings, and so on."

FINDINGS:

The proposed site plan appears to meet the following findings:

- The parking meets the requirements of the development code.
- The required distance between group homes is greater than ¾ mile.

The requested reasonable accommodation appears to meet the following findings:

- The project narrative verifies that the housing will be used by persons with a disability as defined under the acts;
- The request for reasonable accommodation is necessary to make specific housing available to a person with a disability as defined under the acts;
- The requested reasonable accommodation does *not* impose an undue financial or administrative burden on the City;
- The requested reasonable accommodation does *not* require a fundamental alteration in the nature of the neighborhood, including but not limited to land use and zoning;
- No change is being proposed to the existing and proposed physical attributes of the property and structures;
- The proposed accommodation or facility complies with the condition of the zone in which it is located;
- The applicant and live-in staff member are responsible to ensure that the facility residents do not pose a direct threat to public safety, as stated in section 3-4102 of this ordinance;
- The proposed safety plan complies with all building, health and safety requirements, including state or local licensing laws where applicable. A fire safety inspection will be required with the business license application;
- The proposed facility provides adequate off-street parking for its residents; and
- Proof of certification and/or licensure from the State of Utah Department of Human Services was provided with the business license application submitted November 11th, 2021.

RECOMMENDATION AND PROPOSED MOTION:

Staff recommends that the City Council accept the findings and **APPROVE** the request for zoning approval and a reasonable accommodation subject to the following stipulations:

1. The use shall comply with site plan and project narrative date stamped February 1, 2022 as well as the project narrative dated March 3, 2022 except as modified by these stipulations.
2. The number of residents shall not exceed ten (10).
3. No exterior changes will be made that would alter the residential character of the property.
4. Exterior signage that would identify this site as a group home shall not be permitted.
5. All Fire Code and Building Code requirements shall be met.
6. The applicant shall provide the City with a copy of a valid license from the Bureau of Health Facility Licensing and Certification prior to receiving a certificate of occupancy for the group home.

I move that the City Council accept the findings and **APPROVE** the request for zoning approval and reasonable accommodation of the proposed residential facility for the rehabilitation and treatment of the disabled that houses 9 patients and one (1) live-in staff member subject to the six (6) stipulations recommended by staff.

ALTERNATIVE MOTION:

If the Council determines that the applicant has not presented sufficient information or support for the requested accommodation, the Council should grant zoning approval to the facility, as it is a permitted use, but deny the request for accommodation on the allowable number of unrelated persons. The Council would need to draft appropriate findings. For example, a motion could be presented as follows:

I move that the City Council **APPROVE** the request for zoning approval for the residential facility subject to stipulations 1 and 3 through 6 recommended by staff with the additional stipulation that only 4 unrelated persons may reside in the home and **DENY** the request for reasonable accommodation regarding the number of unrelated residents based on findings A through L set forth in the staff report.

A. The previous use of the residence was not for housing the disabled and is not relevant to the current application.
B. The applicant must show that the requested accommodation regarding the number of unrelated persons is both reasonable and necessary.
C. The applicant has not presented sufficient information as to why an increase in the number of unrelated persons, beyond what was previously allowed in the home and beyond what is allowed in city code, will be reasonable.
D. The applicant has not presented sufficient information to show that the impact of allowing the requested number of unrelated persons will not require a fundamental alteration in the nature of the neighborhood, including but not limited to land use

and zoning.

E. Based on the last census, Highland City has an average of 4.35 people per household, which is in line with the City's definition of family as 4 unrelated persons.
F. The requested accommodation would more than double that number, without any basis or information provided by the applicant that the neighborhood in which the facility is located has other homes with similar numbers of residents.
G. The requested accommodation would therefore fundamentally alter the nature of the neighborhood.
H. The applicant has not presented studies, data, or other reliable information regarding the necessity of allowing more than 4 unrelated residents/patients in terms of treatment benefits, financial viability of the facility, or other benefits to the patients.
I. Without such information, the requested accommodation does not appear to be necessary.
J. The denial of the accommodation does not preclude the operation of the facility, which can operate with 4 unrelated persons allowed to reside at the facility.
K. There are other residential facilities for the treatment of the disabled within Highland, including other facilities for treatment of addiction.
L. Denying the accommodation will not eliminate or preclude housing opportunities for the disabled.

The Council can also draft additional or different appropriate findings.

FISCAL IMPACT:

This action will not have a financial impact on this fiscal year's budget expenditures.

ATTACHMENTS:

1. Vicinity Map
2. Narrative
    a. Narrative Updated March 3, 2022
3. Memo from Rob Patterson – City Attorney
4. Safety Plan
5. Site Plan, Floor Plan, and Elevations
6. O-2010-09 Exhibit "B" – Highland City Policy for Reasonable Accommodation

ATTACHMENT #1:

ATTACHMENT #2:

Ryan Chriswell''s Type 1 Sober Living Proposal of Intent

1/26/2022

Highland City Community
Development Dept. 5400
West Civic Center Dr. Suite #1
Highland, UT 84003

Dear City Council Members:

The aim of this ***Proposal of Intent*** is to explain to the Council Members of Highland City my intention and vision of converting an existing residential home (approx. 3688 sq. ft. - located at 5159 W 11000 N, Highland, UT) into a small (7-8 bed) home for addiction recovery living in a family type environment consistent with 10-102 (12) definition of a "Common Household". Ryan Chriswell is the owner of the home. The home will be run through

Rock Solid Recovery Inc. a Nevada Corporation and will do business as "Rock Solid Recovery". My aim is to secure state licensing to provide secure housing to recovering addicts who are in need of supervised living, a safe and secure environment with controlled curfew, rules and set programs assisting in recovery. The specific number of unrelated residents that can occupy the home, as per the state of Utah rules: is 10. Additionally having the group mentality will help the residents find work and allow them to carpool to group sobriety functions. The Utah Code 10-9a-520, the Utah Fair Housing Act, and the Federal Fair Housing Amendments Act 1988, are all compliant under the state requirements for sober living homes. Rock Solid Recovery Policy and Procedures.

Homes of unrelated individuals living in a family type environment are residential homes that typically offer recovery residents protected living arrangements with more opportunities to socialize and make new friends, provide support systems, help residents feel safe, and attend therapy and group sessions to further assist in the recovery process. .

My hope with this submission is that Highland City will grant me approval to proceed with the Planning Application so I can obtain building permits and occupancy certification to provide secure housing to recovering addicts who are in need of supervised living.

Ryan Chriswell.
360-689-2389

ATTACHMENT #2a:

Hi Kelli and Rob,

I'll outline a few reasons why allowing more than 4 people in the sober living house is a necessity for the tenants and for us as a business:

1. Cost- housing/rent prices are high so allowing more people in the home will keep rent down to a level that allows the tenants to make enough money to pay rent. Some of the rooms are shared rooms, which will be cheaper than the individual rooms. We want to utilize the space in the house to accommodate the rooms and purpose that the house was modified for(technically, the state allows up to 12 people in the home, based on square footage and size of bedrooms, but we feel that is too many for the home).

2. Home location/purpose- This home was modified by the previous owner to house tenants and help them. We would also like to help this group of people. The home was sitting vacant for over 100 days during Utah's hottest real estate market! We would like to use the home as it was intended, which is to bring people together, in a communal setting and working toward similar goals. More than 80% of tenants who come to a sober living facility after their in person rehab treatment stay clean, as opposed to just about 25% if they don't live in a sober living facility after their in person treatment.

3. With the amount of people we have requested from Highland City, we believe that we can effectively ensure that the tenants will have proper supervision from their house manager, treatment coordinators, and Ryan and Jordan checking in daily. Tenants will have a weekly house meeting together with Ryan and/or Jordan, at least 2 group meetings outside of the house, and consistent follow up by their treatment coordinators.

4. There will be no tolerance for broken rules. We will set a precedent that obedience to the rules is the number one priority to living at the home. Nightly curfew will be 10 pm, there are no females allowed on the premises, no drugs or alcohol on the property or in the tenant's body(tenants are drug tested at least 3x/week), no fighting or violence, must attend weekly meetings. If one of these rules are broken, the tenant will need to immediately pack his belongings and will be escorted off of the property.

5. Easier access to transportation- Not all tenants will have vehicles, so tenants will have more opportunities to get rides to the market, school or work, treatment meetings, and so on, with more roommates. The facility cannot provide transportation to the tenants.

The supportive communal setting and working toward the same sobriety goals will have the biggest success in the outcomes of these tenants. All of the points listed above will help facilitate success for those living in the facility, but the home will feel full, safe, and organized for the tenants with up to 9 people living there.

Please let me know if you have any other questions. Thanks for your help!

Ryan Chriswell

JOHNSON, PATTERSON & YELLOWHORSE
ATTORNEYS AT LAW

P.O. BOX 831
PLEASANT GROVE, UTAH 84062
rob@publicprivatelaw.com

ERIC TODD JOHNSON
ROBERT A. PATTERSON
JOEL YELLOWHORSE

TEL (801) 895-4364
CELL (801) 200-5910

To: Highland City Mayor and Council
From: Rob Patterson, City Attorney
Date: February 3, 2022
Re: Rock Solid Recovery Residential Treatment Facility

RULES REGARDING RESIDENTIAL FACILITIES

A residential treatment facility, sometimes referred to as a group home, is a facility that provides treatment, therapy, and socialization opportunities for persons recovering from addiction within a residential neighborhood. The facility must meet normal residential home standards regarding appearance, size, setbacks, and the like, but it is a quasi-commercial enterprise that provides treatment to a number of unrelated people in a residential, family setting.

Under federal law (Americans with Disabilities Act and Fair Housing Act) and Utah law (Utah Fair Housing Act), a person who has an addiction has a disability. Governing law defines a person with a disability as anyone who currently has, has a record of having, or who is regarded as having a physical or mental impairment that substantially limits one or more major life activities. Because recovering addicts are persons with a disability, they are entitled to certain protections against discrimination. In the housing and zoning realm, this means they have the right to live in residential zones on a similar footing as other residents. They cannot be singled out for special or different treatment than other residents. This means that residential facilities are a permitted use in all residential zones of Highland City, subject to certain requirements.

Under the City's review process, residential facilities must obtain a "zoning clearance" from the City Council. HDC § 3-4102(9)(a). Zoning clearance means that the City Council reviews the proposal to ensure it meets City code requirements. It is not an opportunity for the City Council to impose additional requirements beyond what is in the Code, such as fencing, parking, housing design, or hours of operation. Much like with conditional uses and subdivision plats, if the application shows that the proposed facility wills satisfy city code, the Council must approve the facility and grant the zoning clearance.

The rules that the proposed facility must satisfy in order to obtain zoning clearance are found in Highland City Development Code HDC § 3-4102(9) and (10), and include:

1. Comply with state licensing rules;

2. Provide the City with safety plans, obtain and maintain insurance, provide for daily staff review and observation of the facility;

3. Provide at least 6 off-street parking spots;

4. Ensure that it is not within 3/4 mile to another facility;

5. Agree to screen potential and current residents to ensure compliance with the following residency requirements

    a. Individuals have been diagnosed with an addiction to alcohol or a controlled substance;

    b. Individuals are unable to abstain from the use of alcohol or controlled substances without the structured supportive setting offered by a residence for the disabled;

    c. Individuals have completely abstained from the use of alcohol and all controlled substances for a continuous period of at least thirty (30) days immediately prior to becoming a resident of the home.

    d. All residents in the home must completely abstain from using alcohol and controlled substances during the period that they are residents in the home or be immediately expelled.

    e. Residency shall be strictly voluntary and not part of, or in lieu of, confinement, rehabilitation, or treatment in a correctional facility, or a condition of probation/parole. A Residential Facility for the Rehabilitation and Treatment of the Disabled shall not include any persons referred by the Utah State Department of Corrections or any District or juvenile court.

    f. Residency shall not be available to any individual whose tenancy could constitute a direct threat to the health or safety of other individuals or whose tenancy could result in substantial physical damage to the property of others.

    g. No individual determined to pose a risk for commission of sexual offenses, or being classified as having predatory tendencies may be accepted as a resident.

The applicant proposing the Rock Solid Recovery residential facility has indicated that they will comply with these requirements. The City Council can and should ask questions about their plans for meeting these standards to ensure the applicant and proposed facility will meet the requirements before granting them zoning clearance.

REASONABLE ACCOMMODATION

The applicant proposing the Rock Solid Recovery residential facility also seeks an accommodation regarding the City's restriction on the number of unrelated persons who can occupy a single-family home. City code restricts the number of unrelated persons who can occupy a single-family residence to four persons. Rock Solid asks for a reasonable accommodation to allow for up to ten unrelated persons to occupy the facility: nine residents and one staff member to provide the state code-required oversight and care. This is a fairly common and commonly granted request from similar facilities in other cities.

Under federal law, persons with a disability are entitled to obtain "reasonable accommodations" regarding land use codes and standards in order to allow them to fully benefit from the facility. A reasonable accommodation is a change or modification to the normal land use rules that is necessary to allow people with disabilities to have access to the same rights, privileges, and living standards as non-disabled persons, so long as the accommodation does not totally defeating the purpose of the rules. In legal speak, an accommodation must be allowed if it (1) is reasonable, in that it does not impose undue financial or administrative burdens on the City or fundamentally violate or contradict the purpose of the zone or general plan; and (2) is necessary, in that without the accommodation, a disabled person will not have an equal opportunity to use and enjoy housing.

In asking for a reasonable accommodation, the applicant has the responsibility to show that the accommodation is reasonable and necessary, and the City Council makes the final determination, subject to appeal. Here are two examples regarding accommodations:

Harper v. Lindon City, 2019 U.S. Dist. LEXIS 86824: An applicant sought a reasonable accommodation regarding the City's restriction limiting group homes to no more than 8 unrelated persons. The applicant wanted to provide for sixteen to twenty residents, and the applicant asserted that there was "therapeutic value" in having that many residents. The City denied the request, and the court upheld the City's denial on appeal because the applicant failed to justify the request. The application contained no information as to why allowing for more than 8 patients was necessary, either as a financial viability issue or as a treatment issue.

Lewis v. Draper City, 2010 U.S. Dist. LEXIS 100186: A similar situation as with the Lindon City case. An applicant sought to expand a home into a 14,000 square foot facility that would serve up to 24 residents, meet all zoning requirements, and would otherwise be allowed in the zone as a single-family residence. The applicant explained that there were no other similar facilities in Draper, which limited the ability of that community to live in Draper, and provided financial reports that the facility would only be viable if it could serve up to 24 residents. Draper denied the request and accommodation, and the Court overturned the City's denial.

The point to take away from these cases is that courts will require cities to grant residential facilities accommodations when the applicant provides evidence that the facility meets zoning rules, would otherwise be allowed as a single-family residence, there is a need for this kind of facility in the city that is not being met, and if the accommodation is necessary to help provide for adequate therapy, socialization efforts, or the financial viability of the facility itself. While the courts do not give a hard and fast rule, an accommodation on the number of allowed occupants will be reasonable if it is reasonably tied to the needs of the facility and its future residents.

Rock Solid Recovery has asked that the City allow up to 10 occupants (9 residents, 1 staff). They have indicated that it is necessary to provide adequate therapy and rehabilitation, to comply with state rules on staff ratios, and to meet the requirements under state and city codes to have staff available at all hours. The previous use of this residence was as a residential facility for the elderly that allowed a similar number of occupants. The City Council can and should ask questions about why allowing 10 residents is necessary for the facility to operate and to ensure that the applicant can properly care for, screen, and ensure the security of that many residents.

After reviewing these documents, I see they are an accurate description of the property and the home itself. We have not made any modifications to the home since owning it, and do not intend to. Attached is the proposal for our use of the property as a sober living facility. Please let us know if you have any questions. Thank you.

Ryan Chriswell
360.689.2389

Emergency Plan for Coradale Assisted Living Home

5159 W 11000 N, Highland, UT 84003

801-472-7807

Coradale Assisted Living

EMERGENCY MANAGEMENT PLAN

Coradale Assisted Living is an assisted living home

Owned and Operated By: Dana Erskine

I. INTRODUCTION

A. 1. Coradale Assisted Living
5159 W 11000 N, Highland, UT 84003
801-472-7807

ASSISTED LIVING FACILITY LICENSE NUMBER
Not yet received

2. OWNER: Dana Erskine
ADDRESS: 5159 W. 11000 N, Highland, UT 84003

Legal Description: Lot 5, Blk 1, Plat A, Alpine Country Club Subd.

* House Insurance is held by State Farm - Policy #44-B1-F568-1
* Auto Insurance is held by USAA - Policy # 13136051
* Business Liability is yet to be determined once we have the "go ahead" from Highland City Council

3. Building is 24 years old. Purchased building in 2019.
Construction type: 2 story building (Main floor & Basement)
Foundation is concrete slab with brick exterior walls.

4. Primary contact:
Dana Erskine
Phone: 801-472-7807

Alternate: Not yet determined

Name
Address
Phone:

5. Plan implemented by administrator

6. Organization chart of management position

1st in charge: Dana Erskine - 801-472-7807

2nd in charge: Not yet determined

II. Authorities and references

A. This comprehensive emergency management plan was developed in accordance with the requirements for assisted living facilities as set forth by the National Center for Assisted Living.

B. Reference materials used in developing this plan includes:

1. Emergency management planning criteria for assisted living facilities.

2. Disaster planning for assisted living facilities.

III. Hazard Analysis

A. This area is vulnerable to fire, earthquakes, severe weather all of which are unpredictable.

We are not near to any fixed hazardous material facilities or nuclear power plant, therefore, these do not pose any immediate threats.

We anticipate power outages and are prepared with emergency supplies such as: battery powered lights and flashlight batteries.

B. (1) Coradale Assisted Living will be licensed for eight residents. We are preparing the home to accommodate eight residents, at the time of developing this plan, we have no clients

(2) Coradale Assisted Living is located in northeast Utah County.

(3) Coradale Assisted Living accepts elderly residents.

(a) We will have eight residents.
No Alzheimer's patients will be accepted.

(4) Coradale Assisted Living is located on Timpanogos Highway between 5300 W and North County Rd.

(5) Coradale Assisted Living is approximately 13 miles north of a Nuclear Powerplant (Blue Castle Holdings in Orem).

IV Concepts of Operation

A. Directions and Control

1. Administrator, is first in charge during an emergency. This is the chain of command to ensure continuous leadership and authority for implementing plan.

2. In an emergency, Administrator will initiate chain of command. Staff on duty will start emergency procedures. All will be alerted to go into action.
3. Administrator will collect all medications and records for transportation to host facility. When all clients and staff are out of the facility and is secured in transportation, which includes 1 passenger- 4 door sedan on premises, owned and operated by Administrator and staff personnel cars. A designated staff member will be asked to count residents. A master list with administrator or designee will be used to conduct an additional count after which convoy will proceed to host facility.

   All staff members will assist residents out of the facility and into transportation, securing them with seat belts.

4. A - Each resident will have a 72-hour kit for their individual needs.

   B - Administrator and staff will transport each 72-hour kit to host facility for residents.

   C - Coradale Assisted Living has a two week supply of all essentials on hand at all times.

5. A - Staff will be instructed and will agree to being on duty until emergency is over. Staff members will be given the option of having their family with them; and, in that case, additional supplies will be taken to host facility. Host facilities will be consulted about possible added persons.

B - Notification

Coradale Assisted Living has in place procedures for the facility to receive timely information on impending threats as well as alerting decision makers, staff and residents of any potential emergency condition.

1. We will receive warning during a crisis via radio, television and telephone.

2. Coradale Assisted Living is setting up a 24-hour contact phone #.

3. Key staff will be notified by telephone/text/email/ or by messenger.

4. Employees will use their own/public transportation to report to work.
5. Residents will be informed in a calm and reassuring manner, keeping in mind that their safety is our first concern
6. If the primary telephone system fails, then messenger will be utilized.
7. Host facilities will be notified by telephone when possible or by messenger.
8. Families of Coradale Assisted Living residents will be notified by telephone after arrival at host facility or by public announcements as to where their loved ones are housed. It will be policy to provide, in advance, to families the names and places where relatives will be accommodated during crisis.

C. **Evacuation**

1. The person in charge will be responsible for implementing the evacuation procedure.
2. Transportation will be supplied by the owners and staff.
3. Transportation arrangements are as follows:

   A - All residents will travel in Administrator and staff vehicles

   B - All records, medication, food, water and other necessities will be boxed and labeled, then put into the cars owned by the administrator & staff.

4. Sstaff from Coradale Assisted Living will be assigned by the person in charge to each vehicle to accompany clients and remain with them at host facility.
5. Administration or designee in charge will take a head count and a rollcall of everyone including staff before leaving Coradale Assisted Living and upon arrival at host facility. Coradale Assisted Living residents will not be a burden on host staff. Coradale Assisted Living staff will be there to care for Coradale residents, as long as the emergency exists.
6. Each client and staff will take a three-day supply of necessary items with them in their 72-hour kit.
7. The families of residents will be notified by telephone or public announcement, radio or television, the name, location and telephone number of host family where their relatives are being housed upon arrival of host facility.

8. To be sure all residents are accounted for residents will be counted by at least two staff members, as well as a roll call. A master list will be given to the person in charge as well as to host administrator or designee upon arrival.

9. The prepositioning of necessary medical supply and provisions will begin as soon as the crisis is announced.

10. Should our automobiles be damage or disabled, a mutual aide agreement for transportation via a transportation provider of clients will begin as soon as notification of disaster is received.

D. **RE-ENTRY**

1. The owner/administrator is responsible for authorizing re-entry to Coradale Assisted Living. The administrator will initiate the re-entry to the facility.

2. The administrator will clear with county, building and fire inspectors if the building was seriously damaged for permission to re-enter.

3. Residents and staff will return to Coradale Assisted Living by the same means by which they left - by automobiles, utilizing the same procedures used in evacuation process. Staff and person in charge will take ahead count as well as roll call prior to leaving host facility, when all residents and supplies are accounted for, convoy will return to Coradale Assisted Living.

E. **Information, Training and Exercises**

A. All key workers will be instructed in their emergency roles during non-emergency times by in service classes, including materials, films, and lectures held quarterly by the administrator.

B. Quarterly training schedules for all employees will be conducted by the Administrator.

C. Training will be given to new employees as they are hired within two (2) weeks during orientation. Training will include material, hand-outs and lectures.

D. Coradale Assisted Living schedule for training will be done on a quarterly schedule. Fire drills will be done monthly, once during the year, preferably during a summer month, all staff and clients will perform a portion of the

disaster plan, evacuation.

E. All mistakes and deficiencies noted during training exercises will, at that time, be corrected, reinforced with additional classes until all procedures are understood clearly and can be performed fast, efficiently and safely.

ANNEXES

A. Roster of employees and companies with key disaster related roles.

1. A list of addresses and telephone numbers of staff with disaster related roles are included in the plan proper.

2. Names of companies & telephone number of emergency service provider are as follows:

A) transportation - to be provided by owner and staff positioned at Coradale Assisted Living, 5159 W 11000 N, Highland, UT 84003

B) Rocky Mountain Power - 888-221-7070

C) Dominion Energy - 800-323-5517

D) Department of children & families, aging & adult services

Orem - 801-229-3804

SLC - 801-538-3910

E) Police - 911

F) Fire - 911

G) Red Cross - 800-733-2767

H) American Fork Hospital Emergency Room - 801-855-4600

B. Agreement of Understanding

All copies of mutual aid agreements will be attached to this plan as soon as finalized.

C. Evacuation route map

A map of the evacuation routes to host facilities will be attached to this plan as soon as finalized.

D. Additional fire precautions

Two (2) 5-lb fire extinguishers are in place in the facility. One in the staff closet on the main floor between the kitchen and the Common Room. The other is located in the Staff work area in the Common Room in the basement. In case of fire, 911will be notified, clients evacuated and extinguish small fires as possible.

MUTUAL AID AGREEMENT
OR
STATEMENT OF UNDERSTANDING
BETWEEN
AND

Name of facility	Name of support
Address	Address
Telephone	Telephone

Purpose:

To provide the "facility" with pre-arranged support to alternative emergency resources, as needed during actual disaster situations, to minimize loss of life, injury or property damage, (i.e. emergency supplies, evacuation, resident transportation, housing subsistence, etc.) We have 8 beds.

Mission:

The "support agency" (name) agrees to furnish the "facility" goods, or facilities during the time of actual disaster as follows: The facility agrees to pay the "support agency" a normal and reasonable fee for all goods and services rendered.

Execution:

The "support agency" will make the terms and conditions of this statement of understanding known to those who might have to respond, possibly on a 24-hour basis, and make such telephone numbers available to the "facility" so that the necessary goods and services are reasonably available at any time.

Date:_____Signature:_____

FIRE PLAN

February 17, 2020

RE Fire & Disaster Plan

Dana Erskine of Highland, UT

Dear Ms.

The Disaster Plan for Fire has been reviewed for procedure to be used in case of fire, by our Fire Loss Management Bureau. The plan was found to provide in Depth and easy to follow instructions to safe guard lives and property during a fire incident.

Signature of Fire Inspector:_____

DISASTER PLAN FOR FIRE

PROCEDURE IN CASE OF FIRE

General Instructions:

1. Avoid panic. The greatest danger in most fires is panic. Do not alarm residents by excited motions, etc. Never shout "Fire!". Residents look to you for protection. Remain calm and move with assurance.

2. Be alert for signs of fire. In case of fire, sound the nearest fire alarm via our property wide communication system. Always be aware of the locations of all fire extinguishers.

Person discovering fire:

Call 911 immediately (suggested comments follow):

FIRE DEPARTMENT TELEPHONE NUMBER 911.

You will be asked if you are calling for a Police, Fire or Medical Emergency.

Verify address as: 5159 W 11000 N, Highland, UT. cross streets are 11000N & 5300 W.

We have a _____fire (Type of fire: Electrical, grease, gas, etc.)
in the _____ (Location: kitchen ,Laundry, etc.)

Sound property wide alert via our communication system. I

Implement R.A.C.E.

R - Remove anyone in immediate danger to a safe area away from the fire.

A - Alarm - Sound the alarm within the property wide Communication system

C - Confine or contain the fire by closing doors after everyone has been removed. Isolate the burning area if possible.

E - Extinguish the fire with an extinguisher if this can safely be done.

All Other Personnel: Evacuate residents as quickly as possible.

(Continue on Next page)

Key Person: (Administrator, Department Head, Person who takes charge).

Work with available staff to accomplish the following:

1. Direct all residents and staff to pre-determined sites away from the building (as outlined on evacuation plan drawings).

2. Assure the safety of all residents and employees by checking to see that everyone has been evacuated. (Conduct a head count in the area to which residents have been evacuated to ensure all individual are present).

3. Meet and direct the first fire unit. Let them know if everyone is out, or the location of individuals still inside.

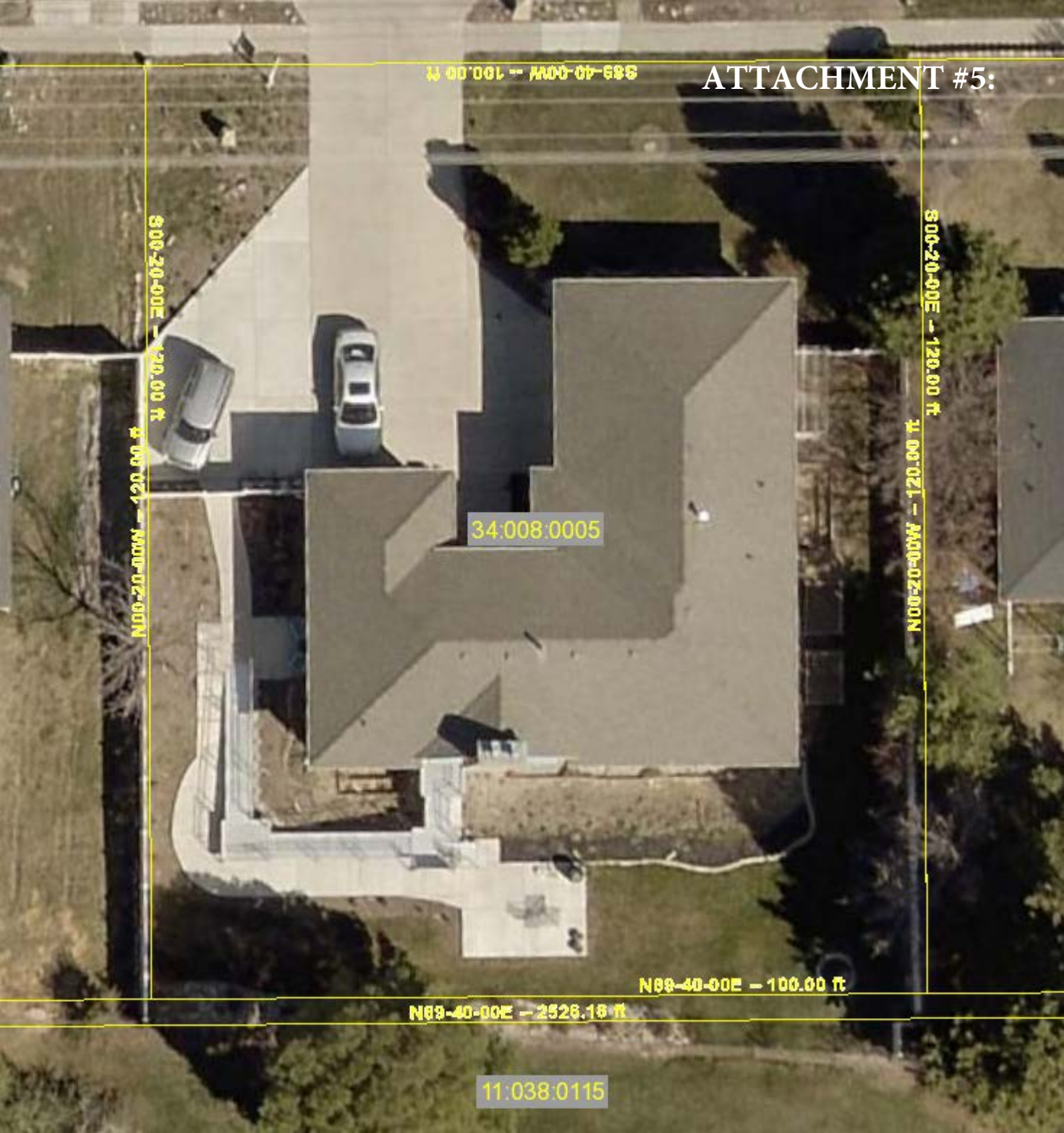
4. Telephone Administrator if he/she is not on site: 801-472-7807

5. Contact the responding Fire Department's Incident Commander to obtain information about the condition of the facility and to obtain permission to re-enter unaffected sections of the building to obtain resident medications, charts and/or other emergency supplies.

6. Conduct an examination of all residents to determine if any injuries were sustained during the fire, or the evacuation and notify the Fire Department's Incident Commander who will assess and arrange for treatment as appropriate.

(A COPY OF THE FACILITY FLOOR PLAN SHOWING HOW RESIDENTS WOULD ESCAPE FROM THE FACILITY IN CASE OF FIRE WILL BE ATTACHED TO THIS PLAN ONCE REMODELING DRAWINGS ARE APPROVED BY BOTH HIGHLAND CITY AND THE STATE OF UTAH LICENSING BOARD.)

ATTACHMENT #5:



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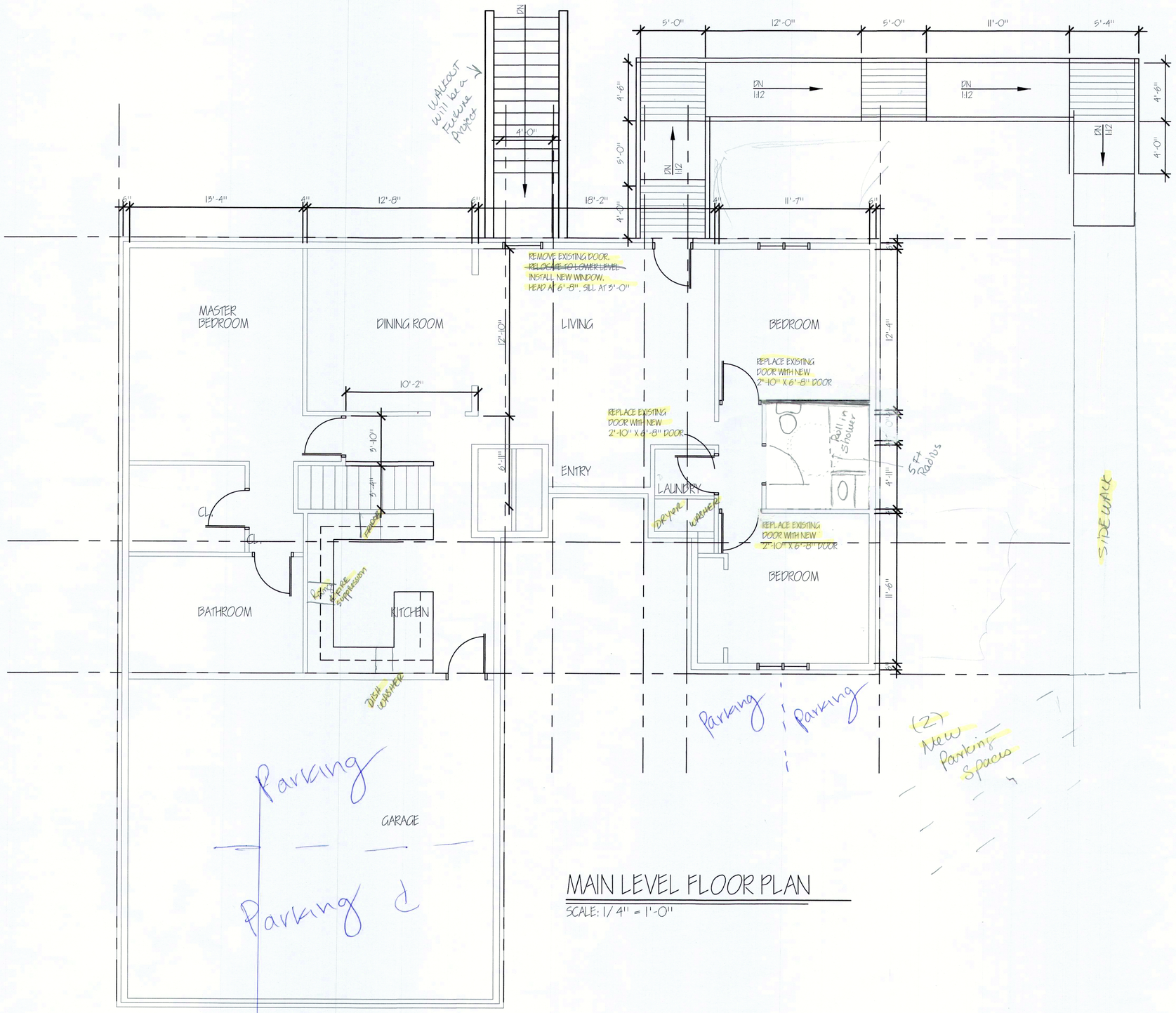

MAIN LEVEL FLOOR PLAN

SCALE: 1/4" = 1'-0"

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THESE DRAWINGS ARE NOT TO BE USED WITHOUT THE WRITTEN PERMISSION OF THE DESIGNER

ERSKINE RESIDENCE

5159 WEST 11000 NORTH

HIGHLAND, UTAH

Rich Pittam Designs

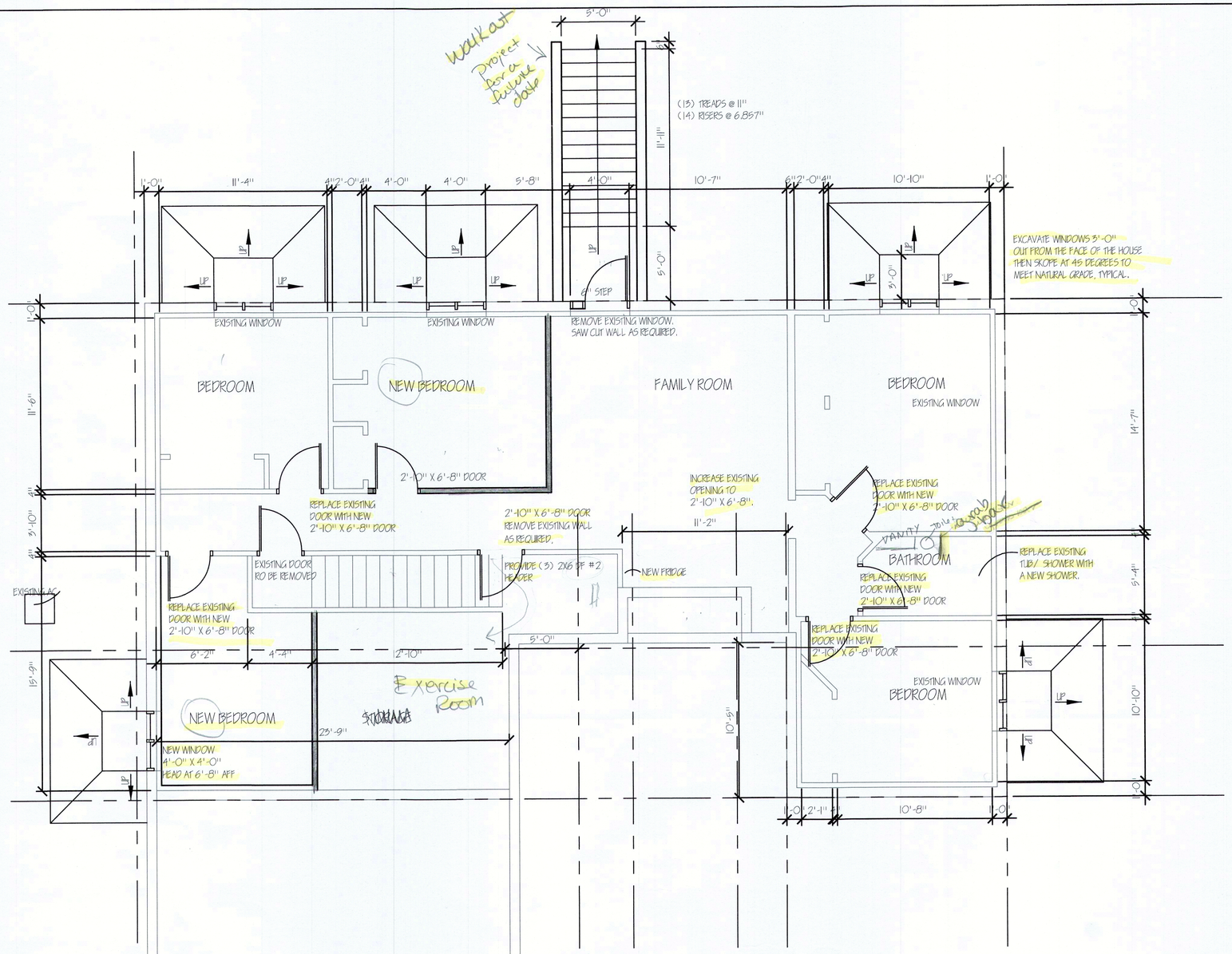
3694 SOUTH BLUE SPRUCE DRIVE, WEBER, UTAH (801) 910-1960

DATE

14 FEB. 2020

SHEET

A-2



LOWER LEVEL FLOOR PLAN

SCALE: 1/4" = 1'-0"

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THESE DRAWINGS ARE NOT TO BE USED WITHOUT THE WRITTEN PERMISSION OF THE DESIGNER

ERSKINE RESIDENCE
5159 WEST 11000 NORTH
HIGHLAND, UTAH

Rich Pittam Designs
3694 SOUTH BLUE SPRUCE DRIVE, HEBER, UTAH (801) 910-1960

DATE
14 FEB, 2020

SHEET
A-1

EXHIBIT "B"

HIGHLAND CITY POLICY FOR REASONABLE ACCOMMODATION FOR RESIDENCE FOR THE DISABLED, RESIDENTIAL REHABILITATION AND TREATMENT FACILITY FOR DISABLED AND RESIDENCE FOR ELDERLY PERSONS

Purpose:

The purpose of this administrative policy is to establish guidelines for making reasonable accommodations to Highland City ordinances governing Residence for the Disabled, Residential Rehabilitation and Treatment Facility for Disabled and Residence for Elderly Persons when reasonable accommodation is required by federal or state law.

Policy:

(1) **Adoption**: There is hereby adopted a Highland City Policy for Reasonable Accommodation for making reasonable accommodations to City ordinances when reasonable accommodations are necessary to comply with the federal Fair Housing Act (FHA), Title II of the Americans With Disabilities Act (ADA), and other federal and state laws and regulations.

(2) **Application**: This policy is applicable to all requests for reasonable accommodation to Highland City ordinances governing Residence for the Disabled, Residential Rehabilitation and Treatment Facility for Disabled and Residence for Elderly Persons when reasonable accommodations are necessary to comply with the federal Fair Housing Amendments Act (42 U.S.C. 3601, *et seq.* as amended) (FHA) and Title II of the Americans with Disabilities Act (42 U.S.C. Section 12131 *et seq.* as amended) (ADA) and Utah Code ' 57-21-1 *et seq* (2008), as amended, except for requests for reasonable accommodation.

(3) **Implementation**: Implementation of this policy is undertaken pursuant to the federal Fair Housing Amendments Act (42 U.S.C. 3601, *et seq.*, as amended) (FHA) and Title II of the Americans with Disabilities Act (42 U.S.C. Section 12131 *et seq.*, as amended) (ADA) and Utah Code ' 57-21-1 *et seq* (2008), as amended. For purposes of this section, an individual or person with a "disability" is an individual that qualifies as disabled and/or handicapped under the FHA and/or ADA. Any individual with a disability, or a family member, health professional, or other representative acting on the individual's behalf, may request a reasonable accommodation with respect to the City's ordinances as provided by the FHA and the ADA pursuant to the procedures set out in this section. This policy shall be construed consistent with those laws.

(4) **Documentation**: A request by an applicant for reasonable accommodation under this section should be made in writing by completion of a reasonable accommodation request, which form shall be submitted to and maintained by the City Zoning Administrator. The reasonable accommodation should contain information as necessary for processing the reasonable accommodation request, and shall include the following, where applicable:

- (a) The applicant's name, address and telephone number;
- (b) Address of the property for which the request is being made;
- (c) The current actual use of the property;
- (d) The basis for the claim that the individual is considered disabled under the acts;
- (e) The zoning code provision, regulation, or policy from which reasonable accommodation is being requested;
- (f) Why the reasonable accommodation is necessary to make the specific property accessible to the individual;
- (g) Site plan, including parking, proposed alterations to the existing home, and the distance between the home and nearest school (public, private);
- (h) Owners/operators of "Residential Facilities for the Rehabilitation and Treatment of the Disabled" shall provide to the City a copy of the Policy and Procedures Manual provided to the State for licensing;

(i) Safety Plan. To ensure the safety of the residents and surrounding community, all group home operators shall develop a safety plan demonstrating adequate supervision and control of the residents.

(i) The safety plan shall be reviewed by and be satisfactory to law enforcement officials and shall be approved by the City Council.

(ii) The safety plan shall address the following:

A. Parking and traffic circulation plan.

B. Security and surveillance operation.

C. Visitation hours. A schedule outlining visitation hours shall be regularly updated and a copy of this schedule shall be provided to the City on a monthly basis.

(5) **Council Review**: When a reasonable accommodation request form has been completed and submitted to the City Zoning Administrator, it will be referred to the City Council for review.

(6) **Fees**: There shall be no fee imposed by the City in connection with a request for reasonable accommodation.

(7) **Protected Status**: In determining whether the reasonable accommodation request shall be granted, granted with conditions, or denied, the requesting party shall be required to establish that they are protected under the FHA and/or ADA by demonstrating that they are handicapped or disabled, as defined by the FHA and/or ADA. Although the definition of disability is subject to judicial interpretation, for purposes of this section the individual with a disability must show:

(a) A physical or mental impairment which substantially limits one or more major life activities;

(b) A record of having such impairment; or

(c) That they are regarded as having such impairment.

(d) Where applicable, the requesting party must also demonstrate that the proposed accommodation being sought is reasonable and necessary to afford handicapped/disabled persons equal opportunity to use and enjoy housing. The foregoing (as has been, and may be further, interpreted by the courts) shall be the basis for a decision upon a reasonable accommodation request made by the City Council.

(8) **Evaluation of Application**: The City Council, after giving such notice to residents within 500 feet of the facility and obtaining such input from the City departments as the Mayor may direct, shall have the authority to consider and act on requests for reasonable accommodation to the City's ordinance.

(9) **Criteria for Findings and Decision**: The written decision to grant or deny a request for reasonable accommodation will be consistent with federal and state statutes and shall be based on consideration of the following factors:

(a) Whether the housing, which is the subject of the request, will be used by a person with a disability as defined under the acts;

(b) Whether the request for reasonable accommodation is necessary to make specific housing available to a person with a disability as defined under the acts;

(c) Whether the requested reasonable accommodation would impose an undue financial or administrative burden on the City;

(d) Whether the requested reasonable accommodation would require a fundamental alteration in the nature of the neighborhood, including but not limited to land use and zoning;

(e) The existing and proposed physical attributes of the property and structures;

(f) whether the proposed accommodation or facility complies with the condition of the zone in which it is located;

(g) whether any of the accommodated or facility residents could pose a direct threat to public safety, as stated in section 3-4102 of this ordinance;

(h) whether the proposed accommodation and facility complies with all building, health and safety requirements, including state or local licensing laws where applicable;

(i) whether the proposed facility provides adequate off street parking for its residents; and

(j) Proof of certification and/or licensure from the State of Utah Department of Human Services.

(10) **Written Determination and Notice:** A written determination shall be issued within thirty (30) days of the date of receipt of a completed application and may, in accordance with federal law:

(a) Grant the accommodation request;

(b) Grant a portion of the request and deny a portion of the request, and/or impose conditions upon the grant of the request; or

(c) Deny the request, in accordance with federal law. Any such denial shall be in writing and shall state the grounds thereof.

(d) All written determinations shall give notice of the right to an appeal as may be provided by administrative policy or law. The notice of determination shall be sent to the requesting party (i.e. the disabled individual or his/her representative) by certified mail, return receipt requested.

(11) **Grant of Reasonable Accommodation:** If a reasonable accommodation is granted, it shall be documented in writing by a certificate signed by the Mayor specifying the nature and extent of the reasonable accommodation authorized. All reasonable accommodations granted shall be personal and specific to the Applicant, and shall not apply to other individuals or entities, nor shall any reasonable accommodation be considered a variance or run with the land.

(12) **Conditions of Approval:** In granting a request for reasonable accommodation, the City Council may impose any conditions deemed reasonable and necessary to ensure that the reasonable accommodation would comply with Highland City ordinances.

(13) **Denial of an Application:** An application for reasonable accommodation may be denied if it is incomplete, lacks the necessary documentation, or for any other reason provided by law including, but not limited to the fact that the requested accommodation would fundamentally alter the nature of the neighborhood.

(14) **Appeals:** Please refer to Chapter 2 of the Highland City Development Code.

(15) **General Provisions:** The following general provisions shall be applicable:

(a) An individual with a disability may apply for a reasonable accommodation on his/her own behalf or may be represented at all stages of the reasonable accommodation process by a person designated by the disabled individual.

(i) During the application process, the City shall provide the applicant with assistance, as necessary, in completing the form, responding to questions, filing an appeal, and appearing at a hearing etc., to the extent such assistance is required by the FHA and ADA, to ensure the process is accessible.

AGENDA NEXT

HIGHLAND CITY

CITY COUNCIL AGENDA REPORT
ITEM #6

DATE: March 15, 2022

TO: Honorable Mayor and Members of the City Council

FROM: Nathan Crane, AICP
City Administrator/Community Development Director

SUBJECT: **ACTION:** Road Access Agreement with Rocky Mountain Power

TYPE: **ADMINISTRATIVE:** The Council is acting in administrative capacity and fulfilling their responsibilities as the Governing Body as defined in Municipal Code.

PURPOSE:
The City Council will consider an agreement with Rocky Mountain Power for a perpetual access easement from Highland Town Plaza (Meier's Shopping Center) to 5600 West. The Council will take appropriate action.

DISCUSSION:
Highland Town Plaza is a 4.25 acre shopping center located at the southwest corner of Town Center Boulevard and Timpanogos Highway (SR92). Access to the shopping center is from one driveway on to SR92 and Town Center Boulevard.

In April 2021, as part of the review of the final phase and sale of a small portion of City property, the Council directed staff to look at additional access to improve circulation. With the assistance of Mayor Mann, staff has been able to work with Rocky Mountain Power to provide an access drive from the shopping center to 5600 West. The easement from Rocky Mountain Power is approximately 30 feet wide by 200 feet long. The cost of the easement is $43,800. The cost for construction of the access road will be borne by WPI.

FISCAL IMPACT:
The easement costs totaling $43,800 were not included in the FY21/22 Budget as the costs were not known at the time. It is anticipated that up to $30,000 of the cost of easement will be provided by private parties which would leave the city to cover $13,800. Funding will need to come from previous years' revenue in the General Fund.

RECOMMENDATION:
Staff recommends that the City Council approve the agreement.

PROPOSED MOTION:

I move that City Council **APPROVE** the road access agreement with Rocky Mountain Power and **AUTHORIZE** the Mayor to sign the agreement.

ALTERNATIVE MOTION:

I move that City Council **DENY** the road access agreement. (The Council will need to draft appropriate findings.)

ATTACHMENTS:

1. Proposed Access Agreement

WHEN RECORDED, RETURN TO:

Rocky Mountain Power
Attn: Lisa Louder/ Clint Herrera
1407 West North Temple, Suite 110
Salt Lake City, Utah 84116
Parcel No. UTUT-0234
File No. _____
Tax ID No. 11-039-0002

PUBLIC ROADWAY EASEMENT

ROCKY MOUNTAIN POWER, an unincorporated division of PacifiCorp, successor in interest to Utah Power & Light Company, whose principal office is located at 1407 West North Temple, Salt Lake City, Utah, 84116, ("GRANTOR"), hereby CONVEYS to _____, _____, its successors-in-interest and assigns ("GRANTEE"), in consideration of the mutual promises and other good and valuable consideration, a perpetual easement and right of way for the installation, construction, operation, maintenance and repair of a public roadway, along with a perpetual easement and right of way for the associated public utilities, in on, and/or across the following described real property owned by Grantor located in _____ County, State of _____, to-wit:

PARCEL 11:039:0002

A PARCEL OF LAND IN FEE, BEING PART OF AN ENTIRE TRACT OF PROPERTY SITUATED IN THE NORTHEAST QUARTER OF SECTION 36, T. 4 S., R. 1 E.,S .L.M., BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

PARCEL C:

BEGINNING AT A POINT NORTH 1159.15 FEET ALONG THE SECTION LINE AND EAST 54.12 FEET FROM THE WEST ONE QUARTER CORNER OF SECTION 36, T. 4 S., R. 1 E., S.L.M.; RUNNING THENCE S.89°52'48"E. 79.95 FEET, MORE OR LESS; THENCE S.21°08'00" E. 32.40 FEET, MORE OR LESS; TO A POINT ON A 110.0 FOOT RADIUS NON-TANGENT CURVE TO THE LEFT; THENCE ALONG THE ARC OF SAID CURVE 6.50 FEET, MORE OR LESS. (CHORD BEARS N.88°11'12" W. 6.50 FEET); THENCE N.89°52'48"W. 84.54 FEET, MORE OR LESS, TO THE WESTERLY LINE OF SAID TRACT; THENCE N.1°08'42" W. , ALONG SAID WESTERLY LINE AND THE EASTERLY RIGHT-OF-WAY LINE OF 5600 WEST (UTAH COUNTY PARCEL #11:039:0147), 30.01 FEET, MORE OR LESS, TO THE POINT OF BEGINNING.

THE ABOVE DESCRIBED PARCEL CONTAINS 2,564.02 SQUARE FEET IN AREA OR 0.059 OF AN ACRE, MORE OR LESS.

PARCEL 11:039:0148

A PARCEL OF LAND IN FEE, BEING PART OF AN ENTIRE TRACT OF PROPERTY SITUATED IN THE NORTHEAST QUARTER OF SECTION 36, T. 4 S., R. 1 E.,S .L.M., BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

PARCEL B:

BEGINNING AT THE NORTHEAST CORNER OF PARCEL C, WHICH POINT IS NORTH 1159.15 FEET ALONG THE SECTION LINE AND SOUTH 89°55'42" EAST 134.07 FEET FROM THE WEST ONE QUARTER CORNER OF SECTION 36, T. 4 S., R. 1 E., S.L.M.; RUNNING THENCE S.89º52'48"E. 5.25 FEET, MORE OR LESS; TO A POINT ON A 140.0 FOOT RADIUS NON-TANGENT CURVE TO THE RIGHT, THENCE ALONG THE ARC OF SAID CURVE 64.51 FEET, MORE OR LESS,(CHORD BEARS S.76º40'47"E. 63.94 FEET); THENCE S.63º28'46"E. 42.22 FEET, MORE OR LESS; TO A POINT ON A 85.0 FOOT RADIUS NON-TANGENT CURVE TO THE LEFT, THENCE ALONG THE ARC OF SAID CURVE 1.55 FEET, MORE OR LESS, (CHORD BEARS S.64º00'12"E. 1.55 FEET); THENCE S.0º10'00"E, ALONG THE COMMON BOUNDARY WITH A PARCEL OWNED BY HIGHLAND CITY (UTAH COUNTY PARCEL #11:039:0165), 32.33 FEET, MORE OR LESS; TO A POINT ON A 115 FOOT RADIUS NON-TANGENT CURVE TO THE RIGHT, THENCE ALONG THE ARC OF SAID CURVE 16.13 FEET, MORE OR LESS,(CHORD BEARS N.67º29'49"W. 16.11 FEET); THENCE N.63º28'46"W. 42.22 FEET, MORE OR LESS; TO A POINT ON A 110.0 FOOT RADIUS NON-TANGENT CURVE TO THE LEFT, THENCE ALONG THE ARC OF SAID CURVE 44.18 FEET, MORE OR LESS,(CHORD BEARS N.74º59'11"W. 43.89 FEET); THENCE N.21º08'00"W. 32.40 FEET, MORE OR LESS, TO THE POINT OF BEGINNING

THE ABOVE DESCRIBED PARCEL CONTAINS 3,243.12 SQUARE FEET IN AREA OR 0.074 OF AN ACRE, MORE OR LESS.

This easement is granted subject to the following restrictive conditions:

1) Grantee, its successors and assigns, will not make or allow to be made any use of the easement herein granted that is inconsistent with, or interferes in any manner with Grantor's operation, maintenance or repair of Grantor's existing installations or additional construction and installations constructed after the granting of this easement, including electric transmission and distribution circuits that cross over or above the property as herein described.

2) In the event that curb and gutter is constructed on the easement herein granted by Grantee or made as a condition of development by Grantee, said curb and gutter will be high-back type and will contain a 30-foot curb cut on both sides of the roadway located at place designated by the Grantor, which curb cut will permit passage of Grantor's equipment used for repair and maintenance of Grantor's substation and electric transmission lines. Roadway construction will be sufficient to support Grantor's equipment in excess of 50 tons.

3) Grantee, its successors and assigns, will not use or permit to be used on said easement construction cranes or other equipment that violate OSHA and UTAH High Voltage Act Safety Clearance Standards. Grantee shall not store materials within the easement area. Grantee will not excavate within 50 feet of Grantor's transmission structures. The storage of flammable and hazardous materials or refueling of vehicle/equipment is prohibited within the easement area. At no time shall Grantee place any equipment or materials of any kind that exceeds twelve (12) feet in height, or that creates a material risk of endangering Grantor's facilities, or that may pose a risk to human safety. Grantee's use of the easement area shall comply with OSHA and UTAH High Voltage Act Safety Clearance Standards.

4) Grantee shall not place or allow to be placed any trees or other vegetation within the easement exceeding twelve (12) feet in height. Grantee shall be responsible for removing any trees or vegetation that exceeds the 12 foot limitation.

5) In the event Grantee ceases to use, for purposes of a roadway, the property herein described, this easement shall thereupon immediately terminate, with all rights and interest conveyed herein by Grantor to revert back to Grantor by instrument of disclaimer from Grantee, or its successors or assigns.

6) Grantor shall have the right, at any time and from time to time, to cross and recross with equipment, personnel, overhead power lines or underground power lines and access roads, at any location or locations thereon, the lands included with the easement herein conveyed by Grantor to Grantee.

7) Release and Indemnification

a) Grantee, its successors and assigns, shall use the Easement Area at its own risk and agrees to indemnify, defend and hold harmless Grantor and Grantor's affiliated companies, officers, directors, shareholders, agents, employees, successors and assigns, (the "Indemnified Parties") for, from and against all liabilities, claims, damages, losses, suits, judgments, causes of action, liens, fines, penalties, costs, and expenses (including, but not limited to, court costs, attorney's fees, and costs of investigation), of any nature, kind of description of any person or entity, directly or indirectly arising out of, caused by, or resulting from (in whole or in part), (i) the breach by Grantee of any provision of this agreement, (ii) Grantee's use and occupation of the Easement Area, (iii) any act or occurrence on the Easement Area, or (iv) any act or omission of Grantee, any independent contractor retained by Grantee, anyone directly or indirectly employed by them, or anyone authorized by Grantee to control or exercise control over (hereinafter collectively referred to as "claims"), even if such claims arise from or are attributed to the concurrent negligence of any of the Indemnified Parties.

b) The Indemnified Parties shall never be liable in any manner to Grantee for any injury to or death of persons or for any loss of or damage to property of Grantor, its employees, agents, customers, invitees, or to others, even if such loss or damage is caused in part by the negligence of any Indemnified Party. All personal property and fixtures, if allowed by Grantor, located within the Easement Area shall be maintained and used at the risk of Grantee and the Indemnified parties shall not be liable for any damage thereto or theft thereof, even if due in whole or in part to the

negligence of the Indemnified Parties.

8) Relocation. In the event the roadway interferes with Grantor's use, Grantee shall relocate the roadway to a location mutually agreeable to Grantor and Grantee, all at Grantee's sole cost and expanse. Such relocation shall be completed within a reasonable time after notice by Grantor.

9) To the fullest extent permitted by law, each of the parties hereto waives any right it may have to a trial by jury in respect of litigation directly or indirectly arising out of, under or in connection with this agreement. Each party further waives any right to consolidate any action in which a jury trial has been waived with any other action in which a jury trial cannot be or has not been waived.

IN WITNESS WHEREOF, the Grantor has caused its corporate name to be hereunto affixed by its duly authorized officer this _____ day of _____, 20___.

ROCKY MOUNTAIN POWER, an unincorporated division of PacifiCorp

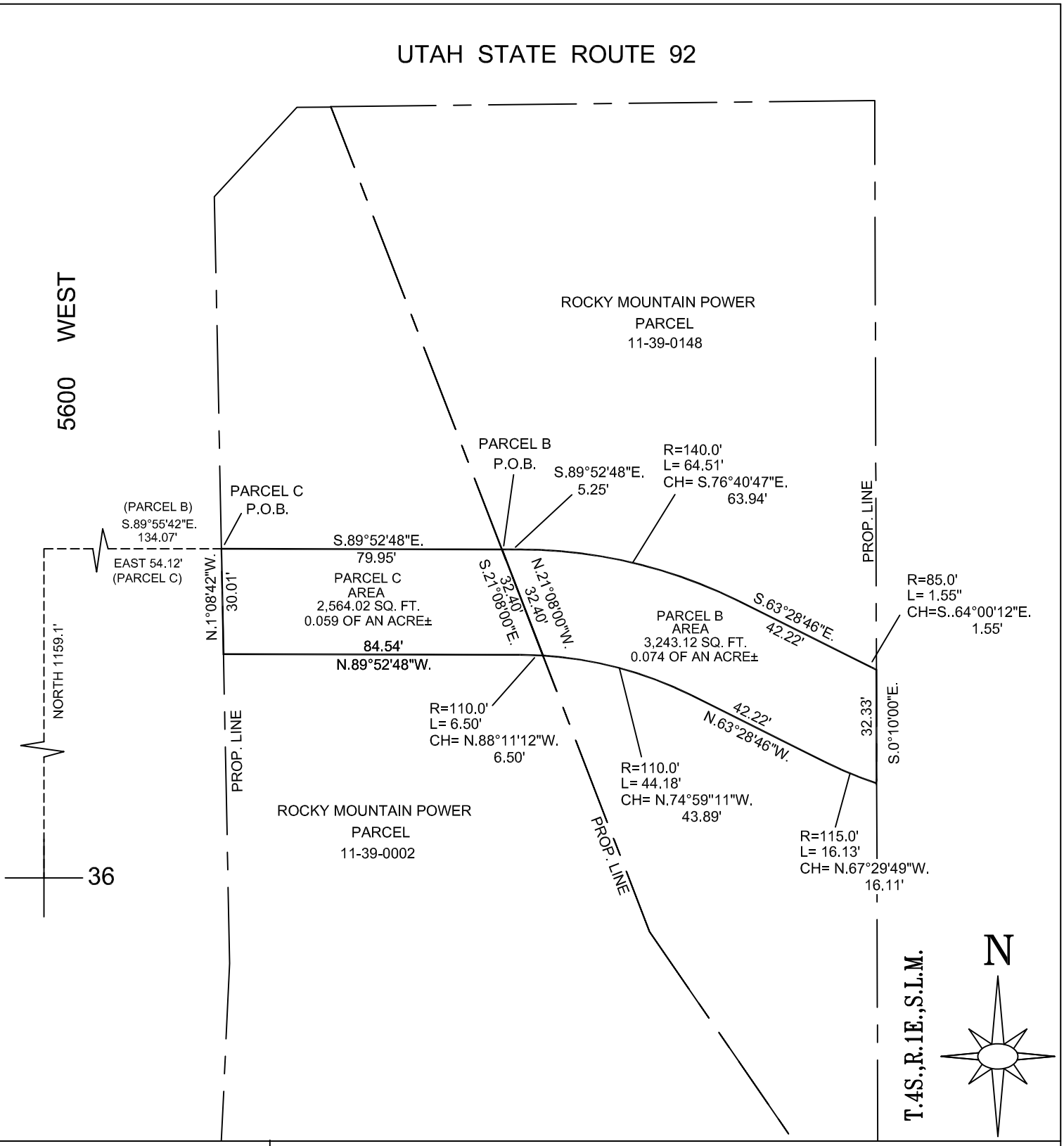
_____
By: Roger B. Rigby
Its: Director of Real Estate Transactions

STATE OF UTAH)
:ss
COUNTY OF SALT LAKE)

On the __ day of _____, 20____, personally appeared before me Roger B. Rigby, who being duly sworn did say that he is the signer of the within instrument on behalf of Rocky Mountain Power, an unincorporated division of PacifiCorp and that the within and foregoing instrument was signed by authority of said corporation and said Corporate Governance duly acknowledged to me that said corporation executed the same.

_____
Notary Public

My Commission Expires: Residing at:_____



MARCH 2, 2022	EXHIBIT "A" NEW ROADWAY CROSSING HIGHLAND DISTRIBUTION SUBSTATION LAND HIGHLAND, UTAH COUNTY, UTAH		
SPONSOR: C. HERRERRA			
SURVEYED BY:			
DRAWN BY: W.T.L.			
CHECKED BY:			
PLOT SCALE: 1 = 1			
CAD No: R:\SUBSTATION\HIGHLAND SUB\HIGHLAND SUB NEW ROADWAY 1-11-22	ROCKY MOUNTAIN POWER A MIDAMERICAN ENERGY HOLDINGS COMPANY	REAL ESTATE TRANSACTION	
APPROVAL ROGER RIGBY DIRECTOR REAL ESTATE TRANSACTIONS	SCALE: 1" = 40'	SHEET 1 OF 1	WO REV.

AGENDA NEXT

HIGHLAND CITY

CITY COUNCIL AGENDA REPORT
ITEM #7

DATE: Tuesday, March 15, 2022
TO: Honorable Mayor and Members of the City Council
FROM: Erin Wells, Assistant City Administrator
SUBJECT: **RESOLUTION:** Updating Pavilion Rental Fees
TYPE: **LEGISLATIVE:** Council is updating fees for pavilion rental.

PURPOSE:
The City Council will consider updating the fees for pavilion rental in Highland parks.

BACKGROUND:
The City currently rents 5 pavilions in parks throughout the City: Heritage, Highland Glen, Merlin B. Larson gazebo, Mitchell Hollow, and Town Center Meadows. In 2021, we had 216 rentals by individuals with 170 of them being residents and 46 being non-residents. Our current rental rates are $50 for non-residents and no charge for residents. As of March 8, there were 38 rentals already booked for 2022.

In the February 15 Council meeting, Council directed staff to include in next year's budget money to purchase garbage cans for many of our parks. The total cost of this project is estimated at $41,000. As a part of that discussion, the idea was brought up of increasing pavilion rental rates to help offset the cost of the garbage can purchases.

In addition to helping to pay for garbage cans, pavilion rental fees would also offset city staff time spent emptying the garbage cans and cleaning the pavilions. At the direction of Council, towards the end of last year, staff began emptying the garbage cans more frequently during high usage times.

Finally, pavilion fee rentals would also offset the cost of staff time it takes to process rental reservations.

In doing research of neighboring communities, their rental fees for their large pavilions are as follows:

	Half-Day Rental		Full Day Rental	
City	**Resident**	**Non-Resident**	**Resident**	**Non-Resident**
Lehi	$40	$55	$55	$80
American Fork	$40	$60	$40	$60
Cedar Hills	$48	$96	$96	$192
Alpine	$25	$100	$25	$100
Draper	$35	$55	$55	$110
Average	$38	$73	$54	$108

Staff's recommendation is to begin charging rental fees as follows:

Half-Day Rental		Full Day Rental	
Resident	**Non-Resident**	**Resident**	**Non-Resident**
$35	$70	$50	$100

FISCAL IMPACT:
If the fees listed above were adopted and the rental rate and resident ratios held true from this year to last year, staff anticipates total pavilion rental revenue of approximately $8,300 which would be an increase of $5,000 in comparison with what has been collected in previous years. While this revenue would not completely offset added garbage cans or staff time spent on reservations and carrying for pavilions, it would be a partial offset. This increase would go to the General Fund Facility Rentals 10-38-83.

RECOMMENDATION:
The City Council should discuss the proposal and adopt pavilion rental fees they feel are appropriate.

PROPOSED MOTION:
I move that the City Council APPROVE the Resolution Updating Pavilion Rental Fees.

ATTACHMENTS:
1. Resolution

A RESOLUTION OF HIGHLAND CITY, UTAH UPDATING THE PAVILION RENTAL FEES

WHEREAS, the City incurs costs as a result of the rental and usage of park pavilions

WHEREAS, the City Council finds it is in the best interest to charge users who rent pavilions a fee to cover the costs incurred by the City.

NOW THEREFORE, BE IT RESOLVED by the City Council of Highland that the pavilion rental fees are set forth as follows:

- Half-day Resident: $35
- Half-day Non-resident: $70
- Full-day Resident: $50
- Full-day Non-resident: $100

This Resolution shall become effective immediately upon its passing.

ADOPTED by the City Council of Highland City, Utah, this 15th day of March, 2022.

HIGHLAND CITY, UTAH

_____

ATTEST: Rod Mann, Mayor

_____

Stephannie Cottle, City Recorder

COUNCILMEMBER	YES	NO
Tim Ball	□	□
Brittney Bills	□	□
Kurt Ostler	□	□
Kim Rodela	□	□
Scott Smith	□	□

AGENDA NEXT

HIGHLAND CITY

CITY COUNCIL AGENDA REPORT
ITEM #8

DATE: March 15, 2022

TO: Honorable Mayor and Members of the City Council

FROM: Tyler Bahr, Finance Director

SUBJECT: **DISCUSSION:** ARPA Revenue Loss Standard Allowance

TYPE: **ADMINISTRATIVE** – The Council may provide feedback regarding appropriation of federal grant funds

PURPOSE:
Staff will provide an update regarding changes to permissible uses of the City's American Rescue Plan Act (ARPA) funding. This item is being presented for discussion and no formal action will be taken.

BACKGROUND:
In July 2021, Highland City received $1,134,686.50 in federal grant money authorized by ARPA. This represents the first of two equal payments totaling $2,269,373, with the second scheduled to be made available at the beginning of FY2023. These funds must be obligated by December 31, 2024 and spent by December 31, 2026.

Initial requirements mandated the funds be used for one of the following purposes:

- Support public health expenditures
- Address negative economic impacts caused by the public health emergency
- Replace lost public sector revenue
- Provide premium pay for essential workers
- Invest in water, sewer, and broadband infrastructure

Based on these initial requirements, the Council directed staff on September 7, 2021 to use the City's ARPA funding to develop Mountain Ridge Park, with particular attention to inclusive elements to benefit seniors and people with disabilities – populations disproportionately impacted by the COVID-19 pandemic.

<u>Updated Guidance</u>
The Treasury Department issued its Final Rule in January governing use of ARPA funds, including a new provision that allows the City to claim a lost revenue standard allowance of up to $10 million (or the entire $2.3 million in the City's case) as a matter of administrative convenience. The City may then use the funds for any government services.

Legal counsel has reviewed the Final Rule and validated the opportunity to claim the standard allowance for lost revenue.

FISCAL IMPACT:

Due to requirements to keep the year-end General Fund balance at no more than 35% of annual revenues, it may be necessary to transfer the ARPA funds to the Parks Capital fund unless they are spent by the end of FY2022. The receipt of ARPA funds does not obligate the City to allocate additional resources (i.e. matching funds).

ATTACHMENTS:

1. *Coronavirus State & Local Fiscal Recovery Funds: Overview of the Final Rule*, U.S. Department of the Treasury

Attachment 1

Coronavirus State & Local Fiscal Recovery Funds: Overview of the Final Rule

U.S. DEPARTMENT OF THE TREASURY

January 2022

The Overview of the Final Rule provides a summary of major provisions of the final rule for informational purposes and is intended as a brief, simplified user guide to the final rule provisions.

The descriptions provided in this document summarize key provisions of the final rule but are non-exhaustive, do not describe all terms and conditions associated with the use of SLFRF, and do not describe all requirements that may apply to this funding. Any SLFRF funds received are also subject to the terms and conditions of the agreement entered into by Treasury and the respective jurisdiction, which incorporate the provisions of the final rule and the guidance that implements this program.

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Introduction

The Coronavirus State and Local Fiscal Recovery Funds (SLFRF), a part of the American Rescue Plan, delivers $350 billion to state, local, and Tribal governments across the country to support their response to and recovery from the COVID-19 public health emergency. The program ensures that governments have the resources needed to:

- Fight the pandemic and support families and businesses struggling with its public health and economic impacts,
- Maintain vital public services, even amid declines in revenue, and
- Build a strong, resilient, and equitable recovery by making investments that support long-term growth and opportunity.

EARLY PROGRAM IMPLEMENTATION

In May 2021, Treasury published the Interim final rule (IFR) describing eligible and ineligible uses of funds (as well as other program provisions), sought feedback from the public on these program rules, and began to distribute funds. The IFR went immediately into effect in May, and since then, governments have used SLFRF funds to meet their immediate pandemic response needs and begin building a strong and equitable recovery, such as through providing vaccine incentives, development of affordable housing, and construction of infrastructure to deliver safe and reliable water.

As governments began to deploy this funding in their communities, Treasury carefully considered the feedback provided through its public comment process and other forums. Treasury received over 1,500 comments, participated in hundreds of meetings, and received correspondence from a wide range of governments and other stakeholders.

KEY CHANGES AND CLARIFICATIONS IN THE FINAL RULE

The final rule delivers broader flexibility and greater simplicity in the program, responsive to feedback in the comment process. Among other clarifications and changes, the final rule provides the features below.

Replacing Lost Public Sector Revenue

The final rule offers a standard allowance for revenue loss of $10 million, allowing recipients to select between a standard amount of revenue loss or complete a full revenue loss calculation. Recipients that select the standard allowance may use that amount – in many cases their full award – for government services, with streamlined reporting requirements.

Public Health and Economic Impacts

In addition to programs and services, the final rule clarifies that recipients can use funds for capital expenditures that support an eligible COVID-19 public health or economic response. For example, recipients may build certain affordable housing, childcare facilities, schools, hospitals, and other projects consistent with final rule requirements.

In addition, the final rule provides an expanded set of households and communities that are presumed to be "impacted" and "disproportionately impacted" by the pandemic, thereby allowing recipients to provide responses to a broad set of households and entities without requiring additional analysis. Further, the final rule provides a broader set of uses available for these communities as part of COVID-19 public health and economic response, including making affordable housing, childcare, early learning, and services to address learning loss during the pandemic eligible in all impacted communities and making certain community development and neighborhood revitalization activities eligible for disproportionately impacted communities.

Further, the final rule allows for a broader set of uses to restore and support government employment, including hiring above a recipient's pre-pandemic baseline, providing funds to employees that experienced pay cuts or furloughs, avoiding layoffs, and providing retention incentives.

Premium Pay

The final rule delivers more streamlined options to provide premium pay, by broadening the share of eligible workers who can receive premium pay without a written justification while maintaining a focus on lower-income and frontline workers performing essential work.

Water, Sewer & Broadband Infrastructure

The final rule significantly broadens eligible broadband infrastructure investments to address challenges with broadband access, affordability, and reliability, and adds additional eligible water and sewer infrastructure investments, including a broader range of lead remediation and stormwater management projects.

FINAL RULE EFFECTIVE DATE

The final rule takes effect on April 1, 2022. Until that time, the interim final rule remains in effect; funds used consistently with the IFR while it is in effect are in compliance with the SLFRF program.

However, recipients can choose to take advantage of the final rule's flexibilities and simplifications now, even ahead of the effective date. Treasury will not take action to enforce the interim final rule to the extent that a use of funds is consistent with the terms of the final rule, regardless of when the SLFRF funds were used. Recipients may consult the *Statement Regarding Compliance with the Coronavirus State and Local Fiscal Recovery Funds Interim Final Rule and Final Rule*, which can be found on Treasury's website, for more information on compliance with the interim final rule and the final rule.

Overview of the Program

The Coronavirus State and Local Fiscal Recovery Funds (SLFRF) program provides substantial flexibility for each jurisdiction to meet local needs within the four separate eligible use categories. This Overview of the Final Rule addresses the four eligible use categories ordered from the broadest and most flexible to the most specific.

Recipients may use SLFRF funds to:

- **Replace lost public sector revenue**, using this funding to provide government services up to the amount of revenue loss due to the pandemic.
    - Recipients may determine their revenue loss by choosing between two options:
        - A standard allowance of up to $10 million in aggregate, not to exceed their award amount, during the program;
        - Calculating their jurisdiction's specific revenue loss each year using Treasury's formula, which compares actual revenue to a counterfactual trend.
    - Recipients may use funds up to the amount of revenue loss for government services; generally, services traditionally provided by recipient governments are government services, unless Treasury has stated otherwise.
- **Support the COVID-19 public health and economic response** by addressing COVID-19 and its impact on public health as well as addressing economic harms to households, small businesses, nonprofits, impacted industries, and the public sector.
    - Recipients can use funds for programs, services, or capital expenditures that respond to the public health and negative economic impacts of the pandemic.
    - To provide simple and clear eligible uses of funds, Treasury provides a list of enumerated uses that recipients can provide to households, populations, or classes (i.e., groups) that experienced pandemic impacts.
    - Public health eligible uses include COVID-19 mitigation and prevention, medical expenses, behavioral healthcare, and preventing and responding to violence.
    - Eligible uses to respond to negative economic impacts are organized by the type of beneficiary: assistance to households, small businesses, and nonprofits.
        - Each category includes assistance for "impacted" and "disproportionately impacted" classes: impacted classes experienced the general, broad-based impacts of the pandemic, while disproportionately impacted classes faced meaningfully more severe impacts, often due to preexisting disparities.
        - To simplify administration, the final rule presumes that some populations and groups were impacted or disproportionately impacted and are eligible for responsive services.

        - Eligible uses for assistance to impacted households include aid for re-employment, job training, food, rent, mortgages, utilities, affordable housing development, childcare, early education, addressing learning loss, and many more uses.
        - Eligible uses for assistance to impacted small businesses or nonprofits include loans or grants to mitigate financial hardship, technical assistance for small businesses, and many more uses.
    - Recipients can also provide assistance to impacted industries like travel, tourism, and hospitality that faced substantial pandemic impacts, or address impacts to the public sector, for example by re-hiring public sector workers cut during the crisis.
    - Recipients providing funds for enumerated uses to populations and groups that Treasury has presumed eligible are clearly operating consistently with the final rule. Recipients can also identify (1) other populations or groups, beyond those presumed eligible, that experienced pandemic impacts or disproportionate impacts and (2) other programs, services, or capital expenditures, beyond those enumerated, to respond to those impacts.
- **Provide premium pay for eligible workers performing essential work**, offering additional support to those who have and will bear the greatest health risks because of their service in critical sectors.
    - Recipients may provide premium pay to eligible workers – generally those working in-person in key economic sectors – who are below a wage threshold or non-exempt from the Fair Labor Standards Act overtime provisions, or if the recipient submits justification that the premium pay is responsive to workers performing essential work.
- **Invest in water, sewer, and broadband infrastructure**, making necessary investments to improve access to clean drinking water, to support vital wastewater and stormwater infrastructure, and to expand affordable access to broadband internet.
    - Recipients may fund a broad range of water and sewer projects, including those eligible under the EPA's Clean Water State Revolving Fund, EPA's Drinking Water State Revolving Fund, and certain additional projects, including a wide set of lead remediation, stormwater infrastructure, and aid for private wells and septic units.
    - Recipients may fund high-speed broadband infrastructure in areas of need that the recipient identifies, such as areas without access to adequate speeds, affordable options, or where connections are inconsistent or unreliable; completed projects must participate in a low-income subsidy program.

While recipients have considerable flexibility to use funds to address the diverse needs of their communities, some restrictions on use apply across all eligible use categories. These include:

- **For states and territories:** No offsets of a reduction in net tax revenue resulting from a change in state or territory law.

- **For all recipients except for Tribal governments:** No extraordinary contributions to a pension fund for the purpose of reducing an accrued, unfunded liability.

- **For all recipients:** No payments for debt service and replenishments of rainy day funds; no satisfaction of settlements and judgments; no uses that contravene or violate the American Rescue Plan Act, Uniform Guidance conflicts of interest requirements, and other federal, state, and local laws and regulations.

Under the SLFRF program, funds must be used for costs incurred on or after March 3, 2021. Further, funds must be obligated by December 31, 2024, and expended by December 31, 2026. This time period, during which recipients can expend SLFRF funds, is the "period of performance."

In addition to SLFRF, the American Rescue Plan includes other sources of funding for state and local governments, including the Coronavirus Capital Projects Fund to fund critical capital investments including broadband infrastructure; the Homeowner Assistance Fund to provide relief for our country's most vulnerable homeowners; the Emergency Rental Assistance Program to assist households that are unable to pay rent or utilities; and the State Small Business Credit Initiative to fund small business credit expansion initiatives. Eligible recipients are encouraged to visit the Treasury website for more information.

Replacing Lost Public Sector Revenue

The Coronavirus State and Local Fiscal Recovery Funds provide needed fiscal relief for recipients that have experienced revenue loss due to the onset of the COVID-19 public health emergency. Specifically, SLFRF funding may be used to pay for "government services" in an amount equal to the revenue loss experienced by the recipient due to the COVID-19 public health emergency.

Government services generally include any service traditionally provided by a government, including construction of roads and other infrastructure, provision of public safety and other services, and health and educational services. Funds spent under government services are subject to streamlined reporting and compliance requirements.

In order to use funds under government services, recipients should first determine revenue loss. They may, then, spend up to that amount on general government services.

DETERMINING REVENUE LOSS

Recipients have two options for how to determine their amount of revenue loss. Recipients must choose one of the two options and cannot switch between these approaches after an election is made.

1. **Recipients may elect a "standard allowance" of $10 million to spend on government services through the period of performance.**

   Under this option, which is newly offered in the final rule Treasury presumes that up to $10 million in revenue has been lost due to the public health emergency and recipients are permitted to use that amount (not to exceed the award amount) to fund "government services." The standard allowance provides an estimate of revenue loss that is based on an extensive analysis of average revenue loss across states and localities, and offers a simple, convenient way to determine revenue loss, particularly for SLFRF's smallest recipients.

   All recipients may elect to use this standard allowance instead of calculating lost revenue using the formula below, including those with total allocations of $10 million or less. Electing the standard allowance does not increase or decrease a recipient's total allocation.

2. **Recipients may calculate their actual revenue loss according to the formula articulated in the final rule.**

   Under this option, recipients calculate revenue loss at four distinct points in time, either at the end of each calendar year (e.g., December 31 for years 2020, 2021, 2022, and 2023) or the end of each fiscal year of the recipient. Under the flexibility provided in the final rule, recipients can choose whether to use calendar or fiscal year dates but must be consistent throughout the period of performance. Treasury has also provided several adjustments to the definition of general revenue in the final rule.

   To calculate revenue loss at each of these dates, recipients must follow a four-step process:

a. Calculate revenues collected in the most recent full fiscal year prior to the public health emergency (i.e., last full fiscal year before January 27, 2020), called the *base year revenue.*

b. Estimate *counterfactual revenue*, which is equal to the following formula, where *n* is the number of months elapsed since the end of the base year to the calculation date:

$$base\ year\ revenue\ \times (1 + growth\ adjustment)^{\frac{n}{12}}$$

The *growth adjustment* is the greater of either a standard growth rate—5.2 percent—or the recipient's average annual revenue growth in the last full three fiscal years prior to the COVID-19 public health emergency.

c. Identify *actual revenue*, which equals revenues collected over the twelve months immediately preceding the calculation date.

Under the final rule, recipients must adjust actual revenue totals for the effect of tax cuts and tax increases that are adopted after the date of adoption of the final rule (January 6, 2022). Specifically, the estimated fiscal impact of tax cuts and tax increases adopted after January 6, 2022, must be added or subtracted to the calculation of actual revenue for purposes of calculation dates that occur on or after April 1, 2022.

Recipients may subtract from their calculation of actual revenue the effect of tax increases enacted prior to the adoption of the final rule. Note that recipients that elect to remove the effect of tax increases enacted before the adoption of the final rule must also remove the effect of tax decreases enacted before the adoption of the final rule, such that they are accurately removing the effect of tax policy changes on revenue.

d. Revenue loss for the calculation date is equal to *counterfactual revenue* minus *actual revenue* (adjusted for tax changes) for the twelve-month period. If actual revenue exceeds counterfactual revenue, the loss is set to zero for that twelve-month period. Revenue loss for the period of performance is the sum of the revenue loss on for each calculation date.

The supplementary information in the final rule provides an example of this calculation, which recipients may find helpful, in the Revenue Loss section.

SPENDING ON GOVERNMENT SERVICES

Recipients can use SLFRF funds on government services up to the revenue loss amount, whether that be the standard allowance amount or the amount calculated using the above approach. **Government services generally include *any service* traditionally provided by a government**, unless Treasury has stated otherwise**.** Here are some common examples, although this list is not exhaustive:

- ✓ Construction of schools and hospitals
- ✓ Road building and maintenance, and other infrastructure
- ✓ Health services
- ✓ General government administration, staff, and administrative facilities
- ✓ Environmental remediation
- ✓ Provision of police, fire, and other public safety services (including purchase of fire trucks and police vehicles)

Government services is the most flexible eligible use category under the SLFRF program, and funds are subject to streamlined reporting and compliance requirements. Recipients should be mindful that certain restrictions, which are detailed further in the Restrictions on Use section and apply to all uses of funds, apply to government services as well.

Responding to Public Health and Economic Impacts of COVID-19

The Coronavirus State and Local Fiscal Recovery Funds provide resources for governments to meet the public health and economic needs of those impacted by the pandemic in their communities, as well as address longstanding health and economic disparities, which amplified the impact of the pandemic in disproportionately impacted communities, resulting in more severe pandemic impacts.

The eligible use category to respond to public health and negative economic impacts is organized around the types of assistance a recipient may provide and includes several sub-categories:

- public health,
- assistance to households,
- assistance to small businesses,
- assistance to nonprofits,
- aid to impacted industries, and
- public sector capacity.

In general, to identify eligible uses of funds in this category, recipients should (1) identify a COVID-19 public health or economic impact on an individual or class (i.e., a group) and (2) design a program that responds to that impact. Responses should be related and reasonably proportional to the harm identified and reasonably designed to benefit those impacted.

To provide simple, clear eligible uses of funds that meet this standard, Treasury provides a non-exhaustive list of enumerated uses that respond to pandemic impacts. Treasury also presumes that some populations experienced pandemic impacts and are eligible for responsive services. In other words, recipients providing enumerated uses of funds to populations presumed eligible are clearly operating consistently with the final rule.[1]

Recipients also have broad flexibility to (1) identify and respond to other pandemic impacts and (2) serve other populations that experienced pandemic impacts, beyond the enumerated uses and presumed eligible populations. Recipients can also identify groups or "classes" of beneficiaries that experienced pandemic impacts and provide services to those classes.

[1] However, please note that use of funds for enumerated uses may not be grossly disproportionate to the harm. Further, recipients should consult the Capital Expenditures section for more information about pursuing a capital expenditure; please note that enumerated capital expenditures are not presumed to be reasonably proportional responses to an identified harm except as provided in the Capital Expenditures section.

Step	1. Identify COVID-19 public health or economic impact	2. Design a response that addresses or responds to the impact
Analysis	• Can identify impact to a specific household, business or nonprofit or to a class of households, businesses, or nonprofits (i.e., group) • Can also identify disproportionate impacts, or more severe impacts, to a specific beneficiary or to a class	• Types of responses can include a program, service, or capital expenditure • Response should be related and reasonably proportional to the harm • Response should also be reasonably designed to benefit impacted individual or class
Simplifying Presumptions	• Final Rule presumes certain populations and classes are impacted and disproportionately impacted	• Final Rule provides non-exhaustive list of enumerated eligible uses that respond to pandemic impacts and disproportionate impacts

To assess eligibility of uses of funds, recipients should first determine the sub-category where their use of funds may fit (e.g., public health, assistance to households, assistance to small businesses), based on the entity that experienced the health or economic impact.[2] Then, recipients should refer to the relevant section for more details on each sub-category.

While the same overall eligibility standard applies to all uses of funds to respond to the public health and negative economic impacts of the pandemic, each sub-category has specific nuances on its application. In addition:

- Recipients interested in using funds for capital expenditures (i.e., investments in property, facilities, or equipment) should review the Capital Expenditures section in addition to the eligible use sub-category.
- Recipients interested in other uses of funds, beyond the enumerated uses, should refer to the section on "Framework for Eligible Uses Beyond Those Enumerated."

[2] For example, a recipient interested in providing aid to unemployed individuals is addressing a negative economic impact experienced by a household and should refer to the section on assistance to households. Recipients should also be aware of the difference between "beneficiaries" and "sub-recipients." Beneficiaries are households, small businesses, or nonprofits that can receive assistance based on impacts of the pandemic that they experienced. On the other hand, sub-recipients are organizations that carry out eligible uses on behalf of a government, often through grants or contracts. Sub-recipients do not need to have experienced a negative economic impact of the pandemic; rather, they are providing services to beneficiaries that experienced an impact.

RESPONDING TO THE PUBLIC HEALTH EMERGENCY

While the country has made tremendous progress in the fight against COVID-19, including a historic vaccination campaign, the disease still poses a grave threat to Americans' health and the economy. Providing state, local, and Tribal governments the resources needed to fight the COVID-19 pandemic is a core goal of the Coronavirus State and Local Fiscal Recovery Funds, as well as addressing the other ways that the pandemic has impacted public health. Treasury has identified several public health impacts of the pandemic and enumerated uses of funds to respond to impacted populations.

- **COVID-19 mitigation and prevention.** The pandemic has broadly impacted Americans and recipients can provide services to prevent and mitigate COVID-19 to the general public or to small businesses, nonprofits, and impacted industries in general. Enumerated eligible uses include:

  - ✓ Vaccination programs, including vaccine incentives and vaccine sites
  - ✓ Testing programs, equipment and sites
  - ✓ Monitoring, contact tracing & public health surveillance (e.g., monitoring for variants)
  - ✓ Public communication efforts
  - ✓ Public health data systems
  - ✓ COVID-19 prevention and treatment equipment, such as ventilators and ambulances
  - ✓ Medical and PPE/protective supplies
  - ✓ Support for isolation or quarantine
  - ✓ Ventilation system installation and improvement
  - ✓ Technical assistance on mitigation of COVID-19 threats to public health and safety
  - ✓ Transportation to reach vaccination or testing sites, or other prevention and mitigation services for vulnerable populations
  - ✓ Support for prevention, mitigation, or other services in congregate living facilities, public facilities, and schools
  - ✓ Support for prevention and mitigation strategies in small businesses, nonprofits, and impacted industries
  - ✓ Medical facilities generally dedicated to COVID-19 treatment and mitigation (e.g., ICUs, emergency rooms)
  - ✓ Temporary medical facilities and other measures to increase COVID-19 treatment capacity
  - ✓ Emergency operations centers & emergency response equipment (e.g., emergency response radio systems)
  - ✓ Public telemedicine capabilities for COVID-19 related treatment

- **Medical expenses.** Funds may be used for expenses to households, medical providers, or others that incurred medical costs due to the pandemic, including:
  - ✓ Unreimbursed expenses for medical care for COVID-19 testing or treatment, such as uncompensated care costs for medical providers or out-of-pocket costs for individuals
  - ✓ Paid family and medical leave for public employees to enable compliance with COVID-19 public health precautions
  - ✓ Emergency medical response expenses
  - ✓ Treatment of long-term symptoms or effects of COVID-19

- **Behavioral health care, such as mental health treatment, substance use treatment, and other behavioral health services.** Treasury recognizes that the pandemic has broadly impacted Americans' behavioral health and recipients can provide these services to the general public to respond. Enumerated eligible uses include:
  - ✓ Prevention, outpatient treatment, inpatient treatment, crisis care, diversion programs, outreach to individuals not yet engaged in treatment, harm reduction & long-term recovery support
  - ✓ Enhanced behavioral health services in schools
  - ✓ Services for pregnant women or infants born with neonatal abstinence syndrome
  - ✓ Support for equitable access to reduce disparities in access to high-quality treatment
  - ✓ Peer support groups, costs for residence in supportive housing or recovery housing, and the 988 National Suicide Prevention Lifeline or other hotline services
  - ✓ Expansion of access to evidence-based services for opioid use disorder prevention, treatment, harm reduction, and recovery
  - ✓ Behavioral health facilities & equipment

- **Preventing and responding to violence.** Recognizing that violence – and especially gun violence – has increased in some communities due to the pandemic, recipients may use funds to respond in these communities through:
  - ✓ Referrals to trauma recovery services for victims of crime
  - ✓ Community violence intervention programs, including:
    - Evidence-based practices like focused deterrence, with wraparound services such as behavioral therapy, trauma recovery, job training, education, housing and relocation services, and financial assistance
  - ✓ In communities experiencing increased gun violence due to the pandemic:
    - Law enforcement officers focused on advancing community policing
    - Enforcement efforts to reduce gun violence, including prosecution
    - Technology & equipment to support law enforcement response

RESPONDING TO NEGATIVE ECONOMIC IMPACTS

The pandemic caused severe economic damage and, while the economy is on track to a strong recovery, much work remains to continue building a robust, resilient, and equitable economy in the wake of the crisis and to ensure that the benefits of this recovery reach all Americans. While the pandemic impacted millions of American households and businesses, some of its most severe impacts fell on low-income and underserved communities, where pre-existing disparities amplified the impact of the pandemic and where the most work remains to reach a full recovery.

The final rule recognizes that the pandemic caused broad-based impacts that affected many communities, households, and small businesses across the country; for example, many workers faced unemployment and many small businesses saw declines in revenue. The final rule describes these as “impacted" households, communities, small businesses, and nonprofits.

At the same time, the pandemic caused disproportionate impacts, or more severe impacts, in certain communities. For example, low-income and underserved communities have faced more severe health and economic outcomes like higher rates of COVID-19 mortality and unemployment, often because pre-existing disparities exacerbated the impact of the pandemic. The final rule describes these as “disproportionately impacted” households, communities, small businesses, and nonprofits.

To simplify administration of the program, the final rule presumes that certain populations were “impacted” and “disproportionately impacted” by the pandemic; these populations are presumed to be eligible for services that respond to the impact they experienced. The final rule also enumerates a non-exhaustive list of eligible uses that are recognized as responsive to the impacts or disproportionate impacts of COVID-19. Recipients providing enumerated uses to populations presumed eligible are clearly operating consistently with the final rule.

As discussed further in the section Framework for Eligible Uses Beyond Those Enumerated, recipients can also identify other pandemic impacts, impacted or disproportionately impacted populations or classes, and responses.

Assistance to Households

Impacted Households and Communities

Treasury presumes the following households and communities are impacted by the pandemic:

- ✓ Low- or-moderate income households or communities
- ✓ Households that experienced unemployment
- ✓ Households that experienced increased food or housing insecurity
- ✓ Households that qualify for the Children's Health Insurance Program, Childcare Subsidies through the Child Care Development Fund (CCDF) Program, or Medicaid
- ✓ *When providing affordable housing programs*: households that qualify for the National Housing Trust Fund and Home Investment Partnerships Program
- ✓ *When providing services to address lost instructional time in K-12 schools*: any student that lost access to in-person instruction for a significant period of time

Low- or moderate-income households and communities are those with (i) income at or below 300 percent of the Federal Poverty Guidelines for the size of the household based on the most recently published poverty guidelines or (ii) income at or below 65 percent of the area median income for the county and size of household based on the most recently published data. For the vast majority of communities, the Federal Poverty Guidelines are higher than the area's median income and using the Federal Poverty Guidelines would result in more households and communities being presumed eligible. Treasury has provided an easy-to-use spreadsheet with Federal Poverty Guidelines and area median income levels on its website.

Recipients can measure income for a specific household or the median income for the community, depending on whether the response they plan to provide serves specific households or the general community. The income thresholds vary by household size; recipients should generally use income thresholds for the appropriate household size but can use a default household size of three when easier for administration or when measuring income for a general community.

The income limit for 300 percent of the Federal Poverty Guidelines for a household of three is $65,880 per year.[3] In other words, recipients can always presume that a household earning below this level, or a community with median income below this level, is impacted by the pandemic and eligible for services to respond. Additionally, by following the steps detailed in the section Framework for Eligible Uses Beyond Those Enumerated, recipients may designate additional households as impacted or disproportionately impacted beyond these presumptions, and may also pursue projects not listed below in response to these impacts consistent with Treasury's standards.

[3] For recipients in Alaska, the income limit for 300 percent of the Federal Poverty Guidelines for a household of three is $82,350 per year. For recipients in Hawaii, the income limit for 300 percent of the Federal Poverty Guidelines for a household of three is $75,780 per year.

Treasury recognizes the enumerated projects below, which have been expanded under the final rule, as eligible to respond to impacts of the pandemic on households and communities:

- ✓ Food assistance & food banks
- ✓ Emergency housing assistance: rental assistance, mortgage assistance, utility assistance, assistance paying delinquent property taxes, counseling and legal aid to prevent eviction and homelessness & emergency programs or services for homeless individuals, including temporary residences for people experiencing homelessness
- ✓ Health insurance coverage expansion
- ✓ Benefits for surviving family members of individuals who have died from COVID-19
- ✓ Assistance to individuals who want and are available for work, including job training, public jobs programs and fairs, support for childcare and transportation to and from a jobsite or interview, incentives for newly-employed workers, subsidized employment, grants to hire underserved workers, assistance to unemployed individuals to start small businesses & development of job and workforce training centers
- ✓ Financial services for the unbanked and underbanked
- ✓ Burials, home repair & home weatherization
- ✓ Programs, devices & equipment for internet access and digital literacy, including subsidies for costs of access
- ✓ Cash assistance
- ✓ Paid sick, medical, and family leave programs
- ✓ Assistance in accessing and applying for public benefits or services
- ✓ Childcare and early learning services, home visiting programs, services for child welfare-involved families and foster youth & childcare facilities
- ✓ Assistance to address the impact of learning loss for K-12 students (e.g., high-quality tutoring, differentiated instruction)
- ✓ Programs or services to support long-term housing security: including development of affordable housing and permanent supportive housing
- ✓ Certain contributions to an Unemployment Insurance Trust Fund[4]

[4] Recipients may only use SLFRF funds for contributions to unemployment insurance trust funds and repayment of the principal amount due on advances received under Title XII of the Social Security Act up to an amount equal to (i) the difference between the balance in the recipient's unemployment insurance trust fund as of January 27, 2020 and the balance of such account as of May 17, 2021, plus (ii) the principal amount outstanding as of May 17, 2021 on any advances received under Title XII of the Social Security Act between January 27, 2020 and May 17, 2021. Further, recipients may use SLFRF funds for the payment of any interest due on such Title XII advances. Additionally, a recipient that deposits SLFRF funds into its unemployment insurance trust fund to fully restore the pre-pandemic balance may not draw down that balance and deposit more SLFRF funds, back up to the pre-pandemic balance. Recipients that deposit SLFRF funds into an unemployment insurance trust fund, or use SLFRF funds to repay principal on Title XII advances, may not take action to reduce benefits available to unemployed workers by changing the computation method governing regular unemployment compensation in a way that results in a reduction of average weekly benefit amounts or the number of weeks of benefits payable (i.e., maximum benefit entitlement).

Disproportionately Impacted Households and Communities

Treasury presumes the following households and communities are disproportionately impacted by the pandemic:

- ✓ Low -income households and communities
- ✓ Households residing in Qualified Census Tracts
- ✓ Households that qualify for certain federal benefits[5]
- ✓ Households receiving services provided by Tribal governments
- ✓ Households residing in the U.S. territories or receiving services from these governments

Low-income households and communities are those with (i) income at or below 185 percent of the Federal Poverty Guidelines for the size of its household based on the most recently published poverty guidelines or (ii) income at or below 40 percent of area median income for its county and size of household based on the most recently published data. For the vast majority of communities, the Federal Poverty Guidelines level is higher than the area median income level and using this level would result in more households and communities being presumed eligible. Treasury has provided an easy-to-use spreadsheet with Federal Poverty Guidelines and area median income levels on its website.

Recipients can measure income for a specific household or the median income for the community, depending on whether the service they plan to provide serves specific households or the general community. The income thresholds vary by household size; recipients should generally use income thresholds for the appropriate household size but can use a default household size of three when easier for administration or when measuring income for a general community.

The income limit for 185 percent of the Federal Poverty Guidelines for a household of three is $40,626 per year.[6] In other words, recipients can always presume that a household earning below this level, or a community with median income below this level, is disproportionately impacted by the pandemic and eligible for services to respond.

[5] These programs are Temporary Assistance for Needy Families (TANF), Supplemental Nutrition Assistance Program (SNAP), Free- and Reduced-Price Lunch (NSLP) and/or School Breakfast (SBP) programs, Medicare Part D Low-Income Subsidies, Supplemental Security Income (SSI), Head Start and/or Early Head Start, Special Supplemental Nutrition Program for Women, Infants, and Children (WIC), Section 8 Vouchers, Low-Income Home Energy Assistance Program (LIHEAP), and Pell Grants. For services to address educational disparities, Treasury will recognize Title I eligible schools as disproportionately impacted and responsive services that support the school generally or support the whole school as eligible.

[6] For recipients in Alaska, the income limit for 185 percent of the Federal Poverty Guidelines for a household of three is $50,783 per year. For recipients in Hawaii, the income limit for 185 percent of the Federal Poverty Guidelines for a household of three is $46,731 per year

Treasury recognizes the enumerated projects below, which have been expanded under the final rule, as eligible to respond to disproportionate impacts of the pandemic on households and communities:

- ✓ Pay for community health workers to help households access health & social services
- ✓ Remediation of lead paint or other lead hazards
- ✓ Primary care clinics, hospitals, integration of health services into other settings, and other investments in medical equipment & facilities designed to address health disparities
- ✓ Housing vouchers & assistance relocating to neighborhoods with higher economic opportunity
- ✓ Investments in neighborhoods to promote improved health outcomes
- ✓ Improvements to vacant and abandoned properties, including rehabilitation or maintenance, renovation, removal and remediation of environmental contaminants, demolition or deconstruction, greening/vacant lot cleanup & conversion to affordable housing[7]
- ✓ Services to address educational disparities, including assistance to high-poverty school districts & educational and evidence-based services to address student academic, social, emotional, and mental health needs
- ✓ Schools and other educational equipment & facilities

[7] Please see the final rule for further details and conditions applicable to this eligible use. This includes Treasury's presumption that demolition of vacant or abandoned residential properties that results in a net reduction in occupiable housing units for low- and moderate-income individuals in an area where the availability of such housing is lower than the need for such housing is ineligible for support with SLFRF funds.

Assistance to Small Businesses

Small businesses have faced widespread challenges due to the pandemic, including periods of shutdown, declines in revenue, or increased costs. The final rule provides many tools for recipients to respond to the impacts of the pandemic on small businesses, or disproportionate impacts on businesses where pre-existing disparities like lack of access to capital compounded the pandemic's effects.

Small businesses eligible for assistance are those that experienced negative economic impacts or disproportionate impacts of the pandemic and meet the definition of "small business," specifically:

1. Have no more than 500 employees, or if applicable, the size standard in number of employees established by the Administrator of the Small Business Administration for the industry in which the business concern or organization operates, and
2. Are a small business concern as defined in section 3 of the Small Business Act[8] (which includes, among other requirements, that the business is independently owned and operated and is not dominant in its field of operation).

Impacted Small Businesses

Recipients can identify small businesses impacted by the pandemic, and measures to respond, in many ways; for example, recipients could consider:

- ✓ Decreased revenue or gross receipts
- ✓ Financial insecurity
- ✓ Increased costs
- ✓ Capacity to weather financial hardship
- ✓ Challenges covering payroll, rent or mortgage, and other operating costs

Assistance to small businesses that experienced negative economic impacts includes the following enumerated uses:

- ✓ Loans or grants to mitigate financial hardship, such as by supporting payroll and benefits, costs to retain employees, and mortgage, rent, utility, and other operating costs
- ✓ Technical assistance, counseling, or other services to support business planning

Disproportionately Impacted Small Businesses

Treasury presumes that the following small businesses are disproportionately impacted by the pandemic:

[8] 15 U.S.C. 632.

- ✓ Small businesses operating in Qualified Census Tracts
- ✓ Small businesses operated by Tribal governments or on Tribal lands
- ✓ Small businesses operating in the U.S. territories

Assistance to disproportionately impacted small businesses includes the following enumerated uses, which have been expanded under the final rule:

- ✓ Rehabilitation of commercial properties, storefront improvements & façade improvements
- ✓ Technical assistance, business incubators & grants for start-up or expansion costs for small businesses
- ✓ Support for microbusinesses, including financial, childcare, and transportation costs

Assistance to Nonprofits

Nonprofits have faced significant challenges due to the pandemic's increased demand for services and changing operational needs, as well as declines in revenue sources such as donations and fees. Nonprofits eligible for assistance are those that experienced negative economic impacts or disproportionate impacts of the pandemic and meet the definition of "nonprofit"—specifically those that are 501(c)(3) or 501(c)(19) tax-exempt organizations.

Impacted Nonprofits

Recipients can identify nonprofits impacted by the pandemic, and measures to respond, in many ways; for example, recipients could consider:

- ✓ Decreased revenue (e.g., from donations and fees)
- ✓ Financial insecurity
- ✓ Increased costs (e.g., uncompensated increases in service need)
- ✓ Capacity to weather financial hardship
- ✓ Challenges covering payroll, rent or mortgage, and other operating costs

Assistance to nonprofits that experienced negative economic impacts includes the following enumerated uses:

- ✓ Loans or grants to mitigate financial hardship
- ✓ Technical or in-kind assistance or other services that mitigate negative economic impacts of the pandemic

Disproportionately Impacted Nonprofits

Treasury presumes that the following nonprofits are disproportionately impacted by the pandemic:

- ✓ Nonprofits operating in Qualified Census Tracts
- ✓ Nonprofits operated by Tribal governments or on Tribal lands
- ✓ Nonprofits operating in the U.S. territories

Recipients may identify appropriate responses that are related and reasonably proportional to addressing these disproportionate impacts.

Aid to Impacted Industries

Recipients may use SLFRF funding to provide aid to industries impacted by the COVID-19 pandemic. Recipients should first designate an impacted industry and then provide aid to address the impacted industry's negative economic impact.

This sub-category of eligible uses does not separately identify disproportionate impacts and corresponding responsive services.

1. **Designating an impacted industry.** There are two main ways an industry can be designated as "impacted."

    1. If the industry is in the travel, tourism, or hospitality sectors (including Tribal development districts), the industry is impacted.

    2. If the industry is outside the travel, tourism, or hospitality sectors, the industry is impacted if:

        a. The industry experienced at least 8 percent employment loss from pre-pandemic levels,[9] or

        b. The industry is experiencing comparable or worse economic impacts as the national tourism, travel, and hospitality industries as of the date of the final rule, based on the totality of economic indicators or qualitative data (if quantitative data is unavailable), and if the impacts were generally due to the COVID-19 public health emergency.

    Recipients have flexibility to define industries broadly or narrowly, but Treasury encourages recipients to define narrow and discrete industries eligible for aid. State and territory recipients also have flexibility to define the industries with greater geographic precision; for example, a state may identify a particular industry in a certain region of a state as impacted.

2. **Providing eligible aid to the impacted industry.** Aid may only be provided to support businesses, attractions, and Tribal development districts operating prior to the pandemic and affected by required closures and other efforts to contain the pandemic. Further, aid should be generally broadly available to all businesses within the impacted industry to avoid potential conflicts of interest, and Treasury encourages aid to be first used for operational expenses, such as payroll, before being used on other types of costs.

[9] Specifically, a recipient should compare the percent change in the number of employees of the recipient's identified industry and the national Leisure & Hospitality sector in the three months before the pandemic's most severe impacts began (a straight three-month average of seasonally-adjusted employment data from December 2019, January 2020, and February 2020) with the latest data as of the final rule (a straight three-month average of seasonally-adjusted employment data from September 2021, October 2021, and November 2021). For parity and simplicity, smaller recipients without employment data that measure industries in their specific jurisdiction may use data available for a broader unit of government for this calculation (e.g., a county may use data from the state in which it is located; a city may use data for the county, if available, or state in which it is located) solely for purposes of determining whether a particular industry is an impacted industry.

Treasury recognizes the enumerated projects below as eligible responses to impacted industries.

- ✓ Aid to mitigate financial hardship, such as supporting payroll costs, lost pay and benefits for returning employees, support of operations and maintenance of existing equipment and facilities
- ✓ Technical assistance, counseling, or other services to support business planning
- ✓ COVID-19 mitigation and infection prevention measures (see section Public Health)

As with all eligible uses, recipients may pursue a project not listed above by undergoing the steps outlined in the section Framework for Eligible Uses Beyond Those Enumerated.

PUBLIC SECTOR CAPACITY

Recipients may use SLFRF funding to restore and bolster public sector capacity, which supports government's ability to deliver critical COVID-19 services. There are three main categories of eligible uses to bolster public sector capacity and workforce: Public Safety, Public Health, and Human Services Staff; Government Employment and Rehiring Public Sector Staff; and Effective Service Delivery.

Public Safety, Public Health, and Human Services Staff

SLFRF funding may be used for payroll and covered benefits for public safety, public health, health care, human services and similar employees of a recipient government, for the portion of the employee's time spent responding to COVID-19. Recipients should follow the steps below.

1. **Identify eligible public safety, public health, and human services staff.** Public safety staff include:

   - ✓ Police officers (including state police officers)
   - ✓ Sheriffs and deputy sheriffs
   - ✓ Firefighters
   - ✓ Emergency medical responders
   - ✓ Correctional and detention officers
   - ✓ Dispatchers and supervisor personnel that directly support public safety staff

   Public health staff include:

   - ✓ Employees involved in providing medical and other physical or mental health services to patients and supervisory personnel, including medical staff assigned to schools, prisons, and other such institutions
   - ✓ Laboratory technicians, medical examiners, morgue staff, and other support services essential for patient care
   - ✓ Employees of public health departments directly engaged in public health matters and related supervisory personnel

   Human services staff include:

   - ✓ Employees providing or administering social services and public benefits
   - ✓ Child welfare services employees
   - ✓ Child, elder, or family care employees

2. **Assess portion of time spent on COVID-19 response for eligible staff.**

   Recipients can use a variety of methods to assess the share of an employees' time spent responding to COVID-19, including using reasonable estimates—such as estimating the share of time based on discussions with staff and applying that share to all employees in that position.

   For administrative convenience, recipients can consider public health and safety employees entirely devoted to responding to COVID-19 (and their payroll and benefits fully covered by SLFRF) if the

employee, or his or her operating unit or division, is "primarily dedicated" to responding to COVID-19. Primarily dedicated means that more than half of the employee, unit, or division's time is dedicated to responding to COVID-19.

Recipients must periodically reassess their determination and maintain records to support their assessment, although recipients do not need to track staff hours.

3. **Use SLFRF funding for payroll and covered benefits for the portion of eligible staff time spent on COVID-19 response.** SLFRF funding may be used for payroll and covered benefits for the portion of the employees' time spent on COVID-19 response, as calculated above, through the period of performance.

Government Employment and Rehiring Public Sector Staff

Under the increased flexibility of the final rule, SLFRF funding may be used to support a broader set of uses to restore and support public sector employment. Eligible uses include hiring up to a pre-pandemic baseline that is adjusted for historic underinvestment in the public sector, providing additional funds for employees who experienced pay cuts or were furloughed, avoiding layoffs, providing worker retention incentives, and paying for ancillary administrative costs related to hiring, support, and retention.

- **Restoring pre-pandemic employment.** Recipients have two options to restore pre-pandemic employment, depending on the recipient's needs.

  - *If the recipient simply wants to hire back employees for pre-pandemic positions:* Recipients may use SLFRF funds to hire employees for the same positions that existed on January 27, 2020 but that were unfilled or eliminated as of March 3, 2021. Recipients may use SLFRF funds to cover payroll and covered benefits for such positions through the period of performance.

  - *If the recipient wants to hire above the pre-pandemic baseline and/or would like to have flexibility in positions:* Recipients may use SLFRF funds to pay for payroll and covered benefits associated with the recipient increasing its number of budgeted FTEs up to 7.5 percent above its pre-pandemic baseline. Specifically, recipients should undergo the following steps:

    a. Identify the recipient's budgeted FTE level on January 27, 2020. This includes all budgeted positions, filled and unfilled. This is called the *pre-pandemic baseline*.
    b. Multiply the pre-pandemic baseline by 1.075. This is called the *adjusted pre-pandemic baseline*.
    c. Identify the recipient's budgeted FTE level on March 3, 2021, which is the beginning of the period of performance for SLFRF funds. Recipients may, but are not required to, exclude the number of FTEs dedicated to responding to the COVID-19 public health emergency. This is called the *actual number of FTEs*.
    d. Subtract the *actual number of FTEs* from the *adjusted pre-pandemic baseline* to calculate the number of FTEs that can be covered by SLFRF funds. Recipients do not have to hire for the same roles that existed pre-pandemic.

Recipients may use SLFRF funds to cover payroll and covered benefits through the period of performance; these employees must have begun their employment on or after March 3, 2021. Recipients may only use SLFRF funds for additional FTEs hired over the March 3, 2021 level (i.e., the *actual number of FTEs*).

- **Supporting and retaining public sector workers.** Recipients can also use funds in other ways that support the public sector workforce.[10] These include:
    - **Providing additional funding for employees who experienced pay reductions or were furloughed** since the onset of the pandemic, up to the difference in the employee's pay, taking into account unemployment benefits received.
    - **Maintaining current compensation levels to prevent layoffs.** SLFRF funds may be used to maintain current compensation levels, with adjustments for inflation, in order to prevent layoffs that would otherwise be necessary.
    - **Providing worker retention incentives, including reasonable increases in compensation** to persuade employees to remain with the employer as compared to other employment options. Retention incentives must be entirely additive to an employee's regular compensation, narrowly tailored to need, and should not exceed incentives traditionally offered by the recipient or compensation that alternative employers may offer to compete for the employees. Treasury presumes that retention incentives that are less than 25 percent of the rate of base pay for an individual employee or 10 percent for a group or category of employees are reasonably proportional to the need to retain employees, as long as other requirements are met.
- **Covering administrative costs associated with administering the hiring, support, and retention programs above.**

Effective Service Delivery

SLFRF funding may be used to improve the efficacy of public health and economic programs through tools like program evaluation, data, and outreach, as well as to address administrative needs caused or exacerbated by the pandemic. Eligible uses include:

- **Supporting program evaluation, data, and outreach through:**

[10] Recipients should be able to substantiate that these uses of funds are substantially due to the public health emergency or its negative economic impacts (e.g., fiscal pressures on state and local budgets) and respond to its impacts. See the final rule for details on these uses.

- ✓ Program evaluation and evidence resources
- ✓ Data analysis resources to gather, assess, share, and use data
- ✓ Technology infrastructure to improve access to and the user experience of government IT systems, as well as technology improvements to increase public access and delivery of government programs and services
- ✓ Community outreach and engagement activities
- ✓ Capacity building resources to support using data and evidence, including hiring staff, consultants, or technical assistance support

- **Addressing administrative needs, including:**
  - ✓ Administrative costs for programs responding to the public health emergency and its economic impacts, including non-SLFRF and non-federally funded programs
  - ✓ Address administrative needs caused or exacerbated by the pandemic, including addressing backlogs caused by shutdowns, increased repair or maintenance needs, and technology infrastructure to adapt government operations to the pandemic (e.g., video-conferencing software, data and case management systems)

CAPITAL EXPENDITURES

As described above, the final rule clarifies that recipients may use funds for programs, services, and capital expenditures that respond to the public health and negative economic impacts of the pandemic. Any use of funds in this category for a capital expenditure must comply with the capital expenditure requirements, in addition to other standards for uses of funds.

Capital expenditures are subject to the same eligibility standard as other eligible uses to respond to the pandemic's public health and economic impacts; specifically, they must be related and reasonably proportional to the pandemic impact identified and reasonably designed to benefit the impacted population or class.

For ease of administration, the final rule identifies enumerated types of capital expenditures that Treasury has identified as responding to the pandemic's impacts; these are listed in the applicable sub-category of eligible uses (e.g., public health, assistance to households, etc.). Recipients may also identify other responsive capital expenditures. Similar to other eligible uses in the SLFRF program, no pre-approval is required for capital expenditures.

To guide recipients' analysis of whether a capital expenditure meets the eligibility standard, recipients (with the exception of Tribal governments) must complete and meet the requirements of a written justification for capital expenditures equal to or greater than $1 million. For large-scale capital expenditures, which have high costs and may require an extended length of time to complete, as well as most capital expenditures for non-enumerated uses of funds, Treasury requires recipients to submit their written justification as part of regular reporting. Specifically:

<table>
<tr><th>If a project has total capital expenditures of</th><th>and the use is enumerated by Treasury as eligible, then</th><th>and the use is beyond those enumerated by Treasury as eligible, then</th></tr>
<tr><td>Less than $1 million</td><td>No Written Justification required</td><td>No Written Justification required</td></tr>
<tr><td>Greater than or equal to $1 million, but less than $10 million</td><td>Written Justification required but recipients are not required to submit as part of regular reporting to Treasury</td><td rowspan="2">Written Justification required and recipients must submit as part of regular reporting to Treasury</td></tr>
<tr><td>$10 million or more</td><td>Written Justification required and recipients must submit as part of regular reporting to Treasury</td></tr>
</table>

A Written Justification includes:

- *Description of the harm or need to be addressed.* Recipients should provide a description of the specific harm or need to be addressed and why the harm was exacerbated or caused by the public health emergency. Recipients may provide quantitative information on the extent and the type of harm, such as the number of individuals or entities affected.

- *Explanation of why a capital expenditure is appropriate.* For example, recipients should include an explanation of why existing equipment and facilities, or policy changes or additional funding to pertinent programs or services, would be inadequate.
- *Comparison of proposed capital project against at least two alternative capital expenditures and demonstration of why the proposed capital expenditure is superior.* Recipients should consider the effectiveness of the capital expenditure in addressing the harm identified and the expected total cost (including pre-development costs) against at least two alternative capital expenditures.

Where relevant, recipients should consider the alternatives of improving existing capital assets already owned or leasing other capital assets.

Treasury presumes that the following capital projects are generally ineligible:

- Construction of new correctional facilities as a response to an increase in rate of crime
- Construction of new congregate facilities to decrease spread of COVID-19 in the facility
- Construction of convention centers, stadiums, or other large capital projects intended for general economic development or to aid impacted industries

In undertaking capital expenditures, Treasury encourages recipients to adhere to strong labor standards, including project labor agreements and community benefits agreements that offer wages at or above the prevailing rate and include local hire provisions. Treasury also encourages recipients to prioritize in their procurements employers with high labor standards and to prioritize employers without recent violations of federal and state labor and employment laws.

FRAMEWORK FOR ELIGIBLE USES BEYOND THOSE ENUMERATED

As described above, recipients have broad flexibility to identify and respond to other pandemic impacts and serve other populations that experienced pandemic impacts, beyond the enumerated uses and presumed eligible populations. Recipients should undergo the following steps to decide whether their project is eligible:

Step	1. Identify COVID-19 public health or economic impact	2. Design a response that addresses or responds to the impact
Analysis	• Can identify impact to a specific household, business or nonprofit or to a class of households, businesses or nonprofits (i.e., group) • Can also identify disproportionate impacts, or more severe impacts, to a specific beneficiary or to a class	• Types of responses can include a program, service, or capital expenditure • Response should be related and reasonably proportional to the harm • Response should also be reasonably designed to benefit impacted individual or class

1. **Identify a COVID-19 public health or negative economic impact on an individual or a class.** Recipients should identify an individual or class that is "impacted" or "disproportionately impacted" by the COVID-19 public health emergency or its negative economic impacts as well as the specific impact itself.

    - "Impacted" entities are those impacted by the disease itself or the harmful consequences of the economic disruptions resulting from or exacerbated by the COVID-19 public health emergency. For example, an individual who lost their job or a small business that saw lower revenue during a period of closure would both have experienced impacts of the pandemic.

    - "Disproportionately impacted" entities are those that experienced disproportionate public health or economic outcomes from the pandemic; Treasury recognizes that pre-existing disparities, in many cases, amplified the impacts of the pandemic, causing more severe impacts in underserved communities. For example, a household living in a neighborhood with limited access to medical care and healthy foods may have faced health disparities before the pandemic, like a higher rate of chronic health conditions, that contributed to more severe health outcomes during the COVID-19 pandemic.

    The recipient may choose to identify these impacts at either the individual level or at a class level. If the recipient is identifying impacts at the individual level, they should retain documentation supporting the impact the individual experienced (e.g., documentation of lost revenues from a small business). Such documentation can be streamlined in many cases (e.g., self-attestation that a household requires food assistance).

    Recipients also have broad flexibility to identify a "class" – or a group of households, small businesses, or nonprofits – that experienced an impact. In these cases, the recipients should

first identify the class and the impact that it faced. Then, recipients only need to document that the individuals served fall within that class; recipients do not need to document a specific impact to each individual served. For example, a recipient could identify that restaurants in the downtown area faced substantial declines in revenue due to decreased foot traffic from workers; the recipient could develop a program to respond to the impact on that class and only needs to document that the businesses being served are restaurants in the downtown area.

Recipients should keep the following considerations in mind when designating a class:

- **There should be a relationship between the definition of the class and the proposed response.** Larger and less-specific classes are less likely to have experienced similar harms, which may make it more difficult to design a response that appropriately responds to those harms.
- **Classes may be determined on a population basis or on a geographic basis**, and the response should be appropriately matched. For example, a response might be designed to provide childcare to single parents, regardless of which neighborhood they live in, or a response might provide a park to improve the health of a disproportionately impacted neighborhood.
- **Recipients may designate classes that experienced disproportionate impact**, by assessing the impacts of the pandemic and finding that some populations experienced meaningfully more severe impacts than the general public. To determine these disproportionate impacts, recipients:
    - May designate classes based on academic research or government research publications (such as the citations provided in the supplementary information in the final rule), through analysis of their own data, or through analysis of other existing data sources.
    - May also consider qualitative research and sources to augment their analysis, or when quantitative data is not readily available. Such sources might include resident interviews or feedback from relevant state and local agencies, such as public health departments or social services departments.
    - Should consider the quality of the research, data, and applicability of analysis to their determination in all cases.
- **Some of the enumerated uses may also be appropriate responses to the impacts experienced by other classes of beneficiaries**. It is permissible for recipients to provide these services to other classes, so long as the recipient determines that the response is also appropriate for those groups.
- **Recipients may designate a class based on income level, including at levels higher than the final rule definition of "low- and moderate-income."** For example, a recipient may identify that households in their community with incomes above the final rule threshold for low-income nevertheless experienced disproportionate impacts from the pandemic and provide responsive services.

2. **Design a response that addresses or responds to the impact.** Programs, services, and other interventions must be reasonably designed to benefit the individual or class that experienced

the impact. They must also be related and reasonably proportional to the extent and type of impact experienced. For example, uses that bear no relation or are grossly disproportionate to the type or extent of the impact would not be eligible.

"Reasonably proportional" refers to the scale of the response compared to the scale of the harm, as well as the targeting of the response to beneficiaries compared to the amount of harm they experienced; for example, it may not be reasonably proportional for a cash assistance program to provide a very small amount of aid to a group that experienced severe harm and a much larger amount to a group that experienced relatively little harm. Recipients should consider relevant factors about the harm identified and the response to evaluate whether the response is reasonably proportional. For example, recipients may consider the size of the population impacted and the severity, type, and duration of the impact. Recipients may also consider the efficacy, cost, cost-effectiveness, and time to delivery of the response.

For disproportionately impacted communities, recipients may design interventions that address broader pre-existing disparities that contributed to more severe health and economic outcomes during the pandemic, such as disproportionate gaps in access to health care or pre-existing disparities in educational outcomes that have been exacerbated by the pandemic.

Premium Pay

The Coronavirus State and Local Fiscal Recovery Funds may be used to provide premium pay to eligible workers performing essential work during the pandemic. Premium pay may be awarded to eligible workers up to $13 per hour. Premium pay must be in addition to wages or remuneration (i.e., compensation) the eligible worker otherwise receives. Premium pay may not exceed $25,000 for any single worker during the program.

Recipients should undergo the following steps to provide premium pay to eligible workers.

1. **Identify an "eligible" worker.** Eligible workers include workers "needed to maintain continuity of operations of essential critical infrastructure sectors." These sectors and occupations are eligible:

   - ✓ Health care
   - ✓ Emergency response
   - ✓ Sanitation, disinfection & cleaning
   - ✓ Maintenance
   - ✓ Grocery stores, restaurants, food production, and food delivery
   - ✓ Pharmacy
   - ✓ Biomedical research
   - ✓ Behavioral health
   - ✓ Medical testing and diagnostics
   - ✓ Home and community-based health care or assistance with activities of daily living
   - ✓ Family or child care
   - ✓ Social services
   - ✓ Public health
   - ✓ Mortuary
   - ✓ Critical clinical research, development, and testing necessary for COVID-19 response
   - ✓ State, local, or Tribal government workforce
   - ✓ Workers providing vital services to Tribes
   - ✓ Educational, school nutrition, and other work required to operate a school facility
   - ✓ Laundry
   - ✓ Elections
   - ✓ Solid waste or hazardous materials management, response, and cleanup
   - ✓ Work requiring physical interaction with patients
   - ✓ Dental care
   - ✓ Transportation and warehousing
   - ✓ Hotel and commercial lodging facilities that are used for COVID-19 mitigation and containment

   Beyond this list, the chief executive (or equivalent) of a recipient government may designate additional non-public sectors as critical so long as doing so is necessary to protecting the health and wellbeing of the residents of such jurisdictions.

2. **Verify that the eligible worker performs "essential work,"** meaning work that:

   - Is not performed while teleworking from a residence; and
   - Involves either:
     a. regular, in-person interactions with patients, the public, or coworkers of the individual that is performing the work; or
     b. regular physical handling of items that were handled by, or are to be handled by, patients, the public, or coworkers of the individual that is performing the work.

3. **Confirm that the premium pay "responds to" workers performing essential work during the COVID-19 public health emergency.** Under the final rule, which broadened the share of eligible workers who can receive premium pay without a written justification, recipients may meet this requirement in one of three ways:

    - Eligible worker receiving premium pay is earning (with the premium included) at or below 150 percent of their residing state or county's average annual wage for all occupations, as defined by the Bureau of Labor Statistics' Occupational Employment and Wage Statistics, whichever is higher, on an annual basis; or

    - Eligible worker receiving premium pay is not exempt from the Fair Labor Standards Act overtime provisions; or

    - If a worker does not meet either of the above requirements, the recipient must submit written justification to Treasury detailing how the premium pay is otherwise responsive to workers performing essential work during the public health emergency. This may include a description of the essential worker's duties, health, or financial risks faced due to COVID-19, and why the recipient determined that the premium pay was responsive. Treasury anticipates that recipients will easily be able to satisfy the justification requirement for front-line workers, like nurses and hospital staff.

Premium pay may be awarded in installments or lump sums (e.g., monthly, quarterly, etc.) and may be awarded to hourly, part-time, or salaried or non-hourly workers. Premium pay must be paid in addition to wages already received and may be paid retrospectively. A recipient may not use SLFRF to merely reimburse itself for premium pay or hazard pay already received by the worker, and premium pay may not be paid to volunteers.

Water & Sewer Infrastructure

The Coronavirus State and Local Fiscal Recovery Funds may be used to make necessary investments in water and sewer infrastructure. State, local, and Tribal governments have a tremendous need to address the consequences of deferred maintenance in drinking water systems and removal, management, and treatment of sewage and stormwater, along with additional resiliency measures needed to adapt to climate change.

Recipients may undertake the eligible projects below:

PROJECTS ELIGIBLE UNDER EPA'S CLEAN WATER STATE REVOLVING FUND (CWSRF)

Eligible projects under the CWSRF, and the final rule, include:

- ✓ Construction of publicly owned treatment works
- ✓ Projects pursuant to implementation of a nonpoint source pollution management program established under the Clean Water Act (CWA)
- ✓ Decentralized wastewater treatment systems that treat municipal wastewater or domestic sewage
- ✓ Management and treatment of stormwater or subsurface drainage water
- ✓ Water conservation, efficiency, or reuse measures
- ✓ Development and implementation of a conservation and management plan under the CWA
- ✓ Watershed projects meeting the criteria set forth in the CWA
- ✓ Energy consumption reduction for publicly owned treatment works
- ✓ Reuse or recycling of wastewater, stormwater, or subsurface drainage water
- ✓ Security of publicly owned treatment works

Treasury encourages recipients to review the EPA handbook for the CWSRF for a full list of eligibilities.

PROJECTS ELIGIBLE UNDER EPA'S DRINKING WATER STATE REVOLVING FUND (DWSRF)

Eligible drinking water projects under the DWSRF, and the final rule, include:

- ✓ Facilities to improve drinking water quality
- ✓ Transmission and distribution, including improvements of water pressure or prevention of contamination in infrastructure and lead service line replacements
- ✓ New sources to replace contaminated drinking water or increase drought resilience, including aquifer storage and recovery system for water storage
- ✓ Green infrastructure, including green roofs, rainwater harvesting collection, permeable pavement
- ✓ Storage of drinking water, such as to prevent contaminants or equalize water demands
- ✓ Purchase of water systems and interconnection of systems
- ✓ New community water systems

Treasury encourages recipients to review the EPA handbook for the DWSRF for a full list of eligibilities.

ADDITIONAL ELIGIBLE PROJECTS

With broadened eligibility under the final rule, SLFRF funds may be used to fund additional types of projects— such as additional stormwater infrastructure, residential wells, lead remediation, and certain rehabilitations of dams and reservoirs — beyond the CWSRF and DWSRF, if they are found to be "necessary" according to the definition provided in the final rule and outlined below.

- ✓ Culvert repair, resizing, and removal, replacement of storm sewers, and additional types of stormwater infrastructure
- ✓ Infrastructure to improve access to safe drinking water for individual served by residential wells, including testing initiatives, and treatment/remediation strategies that address contamination
- ✓ Dam and reservoir rehabilitation if primary purpose of dam or reservoir is for drinking water supply and project is necessary for provision of drinking water
- ✓ Broad set of lead remediation projects eligible under EPA grant programs authorized by the Water Infrastructure Improvements for the Nation (WIIN) Act, such as lead testing, installation of corrosion control treatment, lead service line replacement, as well as water quality testing, compliance monitoring, and remediation activities, including replacement of internal plumbing and faucets and fixtures in schools and childcare facilities

A "necessary" investment in infrastructure must be:

(1) responsive to an identified need to achieve or maintain an adequate minimum level of service, which may include a reasonable projection of increased need, whether due to population growth or otherwise,
(2) a cost-effective means for meeting that need, taking into account available alternatives, and
(3) for investments in infrastructure that supply drinking water in order to meet projected population growth, projected to be sustainable over its estimated useful life.

Please note that DWSRF and CWSRF-eligible projects are generally presumed to be necessary investments. Additional eligible projects generally must be responsive to an identified need to achieve or maintain an adequate minimum level of service. Recipients are only required to assess cost-effectiveness of projects for the creation of new drinking water systems, dam and reservoir rehabilitation projects, or projects for the extension of drinking water service to meet population growth needs. Recipients should review the supplementary information to the final rule for more details on requirements applicable to each type of investment.

APPLICABLE STANDARDS & REQUIREMENTS

Treasury encourages recipients to adhere to strong labor standards, including project labor agreements and community benefits agreements that offer wages at or above the prevailing rate and include local hire provisions. Treasury also encourages recipients to prioritize in their procurements employers with high labor standards and to prioritize employers without recent violations of federal and state labor and employment laws.

Broadband Infrastructure

The Coronavirus State and Local Fiscal Recovery Funds may be used to make necessary investments in broadband infrastructure, which has been shown to be critical for work, education, healthcare, and civic participation during the public health emergency. The final rule broadens the set of eligible broadband infrastructure investments that recipients may undertake.

Recipients may pursue investments in broadband infrastructure meeting technical standards detailed below, as well as an expanded set of cybersecurity investments.

BROADBAND INFRASTRUCTURE INVESTMENTS

Recipients should adhere to the following requirements when designing a broadband infrastructure project:

1. **Identify an eligible area for investment.** Recipients are encouraged to prioritize projects that are designed to serve locations without access to reliable wireline 100/20 Mbps broadband service (meaning service that reliably provides 100 Mbps download speed and 20 Mbps upload speed through a wireline connection), but are broadly able to invest in projects designed to provide service to locations with an identified need for additional broadband investment. Recipients have broad flexibility to define need in their community. Examples of need could include:

   - ✓ Lack of access to a reliable high-speed broadband connection
   - ✓ Lack of affordable broadband
   - ✓ Lack of reliable service

   If recipients are considering deploying broadband to locations where there are existing and enforceable federal or state funding commitments for reliable service of at least 100/20 Mbps, recipients must ensure that SLFRF funds are designed to address an identified need for additional broadband investment that is not met by existing federal or state funding commitments. Recipients must also ensure that SLFRF funds will not be used for costs that will be reimbursed by the other federal or state funding streams.

2. **Design project to meet high-speed technical standards.** Recipients are required to design projects to, upon completion, reliably meet or exceed symmetrical 100 Mbps download and upload speeds. In cases where it is not practicable, because of the excessive cost of the project or geography or topography of the area to be served by the project, eligible projects may be designed to reliably meet or exceed 100/20 Mbps and be scalable to a minimum of symmetrical 100 Mbps download and upload speeds.

   Treasury encourages recipients to prioritize investments in fiber-optic infrastructure wherever feasible and to focus on projects that will achieve last-mile connections. Further, Treasury encourages recipients to prioritize support for broadband networks owned, operated by, or affiliated with local governments, nonprofits, and co-operatives.

3. **Require enrollment in a low-income subsidy program.** Recipients must require the service provider for a broadband project that provides service to households to either:

   - ✓ Participate in the FCC's Affordable Connectivity Program (ACP)
   - ✓ Provide access to a broad-based affordability program to low-income consumers that provides benefits commensurate to ACP

   Treasury encourages broadband services to also include at least one low-cost option offered without data usage caps at speeds sufficient for a household with multiple users to simultaneously telework and engage in remote learning. Recipients are also encouraged to consult with the community on affordability needs.

CYBERSECURITY INVESTMENTS

SLFRF may be used for modernization of cybersecurity for existing and new broadband infrastructure, regardless of their speed delivery standards. This includes modernization of hardware and software.

APPLICABLE STANDARDS & REQUIREMENTS

Treasury encourages recipients to adhere to strong labor standards, including project labor agreements and community benefits agreements that offer wages at or above the prevailing rate and include local hire provisions. Treasury also encourages recipients to prioritize in their procurements employers with high labor standards and to prioritize employers without recent violations of federal and state labor and employment laws.

Restrictions on Use

While recipients have considerable flexibility to use Coronavirus State and Local Fiscal Recovery Funds to address the diverse needs of their communities, some restrictions on use of funds apply.

OFFSET A REDUCTION IN NET TAX REVENUE

- **States and territories may not use this funding to directly or indirectly offset a reduction in net tax revenue resulting from a change in law, regulation, or administrative interpretation beginning on March 3, 2021, through the last day of the fiscal year in which the funds provided have been spent.** If a state or territory cuts taxes during this period, it must demonstrate how it paid for the tax cuts from sources other than SLFRF, such as by enacting policies to raise other sources of revenue, by cutting spending, or through higher revenue due to economic growth. If the funds provided have been used to offset tax cuts, the amount used for this purpose must be repaid to the Treasury.

DEPOSITS INTO PENSION FUNDS

- **No recipients except Tribal governments may use this funding to make a deposit to a pension fund.** Treasury defines a "deposit" as an extraordinary contribution to a pension fund for the purpose of reducing an accrued, unfunded liability. While pension deposits are prohibited, recipients may use funds for routine payroll contributions connected to an eligible use of funds (e.g., for public health and safety staff). Examples of extraordinary payments include ones that:
  - Reduce a liability incurred prior to the start of the COVID-19 public health emergency and occur outside the recipient's regular timing for making the payment
  - Occur at the regular time for pension contributions but is larger than a regular payment would have been

ADDITIONAL RESTRICTIONS AND REQUIREMENTS

Additional restrictions and requirements that apply across all eligible use categories include:

- **No debt service or replenishing financial reserves.** Since SLFRF funds are intended to be used prospectively, recipients may not use SLFRF funds for debt service or replenishing financial reserves (e.g., rainy day funds).

- **No satisfaction of settlements and judgments.** Satisfaction of any obligation arising under or pursuant to a settlement agreement, judgment, consent decree, or judicially confirmed debt restructuring in a judicial, administrative, or regulatory proceeding is itself not an eligible use. However, if a settlement requires the recipient to provide services or incur other costs that are an eligible use of SLFRF funds, SLFRF may be used for those costs.

- **Additional general restrictions.** SLFRF funds may not be used for a project that conflicts with or contravenes the purpose of the American Rescue Plan Act statute (e.g., uses of funds that

undermine COVID-19 mitigation practices in line with CDC guidance and recommendations) and may not be used in violation of the Award Terms and Conditions or conflict of interest requirements under the Uniform Guidance. Other applicable laws and regulations, outside of SLFRF program requirements, may also apply (e.g., laws around procurement, contracting, conflicts-of-interest, environmental standards, or civil rights).

Program Administration

The Coronavirus State and Local Fiscal Recovery Funds final rule details a number of administrative processes and requirements, including on distribution of funds, timeline for use of funds, transfer of funds, treatment of loans, use of funds to meet non-federal match or cost-share requirements, administrative expenses, reporting on use of funds, and remediation and recoupment of funds used for ineligible purposes. This section provides a summary for the most frequently asked questions.

TIMELINE FOR USE OF FUNDS

Under the SLFRF, funds must be used for costs incurred on or after March 3, 2021. Further, costs must be obligated by December 31, 2024, and expended by December 31, 2026.

TRANSFERS

Recipients may undertake projects on their own or through subrecipients, which carry out eligible uses on behalf of a recipient, including pooling funds with other recipients or blending and braiding SLFRF funds with other sources of funds. Localities may also transfer their funds to the state through section 603(c)(4), which will decrease the locality's award and increase the state award amounts.

LOANS

Recipients may generally use SLFRF funds to provide loans for uses that are otherwise eligible, although there are special rules about how recipients should track program income depending on the length of the loan. Recipients should consult the final rule if they seek to utilize these provisions.

NON-FEDERAL MATCH OR COST-SHARE REQUIREMENTS

Funds available under the "revenue loss" eligible use category (sections 602(c)(1)(C) and 603(c)(1)(C) of the Social Security Act) generally may be used to meet the non-federal cost-share or matching requirements of other federal programs. However, note that SLFRF funds may not be used as the non-federal share for purposes of a state's Medicaid and CHIP programs because the Office of Management and Budget has approved a waiver as requested by the Centers for Medicare & Medicaid Services pursuant to 2 CFR 200.102 of the Uniform Guidance and related regulations.

SLFRF funds beyond those that are available under the revenue loss eligible use category may not be used to meet the non-federal match or cost-share requirements of other federal programs, other than as specifically provided for by statute. As an example, the Infrastructure Investment and Jobs Act provides that SLFRF funds may be used to meet the non-federal match requirements of authorized Bureau of Reclamation projects and certain broadband deployment projects. Recipients should consult the final rule for further details if they seek to utilize SLFRF funds as a match for these projects.

ADMINISTRATIVE EXPENSES

SLFRF funds may be used for direct and indirect administrative expenses involved in administering the program. For details on permissible direct and indirect administrative costs, recipients should refer to Treasury's Compliance and Reporting Guidance. Costs incurred for the same purpose in like circumstances must be treated consistently as either direct or indirect costs.

REPORTING, COMPLIANCE & RECOUPMENT

Recipients are required to comply with Treasury's Compliance and Reporting Guidance, which includes submitting mandatory periodic reports to Treasury.

Funds used in violation of the final rule are subject to remediation and recoupment. As outlined in the final rule, Treasury may identify funds used in violation through reporting or other sources. Recipients will be provided with an initial written notice of recoupment with an opportunity to submit a request for reconsideration before Treasury provides a final notice of recoupment. If the recipient receives an initial notice of recoupment and does not submit a request for reconsideration, the initial notice will be deemed the final notice. Treasury may pursue other forms of remediation and monitoring in conjunction with, or as an alternative to, recoupment.

AGENDA

HIGHLAND CITY

CITY COUNCIL AGENDA REPORT
ITEM #9

DATE: Tuesday, March 15, 2022

TO: Honorable Mayor and Members of the City Council

FROM: Erin Wells, Assistant City Administrator

SUBJECT: **ACTION:** Highland Glen Playground Upgrade

TYPE: **ADMNISTRATIVE:** Council is selecting a vendor for the Highland Glen Park playground per the Purchasing Policy outlined in Municipal Code.

PURPOSE:

The City Council will consider the execution of a contract for the purchase and construction of the selected playground equipment for Highland Glen Park. The Council will take appropriate action.

BACKGROUND:

At the direction of the City Council and as a result of voters approving the Parks Tax, staff has been working to implement a playground equipment replacement program. Based on equipment age, condition, and usage, staff recommends that the Highland Glen Park playground equipment should be considered for the first replacement. This playground was installed in approximately 2002. This spring, staff had to close one slide at the playground due to broken equipment and the inability to order replacement parts.

This item was first brought to the Council in September of 2021 where Council directed staff to look at alternative design options. Since that time, staff has met with the Council playground subcommittee to discuss their desires for the playground. We've used that feedback to solicit additional options for Council's consideration. Those options are summarized below, and bids and drawings are included as attachments to this report.

Vendor	Major Elements	Cost	Delivery Time
Big T Recreation	Slide tower, 2 climbing structures, swings	$142,612	3-4 months
Garrett Parks and Play	Slide tower, climbing structure, spinning structure	$146,326	4-6 months
Sonntag Recreation	Slide tower, climbing structure, spinning structure	$158,975	2-3 months

All bids include equipment and installation charges. As a part of the installation, additional bark chip material will be purchased to help replace what has been lost. A transition area will also be created to ensure the park meets ADA requirements.

The City has been awarded a reimbursement grant from Utah County for $9,184.62 to help with the costs of this project. To receive these grant funds this fiscal year, Highland City must make at least initial payment to the selected vendor by April 7. It is the intention of staff to order the selected playground immediately so that installation can occur as soon as possible. Should the City not be able to meet that deadline, the grant funding will rollover and be available next fiscal year for a recreation project.

FISCAL IMPACT:

Council had previously budgeted $150,000 in account number 10-70-24 for a playground replacement. This is one of the major budget items that Council directed staff to hold off taking action on due to a budget shortfall staff previously identified.

Last fiscal year, the City received unexpected one-time funds of which, $625,000 was transferred into the Parks Capital account. Staff recommends that the cost of the playground be taken from those funds. This would allow for more flexibility in the General Fund for other needs this fiscal year.

RECOMMENDATION:

The City Council should select their preferred playground option and authorize staff to move forward with a contract to purchase and install the equipment.

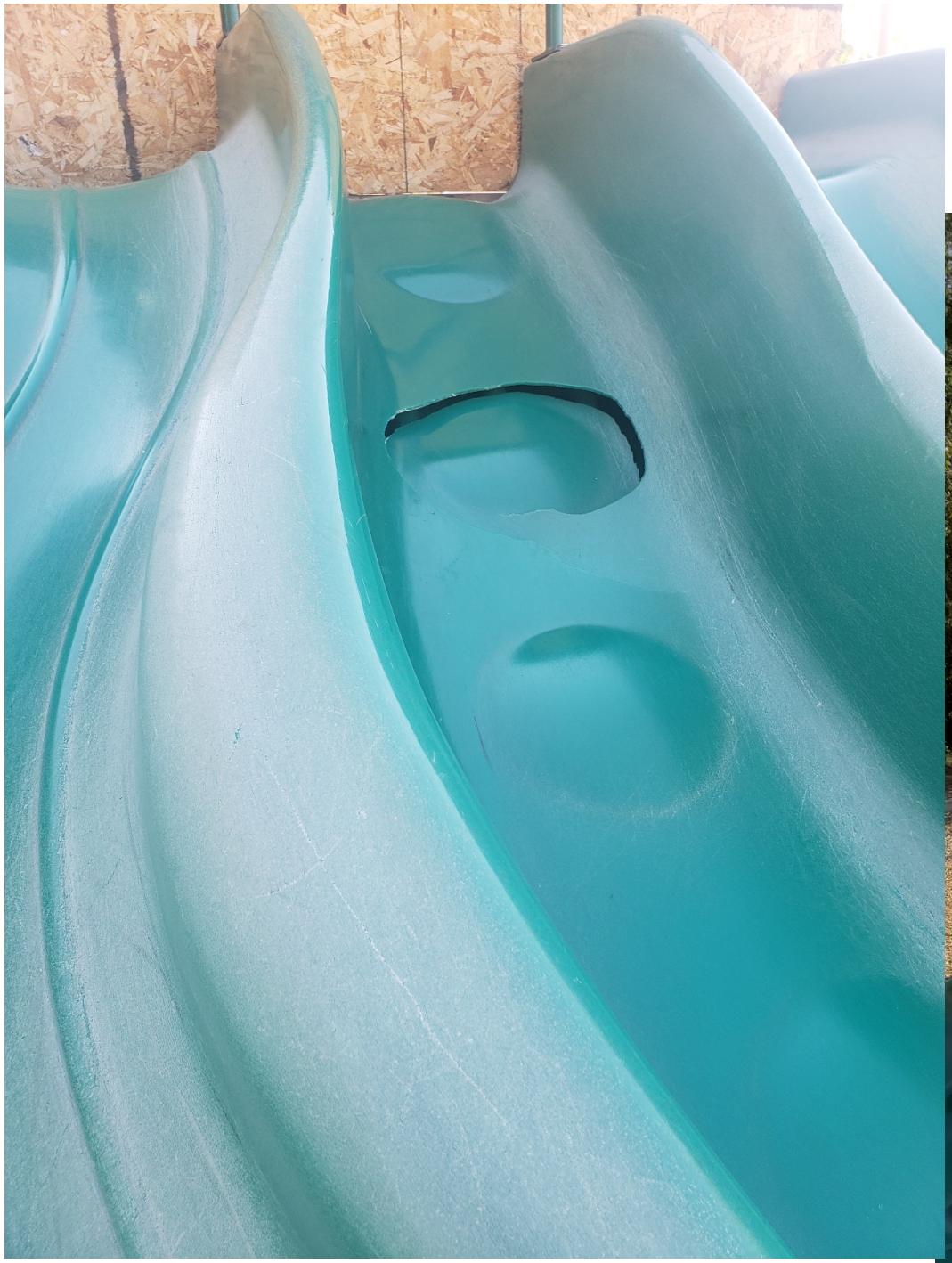
PROPOSED MOTION:

I move that the City Council APPROVE the purchase of the (*Big T Recreation, Garret Parks and Play, or Sonntag Recreation)* option and AUTHORIZE the City Administrator to sign a contract with (*Big T Recreation, Garret Parks and Play, or Sonntag Recreation)* to proceed with the purchase and construction of playground equipment in the amount of $_____ (*Big T Option = $142,612; Garrett Parks and Play = $146,326; Sonntag Recreation = $158,975*) and that the funds be taken from the (*Parks Capital Account or General Fund)*.

ATTACHMENTS:

1. Photos of the existing playground at Highland Glen Park
2. Big T Option
3. Garrett Parks and Play Option
4. Sonntag Recreation Option

Attachment 1



Attachment 2

QUOTE

Big T Recreation
11618 S. State St #1602
Draper, UT 84020
801-572-0782
taft@bigtrec.com

Date	Quote #
02/23/2022	14419

Exp. Date
04/29/2022

Shipping Address
Highland City 5400 W Civic Center Dr., Ste 1 Highland, UT 84003

PRODUCT	DESCRIPTION	QTY	RATE	AMOUNT
	Highland Glen Park Playground Project			
Playground Structure	Custom Playground Layout By Playworld Design # 22-8092A Includes Sky Tower Structure Quito Suspended Net Climber (2) Spin Cups Cone Spinner Double Bay Swing Set (2) Belts (2) Tot Seats	1	107,990.00	107,990.00
Freight	FREE Freight Promotion	1	0.00	0.00
Surfacing	Engineered Wood Fiber Safety Surfacing 150 Cubic Yards	1	3,000.00	3,000.00
Installation	Construction Services and Installation of Woodchips	1	31,622.00	31,622.00
	Available for Purchase on State Contract MA2568			
	Tax Exempt Certificate Required at Time of Order			

SUBTOTAL	
TAX	
TOTAL	$142,612.00

Accepted By

Accepted Date

Acceptance of this quote agrees to the terms and conditions set by Big T Recreation. Please contact us with any questions or concerns P: 801.572.0782, F: 801.216.3077 or E: taft @bigTrec.com or merit@bigTrec.com.

We thank you for your business.

Highland Glen Park

Highland City, Utah

22-8092A

Equipment Manufacturer

PLAYWORLD
The world needs play.

POST & COMPONENT	ROTOMOLD PLASTIC	2-COLOR PLASTIC	ECO-ARMOR
Forest Green	Chartreuse	Beige-Gray	Gray
Chartreuse	Beige		
Brown	Forest Green		

Highland Glen Park

Highland City, Utah

22-8092A

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Highland Glen Park

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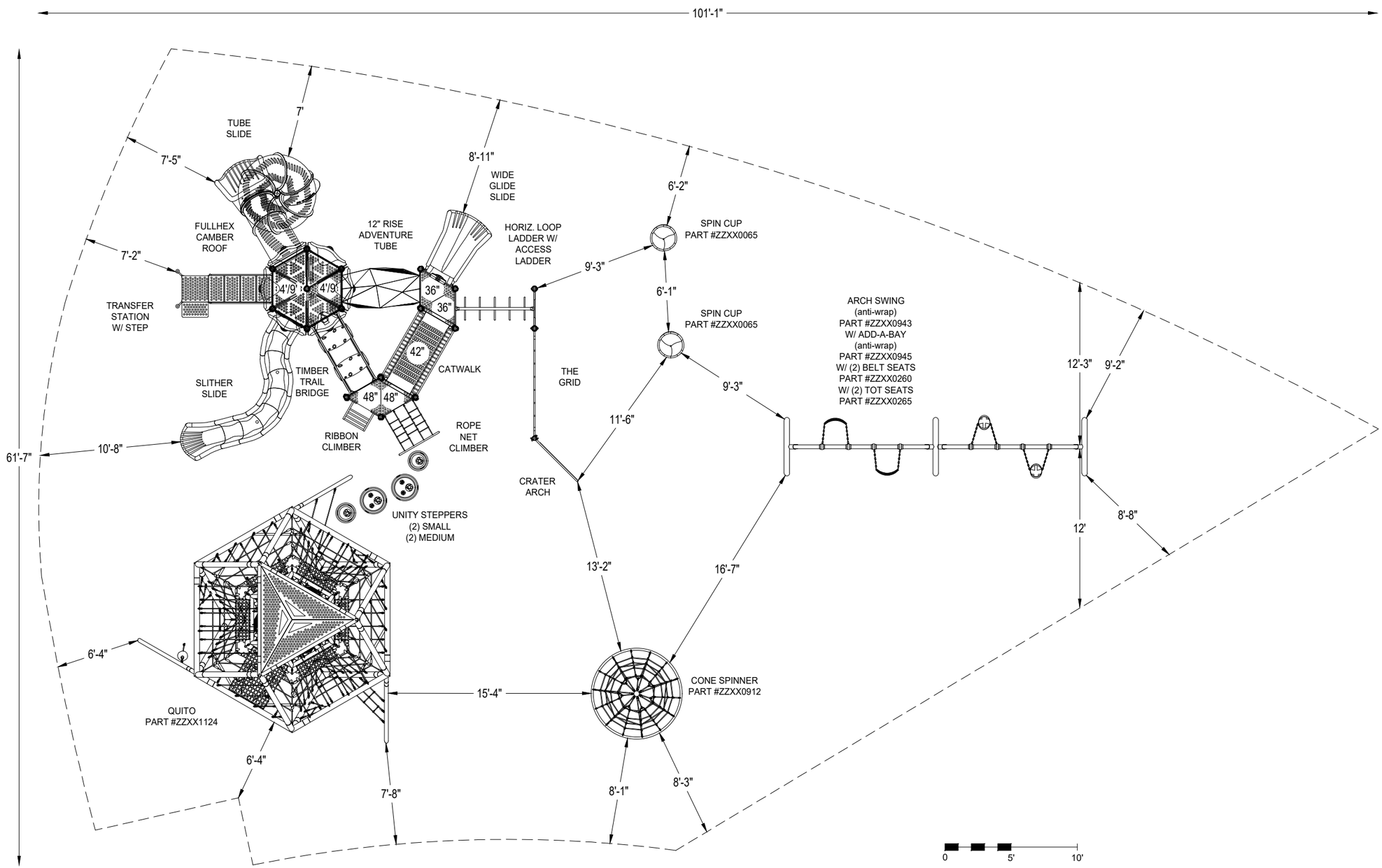


*PLAYGROUND SUPERVISION REQUIRED

PLAYWORLD

Playworld
1000 Buffalo Road
Lewisburg, PA
17837-9795 USA

EQUIPMENT SIZE:
30'7" X 44'8" X 18'9"

USE ZONE:
101'1" X 61'7"

AREA:
4,082 SqFt.

PERIMETER:
268 Ft.

FALL HEIGHT:
10 Ft.

USER CAPACITY:
136+

AGE GROUP:
5-12

ADA SCHEDULE	Total Elevated Play Activities: 12		
	Total Ground-Level Play Activities: 14		
	Accessible Elevated Activities	Accessible Ground-Level Activities	Accessible Ground-Level Play Types
Required	6	4	3
Provided	9	14	5

✓ ASTM F1487-17
✓ CPSC #325

PROJECT NO:
22-8902A

SCALE:
1/8"=1'-0"

DRAWN BY:
CHIP ZECHMAN

Paper Size
B

DATE:
18-FEB-22

HIGHLAND GLEN PARK
HIGHLAND CITY, UTAH

Attachment 3

Estimate

PROJECT	HIGHLAND GLEN	**DRAWING**	N/A	**ESTIMATE**	21359-2
BILL TO	HIGHLAND CITY	**SHIP TO**	KIM RODELLA	**OPTION**	2
	5400 CIVIC CENTER DR.		HIGHLAND GLEN PARK	**DATE**	10/13/2021
	HIGHLAND, UT 84003		HIGHLAND, UT 84003	**EXPIRES**	12/12/2021
	KRODELA@HIGHLANDCITY.OR(		KRODELA@HIGHLANDCITY.OR(		

ITEM	DESCRIPTION	QTY	AMOUNT
1001 PLAY STRUCTURE	MAIN MIRACLE MEGATOWER STRUCTURE	1.00	$ 53,179.00
1003 FREESTANDING PLAY	PHYZICS NEW MOON CLIMBER	1.00	$ 36,247.00
1004 FREESTANDING PLAY	CYCLOCONE PLUS CLIMBER SPINNER	1.00	$ 15,861.00
1005 FREESTANDING PLAY	CYCLONE SPINNER	1.00	$ 2,637.00
1006 FREESTANDING PLAY	BONGOS	2.00	$ 406.00
1007 FREESTANDING PLAY	SADDLE SEAT SPINNERS (2 STRAIGHT, 1 ANGLED)	3.00	$ 2,045.00
6003 INSTALLATION	INSTALLATION OF OPTION 2	1.00	$ 30,360.00
2003 ENGINEERED WOOD FIBER SURFACING	160 CY ENGINEERED WOOD FIBER	160.00	$ 3,831.00
6003 INSTALLATION	INSTALLATION OF ENGINEERED WOOD FIBER	1.00	$ 1,760.00
			$ -
			$ -
			$ -
			$ -

Thank You

Thank you for choosing Garrett Parks and Play for your recreation equipment needs. We sincerely appreciate your business!

SUBTOTAL	$ 146,326.00
SALES TAX	$ -
OFFLOAD	$ -
TOTAL	**$ 146,326.00**

Questions about your Estimate? Contact us!

P.O. Box 57246, Murray, UT 84157
1 (800) 748-4608 / (801) 265-8443
design@garrettplay.com

Notes

SALES TAX

Sales Tax (if applicable) is subject to change based on purchase location and order date. Final Sales Tax amount will be reflected on invoice(s).

FREIGHT

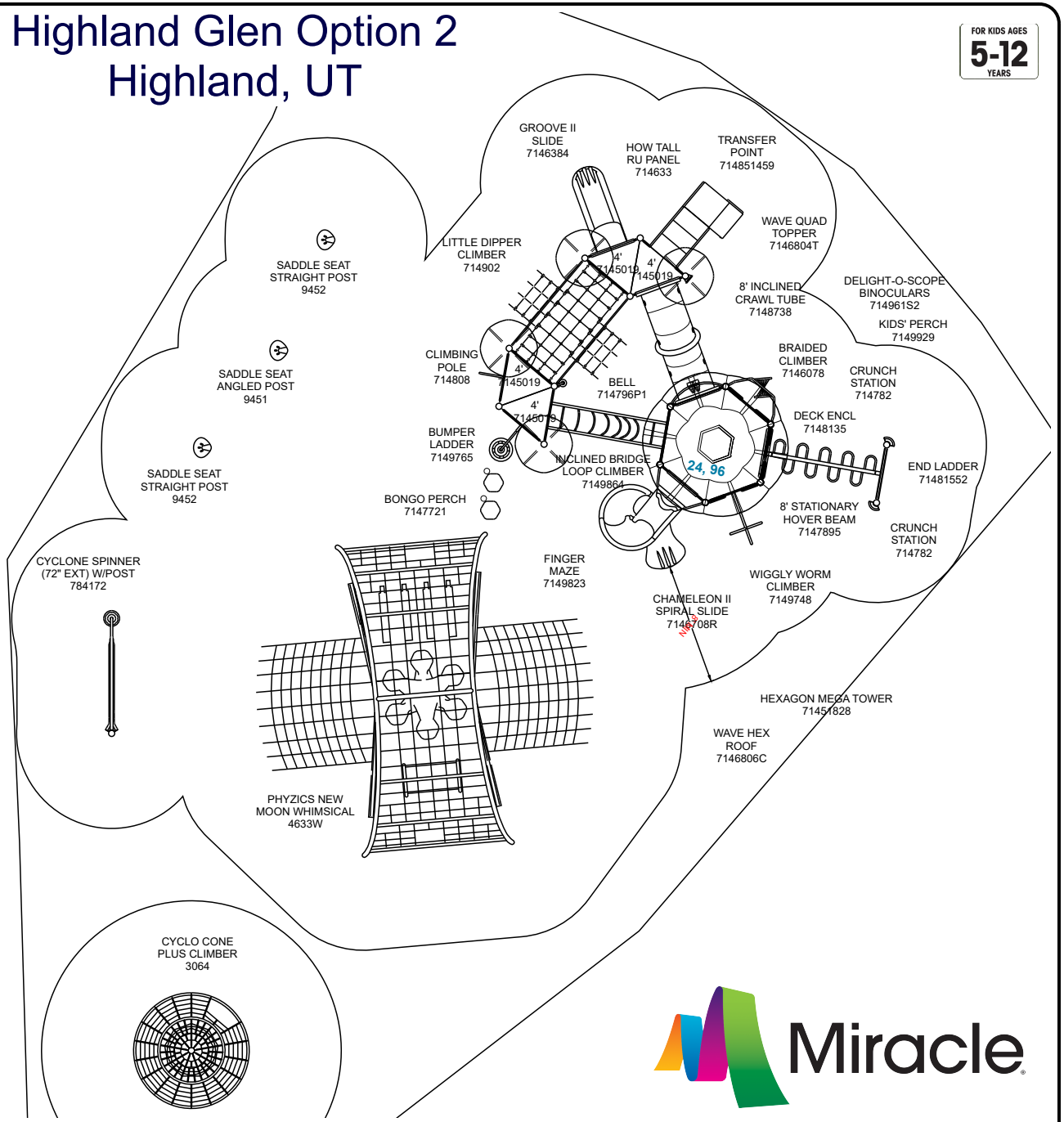
Freight costs are included in these prices.

PAYMENT / PERFORMANCE BOND

Payment and/or performance bond costs are not included in this estimate. If a payment and/or performance bond is required to complete this project, the cost will be added to this estimate or will result in a change order.

Highland Glen Option 2
Highland, UT

FOR KIDS AGES 5-12 YEARS



INTERNATIONAL PLAY EQUIPMENT MANUFACTURERS ASSOCIATION
PUBLIC PLAY EQUIPMENT
IPEMA CERTIFIED TO ASTM F1487

To verify product certification, visit www.ipema.org

Miracle

GARRETT & COMPANY, INC.
850 Quaking Aspen Dr
Murray,UT
PHONE NO: (801) 265-8443
FAX NO: (801) 263-1254

GROUND SPACE: 54'-0" x 66'-0"
PROTECTIVE AREA: 66'-6" x 76'-6"
DRAWN BY: Angela LeBaron
DATE: 10/12/2021

R0032_44481441492

✔ COMPLIES TO ASTM/CPSC

To promote safe and proper equipment use by children. Miracle recommends the installation of either a Miracle safety sign or other appropriate safety signage near each playsystem's main entry point(s) to inform parents and supervisors of the age appropriateness of the playsystem and general rules for safe play.

THE PLAY COMPONENTS IDENTIFIED IN THIS PLAN ARE IPEMA CERTIFIED. THE USE AND LAYOUT OF THESE COMPONENTS CONFORM TO THE REQUIREMENTS OF ASTM F1487.

AN ENERGY ABSORBING PROTECTIVE SURFACE IS REQUIRED UNDER & AROUND ALL PLAY SYSTEMS

Attachment 4

QUOTE

Sonntag Recreation

QUOTE #
DATE: 2-9-2022

4245 Panorama Cir, Salt Lake City, UT 84124
Phone 801-278-9797 Fax 801-278-9794
chris@sonntagrec.com

EXPIRATION DATE 4/31/22

TO **Highland City Parks**

SALESPERSON	JOB	PAYMENT TERMS	LEAD TIME
Chris	**Highland Glen 2**	Due on receipt	

QTY	DESCRIPTION	UNIT PRICE	LINE TOTAL
1	**Landscape Structures Nature Design** **Design #1158634-02-03** **Price includes shipping charges, wood fiber and installation of equipment and wood fiber.**		**$158,975.00**
		SUBTOTAL	**$158,975.00**
		FREIGHT	**included**
		TOTAL	**$158,975.00**

Quotation prepared by: _____

This is a quotation on the goods named, subject to the conditions noted below: (Describe any conditions pertaining to these prices and any additional terms of the agreement. You may want to include contingencies that will affect the quotation.)

To accept this quotation, sign here and return: _____

THANK YOU FOR YOUR BUSINESS!

landscape structures

Highland Glen Park

1158634-02-03-01 • 02.09.2022

Sonntag Recreation, LLC

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landscape structures

Highland Glen Park

1158634-02-03-02 • 02.09.2022

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landscape structures

Highland Glen Park

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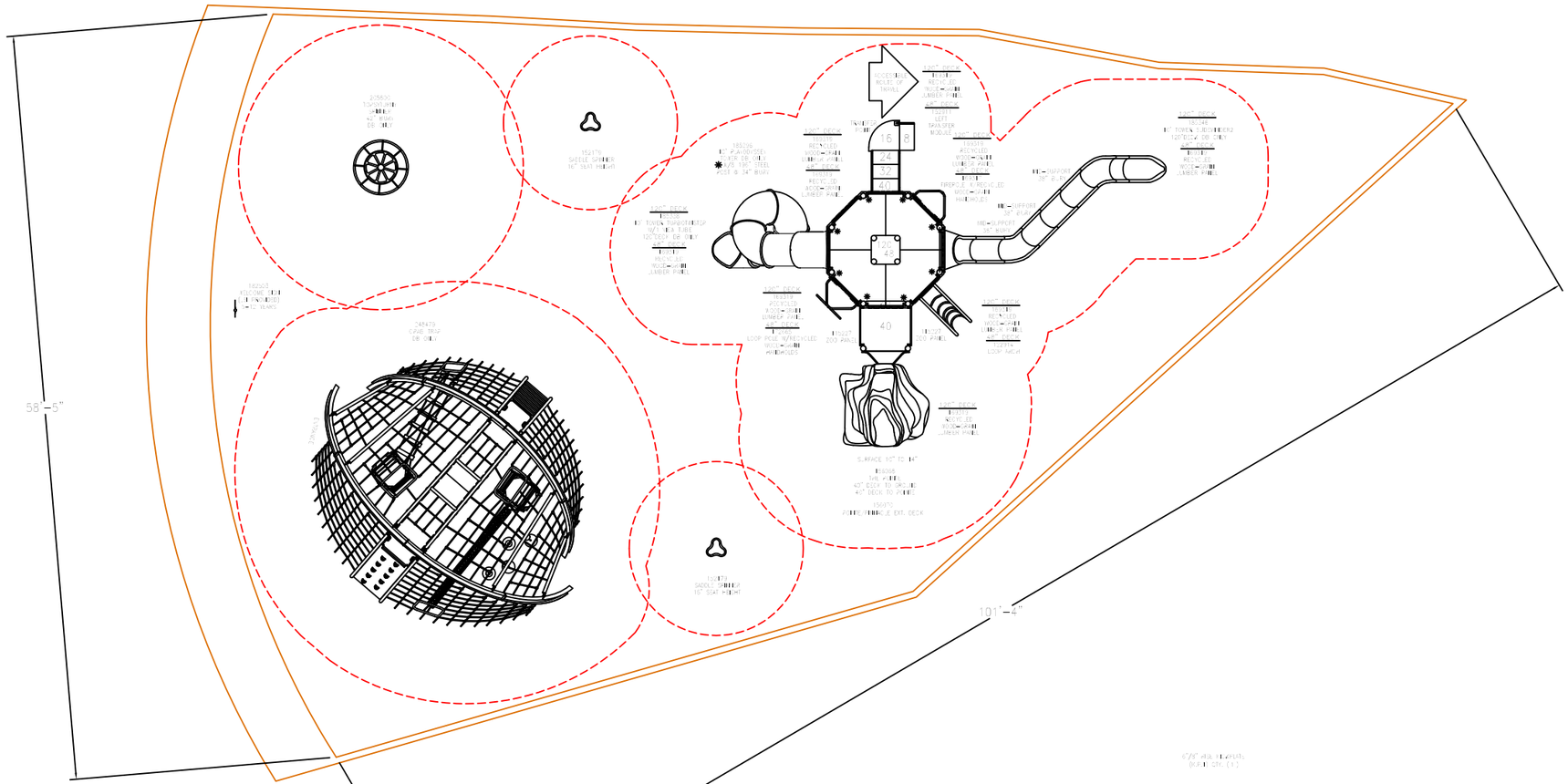

PlayBooster®
(5-12 years)
Max Fall Height: 118 inches

TOTAL ELEVATED PLAY COMPONENTS 7		
TOTAL ELEVATED COMPONENTS ACCESSIBLE BY RAMP 0	REQUIRED	0
TOTAL ELEVATED COMPONENTS ACCESSIBLE BY TRANSFER 4	REQUIRED	4
TOTAL ACCESSIBLE GROUND LEVEL COMPONENTS SHOWN 4	REQUIRED	3
TOTAL DIFFERENT TYPES OF GROUND LEVEL COMPONENTS 3	REQUIRED	3

SCALE IN FEET:
0' 5' 10' 20'

Highland Glen Park 2

Highland, Utah 84003

Sonntag Recreation

Jeremiah Webb

SYSTEM TYPE:
PlayBooster

DRAWING #:
1158634-02-03

ISO 14001:2015 CERTIFIED

ISO 9001:2015 Certified

landscape structures

IPEMA CERTIFIED ASTM F1487

This play component identified on this plan is IPEMA certified (unless model number is preceded with a *). The use and layout of the above components conform to the requirements of ASTM F1487. To verify product certification, visit www.ipema.org

THIS PLAY AREA & PLAY EQUIPMENT IS DESIGNED FOR AGES 5–12 YEARS UNLESS OTHERWISE NOTED ON PLAN.

IT IS THE MANUFACTURERS OPINION THAT THIS PLAY AREA DOES CONFORM TO THE A.D.A. ACCESSIBILITY STANDARDS, ASSUMING AN ACCESSIBLE PROTECTIVE SURFACING IS PROVIDED, AS INDICATED, OR WITHIN THE ENTIRE USE ZONE.

THIS CONCEPTUAL PLAN WAS BASED ON INFORMATION AVAILABLE TO US. PRIOR TO CONSTRUCTION, DETAILED SITE INFORMATION INCLUDING SITE DIMENSIONS, TOPOGRAPHY, EXISTING UTILITIES, SOIL CONDITIONS, AND DRAINAGE SOLUTIONS SHOULD BE OBTAINED, EVALUATED, & UTILIZED IN THE FINAL DESIGN. PLEASE VERIFY ALL DIMENSIONS OF PLAY AREA, SIZE, ORIENTATION, AND LOCATION OF ALL EXISTING UTILITIES, EQUIPMENT, AND SITE FURNISHINGS PRIOR TO ORDERING. SWINGS SHOULD NOT FACE THE HOT AFTERNOON SUN.

CHOOSE A PROTECTIVE SURFACING MATERIAL THAT HAS A CRITICAL HEIGHT VALUE TO MEET THE MAXIMUM FALL HEIGHT FOR THE EQUIPMENT (REF. ASTM F1487 STANDARD CONSUMER SAFETY PERFORMANCE SPECIFICATION FOR PLAYGROUND EQUIPMENT FOR PUBLIC USE, SECTION 8 CURRENT REVISION). THE SUBSURFACE MUST BE WELL-DRAINED. IF THE SOIL DOES NOT DRAIN NATURALLY IT MUST BE TILED OR SLOPED 1/8" TO 1/4" PER FOOT TO A STORM SEWER OR A "FRENCH DRAIN".

ACCESSIBLE/PROTECTIVE
LOOSE FILL MATERIAL
(ENGINEERED WOOD FIBER SUGGESTED)
3,650 SQFT

DESIGNED BY:
SP

COPYRIGHT: 2/9/22
LANDSCAPE STRUCTURES, INC.
601 7th STREET SOUTH – P.O. BOX 198
DELANO, MINNESOTA 55328
PH: 1-800-328-0635 FAX: 1-763-972-6091

Date	Previous Drawing #	Initials
2/3/22	1158634-02-02	SP
9/30/21	1158634-02-01	SP