Lehi City Council Meeting
Agenda
October 27, 2020

4:00 PM - Lehi City Council Chambers (153 N. 100 E., Lehi, Utah)

Pre-Council, 4:00 p.m.

1. Welcome and Opening Comment

2. Presentations and Reports

   2.1. Central Corridor Transit Study Presentation

   2.2. Discussion of the fiber feasibility study from Magellan Advisors

3. Agenda Questions
   The Mayor and City Council discuss and ask questions on items on the Regular Session agenda.

4. Administrative Report

   4.1. Capital Lease Update from Finance

5. Mayor and Council Reports
   Calendar items and outside Committee reports

Regular Session, 7:00 p.m.

1. Welcome, Roll Call, Pledge of Allegiance

2. Presentations and Reports

   2.1. Retirement Congratulations presented to Jean Hatch with the Lehi Arts Council

   2.2. Awards Recognition to the Lehi City Planning Department by APA Utah

   2.3. Proclaim November 2020 as Epilepsy Awareness Month

3. 20 Minute Citizen Input
   (for public comments on items not listed on the agenda. Comments limited to 3 minutes per person with a time limit not to exceed 20 minutes for this item.)

4. Consent Agenda

4.1. Approve Minutes from the September 22, 2020
09222020CC.pdf

Regular Agenda

5. Consideration of Final subdivision approval of Hidden Canyon Plat C, a 56-lot residential subdivision located at approximately Fox Canyon Road and Oak Wood Circle.
Petitioner: Toll Brothers
CC Staff Report Hidden Canyon Plat C Final Subdivision 07.28.20.docx
Hidden Canyon Plat C Final DRC 07.15.2020.docx
Hidden Canyon Plat C Final Subdivision Plat.pdf
Hidden Canyon Plat C- Aerial.pdf
Hidden Canyon Plat C- General Plan.pdf
Hidden Canyon Plat C-Zoning.pdf

6. Consideration of Preliminary subdivision approval the Willow Point, a 420-unit residential development located at approximately 2100 North 4100 West.
Petitioner: Edge Homes
CC Staff Report Willow Point Preliminary Subdivision 10.27.20.docx
Willow Point Preliminary Subdivsion DRC 09.16.2020.docx
Willow Point Preliminary Subdivision - plans.pdf
Willow Point Preliminary Subdivision - traffic impact study.pdf
Willow Point Preliminary Subdivision - amenities package.pdf
Exchange North Townhome Elevations.pdf
Willow Point Preliminary Map - Aerial.pdf
Willow Point Preliminary Map - General Plan.pdf
Willow Point Preliminary Map - Zoning.pdf

7. Consideration of Ordinance #59-2020, approval of Clay's Zone Change, changing the zoning from RA-1 to R-2 on 0.68 acres of property located at 521 West 1200 North.
Petitioner: Clayton Greenwood
CC Staff Report Clay's Zone Change 10.27.20.docx
Clay's Zone Change DRC 09.23.2020.docx
Clay's Zone Change narrative.pdf
Ord 59-2020.docx
Clay's Zone Change aerial.pdf
Clay's Zone Change General Plan.pdf
Clay's Zone Change zoning.pdf

8. Adjournment

- Public is invited to attend all City Council Meetings
- In compliance with the Americans with Disabilities Act, persons in need of special accommodations should contact the City Recorder at 768-7100 ext. 2254.
- This agenda has been properly posted and a copy provided to the local news media.

Agenda Item No: 2.1

City Council Agenda Item Report

Meeting Date: October 27, 2020
Submitted By: Teisha WIlson
Submitting Department:
Item Type: Presentation
Agenda Section: Presentations and Reports

Subject:
Central Corridor Transit Study Presentation

Suggested Action:

Attachments:

Agenda Item No: 2.2

City Council Agenda Item Report

Meeting Date: October 27, 2020
Submitted By: Teisha WIlson
Submitting Department:
Item Type: Presentation
Agenda Section: Presentations and Reports

Subject:
Discussion of the fiber feasibility study from Magellan Advisors

Suggested Action:

Attachments:

Agenda Item No: 4.1

City Council Agenda Item Report

Meeting Date: October 27, 2020
Submitted By: Teisha WIlson
Submitting Department:
Item Type: Discussion
Agenda Section: Administrative Report

Subject:
Capital Lease Update from Finance

Suggested Action:

Attachments:

Agenda Item No: 2.1

City Council Agenda Item Report

Meeting Date: October 27, 2020
Submitted By: Teisha WIlson
Submitting Department:
Item Type: Presentation
Agenda Section: Presentations and Reports

Subject:
Retirement Congratulations presented to Jean Hatch with the Lehi Arts Council

Suggested Action:

Attachments:

Agenda Item No: 2.2

City Council Agenda Item Report

Meeting Date: October 27, 2020
Submitted By: Teisha WIlson
Submitting Department:
Item Type: Presentation
Agenda Section: Presentations and Reports

Subject:
Awards Recognition to the Lehi City Planning Department by APA Utah

Suggested Action:

Attachments:

Agenda Item No: 2.3

City Council Agenda Item Report

Meeting Date: October 27, 2020
Submitted By: Teisha WIlson
Submitting Department:
Item Type: Presentation
Agenda Section: Presentations and Reports

Subject:
Proclaim November 2020 as Epilepsy Awareness Month

Suggested Action:

Attachments:

Agenda Item No: 4.1

City Council Agenda Item Report

Meeting Date: October 27, 2020
Submitted By: Teisha WIlson
Submitting Department:
Item Type: Presentation
Agenda Section: Consent Agenda

Subject:
Approve Minutes from the September 22, 2020

Suggested Action:

Attachments:

09222020CC.pdf

LEHI CITY

153 North 100 East
Lehi, UT 84043
(801) 768-7100

Minutes of the **Pre Council and Regular Session** of the **Lehi City Council** held Tuesday, **September 22, 2020,** at Lehi City in the Council Chamber, 153 N 100 E. Lehi, UT.

Members Present: Mark Johnson, Mayor
Paige Albrecht, Council Member
Chris Condie, Council Member
Paul Hancock, Council Member
Katie Koivisto, Council Member
Mike Southwick, Council Member

Others Present: Jason Walker, City Administrator; Cameron Boyle, Assistant City Administrator; Beau Thomas, Assistant to the City Administrator; Ryan Wood, City Attorney; Kim Struthers, Community Development Director; Brad Kenison, Assistant City Engineer; Dean Lundell, Finance Director; Shaye Ruitenbeek, Management Analyst; Melanie Hansen, Events Coordinator; and Teisha Wilson, City Recorder.

Pre-Council, 5:30 p.m.

1. Welcome and Invocation

Mayor Johnson welcomed everyone and noted that all Councilmembers were present. Councilor Hancock and Mayor Johnson were participating remotely. Councilor Albrecht gave the invocation.

2. Presentations and Reports

2.1. Valley Visioning Update Presentation- Ryan Beck, Envision Utah

Ryan Beck, with Envision Utah was there to present on the Envision Utah project. He stated that they completed phase one of the plan where they gathered public input. They also did a random sample survey and found it to be similar to the public input that was provided. Scenario B and C were the most popular. They will continue to work with city staff as they prioritize and plan for Utah Valley's future.

2.2. Review and Discussion of City Naming Rights Policy

Marlin Eldred stated that they now have a draft before them to consider for a naming rights policy. He asked if this should be an administrative policy or if it should be in Code. He stated that this is more of a guiding policy to handle naming rights for city assets such as a park bench or playground. He said that anything over a $500,000 commitment would need to be approved by the Council. He wanted to be sure that the Council had the right to refuse a promotion and use discretion as allowed in the policy. The Council reached consensus that this should be an administrative policy and that they would bring it back to the Council for final approval with a Resolution.

3. Agenda Questions

Councilor Condie inquired if they were approving the final design of the cycle track. Brad Kenison, Assistant City Engineer, stated that they will be approving the contract for the company to design it.

DRAFT

4. Administrative Report

Mr. Walker reported that they are seeing an alarming number of staff that have been diagnosed with Covid-19 and said that it could be concerning if they had to shut down entire departments because of quarantine. He said they will reemphasize with staff the importance of social distancing and wearing masks.

5. Mayor and Council Reports

The Mayor and Council gave a report on the committees they serve on.

The meeting recessed at approximately 6:30 p.m.
The meeting reconvened at approximately 7:00 p.m.

Regular Session, 7:00 p.m.

1. Welcome, Roll Call, Pledge of Allegiance

Mayor Johnson welcomed everyone and noted that all Councilmembers were present. Councilor Condie led the Pledge.

2. 20 Minute Citizen Input

None.

3. Consent Agenda

3.1. Approve Minutes from the August 25, 2020 Council Meeting.

3.2 Approve Purchase Orders

Motion: Councilor Koivisto moved to approve the consent agenda items. Councilor Albrecht seconded the motion.

Roll Call Vote: Councilor Albrecht, Yes; Councilor Condie, Yes; Councilor Southwick, Yes; Councilor Hancock, Yes; and Councilor Koivisto, Yes. The motion passed unanimously.

4. Real Estate purchase agreement between Lehi City and X Development for approximately 1.7 acres at 1850 North 2300 West.
Petitioner: Lehi City
a. Public Hearing
b. Consideration of Resolution #2020-60, approving a Real Estate purchase agreement between Lehi City and X Development.

This item was heard after item #14

5. Consideration of Resolution #2020-61, approving an application for the Bureau of Reclamation for a WaterSMART grant for fiscal year 2021

Dave Norman, Public Works Director, explained that this grant will help with water conservation in the City. They would like to retrofit Pressurized Irrigation meters in the Traverse Mountain area, and this would also allow them to add generators to well stations for emergencies.

DRAFT

Motion: Councilor Koivisto moved to Resolution #2020-61, approving an application for the Bureau of Reclamation for a WaterSMART grant for fiscal year 2021. Councilor Condie seconded the motion.

Roll Call Vote: Councilor Albrecht, Yes; Councilor Condie, Yes; Councilor Southwick, Yes; Councilor Hancock, Yes; and Councilor Koivisto, Yes. The motion passed unanimously.

6. Consideration of Resolution #2020-62, appointing new members to the Lehi City Public Library Board of Directors.

Motion: Councilor Condie moved to approve Resolution #2020-62, appointing new members to the Lehi City Public Library Board of Directors. Councilor Southwick seconded the motion.

Roll Call Vote: Councilor Albrecht, Yes; Councilor Condie, Yes; Councilor Southwick, Yes; Councilor Hancock, Yes; and Councilor Koivisto, Yes. The motion passed unanimously.

7. Consideration of Resolution of #2020-66 approving an agreement for professional services with Avenue Consultants.

Mr. Kenison noted that they will be designing the cycle track on 700 South.

Motion: Councilor Koivisto moved to approve Resolution of #2020-66 approving an agreement for professional services with Avenue Consultants. Councilor Southwick seconded the motion.

Roll Call Vote: Councilor Albrecht, Yes; Councilor Condie, Yes; Councilor Southwick, Yes; Councilor Hancock, Yes; and Councilor Koivisto, Yes. The motion passed unanimously.

8. Consideration of Resolution #2020-65, approving an Interlocal Cooperation Agreement between Lehi City and Mountainland Association of Governments ("MAG"), for the 700 South Cycle Track.

Motion: Councilor Southwick moved to approve Resolution #2020-65, approving an Interlocal Cooperation Agreement between Lehi City and Mountainland Association of Governments ("MAG"), for the 700 South Cycle Track. Councilor Koivisto seconded the motion.

Roll Call Vote: Councilor Albrecht, Yes; Councilor Condie, Yes; Councilor Southwick, Yes; Councilor Hancock, Yes; and Councilor Koivisto, Yes. The motion passed unanimously.

9. Consideration of Resolution #2020-67, approving an Interlocal Cooperation Agreement between Mountainland Association of Governments (MAG") and Lehi City for the Triumph Boulevard Pedestrian Bridge Project.

Motion: Councilor Koivisto moved to approve Resolution #2020-67, approving an Interlocal Cooperation Agreement between Mountainland Association of Governments (MAG") and Lehi City for the Triumph Boulevard Pedestrian Bridge Project. Councilor Condie seconded the motion.

Roll Call Vote: Councilor Albrecht, Yes; Councilor Condie, Yes; Councilor Southwick, Yes; Councilor Hancock, Yes; and Councilor Koivisto, Yes. The motion passed unanimously.

10. Consideration of Resolution #2020-63, approving a development agreement between Cody Black dba Checker Flag, LLC and Lehi City.

Cody Black was present and available for questions. He had requested a code amendment to allow for cars to be sold on his property. Instead the Council asked for this agreement to allow for no more than 10 cars be for sale on his property. The site plan shows where the cars for sale can be located.

Motion: Councilor Koivisto moved to approve Resolution #2020-63, approving a development agreement between Cody Black dba Checker Flag, LLC and Lehi City. Councilor Condie seconded the motion.

Roll Call Vote: Councilor Albrecht, Yes; Councilor Condie, Yes; Councilor Southwick, Yes; Councilor Hancock, Yes; and Councilor Koivisto, Yes. The motion passed unanimously.

11. Consideration of Ordinance #52-2020, approval of a Development Code Amendment to Section 12.080, amending the landscape buffer requirement (tabled from the September 8, 2020 meeting).

Jeff Southard was representing the applicant. He explained that in certain scenarios it may not be necessary to have a buffering requirement so this would allow for the Planning Commission to grant an exception to the buffering requirement if it was in an area that was zoned residential but had a non-residential use. Councilor Albrecht expressed concerns with allowing any exceptions to the buffering requirements. Mr. Southard said that a commercial use next to a residence should have a buffer, but when there is a non- residential use, such as a detention basin, then some buffering requirement may not be necessary. Councilor Koivisto expressed concerns with changing the code. Councilor Hancock expressed concern with the lesser noticing requirements for a code amendment.

Kori Fabian stated that this would help her to better utilize the property on a site that she has her business located on. She said that in her situation she doesn't see how this would have a negative affect on the neighbors and believed that this would be beneficial to other areas as it would allow for discretion.

Councilor Koivisto expressed concerns with changing the code that would affect the entire city, and that maybe a development agreement would work best in a situation like this.

Mr. Struthers didn't see it as opening a door that couldn't be closed because the Planning Commission still has discretion to allow for the exception or not. He stated that this still meets

the intent of the buffering code requirements, and doesn't believe this situation comes up very often.

There was discussion about the notifications that would be sent out to the surrounding area if this were approved. Mr. Struthers stated that notices would not be sent as the amendment is currently written, but they could add to the motion that this be a conditional use which would then trigger the mailed notifications.

Motion: Councilor Koivisto moved to untable this item. Councilor Hancock seconded the motion.

Roll Call Vote: Councilor Albrecht, Yes; Councilor Condie, Yes; Councilor Southwick, Yes; Councilor Hancock, Yes; and Councilor Koivisto, Yes. The motion passed unanimously.

Motion: Councilor Koivisto moved to deny this item. Councilor Hancock seconded the motion.

Roll Call Vote: Councilor Albrecht, Yes; Councilor Condie, No; Councilor Southwick, Yes; Councilor Hancock, Yes; and Councilor Koivisto, Yes. The motion passed 4-1.

12. Consideration of Resolution #2020-64, approval of the Matheny Annexation Resolution of Intent to Annex 1.34 acres of property located at approximately 2250 North 1500 East with RA-1 zoning.

Jason Matheny was present and available to answer questions.

Motion: Councilor Southwick moved to approve Resolution #2020-64, approval of the Matheny Annexation Resolution of Intent to Annex 1.34 acres of property located at approximately 2250 North 1500 East with RA-1 zoning. Councilor Condie seconded the motion.

Roll Call Vote: Councilor Albrecht, Yes; Councilor Condie, Yes; Councilor Southwick, Yes; Councilor Hancock, Yes; and Councilor Koivisto, Yes. The motion passed unanimously.

13. Consideration of Ordinance #53-2020 for approval of the Baum Zone Change, changing the zoning on 0.36 acres located at 1907 North Center Street from TH-5 (transitional holding) to R-1-15 (residential).

Josh Baum was representing the applicant.

Motion: Councilor Condie moved to approve Ordinance #53-2020 for approval of the Baum Zone Change, changing the zoning on 0.36 acres located at 1907 North Center Street from TH-5 (transitional holding) to R-1-15 (residential); subject to all Development Review Committee and Planning Commission Comments. Councilor Koivisto seconded the motion.

Roll Call Vote: Councilor Albrecht, Yes; Councilor Condie, Yes; Councilor Southwick, Yes; Councilor Hancock, Yes; and Councilor Koivisto, Yes. The motion passed unanimously.

The Council recessed at approximately 8:15 p.m.
The meeting reconvened at approximately 8:26 p.m.

14. Consideration of Ordinance #54-2020 approval of a General Plan amendment, changing the designation on approximately 21-acres located at approximately 2100 North 2300 West from NC (neighborhood commercial) and LDR (low density residential) to C (commercial) and MDR (medium density residential).

Dave Morton was representing the applicant. He stated that after meeting with residents, they found that the biggest concern was traffic. He said that an access to 2100 North would help alleviate the traffic concerns, so that is important for them to get that access. Also, they would improve 2300 West to add a lane in lieu of density. He said that they sought input from the neighbors. He said their goals were to create a mixed-use development integrating commercial with residential, widen 2300 West, and provide an additional access to 2100 North. He showed the Concept Plan that they presented to the Planning Commission and neighbors. He said they would be willing to cap residential units at 95. He then noted the concerns from the neighborhood which included the types of uses that could be in the Commercial zone, traffic, high density, crosswalk access to North Point Elementary, concerns with additional traffic through the neighborhood, and location of open space. He showed a bubble plan that was produced by a resident, Lisa Foltz. He then presented a new Concept plan after receiving comments from the neighbors.

Mr. Morton then reported on the traffic study that was conducted by Hales Engineering, which showed the importance of the access to 2100 North. Councilor Koivisto noted that the access to 2100 North is not a guarantee. Mr. Morton stated that they are working toward that access. He said there is a strong reason for the access to be granted because it's creating a safer environment for this area. Mr. Struthers clarified that the City wants an additional access to 2100 North regardless of how the property is developed or the type of uses that end up there. Councilors Albrecht and Koivisto expressed concerns with the access not being finalized yet.

Mr. Struthers explained that the Neighborhood Commercial nod indicated that the corners could be commercial, but it doesn't specify the exact acreage of the NC zone.

There was discussion about widening the road on 2300 West along their property. Mr. Struthers stated that they would require any developer to widen 2300 West and the City would need to reimburse the developer. There was also discussion about where the crosswalk could be added, but that would need to be evaluated.

Mr. Morton stated that they would be willing to enter into a development agreement that would specify the types of commercial uses that would and would not be allowed.

Mayor Johnson asked what the density bonus would be for widening and improving the road. Mr. Struthers stated that a rough estimate was done and there is some discrepancy with what the base density would be.

The Mayor asked for public comment.

Angie Lovebridge was not in favor of the amendment and wants the zoning on the General Plan to remain the same.

Mindy Butler was opposed to the amendment, and was opposed to the new plan presented tonight.

Jason Lovebridge stated that he was against the amendment and believed that this is not the best use for that property. They believe the current use on the General Plan is appropriate. He felt that the argument made to the developer was not compelling enough to justify the change.

Russ Franklin was opposed to the amendment and doesn't see the need for the change.

Brian McCuistion was opposed to the amendment. He was concerned that a development agreement could be an end-around to the Ordinance.

Collette Lubeck was opposed to the amendment.

Lisa Foltz provided an additional bubble plan option, and stated that she would like to see a development agreement that capped the number of units on the property. She was also against the access to 2100 North through the neighborhood.

Mr. Kenison clarified that the applicant can be reimbursed for the cost of asphalt to widen the road on 2300 West, but the developer would still have to pay for sidewalk, curb and gutter regardless of how it's developed. Mr. Kenison didn't know at the moment if the city owned the right of way on this portion of 2300 West.

Mr. Struthers clarified that his DRC comment was to show that the base density would be 59 on LDR if they left out the 4 acres for Commercial property and not 90 as the applicant stated in their narrative.

Councilor Condie stated that if he were to approve a change to the General Plan, he would want very specific things in that approval and that's difficult to do when they are looking at this from a high level.

Councilor Koivisto stated that is sounds like the residents don't want the General Plan to change and she doesn't feel comfortable with the change. Councilor Hancock stated that a change like this for him would hinge on the approval of a development agreement. He said there are still many questions about what the base density should be and what the density bonuses would be, so it's difficult right now to settle on a capped number that would be appropriate.

There was discussion about doing a development agreement. Mayor Johnson stated that he would like to see the applicant try a PUD or PRD application.

Motion: Councilor Koivisto moved to deny this item with the findings that the proposal would have a negative affect on the surrounding area, it's not consistent with the goals and policies of the General Plan, and would not be an overall benefit to the community. Councilor Albrecht seconded the motion.

Councilor Hancock recommended that the developer apply for a PUD or PRD for this area.

Roll Call Vote: Councilor Albrecht, Yes; Councilor Condie, Yes; Councilor Southwick, Yes; Councilor Hancock, Yes; and Councilor Koivisto, Yes. The motion passed unanimously.

4. Real Estate purchase agreement between Lehi City and X Development for approximately 1.7 acres at 1850 North 2300 West.
Petitioner: Lehi City
a. Public Hearing
b. Consideration of Resolution #2020-60, approving a Real Estate purchase agreement between Lehi City and X Development.

The applicant requested that this item be tabled.

Motion: Councilor Condie moved table this item. Councilor Koivisto seconded the motion.

Roll Call Vote: Councilor Albrecht, Yes; Councilor Condie, Yes; Councilor Southwick, Yes; Councilor Hancock, Yes; and Councilor Koivisto, Yes. The motion passed unanimously.

15. Consideration of Ordinance #55-2020 approval of the Gutierrez Dubois Zone Change, changing the zoning on 22.9 acres located at 1454 West 900 North from A-1 (agriculture) to R-1-15 (residential).
Danny Gutierriz was representing the applicant.

Motion: Councilor Condie moved to approve Ordinance #55-2020 approval of the Gutierrez Dubois Zone Change, changing the zoning on 22.9 acres located at 1454 West 900 North from A-1 (agriculture) to R-1-15 (residential); subject to all Development Review Committee and Planning Commission Comments. Councilor Albrecht seconded the motion.

Roll Call Vote: Councilor Albrecht, Yes; Councilor Condie, Yes; Councilor Southwick, Yes; Councilor Hancock, Yes; and Councilor Koivisto, Yes. The motion passed unanimously.

16. Consideration of Ordinance #56-2020 approval of the Gutierrez Zone Change, changing the zoning on 0.92 acres located at approximately 482 West 1425 South from TH-5 (transitional holding) to RA-1 (residential/agriculture).
Bud Gutierrez was representing the applicant.

Motion: Councilor Koivisto moved to approve Ordinance #56-2020 approval of the Gutierrez Zone Change, changing the zoning on 0.92 acres located at approximately 482 West 1425 South from TH-5 (transitional holding) to RA-1 (residential/agriculture); subject to all Development Review Committee and Planning Commission Comments. Councilor Southwick seconded the motion.

DRAFT

Roll Call Vote: Councilor Albrecht, Yes; Councilor Condie, Yes; Councilor Southwick, Yes; Councilor Hancock, Yes; and Councilor Koivisto, Yes. The motion passed unanimously.

17. Consideration of Preliminary subdivision approval for the South Creek, a 21-lot residential subdivision located at 1400 South 1940 West.

The applicant was not present.

Motion: Councilor Albrecht moved to table this item to a time when the applicant could attend. Councilor Koivisto seconded the motion.

Roll Call Vote: Councilor Albrecht, Yes; Councilor Condie, Yes; Councilor Southwick, Yes; Councilor Hancock, Yes; and Councilor Koivisto, Yes. The motion passed unanimously.

18. Consideration of Preliminary subdivision approval for the Timp Point, a 200-unit residential development located at approximately 2100 North 3350 West.

Brandon Watson was representing the applicant.

Motion: Councilor Condie moved to grant Preliminary subdivision approval for the Timp Point, a 200-unit residential development located at approximately 2100 North 3350 West; subject to all Development Review Committee and Planning Commission Comments. Councilor Southwick seconded the motion.

Roll Call Vote: Councilor Albrecht, Yes; Councilor Condie, Yes; Councilor Southwick, Yes; Councilor Hancock, Yes; and Councilor Koivisto, No. The motion passed 4-1.

15. Adjournment

With no further business to come before the City Council at this time, Councilor Southwick moved to adjourn the meeting. Councilor Hancock seconded the motion. The motion passed unanimously. The meeting adjourned at approximately 10:31 p.m.

Approved: October 13, 2020 Attest:

_____ _____

Mark Johnson, Mayor Teisha Wilson, City Recorder

DRAFT

Agenda Item No: 5

City Council Agenda Item Report

Meeting Date: October 27, 2020
Submitted By: Brittney Harris
Submitting Department: Planning Division
Item Type: Action Item
Agenda Section: Regular Agenda

Subject:
Consideration of Final subdivision approval of Hidden Canyon Plat C, a 56-lot residential subdivision located at approximately Fox Canyon Road and Oak Wood Circle.

Suggested Action:

Attachments:

CC Staff Report Hidden Canyon Plat C Final Subdivision 07.28.20.docx

Hidden Canyon Plat C Final DRC 07.15.2020.docx

Hidden Canyon Plat C Final Subdivision Plat.pdf

Hidden Canyon Plat C- Aerial.pdf

Hidden Canyon Plat C- General Plan.pdf

Hidden Canyon Plat C-Zoning.pdf

HIDDEN CANYON PLAT C FINAL SUBDIVISION

CITY COUNCIL REPORT

Applicant	Toll Brothers		
Meeting Date	October 27, 2020		
Requested Action/Purpose	Approval of a final subdivision		
Location	Approximately Fox Canyon Road and Oak Wood Circle		
Existing Land Use	Undeveloped		
Existing Zoning	PC (planned community)		
General Plan Land Use Designation	MDR/ESA (medium density residential/ environmentally sensitive area)		
Number of Lots/Units	49 lots		
Adjacent Zoning and Land Use	*North*	PC	Undeveloped (future Plat D)
	South	PC	Single family homes (Plat B)
	East	PC	Hillside Open Space
	West	PC	Hillside Open Space
Date of DRC Review	July 15, 2020		
Assigned Planner	Brittney Harris		

REQUIRED ACTION

City Council	Final approval

APPLICABLE DEVELOPMENT CODE REGULATIONS

Section 11.180. Effective Period of Final Subdivision Plat Approval.
The approval of a final subdivision plat shall be effective for a period of two (2) years from the date the final plat is approved and signed by the City Council, at the end of which time such final subdivision plat shall have been recorded in the office of the Utah County Recorder.

Section 12-A.010 Hillside Preservation Purpose and Intent.
To ensure that proposed development in hillside areas reflects the best interests of the City, its residents, and private property owners, all grading, excavation, filling or erection of any structure on land in any hillside area shall conform to the standards, guidelines, and criteria of this chapter. The purpose and intent of the Hillside Preservation ordinance is to:

A. Preserve hillside, mountain, and/or slope areas.

B. Encourage minimal grading, where possible, to maintain the natural contour of the land.

C. Promote quality development of hillside, mountain, and/or slope areas.

D. Promote grading which considers drainage, stability, safety, and sound engineering and construction practices.

E. Encourage responsible erosion control practices.

F. Protect natural drainage channels, except where otherwise approved by the City.

G. Preserve natural landmarks and prominent natural features including ridgelines, wildlife habitat and open space.

H. Minimize public exposure to geological and natural hazards, including but not limited to snow avalanche, rock slides, rock falls, debris flow, debris floods, land-sliding, surface fault rupturing, and hazards relating to ground water.

I. Prohibit activities and uses which would result in the degradation of fragile soils and steep slopes.

J. Encourage preservation of open space and natural terrain.

PROPERTY HISTORY

July 26, 1997	Annexed into the City as part of the Deerfield Annexation
January 24, 2012	The current amended Traverse Area Plan was adopted by City Council designating this area as medium density residential.
January 26, 2016	City Council approved the Hidden Canyon Preliminary Subdivision
December 10, 2019	City Council approved the Hidden Canyon Plat C&D Preliminary Subdivision with 163 lots.
March 31, 2020	City Council approved the Hidden Canyon Plat C grading permit

REPORT ANALYSIS

The applicant requests approval of the Hidden Canyon Plat C final subdivision including 49 residential lots located at approximately Fox Canyon Road and Oak Wood Circle. This subdivision originally received preliminary approval with this number of units, and then the applicant applied for preliminary approval again with Plat C and D together and showed an additional seven lots, totaling 56, for Plat C. The applicant has since gone back down to the original 49 residential lots. This reduction in lots may help reduce the environmental impact in the subdivision which includes steep slopes.

The proposed final subdivision includes 49 lots and two parcels of open space, provides temporary turnarounds, and protections for the natural environment during construction and after.

The proposed 49 lots range in size from 8,950 to 60,372 square feet. This subdivision also includes Parcels “A” and “B” designated as natural open space to be dedicated to Lehi City without regular maintenance. The proposed open space will help preserve views of the hillside. The plat notes that these open spaces will have native vegetation and will not require regular maintenance by the City.

The proposed subdivision will continue the three main roads through Central Canyon (Canyon Rim, Valley View, and Fox Canyon Roads) and end with three temporary turnarounds. These will provide turnaround points for fire-trucks and other large vehicles until the construction of Plat D. This is consistent with their approved preliminary subdivision plans which provides the needed connectivity as a whole.

The construction plans include revegetation plans to prevent erosion during construction and after. Construction of the subdivision includes installing retaining walls on lots with steep slope (lots 193,194, 201 and 202). The plat restricts these lots to not allow any improvements above the retaining walls besides natural vegetation. This restriction is to minimize erosion to protect both the homes and the natural environment.

DRC reviewed the proposed final subdivision and had four redline comments related to the construction plans. Please consider including all DRC comments in your motion.

PLANNING DIVISION RECOMMENDATION

Planning Staff recommends **APPROVAL** of the proposed Hidden Canyon Plat C final subdivision including the DRC comments from July 15, 2020. This recommendation is based on the following findings:

1. The proposed subdivision reduces the density in Central Canyon.
2. The proposed subdivision meets the density and other requirements in the Traverse Mountain Area Plan.
3. The proposed subdivision is not detrimental to the public health, safety, and welfare of Lehi City.
4. The proposed subdivision meets the requirements of the Development Code.
5. Other findings based upon information presented at the public meeting.

Hidden Canyon Plat C Final Subdivision
DRC Redline Comments

Toll Brothers- requests final subdivision review of Hidden Canyon Plat C, a 56-lot residential subdivision located at approximately Fox Canyon Road and Oak Wood Circle.

DRC Members Present: Glade Kirkham, Kerry Evans, Greg Allred, Kim Struthers, Gary Smith, Joshua Bunnell, Ross Dinsdale, Trent Dyer
Representatives of the Applicant Present: None due to Covid-19
Date of Plans Reviewed: **07/07/2020**
Time Start: n/a
Time End: n/a

DRC REDLINE COMMENTS:
Glade – Power: No comments
Kerry – Fire: No comments
Greg – Water/Sewer:
1. Water and PI service connections to the main must have at least 3' of clearance from mainline valves for fire hydrant and blow off. (Lots 193 201)
2. Label 4" floor drain from PRV vault on sheet PP6
3. Curb walls required for splash pad, consult with City inspector during construction.

Kim – Planning: No comments
Gary – Building/Inspections: No comments
JD – Streets:
4. Add note to whirly-gig manholes on roads that are greater than 5% Add to all sheets that it applies to.

Ross – Engineering: No comments
Trent – Parks: No comments

PRIOR TO PRECONSTRUCTION MEETING:
1. Provide an engineer's cost estimate for the cost of all improvements.
2. 10% Warranty Escrow Bond or Letter of Credit and Public/Private Improvement Agreement for all public and private improvements must be in place (from a financial institution with a branch in Utah).
3. Pay all necessary inspection fees and any up-front supply costs required by the City for power supplies, water system supplies, public signs (stop signs, address signs, etc.) and any other associated costs so that the City can order all necessary supplies for the development.
4. Include surveyor's and engineer's stamps and signatures on the construction drawings.
5. Show lot addresses on the final plat (must coordinate with Planning Division).
6. Submit Storm Water Pollution Prevention Plan (SWPPP) through ComplianceGo.com for review by Lehi Public Works (call Rochelle with Public Works at 385-201-1900 with questions).
7. Schedule a SWPPP inspection through Lehi City Water Dept. (call 385-201-1900). This should be the last item completed prior to scheduling a preconstruction meeting.
8. Amend existing Long Term Storm Water Management Plan and Agreement to Planning Division to include new plat.
9. Address any comments or conditions from City Council approval.
10. Plans need to be signed by Community Development Director and Public Works Director before precon can be scheduled

PRIOR TO RECORDING OF PLAT:
1. Provide a Mylar of the final plat for recording with the owners notarized signature(s).
2. Include surveyor's and engineer's stamps and signatures on the plat.
3. Submit a title report to be reviewed by Lehi City Attorney.
4. Provide a signed easement verification sheet (for proposed public utility easements on the plat).
5. All City utilities/infrastructure has been accepted and signed off by all Lehi City Inspectors.

DRC GENERAL COMMENTS:
1. Retaining walls will require a building permit.

Note: This list of corrections and deficiencies should not be considered as an all-inclusive or final list. The items listed need to be corrected and resolved and a new set of information submitted for review by the DRC. Further corrections and deficiencies may still be noted as the DRC further reviews the resubmitted information.

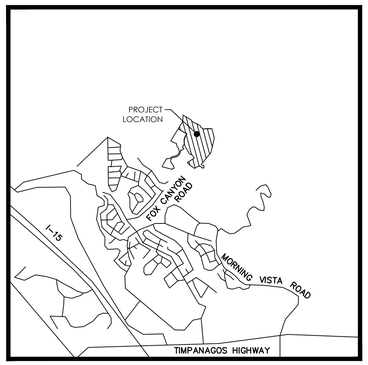
2. Please note that ALL of the DRC Redline and Prior to Recording of Plat comments MUST be completed before a preconstruction meeting can be scheduled.
3. Once approved by the Planning Commission or City Council (whichever is applicable) plans may be submitted for check-off. Check-off plans consist of one set of 24x36-inch plans submitted to the Planning Division office. When changes need to be made to a check set, revise the affected sheets only. Each new submittal will require a revision date on each new sheet. It is the responsibility of the applicant to follow through with completing the check-off items.
4. Prior to the pre-construction meeting, Lehi City Staff will make copies of plans for the meeting from the check-off set and the developer will pay fees for the copies.
5. On the power, developer will install conduit; Lehi City Power will install all other required power infrastructure shown on the plans and charge the developer for the costs. These costs are separate from power impact fees that are paid with the building permit.
6. Developer is responsible to purchase, move or remove any existing Rocky Mountain Power facilities. Additionally, the Developer is responsible for all costs associated for the purchase of RMP equipment by Lehi City Power. These costs are separate from infrastructure, impact fees, and connection fees.
7. Developer is responsible to furnish adequate rights of way or easements for construction of off-site power line extensions.
8. Residential developments shall complete all required private improvements prior to commencing construction on units totaling more than 80% of the allowed units in the development.
9. The approval of a development shall be effective for a period of two (2) years from the date the development is approved by the Planning Commission or City Council, whichever is applicable.
10. Approved vehicle access for firefighting shall be provided to all construction or demolition sites. Vehicle access shall be provided to within 100 feet of temporary or permanent fire department connections. Vehicle access shall be provided by either a twenty (20) foot minimum width temporary or permanent road, capable of supporting vehicle loading under all weather conditions. Vehicle access shall be kept clear of all fencing, barricades, dumpsters, vehicles, construction materials and debris and maintained until permanent fire apparatus access roads are available.

THIS ITEM WILL BE SCHEDULED FOR CITY COUNCIL ON JULY 28th

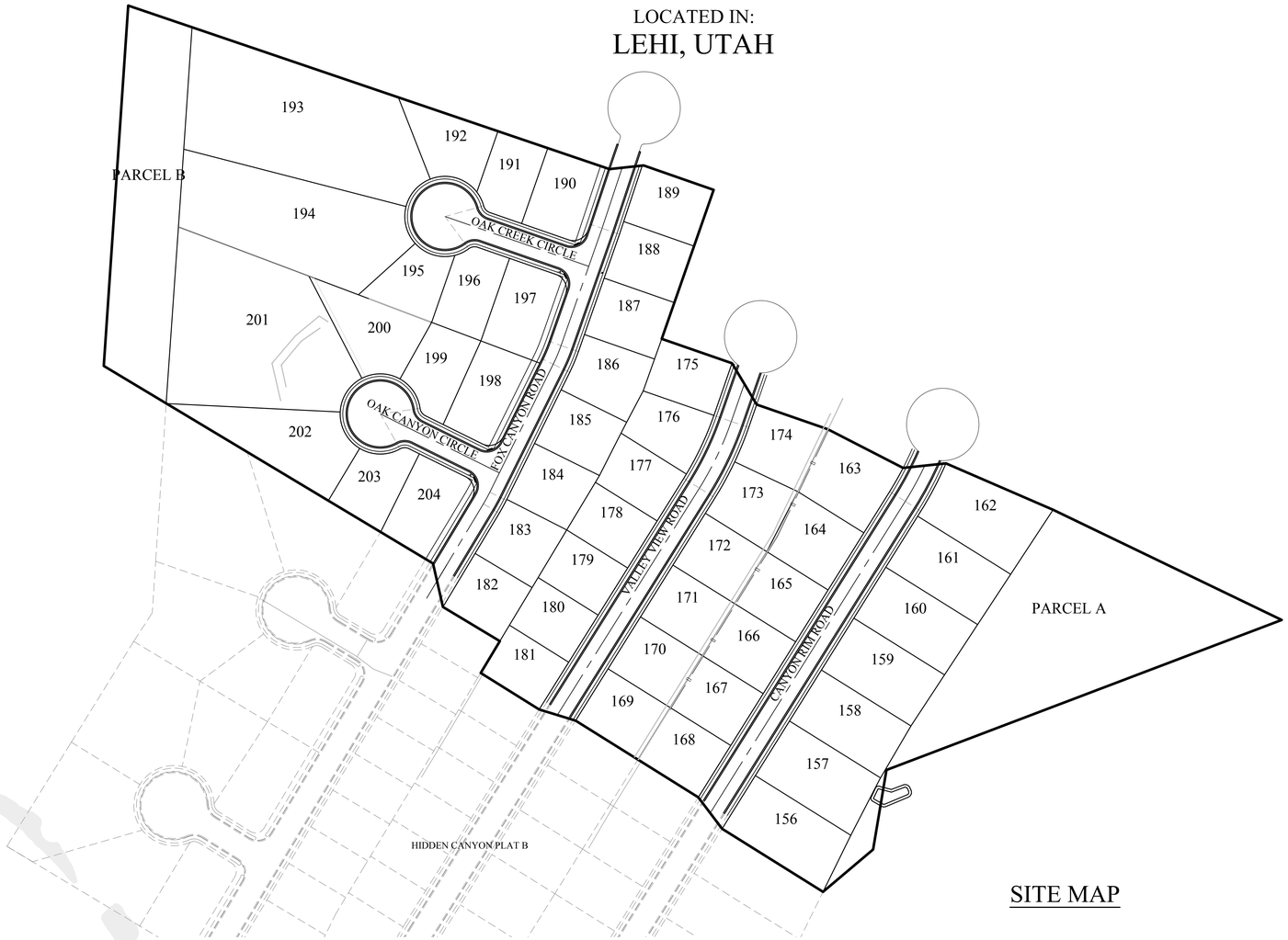
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HIDDEN CANYON PLAT C

PREPARED FOR:
TOLL BROTHERS
LOCATED IN:
LEHI, UTAH



VICINITY MAP
NTS



SITE MAP

SHEET LIST INDEX	
Sheet Number	Sheet Title
C1	COVER SHEET
C2	FINAL PLAT
C2.1	FINAL PLAT
C2.2	FINAL PLAT
C3	OVERALL SITE PLAN
C3.1	SITE PLAN
C3.2	SITE PLAN
C4	OVERALL GRADING PLAN
C4.1	GRADING PLAN
C4.2	GRADING PLAN
C4.3	GRADING PLAN
C4.4	GRADING PLAN
C4.5	GRADING PLAN
C4.6	GRADING PLAN
C5	OVERALL UTILITY PLAN
C5.1	DRAINAGE PLAN
C5.2	DRAINAGE PLAN
C6.1	SEWER PLAN
C6.2	SEWER PLAN
C7.1	WATER PLAN
C7.2	WATER PLAN
C7.3	HYDRANT & BLOWOFF PLAN
C8	EROSION CONTROL PLAN
C8.1	EROSION CONTROL DETAILS
C9	OVERALL POWER PLAN
C9.1	POWER PLAN
C9.2	POWER PLAN
D1	SITE DETAILS
D2	SITE DETAILS
D3	SITE DETAILS
D4	POWER DETAILS
D5	POWER DETAILS
PP1	CANYON RIM ROAD
PP2	CANYON RIM ROAD
PP3	VALLEY VIEW ROAD
PP4	VALLEY VIEW ROAD
PP5	FOX CANYON ROAD
PP6	FOX CANYON ROAD
PP7	OAK CANYON CIRLCE
PP8	OAK CREEK CIRCLE
PP9	SETTLING BASIN 301

LEHI CITY NOTES

1. ONE (1) COLOR ELECTRONIC COPY OF AS-BUILT DRAWINGS, FORMATTED IN ACCORDANCE WITH SECTION 3 OF THE 2016 EDITION OF LEHI CITY DESIGN STANDARDS, SHALL BE SUBMITTED TO THE CITY UPON COMPLETION OF THE PUBLIC IMPROVEMENTS; INCLUDING, WATER, SEWER, STORM DRAIN, AND POWER.
2. ALL CONSTRUCTION IS TO BE DONE AS PER THE 2016 EDITION OF THE LEHI CITY DESIGN STANDARDS AND PUBLIC IMPROVEMENTS SPECIFICATIONS AND 2016 LEHI CITY POWER SPECIFICATIONS.
3. ALL ADA ACCESSIBLE SIDEWALK RAMPS WILL BE CONSTRUCTED IN ACCORDANCE WITH THE 2016 EDITION OF THE LEHI CITY DESIGN STANDARDS AND PUBLIC IMPROVEMENT SPECIFICATIONS.
4. PRIOR TO CONSTRUCTION, AN EROSION AND SEDIMENTATION CONTROL PLAN WILL BE SUBMITTED TO THE PUBLIC WORKS DIRECTOR FOR APPROVAL WHICH IS INCLUDED IN SHEETS M6-D1.
5. PRIOR TO COMMENCEMENT OF ANY WORK, A PRE-CONSTRUCTION MEETING WILL BE HELD WITH THE PUBLIC WORKS DIRECTOR, CHIEF BUILDING OFFICIAL, CITY INSPECTORS, THE CONTRACTOR AND THE PROPERTY OWNER.

GENERAL NOTES

1. CONTRACTOR TO FIELD VERIFY HORIZONTAL AND VERTICAL LOCATIONS OF ALL EXISTING UTILITIES PRIOR TO COMMENCEMENT OF CONSTRUCTION, AND REPORT ANY DISCREPANCIES TO THE ENGINEER.

2. ANY AND ALL DISCREPANCIES IN THESE PLANS ARE TO BE BROUGHT TO THE ENGINEER'S ATTENTION PRIOR TO COMMENCEMENT OF CONSTRUCTION.

3. ALL CONSTRUCTION SHALL ADHERE TO LEHI CITY STANDARD PLANS AND SPECIFICATIONS.

4. ALL UTILITIES AND ROAD IMPROVEMENTS SHOWN ON THE PLANS HEREIN SHALL BE CONSTRUCTED USING REFERENCE TO SURVEY CONSTRUCTION STAKES PLACED UNDER THE SUPERVISION OF A PROFESSIONAL LICENSED SURVEYOR WITH A CURRENT LICENSE ISSUED BY THE STATE OF UTAH. ANY IMPROVEMENTS INSTALLED BY ANY OTHER VERTICAL OR HORIZONTAL REFERENCE WILL NOT BE ACCEPTED OR CERTIFIED BY THE ENGINEER OF RECORD.

5. THIS DRAWING SET IS SCALED TO BE PRINTED ON A 24" X 36" SIZE OF PAPER (ARCH. D). IF PRINTED ON A SMALLER PAPER SIZE, THE DRAWING WILL NOT BE TO SCALE AND SHOULD NOT BE USED TO SCALE MEASUREMENTS FROM THE PAPER DRAWING. ALSO USE CAUTION, AS THERE MAY BE TEXT OR DETAIL THAT MAY BE OVERLOOKED DUE TO THE SMALL SIZE OF THE DRAWING.

NOTICE

BEFORE PROCEEDING WITH THIS WORK, THE CONTRACTOR SHALL CAREFULLY CHECK AND VERIFY ALL CONDITIONS, QUANTITIES, DIMENSIONS, AND GRADE ELEVATIONS, AND SHALL REPORT ALL DISCREPANCIES TO THE ENGINEER.

ENGINEER'S NOTES TO CONTRACTOR

1. THE EXISTENCE AND LOCATION OF ANY UNDERGROUND UTILITY PIPES, CONDUITS OR STRUCTURES SHOWN ON THESE PLANS WERE OBTAINED BY A SEARCH OF THE AVAILABLE RECORDS, TO THE BEST OF OUR KNOWLEDGE, THERE ARE NO EXISTING UTILITIES EXCEPT AS SHOWN ON THESE PLANS. THE CONTRACTOR IS REQUIRED TO TAKE DUE PRECAUTIONARY MEASURES TO PROTECT THE UTILITY LINES SHOWN ON THESE DRAWINGS. THE CONTRACTOR FURTHER ASSUMES ALL LIABILITY AND RESPONSIBILITY FOR THE UTILITY PIPES, CONDUITS OR STRUCTURES SHOWN OR NOT SHOWN ON THESE DRAWINGS. IF UTILITY LINES ARE ENCOUNTERED DURING CONSTRUCTION THAT ARE NOT IDENTIFIED BY THESE PLANS, CONTRACTOR SHALL NOTIFY ENGINEER IMMEDIATELY.

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

3. UNAUTHORIZED CHANGES & USES: THE ENGINEER PREPARING THESE PLANS WILL NOT BE RESPONSIBLE FOR, OR LIABLE FOR, UNAUTHORIZED CHANGES TO OR USES OF THESE PLANS. ALL CHANGES TO THE PLANS MUST BE IN WRITING AND MUST BE APPROVED BY THE PREPARER OF THESE PLANS.

4. ALL CONTOUR LINES SHOWN ON THE PLANS ARE AN INTERPRETATION BY CAD SOFTWARE OF FIELD SURVEY WORK PERFORMED BY A LICENSED SURVEYOR. DUE TO THE POTENTIAL DIFFERENCES IN INTERPRETATION OF CONTOURS BY VARIOUS TYPES OF GRADING SOFTWARE BY OTHER ENGINEERS OR CONTRACTORS, FOCUS DOES NOT GUARANTEE OR WARRANTY THE ACCURACY OF SUCH LINEWORK. FOR THIS REASON, FOCUS WILL NOT PROVIDE ANY GRADING CONTOURS IN CAD FOR ANY TYPE OF USE BY THE CONTRACTOR. SPOT ELEVATIONS AND PROFILE ELEVATIONS SHOWN IN THE DESIGN DRAWINGS GOVERN ALL DESIGN INFORMATION ILLUSTRATED ON THE APPROVED CONSTRUCTION SET. CONSTRUCTION EXPERTISE AND JUDGMENT BY THE CONTRACTOR IS ANTICIPATED BY THE ENGINEER TO COMPLETE BUILD-OUT OF THE INTENDED IMPROVEMENTS.

CONTACTS

ENGINEER & SURVEYOR
FOCUS ENGINEERING & SURVEYING,LLC
32 WEST CENTER STREET
MIDVALE, UTAH 84047
(801) 352-0075
PROJECT MANAGER: TRAVIS BENSON
SURVEY MANAGER: SPENCER LLEWELYN

OWNER/DEVELOPER
TOLL BROTHERS
8767 EAST VIADE VENTURA SUITE 390
SCOTTSDALE, ARIZONA 85258
(602) 768-1935
CONTACT: OSCAR DOMINGUEZ

BENCHMARK
SOUTHWEST CORNER OF SECTION 19
TOWNSHIP 04 SOUTH, RANGE 01 EAST
SALT LAKE BASE AND MERIDIAN
ELEV: 4948.88
DATUM: NGVD29

811 Know what's below. Call 811 before you dig.

N
S

GRAPHIC SCALE
100 0 50 100 200 400
(IN FEET)
1 inch = 100ft.

FOCUS©
ENGINEERING AND SURVEYING, LLC
6949 S. HIGH TECH DRIVE SUITE 200
MIDVALE, UTAH 84047 PH: (801) 352-0075
www.focusutah.com

LICENSED PROFESSIONAL ENGINEER
No. 8278814-2202
THOMAS M. ROONEY
STATE OF UTAH
REGISTERED
07/07/20

HIDDEN CANYON PLAT C
LEHI, UTAH
COVER SHEET

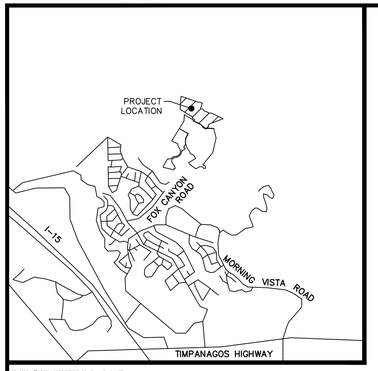
REVISION BLOCK

#	DATE	DESCRIPTION
1	----	----
2	----	----
3	----	----
4	----	----
5	----	----
6	----	----

COVER SHEET

Scale:	1"=100'	Drawn:	JRW
Date:	7/7/20	Job #:	18-327
Sheet:	C1		

Z:_2018\18-327 Canyon Point Ph 3 (AKA Hidden Canyon)\design 18-327\dwg\sheets\C1 COVER SHEET.dwg



VICINITY MAP
N.T.S

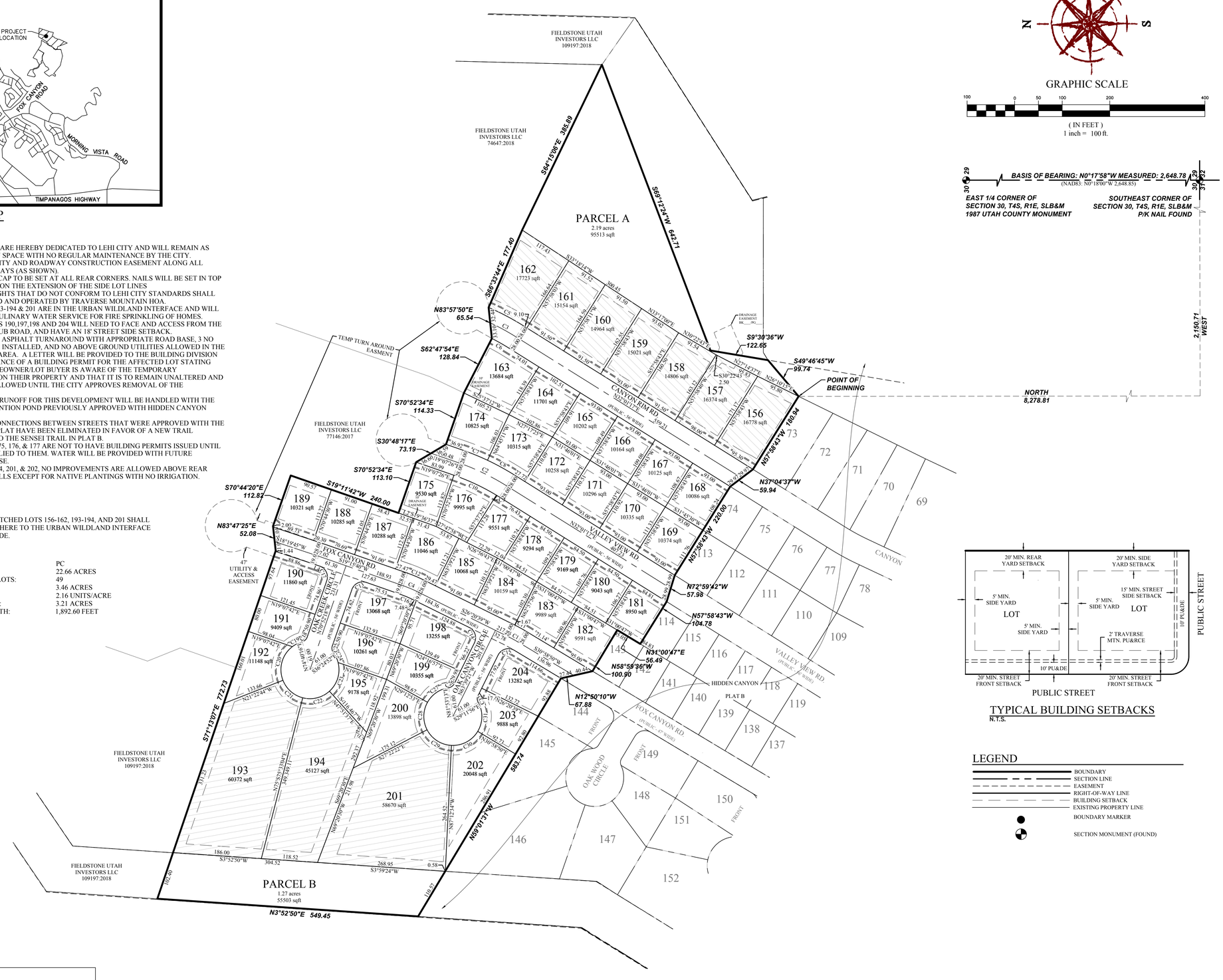
NOTES:

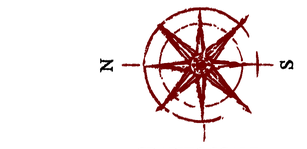
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2. 10' PUBLIC UTILITY AND ROADWAY CONSTRUCTION EASEMENT ALONG ALL PUBLIC ROADWAYS (AS SHOWN).
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6. HOMES ON LOTS 190,197, 198 AND 204 WILL NEED TO FACE AND ACCESS FROM THE CUL-DE-SAC STUB ROAD, AND HAVE AN 18' STREET SIDE SETBACK.
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10. LOTS 173, 174, 175, 176, & 177 ARE NOT TO HAVE BUILDING PERMITS ISSUED UNTIL WATER IS SUPPLIED TO THEM. WATER WILL BE PROVIDED WITH FUTURE ADJACENT PHASE.
11. ON LOTS 193, 194, 201, & 202, NO IMPROVEMENTS ARE ALLOWED ABOVE REAR RETAINING WALLS EXCEPT FOR NATIVE PLANTINGS WITH NO IRRIGATION.

HATCHED LOTS 156-162, 193-194, AND 201 SHALL ADHERE TO THE URBAN WILDLAND INTERFACE CODE.

TABULATIONS:

CURRENT ZONE:	PC
TOTAL AREA:	22.66 ACRES
SINGLE FAMILY LOTS:	49
OPEN SPACE:	3.46 ACRES
DENSITY:	2.16 UNITS/ACRE
ROADWAY AREA:	3.21 ACRES
ROADWAY LENGTH:	1,892.60 FEET





BASIS OF BEARING: N0°17'58"W MEASURED: 2,648.78
(NAD83: N0°18'00"W 2,648.85)

EAST 1/4 CORNER OF SECTION 30, T4S, R1E, SLB&M 1987 UTAH COUNTY MONUMENT

SOUTHEAST CORNER OF SECTION 30, T4S, R1E, SLB&M P/K NAIL FOUND

2,150.71 WEST

TYPICAL BUILDING SETBACKS
N.T.S.

LEGEND

- BOUNDARY
- SECTION LINE
- EASEMENT
- RIGHT-OF-WAY LINE
- BUILDING SETBACK
- EXISTING PROPERTY LINE
- BOUNDARY MARKER
- SECTION MONUMENT (FOUND)

SURVEYOR'S CERTIFICATE

I, Spencer W. Llewelyn, do hereby certify that I am a Professional Land Surveyor, and that I hold Certificate No. 10516507 in accordance with Title 58, Chapter 22 of Utah State Code. I further certify by authority of the owners(s) that I have completed a Survey of the property described on this Plat in accordance with Section 17-23-17 of said Code, and have subdivided said tract of land into lots, blocks, streets, and easements, and the same has, or will be correctly surveyed, staked and monumented on the ground as shown on this Plat, and that this Plat is true and correct.

FOR REVIEW

Spencer W. Llewelyn
Professional Land Surveyor
Certificate No. 10516507

Date

BOUNDARY DESCRIPTION

A portion of Section 19, Township 4 South, Range 1 East, Salt Lake Base & Meridian, Lehi, Utah, more particularly described as follows:

Beginning at the Northeasterly Corner of Lot 73, HIDDEN CANYON PLAT "B", according to the Official Plat thereof recorded March 18, 2019 as Entry No. 22008:2019 in the Office of the Utah County Recorder, located West 2,150.71 feet and North 8,278.81 feet from the Southeast Corner of Section 30, T4S, R1E, S.L.B.& M. (Basis of Bearing: N0°17'58"W along the Section line from said Southeast Corner to the East ¼ Corner of said Section 30, T4S, R1E, S.L.B.& M.); thence along said plat the following 9 (nine) courses: 1) N57°58'43"W 180.94 feet; 2) N37°04'37"W 59.94 feet; 3) N57°58'43"W 220.00 feet; 4) N72°59'42"W 57.98 feet; 5) N57°58'43"W 104.78 feet; 6) N31°00'47"E 56.49 feet; 7) N58°59'36"W 100.90 feet; 8) N12°50'10"W 67.88 feet; 9) N59°01'31"W 583.74 feet; thence N03°52'50"E 549.45 feet to a point on the Southerly line of that Real Property described in Deed Entry No. 109197:2018 of the Official Records of Utah County; thence along said deed and along the Southerly line of that Real Property described in Deed Entry No. 77146:2017 of the Official Records of Utah County the following 7 (seven) courses: 1) S71°13'07"E 772.73 feet; 2) N83°47'25"E 52.08 feet; 3) S70°44'20"E 112.82 feet; 4) S19°11'42"W 240.00 feet; 5) S70°52'34"E 114.33 feet; 6) S30°48'17"E 73.19 feet; 7) S70°52'34"E 114.33 feet to the Southwesterly Corner of that Real Property described in Deed Entry No. 74647:2018 of the Official Records of Utah County; thence along said deed the following 4 (four) courses: 1) S62°47'54"E 128.84 feet; 2) N83°57'50"E 65.54 feet; 3) S66°33'44"E 177.40 feet; 4) S64°15'06"E 385.89 feet; thence S69°12'24"W 642.71 feet; thence S09°30'36"W 122.65 feet; thence S49°46'45"W 99.74 feet to the point of beginning.

Contains: 22.66 acres+/-

OWNER'S DEDICATION

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

IN WITNESS WHEREOF WE HAVE HEREUNTO SET OUR HANDS THIS _____ DAY OF _____ A.D. 20__

LIMITED LIABILITY ACKNOWLEDGMENT

STATE OF UTAH
S.S.
COUNTY OF _____

ON THE _____DAY OF _____A.D. 20 ____ PERSONALLY APPEARED BEFORE ME , THE UNDERSIGNED NOTARY PUBLIC, IN AND FOR THE COUNTY OF _____, IN SAID STATE OF UTAH, _____, WHO AFTER BEING DULY SWORN, ACKNOWLEDGED TO ME THAT HE/SHE IS THE _____ OF _____ L.L.C., A UTAH L.L.C. AND THAT HE/SHE SIGNED THE OWNERS DEDICATION FREELY AND VOLUNTARILY FOR AND IN BEHALF OF SAID LIMITED LIABILITY COMPANY FOR THE PURPOSES THEREIN MENTIONED.

MY COMMISSION EXPIRES:_____ _____
NOTARY PUBLIC
RESIDING IN _____ COUNTY

MY COMMISSION No._____ _____
PRINTED FULL NAME OF NOTARY

ACCEPTANCE BY LEGISLATIVE BODY

THE CITY COUNCIL OF LEHI CITY, COUNTY OF UTAH, APPROVES THIS SUBDIVISION AND HEREBY ACCEPTS THE DEDICATION OF ALL STREETS, EASEMENTS AND OTHER PARCELS OF LAND INTENDED FOR PUBLIC PURPOSES FOR THE PERPETUAL USE OF THE PUBLIC THIS _____ DAY OF _____, A.D. 20____.

APPROVED BY MAYOR

APPROVED BY ENGINEER
(SEE SEAL BELOW)

ATTEST
CLERK-RECORDER
(SEE SEAL BELOW)

PLANNING COMMISSION APPROVAL

APPROVED THIS _____ DAY OF _____, A.D. 20___, BY THE LEHI CITY PLANNING COMMISSION.

DIRECTOR - SECRETARY

CHAIRMAN, PLANNING COMMISSION

PLAT "C"

HIDDEN CANYON

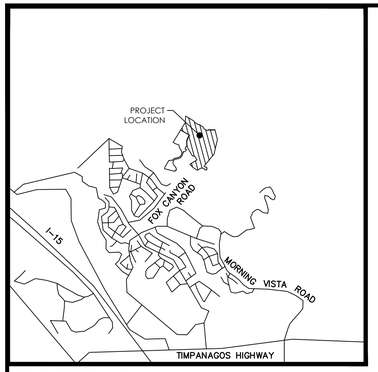
A RESIDENTIAL SUBDIVISION
LEHI, UTAH COUNTY, UTAH

SURVEYOR'S SEAL	NOTARY PUBLIC SEAL	LEHI CITY ENGINEER SEAL	LEHI CITY RECORDER SEAL
FOR REVIEW			

FOCUS©
ENGINEERING AND SURVEYING, LLC
6949 SOUTH HIGH TECH DRIVE SUITE 200
MIDVALE, UT 84047 PH: (801) 352-0075
www.focusutah.com

SHEET 1 OF 3

Z:_2018\18-327 Canyon Point Ph. 3 (AKA Hidden Canyon)\design 18-327\dwg\sheets\C2.0 Final Plat.dwg



VICINITY MAP
N.T.S

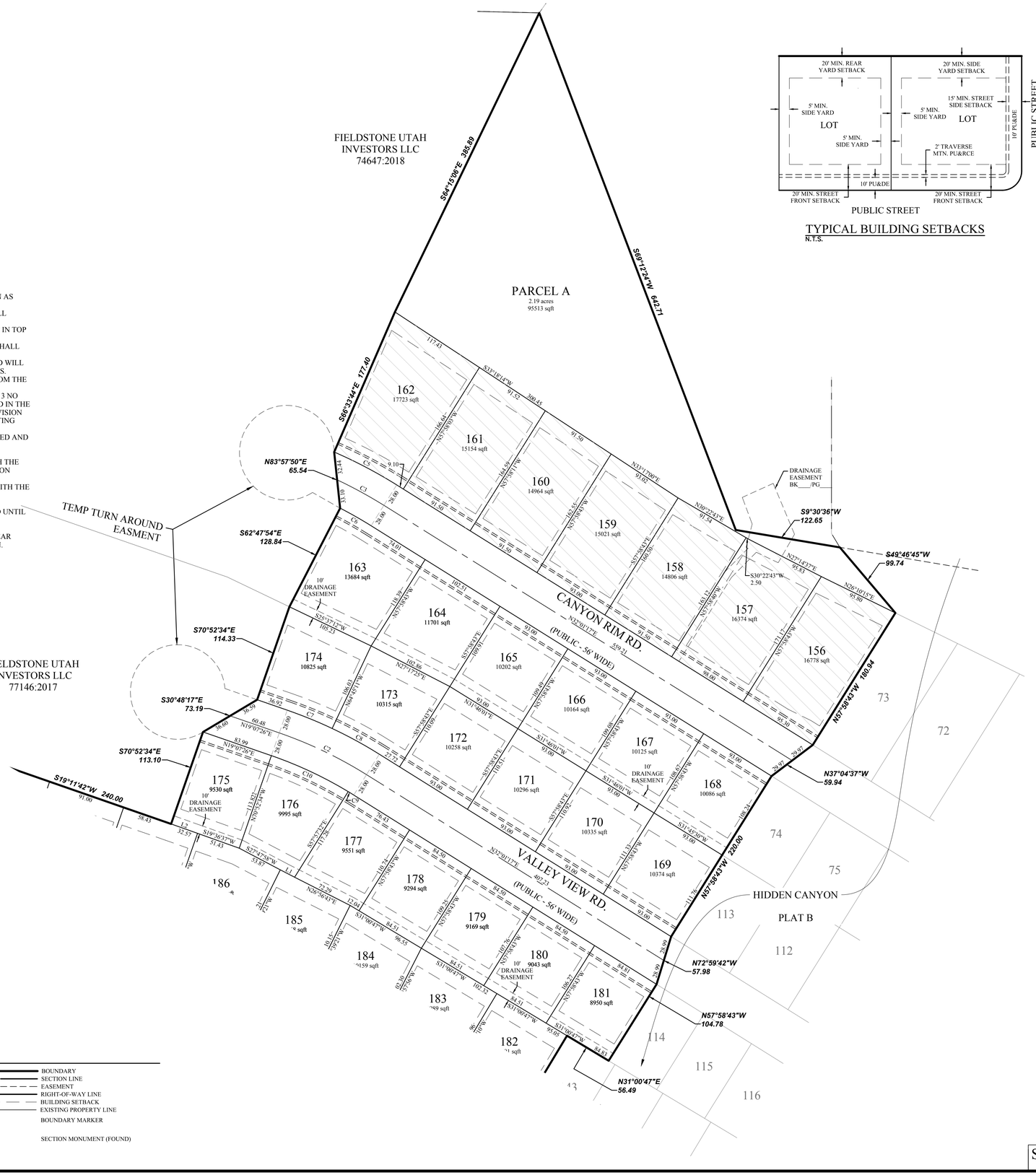
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HATCHED LOTS 156-162, 193-194, AND 201 SHALL ADHERE TO THE URBAN WILDLAND INTERFACE CODE.

TABULATIONS:

CURRENT ZONE:	PC
TOTAL AREA:	22.66 ACRES
SINGLE FAMILY LOTS:	49
OPEN SPACE:	3.46 ACRES
DENSITY:	2.16 UNITS/ACRE
ROADWAY AREA:	3.21 ACRES
ROADWAY LENGTH:	1,892.60 FEET



TYPICAL BUILDING SETBACKS
N.T.S.

Line Table		
LINE	DIRECTION	LENGTH
(L6)	N69°20'30"W	11.24
(L7)	S47°51'37"W	11.24
L1	S27°14'59"W	18.72
L2	S19°36'32"W	32.57
L4	N19°15'40"E	9.25

Curve Table					
CURVE	RADIUS	DELTA	LENGTH	CHORD DIRECTION	CHORD LENGTH
C1	250.00	4°38'11"	20.23	S28°39'44"W	20.22
C2	500.00	12°53'51"	112.55	N25°34'22"E	112.31
C3	520.00	6°49'28"	61.94	N28°36'33"E	61.90
C4	250.00	7°04'59"	30.91	S22°48'09"W	30.89
C5	548.00	8°35'01"	82.10	S27°43'47"W	82.02
C6	492.00	4°49'32"	41.44	N29°36'31"E	41.42
C7	528.00	6°07'23"	56.43	S22°11'08"W	56.40
C8	528.00	6°46'28"	62.43	S28°38'03"W	62.39
C9	472.00	0°55'10"	7.57	N31°33'42"E	7.57
C10	472.00	11°58'59"	98.72	N25°06'38"E	98.54
C11	278.00	4°38'11"	22.50	S28°39'44"W	22.49
C12	278.00	7°04'59"	34.37	S22°48'09"W	34.34
C13	24.00	90°07'58"	37.75	N25°48'19"W	33.98
C14	24.00	90°00'00"	37.70	N71°20'39"E	33.94
C15	24.00	94°38'11"	39.64	N16°20'16"W	35.29
C16	231.00	7°04'59"	28.56	N22°48'09"E	28.54
C17	24.00	89°52'02"	37.64	N64°11'41"E	33.90
C18	15.00	55°32'34"	14.54	S43°06'01"E	13.98
C19	61.00	22°09'11"	23.59	S26°24'19"E	23.44
C20	61.00	73°53'50"	78.67	S74°25'49"E	73.33
C21	61.00	54°10'20"	57.67	N41°32'06"E	55.55
C22	61.00	56°35'18"	60.25	N13°50'44"W	57.83
C23	61.00	62°07'19"	66.14	N73°12'02"W	62.95
C24	61.00	22°09'11"	23.59	S64°39'43"W	23.44
C25	15.00	55°32'34"	14.54	S81°21'25"W	13.98
C26	15.00	55°32'34"	14.54	S35°53'04"E	13.98
C27	61.00	52°40'20"	56.08	S34°26'57"E	54.12
C28	61.00	56°35'27"	60.25	S89°04'50"E	57.83
C29	61.00	59°49'20"	63.69	N32°42'47"E	60.84
C30	61.00	61°49'17"	65.82	N28°06'32"W	62.67
C31	61.00	60°10'45"	64.07	N89°06'33"W	61.17
C32	15.00	55°32'34"	14.54	S88°34'21"W	13.98



GRAPHIC SCALE

60 0 30 60 120 240

(IN FEET)
1 inch = 60 ft.

LEGEND

- BOUNDARY
- SECTION LINE
- EASEMENT
- RIGHT-OF-WAY LINE
- BUILDING SETBACK
- EXISTING PROPERTY LINE
- BOUNDARY MARKER
- SECTION MONUMENT (FOUND)

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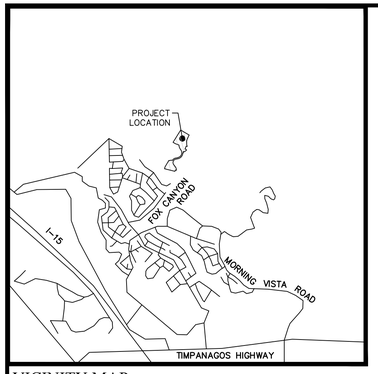
PLAT "C"

HIDDEN CANYON

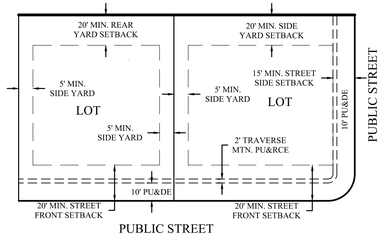
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LEHI, UTAH COUNTY, UTAH

SURVEYOR'S SEAL	NOTARY PUBLIC SEAL	LEHI CITY ENGINEER SEAL	LEHI CITY RECORDER SEAL
FOR REVIEW			

Z:_2018\18-327 Canyon Point Ph. 3 (AKA Hidden Canyon)\design 18-327\dwg\sheets\C2.1 Final Plat.dwg



VICINITY MAP
N.T.S



TYPICAL BUILDING SETBACKS
N.T.S.

NOTES:

1. PARCELS A & B ARE HEREBY DEDICATED TO LEHI CITY AND WILL REMAIN AS NATURAL OPEN SPACE WITH NO REGULAR MAINTENANCE BY THE CITY.
2. 10' PUBLIC UTILITY AND ROADWAY CONSTRUCTION EASEMENT ALONG ALL PUBLIC ROADWAYS (AS SHOWN).
3. #5 REBAR AND CAP TO BE SET AT ALL REAR CORNERS. NAILS WILL BE SET IN TOP BACK OF CURB ON THE EXTENSION OF THE SIDE LOT LINES
4. ALL STREET LIGHTS THAT DO NOT CONFORM TO LEHI CITY STANDARDS SHALL BE MAINTAINED AND OPERATED BY TRAVERSE MOUNTAIN HOA.
5. LOTS 156-162, 193-194 & 201 ARE IN THE URBAN WILDLAND INTERFACE AND WILL REQUIRE A 1" CULINARY WATER SERVICE FOR FIRE SPRINKLING OF HOMES.
6. HOMES ON LOTS 190,197,198 AND 204 WILL NEED TO FACE AND ACCESS FROM THE CUL-DE-SAC STUB ROAD, AND HAVE AN 18' STREET SIDE SETBACK.
7. 84' TEMPORARY ASPHALT TURNAROUND WITH APPROPRIATE ROAD BASE, 3 NO PARKING SIGNS INSTALLED, AND NO ABOVE GROUND UTILITIES ALLOWED IN THE TURNAROUND AREA. A LETTER WILL BE PROVIDED TO THE BUILDING DIVISION PRIOR TO ISSUANCE OF A BUILDING PERMIT FOR THE AFFECTED LOT STATING THAT THE HOMEOWNER/LOT BUYER IS AWARE OF THE TEMPORARY TURNAROUND ON THEIR PROPERTY AND THAT IT IS TO REMAIN UNALTERED AND NO PARKING ALLOWED UNTIL THE CITY APPROVES REMOVAL OF THE TURNAROUND.
8. STORM WATER RUNOFF FOR THIS DEVELOPMENT WILL BE HANDLED WITH THE EXISTING DETENTION POND PREVIOUSLY APPROVED WITH HIDDEN CANYON PLAT "A."
9. PEDESTRIAN CONNECTIONS BETWEEN STREETS THAT WERE APPROVED WITH THE PRELIMINARY PLAT HAVE BEEN ELIMINATED IN FAVOR OF A NEW TRAIL CONNECTION TO THE SENSEI TRAIL IN PLAT B.
10. LOTS 173, 174, 175, 176, & 177 ARE NOT TO HAVE BUILDING PERMITS ISSUED UNTIL WATER IS SUPPLIED TO THEM. WATER WILL BE PROVIDED WITH FUTURE ADJACENT PHASE.
11. ON LOTS 193, 194, 201, & 202, NO IMPROVEMENTS ARE ALLOWED ABOVE REAR RETAINING WALLS EXCEPT FOR NATIVE PLANTINGS WITH NO IRRIGATION.

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C8	528.00	6°46'28"	62.43	S28°38'03"W	62.39
C9	182.86	2°22'36"	7.59	N28°55'18"E	7.58
C10	536.90	10°31'33"	98.63	N25°18'44"E	98.49
C11	278.00	4°38'11"	22.50	S28°39'44"W	22.49
C12	278.00	7°04'59"	34.37	S22°48'09"W	34.34
C13	24.00	90°07'58"	37.75	N25°48'19"W	33.98
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GRAPHIC SCALE



(IN FEET)
1 inch = 60 ft.

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PLAT "C"

HIDDEN CANYON

A RESIDENTIAL SUBDIVISION
LEHI, UTAH COUNTY, UTAH

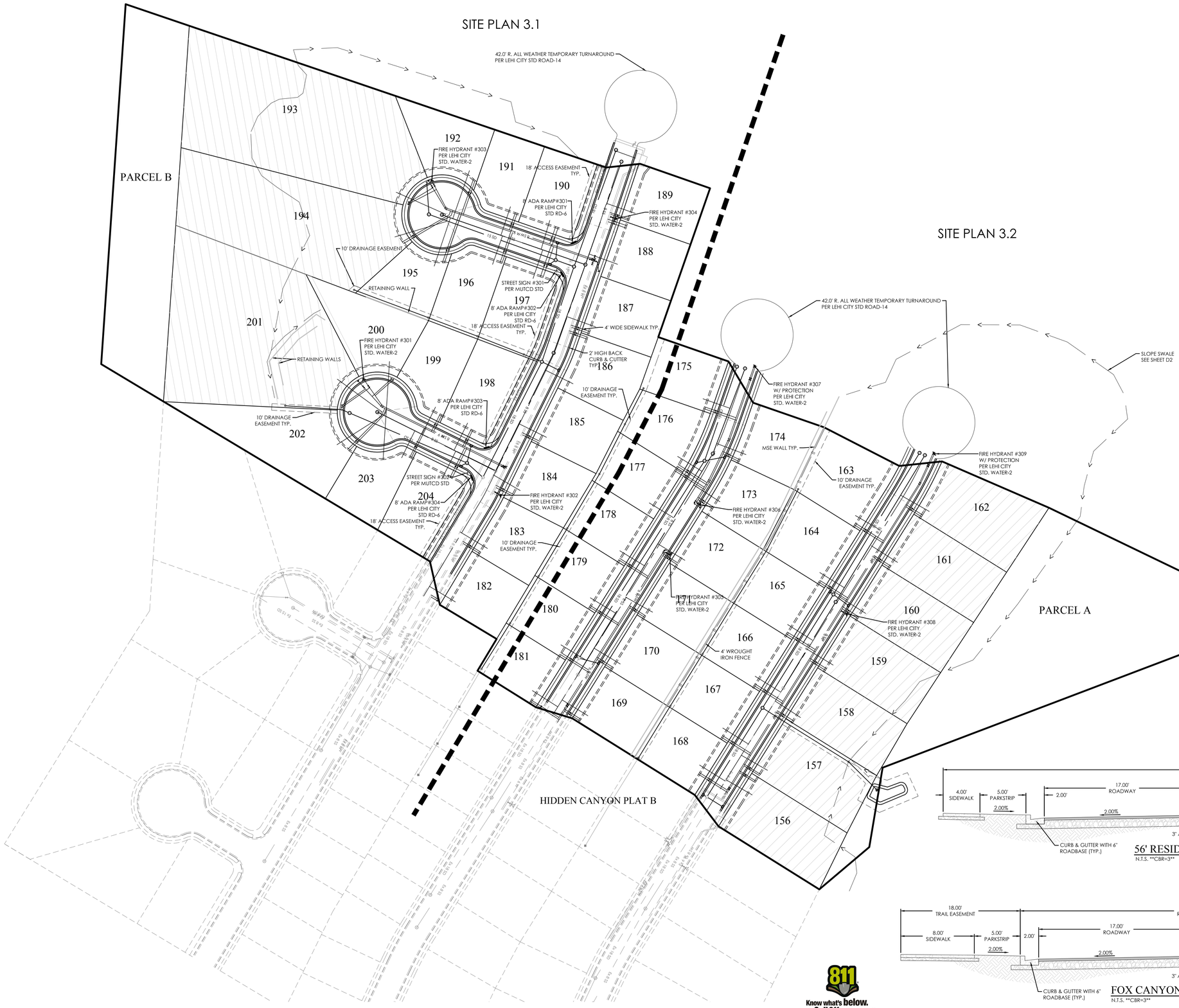
SURVEYOR'S SEAL	NOTARY PUBLIC SEAL	LEHI CITY ENGINEER SEAL	LEHI CITY RECORDER SEAL
FOR REVIEW			

SHEET 3 OF 3

Z:_2018\18-327 Canyon Point Ph. 3 (AKA Hidden Canyon)\design 18-327\dwg\sheets\C2.2 Final Plat.dwg

SITE PLAN 3.1

SITE PLAN 3.2



N

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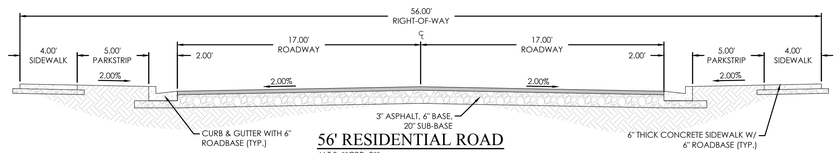
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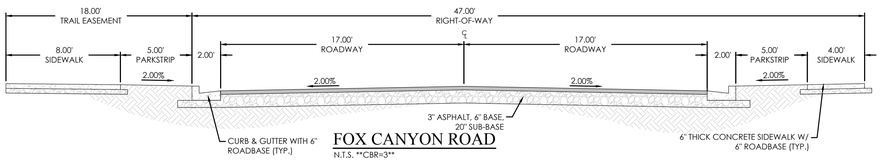
(IN FEET)
1 inch = 70 ft.

LEGEND

- BOUNDARY
- ROW
- CENTERLINE
- LOT LINE
- EASEMENT
- 15" STORM DRAIN
- 8" SANITARY SEWER
- 8" CULINARY WATER
- 8" SECONDARY WATER
- CONTOUR MAJOR
- CONTOUR MINOR
- EXIST. STORM DRAIN
- EXIST. SANITARY SEWER
- EXIST. CULINARY WATER
- EXIST. FENCE
- EXIST. CONTOUR MAJOR
- EXIST. CONTOUR MINOR
- SIGN
- STREET LIGHT
- SD MH, INLET, AND COMBO
- SEWER MANHOLE
- VALVE, TEE & BEND
- WATER BLOW-OFF
- FIRE HYDRANT
- STREET MONUMENT (TO BE SET)
- EXIST. STREET MONUMENT
- EXIST. SD INLET & MH
- EXIST. SEWER MH
- EXIST. VALVE, TEE, & BEND
- EXIST. FIRE HYDRANT
- SPOT ELEVATION
- INDICATES WALK-OUT BASEMENT



56' RESIDENTIAL ROAD
N.T.S. **CBR=3**



FOX CANYON ROAD
N.T.S. **CBR=3**

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LICENSED PROFESSIONAL ENGINEER
No. 8278544-2202
THOMAS M. MINEY
STATE OF UTAH

HIDDEN CANYON PLAT C

LEHI, UTAH

OVERALL SITE PLAN

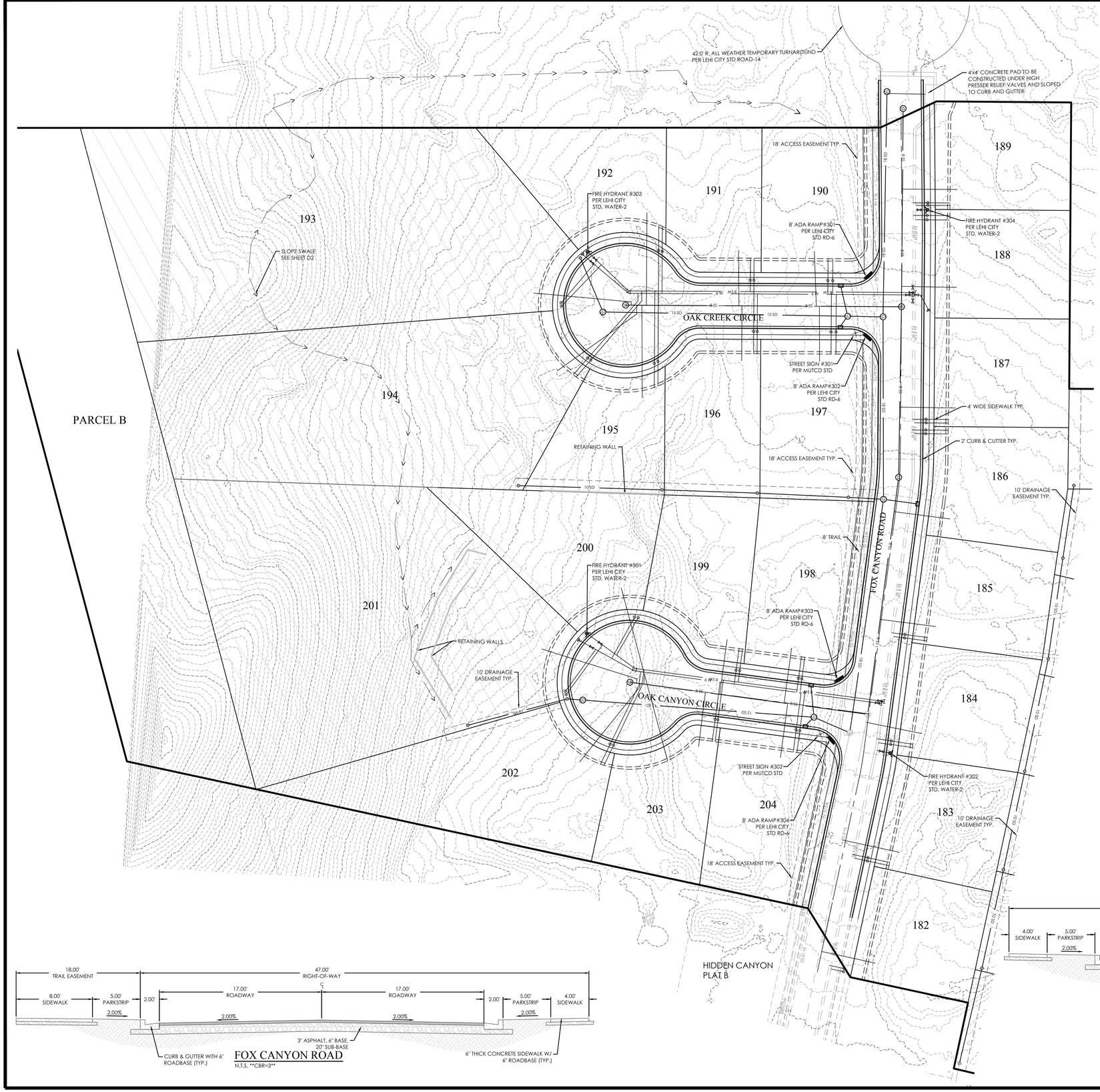
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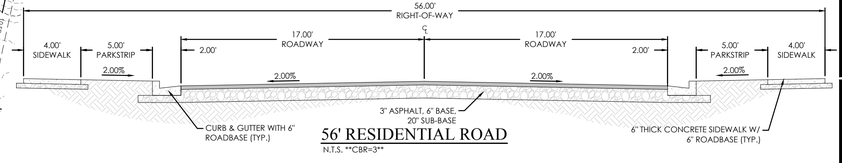
OVERALL SITE PLAN

Scale:	1"=70'	Drawn:	JRW
Date:	7/7/20	Job #:	18-327
Sheet:	C3		

Z:_2018\18-327 Canyon Point Ph 3 (AKA Hidden Canyon)\design 18-327\dwg\sheets\C3 OVERALL SITE PLAN.dwg



FOX CANYON ROAD
N.T.S. **CBR=3**



56' RESIDENTIAL ROAD
N.T.S. **CBR=3**



GRAPHIC SCALE

40 0 20 40 80 160

(IN FEET)
1 inch = 40 ft.

LEGEND

	BOUNDARY
	ROW
	CENTERLINE
	LOT LINE
	EASEMENT
15 SD	15" STORM DRAIN
8 SS	8" SANITARY SEWER
8 W	8" CULINARY WATER
8 SW	8" SECONDARY WATER
XXXX	CONTOUR MAJOR
XXXX	CONTOUR MINOR
Ex SD	EXIST. STORM DRAIN
Ex SS	EXIST. SANITARY SEWER
Ex W	EXIST. CULINARY WATER
X	EXIST. FENCE
(XXXX)	EXIST. CONTOUR MAJOR
(XXXX)	EXIST. CONTOUR MINOR
	SIGN
	STREET LIGHT
	SD MH, INLET, AND COMBO
	SEWER MANHOLE
	VALVE, TEE & BEND
	WATER BLOW-OFF
	FIRE HYDRANT
	STREET MONUMENT (TO BE SET)
	EXIST. STREET MONUMENT
	EXIST. SD INLET & MH
	EXIST. SEWER MH
	EXIST. VALVE, TEE, & BEND
	EXIST. FIRE HYDRANT
o XXXX.XX	SPOT ELEVATION
	INDICATES WALK-OUT BASEMENT

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EXPIRES 12/31/20

HIDDEN CANYON PLAT C

LEHI, UTAH

SITE PLAN

REVISION BLOCK

#	DATE	DESCRIPTION
1	----	----
2	----	----
3	----	----
4	----	----
5	----	----
6	----	----

SITE PLAN

Scale:	1"=40'	Drawn:	JRW
Date:	7/7/20	Job #:	18-327
Sheet:	C3.1		

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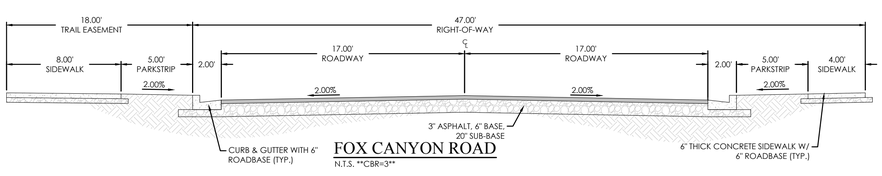
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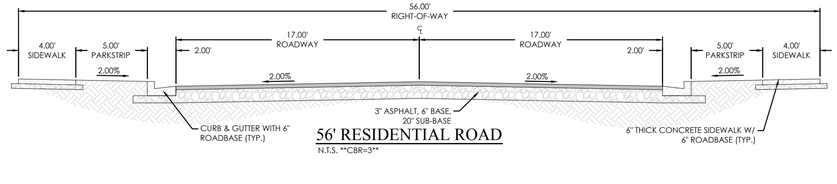
(IN FEET)
1 inch = 40 ft.

LEGEND

	BOUNDARY
	ROW
	CENTERLINE
	LOT LINE
	EASEMENT
15 SD	15" STORM DRAIN
8 SS	8" SANITARY SEWER
8 W	8" CULINARY WATER
8 SW	8" SECONDARY WATER
XXXX	CONTOUR MAJOR
XXXX	CONTOUR MINOR
Ex SD	EXIST. STORM DRAIN
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LICENSED PROFESSIONAL ENGINEER
No. 8288542202
THOMAS M. MINEY
STATE OF UTAH
EXPIRES 12/31/20

HIDDEN CANYON PLAT C

LEHI, UTAH

SITE PLAN

REVISION BLOCK

#	DATE	DESCRIPTION
1	----	----
2	----	----
3	----	----
4	----	----
5	----	----
6	----	----

SITE PLAN

Scale: 1"=40'
Drawn: JRW
Date: 7/7/20
Job #: 18-327
Sheet: C3.2

Z:_2018\18-327 Canyon Point Ph 3 (AKA Hidden Canyon)\design 18-327\dwg\sheets\C3.2 SITE PLAN.dwg



N

S

GRAPHIC SCALE

70 0 35 70 140 280

(IN FEET)
1 inch = 70 ft.

LEGEND

- BOUNDARY
- ROW
- CENTERLINE
- LOT LINE
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- EXIST. FIRE HYDRANT
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- INDICATES WALK-OUT BASEMENT

NOTES

1) RE-VEGETATE 2:1 SLOPES WITH APPROVED NATIVE SEED MIX PER RE-VEGETATION DETAIL ON SHEET THIS SHEET. LOOSEN 2-3" OF TOPSOIL PRIOR TO PLANTING. SUGGESTED SEEDING IN FALL OR EARLY SPRING. SEED TO BE APPLIED VIA HYDRO-SEEDING.
2) DISTURBED SLOPES 3:1 OR LESS SHALL BE RE-VEGETATED WITH SEED MIX PER RE-VEGETATION DETAIL ON SHEET D1. LOOSEN 2-3" OF TOPSOIL PRIOR TO PLANTING. SUGGESTED SEEDING IN FALL OR EARLY SPRING.
3) DISTURBED SLOPES WILL BE SHAPED WHERE POSSIBLE TO HAVE A MORE NATURAL APPEARANCE/BLEND WITH THE NATURAL TOPOGRAPHY AND AVOID A MANUFACTURED SLOPE LOOK.
4) ALL ROADWAY AREAS MUST BE FILLED TO SUB-GRADE AND COMPACTED PER LEHI CITY STANDARDS, PRIOR TO ANY UTILITY INSTALLATION.

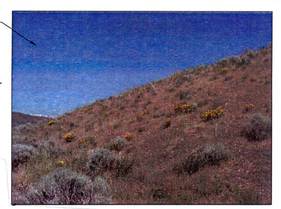
RE-VEGATATIVE SEED MIX:

SPECIES	%
Slender wheatgrass	15
Western wheatgrass	17.5
Bluebunch wheatgrass	16.25
Sheep fescue	3.5
Sandberg bluegrass	2.75
Indian ricegrass	10
Rubber rabbit brush	5
Western sage	5
Blanket flower	5
Blue flax	10
California poppy	10

SEEDING RATE IS 20 POUNDS PER ACRE

(Seedmix provided by Granite Seed, Lehi, Utah)

Exhibit A
The re-vegetated slope indicated represents a 2:1 slope located on the Traverse Mountain property which was seeded in 2004. Plantings indicated are representative of the proposed Revegetative Seed Mix below.



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LICENSED PROFESSIONAL ENGINEER
No. 8228554-2202
THOMAS M. MINEY
STATE OF UTAH
EXPIRES 12/31/20

HIDDEN CANYON PLAT C

LEHI, UTAH

OVERALL GRADING PLAN

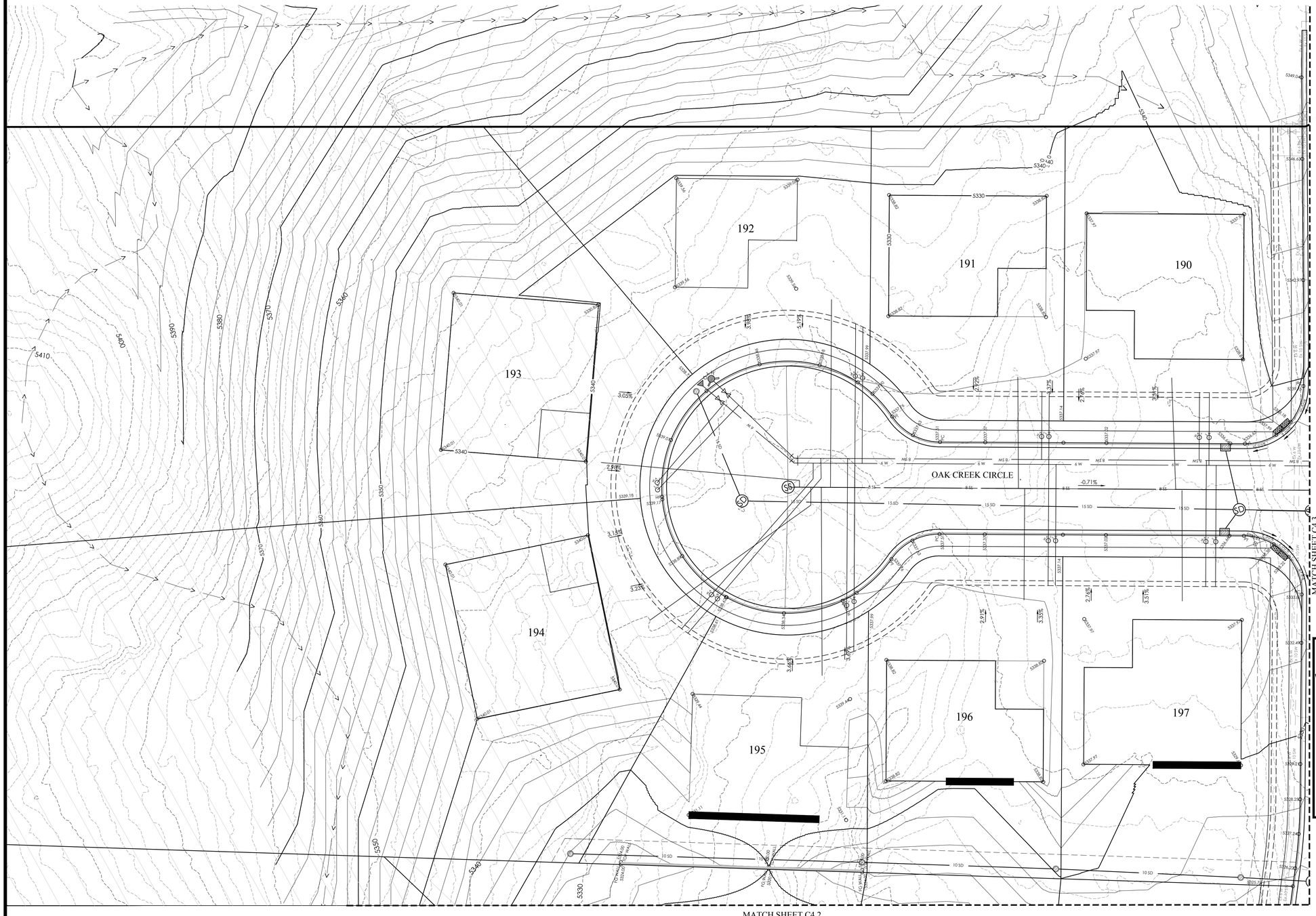
REVISION BLOCK

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OVERALL GRADING PLAN

Scale:	1"=70'	Drawn:	JRW
Date:	7/7/20	Job #:	18-327
Sheet:	C4		

Z:\...2018\18-327 Canyon Point Ph 3 (AKA Hidden Canyon)\design 18-327.dwg\sheet\C4 OVERALL GRADING PLAN.dwg





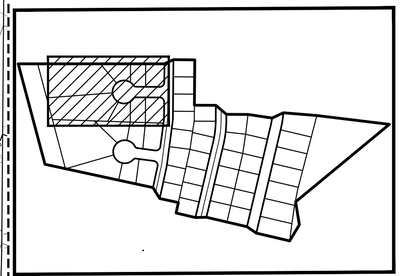
GRAPHIC SCALE

30 0 10 20 40 80

(IN FEET)
1 inch = 20 ft.

LEGEND

- BOUNDARY
- ROW
- CENTERLINE
- LOT LINE
- EASEMENT
- 15" STORM DRAIN
- 8" SANITARY SEWER
- 8" CULINARY WATER
- 8" SECONDARY WATER
- CONTOUR MAJOR
- CONTOUR MINOR
- EXIST. STORM DRAIN
- EXIST. SANITARY SEWER
- EXIST. CULINARY WATER
- EXIST. FENCE
- EXIST. CONTOUR MAJOR
- EXIST. CONTOUR MINOR
- SIGN
- STREET LIGHT
- SD MH, INLET, AND COMBO
- SEWER MANHOLE
- VALVE, TEE & BEND
- WATER BLOW-OFF
- FIRE HYDRANT
- STREET MONUMENT (TO BE SET)
- EXIST. STREET MONUMENT
- EXIST. SD INLET & MH
- EXIST. SEWER MH
- EXIST. VALVE, TEE, & BEND
- EXIST. FIRE HYDRANT
- SPOT ELEVATION
- INDICATES WALK-OUT BASEMENT



KEY MAP
N.T.S

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LICENSED PROFESSIONAL ENGINEER
No. 8278854-2202
THOMAS M. MINEY
STATE OF UTAH
8/10/20

HIDDEN CANYON PLAT C

LEHI, UTAH

GRADING PLAN

REVISION BLOCK

#	DATE	DESCRIPTION
1	----	----
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GRADING PLAN

Scale:	1"=20'	Drawn:	JRW
Date:	7/7/20	Job #:	18-327
Sheet:	C4.1		

Z:_2018\18-327 Canyon Point Ph 3 (AKA Hidden Canyon)\design (18-327)\dwg\sheet\C4.1 GRADING PLAN.dwg

NOTES

1) RE-VEGETATE 2:1 SLOPES WITH APPROVED NATIVE SEED MIX PER RE-VEGETATION DETAIL ON SHEET THIS SHEET. LOOSEN 2-3" OF TOPSOIL PRIOR TO PLANTING. SUGGESTED SEEDING IN FALL OR EARLY SPRING. SEED TO BE APPLIED VIA HYDRO-SEEDING.
2) DISTURBED SLOPES 3:1 OR LESS SHALL BE RE-VEGETATED WITH SEED MIX PER RE-VEGETATION DETAIL ON SHEET D1. LOOSEN 2-3" OF TOPSOIL PRIOR TO PLANTING. SUGGESTED SEEDING IN FALL OR EARLY SPRING.
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4) ALL ROADWAY AREAS MUST BE FILLED TO SUB-GRADE AND COMPACTED PER LEHI CITY STANDARDS, PRIOR TO ANY UTILITY INSTALLATION.
5)

RE-VEGATATIVE SEED MIX:

SPECIES	%
Slender wheatgrass	15
Western wheatgrass	17.5
Bluebunch wheatgrass	16.25
Sheep fescue	3.5
Sandberg bluegrass	2.75
Indian ricegrass	10
Rubber rabbit brush	5
Western sage	5
Blanket flower	5
Blue flax	10
California poppy	10

SEEDING RATE IS 20 POUNDS PER ACRE

(Seedmix provided by Granite Seed, Lehi, Utah)

Exhibit A
The re-vegetated slope indicated represents a 2:1 slope located on the Traverse Mountain property which was seeded in 2004. Plantings indicated are representative of the proposed Revegetative Seed Mix below.



MATCH SHEET C4.1

MATCH SHEET C4.4





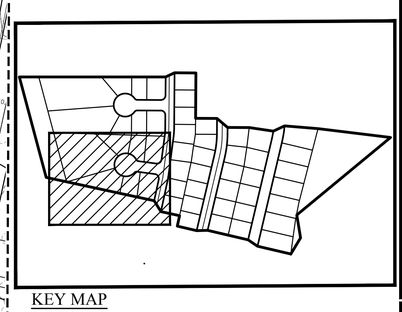
GRAPHIC SCALE

-20 0 10 20 40 80

(IN FEET)
1 inch = 20 ft.

LEGEND

- BOUNDARY
- ROW
- CENTERLINE
- LOT LINE
- EASEMENT
- 15 SD — 15" STORM DRAIN
- 8 SS — 8" SANITARY SEWER
- 8 W — 8" CULINARY WATER
- 8 SW — 8" SECONDARY WATER
- XXXX — CONTOUR MAJOR
- XXXX — CONTOUR MINOR
- Ex SD — EXIST. STORM DRAIN
- Ex SS — EXIST. SANITARY SEWER
- Ex W — EXIST. CULINARY WATER
- X — EXIST. FENCE
- (XXXX) — EXIST. CONTOUR MAJOR
- (XXXX) — EXIST. CONTOUR MINOR
- SIGN
- STREET LIGHT
- SD MH, INLET, AND COMBO
- SEWER MANHOLE
- VALVE, TEE & BEND
- WATER BLOW-OFF
- FIRE HYDRANT
- STREET MONUMENT (TO BE SET)
- EXIST. STREET MONUMENT
- EXIST. SD INLET & MH
- EXIST. SEWER MH
- EXIST. VALVE, TEE, & BEND
- EXIST. FIRE HYDRANT
- o XXXX.XX — SPOT ELEVATION
- INDICATES WALK-OUT BASEMENT



KEY MAP
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THOMAS M. MINEY
STATE OF UTAH

HIDDEN CANYON PLAT C

LEHI, UTAH

GRADING PLAN

REVISION BLOCK

#	DATE	DESCRIPTION
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GRADING PLAN

Scale:	1"=20'	Drawn:	JRW
Date:	7/7/20	Job #:	18-327
Sheet:	C4.2		

Z:_2018\18-327 Canyon Point Ph 3 (AKA Hidden Canyon)\design 18-327\dwg\sheet\C4.2 GRADING PLAN.dwg

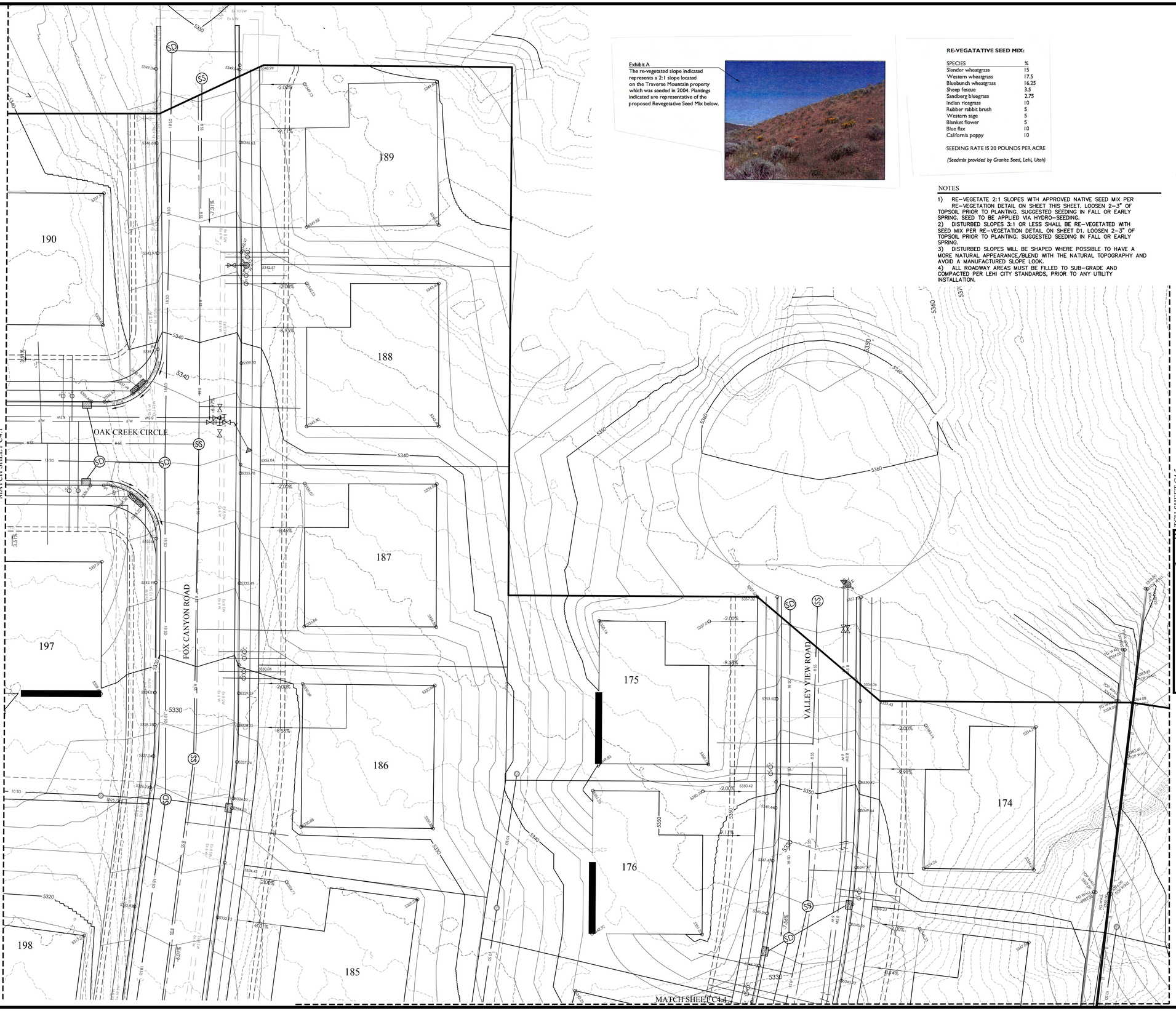


Exhibit A
The re-vegetated slope indicated represents a 2:1 slope located on the Traverse Mountain property which was seeded in 2004. Plantings indicated are representative of the proposed Revegetative Seed Mix below.

RE-VEGATATIVE SEED MIX:

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Western wheatgrass	17.5
Bluebunch wheatgrass	16.25
Sheep fescue	3.5
Sandberg bluegrass	2.75
Indian ricegrass	10
Rubber rabbit brush	5
Western sage	5
Blanket flower	5
Blue flax	10
California poppy	10

SEEDING RATE IS 20 POUNDS PER ACRE

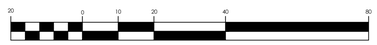
(Seedmix provided by Granite Seed, Lehi, Utah)

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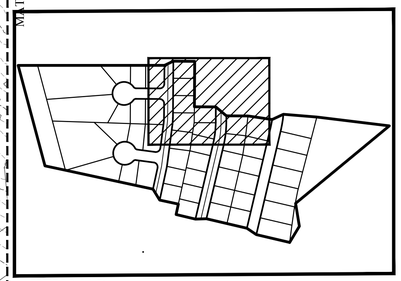
GRAPHIC SCALE



(IN FEET)
1 inch = 20 ft.

LEGEND

	BOUNDARY
	ROW
	CENTERLINE
	LOT LINE
	EASEMENT
15 SD	15" STORM DRAIN
8 SS	8" SANITARY SEWER
8 W	8" CULINARY WATER
8 SW	8" SECONDARY WATER
XXXX	CONTOUR MAJOR
XXXX	CONTOUR MINOR
Ex SD	EXIST. STORM DRAIN
Ex SS	EXIST. SANITARY SEWER
Ex W	EXIST. CULINARY WATER
X	EXIST. FENCE
(XXXX)	EXIST. CONTOUR MAJOR
(XXXX)	EXIST. CONTOUR MINOR
	SIGN
	STREET LIGHT
	SD MH, INLET, AND COMBO
	SEWER MANHOLE
	VALVE, TEE & BEND
	WATER BLOW-OFF
	FIRE HYDRANT
	STREET MONUMENT (TO BE SET)
	EXIST. STREET MONUMENT
	EXIST. SD INLET & MH
	EXIST. SEWER MH
	EXIST. VALVE, TEE, & BEND
	EXIST. FIRE HYDRANT
o XXXX.XX	SPOT ELEVATION
	INDICATES WALK-OUT BASEMENT



KEY MAP
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No. 8278854-2202
THOMAS M. MINEY
STATE OF UTAH

HIDDEN CANYON PLAT C

LEHI, UTAH

GRADING PLAN

REVISION BLOCK

#	DATE	DESCRIPTION
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GRADING PLAN

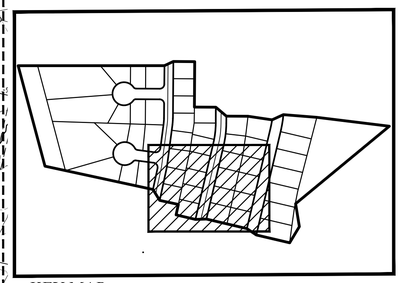
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Date:	7/7/20	Job #:	18-327
Sheet:	C4.3		

Z:_2018\18-327 Canyon Point Ph 3 (AKA Hidden Canyon)\design 18-327\dwg\sheets\C4.3 GRADING PLAN.dwg



LEGEND

- BOUNDARY
- ROW
- CENTERLINE
- LOT LINE
- EASEMENT
- 15" STORM DRAIN
- 8" SANITARY SEWER
- 8" CULINARY WATER
- 8" SECONDARY WATER
- XXXX CONTOUR MAJOR
- XXXX CONTOUR MINOR
- EXIST. STORM DRAIN
- EXIST. SANITARY SEWER
- EXIST. CULINARY WATER
- EXIST. FENCE
- (XXXX) EXIST. CONTOUR MAJOR
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- ○ XXXX.XX SPOT ELEVATION
- INDICATES WALK-OUT BASEMENT



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LICENSED PROFESSIONAL ENGINEER No. 8278554-2202 THOMAS M. CHINEY STATE OF UTAH

HIDDEN CANYON PLAT C

LEHI, UTAH

GRADING PLAN

REVISION BLOCK

#	DATE	DESCRIPTION
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3	---	---
4	---	---
5	---	---
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GRADING PLAN

Scale:	1"=20'	Drawn:	JRW
Date:	7/7/20	Job #:	18-327
Sheet:	C4.4		

Z:_2018\18-327 Canyon Point Ph 3 (AKA Hidden Canyon)\design 18-327\dwg\sheets\C-4.4 GRADING PLAN.dwg

MATCH SHEET C4.3

MATCH SHEET C4.6

CANYON RIM ROAD

Exhibit A
The re-vegetated slope indicated represents a 2:1 slope located on the Traverse Mountain property which was seeded in 2004. Plantings indicated are representative of the proposed Revegetative Seed Mix below.



RE-VEGATATIVE SEED MIX:

SPECIES	%
Slender wheatgrass	15
Western wheatgrass	17.5
Bluebunch wheatgrass	16.25
Sheep fescue	3.5
Sandberg bluegrass	2.75
Indian ricegrass	10
Rubber rabbit brush	5
Western sage	5
Blanket flower	5
Blue flax	10
California poppy	10

SEEDING RATE IS 20 POUNDS PER ACRE

(Seedmix provided by Granite Seed, Lehi, Utah)

N

S

GRAPHIC SCALE

20 0 10 20 40 80

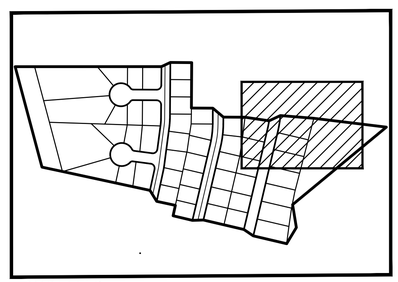
(IN FEET)
1 inch = 20 ft.

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LEGEND

	BOUNDARY
	ROW
	CENTERLINE
	LOT LINE
	EASEMENT
15 SD	15" STORM DRAIN
8 SS	8" SANITARY SEWER
8 W	8" CULINARY WATER
8 SW	8" SECONDARY WATER
XXXX	CONTOUR MAJOR
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Ex SD	EXIST. STORM DRAIN
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X X X	EXIST. FENCE
(XXXX)	EXIST. CONTOUR MAJOR
(XXXX)	EXIST. CONTOUR MINOR
	SIGN
	STREET LIGHT
SD	SD MH, INLET, AND COMBO
S	SEWER MANHOLE
	VALVE, TEE & BEND
	WATER BLOW-OFF
	FIRE HYDRANT
	STREET MONUMENT (TO BE SET)
	EXIST. STREET MONUMENT
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○ XXXX.XX	SPOT ELEVATION
	INDICATES WALK-OUT BASEMENT



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No. 8228542-2202
THOMAS M. MINEY
12/04/20
STATE OF UTAH

HIDDEN CANYON PLAT C

LEHI, UTAH

GRADING PLAN

REVISION BLOCK

#	DATE	DESCRIPTION
1	----	----
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GRADING PLAN

Scale:	1"=20'	Drawn:	JRW
Date:	7/7/20	Job #:	18-327
Sheet:	C4.5		

Z:_2018\18-327 Canyon Point Ph 3 (AKA Hidden Canyon)\design 18-327\dwg\sheets\C4.5 GRADING PLAN.dwg

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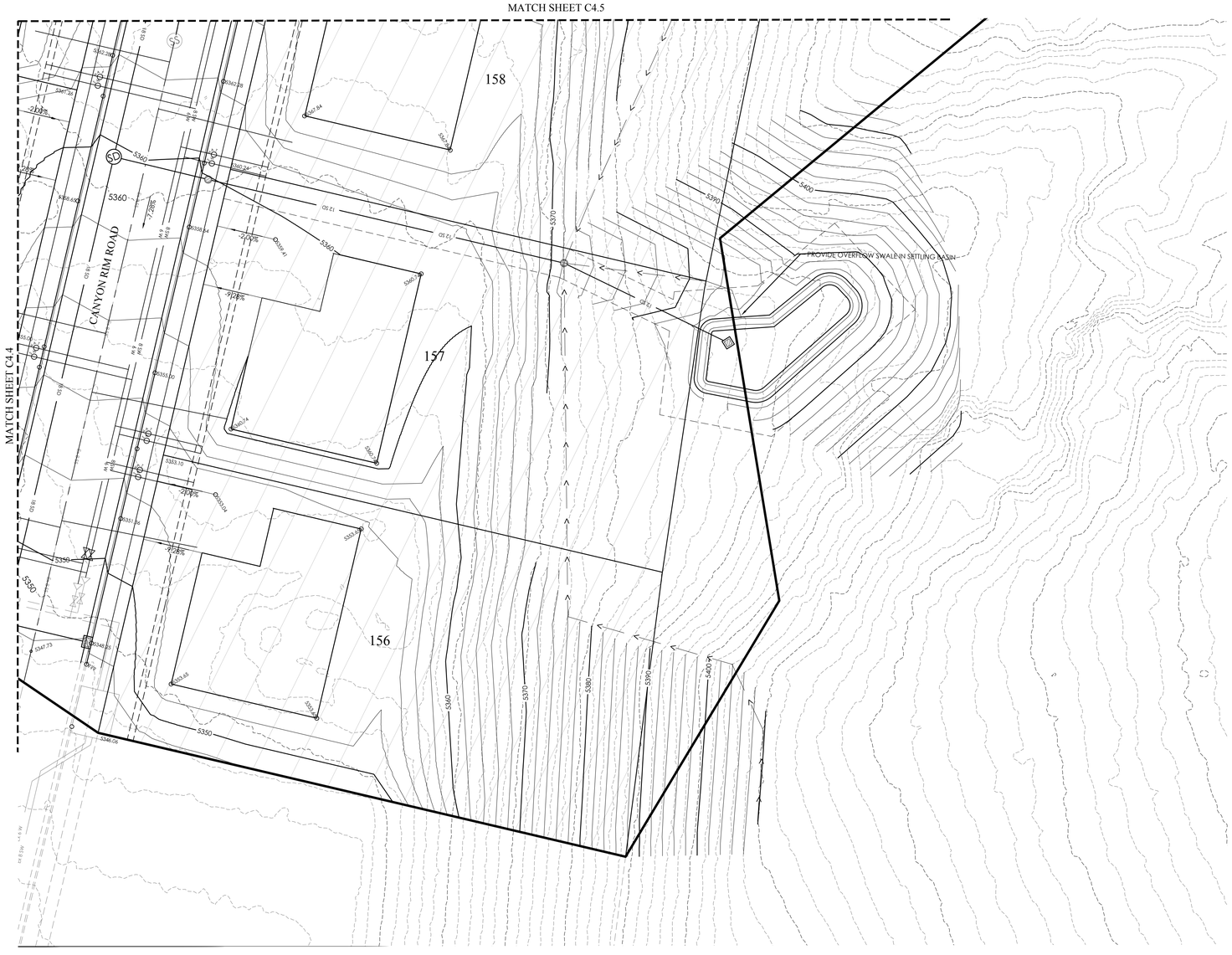
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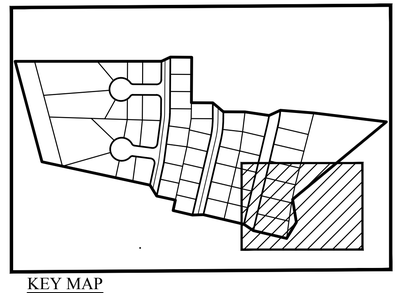
GRAPHIC SCALE

20 0 10 20 40 80

(IN FEET)
1 inch = 20 ft.

LEGEND

	BOUNDARY
	ROW
	CENTERLINE
	LOT LINE
	EASEMENT
15 SD	15" STORM DRAIN
8 SS	8" SANITARY SEWER
8 W	8" CULINARY WATER
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	VALVE, TEE & BEND
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	FIRE HYDRANT
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KEY MAP
N.T.S

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EXPIRES 12/31/20

HIDDEN CANYON PLAT C

LEHI, UTAH

GRADING PLAN

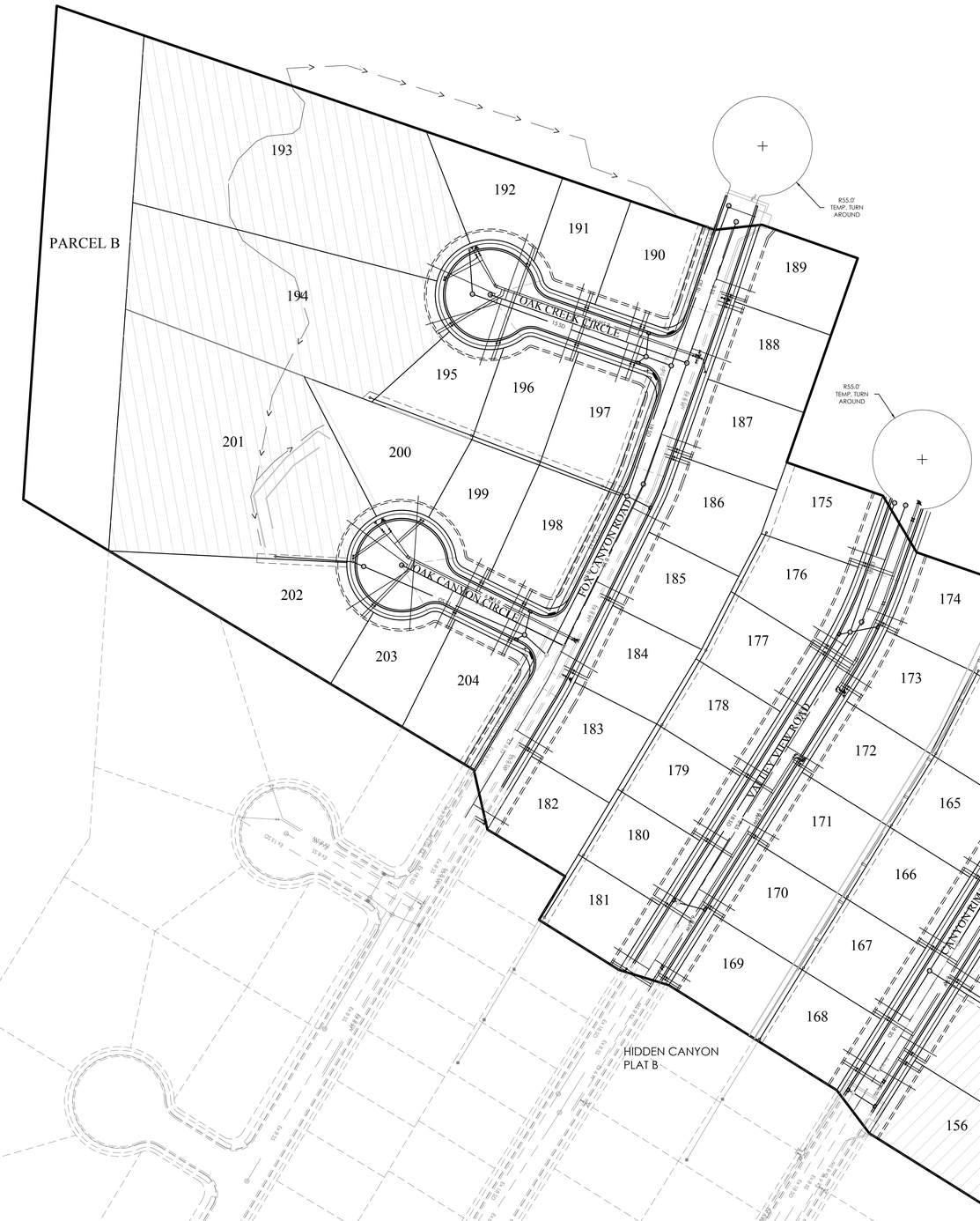
REVISION BLOCK

#	DATE	DESCRIPTION
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GRADING PLAN

Scale:	1"=20'	Drawn:	JRW
Date:	7/7/20	Job #:	18-327
Sheet:	C4.6		

Z:_2018\18-327 Canyon Point Ph 3 (AKA Hidden Canyon)\design 18-327\dwg\sheet\C4.6 GRADING PLAN.dwg



KEY MAP
N.T.S

GRAPHIC SCALE

70 0 35 70 140 280

(IN FEET)
1 inch = 70 ft.

LEGEND

- BOUNDARY
- ROW
- CENTERLINE
- LOT LINE
- EASEMENT
- 15"SD — 15" STORM DRAIN
- 8"SS — 8" SANITARY SEWER
- 8"W — 8" CULINARY WATER
- 8"SW — 8" SECONDARY WATER
- XXXX — CONTOUR MAJOR
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- INDICATES WALK-OUT BASEMENT

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www.focusutah.com

LICENSED PROFESSIONAL ENGINEER — No. 6072202-2202 — THOMAS M. ROMNEY — STATE OF UTAH — 07/07/20

HIDDEN CANYON PLAT C
LEHI, UTAH
OVERALL UTILITY PLAN

REVISION BLOCK

#	DATE	DESCRIPTION
1	----	----
2	----	----
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6	----	----

OVERALL UTILITY PLAN

Scale:	1"=70'	Drawn:	JRW
Date:	7/7/20	Job #:	18-327
Sheet:	C5		

Z:_2018\18-327 Canyon Point Ph 3 (AKA Hidden Canyon)\design 18-327\dwg\sheets\C5 OVERALL UTILITY PLAN.dwg

PARCEL B

OAK CREEK CIRCLE

OAK CANYON CIRCLE

FOX CANYON ROAD

MATCH SHEET C5.2

SDMH #306.5.0' Ø
RIM=5349.26
INV. OUT=5336.35 (S)
SDMH

SDMH #304.5.0' Ø
RIM=5336.47
INV. IN=5332.31 (W)
INV. OUT=5332.31 (E)
INV. IN=5332.31 (N)
INV. IN=5332.31 (SW)
PER LEHI CITY
STD. DRAIN-1

SDMH #303.5.0' Ø
RIM=5336.02
INV. OUT=5327.85 (S)
INV. IN=5327.85 (W)
INV. IN=5327.85 (N)
PER LEHI CITY
STD. DRAIN-1

SDMH #305.5.0' Ø
RIM=5338.29
INV. IN=5334.92 (N)
INV. OUT=5334.92 (E)
PER LEHI CITY
STD. DRAIN-1

SDMH #302.5.0' Ø
RIM=5326.71
INV. IN=5321.75 (SW)
INV. OUT=5321.75 (W)
INV. IN=5321.75 (SE)
PER LEHI CITY
STD. DRAIN-1

SDMH #301.5.0' Ø
RIM=5315.83
INV. IN=5312.33 (NW)
INV. IN=5312.33 (N)
INV. IN=5312.33 (SW)
INV. OUT=5312.33 (SE)
PER LEHI CITY STD. DRAIN-1

EXIST 5.0' Ø SDMH #01
RIM=5319.93
INV. IN=5305.80 (NE)
INV. OUT=5305.80 (SW)
INV. IN=5306.05 (NW)

SD INLET#305
TBC=5336.67
INV. OUT=5333.10 (S)
PER LEHI CITY
STD DRAIN-8

SD INLET#304
TBC=5336.67
INV. OUT=5333.03 (NE)
PER LEHI CITY
STD DRAIN-8

SD INLET#303
TBC=5325.93
INV. OUT=5322.00 (NW)
PER LEHI CITY STD. DRAIN-8

SD INLET#302
TBC=5316.04
INV. OUT=5312.50 (S)
PER LEHI CITY
STD DRAIN-8

SD INLET#301
TBC=5316.04
INV. OUT=5312.38 (NE)
PER LEHI CITY
STD DRAIN-8

PRIVATE YARD INLET #307
RIM=5338.82
INV. OUT=5335.16 (S)
24" NYLOPLAST
W/ 3' SUMP & SNOUT
PER LEHI CITY STD.
NO SUBSTITUTES

PRIVATE YARD INLET #304
RIM=5325.79
INV. IN=5323.60 (W)
INV. OUT=5323.60 (E)
12" NYLOPLAST

PRIVATE YARD INLET #303
RIM=5322.92
INV. OUT=5320.20 (E)
12" NYLOPLAST
PER DETAIL SHEET D3

PRIVATE YARD INLET #305
RIM=5330.28
INV. IN=5323.20 (W)
INV. OUT=5323.20 (E)
12" NYLOPLAST

PRIVATE YARD INLET #306
RIM=5326.55
INV. IN=5322.82 (W)
INV. OUT=5322.82 (E)
12" NYLOPLAST

PRIVATE YARD INLET #313
RIM=5341.55
INV. OUT=5333.12 (SW)
12" NYLOPLAST
PER DETAIL SHEET D3

PRIVATE YARD INLET #312
RIM=5333.29
INV. IN=5328.64 (NE)
INV. OUT=5328.64 (SW)
12" NYLOPLAST
PER DETAIL SHEET D3

PRIVATE YARD INLET #311
RIM=5331.14
INV. IN=5325.01 (NE)
INV. OUT=5325.01 (SW)
12" NYLOPLAST
PER DETAIL SHEET D3

PRIVATE YARD INLET #310
RIM=5319.48
INV. IN=5314.83 (NE)
INV. OUT=5314.83 (SW)
12" NYLOPLAST
PER DETAIL SHEET D3

PRIVATE YARD INLET #309
RIM=5319.70
INV. IN=5312.18 (NE)
INV. OUT=5312.18 (SW)
12" NYLOPLAST
PER DETAIL SHEET D3

PRIVATE YARD INLET #308
RIM=5314.37
INV. IN=5306.49 (NE)
INV. OUT=5306.49 (SW)
12" NYLOPLAST
PER DETAIL SHEET D3

PRIVATE YARD INLET #321
RIM=5304.10
INV. IN=6298.56 (NE)
12" NYLOPLAST
PER DETAIL SHEET D3

PRIVATE YARD INLET #312
RIM=5318.36
INV. OUT=5313.37 (SE)
INV. IN=5313.37 (W)
24" NYLOPLAT
W/ 3' SUMP & SNOUT
PER LEHI CITY STD.
NO SUBSTITUTES

PRIVATE YARD INLET #321
RIM=5316.73
INV. OUT=5313.80 (E)
12" NYLOPLAST
PER DETAIL SHEET D3

189 188 187 186 185 184 183 182 200 199 198 197 196 195 194 193 192 191 190 203 204 202 201

15" RCP L=188.78' S=4.50%
15" RCP L=205.13' S=1.27%
15" RCP L=49.00' S=0.50%
15" RCP L=25.38' S=3.14%
15" RCP L=29.68' S=15.00%
15" RCP L=10.25' S=7.03%
18" RCP L=152.91' S=3.99%
12" RCP L=29.49' S=3.63%
15" RCP L=80.39' S=0.82%
15" RCP L=9.75' S=0.50%
15" RCP L=32.72' S=19.21%
18" RCP L=335.16' S=4.72%
15" RCP L=194.27' S=0.50%
15" RCP L=26.01' S=0.64%

10" ADS L=120.32' S=0.50%
10" ADS L=80.03' S=0.50%
10" ADS L=76.32' S=0.50%
10" ADS L=61.54' S=7.28%
10" ADS L=85.37' S=4.28%
10" ADS L=96.19' S=8.50%
10" ADS L=84.54' S=6.50%
10" ADS L=84.34' S=6.75%
10" ADS L=81.82' S=9.70%
10" ADS L=96.08' S=0.50%

5340 5330 5320 5310 5300 5290 5380 5370 5360 5350 5410 5400 5390

0.71% 0.67%

N

S

GRAPHIC SCALE

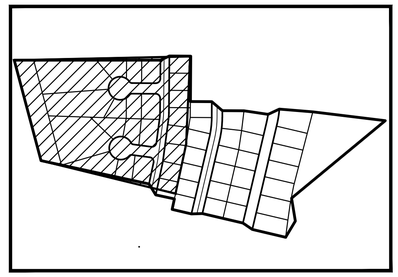
40 0 20 40 80 160

(IN FEET)
1 inch = 40 ft.

LEGEND

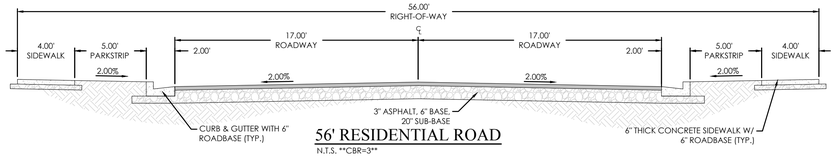
- BOUNDARY
- ROW
- CENTERLINE
- LOT LINE
- EASEMENT
- 15 SD — 15" STORM DRAIN
- 8 SS — 8" SANITARY SEWER
- 8 W — 8" CULINARY WATER
- 8 SW — 8" SECONDARY WATER
- XXXX — CONTOUR MAJOR
- XXXX — CONTOUR MINOR
- Ex SD — EXIST. STORM DRAIN
- Ex SS — EXIST. SANITARY SEWER
- Ex W — EXIST. CULINARY WATER
- EXIST. FENCE
- (XXXX) — EXIST. CONTOUR MAJOR
- (XXXX) — EXIST. CONTOUR MINOR
- SIGN
- STREET LIGHT
- SD MH, INLET, AND COMBO
- SEWER MANHOLE
- VALVE, TEE & BEND
- WATER BLOW-OFF
- FIRE HYDRANT
- STREET MONUMENT (TO BE SET)
- EXIST. STREET MONUMENT
- EXIST. SD INLET & MH
- EXIST. SEWER MH
- EXIST. VALVE, TEE, & BEND
- EXIST. FIRE HYDRANT
- o XXXX.XX — SPOT ELEVATION
- INDICATES WALK-OUT BASEMENT

KEY MAP
N.T.S

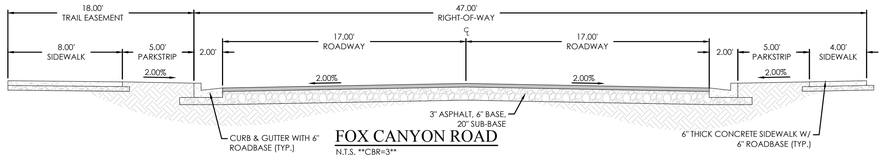


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56' RESIDENTIAL ROAD
N.T.S. **CBR=3**



FOX CANYON ROAD
N.T.S. **CBR=3**

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LICENSED PROFESSIONAL ENGINEER
No. 8023852-2202
THOMAS M. ROMNEY
STATE OF UTAH
12/7/20

HIDDEN CANYON PLAT C

LEHI, UTAH

DRAINAGE PLAN

REVISION BLOCK

#	DATE	DESCRIPTION
1	----	----
2	----	----
3	----	----
4	----	----
5	----	----
6	----	----

DRAINAGE PLAN

Scale:	1"=40'	Drawn:	JRW
Date:	7/7/20	Job #:	18-327
Sheet:	C5.1		

Z:_2018\18-327 Canyon Point Ph 3 (AKA Hidden Canyon)\design 18-327\dwg\sheets\C5.1 DRAINAGE PLAN.dwg





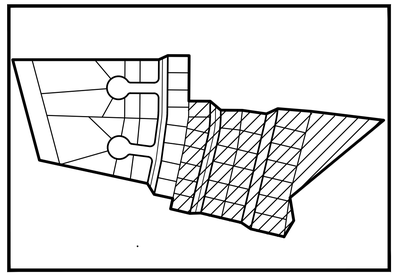
GRAPHIC SCALE

40 0 20 40 80 160

(IN FEET)
1 inch = 40 ft.

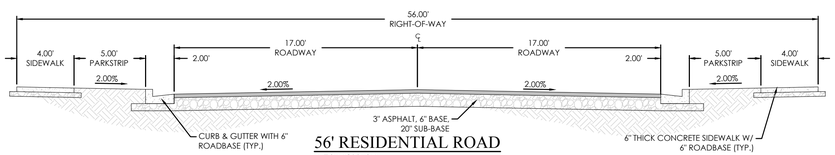
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- ROW
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- LOT LINE
- EASEMENT
- 15" STORM DRAIN
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- EXIST. SEWER MH
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- EXIST. FIRE HYDRANT
- SPOT ELEVATION
- INDICATES WALK-OUT BASEMENT



KEY MAP
N.T.S

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STATE OF UTAH
7/7/20

HIDDEN CANYON PLAT C

LEHI, UTAH

DRAINAGE PLAN

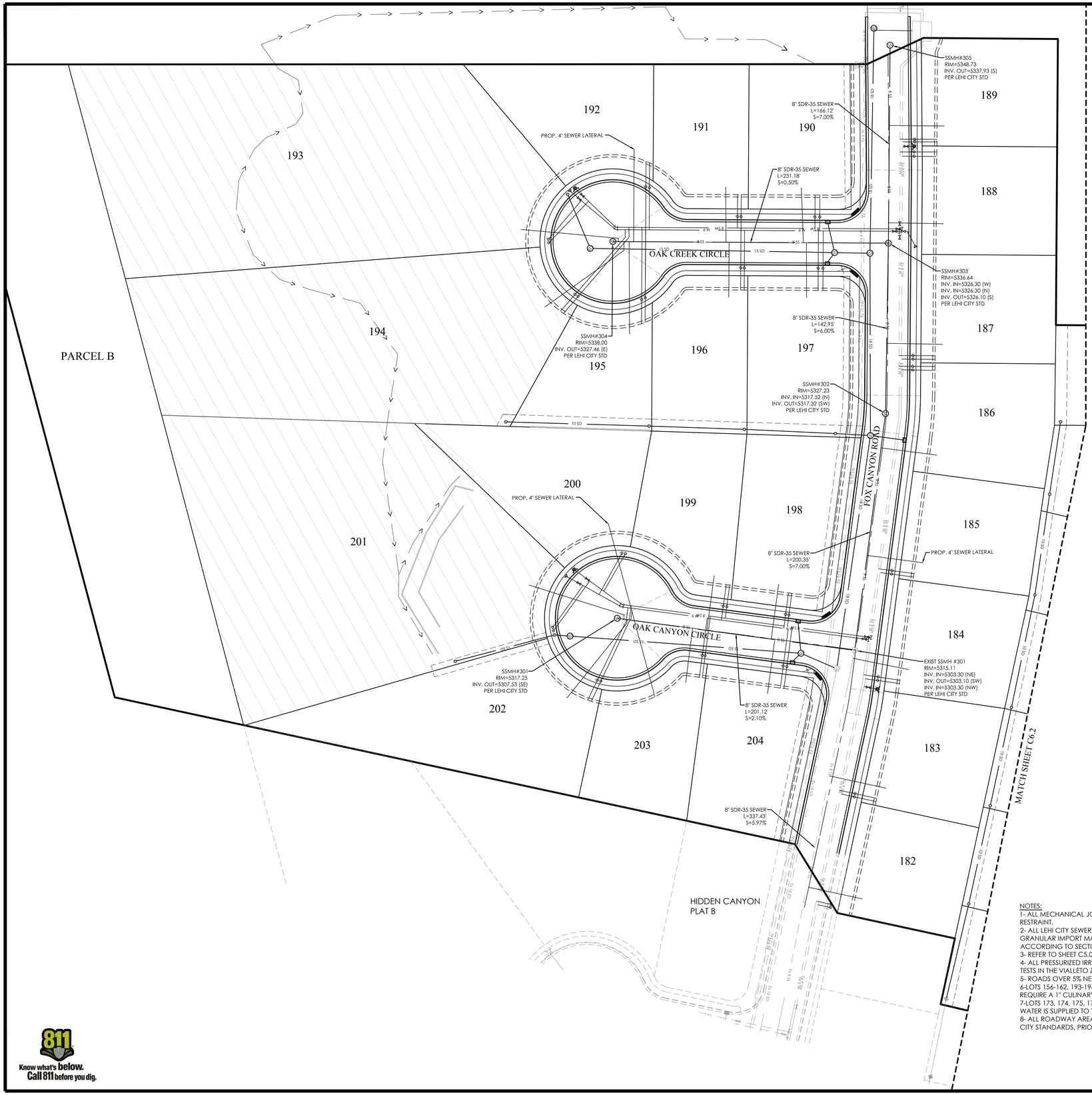
REVISION BLOCK

#	DATE	DESCRIPTION
1	----	----
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6	----	----

DRAINAGE PLAN

Scale:	1"=40'	Drawn:	JRW
Date:	7/7/20	Job #:	18-327
Sheet:	C5.2		

Z:_2018\18-327 Canyon Point Ph 3 (AKA Hidden Canyon)\design 18-327\dwg\sheet\C5.2 DRAINAGE PLAN.dwg





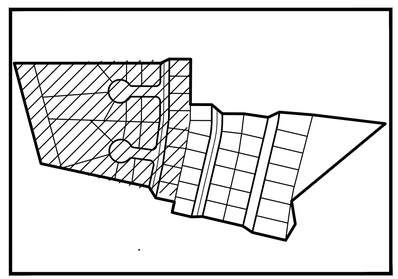
GRAPHIC SCALE

40 0 20 40 80 160

(IN FEET)
1 inch = 40 ft.

LEGEND

- BOUNDARY
- ROW
- CENTERLINE
- LOT LINE
- EASEMENT
- 15" STORM DRAIN
- 8" SANITARY SEWER
- 8" CULINARY WATER
- 8" SECONDARY WATER
- CONTOUR MAJOR
- CONTOUR MINOR
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- o XXXX.XX SPOT ELEVATION
- INDICATES WALK-OUT BASEMENT



KEY MAP
N.T.S

SEWER SERVICE TABLE			
LOT #	STREET NAME	STATION	OFFSET
SEWER STUB #183	FOX CANYON ROAD	10+62.39	45.97 R
SEWER STUB #184	FOX CANYON ROAD	11+59.97	46.20 R
SEWER STUB #185	FOX CANYON ROAD	12+50.43	46.00 R
SEWER STUB #186	FOX CANYON ROAD	13+41.43	46.00 R
SEWER STUB #187	FOX CANYON ROAD	14+28.96	46.06 R
SEWER STUB #188	FOX CANYON ROAD	15+30.07	46.00 R
SEWER STUB #189	FOX CANYON ROAD	16+11.34	46.54 R
SEWER STUB #190	OAK CREEK CIRCLE	10+73.26	46.00 R
SEWER STUB #191	OAK CREEK CIRCLE	11+36.74	46.00 R
SEWER STUB #192	OAK CREEK CIRCLE	12+13.74	77.52 R
SEWER STUB #193	OAK CREEK CIRCLE	13+08.34	9.75 R
SEWER STUB #194	OAK CREEK CIRCLE	12+87.94	55.25 L
SEWER STUB #195	OAK CREEK CIRCLE	12+16.74	77.61 L
SEWER STUB #196	OAK CREEK CIRCLE	11+33.65	46.00 L
SEWER STUB #197	OAK CREEK CIRCLE	10+68.38	46.04 L
SEWER STUB #198	OAK CANYON CIRCLE	10+71.36	46.02 R
SEWER STUB #199	OAK CANYON CIRCLE	11+25.88	46.14 R
SEWER STUB #200	OAK CANYON CIRCLE	12+19.49	77.32 R
SEWER STUB #201	OAK CANYON CIRCLE	12+78.81	17.91 R
SEWER STUB #202	OAK CANYON CIRCLE	12+34.92	71.75 L
SEWER STUB #203	OAK CANYON CIRCLE	11+37.80	46.00 L
SEWER STUB #204	OAK CANYON CIRCLE	10+68.60	46.00 L

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THOMAS M. ROMNEY
STATE OF UTAH
9/24/20

HIDDEN CANYON PLAT C
LEHI, UTAH
SEWER PLAN

REVISION BLOCK

#	DATE	DESCRIPTION
1	---	---
2	---	---
3	---	---
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5	---	---
6	---	---

SEWER PLAN

Scale:	1"=40'	Drawn:	JRW
Date:	7/7/20	Job #:	18-327
Sheet:	C6.1		

Z:_2018\18-327 Canyon Point Ph 3 (AKA Hidden Canyon)\design 18-327\dwg\sheets\C6.1 SEWER PLAN.dwg

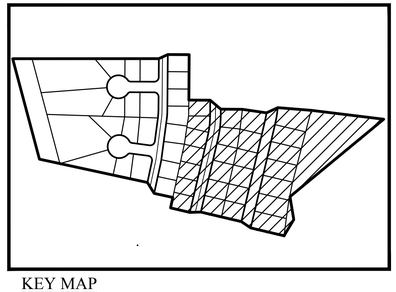




LEGEND

- BOUNDARY
- ROW
- CENTERLINE
- LOT LINE
- EASEMENT
- 15" STORM DRAIN
- 8" SANITARY SEWER
- 8" CULINARY WATER
- 8" SECONDARY WATER
- CONTOUR MAJOR
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- INDICATES WALK-OUT BASEMENT

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LOT #	STREET NAME	STATION	OFFSET
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SEWER STUB #157	CANYON RIM ROAD	10+90.54	46.00 R
SEWER STUB #158	CANYON RIM ROAD	11+85.42	46.00 R
SEWER STUB #159	CANYON RIM ROAD	12+79.42	45.72 R
SEWER STUB #160	CANYON RIM ROAD	13+72.42	46.00 R
SEWER STUB #161	CANYON RIM ROAD	14+64.02	45.93 R
SEWER STUB #162	CANYON RIM ROAD	15+54.85	45.80 R
SEWER STUB #163	CANYON RIM ROAD	14+90.51	46.41 L
SEWER STUB #164	CANYON RIM ROAD	13+88.09	46.28 L
SEWER STUB #165	CANYON RIM ROAD	12+95.00	45.91 L
SEWER STUB #166	CANYON RIM ROAD	12+02.00	46.00 L
SEWER STUB #167	CANYON RIM ROAD	11+09.00	46.00 L
SEWER STUB #168	CANYON RIM ROAD	10+42.47	46.00 L
SEWER STUB #169	VALLEY VIEW ROAD	10+16.00	46.00 R
SEWER STUB #170	VALLEY VIEW ROAD	11+09.00	46.09 R
SEWER STUB #171	VALLEY VIEW ROAD	12+02.00	46.00 R
SEWER STUB #172	VALLEY VIEW ROAD	12+95.00	45.76 R
SEWER STUB #173	VALLEY VIEW ROAD	13+98.94	43.61 R
SEWER STUB #174	VALLEY VIEW ROAD	14+74.42	45.37 R
SEWER STUB #175	VALLEY VIEW ROAD	15+29.90	46.00 L
SEWER STUB #176	VALLEY VIEW ROAD	14+25.75	47.00 L
SEWER STUB #177	VALLEY VIEW ROAD	13+40.40	46.62 L
SEWER STUB #178	VALLEY VIEW ROAD	12+54.79	46.00 L
SEWER STUB #179	VALLEY VIEW ROAD	11+70.29	46.00 L
SEWER STUB #180	VALLEY VIEW ROAD	10+85.79	46.00 L
SEWER STUB #181	VALLEY VIEW ROAD	10+03.66	46.00 L
SEWER STUB #182	FOX CANYON ROAD	9+67.38	45.97 R



KEY MAP
N.T.S

NOTES:
1- ALL MECHANICAL JOINTS WILL REQUIRE A MEGA LUG OR EQUIVALENT JOINT RESTRAINT.
2- ALL LEHI CITY SEWER, WATER AND STORM DRAIN UTILITY TRENCHES REQUIRE GRANULAR IMPORT MATERIAL AND SHALL MEET AN AASHTO A-1-A DESIGNATION ACCORDING TO SECTION 7.12 OF THE 2016 LEHI CITY DESIGN STANDARDS.
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4- ALL PRESSURIZED IRRIGATION LINES MUST BE CHLORINATED AND PASS BACTERIA TESTS IN THE VIALLETO ZONE.
5- ROADS OVER 5% NEED TO HAVE WHIRLY GIGS ON ALL MANHOLES.
6-LOTS 156-162, 193-194 & 201 ARE IN THE URBAN WILDLAND INTERFACE AND MAY REQUIRE A 1" CULINARY WATER SERVICE FOR INTERIOR FIRE SPRINKLERS.
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LICENSED PROFESSIONAL ENGINEER
No. 8023202-2202
THOMAS M. ROMNEY
7/7/20
STATE OF UTAH

HIDDEN CANYON PLAT C

LEHI, UTAH

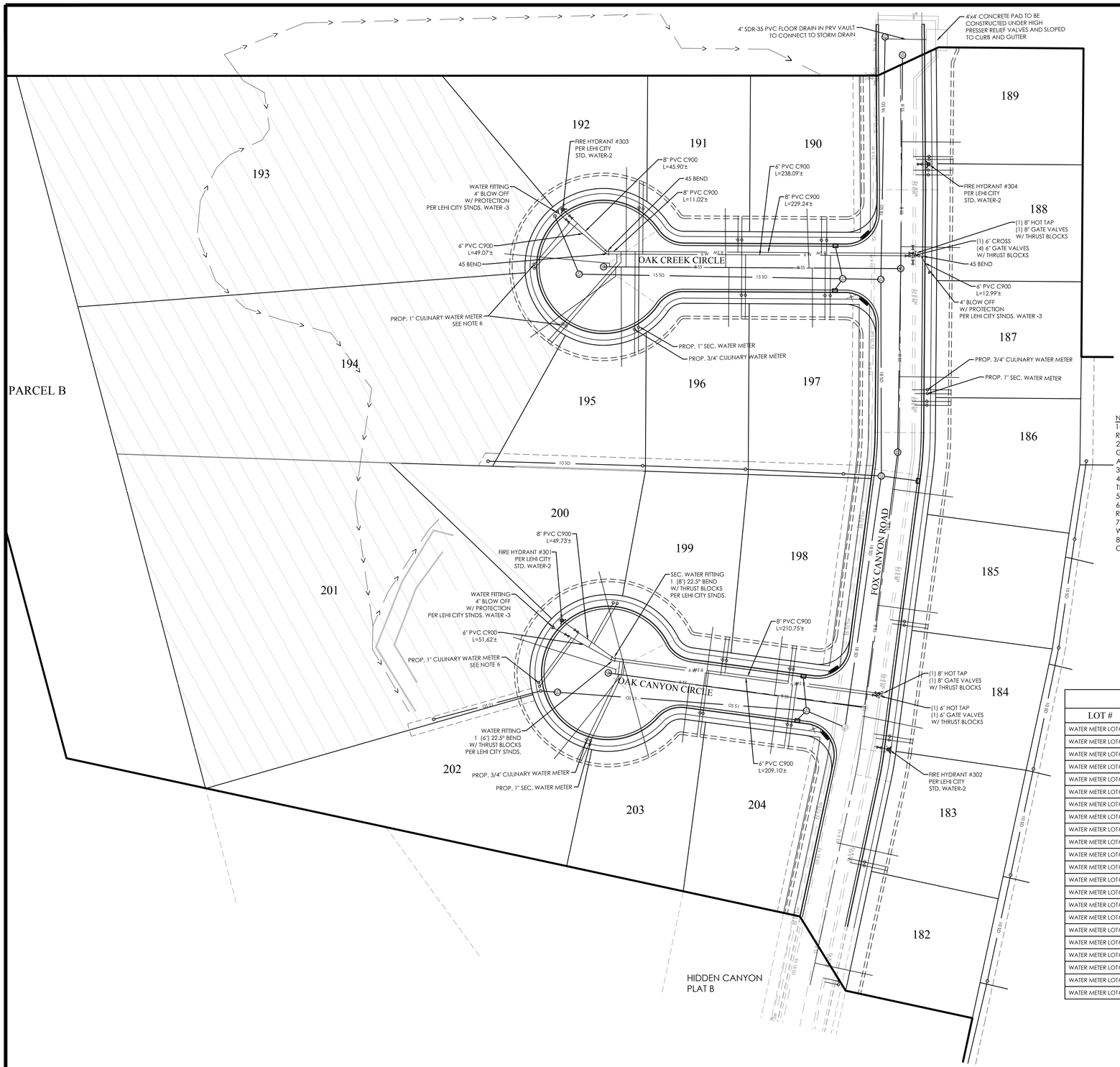
SEWER PLAN

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SEWER PLAN

Scale:	1"=40'	Drawn:	JRW
Date:	7/7/20	Job #:	18-327
Sheet:	C6.2		

Z:_2018\18-327 Canyon Point Ph 3 (AKA Hidden Canyon)\design 18-327\dwg\sheet\C-6.2 SEWER PLAN.dwg





GRAPHIC SCALE

40 0 20 40 80 160

(IN FEET)
1 inch = 40 ft.

LEGEND

- BOUNDARY
- ROW
- CENTERLINE
- LOT LINE
- EASEMENT
- 15 SD — 15" STORM DRAIN
- 8 SS — 8" SANITARY SEWER
- 8 W — 8" CULINARY WATER
- 8 SW — 8" SECONDARY WATER
- XXXX — CONTOUR MAJOR
- XXXX — CONTOUR MINOR
- Ex SD — EXIST. STORM DRAIN
- Ex SS — EXIST. SANITARY SEWER
- Ex W — EXIST. CULINARY WATER
- X — EXIST. FENCE
- (XXXX) — EXIST. CONTOUR MAJOR
- (XXXX) — EXIST. CONTOUR MINOR
- SIGN
- STREET LIGHT
- SD MH, INLET, AND COMBO
- SEWER MANHOLE
- VALVE, TEE & BEND
- WATER BLOW-OFF
- FIRE HYDRANT
- STREET MONUMENT (TO BE SET)
- EXIST. STREET MONUMENT
- EXIST. SD INLET & MH
- EXIST. SEWER MH
- EXIST. VALVE, TEE, & BEND
- EXIST. FIRE HYDRANT
- o XXXX.XX — SPOT ELEVATION
- INDICATES WALK-OUT BASEMENT

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WATER METER TABLE

LOT #	STREET NAME	STATION	OFFSET	ELEVATION
WATER METER LOT#183	FOX CANYON ROAD	10+52.37	21.47 R	5308.07
WATER METER LOT#184	FOX CANYON ROAD	11+50.49	21.70 R	5313.97
WATER METER LOT#185	FOX CANYON ROAD	12+40.43	21.50 R	5319.37
WATER METER LOT#186	FOX CANYON ROAD	14+07.21	21.27 R	5329.70
WATER METER LOT#187	FOX CANYON ROAD	14+19.26	21.51 R	5330.50
WATER METER LOT#188	FOX CANYON ROAD	15+89.79	21.15 R	5337.18
WATER METER LOT#189	FOX CANYON ROAD	16+00.40	21.87 R	5343.03
WATER METER LOT#190	OAK CREEK CIRCLE	10+61.75	21.50 R	5336.80
WATER METER LOT#191	OAK CREEK CIRCLE	11+26.74	21.50 R	5337.26
WATER METER LOT#192	OAK CREEK CIRCLE	12+03.74	46.00 R	5338.05
WATER METER LOT#193	OAK CREEK CIRCLE	12+85.17	1.61 R	5339.25
WATER METER LOT#194	OAK CREEK CIRCLE	12+62.56	44.52 L	5338.73
WATER METER LOT#195	OAK CREEK CIRCLE	12+06.74	48.65 L	5338.10
WATER METER LOT#196	OAK CREEK CIRCLE	11+23.74	21.45 L	5337.24
WATER METER LOT#197	OAK CREEK CIRCLE	10+58.75	21.48 L	5336.77
WATER METER LOT#198	OAK CANYON CIRCLE	10+62.21	21.71 R	5316.17
WATER METER LOT#199	OAK CANYON CIRCLE	11+15.00	21.67 R	5316.52
WATER METER LOT#200	OAK CANYON CIRCLE	12+05.14	54.57 R	5317.62
WATER METER LOT#201	OAK CANYON CIRCLE	12+54.55	14.64 L	5318.40
WATER METER LOT#202	OAK CANYON CIRCLE	12+11.52	53.72 L	5317.69
WATER METER LOT#203	OAK CANYON CIRCLE	11+27.03	21.50 L	5316.60
WATER METER LOT#204	OAK CANYON CIRCLE	10+58.51	21.44 L	5316.14

SECONDARY WATER SERVICE TABLE

LOT #	STREET NAME	STATION	OFFSET	ELEVATION
SEC. WATER METER LOT#183	FOX CANYON ROAD	10+49.61	21.47 R	5307.90
SEC. WATER METER LOT#184	FOX CANYON ROAD	11+47.49	21.64 R	5313.79
SEC. WATER METER LOT#185	FOX CANYON ROAD	12+37.52	21.50 R	5319.20
SEC. WATER METER LOT#186	FOX CANYON ROAD	14+10.21	21.26 R	5329.90
SEC. WATER METER LOT#187	FOX CANYON ROAD	14+16.26	21.51 R	5330.30
SEC. WATER METER LOT#188	FOX CANYON ROAD	15+86.11	21.09 R	5336.91
SEC. WATER METER LOT#189	FOX CANYON ROAD	15+98.19	21.83 R	5342.87
SEC. WATER METER LOT#190	OAK CREEK CIRCLE	10+57.69	21.50 R	5336.77
SEC. WATER METER LOT#191	OAK CREEK CIRCLE	11+23.74	21.50 R	5337.24
SEC. WATER METER LOT#192	OAK CREEK CIRCLE	12+00.74	45.26 R	5338.03
SEC. WATER METER LOT#193	OAK CREEK CIRCLE	12+85.01	1.39 L	5339.25
SEC. WATER METER LOT#194	OAK CREEK CIRCLE	12+60.07	46.22 L	5338.69
SEC. WATER METER LOT#195	OAK CREEK CIRCLE	12+03.74	47.01 L	5338.07
SEC. WATER METER LOT#196	OAK CREEK CIRCLE	11+20.74	21.45 L	5337.21
SEC. WATER METER LOT#197	OAK CREEK CIRCLE	10+54.69	21.48 L	5336.75
SEC. WATER METER LOT#198	OAK CANYON CIRCLE	10+59.42	21.63 R	5316.15
SEC. WATER METER LOT#199	OAK CANYON CIRCLE	11+12.00	21.68 R	5316.50
SEC. WATER METER LOT#200	OAK CANYON CIRCLE	12+02.14	54.51 R	5317.58
SEC. WATER METER LOT#201	OAK CANYON CIRCLE	12+53.54	17.44 L	5318.36
SEC. WATER METER LOT#202	OAK CANYON CIRCLE	12+08.55	54.16 L	5317.65
SEC. WATER METER LOT#203	OAK CANYON CIRCLE	11+24.62	21.50 L	5316.59
SEC. WATER METER LOT#204	OAK CANYON CIRCLE	10+55.43	21.59 L	5316.12

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HIDDEN CANYON PLAT C
LEHI, UTAH
WATER PLAN

REVISION BLOCK

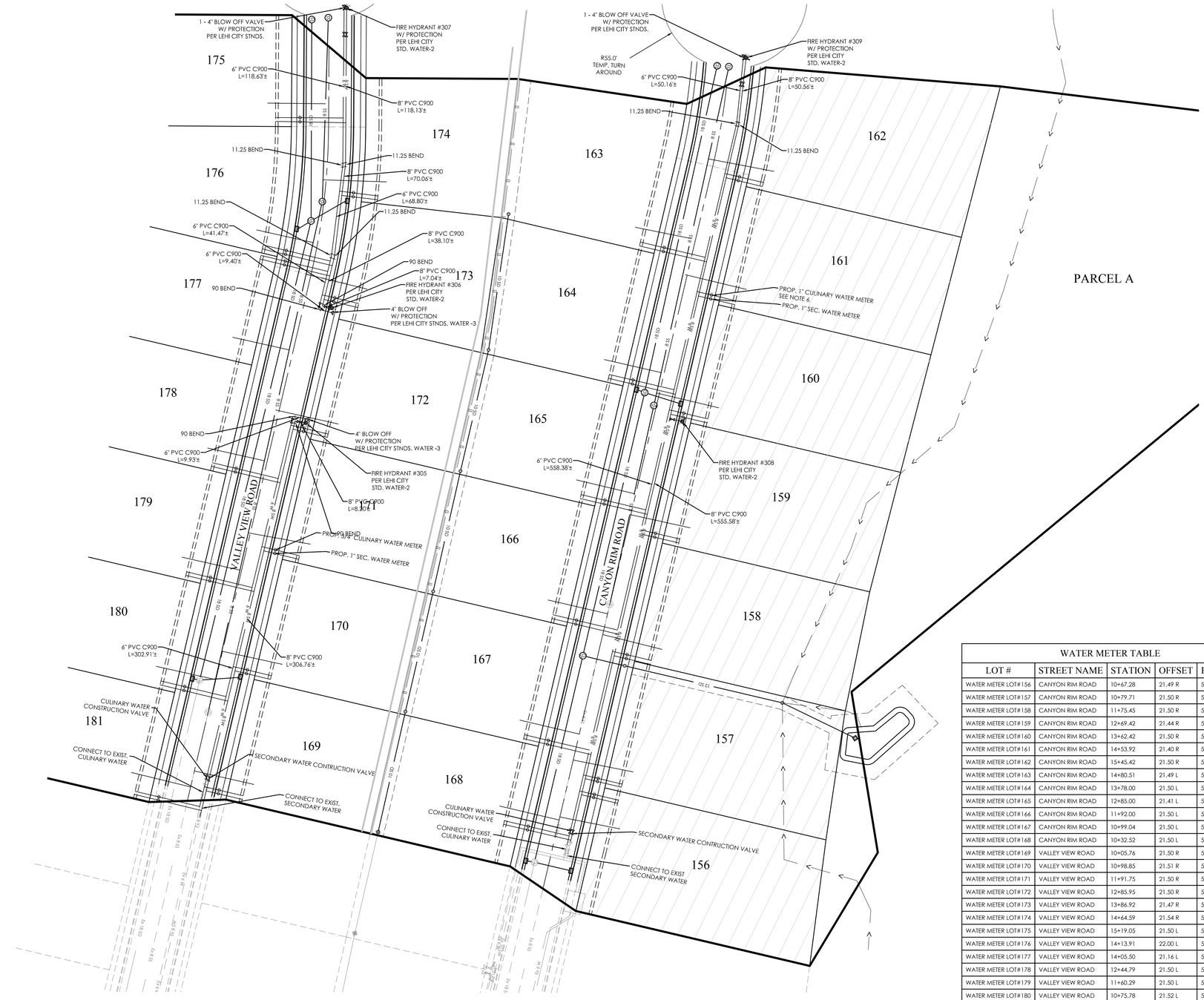
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WATER PLAN

Scale:	1"=40'	Drawn:	JRW
Date:	7/7/20	Job #:	18-327
Sheet:	C7.1		

811 Know what's below. Call 811 before you dig.

Z:_2018\18-327 Canyon Point Ph 3 (AKA Hidden Canyon)\design 18-327\dwg\sheets\C7.1 WATER PLAN.dwg





GRAPHIC SCALE

40 0 20 40 80 160

(IN FEET)
1 inch = 40 ft.

LEGEND

	BOUNDARY
	ROW
	CENTERLINE
	LOT LINE
	EASEMENT
15 SD	15" STORM DRAIN
8 SS	8" SANITARY SEWER
8 W	8" CULINARY WATER
8 SW	8" SECONDARY WATER
XXXX	CONTOUR MAJOR
XXXX	CONTOUR MINOR
Ex SD	EXIST. STORM DRAIN
Ex SS	EXIST. SANITARY SEWER
Ex W	EXIST. CULINARY WATER
X	EXIST. FENCE
[XXXX]	EXIST. CONTOUR MAJOR
[XXXX]	EXIST. CONTOUR MINOR
	SIGN
	STREET LIGHT
SD	SD MH, INLET, AND COMBO
	SEWER MANHOLE
	VALVE, TEE & BEND
	WATER BLOW-OFF
	FIRE HYDRANT
	STREET MONUMENT (TO BE SET)
	EXIST. STREET MONUMENT
SD	EXIST. SD INLET & MH
	EXIST. SEWER MH
	EXIST. VALVE, TEE, & BEND
	EXIST. FIRE HYDRANT
o XXXX.XX	SPOT ELEVATION
	INDICATES WALK-OUT BASEMENT

WATER METER TABLE

LOT #	STREET NAME	STATION	OFFSET	ELEVATION
WATER METER LOT#156	CANYON RIM ROAD	10+67.28	21.49 R	5352.67
WATER METER LOT#157	CANYON RIM ROAD	10+79.71	21.50 R	5353.58
WATER METER LOT#158	CANYON RIM ROAD	11+75.45	21.50 R	5360.55
WATER METER LOT#159	CANYON RIM ROAD	12+69.42	21.44 R	5367.39
WATER METER LOT#160	CANYON RIM ROAD	13+62.42	21.50 R	5374.16
WATER METER LOT#161	CANYON RIM ROAD	14+53.92	21.40 R	5380.82
WATER METER LOT#162	CANYON RIM ROAD	15+45.42	21.50 R	5388.33
WATER METER LOT#163	CANYON RIM ROAD	14+80.51	21.49 L	5382.97
WATER METER LOT#164	CANYON RIM ROAD	13+78.00	21.50 L	5375.29
WATER METER LOT#165	CANYON RIM ROAD	12+85.00	21.41 L	5368.52
WATER METER LOT#166	CANYON RIM ROAD	11+92.00	21.50 L	5361.75
WATER METER LOT#167	CANYON RIM ROAD	10+99.04	21.50 L	5354.98
WATER METER LOT#168	CANYON RIM ROAD	10+32.52	21.50 L	5350.14
WATER METER LOT#169	VALLEY VIEW ROAD	10+05.76	21.50 R	5315.37
WATER METER LOT#170	VALLEY VIEW ROAD	10+98.85	21.51 R	5321.61
WATER METER LOT#171	VALLEY VIEW ROAD	11+91.75	21.50 R	5327.84
WATER METER LOT#172	VALLEY VIEW ROAD	12+85.95	21.50 R	5334.15
WATER METER LOT#173	VALLEY VIEW ROAD	13+86.92	21.47 R	5340.32
WATER METER LOT#174	VALLEY VIEW ROAD	14+64.59	21.54 R	5346.72
WATER METER LOT#175	VALLEY VIEW ROAD	15+19.05	21.50 L	5351.01
WATER METER LOT#176	VALLEY VIEW ROAD	14+13.91	22.00 L	5342.95
WATER METER LOT#177	VALLEY VIEW ROAD	14+05.50	21.16 L	5337.05
WATER METER LOT#178	VALLEY VIEW ROAD	12+44.79	21.50 L	5331.39
WATER METER LOT#179	VALLEY VIEW ROAD	11+60.29	21.50 L	5325.73
WATER METER LOT#180	VALLEY VIEW ROAD	10+75.78	21.52 L	5320.06
WATER METER LOT#181	VALLEY VIEW ROAD	9+90.45	21.51 L	5314.21
WATER METER LOT#182	FOX CANYON ROAD	9+57.39	21.46 R	0.00

SECONDARY WATER SERVICE TABLE

LOT #	STREET NAME	STATION	OFFSET	ELEVATION
SEC. WATER METER LOT#156	CANYON RIM ROAD	10+64.85	21.49 R	5352.49
SEC. WATER METER LOT#157	CANYON RIM ROAD	10+77.29	21.50 R	5353.40
SEC. WATER METER LOT#158	CANYON RIM ROAD	11+72.42	21.50 R	5360.33
SEC. WATER METER LOT#159	CANYON RIM ROAD	12+66.40	21.44 R	5367.17
SEC. WATER METER LOT#160	CANYON RIM ROAD	13+59.42	21.50 R	5373.94
SEC. WATER METER LOT#161	CANYON RIM ROAD	14+50.92	21.40 R	5380.60
SEC. WATER METER LOT#162	CANYON RIM ROAD	15+42.42	21.22 R	5388.07
SEC. WATER METER LOT#163	CANYON RIM ROAD	14+77.51	21.49 L	5382.72
SEC. WATER METER LOT#164	CANYON RIM ROAD	13+75.00	21.50 L	5375.07
SEC. WATER METER LOT#165	CANYON RIM ROAD	12+82.00	21.41 L	5368.30
SEC. WATER METER LOT#166	CANYON RIM ROAD	11+89.00	21.50 L	5361.53
SEC. WATER METER LOT#167	CANYON RIM ROAD	10+96.00	21.50 L	5354.76
SEC. WATER METER LOT#168	CANYON RIM ROAD	10+29.74	21.50 L	5349.94
SEC. WATER METER LOT#169	VALLEY VIEW ROAD	10+03.00	21.50 R	5315.18
SEC. WATER METER LOT#170	VALLEY VIEW ROAD	10+96.00	21.50 R	5321.42
SEC. WATER METER LOT#171	VALLEY VIEW ROAD	11+89.00	21.50 R	5327.65
SEC. WATER METER LOT#172	VALLEY VIEW ROAD	12+83.40	21.50 R	5333.98
SEC. WATER METER LOT#173	VALLEY VIEW ROAD	13+83.86	21.47 R	5340.10
SEC. WATER METER LOT#174	VALLEY VIEW ROAD	14+61.71	21.52 R	5346.50
SEC. WATER METER LOT#175	VALLEY VIEW ROAD	15+15.91	21.50 L	5350.76
SEC. WATER METER LOT#176	VALLEY VIEW ROAD	14+10.77	21.98 L	5342.72
SEC. WATER METER LOT#177	VALLEY VIEW ROAD	14+02.52	21.18 L	5336.86
SEC. WATER METER LOT#178	VALLEY VIEW ROAD	12+41.97	21.50 L	5331.20
SEC. WATER METER LOT#179	VALLEY VIEW ROAD	11+57.61	21.50 L	5325.55
SEC. WATER METER LOT#180	VALLEY VIEW ROAD	10+72.79	21.49 L	5319.86
SEC. WATER METER LOT#181	VALLEY VIEW ROAD	9+87.98	21.50 L	5314.13
SEC. WATER METER LOT#182	FOX CANYON ROAD	9+54.67	21.52 R	5307.10

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HIDDEN CANYON PLAT C

LEHI, UTAH

WATER PLAN

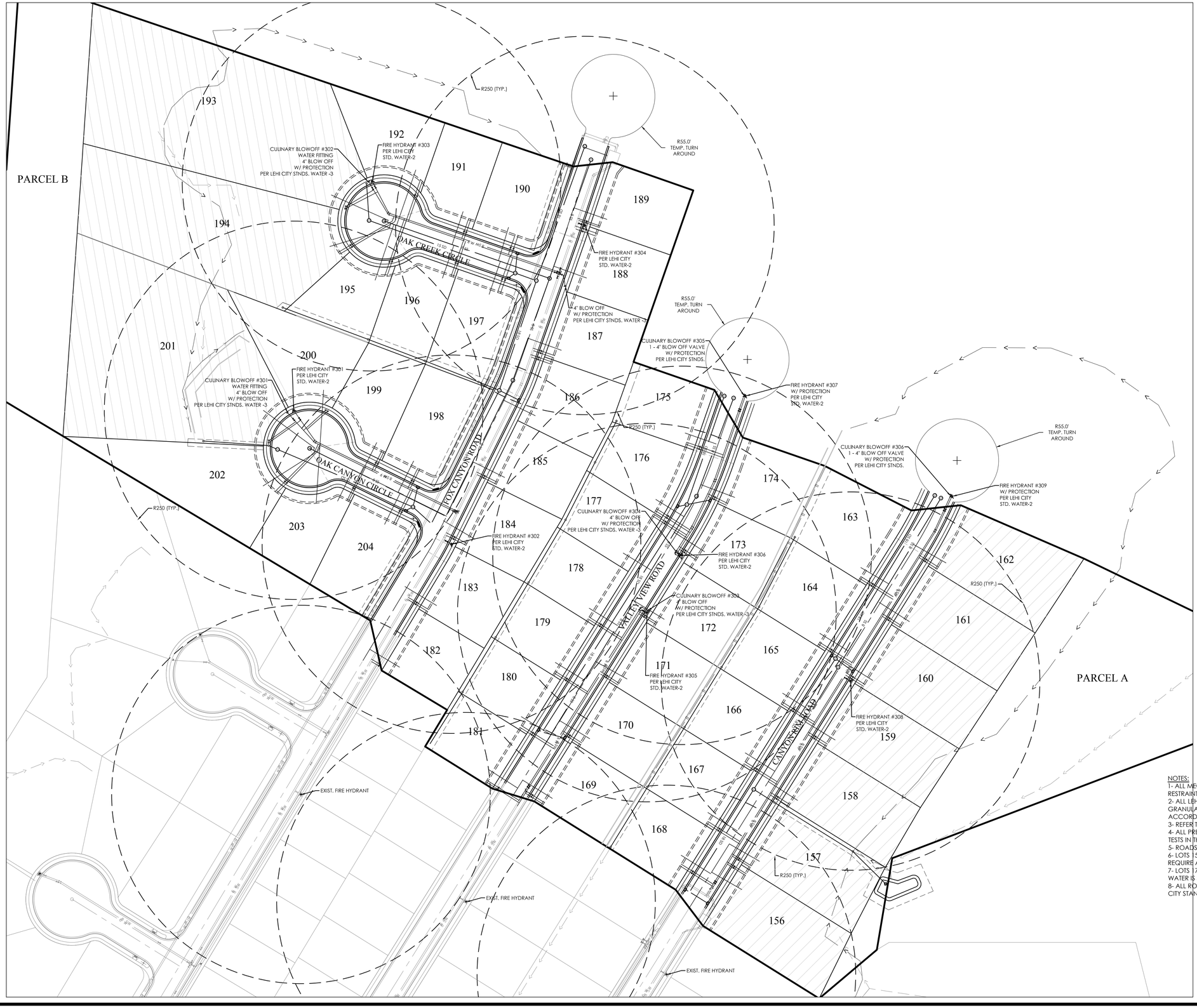
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WATER PLAN

Scale:	1"=40'	Drawn:	JRW
Date:	7/7/20	Job #:	18-327
Sheet:	C7.2		

Z:_2018\18-327 Canyon Point Ph 3 (AKA Hidden Canyon)\design 18-327\dwg\sheet\C7.2 WATER PLAN.dwg



N

S

GRAPHIC SCALE

20 0 10 20 40 80

(IN FEET)
1 inch = 20 ft.

LEGEND

- BOUNDARY
- ROW
- CENTERLINE
- LOT LINE
- EASEMENT
- 15" STORM DRAIN
- 8" SANITARY SEWER
- 8" CULINARY WATER
- 8" SECONDARY WATER
- CONTOUR MAJOR
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- EXIST. STORM DRAIN
- EXIST. SANITARY SEWER
- EXIST. CULINARY WATER
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- EXIST. CONTOUR MAJOR
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- SIGN
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- SEWER MANHOLE
- VALVE, TEE & BEND
- WATER BLOW-OFF
- FIRE HYDRANT
- STREET MONUMENT (TO BE SET)
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- INDICATES WALK-OUT BASEMENT

o XXXX.XX

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THOMAS M. ROMNEY
STATE OF UTAH
Exp 9-30-20

HIDDEN CANYON PLAT C

LEHI, UTAH

HYDRANT & BLOWOFF PLAN

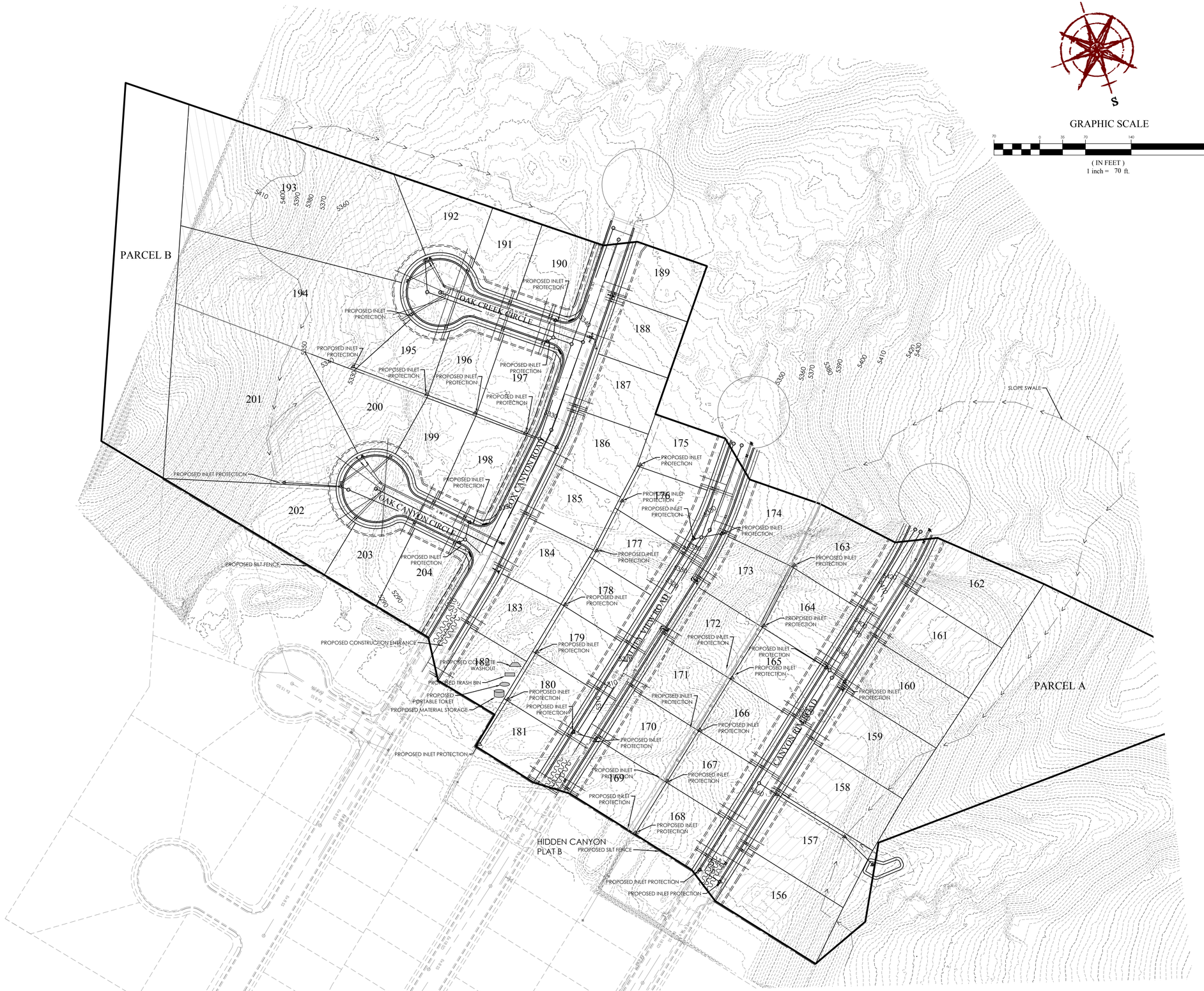
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HYDRANT & BLOWOFF PLAN

Scale: 1"=60' | Drawn: JRW
Date: 7/7/20 | Job #: 18-327
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Z:\...2018\18-327 Cannon Point Ph 3 (AKA Hidden Cannon)\design 18-327\dwg\exhibits\Hydrant and Blowoff Plan.dwg



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S

GRAPHIC SCALE

70 0 35 70 140 280

(IN FEET)
1 inch = 70 ft.

EROSION CONTROL LEGEND

- CONSTRUCTION ENTRANCE
- MATERIALS STORAGE
- FUEL TANKS
- CONCRETE WASHOUT
- TRASH BIN
- PORTABLE TOILET
- CONSTRUCTION TRAILER
- INLET PROTECTION
- SURFACE WATERS
- OUTFALL
- SILT FENCE OR CUT DITCH
- CUTBACK CURB
- FIBER ROLL

SWPPP DATA:

PROJECT LOCATION (LAT/LONG):
NORTHING:40°27'16.02" EASTING:111°52'39.09"

RECEIVING WATERS: GREAT SALT LAKE

AREA AFFECTED:

1. TOTAL PROJECT AREA IS 22.66 ACRES. AN ESTIMATED 19.23 ACRES WITHIN THE PROJECT LIMITS WILL BE DISTURBED WITH NEW CONSTRUCTION OR CONTRACTOR STORAGE ACTIVITIES.
2. THE EXISTING DRAINAGE SYSTEM FOR THIS SITE CONSISTS OF EXISTING STORM DRAIN PIPING AND STRUCTURES
3. THE MAJORITY OF EXISTING SITE GRADES RANGE FROM 13.22% TO 68.45%. THE PROPOSED GRADING RAISES THE SITE APPROXIMATELY 11.94% TO 28.67% WITH ROADS OF APPROXIMATELY 6.0% TO 8.26% PROVIDE THE PROPER DRAINAGE.
4. THE INITIAL SITE IS APPROXIMATELY 0.0% IMPERVIOUS. THE FINISHED SITE WILL BE APPROXIMATELY 31% IMPERVIOUS.

CONSTRUCTION ACTIVITIES:

1. THE PROJECT EXTENTS CONSIST OF 56 INDIVIDUALLY GRADED RESIDENTIAL LOTS. PLANNED ACTIVITIES INCLUDE CONSTRUCTION OF THE INFRASTRUCTURE, VERTICAL CONSTRUCTION OF HOMES, LANDSCAPING AND RELATED ACTIVITIES. OBTAIN UPDES "NOI" PERMIT AND ANY OTHER REQUIRED STORM WATER PERMIT PRIOR TO THE BEGINNING OF CONSTRUCTION.
2. INSTALL BMP'S ACCORDING TO THE PHASE OF CONSTRUCTION AS INDICATED IN THIS SWPPP.
3. CONSTRUCTION ACTIVITIES WILL PROCEED AS FOLLOWS: ROUGH GRADING, UTILITY INFRASTRUCTURE, ROADWAY INFRASTRUCTURE, HOME CONSTRUCTION AND LANDSCAPING. AS NEW DRAINAGE ELEMENTS ARE COMPLETED, CONTRACTOR SHALL IMPLEMENT THE USE OF PROPER BMP'S AS OUTLINED IN SECTION 3.5.18 IN THE UPDES PERMIT REGULATIONS.
4. SITE STABILIZATION OF AREAS DISTRIBUTED BY CONSTRUCTION ACTIVITIES MUST BE FINISHED WITHIN 14 DAYS OF COMPLETION OF CONSTRUCTION AND PRIOR TO OBTAINING AN "NOT" PERMIT.
5. CLEAR SITE OF NON-ESSENTIAL MATERIALS AND CLEAN STREETS AND ASSOCIATED GUTTERS, UPON PROJECT COMPLETION AND OBTAINING "NOT" PERMIT. REMOVE TEMPORARY STORM WATER MEASURES AND PERFORM REQUIRED STORM DRAIN SYSTEM MAINTENANCE PRIOR TO RELEASE OF SYSTEM TO THE OWNER.

RUNOFF COEFFICIENTS OF DISCHARGE:

1. THE EXISTING RUNOFF COEFFICIENT FOR THE PROJECT AREA IS ESTIMATED TO BE 0.20. THE PROPOSED RUNOFF COEFFICIENT WILL BE APPROXIMATELY 0.32 FOR THE PROPOSED IMPROVEMENTS UPON COMPLETION OF IMPROVEMENTS.
2. DISCHARGE FROM THE SITE WILL BE THROUGH THE EXISTING STORM DRAIN SYSTEM.

GENERAL STORM WATER POLLUTION CONTROL NOTES:

1. FOR INSTALLATION PROCEDURES, SEE SWPPP DETAIL BEST MANAGEMENT PRACTICES (BMP) SPECIFICATIONS IN SECTION 5.
2. THE BMPS AND SITE WILL BE MONITORED REGULARLY. ANY ADDITIONAL BMPS THAT ARE NEEDED WILL BE DETERMINED DURING REGULAR INSPECTIONS AND INSTALLED ACCORDING TO SPECIFICATION. ANY CHANGES TO PROTECT BMPS WILL NEED TO BE REFLECTED ON THE SWPPP MAP(S).
3. SWPPP PLAN COMPILED FROM INFORMATION OBTAINED FROM MATERIAL PRODUCED BY: FOCUS ENGINEERING AND SURVEYING
   32 WEST CENTER STREET
   MIDVALE, UTAH 84047
   PH: (801) 352-0075

ALL INFORMATION SHOWN ON SWPPP MAPS WAS TAKEN OR DERIVED FROM THE ABOVE STATED SOURCE. ANY INFORMATION NOT DEPICTED WAS NOT PROVIDED AS PART OF THIS PROJECT.

SWPPP NOTES:

1. ALL CONSTRUCTION PERIOD BEST MANAGEMENT PRACTICES ARE TO BE INSPECTED AND MAINTAINED AT LEAST WEEKLY, ALSO BEFORE AND AFTER EACH STORM EVENT.
2. CONTRACTOR SHALL BE REQUIRED TO KEEP A RECORD OF ALL INSPECTIONS AND MAINTENANCE ON SITE.
3. ESTIMATED RUN OFF COEFFICIENT UPON COMPLETION OF CONSTRUCTION ACTIVITIES = 0.32

Know what's below. Call 811 before you dig.

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LICENSED PROFESSIONAL ENGINEER
No. 8023202-2202
THOMAS M. ROMNEY
STATE OF UTAH
RENEWAL 6/30/20

HIDDEN CANYON PLAT C

LEHI, UTAH

EROSION CONTROL PLAN

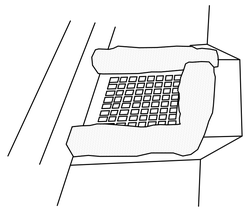
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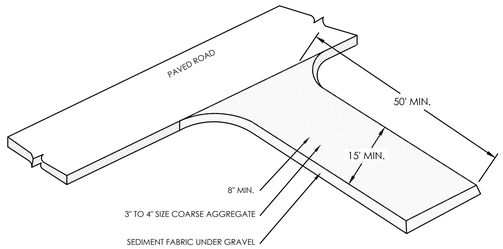
EROSION CONTROL PLAN

Scale:	1"=70'	Drawn:	JRW
Date:	7/7/20	Job #:	18-327
Sheet:	C8		

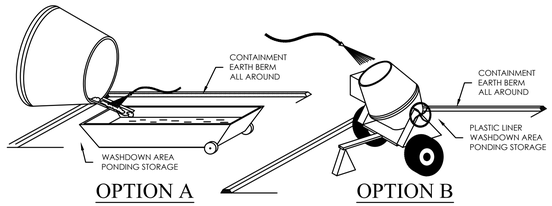
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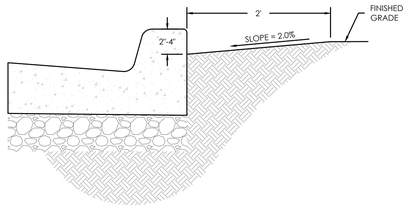
INLET PROTECTION - GRAVEL BAGS
NTS



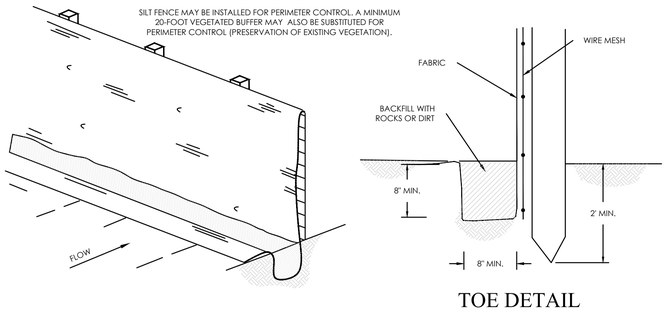
STABILIZED CONSTRUCTION ENTRANCE
NTS



CONCRETE WASTE MANAGEMENT
NTS

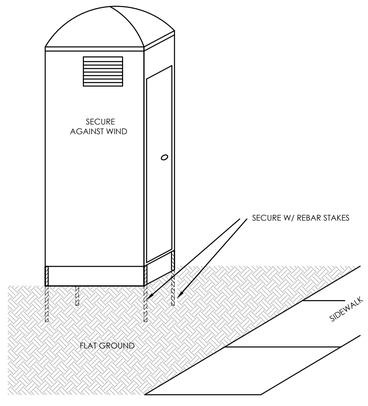


CURB SEDIMENTATION TRAP
NTS



SILT FENCE
NTS

TOE DETAIL



PORTABLE TOILET
NTS

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THOMAS M. ROONEY
STATE OF UTAH

HIDDEN CANYON PLAT C

LEHI, UTAH

EROSION CONTROL DETAILS

REVISION BLOCK

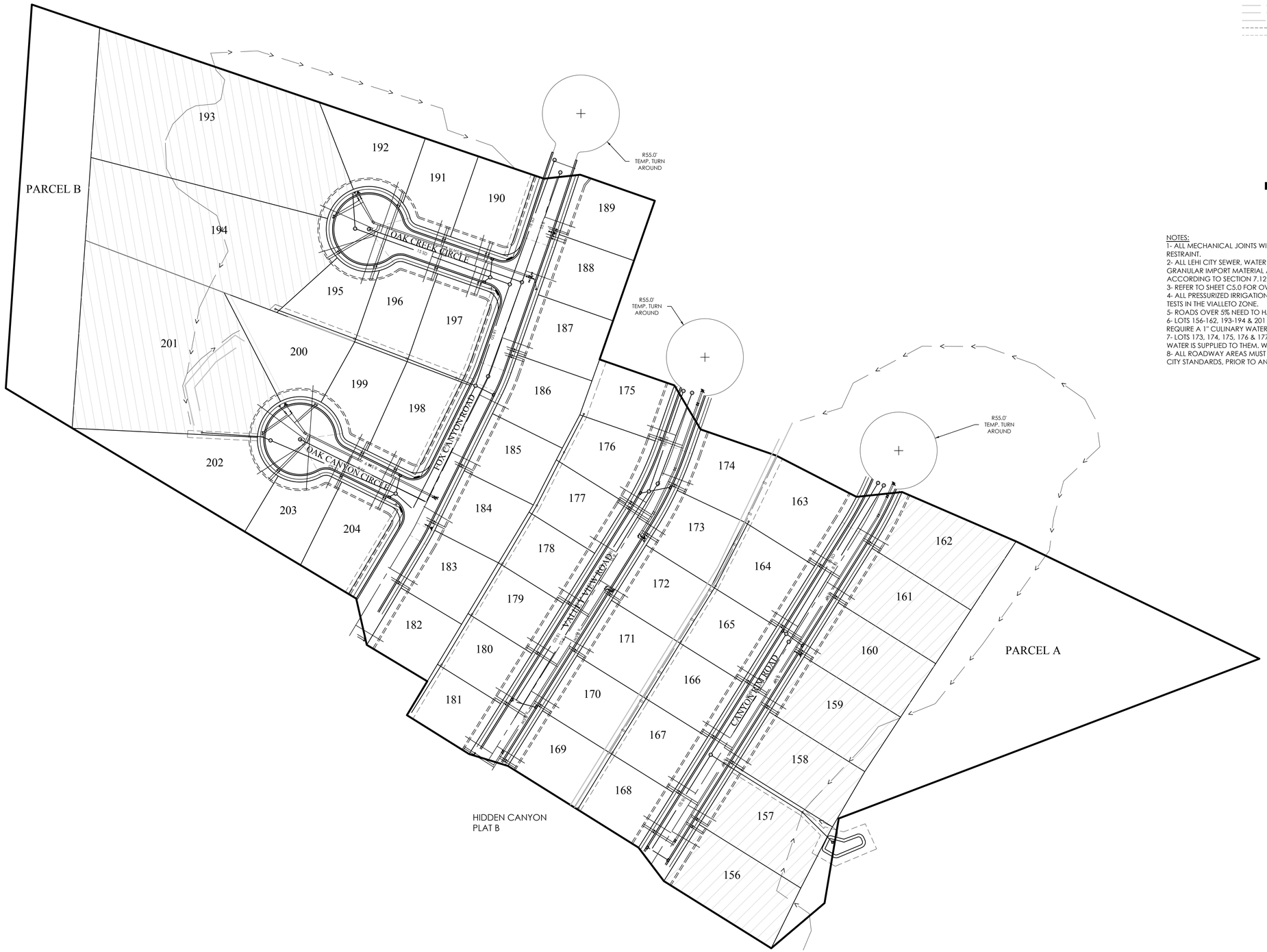
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EROSION CONTROL DETAILS

Scale:	1"=NTS'	Drawn:	JRW
Date:	7/7/20	Job #:	18-327
Sheet:	C8.1		

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Z:_2018\18-327 Canyon Point Ph 3 (AKA Hidden Canyon)\design 18-327\dwg\sheets\C8.1 EROSION CONTROL DETAILS.dwg



LEGEND

- BOUNDARY
- ROW
- CENTERLINE
- LOT LINE
- EASEMENT
- 15" STORM DRAIN
- 8" SANITARY SEWER
- 8" CULINARY WATER
- 8" SECONDARY WATER
- CONTOUR MAJOR
- CONTOUR MINOR
- EXIST. STORM DRAIN
- EXIST. SANITARY SEWER
- EXIST. CULINARY WATER
- EXIST. FENCE
- EXIST. CONTOUR MAJOR
- EXIST. CONTOUR MINOR
- SIGN
- STREET LIGHT
- SD MH, INLET, AND COMBO
- SEWER MANHOLE
- VALVE, TEE & BEND
- WATER BLOW-OFF
- FIRE HYDRANT
- STREET MONUMENT (TO BE SET)
- EXIST. STREET MONUMENT
- EXIST. SD INLET & MH
- EXIST. SEWER MH
- EXIST. VALVE, TEE, & BEND
- EXIST. FIRE HYDRANT
- SPOT ELEVATION
- INDICATES WALK-OUT BASEMENT

NOTES:
1- ALL MECHANICAL JOINTS WILL REQUIRE A MEGA LUG OR EQUIVALENT JOINT RESTRAINT.
2- ALL LEHI CITY SEWER, WATER AND STORM DRAIN UTILITY TRENCHES REQUIRE GRANULAR IMPORT MATERIAL AND SHALL MEET AN AASHTO A-1-A DESIGNATION ACCORDING TO SECTION 7.12 OF THE 2016 LEHI CITY DESIGN STANDARDS.
3- REFER TO SHEET C5.0 FOR OVERALL UTILITY PLAN
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5- ROADS OVER 5% NEED TO HAVE WHIRLY GIGS ON ALL MANHOLES.
6- LOTS 156-162, 193-194 & 201 ARE IN THE URBAN WILDLAND INTERFACE AND MAY REQUIRE A 1" CULINARY WATER SERVICE FOR INTERIOR FIRE SPRINKLERS.
7- LOTS 173, 174, 175, 176 & 177 ARE NOT TO HAVE BUILDING PERMITS ISSUED UNTIL WATER IS SUPPLIED TO THEM. WATER WILL BE PROVIDED WITH FUTURE ADJACENT PHASE.
8- ALL ROADWAY AREAS MUST BE FILLED TO SUB-GRADE AND COMPACTED PER LEHI CITY STANDARDS, PRIOR TO ANY UTILITY INSTALLATION.

GRAPHIC SCALE

70 0 35 70 140 280

(IN FEET)
1 inch = 70 ft.

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No. 8023202-2202
THOMAS M. ROMNEY
STATE OF UTAH
EXPIRES 04/30/20

HIDDEN CANYON PLAT C
LEHI, UTAH
OVERALL POWER PLAN

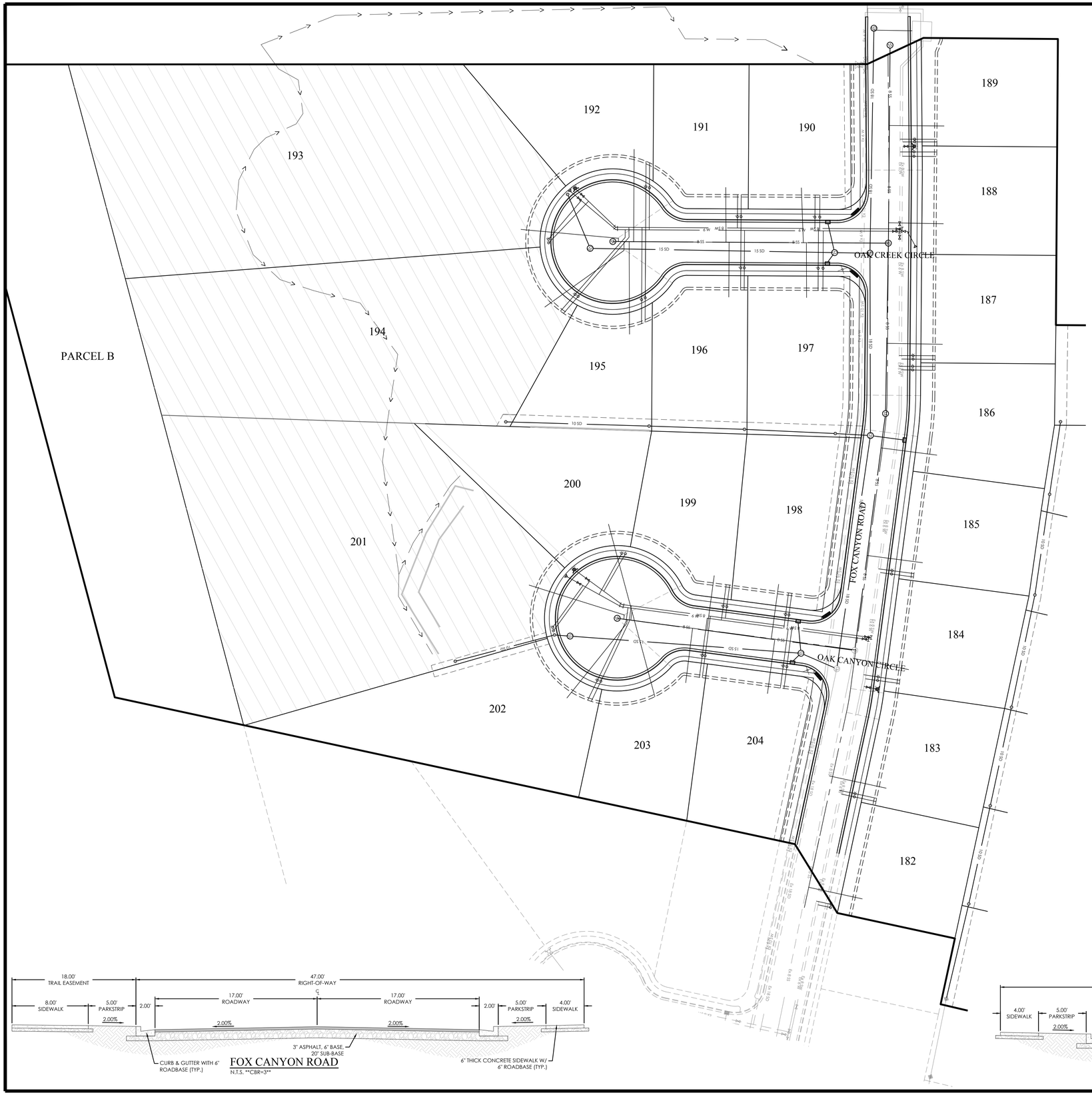
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OVERALL POWER PLAN

Scale:	1"=70'	Drawn:	JRW
Date:	7/7/20	Job #:	18-327
Sheet:	C9		

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GRAPHIC SCALE

40 0 20 40 80 160

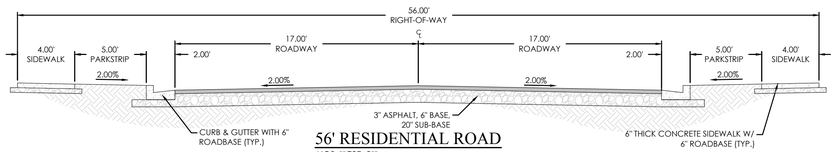
(IN FEET)
1 inch = 40 ft.

LEGEND

- BOUNDARY
- ROW
- CENTERLINE
- LOT LINE
- EASEMENT
- 15 SD — 15" STORM DRAIN
- 8 SS — 8" SANITARY SEWER
- 8 W — 8" CULINARY WATER
- 8 SW — 8" SECONDARY WATER
- XXXX — CONTOUR MAJOR
- XXXX — CONTOUR MINOR
- Ex SD — EXIST. STORM DRAIN
- Ex SS — EXIST. SANITARY SEWER
- Ex W — EXIST. CULINARY WATER
- X — EXIST. FENCE
- (XXXX) — EXIST. CONTOUR MAJOR
- (XXXX) — EXIST. CONTOUR MINOR
- SIGN
- STREET LIGHT
- SD MH, INLET, AND COMBO
- SEWER MANHOLE
- VALVE, TEE & BEND
- WATER BLOW-OFF
- FIRE HYDRANT
- STREET MONUMENT (TO BE SET)
- EXIST. STREET MONUMENT
- EXIST. SD INLET & MH
- EXIST. SEWER MH
- EXIST. VALVE, TEE, & BEND
- EXIST. FIRE HYDRANT
- o XXXX.XX — SPOT ELEVATION
- INDICATES WALK-OUT BASEMENT

Know what's below. Call 811 before you dig.

FOX CANYON ROAD
N.T.S. **CBR=3**



56' RESIDENTIAL ROAD
N.T.S. **CBR=3**

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No. 8023202-2202
THOMAS M. ROMNEY
STATE OF UTAH
~~RENEWAL~~ 6/30/20

HIDDEN CANYON PLAT C

LEHI, UTAH

POWER PLAN

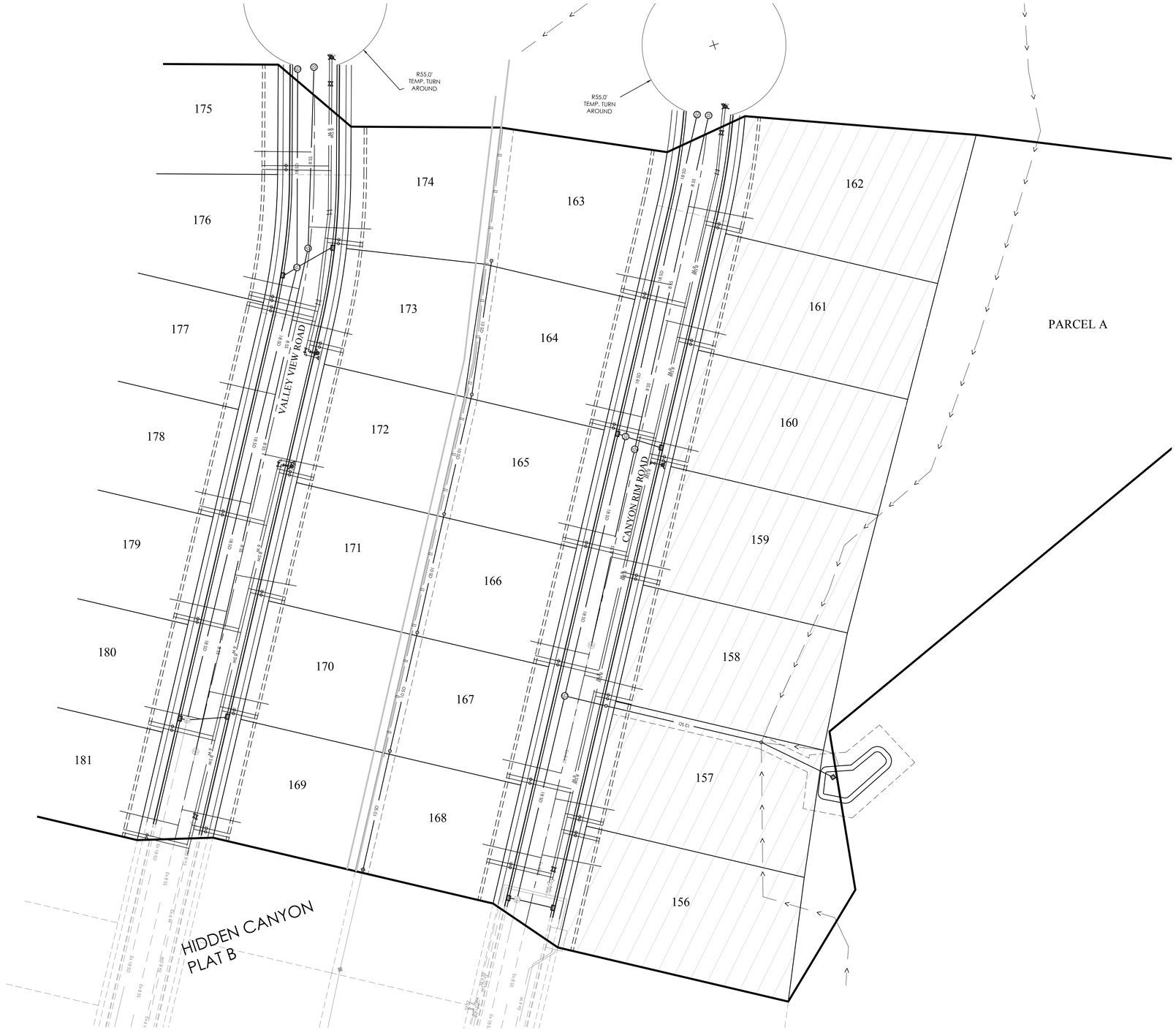
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POWER PLAN

Scale:	1"=40'	Drawn:	JRW
Date:	7/7/20	Job #:	18-327
Sheet:	C9.1		

Z:_2018\18-327 Canyon Point Ph 3 (AKA Hidden Canyon)\design 18-327\dwg\sheets\C9.1 POWER PLAN.dwg



LEGEND

- BOUNDARY
- ROW
- CENTERLINE
- LOT LINE
- EASEMENT
- 15" STORM DRAIN
- 8" SANITARY SEWER
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- 8" SECONDARY WATER
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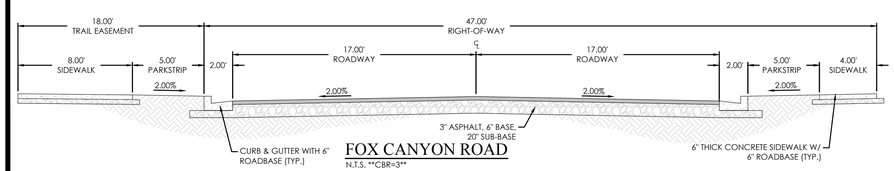
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GRAPHIC SCALE

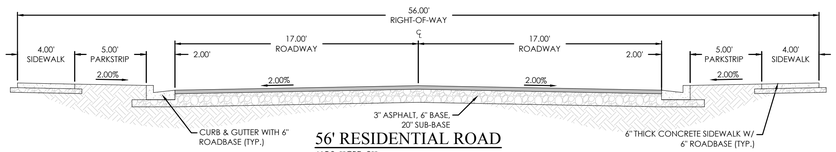
40 0 20 40 80 160

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56' RESIDENTIAL ROAD
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EXPIRES 01/31/20

HIDDEN CANYON PLAT C

LEHI, UTAH

POWER PLAN

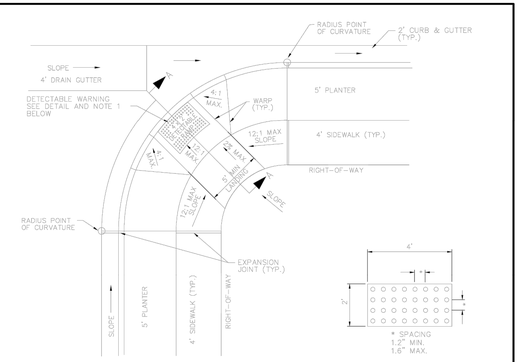
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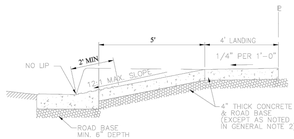
POWER PLAN

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Date:	7/7/20	Job #:	18-327
Sheet:	C9.2		

Z:_2018\18-327 Canyon Point Ph 3 (AKA Hidden Canyon)\design\dwg\sheets\C9.2 POWER PLAN.dwg



DETECTABLE RAMP DETAIL



SECTION A-A



DOME DETAIL

PUBLIC WORKS DEPARTMENT MUST APPROVE TYPES AND COLOR OF DETECTABLE WARNING DEVICES USED.

DETECTABLE WARNING DETAILS
RAISED TRUNCATED DOMES

GENERAL NOTES:

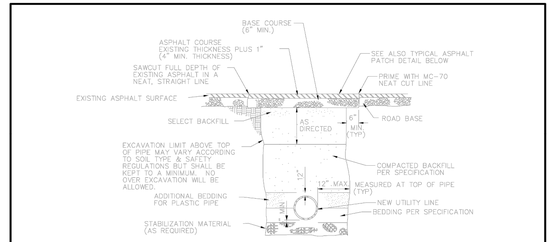
1. ROAD/FIELD GRADES MAY REQUIRE ADJUSTMENT AS PER APPROVAL BY PUBLIC WORKS DEPARTMENT
2. SIDEWALK & ROAD BASE THICKNESS SHALL EACH BE 6" WITHIN RESIDENTIAL SUBDIVISIONS WHERE DRIVEWAYS ARE EXPECTED TO BE LOCATED 70 FEET OR LESS APART.

LEHI CITY

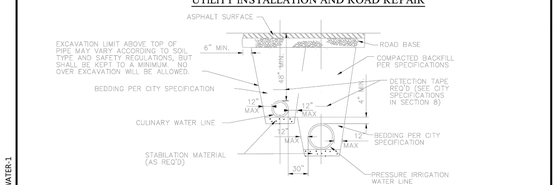
ADA RAMP PLANTER STRIP (AT INTERSECTION)

X:\Engineering Dept\Standards\Drawings\CAD Files\Lehi_Road.dwg, ROAD-6

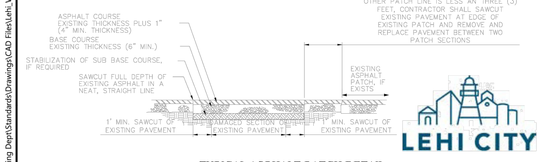
LEHI CITY STANDARD DRAWINGS ROAD-6



UTILITY INSTALLATION AND ROAD REPAIR



TYPICAL DUAL PIPE INSTALLATION
(IRR. AND CUL)



IF DISTANCE FROM EDGE OF NEW ASPHALT PATCH TO EXISTING APSHALT, GUTTER, OR OTHER PATCH LINE IS LESS AN THREE (3) FEET, CONTRACTOR SHALL SAWCUT EXISTING PAVEMENT AT EDGE OF EXISTING PATCH AND REMOVE AND REPLACE PAVEMENT BETWEEN TWO PATCH SECTIONS

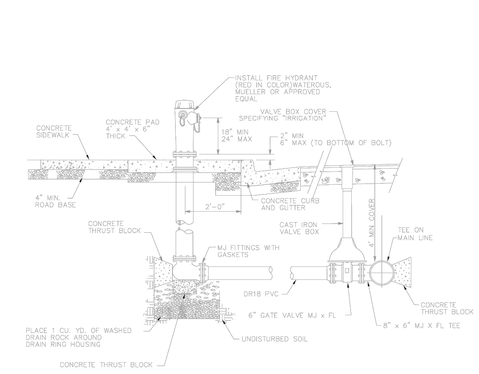
TYPICAL ASPHALT PATCH DETAIL

LEHI CITY

STANDARD DETAIL
UTILITY TRENCHING

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LEHI CITY STANDARD DRAWINGS WATER-1



FIRE HYDRANT WITH VALVE

NOTES:

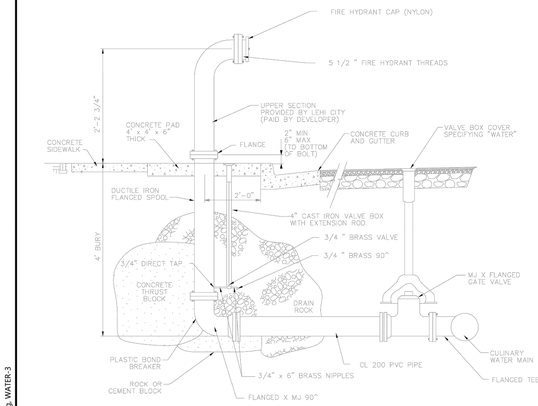
1. ALL BOLTS SHALL BE FREE FROM CONCRETE AND FULLY ACCESSIBLE.
2. HYDRANT SHALL BE INSTALLED 2' BEHIND THE WALK WITH CONCRETE PAD WHEN THERE IS NO PLANTER.
3. WHEN INSTALLING CONCRETE PAD AROUND FIRE HYDRANT, CONTRACTOR SHALL PLACE CRACK CONTROL JOINTS DIAGONALLY FROM THE HYDRANT TO THE CORNERS OF SAID PAD.
4. A THREE (3) FOOT HORIZONTAL CLEARANCE MUST BE MAINTAINED AROUND THE OUTSIDE OF ALL FIRE HYDRANTS.

LEHI CITY

STANDARD DETAIL
FIRE HYDRANT

X:\Engineering Dept\Standards\Drawings\CAD Files\Lehi_Water.dwg, WATER-2

LEHI CITY STANDARD DRAWINGS WATER-2



NOTE:

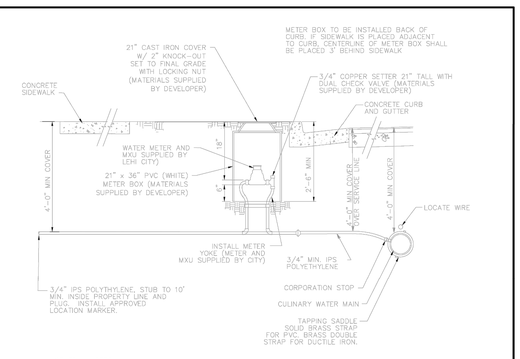
1. 4" SIZE FOR 8" OR SMALLER LINES 6" SIZE FOR 10" OR LARGER LINES OTHER SIZES AS DIRECTED BY THE WATER DEPARTMENT DIRECTOR.
2. BLOWOFF SHALL BE INSTALLED 2' BEHIND THE WALK WITH CONCRETE PAD WHEN THERE IS NO PLANTER.
3. WHEN INSTALLING CONCRETE PAD AROUND BLOW-OFF, CONTRACTOR SHALL PLACE CRACK CONTROL JOINTS DIAGONALLY FROM THE BLOW-OFF TO THE CORNERS OF SAID PAD.
4. A THREE (3) FOOT HORIZONTAL CLEARANCE MUST BE MAINTAINED AROUND THE OUTSIDE OF ALL BLOW-OFFS.
5. BLOWOFF TOP, ADAPTOR, AND CAP TO BE SUPPLIED BY LEHI CITY WATER DEPARTMENT.

LEHI CITY

STANDARD DETAIL
BLOW-OFF

X:\Engineering Dept\Standards\Drawings\CAD Files\Lehi_Water.dwg, WATER-3

LEHI CITY STANDARD DRAWINGS WATER-3



GENERAL NOTES:

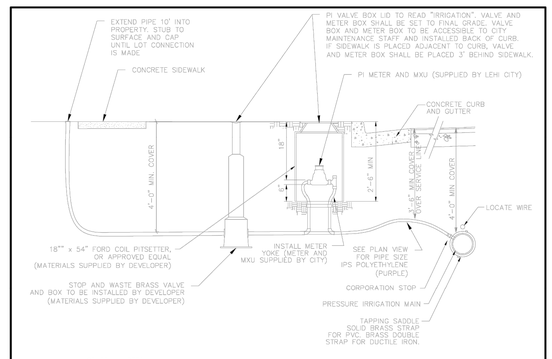
1. 10'-0" EDGE TO EDGE HORIZONTAL CLEARANCE IS REQUIRED BETWEEN WATER AND SEWER LATERAL SERVICE LINES.
2. WHERE WATER AND SEWER LATERALS MUST CROSS, WATER LATERAL SHALL BE 18" ABOVE THE SEWER LATERAL AS MEASURED FROM THE BOTTOM OF THE WATER LATERAL TO THE TOP OF THE SEWER LATERAL. THIS SEPARATION SHALL BE MAINTAINED FOR A MINIMUM OF 10'-0" EITHER SIDE OF THE CROSSING POINT.
3. ALL CULINARY WATER METERS SHALL BE CONSTRUCTED BEHIND PROPOSED CURB AND GUTTER, AND SHALL BE SERVICEABLE FROM THE STREET, REGARDLESS OF WHETHER OR NOT THE TYPICAL STREET CROSS SECTION CONTAINS A PLANTER STRIP.
4. COORDINATE PLACEMENT OF WATER METER WITH LEHI WATER DEPARTMENT.
5. TEFLON TAPE REQUIRED ON ALL THREADED CONNECTIONS.
6. CULINARY WATER METERS SHALL NOT BE PLACED WITHIN DRIVABLE AREAS UNLESS OTHERWISE APPROVED BY WATER DEPARTMENT.
7. ALL PIPING, FITTINGS, ECT WILL BE PROVIDED BY DEVELOPER AND INSPECTED BY LEHI CITY WATER INSPECTOR.
8. METER AND MXU WILL BE SUPPLIED BY LEHI CITY.
9. ALL BRASS FITTINGS, VALVES, ETC. SHALL BE MANUFACTURED IN ACCORDANCE WITH AWWA STANDARD C-800, LATEST REVISION. ALL BRASS PRODUCTS ARE TO BE CERTIFIED TO THE REQUIREMENTS OF NSF / ANSI 61 ANNEX F&G AND NSF / ANSI 372.
10. HOMES WITH FIRE SPRINKLERS REQUIRE A 1" OR LARGER WATER SERVICE AS REQUIRED BY FIRE SPRINKLER DESIGN.

LEHI CITY

STANDARD DETAIL
CULINARY SERVICE CONNECTION

X:\Engineering Dept\Standards\Drawings\CAD Files\Lehi_Water.dwg, WATER-6

LEHI CITY STANDARD DRAWINGS WATER-6



GENERAL NOTES:

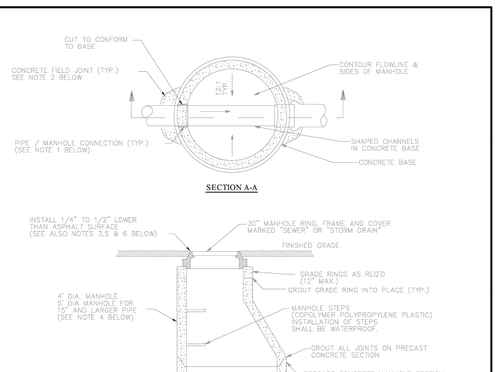
1. 10'-0" EDGE TO EDGE HORIZONTAL CLEARANCE IS REQUIRED BETWEEN WATER AND SEWER LATERAL SERVICE LINES.
2. WHERE WATER AND SEWER LATERALS MUST CROSS, WATER LATERAL SHALL BE 18" ABOVE THE SEWER LATERAL AS MEASURED FROM THE BOTTOM OF THE WATER LATERAL TO THE TOP OF THE SEWER LATERAL. THIS SEPARATION SHALL BE MAINTAINED FOR A MINIMUM OF 10'-0" EITHER SIDE OF THE CROSSING POINT.
3. ALL PRESSURE IRRIGATION METERS SHALL BE CONSTRUCTED BEHIND PROPOSED CURB AND GUTTER, AND SHALL BE SERVICEABLE FROM THE STREET, REGARDLESS OF WHETHER OR NOT THE TYPICAL STREET CROSS SECTION CONTAINS A PLANTER STRIP.
4. COORDINATE PLACEMENT OF PI METER WITH LEHI WATER DEPARTMENT.
5. TEFLON TAPE REQUIRED ON ALL THREADED CONNECTIONS.
6. PRESSURE IRRIGATION METERS SHALL NOT BE PLACED WITHIN DRIVABLE AREAS UNLESS OTHERWISE APPROVED BY WATER DEPARTMENT.
7. ALL PIPING, FITTINGS, ECT WILL BE PROVIDED BY DEVELOPER AND INSPECTED BY LEHI CITY WATER INSPECTOR.
8. METER AND MXU WILL BE SUPPLIED BY LEHI CITY.
9. ALL BRASS FITTINGS, VALVES, ETC. SHALL BE MANUFACTURED IN ACCORDANCE WITH AWWA STANDARD C-800, LATEST REVISION. ALL BRASS PRODUCTS ARE TO BE CERTIFIED TO THE REQUIREMENTS OF NSF / ANSI 61 ANNEX F&G AND NSF / ANSI 372.

LEHI CITY

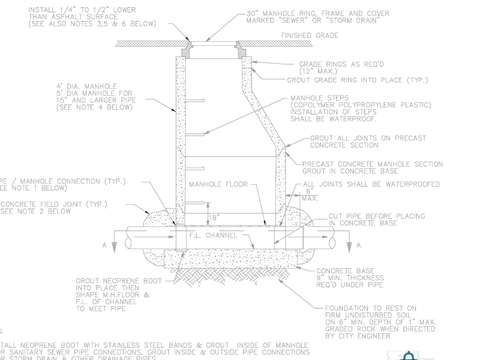
STANDARD DETAIL
PRESSURE IRRIGATION SERVICE CONNECTION

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LEHI CITY STANDARD DRAWINGS WATER-8



SECTION A-A



NOTES:

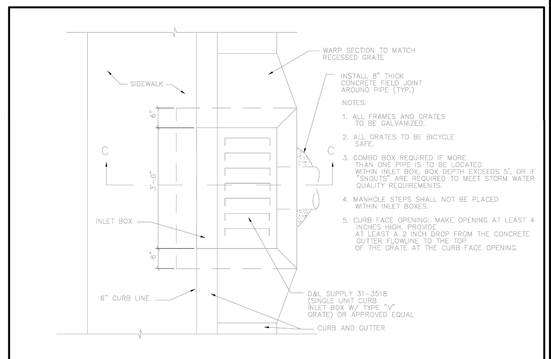
1. INSTALL NEOPRENE BOOT WITH STAINLESS STEEL BANDS & GROUT INSIDE OF MANHOLE FOR SANITARY SEWER PIPE CONNECTIONS. GROUT INSIDE & OUTSIDE PIPE CONNECTIONS FOR STORM DRAIN & OTHER DRAINAGE PIPES.
2. INSTALL 6" THICK CONCRETE FIELD JOINT AROUND ALL STORM DRAINAGE PIPES (TYP.). INSTALL AROUND ALL CONCRETE SEWER PIPES 18" DIA. & LARGER.
3. MANHOLE RING & COVER SHALL MATCH GRADE & CROSS SLOPE OF ROADWAY. (TWIST, ROTATING OR ADJUSTABLE MANHOLE RING & COVER MAY BE REQUIRED).
4. LARGER MANHOLES MAY BE REQUIRED DEPENDING ON PIPE SIZINGS AND ORIENTATION WITHIN MANHOLE.
5. TOP OF MANHOLE COVER SHALL BE SET TO FINAL GRADE PRIOR TO PAVING. CONCRETE COLLARS MAY BE ALLOWED, BUT ONLY AFTER PRIOR APPROVAL OF LEHI CITY STREET DEPARTMENT. IF APPROVED, CONCRETE COLLARS SHALL BE 12" MIN. WIDE (FROM EDGE OF MANHOLE RING) AND 12" MIN. THICKNESS.
6. IN NON-PAVED AREAS, A 12" THICK BY 12" WIDE (FROM EDGE OF MANHOLE RING) CONCRETE COLLAR SHALL BE PROVIDED FLUSH WITH THE TOP OF THE MANHOLE COVER.

LEHI CITY

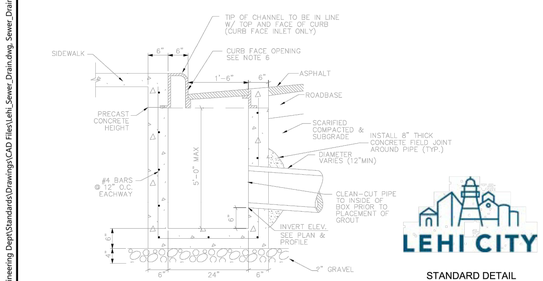
STANDARD DETAIL
LINE MANHOLE (SEWER AND STORM DRAIN)

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LEHI CITY STANDARD DRAWINGS SEWER / DRAIN-1



PLAN VIEW



SECTION C

LEHI CITY

STANDARD DETAIL
INLET BOX

X:\Engineering Dept\Standards\Drawings\CAD Files\Lehi_Sewer_Drain.dwg, Sewer_Drain-8

LEHI CITY STANDARD DRAWINGS SEWER / DRAIN-8

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STATE OF UTAH

HIDDEN CANYON PLAT C

LEHI, UTAH

SITE DETAILS

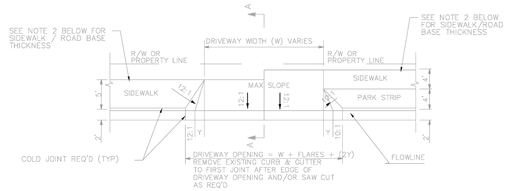
REVISION BLOCK

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SITE DETAILS

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Date:	7/7/20	Job #:	18-327
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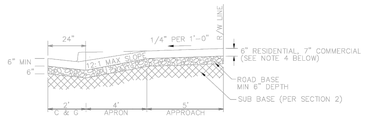
Z:\...2018\18-327 Canyon Point Ph 3 (AKA Hidden Canyon)\design 18-327\dwg\sheet\3D SITE DETAILS.dwg



PLAN VIEW



ELEVATION



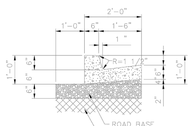
SECTION A-A

GENERAL NOTES:

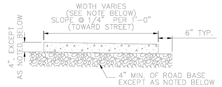
1. ALL PROPOSED DRIVEWAY PLACEMENT SHALL BE INSPECTED PRIOR TO POURING OF CONCRETE.
2. SIDEWALK & ROAD BASE THICKNESS SHALL EACH BE 4" EXCEPT WITHIN RESIDENTIAL SUBDIVISIONS WHERE DRIVEWAYS ARE EXPECTED TO BE LOCATED 70 FEET OR LESS APART, IN WHICH SIDEWALK & ROAD BASE THICKNESS SHALL EACH BE 6".
3. IN THE EVENT THAT SIDEWALKS ARE INSTALLED PRIOR TO THE INSTALLATION OF DRIVE APPROACHES, AND THEY ARE NOT CONSTRUCTED TO MEET THE STANDARDS ABOVE, ALL NON-COMPLIANT SIDEWALK SECTIONS SHALL BE REMOVED & REPLACED AS PART OF THE DRIVE APPROACH CONSTRUCTION.
4. MESH, REBAR AND/OR A THICKER CONCRETE AND ROAD BASE SECTION MAY BE REQUIRED BASED UPON ANTICIPATED TRAFFIC LOADS.
5. MAX DRIVEWAY WIDTH 20' FOR 2 CAR GARAGE, 30' FOR 3 CAR GARAGE.

LEHI CITY

FLARED DRIVE APPROACH



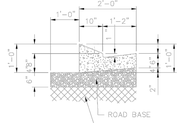
HIGH BACK CURB & GUTTER



NOTES:

1. 4" SIDEWALK WIDTH WHEN USED IN CONJUNCTION WITH PLANTER. 5" SIDEWALK WIDTH AGAINST CURB & GUTTER. 6" SIDEWALK WIDTH WHEN USED AGAINST A CURB & GUTTER WITHIN A PARKING LOT.
2. SIDEWALK AND ROAD BASE THICKNESS SHALL EACH BE 6" WITHIN RESIDENTIAL SUBDIVISIONS WHERE DRIVEWAYS ARE EXPECTED TO BE LOCATED 70 FEET OR LESS APART.

SIDEWALK



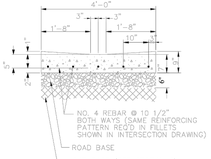
NOTES:

1. THIS CROSS SECTION IS ONLY FOR COMMERCIAL, INDUSTRIAL ZONES AND TEMPORARY TURNAROUNDS.
2. THE USE OF THIS CROSS SECTION IS SUBJECT TO APPROVAL OF THE CITY ENGINEER.
3. THE USE OF THIS CROSS SECTION IS SUBJECT TO THE REQUIREMENTS OF THE A.A.S.H.T.O. ROADSIDE DESIGN GUIDE WITH RESPECT TO A CLEAR VIEW ZONE.

MODIFIED CURB & GUTTER (MOUNTABLE TYPE)



REVERSE SLOPE CURB & GUTTER



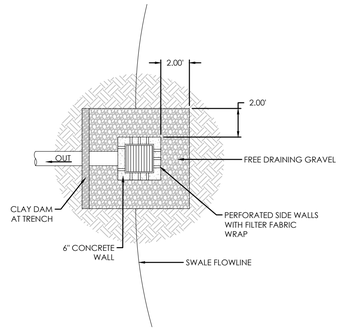
4' DRAIN GUTTER

GENERAL NOTES:

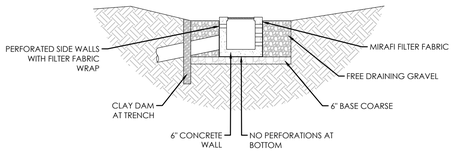
1. PLACE EXPANSION JOINTS (JOINT FILLER MATERIAL) EVERY 50' ALONG CURB, GUTTER & SIDEWALK SECTIONS. JOINTS TO BE PLACED THE FULL DEPTH OF CONCRETE PLUS 1", FLUSH WITH TOP OF CONCRETE.
2. CONTRACTION JOINTS ALONG CURB & GUTTER SECTIONS SHOULD BE PLACED AT INTERVALS NOT TO EXCEED 10'.
3. CONTRACTION JOINTS ALONG SIDEWALK SECTIONS SHOULD BE PLACED AT INTERVALS MATCHING THE SIDEWALK WIDTH, EXCEPT WITH VERY WIDE CONCRETE SECTIONS WHERE CONTRACTION JOINT SPACING SHALL NOT EXCEED 2 TIMES THE SLAB THICKNESS IN FEET. FOR EXAMPLE, THE MAXIMUM JOINT SPACING FOR A 4" THICK CONCRETE SLAB WOULD BE 8 FEET.
4. WHEN CURB, GUTTER OR SIDEWALK MUST BE REMOVED & REPLACED, FOLLOW WRITTEN GUIDELINES IN SECTION 5.

LEHI CITY

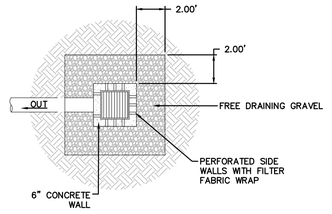
CURB, GUTTER AND SIDEWALK



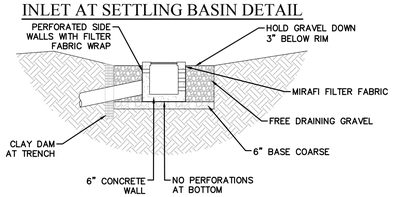
SWALE INLET DETAIL



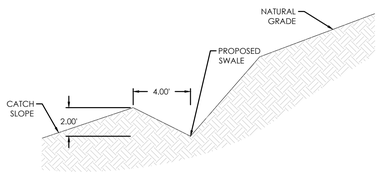
SWALE INLET CROSS-SECTION



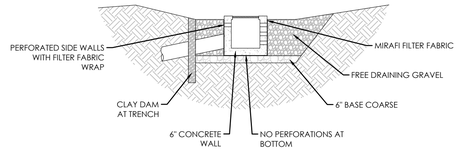
INLET AT SETTLING BASIN DETAIL



INLET DETAIL CROSS-SECTION



SLOPE SWALE



SETTLING BASIN CROSS-SECTION

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SITE DETAILS

REVISION BLOCK

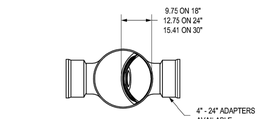
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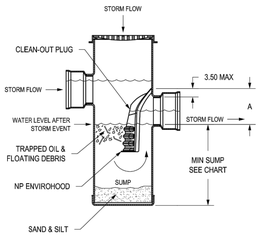
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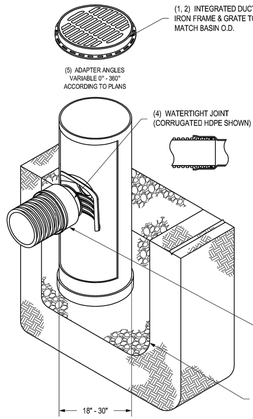
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Date:	7/7/20	Job #:	18-327
Sheet:	D2		

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NYLOPLAST DRAIN BASIN WITH ENVIROHOOD







PIPE SIZE	A	MIN SUMP
4"	7.51	36.00
6"	9.25	36.00
8"	11.29	36.00
10"	13.21	36.00
12"	15.05	36.00
15"	17.78	42.00
18"	20.98	48.00

PERCENTAGE OF OUTLET OPEN AREA RESTRICTION			
PIPE SIZE	S818AG0412	S824AG0415	S830AG0418
4"	0%	0%	0%
6"	0%	0%	0%
8"	0%	0%	0%
10"	0%	0%	0%
12"	33%	0%	0%
15"	-	12%	0%
18"	-	40%	0%
24"	-	-	44%

1 - ENVIROHOOD AVAILABLE WITH ALL 18" - 30" STRUCTURE OPTIONS (CUSTOM BASIN, ROAD & HIGHWAY, & CURB INLET).
2 - FRAMES, GRATES, COVERS, HOODS, & BASE PLATES SHALL BE DUCTILE IRON PER ASTM A536 GRADE 70-50-05.
3 - DRAIN BASIN TO BE CUSTOM MANUFACTURED ACCORDING TO PLAN DETAILS RISERS ARE NEEDED FOR BASINS OVER 84" DUE TO SHIPPING RESTRICTIONS SEE DRAWING NO. 7001-110-005.
4 - DRAINAGE CONNECTION STUB JOINT TIGHTNESS SHALL CONFORM TO ASTM D3212 FOR CORRUGATED HDPE (ADS N-12/HANCOR DUAL WALL), N-12 HP, & PVC SEWER (4" - 18").
5 - ADAPTERS CAN BE MOUNTED ON ANY ANGLE 0° TO 360°. TO DETERMINE MINIMUM ANGLE BETWEEN ADAPTERS SEE DRAWING NO. 7004-110-XXX

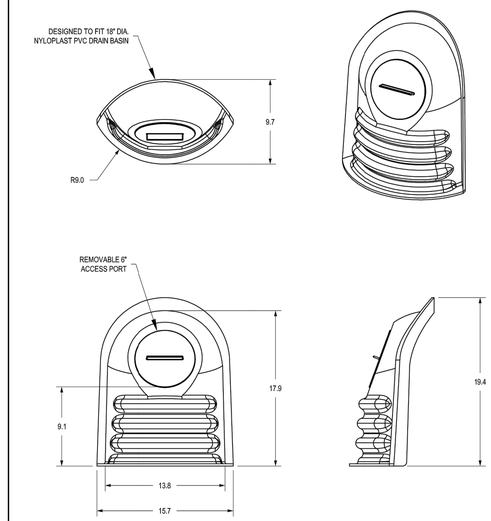
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DRAWN BY	JJC	MATERIAL	
DATE	6-28-12		
APPD BY	JJC	PROJECT NO./NAME	
DATE	6-28-12		
DWG SIZE	A	SCALE 1:30	SHEET 1 OF 1

Nyloplast
3130 VERONA AVE
BUFORD, GA 30518
PHN (770) 932-2443
FAX (770) 932-2490
www.nyloplast-us.com

TITLE: DRAIN BASIN WITH ENVIROHOOD QUICK SPEC INSTALLATION DETAIL

DWG NO. 7004-110-100 REV A



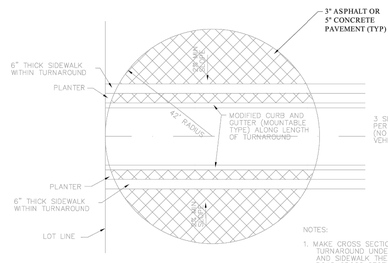
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DRAWN BY	JJC	MATERIAL	HIGH DENSITY POLYETHYLENE
DATE	7-2-12		
APPD BY	JJC	PROJECT NO./NAME	
DATE	7-2-12		
DWG SIZE	A	SCALE NTS	SHEET 1 OF 1

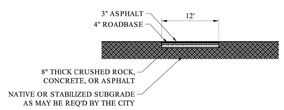
Nyloplast
3130 VERONA AVE
BUFORD, GA 30518
PHN (770) 932-2443
FAX (770) 932-2490
www.nyloplast-us.com

TITLE: NYLOPLAST 18" ENVIROHOOD FOR UP TO 12" OUTLETS

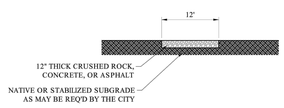
DWG NO. 7004-110-105 REV A



NOTES:
1. MAKE CROSS SECTIONS OF THE TEMPORARY TURNAROUND UNDER THE PAVEMENT, CURB AND SIDEWALK THE SAME AS A TYPICAL ROAD CROSS SECTION WITH SUBBASE AS PER SECTION 2, AND 6" ROADBASE.
2. NO ABOVE GROUND UTILITIES SHALL BE ALLOWED WITHIN THE TURNAROUND.
3. A TEMPORARY EASEMENT SHALL BE PROVIDED FOR AREA OUTSIDE OF THE CITY STREET RIGHT-OF-WAY.
4.



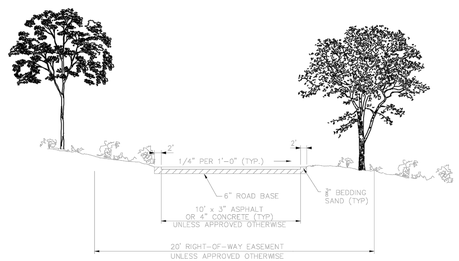
MAINTENANCE ACCESS WITH ASPHALT TRAIL ABOVE



ALL WEATHER ACCESS

LEHI CITY

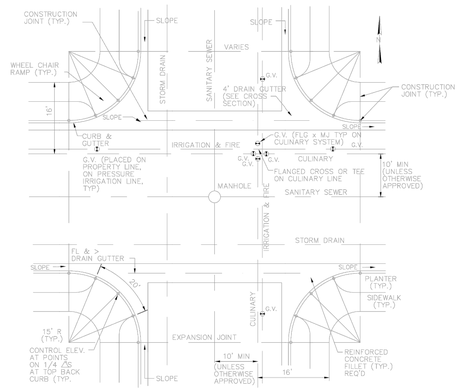
TEMPORARY
TURNAROUND
AND ACCESS ROADS



NOTES:
1. CROSS SECTION MAY BE ADJUSTED DEPENDING ON EXISTING CONSTRAINTS AS APPROVED BY THE LEHI CITY ENGINEER.
2. 2' COMPACTED SHOULDER MUST SLOPE AT A 6:1 MAX SLOPE ON EACH SIDE OF THE PAVED TRAIL.
3. SLOPE TRAIL AS NECESSARY TO AVOID PONDING. PROVIDE DRAINAGE IMPROVEMENTS ALONG TRAIL AS REQUIRED TO CONVEY POSSIBLE STORM FLOWS.
4. CONTRACTOR SHALL REMOVE ALL FOLIAGE, ROOTS AND WASTE MATERIALS WITHIN A 12" ZONE BENEATH BASE COURSE. 12" ZONE SHALL THEN BE COMPACTED PRIOR TO THE PLACEMENT OF ROAD BASE COURSE. CONTRACTOR SHALL ALSO PLACE GROUND STERILANT PRIOR TO PLACEMENT OF ROAD BASE.
5. ALL PEDESTRIAN TRAIL DESIGN PLANS SHALL BE REVIEWED AND APPROVED BY LEHI CITY STAFF PRIOR TO CONSTRUCTON.

LEHI CITY

STANDARD DETAIL
Bicycle / Pedestrian
Shared Use Trail



LEHI CITY

STREET INTERSECTION
AND
UTILITY LOCATION

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ENGINEERING AND SURVEYING, LLC
6949 S. High Tech Drive Suite 200
MIDVALE, UTAH 84047 PH: (801) 352-0075
www.focusutah.com

LICENSED PROFESSIONAL ENGINEER
No. 8023202-2202
THOMAS M. RUNEY
STATE OF UTAH
07/24/20

HIDDEN CANYON PLAT C
LEHI, UTAH
SITE DETAILS

REVISION BLOCK

#	DATE	DESCRIPTION
1	----	----
2	----	----
3	----	----
4	----	ADDED TRASH COMPACTOR
5	----	----
6	----	----

SITE DETAILS

Scale:	NA	Drawn:	JRW
Date:	7/7/20	Job #:	18-327
Sheet:	D3		

Z:_2018\18-327 Canyon Point Ph 5 (AKA Hidden Canyon)\design 18-327\dwg\sheets\D3 SITE DETAILS.dwg

TEMPORARY CONSTRUCTION POWER:

ALL TEMPORARY ELECTRICAL SERVICE INSTALLATIONS SHALL MEET LEHI CITY POWER DEPARTMENT SPECIFICATIONS, NATIONAL ELECTRICAL CODE, AND NATIONAL ELECTRICAL SAFETY CODE LATEST REVISIONS. ADDRESS SHALL BE POSTED AT BUILDING SITE.

TEMPORARY POWER IS TYPICALLY NOT PROVIDED FOR RESIDENTIAL CONSTRUCTION. LEHI CITY POWER REQUIRES OWNER\BUILDER TO SUPPLY AND INSTALL THE PERMANENT SERVICE INCLUDING METER BASE, DISCONNECTS AND OUTLETS. (SEE DETAIL 3.1.1) OWNER\BUILDER SHALL HAVE A LEHI CITY BUILDING PERMIT NUMBER PRIOR TO MAKING APPLICATION FOR TEMPORARY POWER.

OWNER SHALL CONTACT LEHI CITY POWER, (ENGINEERING DIVISION) AT 650 WEST GLEN CARTER DRIVE, LEHI, UT. TO MAKE APPLICATION FOR SERVICE.

TEMPORARY POWER CONNECTS FOR COMMERCIAL CONSTRUCTION MAY USE THE PERMANENT TRANSFORMER FOR THE PROJECT, OR RENT A TEMPORARY TRANSFORMER FROM LEHI POWER. SEE THE FEE SCHEDULE FOR CHARGES ASSOCIATED WITH TEMPORARY POWER. ADDITIONAL FEES MAY BE NECESSARY DEPENDING ON SIZE AND TYPE OF TEMPORARY POWER REQUEST.

PERMANENT POWER:

ALL PERMANENT ELECTRICAL SERVICE INSTALLATIONS SHALL MEET LEHI CITY POWER SERVICE SPECIFICATIONS, NATIONAL ELECTRICAL CODE AND NATIONAL ELECTRICAL SAFETY CODE LATEST REVISIONS, NO CUSTOMER OWNED EQUIPMENT BETWEEN METER BASE AND METER. ADDRESS SHALL BE POSTED AT BUILDING SITE.

CONTACT LEHI CITY POWER, (ENGINEERING DIVISION) AT 650 WEST GLEN CARTER DRIVE, LEHI UT. FOR SERVICE SPECIFICATIONS. SPECIFICATIONS ARE PUBLISHED ON THE LEHI CITY WEBSITE UNDER POWER DEPARTMENT..

APPLICATION FOR PERMANENT ELECTRICAL SERVICE MUST BE COMPLETED BY OWNER BUILDER\CONTRACTOR PRIOR TO CONNECTION OF PERMANENT ELECTRICAL SERVICE.

MAIN SERVICE DISCONNECT IS REQUIRED OUTSIDE AT THE METER LOCATION FOR ALL ELECTRICAL SERVICE INSTALLATIONS. LEHI CITY POWER SHALL INSPECT TRENCH AND CONDUIT INSTALLATION PRIOR TO BACKFILL. (CALL TO SCHEDULE ELECTRICAL SERVICE TRENCH INSPECTIONS)

METER & SERVICE LOCATIONS ARE TO BE DETERMINED BY LEHI CITY POWER. (SEE ATTACHMENT TO JOB COPY DRAWINGS). GENERAL RULES FOR THE SERVICE LOCATION ARE AS FOLLOWS: THE METER AND MAIN DISCONNECT SHALL BE SETBACK FROM THE FRONT CORNER OF THE STRUCTURE A MAXIMUM OF 10'. THE METER & MAIN DISCONNECT SHALL BE ON THE SIDE OF THE STRUCTURE CLOSEST TO THE DISTRIBUTION POWER SOURCE INTENDED FOR THAT SITE.

ALL UNDERGROUND AND OVERHEAD ELECTRICAL SERVICES SHALL BE INSPECTED BY LEHI CITY BUILDING INSPECTION PRIOR TO CONNECTION BY LEHI CITY POWER. CALL TO SCHEDULE PERMANENT POWER INSPECTION.

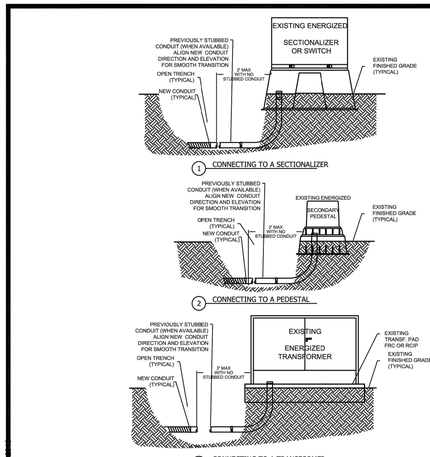
ALL NEW DEVELOPMENTS WILL BE SERVICED UNDERGROUND; OWNER/DEVELOPER WILL BE RESPONSIBLE TO PROVIDE AND INSTALL ALL UNDERGROUND CONDUIT, TRANSFORMER PADS, AND SECONDARY JUNCTION BOXES, GROUND SLEEVE BASES AND SWITCH BASES WILL BE PROVIDED BY LEHI CITY POWER AND INSTALLED BY CONTRACTOR. THE UNDERGROUND ELECTRICAL DISTRIBUTION LAYOUT SHALL BE COMPLETED BY OR APPROVED BY LEHI CITY POWER ENGINEERING DIVISION.

ALL SERVICES REQUIRE SCH. 40 PVC CONDUIT AND GRS LS 90 BEND AND RISER WITH LUG CONNECTION TO MAIN\METER BASE. FOR SINGLE FAMILY RESIDENTIAL SERVICE LEHI CITY POWER WILL PROVIDE THE CONDUCTOR FROM THE SOURCE TO THE MAIN\METER BASE UP TO 75 FEET MAXIMUM (FOR LONGER LENGHTS CONSULT WITH LEHI CITY POWER FOR ADDITIONAL COST). FOR MULTI FAMILY UNITS AND COMMERCIAL INSTALLATIONS, THE CONDUCTOR TO BE SUPPLIED, INSTALLED, TERMINATED & MAINTAINED BY OWNER / CONTRACTOR PER NEC, FROM THE METER BASE TO THE POWER SOURCE SUPPLIED BY LEHI CITY.

LEHI CITY POWER DEPARTMENT

REQUIREMENTS & STANDARDS
ELECTRICAL SERVICE INFORMATION
RESIDENTIAL & COMMERCIAL POWER SERVICE

DWG: **1.1** | REV. 17.00 | BY: GWK | DATE: 3/10/17

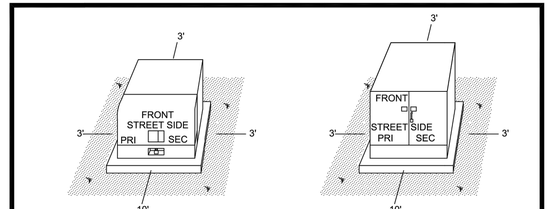


NOTES:
1. FOR SAFETY REASONS DO NOT INSTALL CONDUITS/CONDUCTORS INSIDE ENERGIZED EQUIPMENT.
2. STOP INSTALLATION OF CONDUITS/CONDUCTORS A MAXIMUM OF 2 FEET FROM ENERGIZED EQUIPMENT.
3. EXTEND TRENCH TO THE EDGE OF THE EQUIPMENT.
4. CONTRACTOR SHALL SUPPLY SWEEPS & ADDITIONAL CONDUIT REQUIRED TO COMPLETE THE INSTALLATION BY LEHI POWER.
5. CONTACT LEHI POWER TO SCHEDULE CREWS FOR INSTALLATION OF CONDUIT/CONDUCTORS INTO ENERGIZED EQUIPMENT.

LEHI CITY POWER DEPARTMENT

REQUIREMENTS & STANDARDS
CONNECTION DETAIL TO EXISTING ENERGIZED EQUIPMENT
RESIDENTIAL & COMMERCIAL POWER SERVICE

DWG: **4.1** | REV. 17.00 | BY: GWK | DATE: 3/10/17



RESIDENTIAL SINGLE-PHASE TRANSFORMER PADMOUNTED EQUIPMENT

COMMERCIAL 3-PHASE TRANSFORMER PADMOUNTED EQUIPMENT

NOTE:
IN THE EVENT OF AN EQUIPMENT FAILURE OR POWER OUTAGE, IT IS NECESSARY FOR UTILITY CREWS TO HAVE ADEQUATE ACCESS TO PADMOUNTED EQUIPMENT AND TRANSFORMERS. ACCESS TO THE FRONT SHALL BE TEN (10) FEET, ACCESS TO THE REAR AND SIDES SHALL BE THREE (3) FEET MINIMUM. NO TREES, SHRUBS, FENCES, LARGE LANDSCAPE ROCKS, OR OTHER OBSTRUCTIONS SHALL BE PERMITTED IN ACCESS AREA.

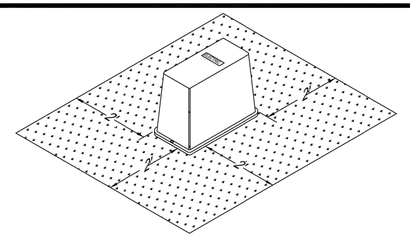
NOTE FOR NEW SERVICES

1. PADMOUNTED EQUIPMENT, TRANSFORMERS AND SECONDARY PEDESTALS ARE LOCKED FOR PROTECTION AGAINST ELECTRICAL SHOCK.
2. WHEN INSTALLATION OF A NEW SERVICE REQUIRES ACCESS TO A TRANSFORMER OR PEDESTAL, OWNER\CONTRACTOR SHALL CONTACT LEHI CITY POWER.
3. ALL NEW CONDUIT RUNS SHALL BE INSTALLED BY CONTRACTOR INTO TRANSFORMER \PEDESTAL WITH LEHI CITY POWER SUPERVISION.
4. BLUE STAKE LAWS PROHIBIT ANY DIGGING NEAR EQUIPMENT WITHIN THE 2' SAFETY ZONE. PLEASE HAND DIG AROUND ANY ELECTRICAL EQUIPMENT.

LEHI CITY POWER DEPARTMENT

REQUIREMENTS & STANDARDS
TRANSFORMER & EQUIPMENT REQUIRED CLEARANCES
RESIDENTIAL & COMMERCIAL POWER SERVICE

DWG: **4.2** | REV. 16.00 | BY: GWK | DATE: 6/6/16



SECONDARY JUNCTION BOXES
(TYP. 15" x 15" LID APPROX.)

NOTE:
IN THE EVENT OF AN EQUIPMENT FAILURE OR POWER OUTAGE, IT IS NECESSARY FOR LEHI CITY POWER CREWS TO HAVE ADEQUATE ACCESS TO SECONDARY PEDESTAL LIDS. ACCESS TO THE FRONT AND SIDES AND REAR SHALL BE 2 FEET MINIMUM. NO TREES, SHRUBS, FENCES, LARGE LANDSCAPE ROCKS, OR OTHER OBSTRUCTIONS SHALL BE PERMITTED IN ACCESS AREA.

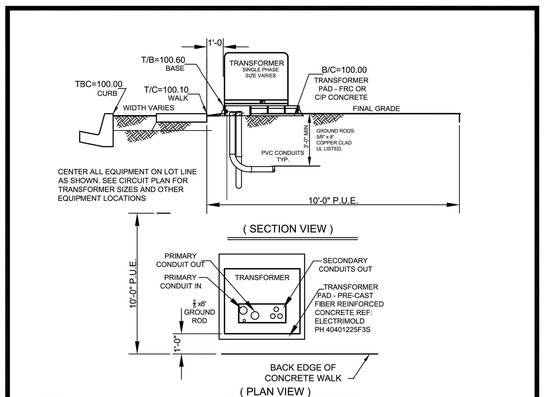
NOTE FOR NEW SERVICES

1. NEW SECONDARY JUNCTION BOXES SHALL BE NORDIC PSP-151530-MG. ANY "OR EQUAL" SUBSTITUTIONS MUST BE APPROVED IN WRITING BY LEHI CITY POWER ENGINEERING.
2. TRANSFORMERS AND SECONDARY PEDESTALS ARE LOCKED FOR PROTECTION AGAINST ELECTRICAL SHOCK.
3. WHEN INSTALLATION OF A NEW SERVICE REQUIRES ACCESS TO A TRANSFORMER OR PEDESTAL, OWNER\CONTRACTOR SHALL NOTIFY LEHI CITY POWER.
4. ALL NEW CONDUIT RUNS SHALL BE INSTALLED BY CONTRACTOR INTO TRANSFORMER \PEDESTAL WITH LEHI CITY POWER SUPERVISION.
5. BLUE STAKE LAWS PROHIBIT ANY DIGGING WITH EQUIPMENT WITHIN THE 2' SAFETY ZONE. PLEASE HAND DIG AROUND ANY ELECTRICAL EQUIPMENT.

LEHI CITY POWER DEPARTMENT

REQUIREMENTS & STANDARDS
CLEARANCE REQUIRED FOR SECONDARY JUNCTION BOX
RESIDENTIAL & COMMERCIAL POWER SERVICE

DWG: **4.3** | REV. 16.00 | BY: GWK | DATE: 6/6/16

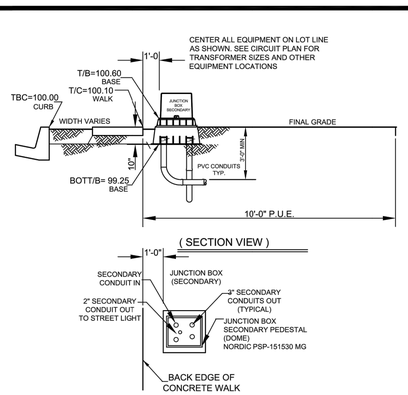


NOTES:
1. DEVELOPER/CONTRACTOR SHALL PROVIDE AND INSTALL ALL REQUIRED CONDUITS, GROUND RODS, EQUIPMENT AND BASES AS SHOWN ON THE CIRCUIT ROUTING PLANS.
2. TRANSFORMER BASES SHALL BE PROVIDED AND INSTALLED BY DEVELOPER/CONTRACTOR. TRANSFORMER BASES SHALL BE PRE-CAST FIBER REINFORCED CONCRETE. (ELECTRIMOLD 4040122SF3S) OR EQUAL AS APPROVED IN WRITING BY LEHI POWER ENGINEERING.
3. SEE CIRCUIT PLAN FOR EQUIPMENT LOCATIONS. EQUIPMENT SHALL BE CENTERED ON LOT LINES TO THE EXTENT POSSIBLE. OTHER LOCATIONS AS REQUIRED OR SHOWN ON THE CIRCUIT ROUTING PLAN.
4. DO NOT OBSTRUCT ACCESS TO POWER BOXES; MAINTAIN 3' CLEAR EXCEPT AS NOTED. PROVIDE 10' CLEARANCE ON CABINET ACCESS SIDES.
5. LEHI POWER SHALL PROVIDE AND SET TRANSFORMERS; PROVIDE, PULL & TERMINATE CONDUCTORS
6. CONTRACTOR SHALL PLACE BASES ON FULL DEPTH COMPACT ENGINEERED FILL - COMPACTED TO 95% MAX DENSITY EXTEND BASE MATERIAL AS REQUIRED TO MAINTAIN STABLE SUPPORT.
7. EQUIPMENT BASES SHALL BE SET LEVEL AND ALIGNED WITH THE WALK OR ADJACENT ENTITIES TO PROVIDE A NEAT APPEARANCE.
8. CONDUIT AND EQUIPMENT SHALL BE PLACED AFTER CURB, GUTTER AND WALK TO ASSURE CORRECT PLACEMENT VERTICALLY AND HORIZONTALLY WITHIN THE EASEMENT.
9. FOR DEVELOPMENT WITHOUT WALKS, PLACE EQUIPMENT 3' MINIMUM 5' MAXIMUM BEHIND CURB.

LEHI CITY POWER DEPARTMENT

REQUIREMENTS & STANDARDS
TRANSFORMER SINGLE PHASE
(LOCATIONS IN THE P.U.E.)

DWG: **5.1.1** | REV. 17.00 | BY: GWK | DATE:3/10/17

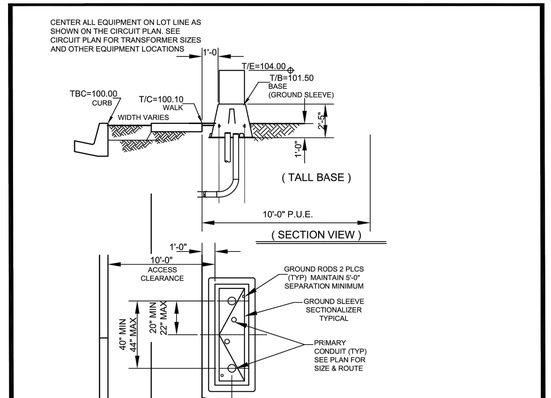


NOTES:
1. DEVELOPER/CONTRACTOR SHALL PROVIDE AND INSTALL ALL REQUIRED CONDUITS, GROUND RODS, EQUIPMENT AND BASES AS SHOWN ON THE CIRCUIT ROUTING PLANS.
2. SECONDARY JUNCTION BOXES SHALL BE PROVIDED AND INSTALLED BY DEVELOPER/CONTRACTOR
3. SEE CIRCUIT PLAN FOR EQUIPMENT LOCATIONS. EQUIPMENT SHALL BE CENTERED ON LOT LINES TO THE EXTENT POSSIBLE. OTHER LOCATIONS AS REQUIRED OR SHOWN ON THE CIRCUIT ROUTING PLAN
4. DO NOT OBSTRUCT ACCESS TO POWER BOXES; MAINTAIN 3' CLEAR EXCEPT AS NOTED. PROVIDE 10' CLEARANCE ON CABINET ACCESS SIDES.
5. LEHI POWER SHALL PROVIDE, PULL & TERMINATE CONDUCTORS
6. BASES SHALL BE PLACED ON FULL DEPTH COMPACT ENGINEERED FILL - COMPACTED TO 95% MAX DENSITY EXTEND COMPACTED BASE MATERIAL AS REQUIRED TO MAINTAIN STABLE SUPPORT
7. EQUIPMENT BASES SHALL BE SET LEVEL AND ALIGNED WITH THE WALK OR ADJACENT ENTITIES TO PROVIDE A NEAT APPEARANCE.
8. CONDUIT AND EQUIPMENT SHALL BE PLACED AFTER CURB, GUTTER AND WALK TO ASSURE CORRECT PLACEMENT VERTICALLY AND HORIZONTALLY WITHIN THE EASEMENT.
9. FOR DEVELOPMENT WITHOUT WALKS, PLACE EQUIPMENT 3' MINIMUM 5' MAXIMUM BEHIND CURB.

LEHI CITY POWER DEPARTMENT

REQUIREMENTS & STANDARDS
SECONDARY JUNCTION BOX (SECONDARY PEDESTAL)
(LOCATIONS IN THE P.U.E.)

DWG: **5.1.2** | REV. 17.00 | BY: GWK | DATE: 3/10/17

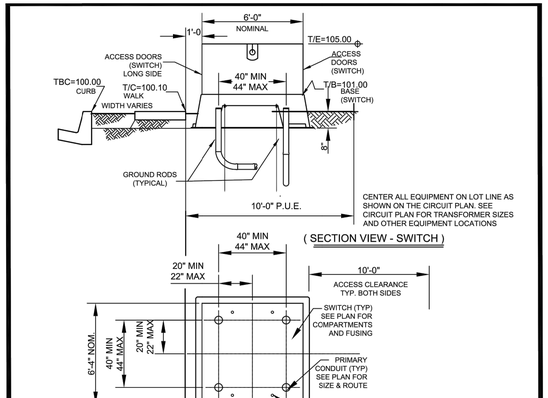


NOTES:
1. DEVELOPER/CONTRACTOR SHALL PROVIDE AND INSTALL ALL CONDUITS AND GROUND RODS
2. LEHI POWER SHALL PROVIDE EQUIPMENT BASES TO BE INSTALLED BY DEVELOPER/CONTRACTOR
3. SEE CIRCUIT PLAN FOR EQUIPMENT LOCATIONS.
4. DO NOT OBSTRUCT ACCESS TO POWER BOXES; MAINTAIN 3' MINIMUM CLEARANCE EXCEPT AS NOTED.
5. PROVIDE 10' CLEARANCE ON CABINET ACCESS SIDES.
6. LEHI POWER SHALL PROVIDE AND SET CABINETS; PROVIDE, PULL & TERMINATE CONDUCTORS
7. EQUIPMENT BASE SHALL BE SET LEVEL AND ALIGNED WITH THE WALK OR ADJACENT ENTITIES
8. CONDUIT AND EQUIPMENT BASES SHALL BE PLACED AFTER CURB, GUTTER AND WALK TO ASSURE CORRECT PLACEMENT WITHIN THE EASEMENT.

LEHI CITY POWER DEPARTMENT

REQUIREMENTS & STANDARDS
GROUND SLEEVE/ SECTIONALIZER
(TYPICAL LOCATION IN THE P.U.E.)

DWG: **5.2.1** | REV. 17.00 | BY: GWK | DATE: 3/27/17



NOTES:
1. DEVELOPER/CONTRACTOR SHALL PROVIDE AND INSTALL ALL CONDUITS AND GROUND RODS
2. LEHI POWER SHALL PROVIDE EQUIPMENT BASES TO BE INSTALLED BY DEVELOPER/CONTRACTOR
3. SEE CIRCUIT PLAN FOR EQUIPMENT LOCATIONS.
4. DO NOT OBSTRUCT ACCESS TO POWER BOXES; MAINTAIN 3' MINIMUM CLEARANCE EXCEPT AS NOTED.
5. PROVIDE 10' CLEARANCE ON CABINET ACCESS SIDES.
6. LEHI POWER SHALL PROVIDE AND SET CABINETS; PROVIDE, PULL & TERMINATE CONDUCTORS
7. EQUIPMENT BASE SHALL BE SET LEVEL AND ALIGNED WITH THE WALK OR ADJACENT ENTITIES
8. CONDUIT AND EQUIPMENT BASES SHALL BE PLACED AFTER CURB, GUTTER AND WALK TO ASSURE CORRECT PLACEMENT WITHIN THE EASEMENT.

LEHI CITY POWER DEPARTMENT

REQUIREMENTS & STANDARDS
PME SWITCHGEAR
(LOCATIONS IN THE P.U.E.)

DWG: **5.2.2** | REV. 17.00 | BY: GWK | DATE: 01/9/16

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LICENSED PROFESSIONAL ENGINEER
No. 8023202-2202
THOMAS M. RUMNEY
STATE OF UTAH

HIDDEN CANYON PLAT C
LEHI, UTAH
POWER DETAILS

REVISION BLOCK

#	DATE	DESCRIPTION
1	----	----
2	----	----
3	----	----
4	----	ADDED TRASH COMPACTOR
5	----	----
6	----	----

POWER DETAILS

Scale: 1"=40' | Drawn: JRW
Date: 7/7/20 | Job #: 18-327
Sheet: D4

Z:_2018\18-327 Canyon Point Ph. 5 (AKA Hidden Canyon)\design 18-327\dwg\sheets\D4 POWER DETAILS.dwg

TRENCHING REQUIREMENTS

THE DEVELOPER SHALL PROVIDE TRENCHING FOR REQUIRED CONDUIT SYSTEMS AND INSTALL CONDUITS IN ACCORDANCE WITH POWER DEPARTMENT STANDARDS.

ALL TRENCHING SHALL CONFORM TO OSHA (CFR 29) REQUIREMENTS. TRENCHES SHALL BE 18" MINIMIM WIDTH, EXCEPT FOR RESIDENTIAL SERVICE TRENCH MAY BE 12" WIDTH. TRENCH DEPTH VARIES BASED ON THE CONDUIT SIZE AND QUANTITY. THE DEVELOPER/CONTRACTOR SHALL BE RESPONSIBLE FOR ALL SHORING AND PROJECT SAFETY COMPLIANCE.

TRENCHING FOR ELECTICAL POWER CONDUITS SHALL BE LOCATED IN PUBLIC UTILITY EASEMENT PROVIDED BY THE OWNER DEVELOPER, TYPICALLY 10 FEET FROM THE BACK OF WALK. CONDUITS SHALL BE PLACED, BEDDED AND MARKED WITH APPROVED RED WARNING TAPE AS SHOWN IN THE TRENCHING SECTION/DETAIL. CONDUIT MINIMUM DEPTH IS MEASURED FROM TOP OF CONDUIT TO FINISHED GRADE; 1 FOOT DEPTH PER 1 INCH OF NOMINAL CONDUIT DIAMETER.

ALL BACKFILL MATERIAL SHALL BE COMPACTED. IN AREAS OF THE TRENCH WHERE THERE IS NO EQUIPMENT, PAVING OR OTHER STRUCTURAL REQUIREMENT, THE NATIVE MATERIAL MAY BE USED AS BACK-FILL. PROVIDED IT HAS NO COBBLES,CONSTRUCTION WASTE OR OTHER REFUSE OR DELETERIOUS MATERALS. EXCAVATED AREAS THAT SUPPORT ELECTRICAL EQUIPMENT, PAVEMENTS, WALKS, ETC. SHALL BE BACKFILLED WITH COMPACTED STRUCTURAL FILL. BACKFILL SHALL BE COMPACTED TO 95% OF THE MAXIMUM DRY DENSITY AS DETERMINED BY ASHTO T-99.

JOINT TRENCH USE: JOINT USE OF THE TRENCH WITH OTHER UTILITIES IS TYPICALLY NOT ALLOWED. HOWEVER, JOINT USE OF THE POWER TRENCH FOR COMMUNICATIONS IS APPROVED FOR AREAS OF NEW CONSTRUCTION IF ADEQUATE VERTICAL AND HORIZONTAL CLEARANCE CAN BE ACHIEVED. A SEPARATE TRENCH IS REQUIRED FOR NON-ELECTRIC UTILITIES SUCH AS GAS, SEWER, AND WATER.

UTAH LAW SECTION 54-8A-1 THROUGH 54-8-A-11 REQUIRES THAT BLUE STAKES ONE-CALL LOCATION CENTER BE NOTIFIED AT LEAST TWO (2) WORKING DAYS PRIOR TO EXCAVATION.

CONDUIT REQUIREMENTS

ALL CONDUIT SHALL BE SCHEDULE 40 PVC GREY FOR ELECTRICAL USE. ELBOW (90 DEGREE) FITTINGS AND OTHER DIRECTIONAL CHANGE FITTINGS (45 OR 22.5 DEGREE) FOR CONDUITS 4" AND 6" DIAMETER SHALL BE GALVANIZED RIGID STEEL (GRS) WRAPPED WITH PVC CORROSION TAPE AND SHALL HAVE A LONG SWEEP RADIUS OF 36 INCHES. VERTICAL ELBOWS SHALL HAVE CONCRETE OR FLOWABLE FILL ON THE INSIDE OF THE RADIUS NOT TO OBSTRUCT JOINTS SO AS TO IMPROVE RESISTANCE TO FORCES GENERATED WHEN PULLING ELECTRICAL CABLES. FOR CONDUITS 3" AND 2" DIAMETER, PVC SCHEDULE 40 FITTINGS ARE ACCEPTABLE. ALL BENDS MUST BE LONG SWEEP WITH RADIUS OF 36 INCHES. ALL CONDUITS SHALL BE TERMINATED WITH PVC BUSHINGS

CONDUIT SHALL BE PLACED STRAIGHT AND TRUE. CONTRACTOR SHALL KEEP THE INTERIOR OF THE CONDUIT CLEAN AND FREE OF DIRT ROCKS AND DEBRIS. PLUGGED, BROKEN, OR OTHERWISE UNSUITABLE CONDUITS SHALL BE REPLACED AT THE DEVELOPERS EXPENSE. CONDUIT ENDS SHALL BE CAPPED OR TAPED. CONDUIT STUBBED SHALL BE CAPPED AND SUITABLY MARKED AT THE GROUND SURFACE.

TRENCHING AND POWER CONDUIT PLACEMENT SHALL BE DONE AFTER THE CURB AND SIDEWALK IS IN PLACE TO ASSURE PROPER ALIGNMENT IN THE PUE AND VERTICAL LOCATION OF EQUIPMENT. IN THE EVENT THAT CONDUIT MUST BE PLACED PRIOR TO CURB AND SIDEWALK THE DEVELOPER IS RESPONSIBLE FOR CORRECT PLACEMENT. ANY CONDUIT WITH INADEQUATE COVER, OR EQUIPMENT MISPLACED IN ELEVATION OR ALIGNMENT SHALL BE REPLACED AT THE DEVELOPERS EXPENSE. LEHI POWER REQUIRES A SINGLE 2" DIAMETER CONDUIT TO ACCOMPANY ALL POWER CONDUIT RUNS.

DIRECTIONAL BORING MAY BE USED AT SUITABLE LOCATIONS WHERE EXCAVATION IS NOT POSSIBLE, PROBLEMATIC, OR ECONOMICALLY INFEASIBLE. BORING CONDUIT SHALL BE HDPE TYPE SDR-17. BORING CONDUIT SHALL BE "STRAIGHT STICK" WELDED SEAM WITH THE INSIDE SEAM REAMED TO PROVIDE A SMOOTH AND CONSISTENT INSIDE DIAMETER.

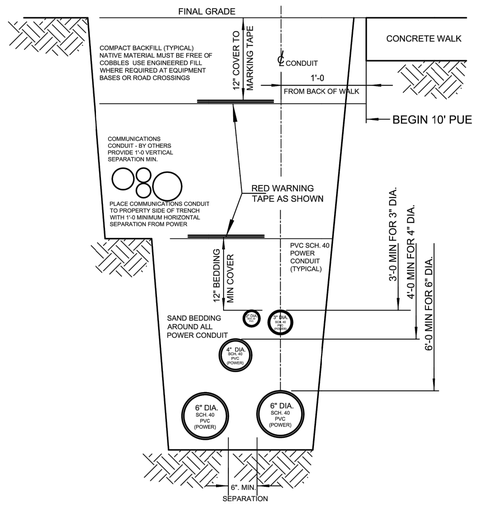
LEHI CITY POWER DEPARTMENT

REQUIREMENTS & STANDARDS

ELECTRICAL TRENCH & CONDUIT NOTES

RESIDENTIAL & COMMERCIAL POWER SERVICE

DWG: **5.3**
REV. 17.00
BY: GWK
DATE: 01/5/17



NOTES:
1. BEDDING & BACKFILL MATERIAL MUST BE APPROVED BY LEHI POWER
2. INSPECTION REQUIRED PRIOR TO BACKFILL COMPACTION TESTING REQUIRED.
3. SERVICE LATERAL DEPTH 24" MINIMUM.
4. PROVIDE BEDDING ON ALL CONDUIT SURFACES AND 6" SEPARATION BETWEEN POWER CONDUITS
5. PROVIDE DEPTH OF 1 FOOT TO TOP OF CONDUIT FOR EVERY 1 INCH OF NOMINAL DIAMETER

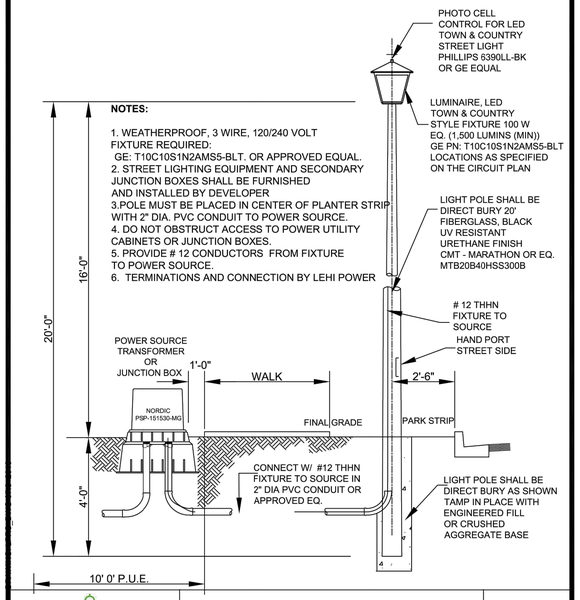
LEHI CITY POWER DEPARTMENT

REQUIREMENTS & STANDARDS

POWER TRENCH & JOINT USE TRENCH DETAIL

RESIDENTIAL & COMMERCIAL SUBDIVISION

DWG: **5.4**
REV. 17.00
BY: GWK
DATE: 01/5/17



NOTES:

1. WEATHERPROOF, 3 WIRE, 120/240 VOLT FIXTURE REQUIRED: GE: T10C10S1N2AMS5-BLT. OR APPROVED EQUAL.
2. STREET LIGHTING EQUIPMENT AND SECONDARY JUNCTION BOXES SHALL BE FURNISHED AND INSTALLED BY DEVELOPER
3. POLE MUST BE PLACED IN CENTER OF PLANTER STRIP WITH 2" DIA. PVC CONDUIT TO POWER SOURCE.
4. DO NOT OBSTRUCT ACCESS TO POWER UTILITY CABINETS OR JUNCTION BOXES.
5. PROVIDE # 12 CONDUCTORS FROM FIXTURE TO POWER SOURCE.
6. TERMINATIONS AND CONNECTION BY LEHI POWER

LEHI CITY POWER DEPARTMENT

REQUIREMENTS & STANDARDS

RESIDENTIAL STREET LIGHT TOWN & COUNTRY (LED)

DIRECT BURY FIBERGLASS POLE

DWG: **7.3**
REV. 17.00
BY: GWK
DATE: 3/16/17

DRAWING: LPHS_LPVG-RD-3_2017

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LICENSED PROFESSIONAL ENGINEER
No. 6023202-2202
THOMAS M. ROMNEY
STATE OF UTAH
7/14/20

HIDDEN CANYON PLAT C

LEHI, UTAH

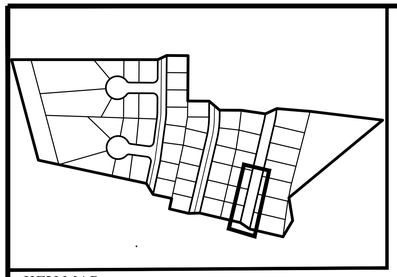
POWER DETAILS

REVISION BLOCK

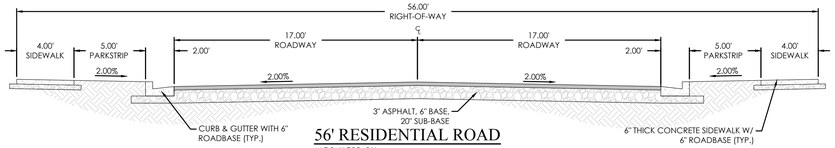
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Scale: NA | Drawn: JRW
Date: 7/7/20 | Job #: 18-327
Sheet: D5

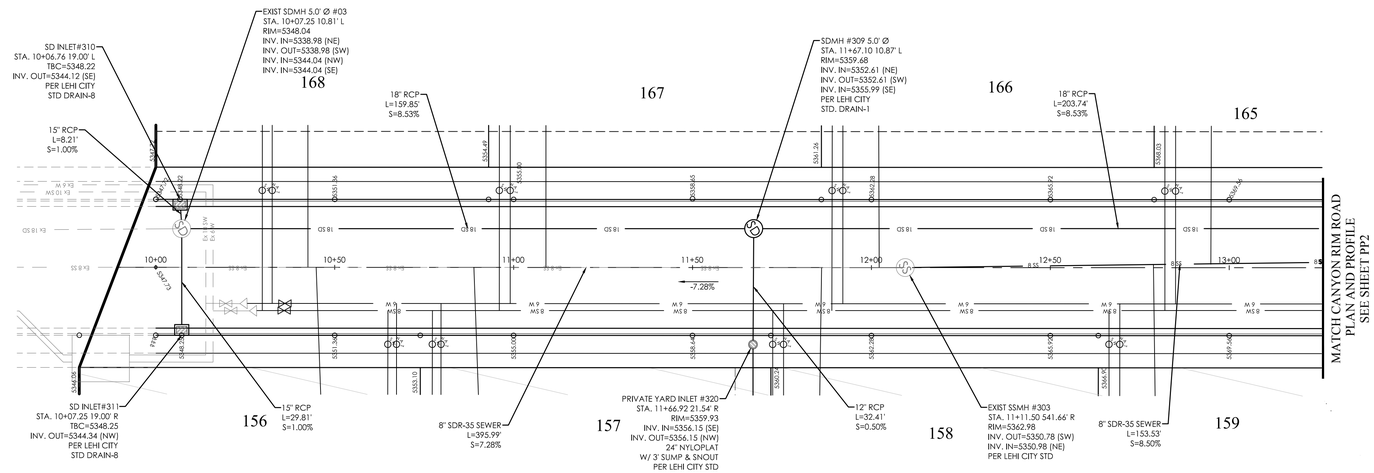
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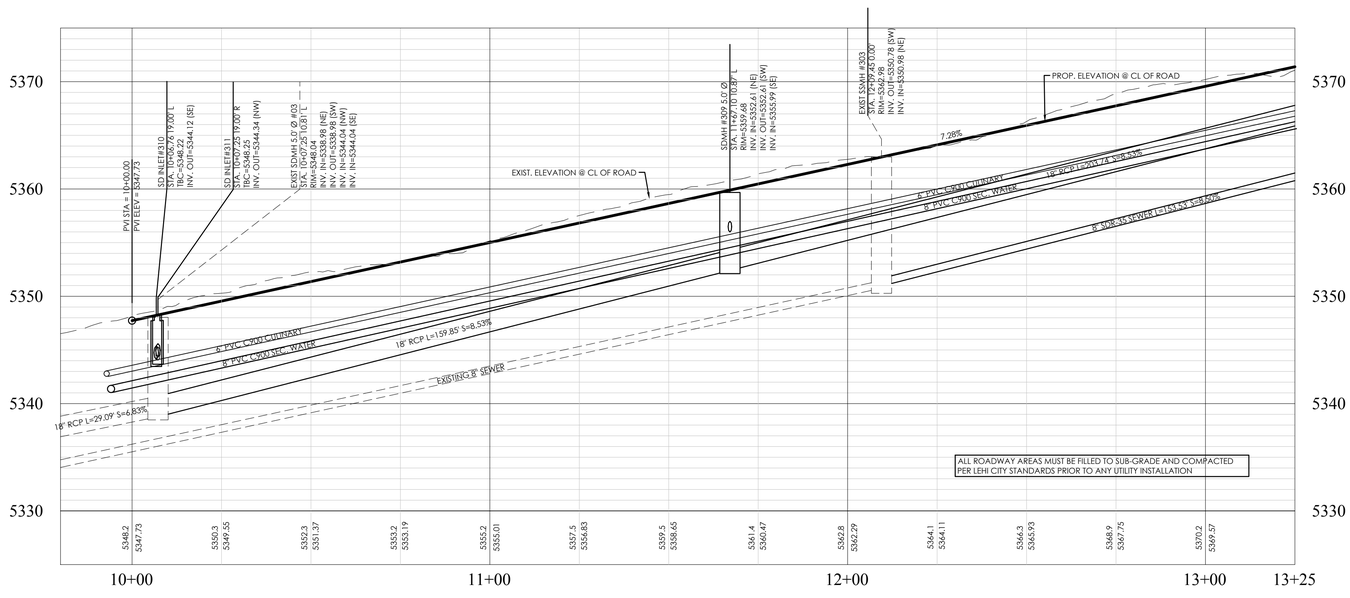
KEY MAP
N.T.S



56' RESIDENTIAL ROAD
N.T.S. **CBR=3**



CANYON RIM ROAD PLAN



CANYON RIM ROAD PROFILE



GRAPHIC SCALE



(IN FEET)
1 inch = 20 ft.

LEGEND

	BOUNDARY
	ROW
	CENTERLINE
	LOT LINE
	EASEMENT
15 SD	15" STORM DRAIN
8 SS	8" SANITARY SEWER
8 W	8" CULINARY WATER
8 SW	8" SECONDARY WATER
XXXX	CONTOUR MAJOR
XXXX	CONTOUR MINOR
Ex SD	EXIST. STORM DRAIN
Ex SS	EXIST. SANITARY SEWER
Ex W	EXIST. CULINARY WATER
X X X	EXIST. FENCE
[XXXX]	EXIST. CONTOUR MAJOR
[XXXX]	EXIST. CONTOUR MINOR
	SIGN
	STREET LIGHT
S SD DC	SD MH, INLET, AND COMBO
S	SEWER MANHOLE
	VALVE, TEE & BEND
	WATER BLOW-OFF
	FIRE HYDRANT
	STREET MONUMENT (TO BE SET
	EXIST. STREET MONUMENT
SD DC	EXIST. SD INLET & MH
S	EXIST. SEWER MH
	EXIST. VALVE, TEE, & BEND
	EXIST. FIRE HYDRANT
o XXXX.XX	SPOT ELEVATION
	INDICATES WALK-OUT BASEMI

BENCHMARK

SOUTHWEST CORNER OF SECTION 19
TOWNSHIP 04 SOUTH, RANGE 01 EAST
SALT LAKE BASE AND MERIDIAN
ELEV: 4948.88
DATUM: NGVD29

Know what's **below.**
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THOMAS M. ROONEY
STATE OF UTAH

HIDDEN CANYON PLAT C

LEHI, UTAH

CANYON RIM ROAD

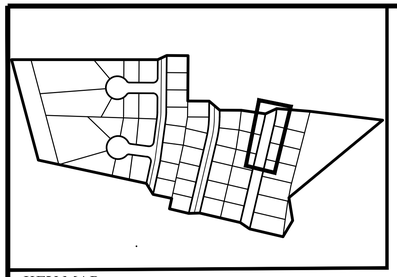
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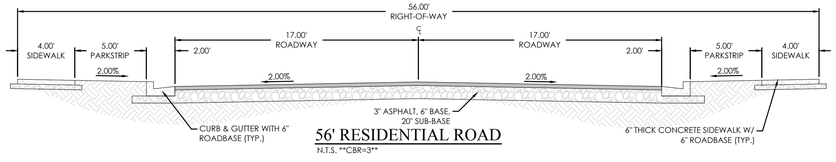
CANYON RIM ROAD

Scale:	1"=20'	Drawn:	JRW
Date:	7/7/20	Job #:	18-327
Sheet:	PP1		

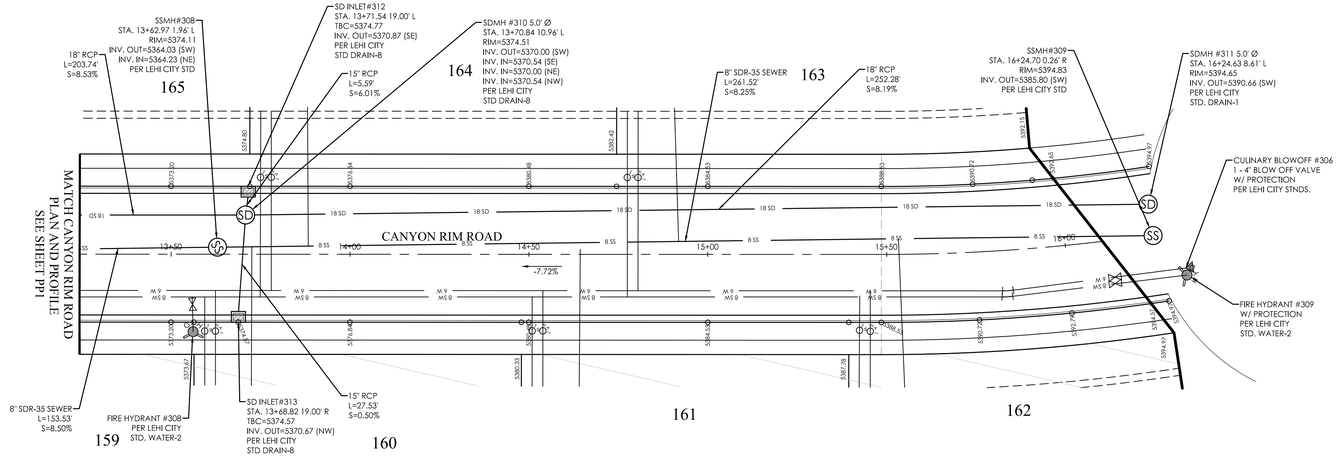
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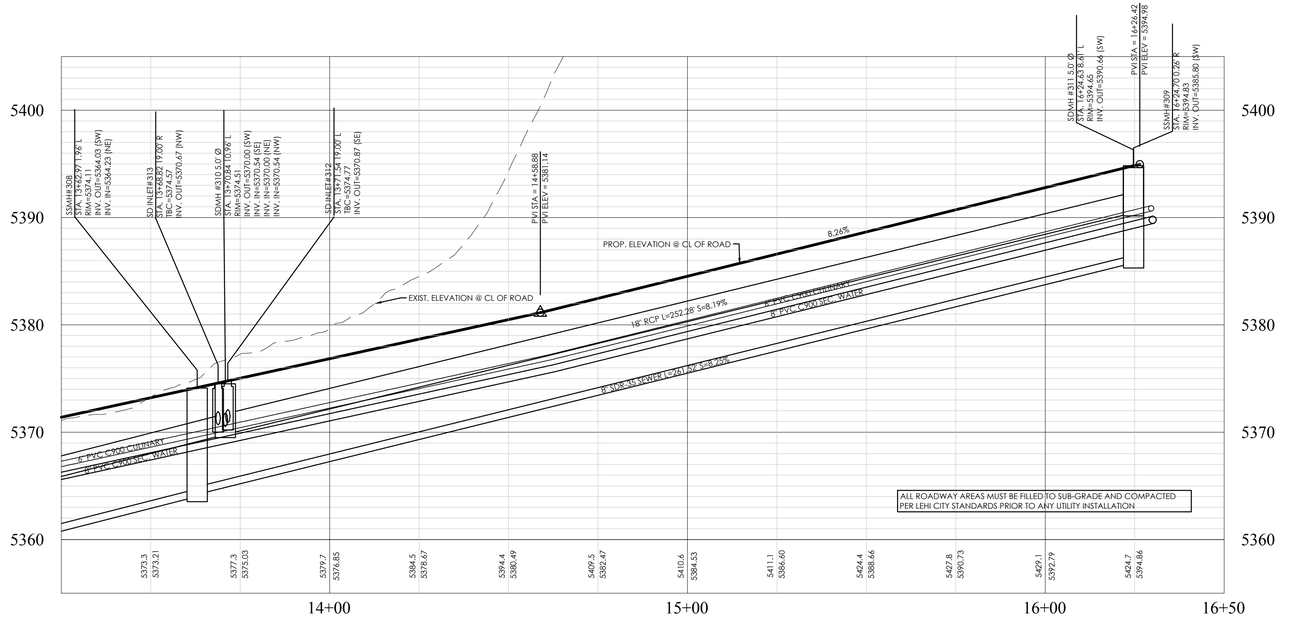
KEY MAP
N.T.S



56' RESIDENTIAL ROAD
N.T.S, **CBR=3**



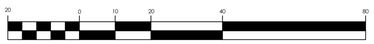
CANYON RIM ROAD PLAN



CANYON RIM ROAD PROFILE



GRAPHIC SCALE



(IN FEET)
1 inch = 20 ft.

LEGEND

	BOUNDARY
	ROW
	CENTERLINE
	LOT LINE
	EASEMENT
15 SD	15" STORM DRAIN
8 SS	8" SANITARY SEWER
8 W	8" CULINARY WATER
8 SW	8" SECONDARY WATER
XXXX	CONTOUR MAJOR
XXXX	CONTOUR MINOR
Ex SD	EXIST. STORM DRAIN
Ex SS	EXIST. SANITARY SEWER
Ex W	EXIST. CULINARY WATER
X X X	EXIST. FENCE
(XXXX)	EXIST. CONTOUR MAJOR
(XXXX)	EXIST. CONTOUR MINOR
	SIGN
	STREET LIGHT
	SD MH, INLET, AND COMBO
	SEWER MANHOLE
	VALVE, TEE & BEND
	WATER BLOW-OFF
	FIRE HYDRANT
	STREET MONUMENT (TO BE SET
	EXIST. STREET MONUMENT
	EXIST. SD INLET & MH
	EXIST. SEWER MH
	EXIST. VALVE, TEE, & BEND
	EXIST. FIRE HYDRANT
o XXXX.XX	SPOT ELEVATION
	INDICATES WALK-OUT BASEME

BENCHMARK

SOUTHWEST CORNER OF SECTION 19
TOWNSHIP 04 SOUTH, RANGE 01 EAST
SALT LAKE BASE AND MERIDIAN
ELEV: 4948.88
DATUM: NGVD29

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STATE OF UTAH
EXPIRES 04/30/20

HIDDEN CANYON PLAT C

LEHI, UTAH

CANYON RIM ROAD

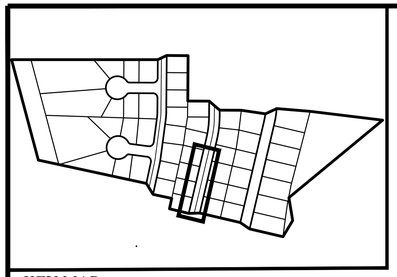
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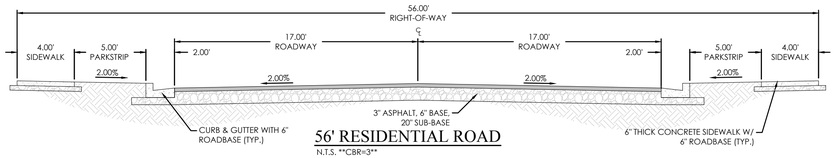
CANYON RIM ROAD

Scale:	1"=20'	Drawn:	JRW
Date:	7/7/20	Job #:	18-327
Sheet:	PP2		

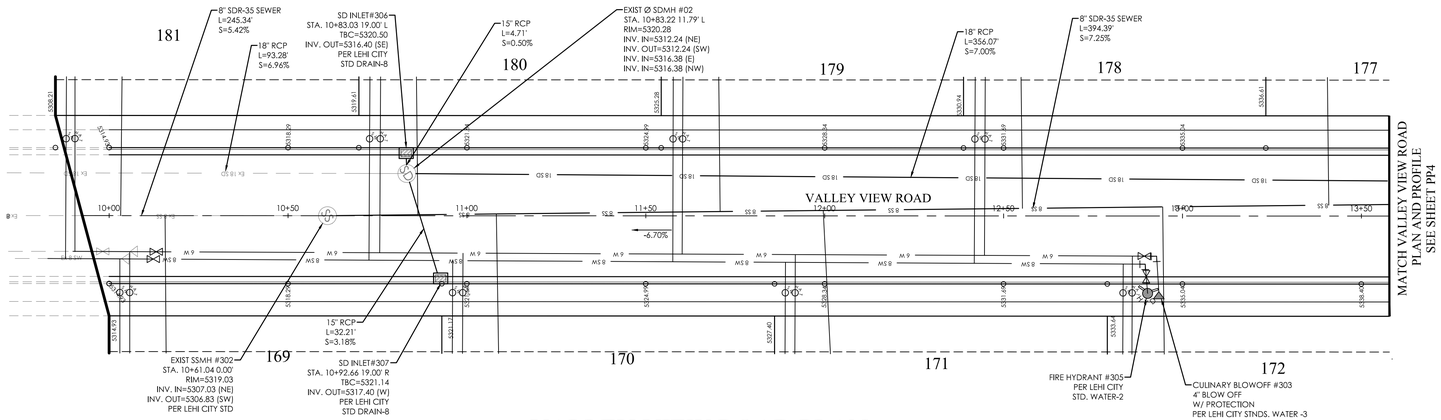
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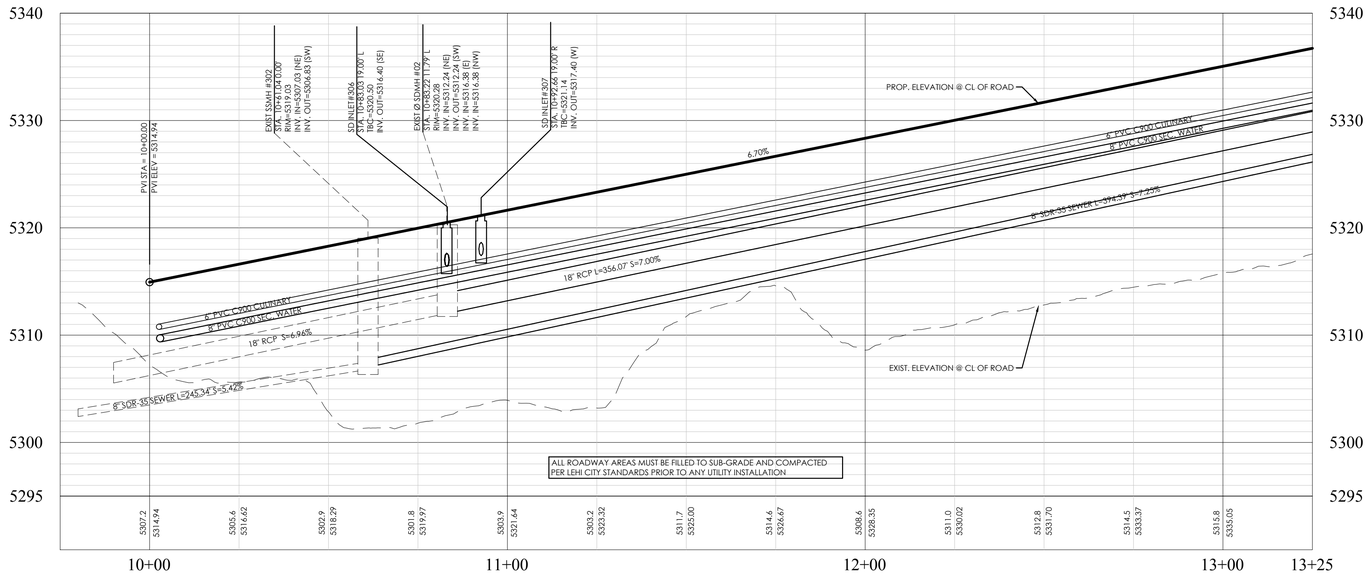
KEY MAP
N.T.S



56' RESIDENTIAL ROAD
N.T.S. **CBR=3**



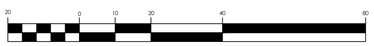
VALLEY VIEW ROAD PLAN



VALLEY VIEW ROAD PROFILE



GRAPHIC SCALE



(IN FEET)
1 inch = 20 ft.

LEGEND

	BOUNDARY
	ROW
	CENTERLINE
	LOT LINE
	EASEMENT
15 SD	15" STORM DRAIN
8 SS	8" SANITARY SEWER
8 W	8" CULINARY WATER
8 SW	8" SECONDARY WATER
XXXX	CONTOUR MAJOR
XXXX	CONTOUR MINOR
Ex SD	EXIST. STORM DRAIN
Ex SS	EXIST. SANITARY SEWER
Ex W	EXIST. CULINARY WATER
X X X	EXIST. FENCE
(XXXX)	EXIST. CONTOUR MAJOR
(XXXX)	EXIST. CONTOUR MINOR
	SIGN
	STREET LIGHT
SD	SD MH, INLET, AND COMBO
	SEWER MANHOLE
	VALVE, TEE & BEND
	WATER BLOW-OFF
	FIRE HYDRANT
	STREET MONUMENT (TO BE SET
	EXIST. STREET MONUMENT
SD	EXIST. SD INLET & MH
SS	EXIST. SEWER MH
	EXIST. VALVE, TEE, & BEND
	EXIST. FIRE HYDRANT
o XXXX.XX	SPOT ELEVATION
	INDICATES WALK-OUT BASEMI

BENCHMARK

SOUTHWEST CORNER OF SECTION 19
TOWNSHIP 04 SOUTH, RANGE 01 EAST
SALT LAKE BASE AND MERIDIAN
ELEV: 4948.88
DATUM: NGVD29

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7/14/20
STATE OF UTAH

HIDDEN CANYON PLAT C

LEHI, UTAH

VALLEY VIEW ROAD

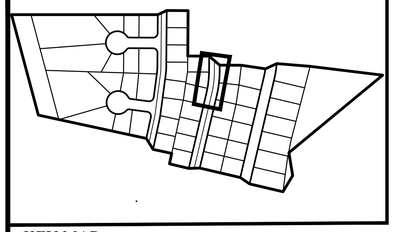
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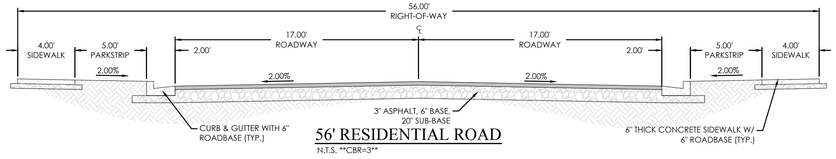
VALLEY VIEW ROAD

Scale:	1"=20'	Drawn:	JRW
Date:	7/7/20	Job #:	18-327
Sheet:	PP3		

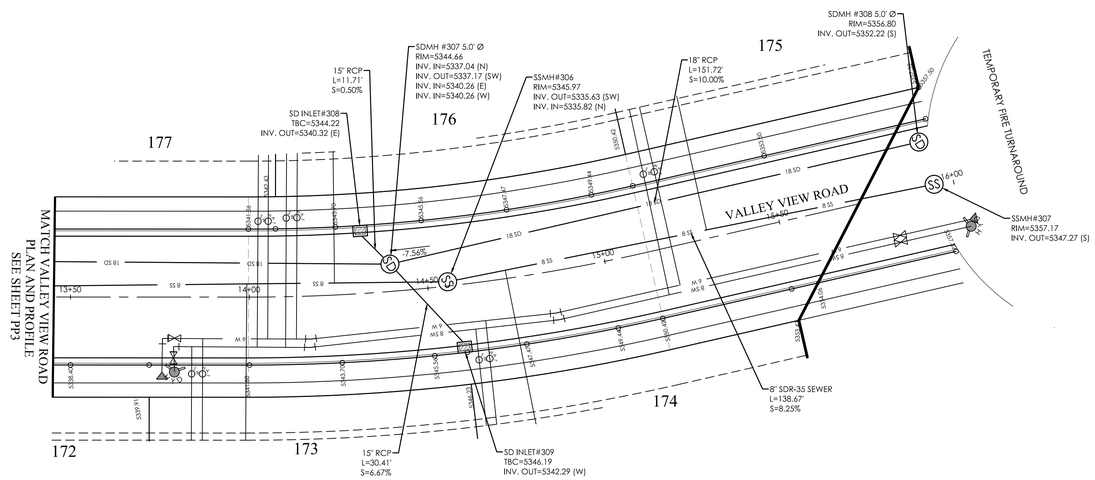
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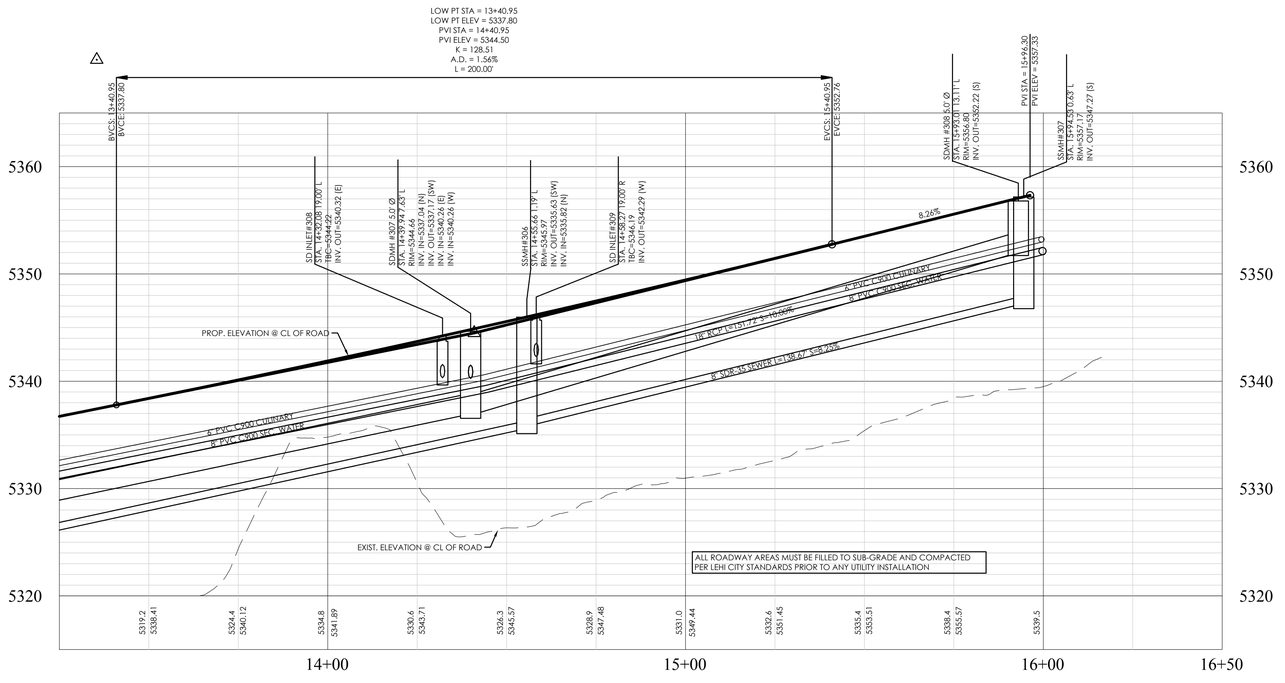
KEY MAP
N.T.S



56' RESIDENTIAL ROAD
N.T.S. **CBR=3**



VALLEY VIEW ROAD PLAN



VALLEY VIEW ROAD PROFILE



GRAPHIC SCALE



(IN FEET)
1 inch = 20 ft.

LEGEND

- BOUNDARY
- ROW
- CENTERLINE
- LOT LINE
- EASEMENT
- 15" STORM DRAIN
- 8" SANITARY SEWER
- 8" CULINARY WATER
- 8" SECONDARY WATER
- CONTOUR MAJOR
- CONTOUR MINOR
- EXIST. STORM DRAIN
- EXIST. SANITARY SEWER
- EXIST. CULINARY WATER
- EXIST. FENCE
- EXIST. CONTOUR MAJOR
- EXIST. CONTOUR MINOR
- SIGN
- STREET LIGHT
- SD MH, INLET, AND COMBO
- SEWER MANHOLE
- VALVE, TEE & BEND
- WATER BLOW-OFF
- FIRE HYDRANT
- STREET MONUMENT (TO BE SET
- EXIST. STREET MONUMENT
- EXIST. SD INLET & MH
- EXIST. SEWER MH
- EXIST. VALVE, TEE, & BEND
- EXIST. FIRE HYDRANT
- SPOT ELEVATION
- INDICATES WALK-OUT BASEMI

BENCHMARK

SOUTHWEST CORNER OF SECTION 19
TOWNSHIP 04 SOUTH, RANGE 01 EAST
SALT LAKE BASE AND MERIDIAN
ELEV: 4948.88
DATUM: NGVD29

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STATE OF UTAH
EXPIRES 04/30/20

HIDDEN CANYON PLAT C

LEHI, UTAH

VALLEY VIEW ROAD

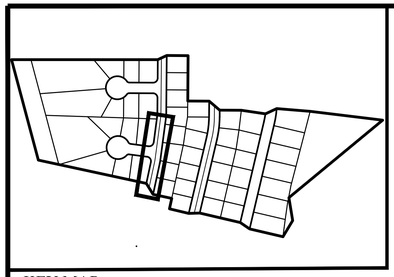
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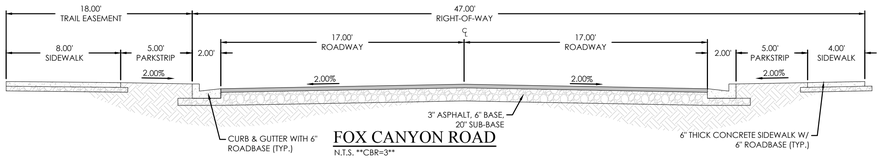
VALLEY VIEW ROAD

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Date:	7/7/20	Job #:	18-327
Sheet:	PP4		

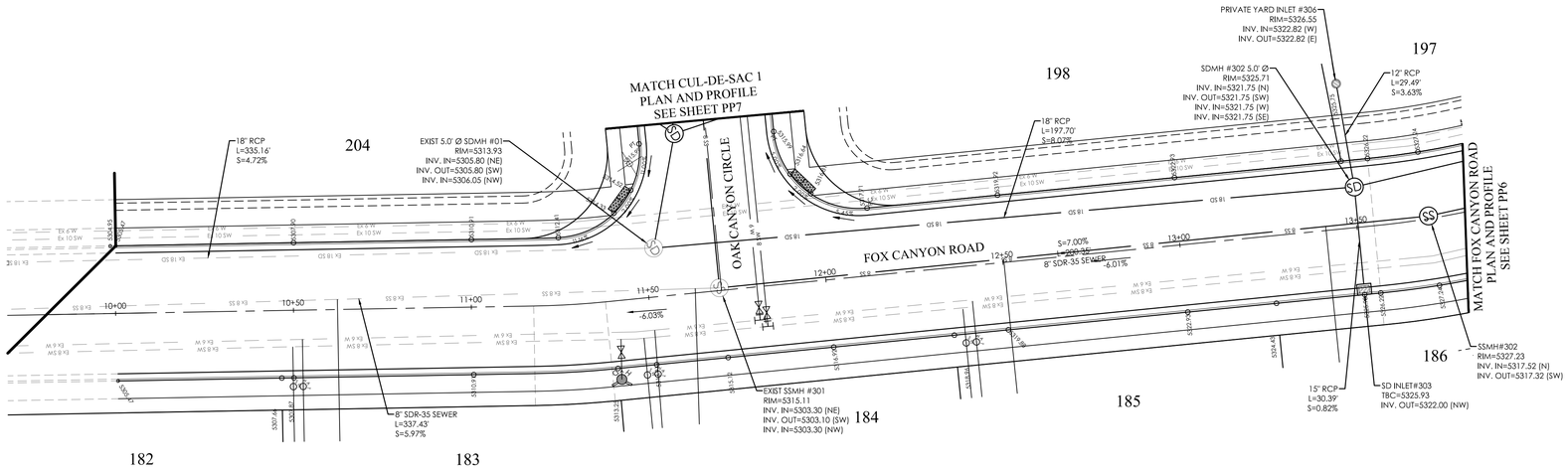
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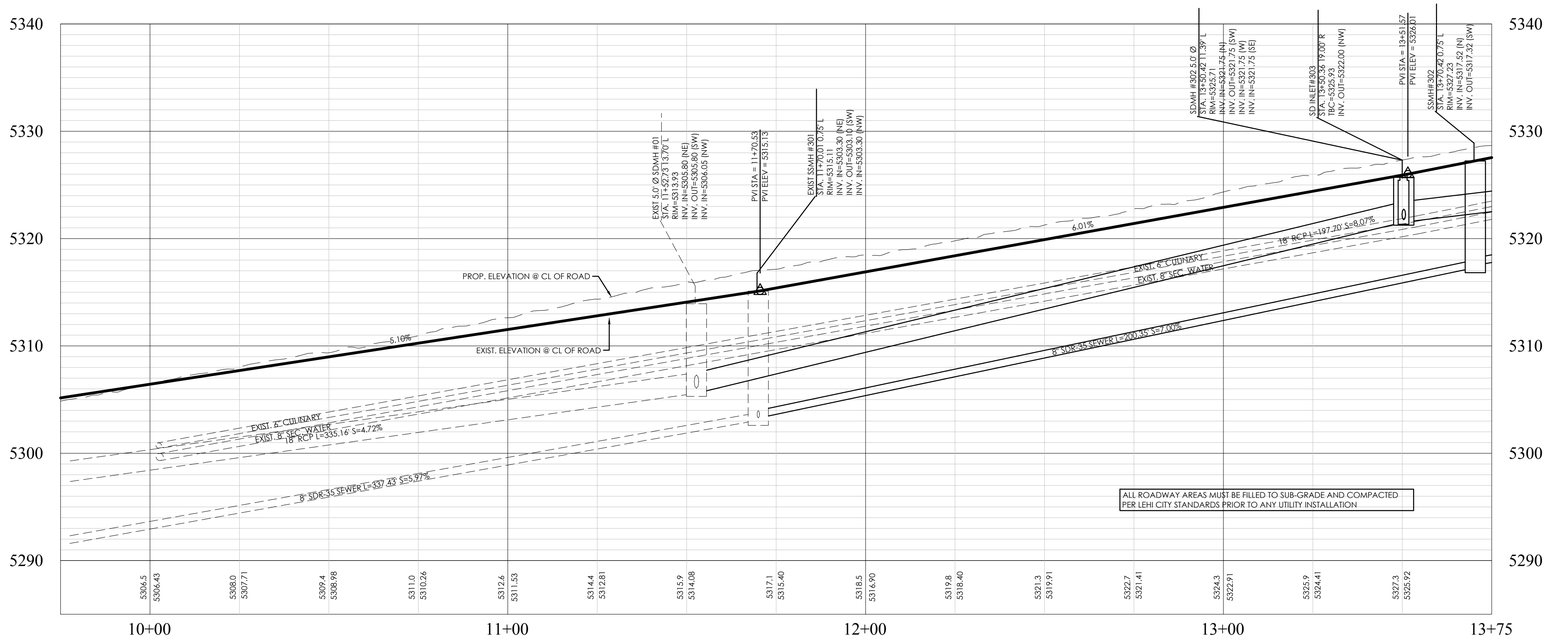
KEY MAP
N.T.S



FOX CANYON ROAD
N.T.S. **CBR=3**



FOX CANYON ROAD PLAN



FOX CANYON ROAD PROFILE



GRAPHIC SCALE



(IN FEET)
1 inch = 20 ft.

LEGEND

- BOUNDARY
- ROW
- CENTERLINE
- LOT LINE
- EASEMENT
- 15 SD — 15" STORM DRAIN
- 8 SS — 8" SANITARY SEWER
- 8 W — 8" CULINARY WATER
- 8 SW — 8" SECONDARY WATER
- XXXX — CONTOUR MAJOR
- XXXX — CONTOUR MINOR
- Ex SD — EXIST. STORM DRAIN
- Ex SS — EXIST. SANITARY SEWER
- Ex W — EXIST. CULINARY WATER
- X — EXIST. FENCE
- (XXXX) — EXIST. CONTOUR MAJOR
- (XXXX) — EXIST. CONTOUR MINOR
- SIGN
- STREET LIGHT
- SD MH, INLET, AND COMBO
- SEWER MANHOLE
- VALVE, TEE & BEND
- WATER BLOW-OFF
- FIRE HYDRANT
- STREET MONUMENT (TO BE SET
- EXIST. STREET MONUMENT
- EXIST. SD INLET & MH
- EXIST. SEWER MH
- EXIST. VALVE, TEE, & BEND
- EXIST. FIRE HYDRANT
- o XXXX.XX — SPOT ELEVATION
- INDICATES WALK-OUT BASEMI

BENCHMARK

SOUTHWEST CORNER OF SECTION 19
TOWNSHIP 04 SOUTH, RANGE 01 EAST
SALT LAKE BASE AND MERIDIAN
ELEV: 4948.88
DATUM: NGVD29

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7/14/20
STATE OF UTAH

HIDDEN CANYON PLAT C

LEHI, UTAH

FOX CANYON ROAD

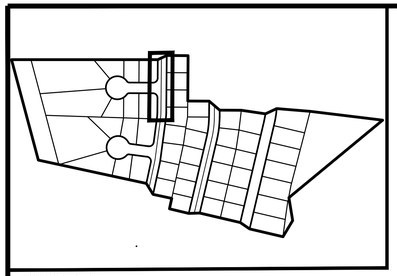
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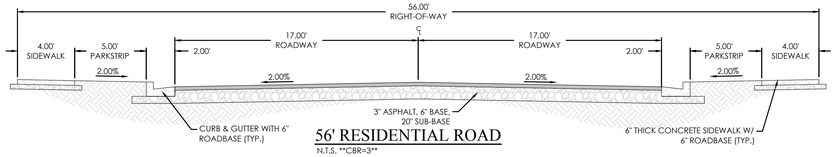
FOX CANYON ROAD

Scale: 1"=20' | Drawn: JRW
Date: 7/7/20 | Job #: 18-327
Sheet: PP5

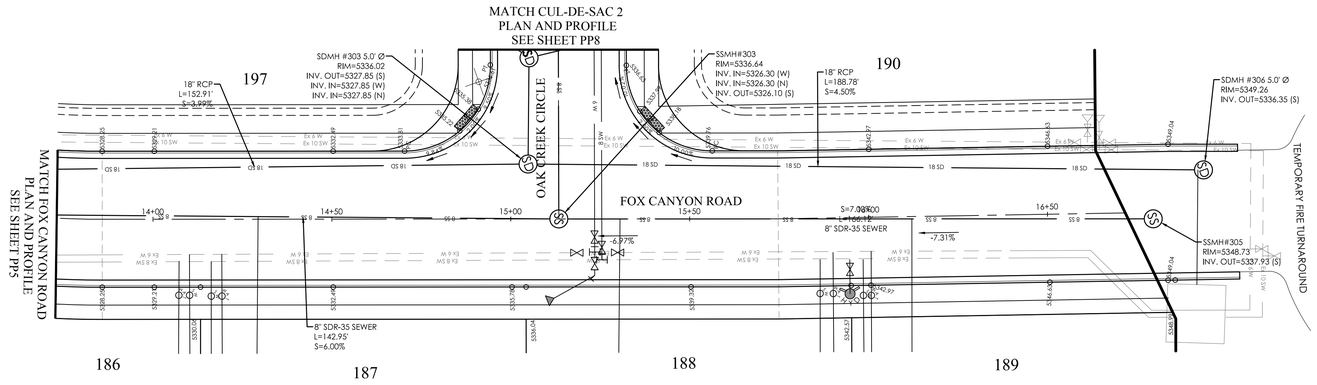
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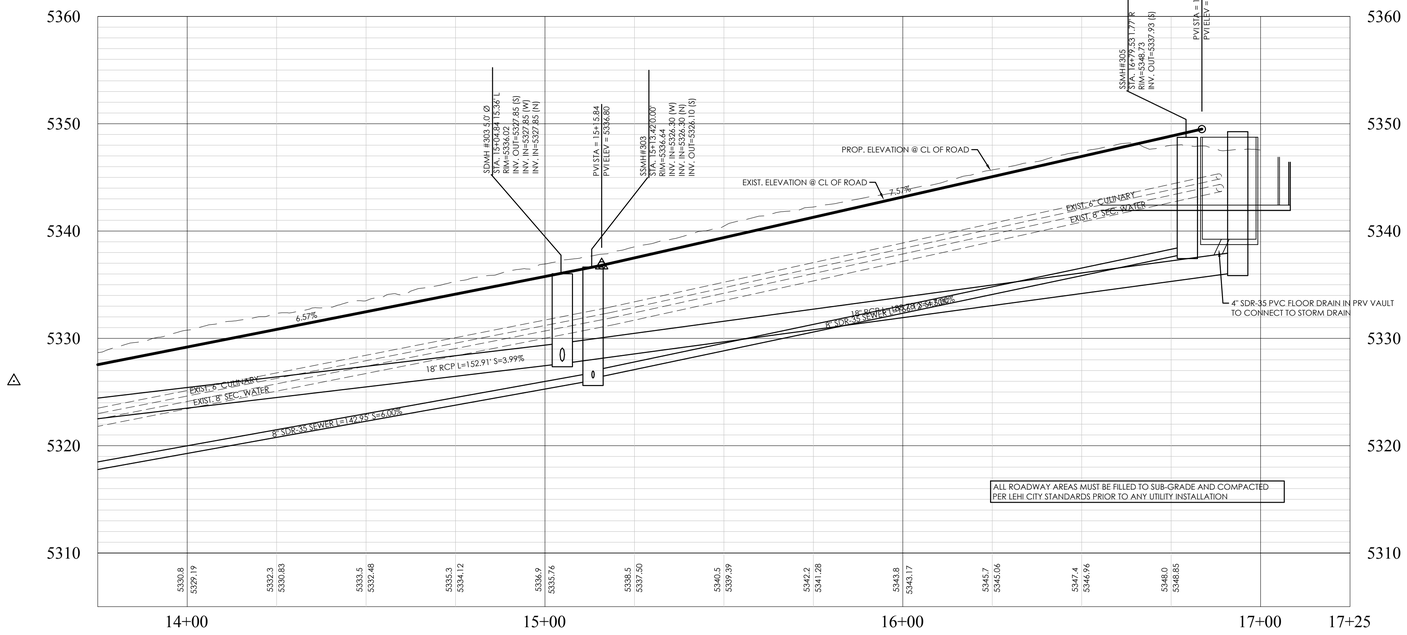
KEY MAP
N.T.S



56' RESIDENTIAL ROAD
N.T.S. **CBR=3**



FOX CANYON ROAD PLAN



FOX CANYON ROAD PROFILE



GRAPHIC SCALE



(IN FEET)
1 inch = 20 ft.

LEGEND

- BOUNDARY
- ROW
- CENTERLINE
- LOT LINE
- EASEMENT
- 15 SD — 15" STORM DRAIN
- 8 SS — 8" SANITARY SEWER
- 8 W — 8" CULINARY WATER
- 8 SW — 8" SECONDARY WATER
- XXXX — CONTOUR MAJOR
- XXXX — CONTOUR MINOR
- Ex SD — EXIST. STORM DRAIN
- Ex SS — EXIST. SANITARY SEWER
- Ex W — EXIST. CULINARY WATER
- X — EXIST. FENCE
- (XXXX) — EXIST. CONTOUR MAJOR
- (XXXX) — EXIST. CONTOUR MINOR
- SIGN
- STREET LIGHT
- SD MH, INLET, AND COMBO
- SEWER MANHOLE
- VALVE, TEE & BEND
- WATER BLOW-OFF
- FIRE HYDRANT
- STREET MONUMENT (TO BE SET)
- EXIST. STREET MONUMENT
- EXIST. SD INLET & MH
- EXIST. SEWER MH
- EXIST. VALVE, TEE, & BEND
- EXIST. FIRE HYDRANT
- o XXXX.XX — SPOT ELEVATION
- INDICATES WALK-OUT BASEME

BENCHMARK

SOUTHWEST CORNER OF SECTION 19
TOWNSHIP 04 SOUTH, RANGE 01 EAST
SALT LAKE BASE AND MERIDIAN
ELEV: 4948.88
DATUM: NGVD29

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STATE OF UTAH

HIDDEN CANYON PLAT C

LEHI, UTAH

FOX CANYON ROAD

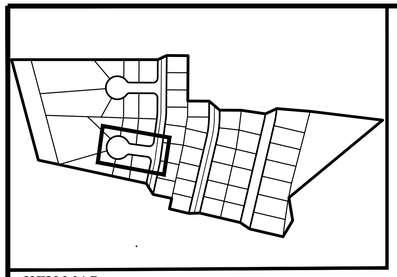
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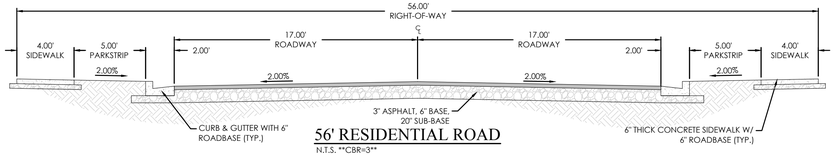
FOX CANYON ROAD

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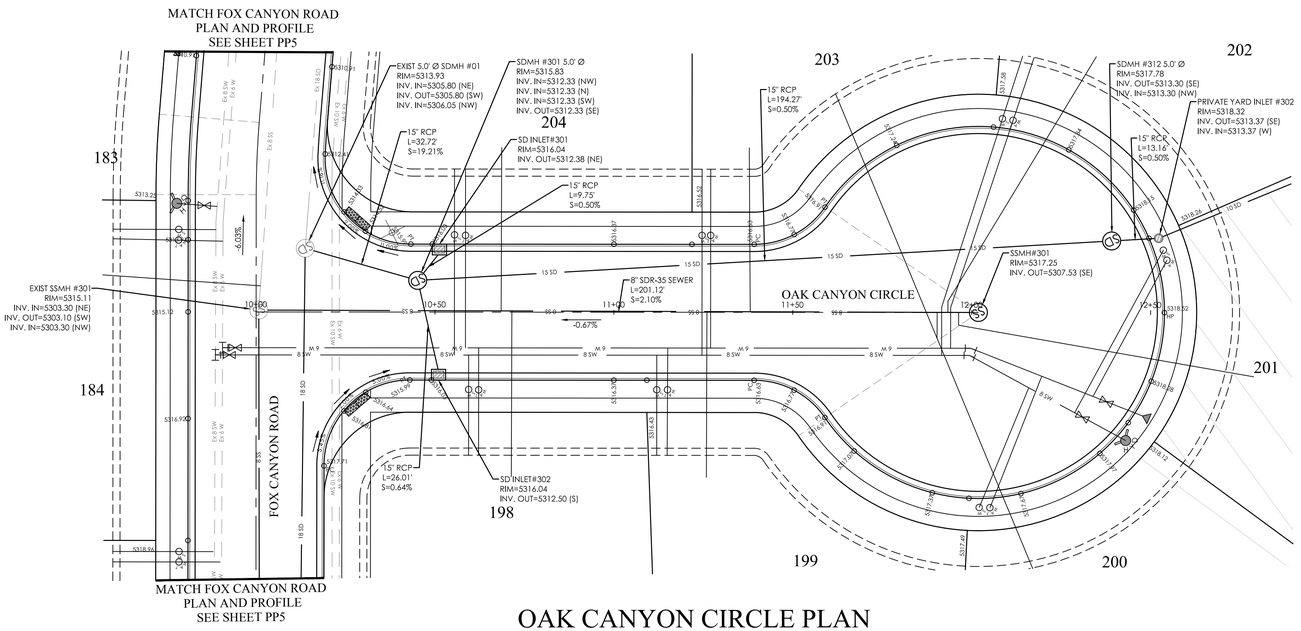
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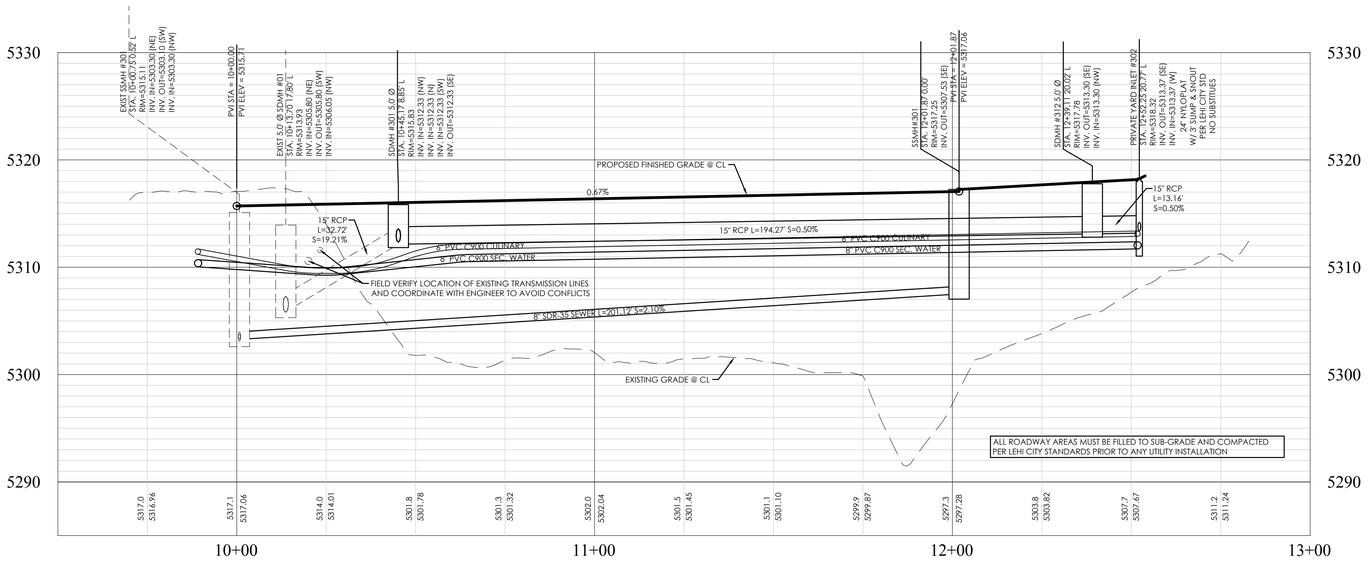
KEY MAP
N.T.S



56' RESIDENTIAL ROAD
N.T.S. **CBR=3**



OAK CANYON CIRCLE PLAN



OAK CANYON CIRCLE PROFILE



GRAPHIC SCALE



(IN FEET)
1 inch = 20 ft.

LEGEND

- BOUNDARY
- ROW
- CENTERLINE
- LOT LINE
- EASEMENT
- 15" STORM DRAIN
- 8" SANITARY SEWER
- 8" CULINARY WATER
- 8" SECONDARY WATER
- CONTOUR MAJOR
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- EXIST. SEWER MH
- EXIST. VALVE, TEE, & BEND
- EXIST. FIRE HYDRANT
- SPOT ELEVATION
- INDICATES WALK-OUT BASEMI

NOTES:
1. ANY WATER LINE LOOP MUST BE SOLID DUCTILE IRON SPOOLS WITH FLANGED FITTINGS, NO MECHANICAL FITTINGS.

BENCHMARK

SOUTHWEST CORNER OF SECTION 19
TOWNSHIP 04 SOUTH, RANGE 01 EAST
SALT LAKE BASE AND MERIDIAN
ELEV: 4948.88
DATUM: NGVD29

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STATE OF UTAH
EXPIRES 12/31/20

HIDDEN CANYON PLAT C

LEHI, UTAH

OAK CANYON CIRLCE

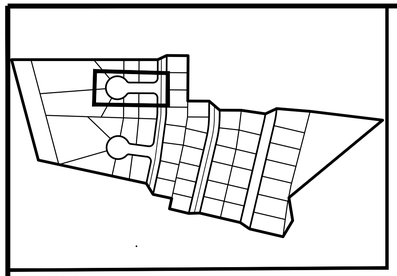
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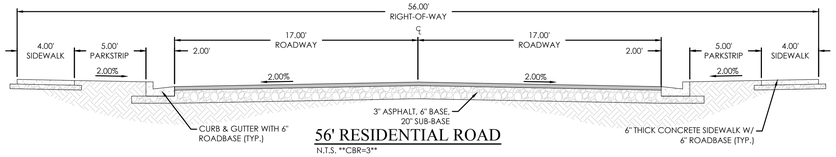
OAK CANYON CIRLCE

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Sheet:	PP7		

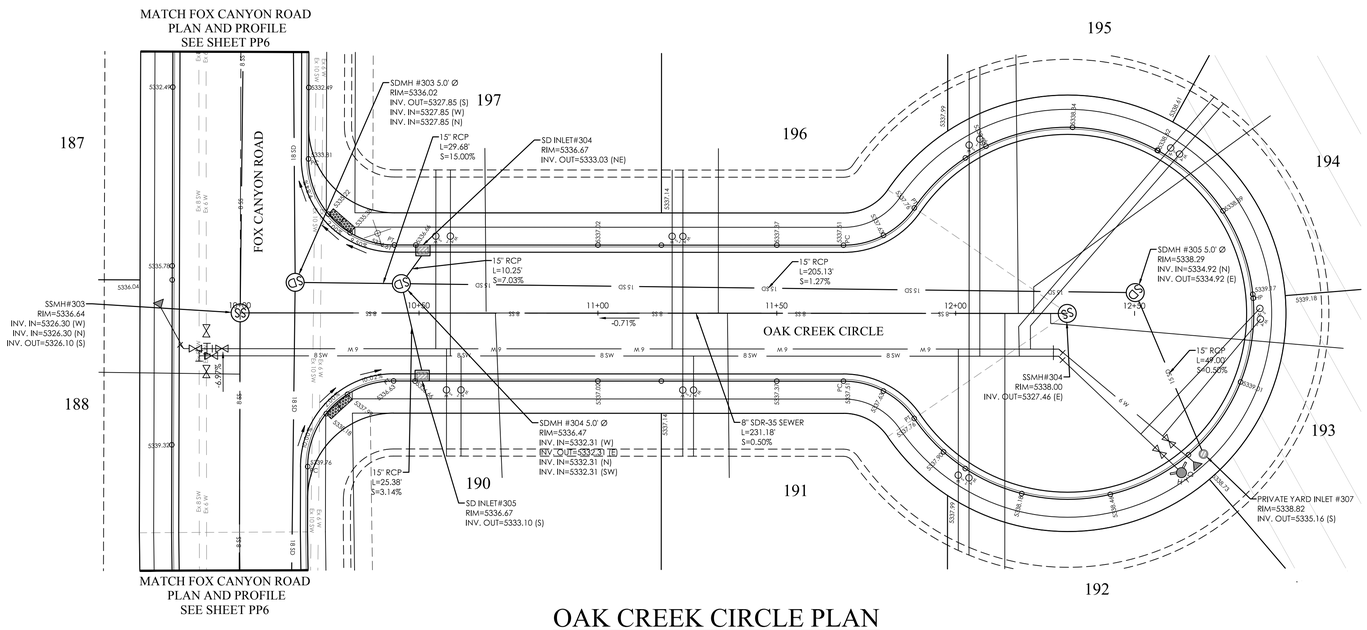
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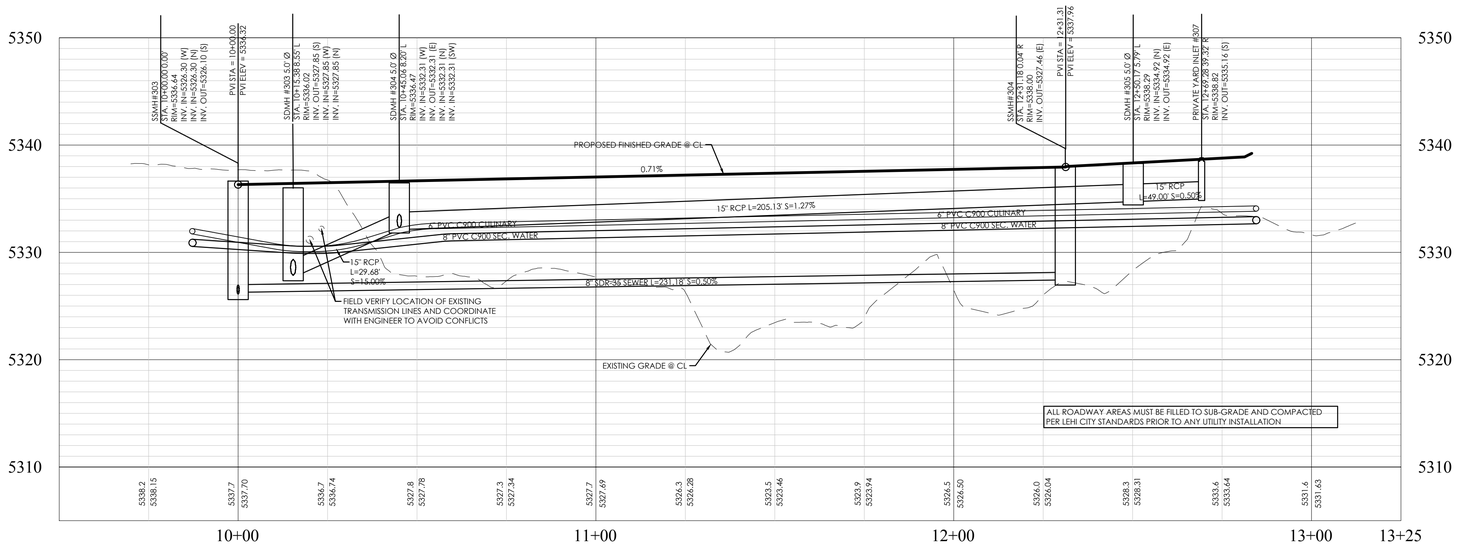
KEY MAP
N.T.S



56' RESIDENTIAL ROAD
N.T.S. **CBR=3**



OAK CREEK CIRCLE PLAN



OAK CREEK CIRCLE PROFILE



GRAPHIC SCALE

20 0 10 20 40 80

(IN FEET)
1 inch = 20 ft.

LEGEND

- BOUNDARY
- ROW
- CENTERLINE
- LOT LINE
- EASEMENT
- 15" STORM DRAIN
- 8" SANITARY SEWER
- 8" CULINARY WATER
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- o XXXX.XX SPOT ELEVATION
- INDICATES WALK-OUT BASEMENT

NOTES:

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BENCHMARK

SOUTHWEST CORNER OF SECTION 19
TOWNSHIP 04 SOUTH, RANGE 01 EAST
SALT LAKE BASE AND MERIDIAN
ELEV: 4948.88
DATUM: NGVD29

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STATE OF UTAH

HIDDEN CANYON PLAT C

LEHI, UTAH

OAK CREEK CIRCLE

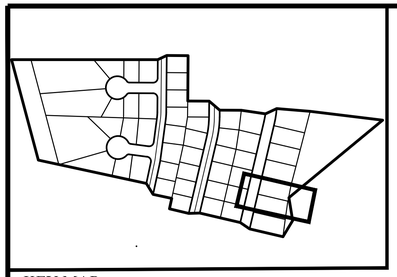
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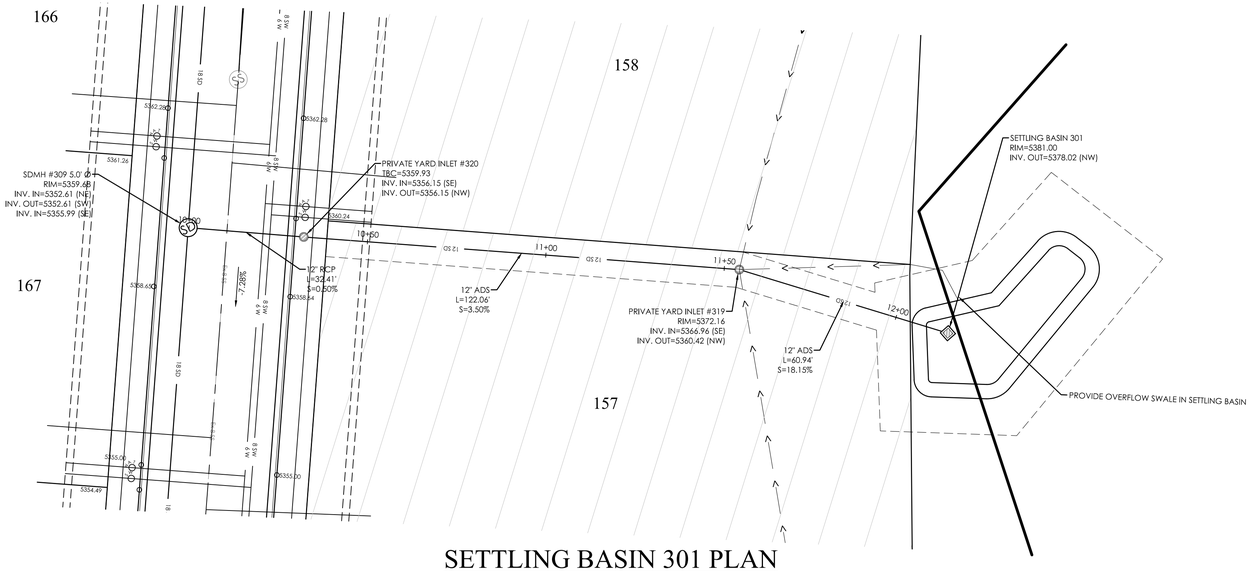
OAK CREEK CIRCLE

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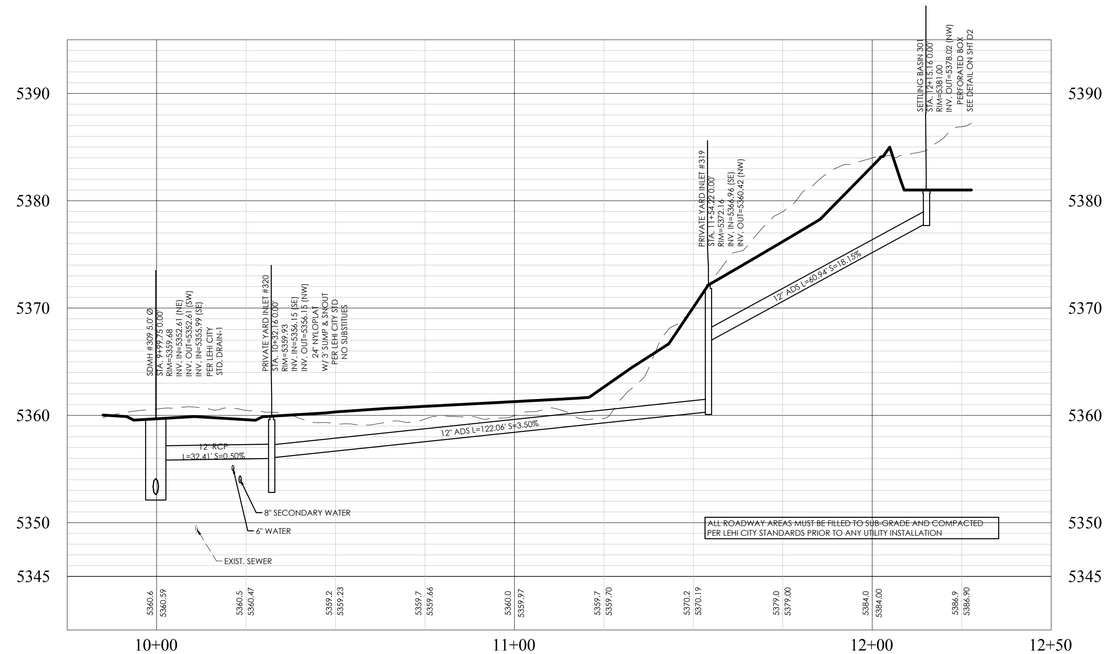
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KEY MAP
N.T.S



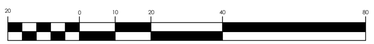
SETTLING BASIN 301 PLAN



SETTLING BASIN 301 PROFILE



GRAPHIC SCALE



(IN FEET)
1 inch = 20 ft.

LEGEND

- BOUNDARY
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- CENTERLINE
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BENCHMARK

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THOMAS M. ROMNEY
STATE OF UTAH
7/7/20

HIDDEN CANYON PLAT C
LEHI, UTAH
SETTLING BASIN 301

REVISION BLOCK

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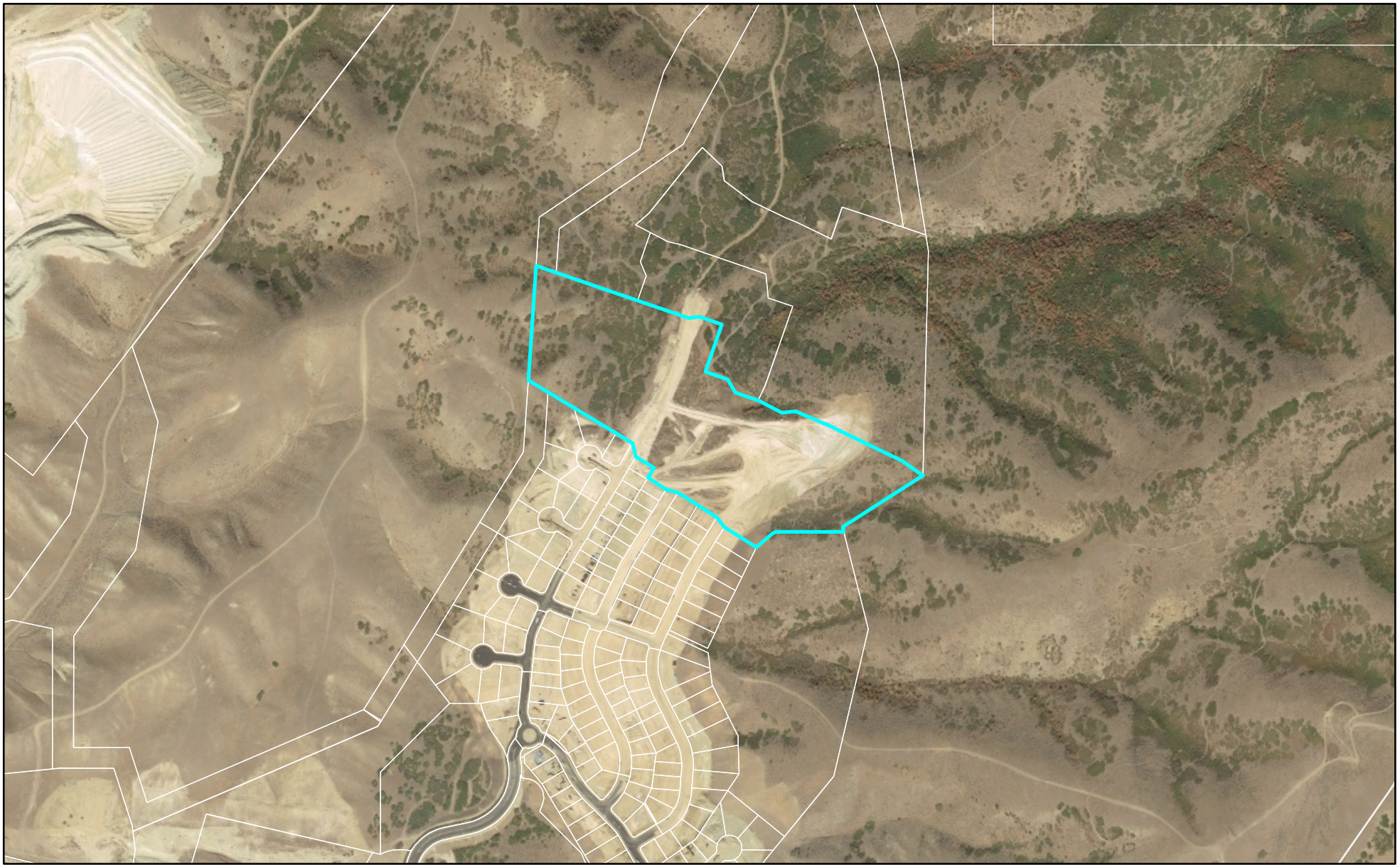
SETTLING BASIN 301

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Date:	7/7/20	Job #:	18-327
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Hidden Canyon Plat C

Aerial

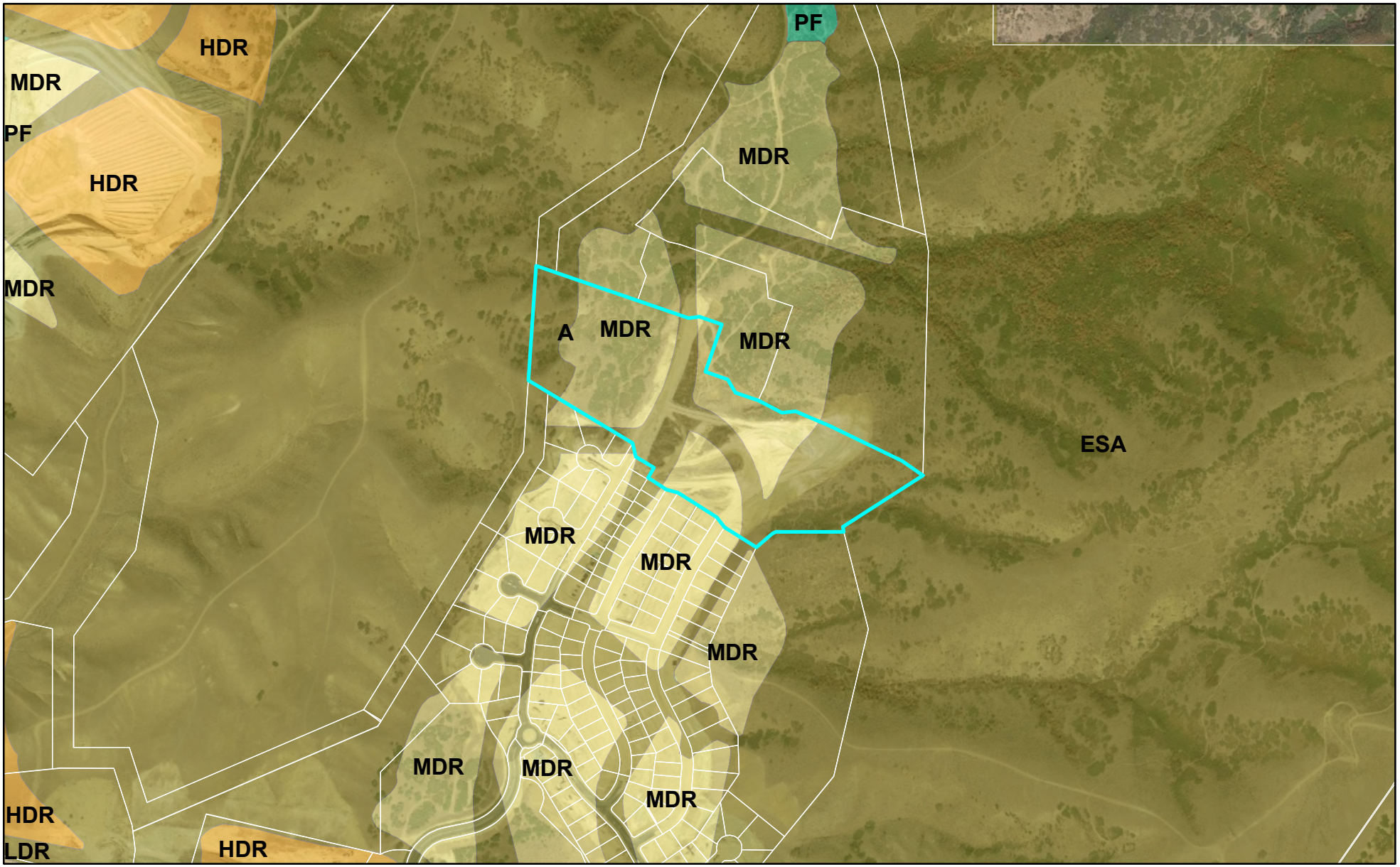


0 800 1,600 Feet

LEHI CITY

Hidden Canyon Plat C

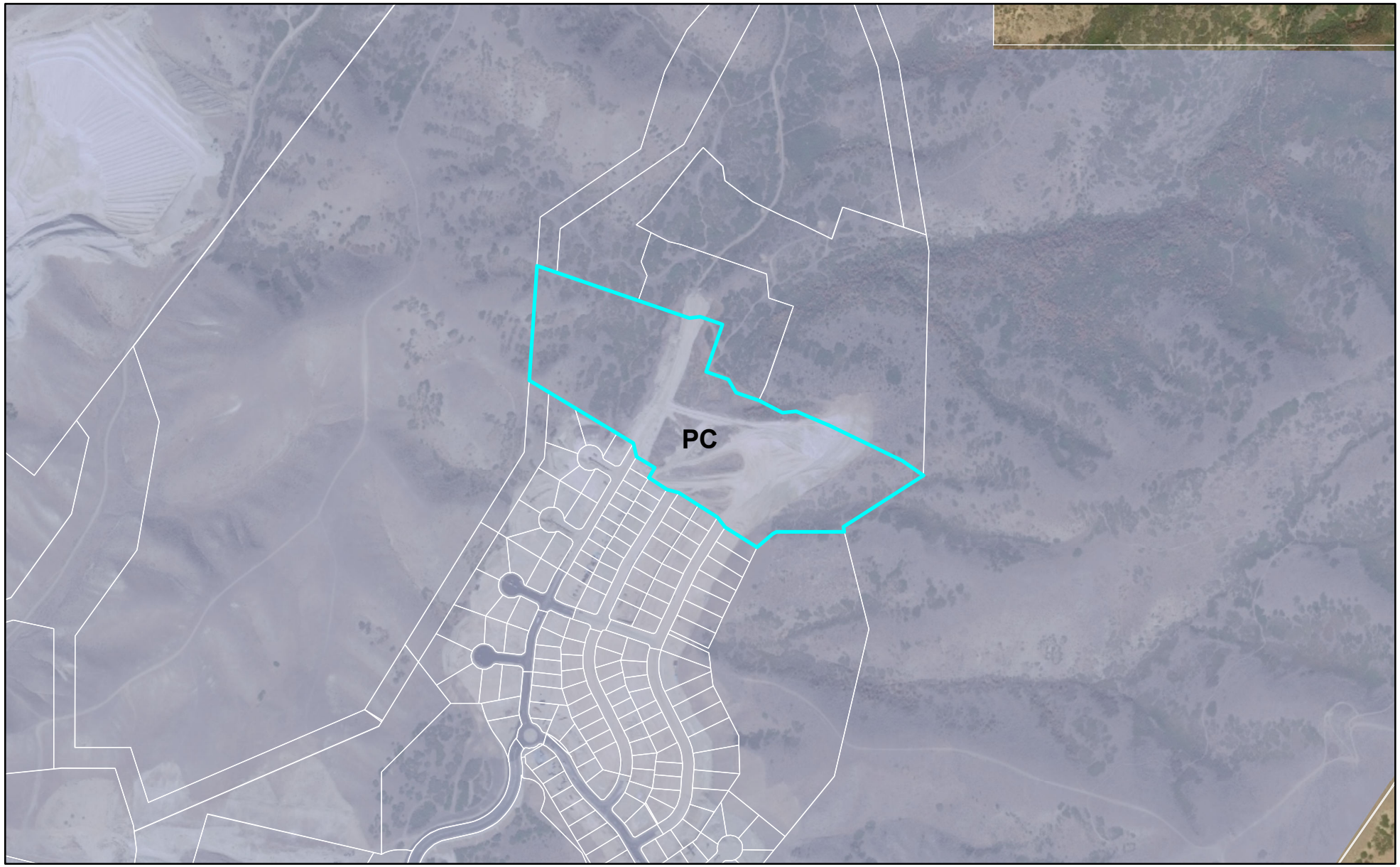
General Plan



LEHI CITY

Hidden Canyon Plat C

Zoning



LEHI CITY

Agenda Item No: 6

City Council Agenda Item Report

Meeting Date: October 27, 2020
Submitted By: Sierra Pierson
Submitting Department: Planning Division
Item Type: Action Item
Agenda Section: Regular Agenda

Subject:
Consideration of Preliminary subdivision approval the Willow Point, a 420-unit residential development located at approximately 2100 North 4100 West.

Suggested Action:

Attachments:

CC Staff Report Willow Point Preliminary Subdivision 10.27.20.docx

Willow Point Preliminary Subdivsion DRC 09.16.2020.docx

Willow Point Preliminary Subdivision - plans.pdf

Willow Point Preliminary Subdivision - traffic impact study.pdf

Willow Point Preliminary Subdivision - amenities package.pdf

Exchange North Townhome Elevations.pdf

Willow Point Preliminary Map - Aerial.pdf

Willow Point Preliminary Map - General Plan.pdf

Willow Point Preliminary Map - Zoning.pdf

WILLOW POINT PRELIMINARY SUBDIVISION
CITY COUNCIL REPORT

Applicant	Edge Homes		
Meeting Date	October 27, 2020		
Requested Action/Purpose	Approval of a proposed preliminary subdivision		
Location	4100 West Hardman Way		
Existing General Plan Designation	HC (Heavy Commercial)		
Existing Zoning	HC (Heavy Commercial)		
Existing Land Use	Undeveloped		
Number of Lots/Units	420 units		
Adjacent Zoning and Land Use	*North*	C (Commercial)	2100 North
	South	R-3 (High Density Residential)	The Exchange
	East	C (Commercial)	Undeveloped
	West	HC (Heavy Commercial)	Undeveloped
Date of DRC Review	September 16, 2020		
Date of Planning Commission Review	October 8, 2020		
Assigned Planner	Sierra Pierson		

REQUIRED ACTION

Planning Commission	Public hearing, review, and recommendation
City Council	Final approval

APPLICABLE DEVELOPMENT CODE REGULATIONS

Section 11.080. Preliminary Plat Approval Process.
The review and approval process for a Preliminary Subdivision Plat is identified in the appendix of this code, including review by the Development Review Committee, review and recommendation following a public hearing by the Planning Commission and review and approval by the City Council.

Section 11.100. Effect of Preliminary Subdivision Plat Approval.
A preliminary subdivision plat shall not authorize the development of land. After a preliminary subdivision plat has been approved by the City Council, the applicant may file an application for final subdivision plat approval.

PROPERTY HISTORY

September 26, 2008 This property was included in the Holbrook Annexation.

April 20, 2015 This property was included in the Gardner-Plumb Development Agreement.

October 26, 2016 The Hardman Lehi Plat A subdivision was recorded and created an overall parcel that included the subject property.

June 11, 2018 The View 21 Plat A subdivision was recorded and amended the parcel created with Hardman Lehi Plat A. This subdivision dedicated the right-of-way for 4100 West and created the parcels that exist today.

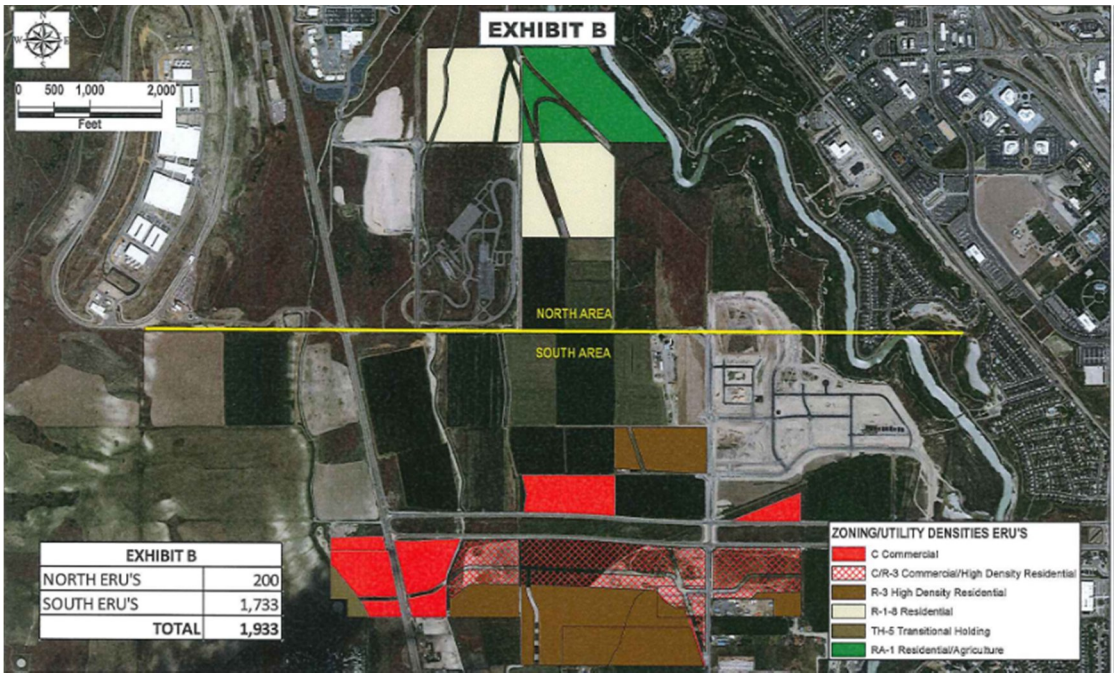
July 21, 2018	This property was included in the First Amendment to the Gardner-Plumb Development Agreement.
May 12, 2020	The Willow Point Concept was approved by the City Council.

REPORT ANALYSIS

The applicant requests approval of the Willow Point preliminary subdivision. The proposed subdivision will consist of 420-unit townhomes and be located at approximately 4100 West Hardman Way. This report will discuss the Gardner-Plumb Agreement, the subdivision layout, architecture, and the DRC comments.

Gardner-Plumb Agreement

This property falls under the Gardner-Plumb Development Agreement. This agreement gave flexible ERUs to specific property around 2100 North and the Jordan River. The original agreement was approved in 2015 as a settlement agreement to avoid litigation with the original developer, Gerald Anderson. As part of the agreement, some of the commercially zoned areas along the south side of 2100 North were granted flexibility to be developed as either commercial or high density residential. In 2018, an amendment was approved by the City Council that allowed for additional areas of high density residential on the commercial properties along 2100 North. The map below is from the approved amended agreement and shows the allowed land uses, including the location of the properties that allow for high density residential in commercial areas:



The proposed subdivision is located within the area along 2100 North that allows for both high density residential and commercial uses. While the current zoning is Heavy Commercial, the Gardner-Plumb agreement allows for the high-density residential use proposed with this subdivision.

Subdivision Layout

The proposed subdivision includes 420 townhomes, a clubhouse, open space, and additional amenities. The subdivision includes both front-load and rear-load townhomes and meets the minimum fifty percent rear-load requirement. The rear-load townhomes will be located along Hardman Road, 4100 West, open spaces, and internal streets. The front-load townhomes are primarily located on the eastern portion of the property facing private streets. There will also be a clubhouse located on the corner of Hardman Way and 4100 West. The clubhouse will include a pool, open spaces, and several sports courts. The DRC recommended a wrought iron fence along the public street frontages of the clubhouse with openings to the townhomes and the sidewalk access points. Throughout the subdivision, picnic tables and playgrounds are located within the open space areas to meet the amenities requirements.

The layout also includes both surface parking and on-street parking for visitors. The on-street parking will be in front of rear-load townhomes and open spaces to act as a buffer between pedestrians and the street. There will also be sidewalks located along the streets and within open spaces to provide for pedestrian connectivity. The DRC recommended adding additional pedestrian crossings to ensure safe pedestrian connectivity throughout the site.

Architecture

The proposed subdivision includes architecture for the rear-load and front-load townhomes. The proposed townhomes will be constructed with fiber cement siding, stucco, stone, brick, and board and batten. The elevations include a mixture of traditional, craftsman, and contemporary styles and a variety of colors. Each townhome has been designed with a two-car garage and many include a twenty-foot driveway to accommodate parking needs. The building elevations will need to meet the architecture requirements from the Multi-Family Design Standards.

DRC Comments

The DRC had 12 comments including the following:

1. PI storage and source must be provided prior to final plan approval.
2. Show sidewalk connections on all bulb-outs to cross streets. Revisit east/west pedestrian connectivity on the east side of the development.
3. Recommend either a mix of condo products on this developments or new townhome style with smaller footprints to better accommodate increased open space and pedestrian connectivity.
4. Show the location of the open space on the plans. Chapter 17 of the Development Code states "Required open space areas shall be well planned, walkable, and connected, not a collection of remnants. Where possible, units shall front onto the open space(s). Yard areas within lots shall not be counted toward meeting the minimum open space requirement."
5. Provide pedestrian crossings along 1960 North as shown in red on the cover page of the PDF. Currently there are no ramps that align or are shown to facilitate crossing 1960 N except at 4100 N.
6. Recommend holding back off-street parking from intersections a little farther than as shown to ensure visibility to cars turning. Extending the curb even 5' (as shown in Bluebeam file) would help.

Please include all DRC comments as a part of the recommendation.

PLANNING DIVISION RECOMMENDATION

Planning staff recommends **APPROVAL** to the City Council for the Willow Point preliminary subdivision including the DRC comments from September 16, 2020. This recommendation is based on the following findings:

1. The proposed residential use is consistent with the approved Gardner Plumb development agreement.
2. The proposed subdivision is not detrimental to the public health, safety, and welfare of Lehi City.
3. The proposed subdivision meets the requirements of the Lehi City Development Code in regards to subdivision approvals, including the density in lieu.
4. Other findings based upon information presented at the public hearing.

PLANNING COMMISSION RECOMMENDATION

The Planning Commission reviewed the proposed preliminary subdivision on October 8, 2020. The motion from this meeting includes the following:

2.1) Public hearing and recommendation of Edge Homes' request for preliminary subdivision review of Willow Point, a 420-unit residential development located at approximately 2100 North 4100 West.

Motion: Commissioner Bunker forwarded a positive recommendation of Edge Homes' request for preliminary subdivision review of Willow Point, a 420-unit residential development located at approximately 2100 North 4100 West; including all DRC comments from the September 16, 2020 meeting and findings stated in the report. Commissioner Ellis seconded.

Vote: Commissioner Everett, yes; Commissioner Peterson, yes; Commissioner Hereth, no; Commissioner Nielsen, yes; Commissioner Bunker, yes; Commissioner Ellis, yes; Commissioner Eyre, yes. The motion passed.

Willow Point Preliminary Subdivision
DRC Redline Comments

Edge Homes – requests preliminary subdivision review of Willow Point, a 420-unit residential development located at approximately 2100 North and 4100 West.

DRC Members Present: Glade Kirkham, Kerry Evans, Greg Allred, Kim Struthers, Gary Smith, Joshua Bunnell, Ross Dinsdale, Trent Dyer
Representatives of the Applicant Present: N/A
Date of Plans Reviewed: **09/08/2020**
Time Start: N/A
Time End: N/A

DRC REDLINE COMMENTS:
Glade – Power: No comment
Kerry – Fire: No comment
Greg – Water/Sewer:

1. PI storage and source must be provided prior to final plan approval.
2. All utilities must be extended to the West end of 1960 North.

Trent – Parks:

3. Change maples in park strip on 4100 W to Pacific sunset
4. Change London planetrees in Hardman Way parkstrip to Golden Raintree
5. Park strips should meet the 7' standard on public streets including 2100 North (Except Hardman, which is existing)

Gary – Building/Inspections: No comment
JD – Streets: No comment
Ross – Engineering:

6. Move parallel parking stalls out of sight triangles at intersections

Kim – Planning:

7. Show sidewalk connections on all bulb-outs to cross streets. Revisit east/west pedestrian connectivity on the east side of the development.
8. Recommend either a mix of condo products on this developments or new townhome style with smaller footprints to better accommodate increased open space and pedestrian connectivity.
9. Show the location of the open space on the plans. Chapter 17 of the Development Code states "Required open space areas shall be well planned, walkable, and connected, not a collection of remnants. Where possible, units shall front onto the open space(s). Yard areas within lots shall not be counted toward meeting the minimum open space requirement."
10. Provide pedestrian crossings along 1960 North as shown in red on the cover page of the PDF. Currently there are no ramps that align or are shown to facilitate crossing 1960 N except at 4100 N.
11. Recommend holding back off-street parking from intersections a little farther than as shown to ensure visibility to cars turning. Extending the curb even 5' (as shown in Bluebeam file) would help.
12. I'm not sure what the turning radii are going into the alleys, but they seem wider than they need to be for the intended purpose. In a certain place I know of, there are no turning radii into alleys and they are accessed more like a driveway with just a flared access. The large turning radii encourages faster turning movements which could cause potential problems for people who are backing out of their garages near the corner. Recommend changing accesses to have a flared access.

DRC GENERAL COMMENTS:

1. Please note that ALL of the DRC Redline and Prior to Recording of Plat comments MUST be completed before a preconstruction meeting can be scheduled.
2. Once approved by the Planning Commission or City Council (whichever is applicable) plans may be submitted for check-off. Check-off plans consist of one set of 24x36-inch plans submitted to the Planning Division office. When changes need to be made to a check set, revise the affected sheets only. Each new submittal will require a revision date on each new sheet. It is the responsibility of the applicant to follow through with completing the check-off items.

Note: This list of corrections and deficiencies should not be considered as an all-inclusive or final list. The items listed need to be corrected and resolved and a new set of information submitted for review by the DRC. Further corrections and deficiencies may still be noted as the DRC further reviews the resubmitted information.

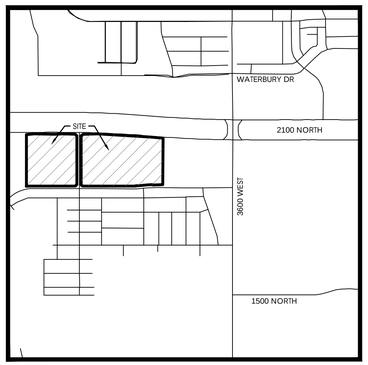
3. Prior to the pre-construction meeting, Lehi City Staff will make copies of plans for the meeting from the check-off set and the developer will pay fees for the copies.
4. On the power, developer will install conduit; Lehi City Power will install all other required power infrastructure shown on the plans and charge the developer for the costs. These costs are separate from power impact fees that are paid with the building permit.
5. Developer is responsible to purchase, move or remove any existing Rocky Mountain Power facilities. Additionally, the Developer is responsible for all costs associated for the purchase of RMP equipment by Lehi City Power. These costs are separate from infrastructure, impact fees, and connection fees.
6. Developer is responsible to furnish adequate rights of way or easements for construction of off-site power line extensions.
7. Residential developments shall complete all required private improvements prior to commencing construction on units totaling more than 80% of the allowed units in the development.
8. If the subject property is subject to the Gardner-Plumb agreement with Lehi City, the conditions of that agreement apply here.
9. The approval of a development shall be effective for a period of two (2) years from the date the development is approved by the Planning Commission or City Council, whichever is applicable.
10. Approved vehicle access for firefighting shall be provided to all construction or demolition sites. Vehicle access shall be provided to within 100 feet of temporary or permanent fire department connections. Vehicle access shall be provided by either a twenty (20) foot minimum width temporary or permanent road, capable of supporting vehicle loading under all weather conditions. Vehicle access shall be kept clear of all fencing, barricades, dumpsters, vehicles, construction materials and debris and maintained until permanent fire apparatus access roads are available.

THIS ITEM WILL BE SCHEDULED FOR PLANNING COMMISSION ON OCTOBER 8TH

Note: This list of corrections and deficiencies should not be considered as an all-inclusive or final list. The items listed need to be corrected and resolved and a new set of information submitted for review by the DRC. Further corrections and deficiencies may still be noted as the DRC further reviews the resubmitted information.

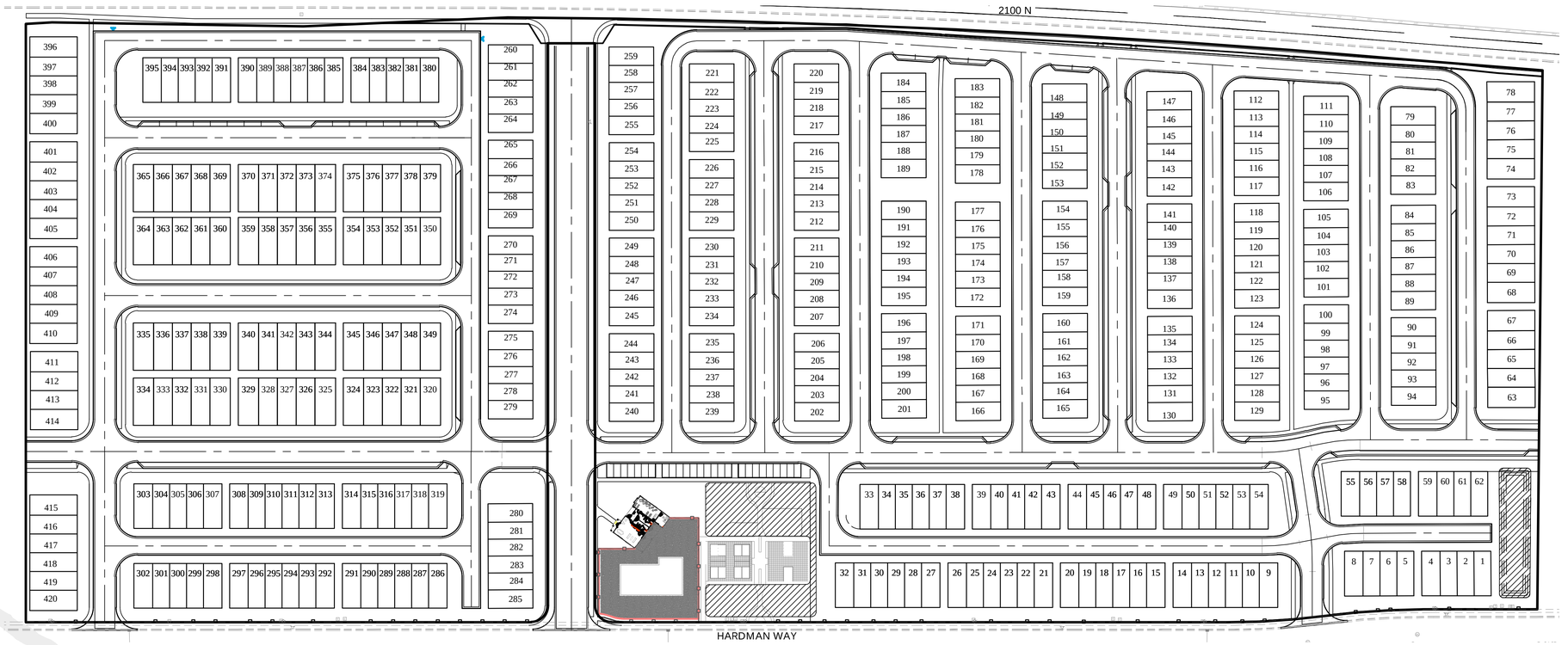
WILLOW POINT PRELIMINARY

PREPARED FOR:
EDGE HOMES
LOCATED IN:
LEHI CITY, UTAH



VICINITY MAP
NTS

Sheet List Table	
Sheet Number	Sheet Title
C1	COVER
C2	PRELIMINARY PLAT
C2.1	PRELIMINARY PLAT
C2.2	PRELIMINARY PLAT
C2.3	PRELIMINARY PLAT
C3.0	SITE & UTILTY PLAN
C3.1	SITE & UTILTY PLAN
C3.2	SITE & UTILITY PLAN
C3.3	ROAD CROSS SECTIONS
C4.0	SEWER PLAN
C4.1	SEWER PLAN
C4.2	SEWER PLAN
C5.0	DRAINAGE PLAN
C5.1	DRAINAGE PLAN
C5.2	DRAINAGE PLAN
C5.3	DRAINAGE PLAN
C6.0	GRADING PLAN
C6.1	GRADING PLAN
C6.2	GRADING PLAN
C6.3	GRADING PLAN
C6.4	GRADING PLAN
C6.5	GRADING PLAN
C6.6	GRADING PLAN
C6.7	GRADING PLAN
C6.8	CUT FILL PLAN
C6.9	CUT FILL PLAN
C7.0	CIRCULATION PLAN
C7.1	CIRCULATION PLAN
C8.0	DIMENSIONED SITE PLAN EXHIBIT
C8.1	DIMENSIONED SITE PLAN EXHIBIT
C8.2	DIMENSIONED SITE PLAN EXHIBIT
C8.3	DIMENSIONED SITE PLAN EXHIBIT
C8.4	DIMENSIONED SITE PLAN EXHIBIT
C8.5	DIMENSIONED SITE PLAN EXHIBIT
C8.6	DIMENSIONED SITE PLAN EXHIBIT
C8.7	DIMENSIONED SITE PLAN EXHIBIT
D1	DETAIL
D2	DETAIL
APPENDIX A	2100 NORTH PLANS
APPENDIX A	2100 NORTH PLANS



SITE MAP

GENERAL NOTES

1. CONTRACTOR TO FIELD VERIFY HORIZONTAL AND VERTICAL LOCATIONS OF ALL EXISTING UTILITIES PRIOR TO COMMENCEMENT OF CONSTRUCTION, AND REPORT ANY DISCREPANCIES TO THE ENGINEER.

2. ANY AND ALL DISCREPANCIES IN THESE PLANS ARE TO BE BROUGHT TO THE ENGINEER'S ATTENTION PRIOR TO COMMENCEMENT OF CONSTRUCTION.

3. ALL CONSTRUCTION SHALL ADHERE TO LEHI CITY STANDARD PLANS AND SPECIFICATIONS.

4. ALL UTILITIES AND ROAD IMPROVEMENTS SHOWN ON THE PLANS HEREIN SHALL BE CONSTRUCTED USING REFERENCE TO SURVEY CONSTRUCTION STAKES PLACED UNDER THE SUPERVISION OF A PROFESSIONAL LICENSED SURVEYOR WITH A CURRENT LICENSE ISSUED BY THE STATE OF UTAH. ANY IMPROVEMENTS INSTALLED BY ANY OTHER VERTICAL OR HORIZONTAL REFERENCE WILL NOT BE ACCEPTED OR CERTIFIED BY THE ENGINEER OF RECORD.

5. THIS DRAWING SET IS SCALED TO BE PRINTED ON A 24" X 36" SIZE OF PAPER (ARCH. D). IF PRINTED ON A SMALLER PAPER SIZE, THE DRAWING WILL NOT BE TO SCALE AND SHOULD NOT BE USED TO SCALE MEASUREMENTS FROM THE PAPER DRAWING. ALSO USE CAUTION, AS THERE MAY BE TEXT OR DETAIL THAT MAY BE OVERLOOKED DUE TO THE SMALL SIZE OF THE DRAWING.

NOTICE

BEFORE PROCEEDING WITH THIS WORK, THE CONTRACTOR SHALL CAREFULLY CHECK AND VERIFY ALL CONDITIONS, QUANTITIES, DIMENSIONS, AND GRADE ELEVATIONS, AND SHALL REPORT ALL DISCREPANCIES TO THE ENGINEER.

ENGINEER'S NOTES TO CONTRACTOR

1. THE EXISTENCE AND LOCATION OF ANY UNDERGROUND UTILITY PIPES, CONDUITS OR STRUCTURES SHOWN ON THESE PLANS WERE OBTAINED BY A SEARCH OF THE AVAILABLE RECORDS, TO THE BEST OF OUR KNOWLEDGE, THERE ARE NO EXISTING UTILITIES EXCEPT AS SHOWN ON THESE PLANS. THE CONTRACTOR IS REQUIRED TO TAKE DUE PRECAUTIONARY MEASURES TO PROTECT THE UTILITY LINES SHOWN ON THESE DRAWINGS. THE CONTRACTOR FURTHER ASSUMES ALL LIABILITY AND RESPONSIBILITY FOR THE UTILITY PIPES, CONDUITS OR STRUCTURES SHOWN OR NOT SHOWN ON THESE DRAWINGS. IF UTILITY LINES ARE ENCOUNTERED DURING CONSTRUCTION THAT ARE NOT IDENTIFIED BY THESE PLANS, CONTRACTOR SHALL NOTIFY ENGINEER IMMEDIATELY.

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

3. UNAUTHORIZED CHANGES & USES: THE ENGINEER PREPARING THESE PLANS WILL NOT BE RESPONSIBLE FOR, OR LIABLE FOR, UNAUTHORIZED CHANGES TO OR USES OF THESE PLANS. ALL CHANGES TO THE PLANS MUST BE IN WRITING AND MUST BE APPROVED BY THE PREPARER OF THESE PLANS.

4. ALL CONTOUR LINES SHOWN ON THE PLANS ARE AN INTERPRETATION BY CAD SOFTWARE OF FIELD SURVEY WORK PERFORMED BY A LICENSED SURVEYOR. DUE TO THE POTENTIAL DIFFERENCES IN INTERPRETATION OF CONTOURS BY VARIOUS TYPES OF GRADING SOFTWARE BY OTHER ENGINEERS OR CONTRACTORS, FOCUS DOES NOT GUARANTEE OR WARRANTY THE ACCURACY OF SUCH LINEWORK. FOR THIS REASON, FOCUS WILL NOT PROVIDE ANY GRADING CONTOURS IN CAD FOR ANY TYPE OF USE BY THE CONTRACTOR. SPOT ELEVATIONS AND PROFILE ELEVATIONS SHOWN IN THE DESIGN DRAWINGS GOVERN ALL DESIGN INFORMATION ILLUSTRATED ON THE APPROVED CONSTRUCTION SET. CONSTRUCTION EXPERTISE AND JUDGMENT BY THE CONTRACTOR IS ANTICIPATED BY THE ENGINEER TO COMPLETE BUILD-OUT OF THE INTENDED IMPROVEMENTS.

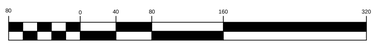
CONTACTS

ENGINEER & SURVEYOR
FOCUS ENGINEERING & SURVEYING, LLC
6949 S. HIGH TECH DRIVE SUITE 200
MIDVALE, UTAH 84047
(801) 352-0075
PROJECT MANAGER: BEN DUZETT
SURVEY MANAGER: SPENCER LLEWELYN

OWNER/DEVELOPER
EDGE HOMES
13702 SOUTH 200 WEST B12
DRAPER, UTAH 84020
(801) 910-2066
CONTACT: BRANDON PARR



GRAPHIC SCALE



(IN FEET)
1 inch = 80 ft.

Know what's below. Call 811 before you dig.

FOCUS a
ENGINEERING AND SURVEYING, LLC
6949 S. HIGH TECH DRIVE SUITE 200
MIDVALE, UTAH 84047 PH: (801) 352-0075
www.focusutah.com

FOR REVIEW ONLY

WILLOW POINT PRELIMINARY
LEHI CITY, UTAH
COVER

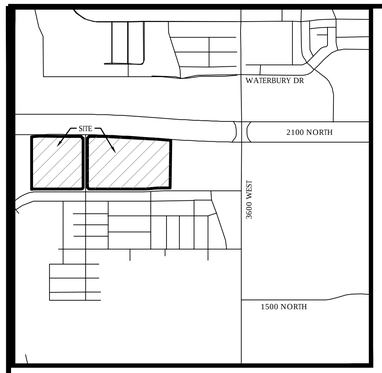
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COVER

Scale:	1"=80'	Drawn:	BBD
Date:	9/8/2020	Job #:	19-0353
Sheet:	C1		

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LEGEND

- BOUNDARY
- SECTION LINE
- EASEMENT
- RIGHT-OF-WAY LINE
- BUILDING SETBACK
- EXISTING PROPERTY LINE
- SECTION MONUMENT (FOUND)
- BOUNDARY MARKERS
- PRIVATE OWNERSHIP

NOTE:

1. THIS AREA IS SUBJECT TO NORMAL EVERYDAY SOUNDS, ODORS, SITES, EQUIPMENT, FACILITIES, AND ANY OTHER ASPECTS ASSOCIATED WITH AGRICULTURAL LIFESTYLE. FUTURE RESIDENTS SHOULD ALSO RECOGNIZE THE RISKS INHERENT WITH LIVESTOCK.
2. ALL PARCELS WILL BE OWNED AND MAINTAINED BY HOA
3. THE FOLLOWING ITEMS WILL BE REVIEWED AT THE TIME OF FINAL PLAT REVIEW:
   - PLAN AND PROFILES/CONSTRUCTION DRAWINGS OF PUBLIC IMPROVEMENTS
   - ALL PIPE TYPES, SPECIFIC LOCATIONS & DETAILS (BENDS, DETECTOR TAPE, ETC.)
   - VALVES
   - BLOWOFFS INCLUDING SIZE TYPE & PROTECTION
   - MANHOLES, BOXES AND RELATED DETAILS
   - FIRE HYDRANTS
   - LOT LINE UTILITY EASEMENTS
   - STREET LIGHTS/STREET SIGNS/TRAFFIC SIGNS
   - POWER LINE EXTENSIONS & DOME/TRANSFORMER LOCATIONS
   - LOT ADDRESSES
   - CBR VALUES AND ROAD SUB-BASE
   - SUBDIVISION MONUMENTATION AND LOT CORNER MARKERS.

TABULATIONS:

CURRENT ZONE:	HC
TOTAL AREA:	33.43 ACRES
SINGLE FAMILY LOTS:	420
OPEN SPACE:	12.76 ACRES
DENSITY:	12.56 UNITS/ACRE
ROADWAY AREA:	7.46 ACRES
ROADWAY LENGTH:	2.22 MILES
DEVELOPMENT TYPE:	RESIDENTIAL

PAGE: 1 OF 4

OWNER/DEVELOPER
EDGE HOMES
13702 SOUTH 200 WEST, SUITE B12
DRAPER, UTAH 84020
(801) 494-0150
CONTACT: BRANDON PARR

N

S

GRAPHIC SCALE

80 0 40 80 160 320

(IN FEET)
1 inch = 80 ft.

NORTHWEST CORNER SECTION 2 T5S, R1W, SLB&M FOUND BRASS CAP

BASIS OF BEARNG:N89°53'46"E 5295.02'

NORTHEAST CORNER SECTION 2 T5S, R1W, SLB&M FOUND BRASS CAP

S00°08'14"E 2661.04'

N89°48'50"E 1039.00' (TIE)

EAST 1/4 CORNER SECTION 2 T5S, R1W, SLB&M FOUND BRASS CAP

SOUTH 301.34'

POINT OF BEGINNING

SHEET 2 SHEET 3 SHEET 3 SHEET 4

UTAH DEPARTMENT OF TRANSPORTATION 58:021:0095

UTAH DEPARTMENT OF TRANSPORTATION 58:021:0093

4100 W (PUBLIC - 68' WIDE)

2100 N ST (UTAH 85) (PUBLIC ROAD)

N66°38'01"E 33.97'

S89°07'19"E 326.18'

N87°30'06"E 265.86'

WEST 62.00'

R=14819.50'
Δ=4°30'13"
L=1164.85'
CH=S87°19'19"E 1164.55'

R=15180.50'
Δ=0°41'00"
L=181.05'
CH=S85°24'42"E 181.05'

2085 NORTH (PRIVATE - 25' WIDE)

2055 NORTH (PRIVATE - 30' WIDE)

2010 NORTH (PRIVATE - 30' WIDE)

1960 NORTH (PRIVATE - 28' WIDE)

1930 NORTH (PRIVATE - 24' WIDE)

2090 NORTH (PRIVATE - 28' WIDE)

1935 NORTH (PRIVATE - 24' WIDE)

PARCEL A
PARCEL B
PARCEL C
PARCEL D
PARCEL E
PARCEL F
PARCEL G
PARCEL H
PARCEL I
PARCEL J
PARCEL K
PARCEL L
PARCEL M
PARCEL N
PARCEL O
PARCEL P
PARCEL Q
PARCEL R

4235 WEST (PRIVATE - 28' WIDE)
4105 WEST (PRIVATE - 24' WIDE)
4045 WEST (PRIVATE - 24' WIDE)
4015 WEST (PRIVATE - 28' WIDE)
3970 WEST (PRIVATE - 28' WIDE)
3945 WEST (PRIVATE - 28' WIDE)
3915 WEST (PRIVATE - 28' WIDE)
3870 WEST (PRIVATE - 28' WIDE)
3845 WEST (PRIVATE - 28' WIDE)
4205 WEST (PRIVATE - 24' WIDE)
4025 WEST (PRIVATE - 24' WIDE)

NORTH 777.74'

SOUTH 731.64'

NORTH 731.64'

WEST 656.36'

WEST 800.53'

S89°52'36"W 147.54'

R=21.00'
Δ=90°00'00"
L=32.99'
CH=S45°00'00"W 29.70'

R=21.00'
Δ=90°00'00"
L=32.99'
CH=N45°00'00"W 29.70'

HARDMAN WAY (PUBLIC - 62' WIDE)

R=969.00'
Δ=7°22'33"
L=124.74'
CH=S86°18'43"W 124.66'

R=1031.00'
Δ=7°15'09"
L=130.50'
CH=S86°15'01"W 130.42'

S0°31'38"W 700.60'

UNIVERSITY OF UTAH 41:840:0109

LOT 8 HARDMAN LEHI SUBDIVISION PLAT A WESTERN GROWERS UNITED LLC 41:840:0008

THE EXCHANGE IN LEHI SUBDIVISION

WILLOW POINT PRELIMINARY PLAT DESCRIPTION

All of Lot 2 and a portion of 1, VIEW 21 PLAT 'A', according to the Official Plat thereof recorded June 11, 2018 as Entry No. 54281:2018 of the Official Records of Utah County, and a portion of Lot 4, HARDMAN LEHI SUBDIVISION PLAT 'A', according to the Official Plat thereof recorded October 26, 2016 as Entry No. 107107:2016 of the Official Records of Utah County, located in the SE1/4 and the SW1/4 of Section 2, Township 5 South, Range 1 West, Salt Lake Base and Meridian, more particularly described as follows:

Beginning at a point on the Southerly Right-of-Way line of State Road 85 as depicted on the Right-of-Way Plans for UDOT Project Number MP-R399(41) located approximately 34.00 feet perpendicularly distant from the east bound control line of said project opposite engineer station 244+48.17, said point being also located S89°48'50"W along the 1/4 Section line 1,039.00 feet and South 301.34 feet from the East 1/4 Corner of Section 2, T5S, R1W, SLB&M (Basis of Bearing: N89°53'46"E between the Northwest Corner and Northeast Corner of said Section 2); thence S00°31'38"W along the common lot line of Lots 4 and 8 of said VIEW 21 PLAT 'A' 700.60 feet to the Northerly line of Hardman Way as dedicated by said HARDMAN LEHI SUBDIVISION PLAT 'A'; thence along said street the following (4) four courses: 1) S89°52'36"W 147.54 feet; 2) along the arc of a curve to the left with a radius of 1,031.00 feet a distance of 130.50 feet through a central angle of 07°15'09" Chord: S86°15'01"W 130.42 feet to a point of reverse curvature; 3) along the arc of a curve to the right having a radius of 969.00 feet a distance of 124.74 feet through a central angle of 07°22'33" Chord: S86°18'43"W 124.66 feet; 4) West 800.53 feet; thence along the arc of a curve to the right with a radius of 21.00 feet a distance of 32.99 feet through a central angle of 90°00'00" Chord: N45°00'00"W 29.70 feet to the Easterly line of 4100 West Street as dedicated by said VIEW 21 PLAT 'A'; thence North along said street 731.64 feet to the Northerly terminus of said street; thence West along the Northerly Terminus of said Street 62.00 feet; thence South along the Westerly line of said street 731.64 feet; thence along the arc of a curve to the right with a radius of 21.00 feet a distance of 32.99 feet through a central angle of 90°00'00" Chord: S45°00'00"W 29.70 feet to the Northerly line of said Hardman Way; thence West along said street 656.36 feet to the Southeasterly corner of a boundary line agreement described in Entry No. 20706:2019 of the Official Records of Utah County; thence North along said boundary line 777.74 feet to a point on the Southerly Right-of-Way of said State Road 85 approximately 42.88 feet perpendicularly distant southerly from said control line opposite engineer station 224+74.21; thence along said right-of-way the following (5) five courses: 1) N86°38'01"E 33.97 feet to a Right-of-Way Marker located 41.00 feet perpendicularly distant southerly from said control line opposite engineer station 225+08; 2) S89°07'19"E 326.18 feet to a point 46.00 feet perpendicularly distant southerly from said control line opposite engineer station 228+34.19; 3) N87°30'06"E 265.86 feet to a Right-of-Way Marker located 34.00 feet perpendicularly distant southerly from said control line opposite engineer station 321.00; 4) Easterly along the arc of a non-tangent curve to the right having a radius of 14,819.50 feet (radius bears: S00°25'34"W) a distance of 1,164.85 feet through a central angle of 04°30'13" Chord: S87°19'19"E 1,164.55 feet to a point of reverse curvature located 34.00 feet perpendicularly distant southerly from said control line opposite engineer station 242+67.50; 5) along the arc of a curve to the left having a radius of 15,180.50 feet a distance of 181.05 feet through a central angle of 00°41'00" Chord: S85°24'42"E 181.05 feet to the point of beginning.

Contains: 33.43 acres+/-

CALL BEFORE YOU DIG IT'S THE LAW BLUE STAKES 1-800-662-4111

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ENGINEERING AND SURVEYING, LLC
6949 S. HIGH TECH DRIVE SUITE 200
MIDVALE, UTAH 84047 PH: (801) 352-0075
www.focusutah.com

FOR REVIEW ONLY

WILLOW POINT PLAT
LEHI CITY, UTAH
PRELIMINARY PLAT

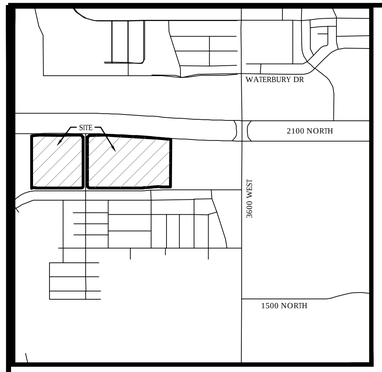
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PRELIMINARY PLAT

Scale:	1"=80'	Drawn:	JPW
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Sheet:	C 2		

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LEGEND

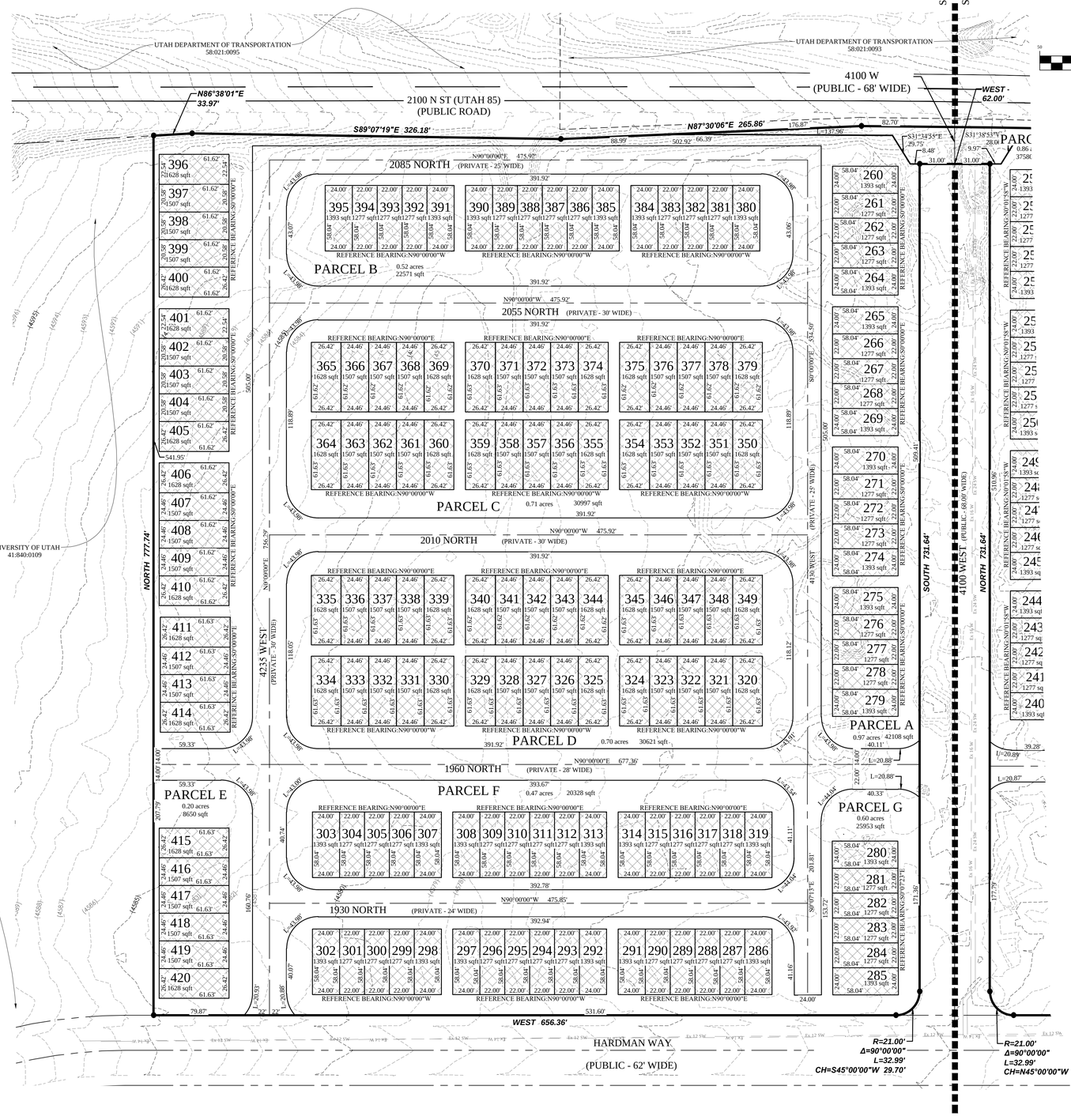
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- PRIVATE OWNERSHIP

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   - LOT LINE UTILITY EASEMENTS
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ROADWAY LENGTH:	2.22 MILES
DEVELOPMENT TYPE:	RESIDENTIAL



GRAPHIC SCALE

50 0 25 50 100 200

(IN FEET)
1 inch = 50 ft.

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MIDVALE, UTAH 84047 PH: (801) 352-0075
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FOR REVIEW ONLY

WILLOW POINT PLAT

LEHI CITY, UTAH

PRELIMINARY PLAT

REVISION BLOCK

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PRELIMINARY PLAT

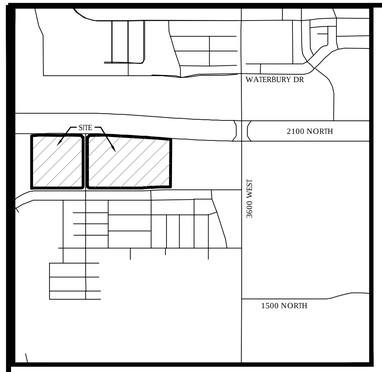
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PAGE: 2 OF 4

OWNER/DEVELOPER
EDGE HOMES
13702 SOUTH 200 WEST, SUITE B12
DRAPER, UTAH 84020
(801) 494-0150
CONTACT: BRANDON PARR



LEGEND

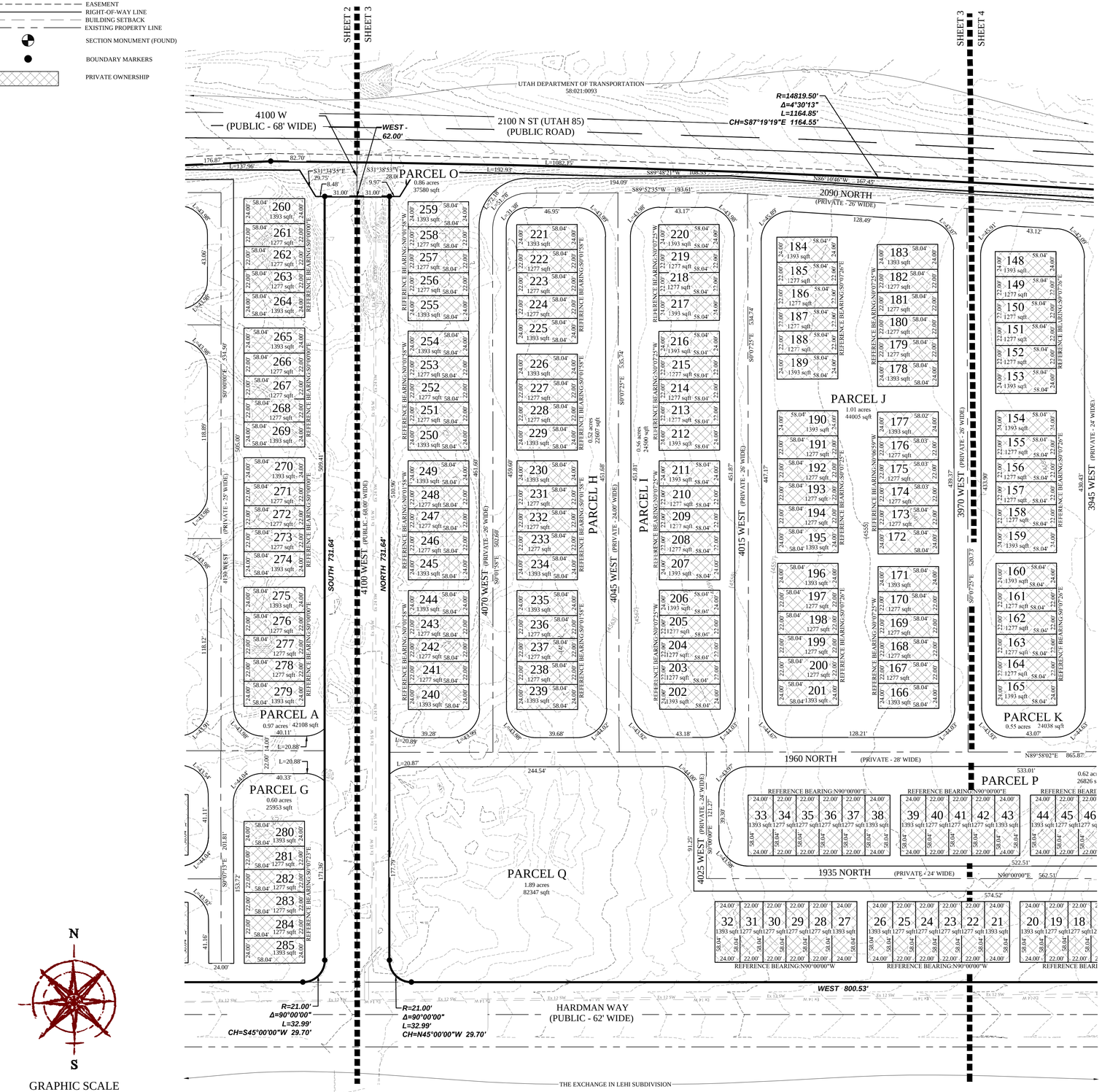
- BOUNDARY
- SECTION LINE
- EASEMENT
- RIGHT-OF-WAY LINE
- BUILDING SETBACK
- EXISTING PROPERTY LINE
- SECTION MONUMENT (FOUND)
- BOUNDARY MARKERS
- PRIVATE OWNERSHIP

NOTE:

1. THIS AREA IS SUBJECT TO NORMAL EVERYDAY SOUNDS, ODORS, SITES, EQUIPMENT, FACILITIES, AND ANY OTHER ASPECTS ASSOCIATED WITH AGRICULTURAL LIFESTYLE. FUTURE RESIDENTS SHOULD ALSO RECOGNIZE THE RISKS INHERENT WITH LIVESTOCK.
2. ALL PARCELS WILL BE OWNED AND MAINTAINED BY HOA
3. THE FOLLOWING ITEMS WILL BE REVIEWED AT THE TIME OF FINAL PLAT REVIEW:
   - PLAN AND PROFILES/CONSTRUCTION DRAWINGS OF PUBLIC IMPROVEMENTS
   - ALL PIPE TYPES, SPECIFIC LOCATIONS & DETAILS (BENDS, DETECTOR TAPE, ETC.)
   - VALVES
   - BLOWOFFS INCLUDING SIZE TYPE & PROTECTION
   - MANHOLES, BOXES AND RELATED DETAILS
   - FIRE HYDRANTS
   - LOT LINE UTILITY EASEMENTS
   - STREET LIGHTS/STREET SIGNS/TRAFFIC SIGNS
   - POWER LINE EXTENSIONS & DOME/TRANSFORMER LOCATIONS
   - LOT ADDRESSES
   - CBR VALUES AND ROAD SUB-BASE
   - SUBDIVISION MONUMENTATION AND LOT CORNER MARKERS.

TABULATIONS:

CURRENT ZONE:	HC
TOTAL AREA:	33.43 ACRES
SINGLE FAMILY LOTS:	420
OPEN SPACE:	12.29 ACRES
DENSITY:	12.56 UNITS/ACRE
ROADWAY AREA:	7.93 ACRES
ROADWAY LENGTH:	2.22 MILES
DEVELOPMENT TYPE:	RESIDENTIAL



N

S

GRAPHIC SCALE

(IN FEET)
1 inch = 50 ft.

PAGE: 3 OF 4

OWNER/DEVELOPER
EDGE HOMES
13702 SOUTH 200 WEST, SUITE B12
DRAPER, UTAH 84020
(801) 494-0150
CONTACT: BRANDON PARR

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6949 S. HIGH TECH DRIVE SUITE 200
MIDVALE, UTAH 84047 PH: (801) 352-0075
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FOR REVIEW ONLY

WILLOW POINT PLAT

LEHI CITY, UTAH

PRELIMINARY PLAT

REVISION BLOCK

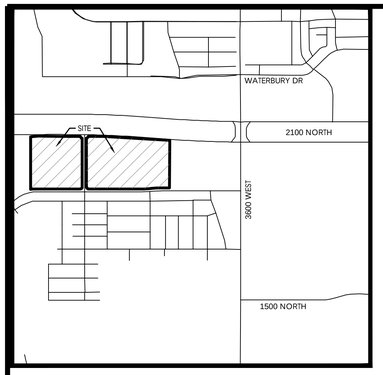
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PRELIMINARY PLAT

Scale: 1"=50'	Drawn: JPW
Date: 06/19/2020	Job #: 19-0353
Sheet: C 2.2	

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Z:\...2019\19-0353 Lehi Maid\Family Edge Homes\design 19-0353\dwg\sheets\Willow Point\C2.2 - Preliminary Plat.dwg



LEGEND

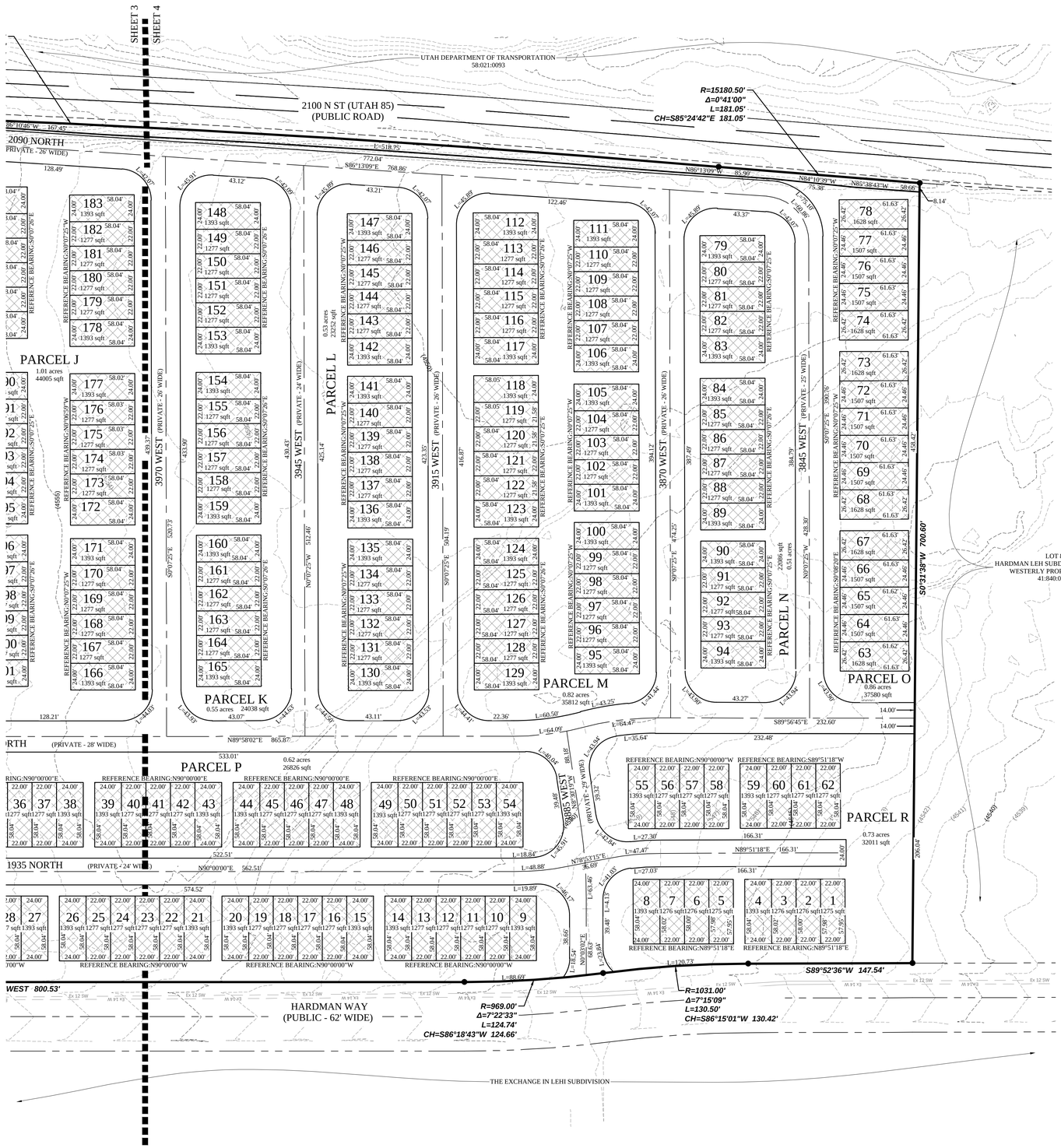
- BOUNDARY
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   · BLOWOFFS INCLUDING SIZE TYPE & PROTECTION
   · MANHOLES, BOXES AND RELATED DETAILS
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DEVELOPMENT TYPE:	RESIDENTIAL



N

S

GRAPHIC SCALE

50 0 25 50 100 200

(IN FEET)
1 inch = 50 ft.

PAGE: 4 OF 4

OWNER/DEVELOPER
EDGE HOMES
13702 SOUTH 200 WEST, SUITE B12
DRAPER, UTAH 84020
(801) 494-0150
CONTACT: BRANDON PARR

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WILLOW POINT PLAT

LEHI CITY, UTAH

PRELIMINARY PLAT

REVISION BLOCK

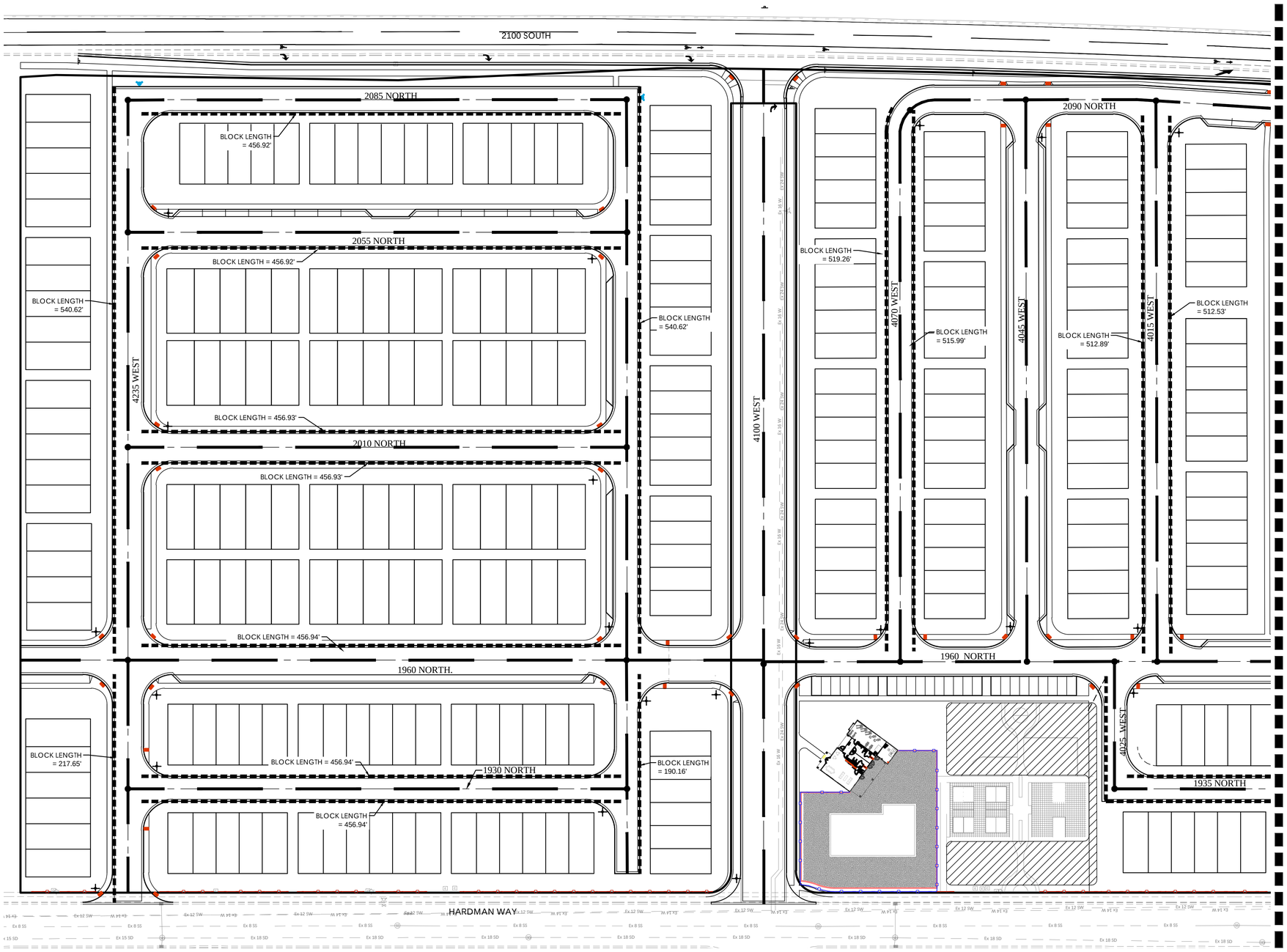
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PRELIMINARY PLAT

Scale: 1"=50' | Drawn: JPW
Date: 06/19/2020 | Job #: 19-0353
Sheet: C 2.3

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Z:_2019\19-0353\Lehi Multifamily Edge Homes\design 19-0353 dwg\sheets\Willow Point\C2.3 - Preliminary Plat.dwg



LEGEND

- BOUNDARY
- ROW
- CENTERLINE
- LOT LINE
- EASEMENT
- 15" STORM DRAIN
- 8" SANITARY SEWER
- 8" CULINARY WATER
- 8" SECONDARY WATER
- CONTOUR MAJOR
- CONTOUR MINOR
- EXIST. STORM DRAIN
- EXIST. SANITARY SEWER
- EXIST. CULINARY WATER
- EXIST. FENCE
- EXIST. CONTOUR MAJOR
- EXIST. CONTOUR MINOR
- SIGN
- STREET LIGHT
- SD MH, INLET, AND COMBO
- SEWER MANHOLE
- VALVE, TEE & BEND
- WATER BLOW-OFF
- FIRE HYDRANT
- STREET MONUMENT (TO BE SET)
- EXIST. STREET MONUMENT
- EXIST. SD INLET & MH
- EXIST. SEWER MH
- EXIST. VALVE, TEE, & BEND
- EXIST. FIRE HYDRANT
- o XXXX.XX SPOT ELEVATION

CONNECTIVITY TABULATIONS:

DENSITY:	12.56 UNITS/ACRE
ALLOWABLE BLOCK LENGTH	600 FT
MINIMUM INDEX SCORE	1.75
CONNECTIVITY LINKS	47
CONNECTIVITY NODES	32
CONNECTIVITY INDEX SCORE	1.52

DUE TO LIMITED CONNECTION ON 2100 NORTH, AN EXCEPTION FOR THE MINIMUM INDEX SCORE IS REQUESTED

N

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GRAPHIC SCALE

50 0 25 50 100 200

(IN FEET)
1 inch = 50 ft.

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WILLOW POINT PRELIMINARY

LEHI CITY, UTAH

CIRCULATION PLAN

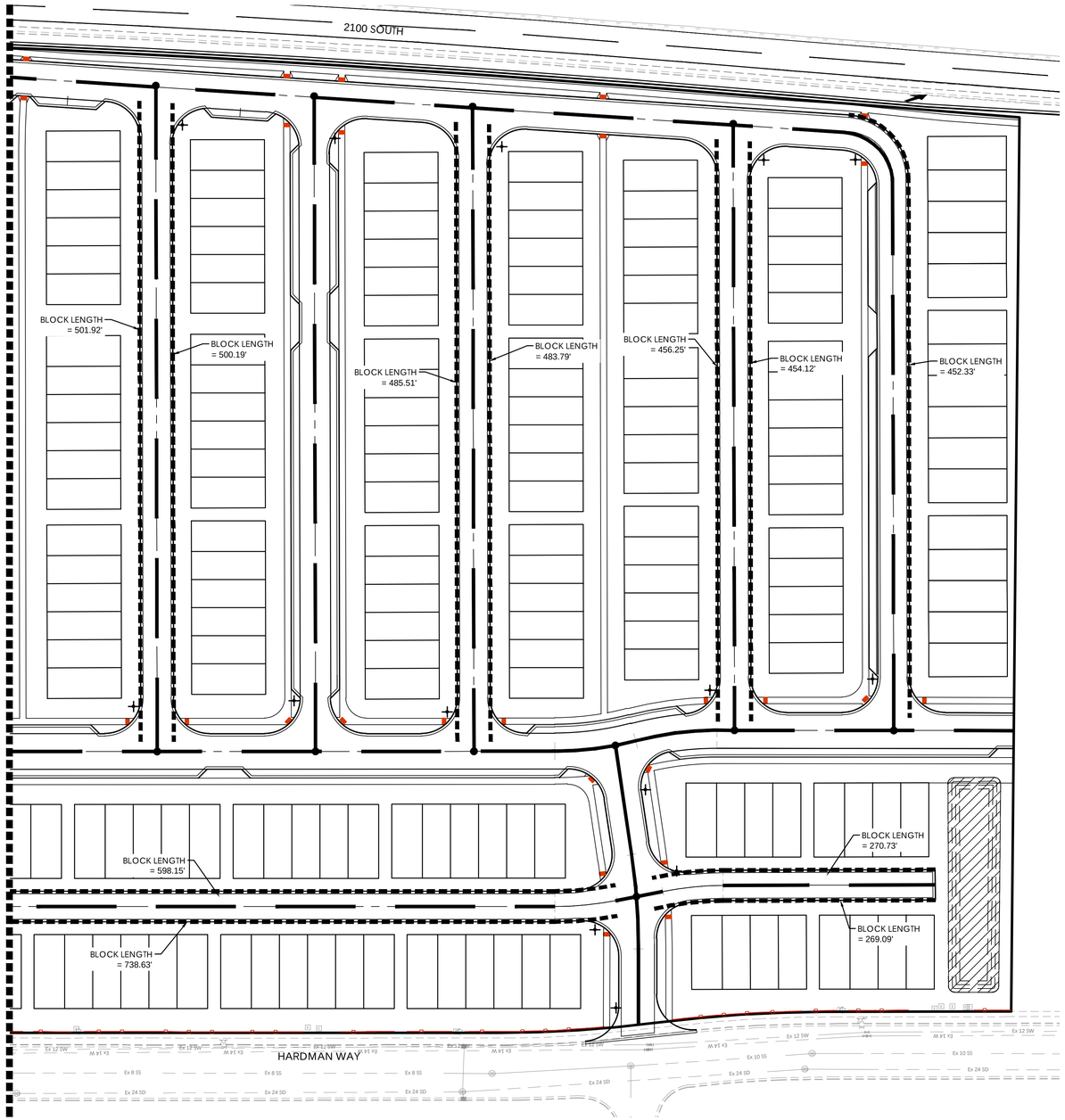
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CIRCULATION PLAN

Scale:	1"=50'	Drawn:	BBD
Date:	9/8/2020	Job #:	19-0353
Sheet:	C7.0		

Z:_2019\19-0353 Lehi Multifamily Edge Homes\design 19-0353 civil\sheets\Willow Point\C6.0 - CIRCULATION PLAN.dwg



LEGEND

- BOUNDARY
- ROW
- CENTERLINE
- LOT LINE
- EASEMENT
- 15" STORM DRAIN
- 8" SANITARY SEWER
- 8" CULINARY WATER
- 8" SECONDARY WATER
- CONTOUR MAJOR
- CONTOUR MINOR
- EXIST. STORM DRAIN
- EXIST. SANITARY SEWER
- EXIST. CULINARY WATER
- EXIST. FENCE
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50 0 25 50 100 200

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LEHI CITY, UTAH

CIRCULATION PLAN

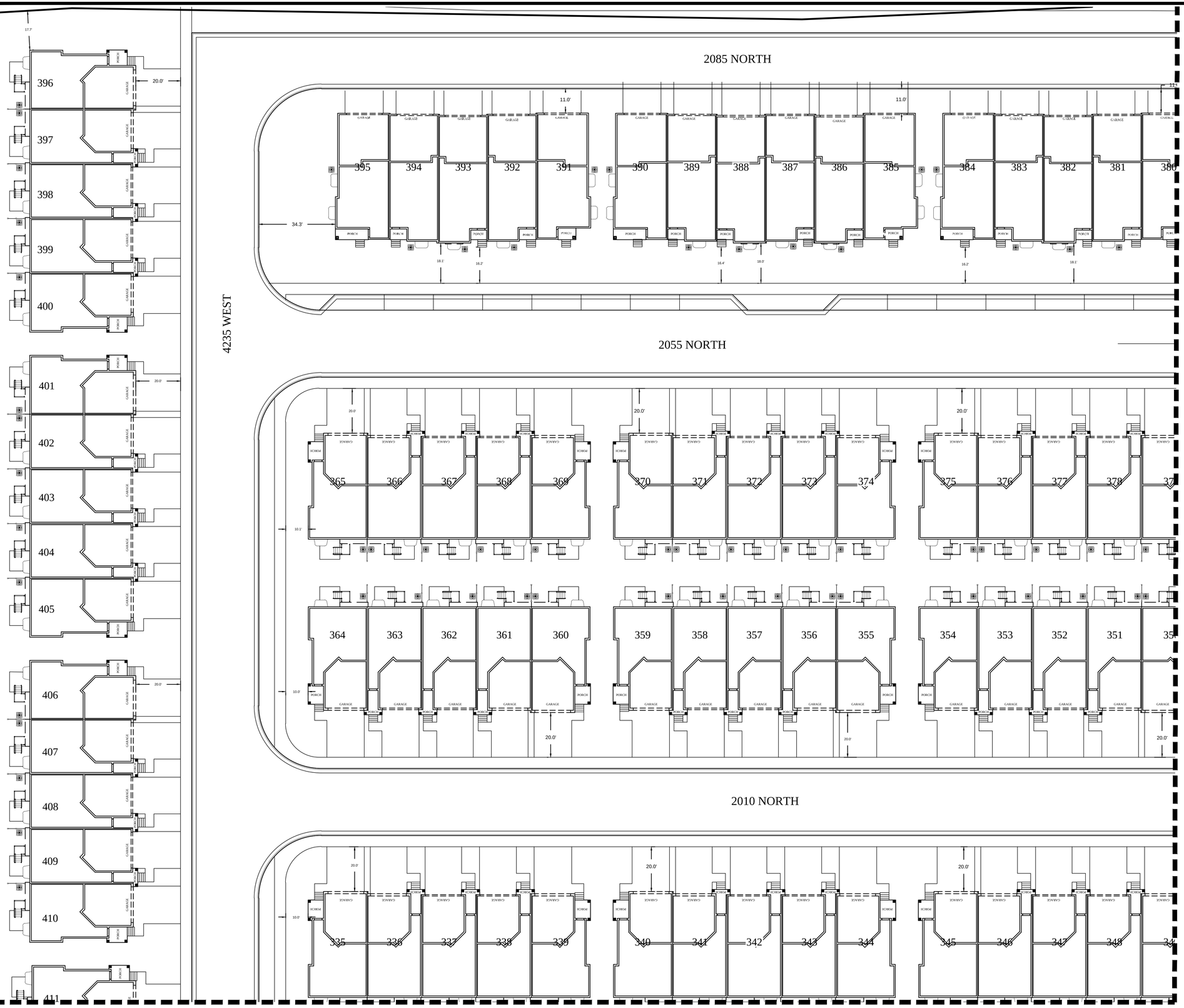
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CIRCULATION PLAN

Scale:	1"=50'	Drawn:	BBD
Date:	9/8/2020	Job #:	19-0353
Sheet:	C7.1		

Z:_2019\19-0353 Lehi Multifamily Edge Homes\design 19-0353\dwg\sheets\Willow Point\C6.1 - CIRCULATION PLAN.dwg





GRAPHIC SCALE

20 0 10 20 40 80

(IN FEET)
1 inch = 20 ft.

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WILLOW POINT PRELIMINARY

LEHI CITY, UTAH

DIMENSIONED SITE PLAN EXHIBIT

REVISION BLOCK

#	DATE	DESCRIPTION
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DIMENSIONED SITE PLAN EXHIBIT

Scale:	1"=20'	Drawn:	BBD
Date:	9/8/2020	Job #:	19-0353
Sheet:	C8.0		

Z:_2019\19-0353 Lehi Multifamily Edge Homes\design\19-0353.dwg\sheets\Willow Point\C7.1 Dimensioned Site Plan Exhibit.dwg

2085 NORTH

2055 NORTH

2010 NORTH

4130 WEST

4100 WEST

4070 WEST

4045 WEST

2090 NORTH

MATCHLINE SEE SHEET C8.0

MATCHLINE SEE SHEET C8.2

MATCHLINE SEE SHEET C8.5

260 261 262 263 264 265 266 267 268 269 270 271 272 273 274 275

259 258 257 256 255 254 253 252 251 250 249 248 247 246 245 244

221 222 223 224 225 226 227 228 229 230 231 232 233 234 235

220 219 218 217 216 215 214 213 212 211 210 209 208 207 206

280 279 350 349

GRAPHIC SCALE

20 0 10 20 40 80

(IN FEET)
1 inch = 20 ft.

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WILLOW POINT PRELIMINARY

LEHI CITY, UTAH

DIMENSIONED SITE PLAN EXHIBIT

REVISION BLOCK

#	DATE	DESCRIPTION
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DIMENSIONED SITE PLAN EXHIBIT

Scale:	1"=20'	Drawn:	BBD
Date:	9/8/2020	Job #:	19-0353
Sheet:	C8.1		

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2090 NORTH

4015 WEST

3970 WEST

3945 WEST

3915 WEST

MATCHLINE SEE SHEET C8.1

MATCHLINE SEE SHEET C8.6

MATCHLINE SEE SHEET C8.3

GRAPHIC SCALE

20 0 10 20 40 80

(IN FEET)
1 inch = 20 ft.

N

S

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WILLOW POINT PRELIMINARY

LEHI CITY, UTAH

DIMENSIONED SITE PLAN EXHIBIT

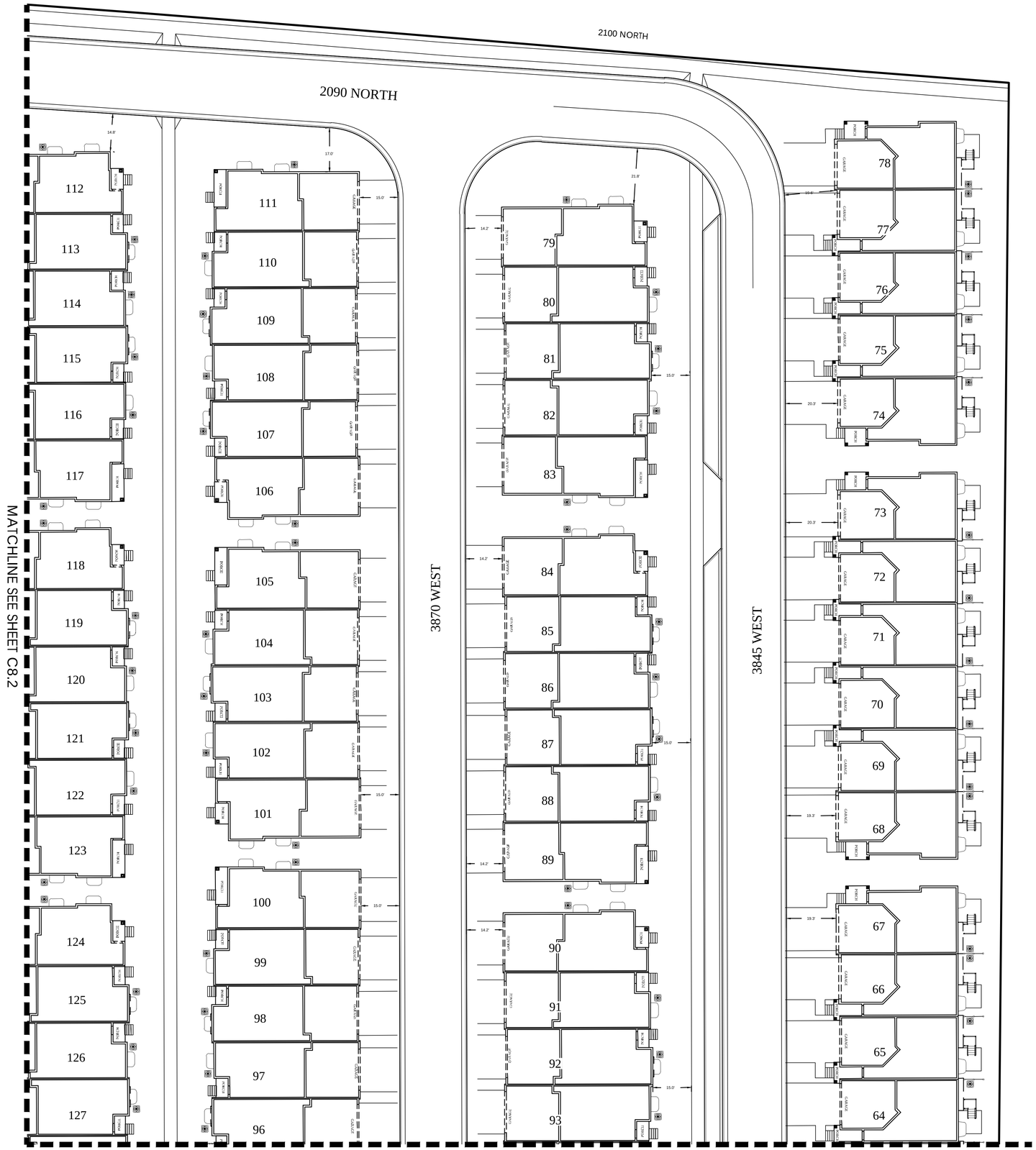
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DIMENSIONED SITE PLAN EXHIBIT

Scale:	1"=20'	Drawn:	BBD
Date:	9/8/2020	Job #:	19-0353
Sheet:	C8.2		

Z:_2019\19-0353 Lehi Multifamily Edge Homes\design 19-0353 (dwg)\sheets\Willow Point\C7.3 Dimensioned Site Plan Exhibit.dwg



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DIMENSIONED SITE PLAN EXHIBIT

REVISION BLOCK

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GRAPHIC SCALE

20 0 10 20 40 80

(IN FEET)
1 inch = 20 ft.

Know what's below.
Call 811 before you dig.

DIMENSIONED SITE PLAN EXHIBIT

Scale:	1"=20'	Drawn:	BBD
Date:	9/8/2020	Job #:	19-0353
Sheet:	C8.3		

Z:_2019\19-0353 Lehi Multifamily Edge Homes\design 19-0353 (dwg)\sheets\Willow Point\C7.4 Dimensioned Site Plan Exhibit.dwg

MATCHLINE SEE SHEET C8.0

411 412 413 414 — 19.0' — 9.5'

10.0' — 10.0'

334 333 332 331 330 — 20.0'

329 328 327 326 325 — 20.0'

324 323 322 321 — 20.0'

1960 NORTH

4235 WEST

MATCHLINE SEE SHEET C8.5

29.3'

415 — 20.0'

416 417 418 419 420

15.0' — 18.1'

303 304 305 306 307 — 10.6'

308 309 310 311 312 313 — 10.7'

314 315 316 317 318 — 10.7'

1930 NORTH

10.7' — 10.7' — 10.7'

302 301 300 299 298 — 18.1'

297 296 295 294 293 292

291 290 289 288 287

HARDMAN WAY

Know what's below. Call 811 before you dig.

GRAPHIC SCALE

20 0 10 20 40 80

(IN FEET)
1 inch = 20 ft.

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WILLOW POINT PRELIMINARY

LEHI CITY, UTAH

DIMENSIONED SITE PLAN EXHIBIT

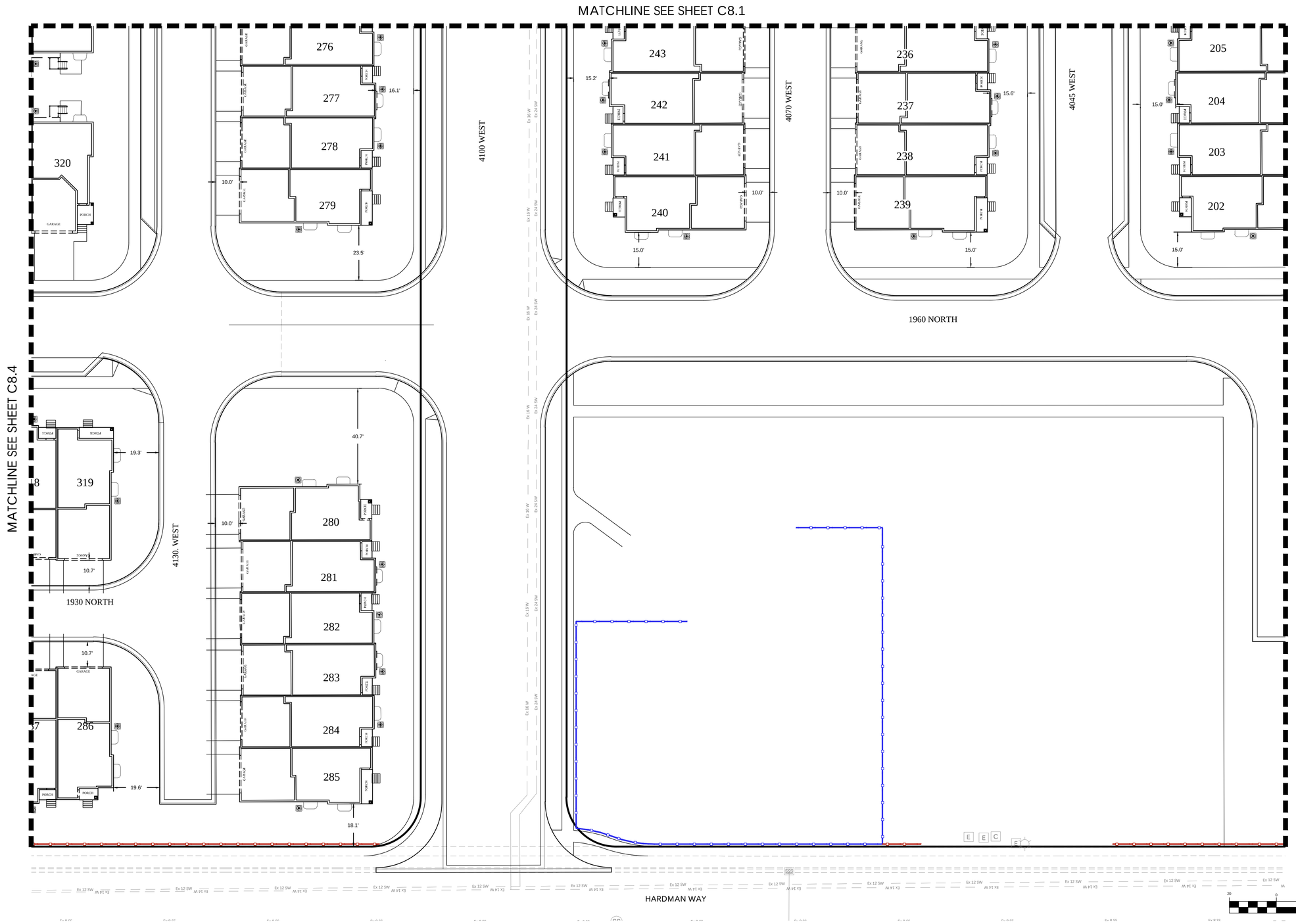
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DIMENSIONED SITE PLAN EXHIBIT

Scale:	1"=20'	Drawn:	BBD
Date:	9/8/2020	Job #:	19-0353
Sheet:	C8.4		

Z:_2019\19-0353 Lehi Multifamily Edge Homes\design 19-0353 (dwg)\sheets\Willow Point\ C7.5 Dimensioned Site Plan Exhibit.dwg



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WILLOW POINT PRELIMINARY

LEHI CITY, UTAH

DIMENSIONED SITE PLAN EXHIBIT

REVISION BLOCK

#	DATE	DESCRIPTION
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DIMENSIONED SITE PLAN EXHIBIT

Scale: 1"=20'	Drawn: BBD
Date: 9/8/2020	Job #: 19-0353
Sheet: C8.5	

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Z:_2019\19-0353 Lehi Multifamily Edge Homes\design 19-0353\dwg\sheets\Willow Point\C7.6 Dimensioned Site Plan Exhibit.dwg

MATCHLINE SEE SHEET C8.2

4015 WEST

3970 WEST

3945 WEST

3915 WEST

199
200
201
168
167
166
163
164
165
132
131
130

PARCEL K

1960 NORTH

MATCHLINE SEE SHEET C8.5

MATCHLINE SEE SHEET C8.7

4025 WEST

28.0'

33 34 35 36 37 38
39 40 41 42 43
44 45 46 47 48
49 50 51 52

1935 NORTH

32 31 30 29 28 27
26 25 24 23 22 21
20 19 18 17 16 15
14 13 12 11

20.3'

HARDMAN WAY

N

S

GRAPHIC SCALE

20 0 10 20 40 80

(IN FEET)
1 inch = 20 ft.

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DIMENSIONED SITE PLAN EXHIBIT

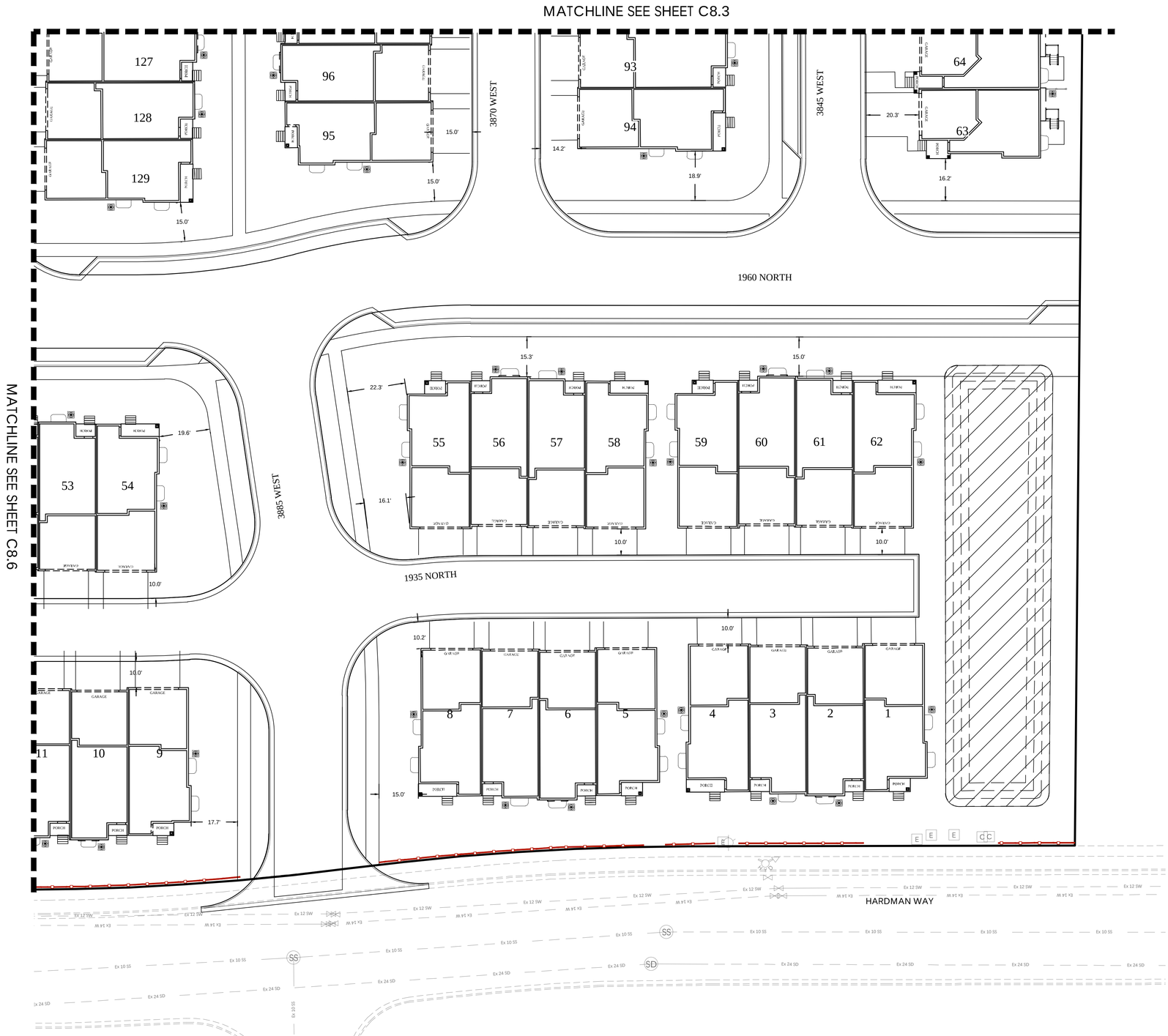
REVISION BLOCK

#	DATE	DESCRIPTION
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DIMENSIONED SITE PLAN EXHIBIT

Scale:	1"=20'	Drawn:	BBD
Date:	9/8/2020	Job #:	19-0353
Sheet:	C8.6		

Z:_2019\19-0353 Lehi Multifamily Edge Homes\design 19-0353\dwg\sheets\Willow Point\ C7.7 Dimensioned Site Plan Exhibit.dwg



N

S

GRAPHIC SCALE

20 0 10 20 40 80

(IN FEET)
1 inch = 20 ft.

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WILLOW POINT PRELIMINARY

LEHI CITY, UTAH

DIMENSIONED SITE PLAN EXHIBIT

REVISION BLOCK		
#	DATE	DESCRIPTION
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2	----	----
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5	----	----
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DIMENSIONED SITE PLAN EXHIBIT

Scale:	1"=20'	Drawn:	BBD
Date:	9/8/2020	Job #:	19-0353
Sheet:	C8.7		

Z:_2019\19-0353 Lehi Multifamily Edge Homes\design 19-0353 (dwg)\sheets\Willow Point\ C7.8 Dimensioned Site Plan Exhibit.dwg

2100 NORTH

2090 NORTH

1960 NORTH

1935 NORTH

4070 WEST

4045 WEST

4015 WEST

3970 WEST

3945 WEST

3915 WEST

3870 WEST

3845 WEST

4025 WEST

3885 WEST

259 258 257 256 255

254 253 252 251 250

249 248 247 246 245

244 243 242 241 240

221 222 223 224 225

226 227 228 229

230 231 232 233 234

235 236 237 238 239

220 219 218 217

216 215 214 213 212

211 210 209 208 207

206 205 204 203 202

184 185 186 187 188 189

190 191 192 193 194 195

196 197 198 199 200 201

183 182 181 180 179 178

177 176 175 174 173 172

171 170 169 168 167 166

148 149 150 151 152 153

154 155 156 157 158 159

160 161 162 163 164 165

147 146 145 144 143 142

141 140 139 138 137 136

135 134 133 132 131 130

112 113 114 115 116 117

118 119 120 121 122 123

124 125 126 127 128 129

111 110 109 108 107 106

105 104 103 102 101

100 99 98 97 96 95

79 80 81 82 83

84 85 86 87 88 89

90 91 92 93 94

78 77 76 75 74

73 72 71 70 69 68

67 66 65 64 63

55 56 57 58 59 60 61 62

33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54

32 31 30 29 28 27 26 25 24 23 22 21 20 19 18 17 16 15 14 13 12 11 10 9

8 7 6 5 4 3 2 1

PARCEL Q

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NOTES:
1. CLUBHOUSE ACCESSIBLE TO ALL UNITS

GRAPHIC SCALE

40 0 20 40 80 160

(IN FEET)
1 inch = 40 ft.

N

S

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WILLOW POINT PRELIMINARY

LEHI CITY, UTAH

SIDEWALK CONNECTIVITY EXHIBIT

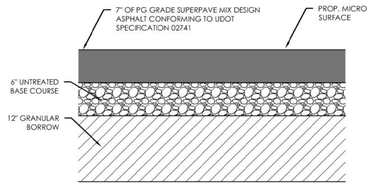
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SIDEWALK CONNECTIVITY EXHIBIT

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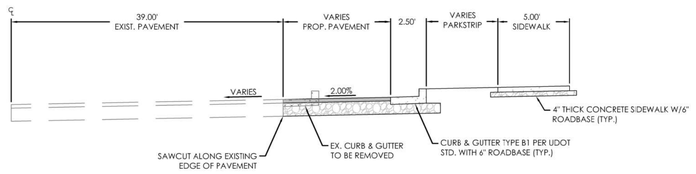
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TYPICAL UDOT PAVEMENT SECTION

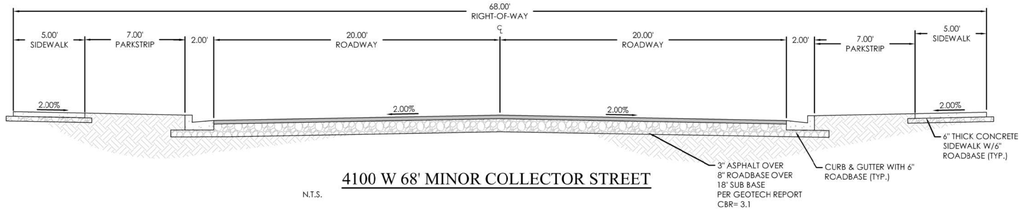
SEE NOTE 4

NTS



SR-194 (2100 NORTH) EASTBOUND
CROSS-SECTION

NTS



4100 W 68' MINOR COLLECTOR STREET

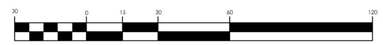
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4100 WEST
CROSS-SECTION

NTS



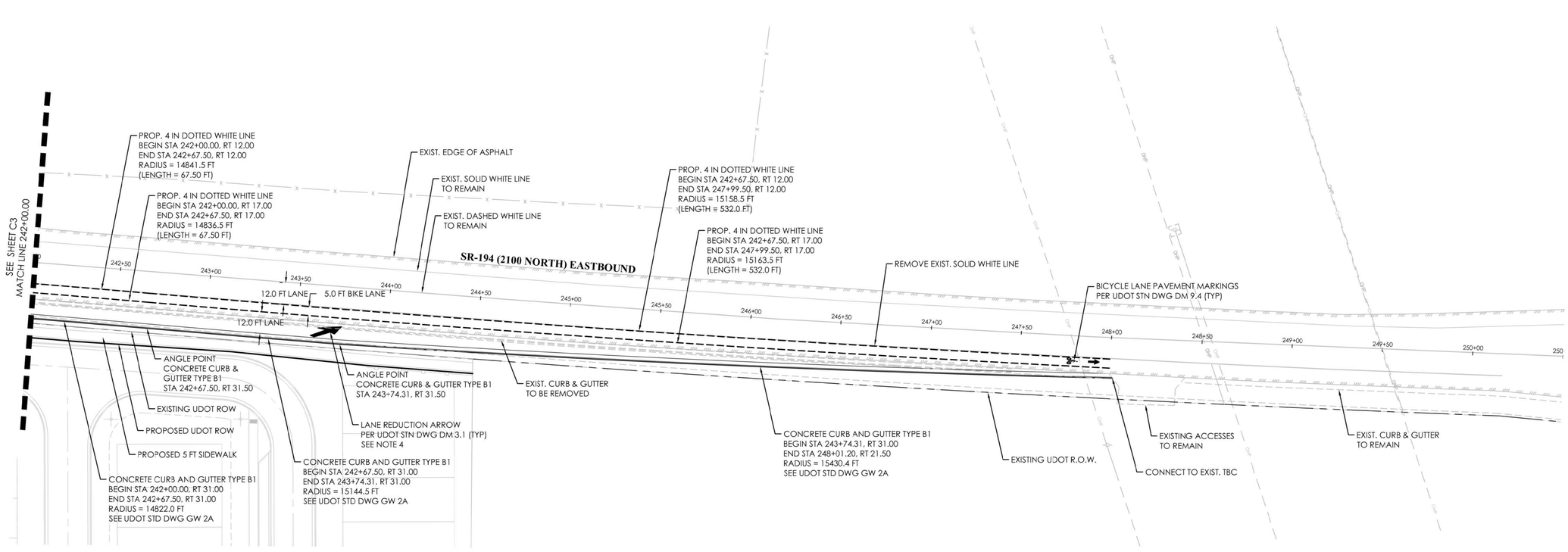
GRAPHIC SCALE



(IN FEET)
1 inch = 30 ft.

NOTES:

1. SAW CUT AND TACK COAT VERTICAL CUTS IN ASPHALT PER UDOT SPECIFICATION 02705 PAVEMENT CUTTING.
2. ALL STRIPING REMOVAL WILL BE TO UDOT STANDARDS - NO GRINDING ALLOWED.
3. POSTED SPEED LIMIT ON SR-194 (2100 NORTH) IS 50 MILES PER HOUR. DESIGN SPEED IS 55 MILES PER HOUR.
4. CONTRACTOR SHALL COORDINATE CONSTRUCTION OF RIGHT TURN DECELERATION AND ACCELERATION LANE AS OUTLINED IN THESE PLANS WITH UDOT TO COORDINATE WITH UPCOMING UDOT ROADWAY PROJECT ALONG SR-194.



BENCHMARK

EAST QUARTER CORNER OF SECTION 2
TOWNSHIP 5 SOUTH, RANGE 1 WEST
SALT LAKE BASE AND MERIDIAN
ELEV: 4536.22
DATUM: NAVD88

Know what's below. Call 811 before you dig.

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MIDVALE, UTAH 84047 PH: (801) 352-0075
www.focusutah.com

FOR REVIEW ONLY

4100 WEST ACCESS

LEHI CITY

UDOT ACCESS SITE PLAN

REVISION BLOCK		
#	DATE	DESCRIPTION
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UDOT ACCESS SITE PLAN

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Sheet:	C4		

Z:_2019\19-0353 Lehi Multifamily Edge Homes\design\19-0353 dwg\sheets\UDOT Sheets 4100 WEST\C4-site plan.dwg

Willow Point & Timp Point

Traffic Impact Study

Prepared For: Edge Homes

Prepared By:

FOCUS
ENGINEERING & SURVEYING, LLC

March 23, 2020

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1.0 Executive Summary

1.1 DESCRIPTION OF PROJECT

This report presents the results of a traffic impact analysis undertaken for the Willow Point and Timp Point Developments, located in Lehi, Utah. The project site will be split between two parcels of land. The first, Willow Point, is located between Redwood Road to the west, and 3600 West to the east. The second site, Timp Point, will be located east of 3600 West and west of the Jordan River. Currently the proposed parcels of land for these two developments is vacant. Both locations for these developments will be directly south of State Route 85 (2100 North). The closest major intersections are 2100 North/3600 West and 2100 North/Redwood Road both located to the north of these developments. Figure 1 illustrates the Vicinity Map and the location of both developments to the adjacent roadway network. As part of the Willow Point Development, 4100 West will be constructed and intersect with SR-85 (2100 North). 4100 West is planned as a Minor Collector City Road according to Lehi's Transportation Master Plan. 4100 West will extend from Hardman Way to SR-85 through the Willow Point Development. There will also be two additional accesses that intersection with Hardman Way. Access to the Timp Point Development will be located onto 3600 West as an extension for Hardman Way, creating a four-legged intersection. As part of this development, an additional access onto SR-85 (2100 North) will be constructed as another planned Minor Collector City Road at roughly 3400 West.

The proposed Willow Point Development will consist of 420 Townhomes and the Timp Point development will consist of 200 Condominiums, for a total of 620 units. For purposes of this study, the analysis will consist of one phase at full build-out of all units. Refer to Figures 2A and 2B for the Site Plans of the Willow Point and Timp Point Developments and their proposed accesses onto 2100 North, Hardman Way, and 3600 West.

This study projects the traffic associated with both developments at full build-out. It should be noted the opening year of operation for this site is anticipated for the end of 2022. The traffic associated with this development is generated using the latest version of

the Trip Generation Manuals published by the *Institute of Transportation Engineers (ITE)*. It is anticipated both the Willow Point and Timp Point Developments will generate 4,538 Average Daily Trips (ADT) with 285 AM peak hour trips and 347 PM peak hour trips on an average weekday.

As this section of Lehi City continues to grow, these developments will be one of the earlier developments along 2100 North and 3600 West in this area. From conversations with Lehi City Engineering Staff, it was determined existing traffic counts would need to be collected at the 3600 West/Hardman Way intersection, 4100 West/Hardman Way intersection, and the 3600 West/2100 North intersection. Existing traffic counts were collected at these intersections on Wednesday, February 26th, 2020, during the normal peak hours of a standard weekday, 7-9 AM and 4-6 PM. Refer to Figure 3 for the 2020 Existing AM and PM peak hour traffic volumes.

1.2 PRINCIPAL FINDINGS AND RECOMMENDATIONS

2020 Existing Scenario

Using the 2020 Existing traffic volumes and lane configuration, all movements at the 4100 West and Hardman Way intersection functions as a Level of Service (LOS) "A". All movements at the Hardman Way and 3600 West intersection currently functions at a LOS "B" or better under the existing traffic conditions. The 2100 North and 3600 West signalized intersection functions at a LOS "B" in both the AM and PM peak hours. No improvements are needed under the existing conditions as all intersections and their movements function at acceptable levels of service.

2022 Opening Year Scenario

As growth in this area continues, it is anticipated a 3% growth rate will occur until 2025. Using this growth rate, the 2022 Opening Year traffic volumes were generated. This would be the projected traffic on the existing roadway network without the proposed Will Point and Timp Point Developments. These traffic volumes can be found in Figure 4 of this report. Analyzing these traffic volumes with the existing lane configuration and roadway

network, all movements at the Hardman Way and 4100 West intersection will continue to function at a LOS "A" in both the AM and PM peak hours. All movements at the Hardman Way and 3600 West intersection will continue to function at an acceptable LOS "C" or better in both the AM and PM peak hours. The signalized intersection of 2100 North and 3600 West will continue to function at an acceptable LOS "B" or better in the AM and PM peak hours.

2022 Opening Year with Project Scenario

With the addition of these two developments, the 2022 Opening Year with Project traffic volumes are illustrated in Figure 8. These traffic volumes were analyzed with the existing lane configurations and roadway conditions. The Willow Point Development will tie into the existing intersection at Hardman Way and 4100 West. All four movements at this intersection will continue to function at an acceptable LOS "B" or better during the AM and PM peak hours with stop controlled on the north and south legs and free-flowing traffic along Hardman Way.

With the addition of the Timp Development, the east leg of the Hardman Way and 3600 West intersection will be constructed to meet City Standards, making this intersection four-legged with stop-controlled movements along Hardman Way and free-flowing movements along 3600 West. The movements at this intersection will all function at an acceptable LOS "C" or better with the addition of both developments.

The intersection of 2100 North and 3600 West will also continue to function at an acceptable LOS "C" in the AM peak hour and LOS "B" in the PM peak hour with the addition of the Willow Point and Timp Point Developments. No additional improvements are necessary at this intersection.

All movements at the two proposed accesses onto Hardman Way from the Willow Point Development will function at a LOS "B" or better during both the AM and PM peak hours. Hardman Way will continue with free-flowing traffic and the accesses will be stop-controlled.

With the addition of the Willow Point Development, 4100 West will connect to 2100 North with as a stop-controlled movement and free-flowing movements along 2100 North. The northbound movement will function at a LOS "C" or better with the addition of this development. The traffic volumes anticipated to turn right into the development warrant a separate right turn lane from 2100 North using UDOT Standards. The traffic volumes making a right turn from 4100 West to head east on 2100 North also warrant a separate acceleration lane along 2100 North. It is recommended these lanes be designed and constructed to meet UDOT Standards.

The access onto 2100 North from the Timp Point Development, roughly at 3400 West, is planned with free-flowing traffic along 2100 North and stop-controlled along 3400 West. This intersection will function at a LOS "D" in the AM peak hour and a LOS "C" in the PM peak hour. The right turning volumes off 2100 North onto 3400 West do not meet UDOT Standards for warranting a separate right turn lane. The northbound to eastbound right turning vehicles also do not meet the requirements for a right turn acceleration lane with the addition of this development. It is recommended this intersection be monitored as future developments will access off 3400 West and they will likely trigger the need for a separate right turn lane and an acceleration lane along 2100 North.

2027 Future Year Scenario

Using the anticipated growth rate of 3 percent until 2025, then tapering off to a 2 percent growth until 2027, combined with the Exchange Development projected traffic (located south of Hardman Way), the 2027 Future Year traffic volumes were generated. This illustrates the traffic anticipated to be within the study area in 2027 without the Willow Point and Timp Point Development. Using the existing lane configuration and the projected traffic volumes for the 2027 Future Year, all movements at the Hardman Way and 4100 West intersection are anticipated to continue to function at an overall LOS "A" in both the AM and PM peak hours.

The movements at the 3600 West and Hardman Way intersection will continue to function at an acceptable LOS "C" or better in both the AM and PM peak hours. It is

recommended that this intersection be monitored for when actual traffic volumes meet warrants for a new traffic signal.

The 2100 North and 3600 West intersection under the 2027 Future Year traffic conditions will function with an overall LOS "C" in the AM and an overall LOS "B" in the PM.

2027 Future Year with Project Scenario

Using the 2027 Future Year traffic volumes, combined with the Willow Point and Timp Point projected traffic volumes, the 2027 Future Year with Project traffic volumes are generated, refer to Figure 9. These traffic volumes, using the existing lane configurations were also analyzed and yield similar results as the 2027 Future Year without the development. With the addition of the north leg of the 4100 West and Hardman Way intersection, all movements will function at a LOS "B" or better.

With the addition of the east leg to the 3600 West and Hardman Way intersection, all movements will function at a LOS "D" or better with the addition of the Willow Point and Timp Point Developments. Traffic volumes at this intersection do meet the Peak Hour Warrant for a new signal. It is recommended the City monitor this intersection for when the actual volumes meet signal warrants.

The intersection of 3600 West and 2100 North will continue to function at an overall LOS "C" in the AM and LOS "B" in the PM.

All movements at both the Access #1/Hardman Way and Access #2/Hardman Way intersections will continue to function at an acceptable LOS "B" or better during the AM and PM peak hours.

The movements at the 4100 West and 2100 North intersection will function at a LOS "C" during the AM and PM peak hours.

With the growth in traffic, the movements at the 3400 West and 2100 North intersection will function at a LOS "E" during the AM peak hour and a LOS "C" in the PM peak hour. It

is recommended this intersection continue to be monitored as more development occur and access onto 3400 West.

Recommendations

Recommendations to improve the flow of traffic within this study area are as follows:

- Hardman Way and 3600 West does not meet the Peak Hour Signal Warrant under this analysis. It is recommended as development in this area continues to occur, this intersection continue to be monitored for when the traffic volumes meet signal warrants.

- With the addition of the Timp Point Development, the east leg of the Hardman Way and 3600 West intersection will be constructed. It is recommended this intersection be constructed to meet City's Standards and meet required lane geometry as outlined in the City's Master Transportation Plan.

- It is recommended the signal timing at 2100 North and 3600 West continue to be monitored to adjust for growth in traffic that is occurring in this area.

- It is recommended each of the site accesses into the Willow Point Development along Hardman Way be designed and constructed with one receiving lane and one exiting lane that will allow left and right turn movement out of the development. These accesses should be constructed to meet City's Standards.

- With the addition of the Willow Point Development, 4100 West should be constructed to the full width per City Standards and as outlined in the City's Master Transportation Plan.

- It is recommended at the 4100 West connection to 2100 North, an eastbound right turn lane along 2100 North be constructed as per UDOT's Guidelines for the installation of right turn lanes. It is recommended the right turn lane be constructed to meet UDOT Standards.

- It is recommended at the 4100 West connection to 2100 North, a separate eastbound acceleration lane be constructed as per UDOT's Guidelines for installation of acceleration lanes. It is recommended the acceleration lane be constructed to meet UDOT Standards.

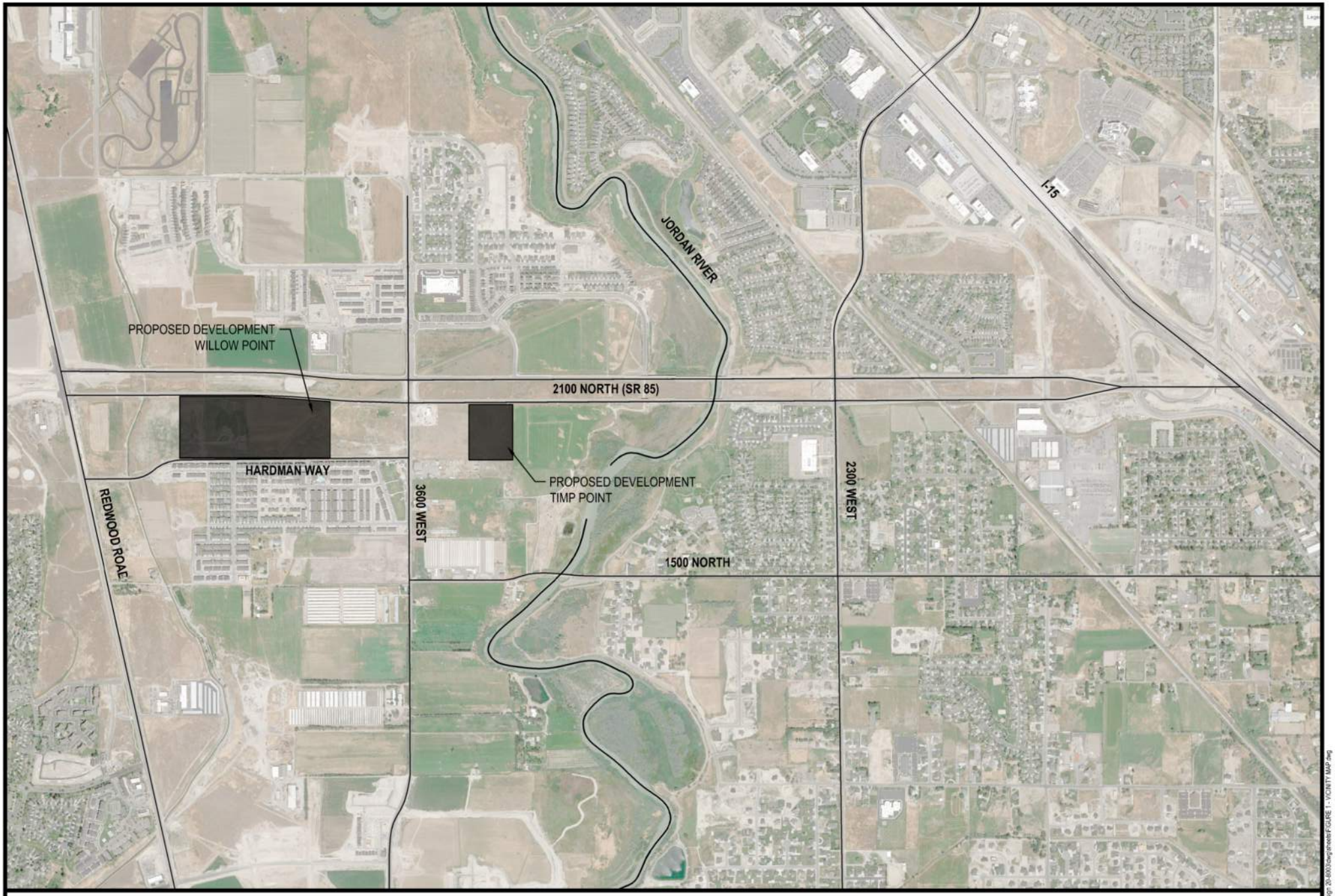
- It is recommended with the addition of the Timp Point Development, the half-width roadway improvements be constructed along 3400 West. 3400 West is a planned City Minor Collector Roadway. It is recommended this roadway be connected with 2100 North. Anticipated traffic volumes entering and exiting the Timp Point Development do not warrant the need for a separate right turn lane and acceleration lane at this intersection. However, as development will continue to grow along this planned city road, it is recommended this intersection continue to be monitored for when traffic volumes warrant a separate right turn lane and acceleration lane along 2100 North.

2.0 Introduction

2.1 DEVELOPMENT DESCRIPTION

The proposed Willow Point and Timp Point Development is situated between two separate parcels along 2100 North on approximately 45 acres. The Willow Point Development is planned with 420 Townhomes located north of Hardman Way and the existing Exchange Subdivision, east of Redwood Road, south of SR-85 (2100 North) and west of 3600 West in Lehi, Utah. The Timp Point Development is planned with 200 Condominiums and is located south of SR-85 (2100 North), north of the extension of Hardman Way and existing farm land to the south and east in Lehi, Utah. Refer to the Vicinity Map and Site Plans in Figures 1, 2A and 2B, respectively. Full build-out of these developments is anticipated for the year 2022. This section of Lehi City is primarily agricultural with developments being constructed surrounding these proposed developments.

The Willow Point and Timp Point Developments are anticipated to generate 4,538 Average Daily Trips (ADT); with 285 AM peak hour trips and 347 PM peak hour trips. These trips will access the proposed development by proposed accesses along Hardman Way, 2100 North, and 3600 West.

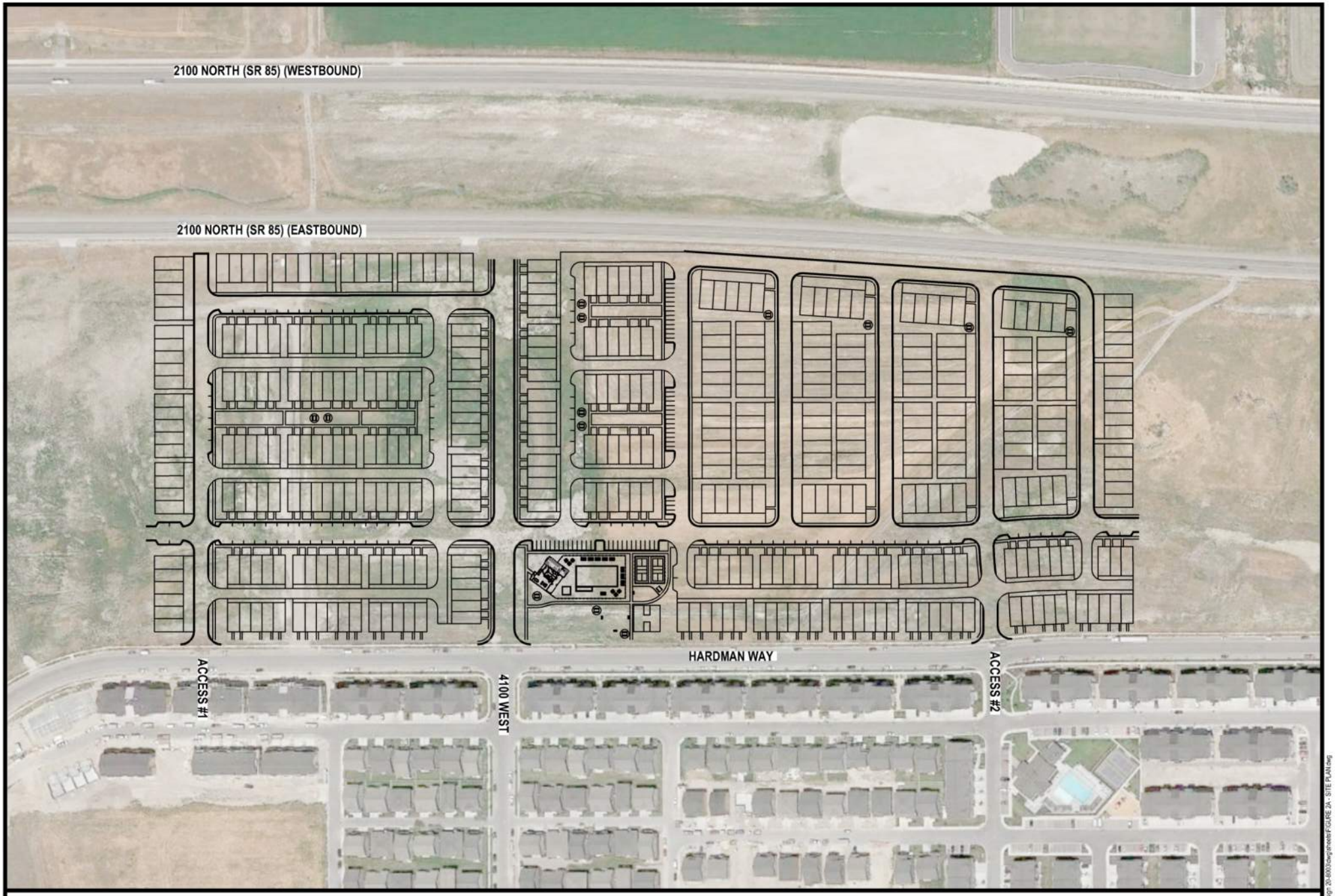


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WILLOW POINT & TIMP POINT TIA

FIGURE 1 - VICINITY MAP

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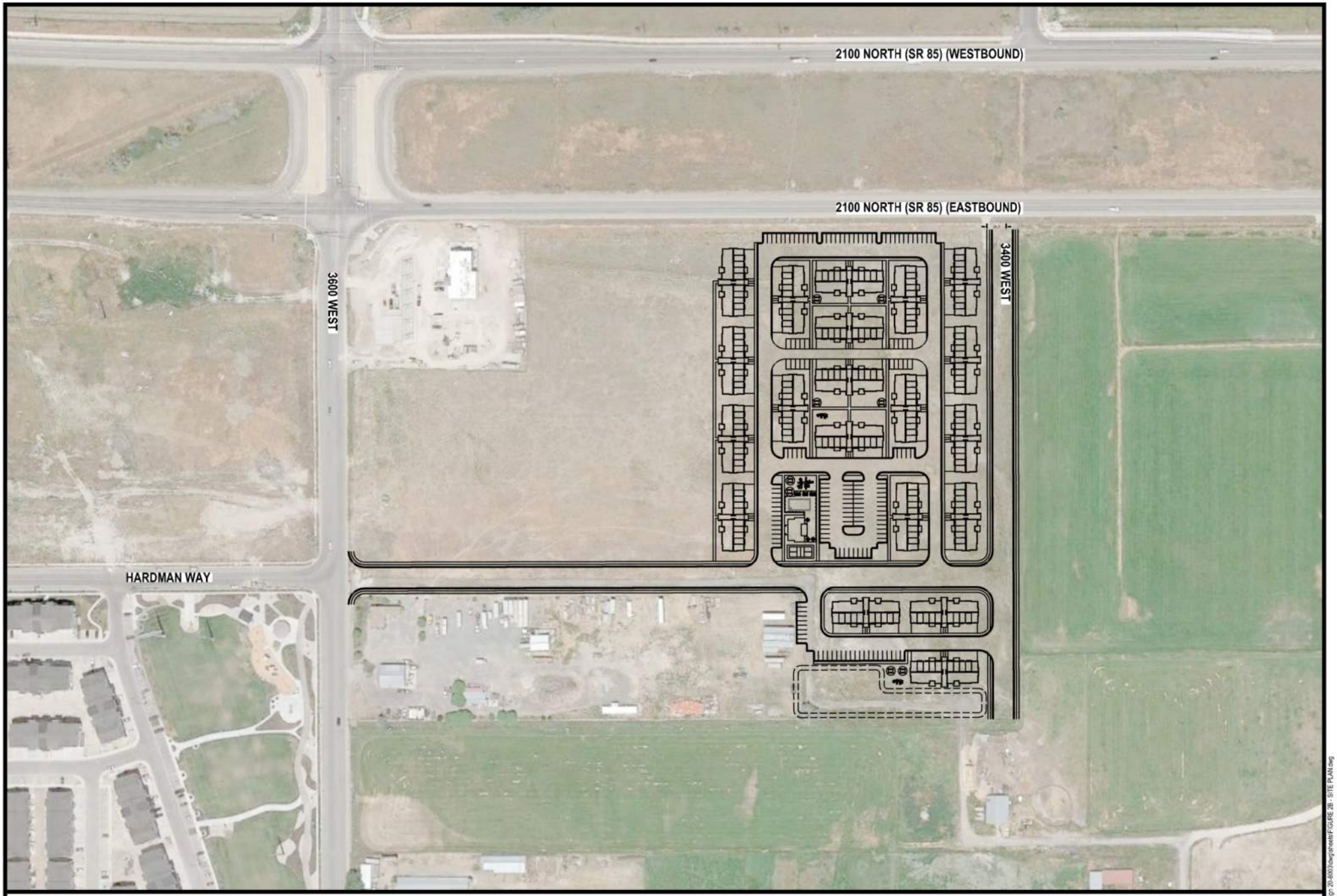
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WILLOW POINT & TIMP POINT TIA

FIGURE 2A - WILLOW POINT SITE PLAN

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WILLOW POINT & TIMP POINT TIA

FIGURE 2B - TIMP POINT SITE PLAN

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3.0 Existing Conditions

3.1 ROADWAYS

Hardman Way: Hardman Way is an existing east/west Minor Collector roadway that runs along the north side of existing Exchange I Subdivision. Hardman Way consists of one lane in each direction with bike lanes, curb, gutter and sidewalks. Hardman Way extends from 3600 West to Redwood Road. The posted speed limit is 30 mph.

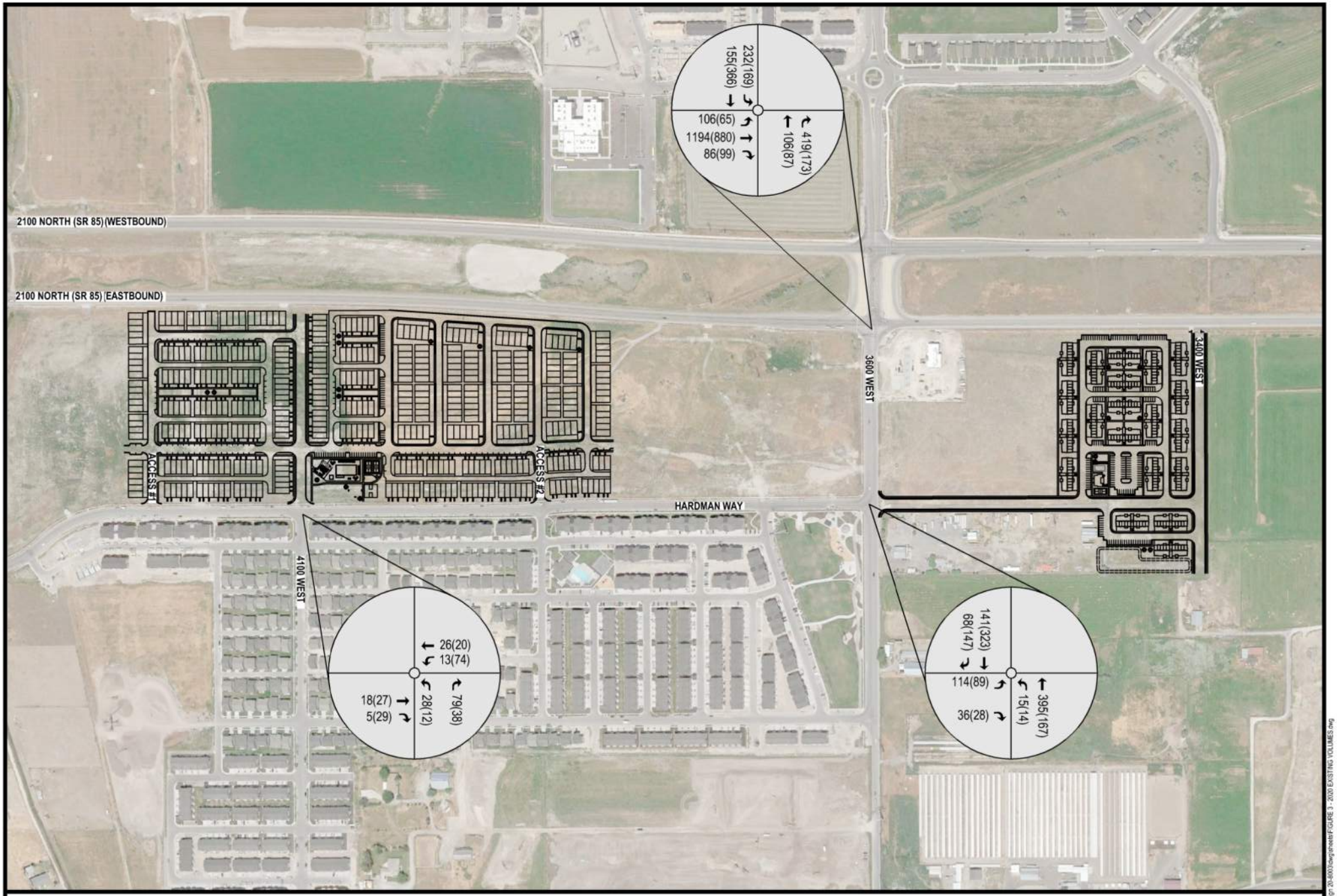
3600 West: 3600 West is a north/south Major Arterial roadway that runs along the east side of the Willow Point Development. Currently 3600 West consists of one lane in each direction. According to the City's Master Transportation Plan, 3600 West is planned to become a Major Arterial with two lanes in each direction, two-way left turn lane/median, bike lanes, curb, gutter and sidewalk. 3600 West will run from Main Street on the south and continue north past 2100 North. The current posted speed limit along 3600 West is 35 mph.

SR-85 (2100 North): 2100 North is currently a divided highway that runs east/west from Redwood to I-15. The eastbound and westbound lanes are divided and each road is designed with two lanes in each direction with left and right turn lanes at each intersection. The current speed limit along 2100 North is 50 mph. This highway is planned by UDOT to become a future Freeway, with Frontage Roads.

3.2 EXISTING TRAFFIC VOLUMES

This area within the City limits is currently growing. Developments surrounding the proposed Willow Point and Timp Point Developments are currently under construction. Existing AM and PM peak hour traffic volumes were collected at the Hardman Way and 3600 West intersection, Hardman Way and 4100 West intersection, and the 2100 North and 3600 West intersection on February 26, 2020, between the peak hours of 7 AM to 9 AM and 4 PM to 6 PM. From the existing counts that were collected, it was determined the peak hours at the 2100 North and 3600 West intersection were from 7:45AM to 8:45AM

and from 5:00PM to 6:00PM. The peak hours for the 4100 West and Hardman Way intersection is from 7:15 AM to 8:15 AM and from 5:00 PM to 6:00 PM. The peak hours at the 3600 West and Hardman Way intersection are from 7:15 AM to 8:15 AM and from 4:30 PM to 5:30 PM. These volumes are illustrated in Figure 3.



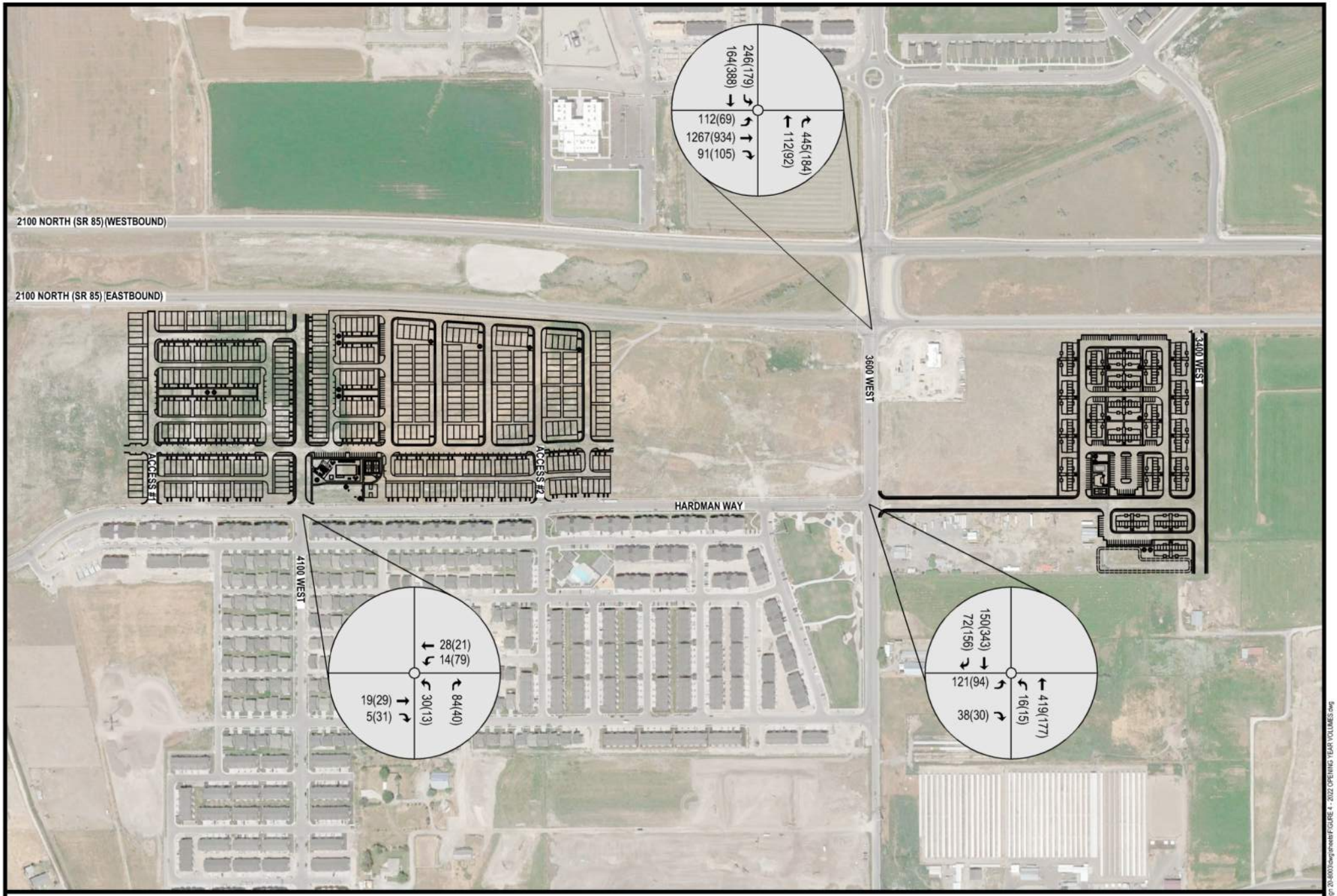
WILLOW POINT & TIMP POINT TIA

FIGURE 3 - 2020 EXISTING VOLUMES

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4.0 Opening & Future Year Conditions

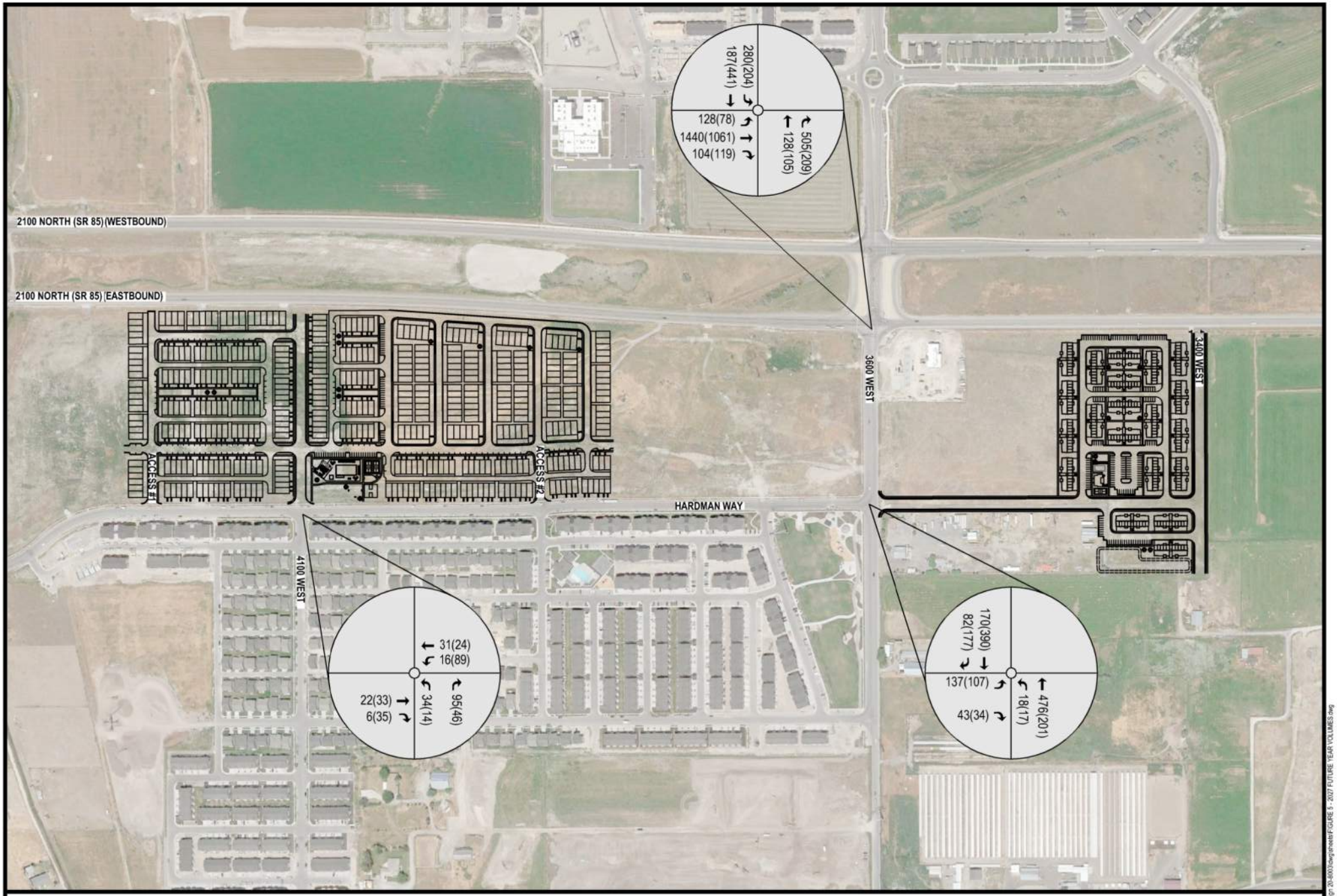
Based on conversations that were held at the beginning of this project with Lehi City Engineering Staff and the recent growth in this area, it is assumed this area will experience fairly high growth over the next 6 years and then taper off as developments occupy the open land. It is assumed that a growth of roughly 3% will occur until 2025 with the addition of the Cold Springs Ranch Development to the south. After these developments are built-out, growth along 3600 West and the surrounding roadway network are assumed to taper back to a 2% growth. Applying these growth rates to the existing traffic volumes, the Opening Year of 2022, and a Future Year of 2027 traffic volumes were generated. The Future Year of 2022 uses this growth rate along Hardman Way in addition to the traffic generated by the Exchange Development, located directly south of Willow Point. With the addition of Mountain View Corridor and the build-out of 2100 North (SR 85) by UDOT Future traffic patterns within this study area will vary greatly in the future from what they illustrate today. The 2022 Opening Year traffic volumes are illustrated in Figure 4 and the 2027 Future Year traffic volumes are illustrated in Figure 5. These volumes are the anticipated traffic volumes on the existing roadway network whether the proposed Willow Point and Timp Point Developments are constructed or not.



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WILLOW POINT & TIMP POINT TIA

FIGURE 4 - 2022 OPENING YEAR VOLUMES



WILLOW POINT & TIMP POINT TIA

FIGURE 5 - 2027 FUTURE YEAR VOLUMES

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5.0 Trip Generation and Trip Distribution

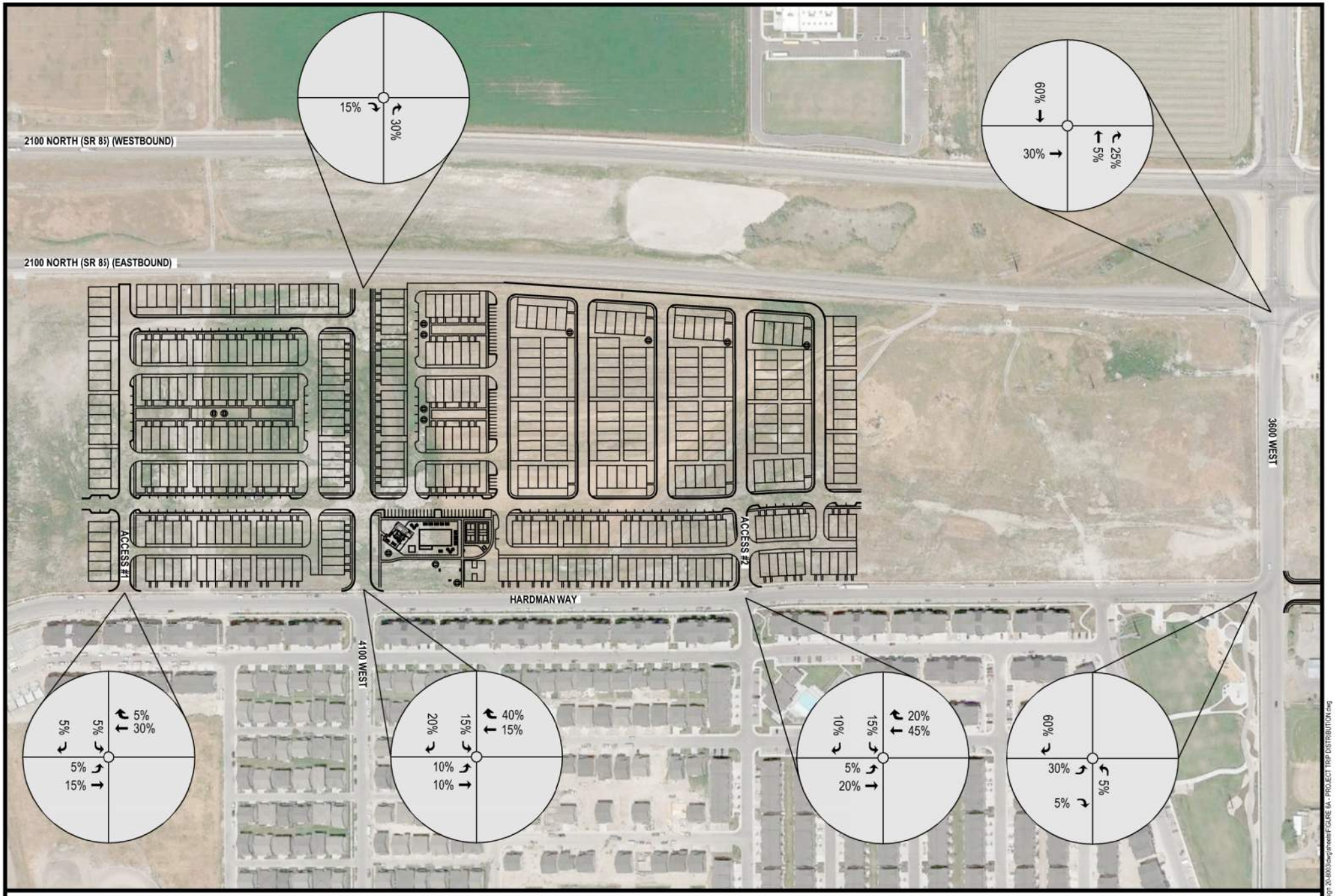
The proposed Willow Point Development will consist of 420 Townhomes and the Timp Point Development will consist of 200 Condominiums for a total of 620 units. For purposes of this study, the trip generation was performed at full build-out of both sites. It is assumed full build-out will occur in 2022. Using land use codes for Multi-family Housing (Low-Rise), trip generation rates were determined using the 10th Edition of the Trip Generation Manual, an ITE information report, published by the Institute of Transportation Engineers, Washington DC. Trips generated by the proposed development which will occur during the peak hours of the proposed development were used for the analysis. The Peak Hour of Adjacent Street Traffic rates are used to generate the AM and PM peak hour volumes. The trips generated from the proposed developments are presented in Table 1.

Table 1 - Trip Generation – Average Weekday Driveway Volumes

ITE Land Use Code	Land Use Description	Size	Daily (AADT)	Trip Generation (AM)		Trip Generation (PM)	
				Enter	Exit	Enter	Exit
220	Low-Rise	420 DU	3,704	44	149	148	87
220	Low-Rise	200 DU	1,464	21	71	71	41

5.1 SITE TRAFFIC DISTRIBUTION

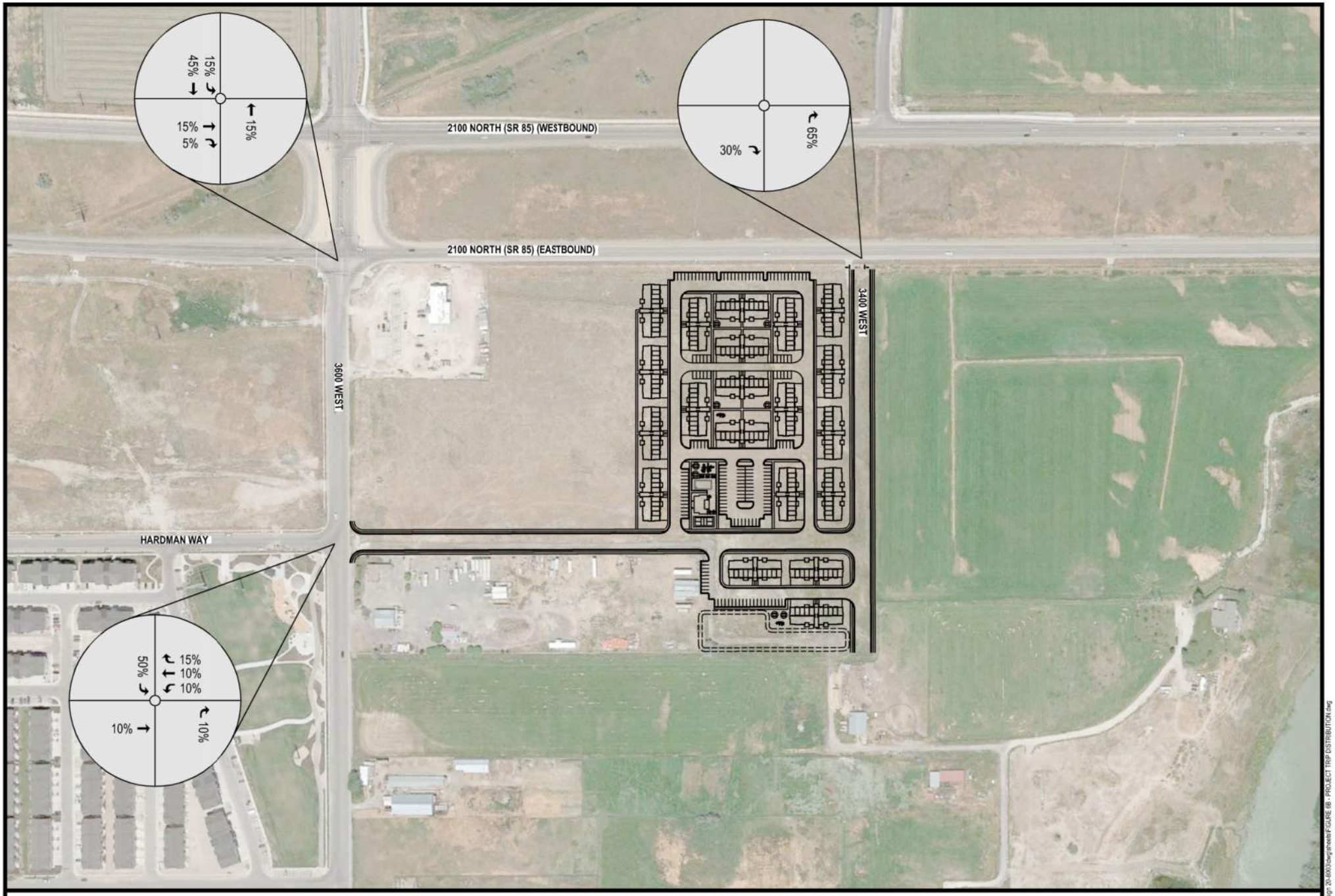
Site ingress/egress traffic at the proposed site accesses were distributed based on the anticipated direction vehicles would be coming from or going to. Directional distribution was estimated based on current land uses within the proximity of the proposed development, mainly employment districts, shopping area, schools, etc. Figure 6 illustrates the site traffic distribution percentages for the development. Using the distribution percentages along with projected traffic volumes outlined in Table 1, Figure 7 illustrates the site traffic volumes anticipated for the Willow Point and Timp Point Developments.



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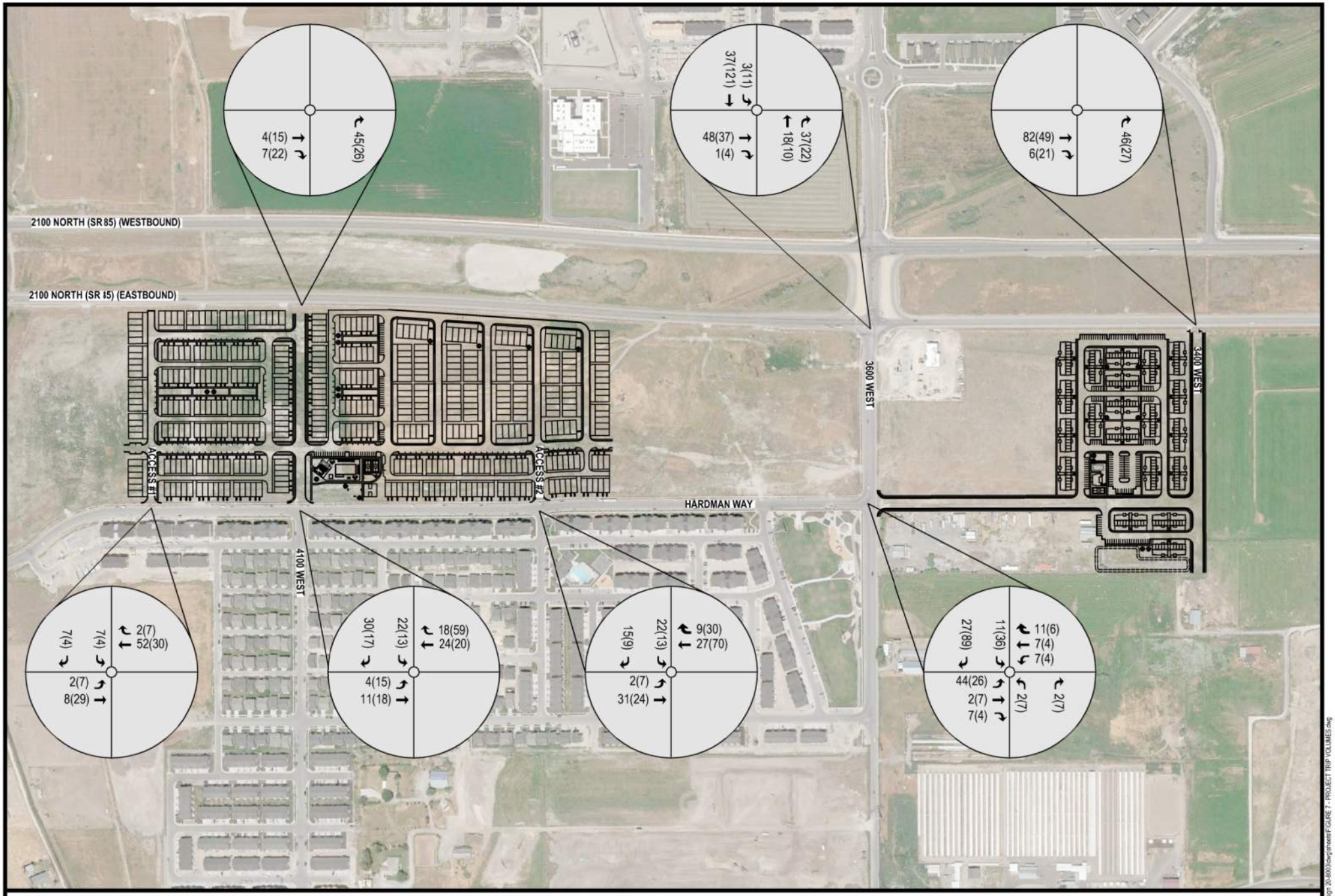
FIGURE 6A - WILLOW POINT PROJECT TRIP DISTRIBUTION



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WILLOW POINT & TIMP POINT TIA

FIGURE 6B - TIMP POINT PROJECT TRIP DISTRIBUTION



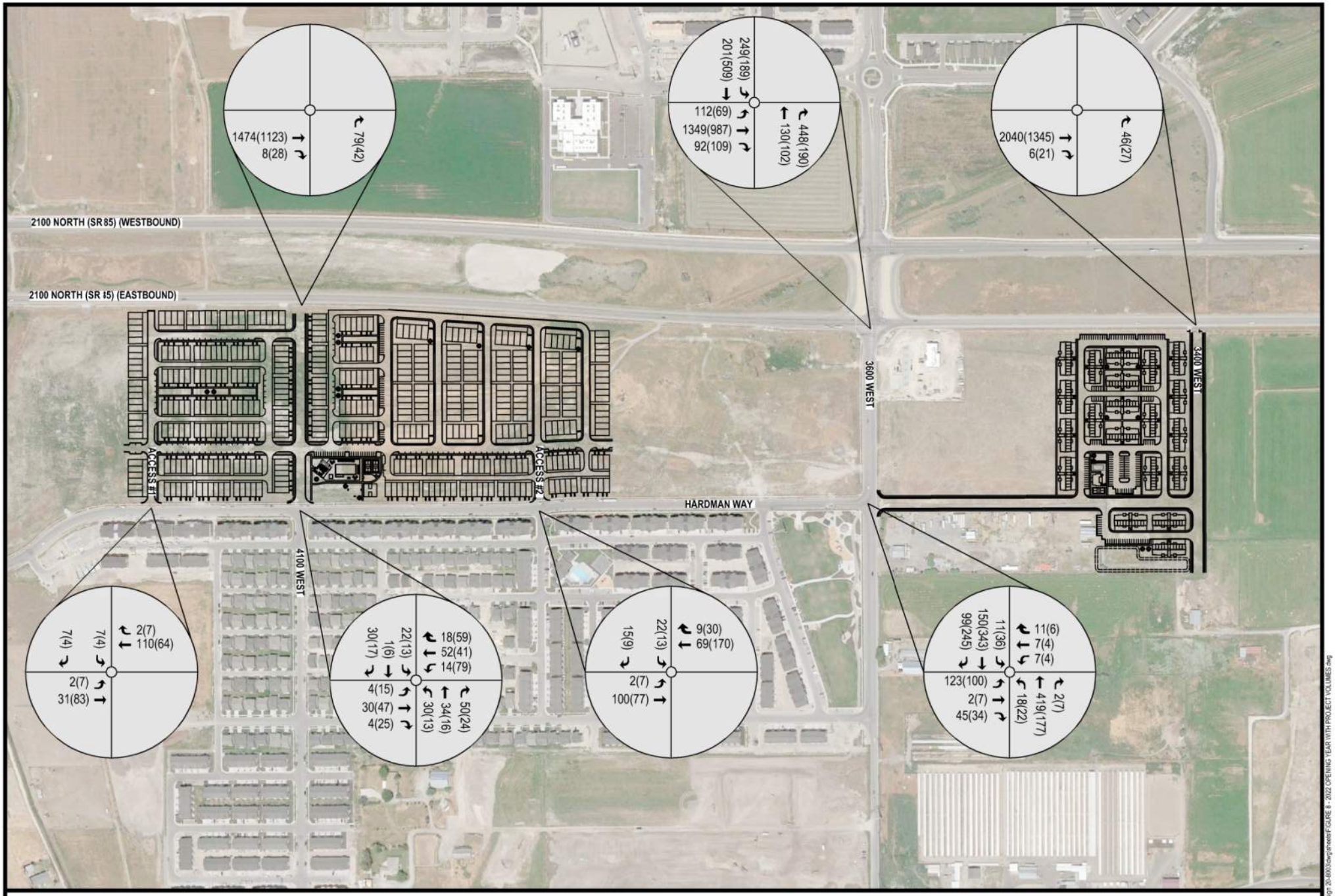
WILLOW POINT & TIMP POINT TIA

FIGURE 7 - PROJECT TRIP VOLUMES

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6.0 Future Traffic Conditions

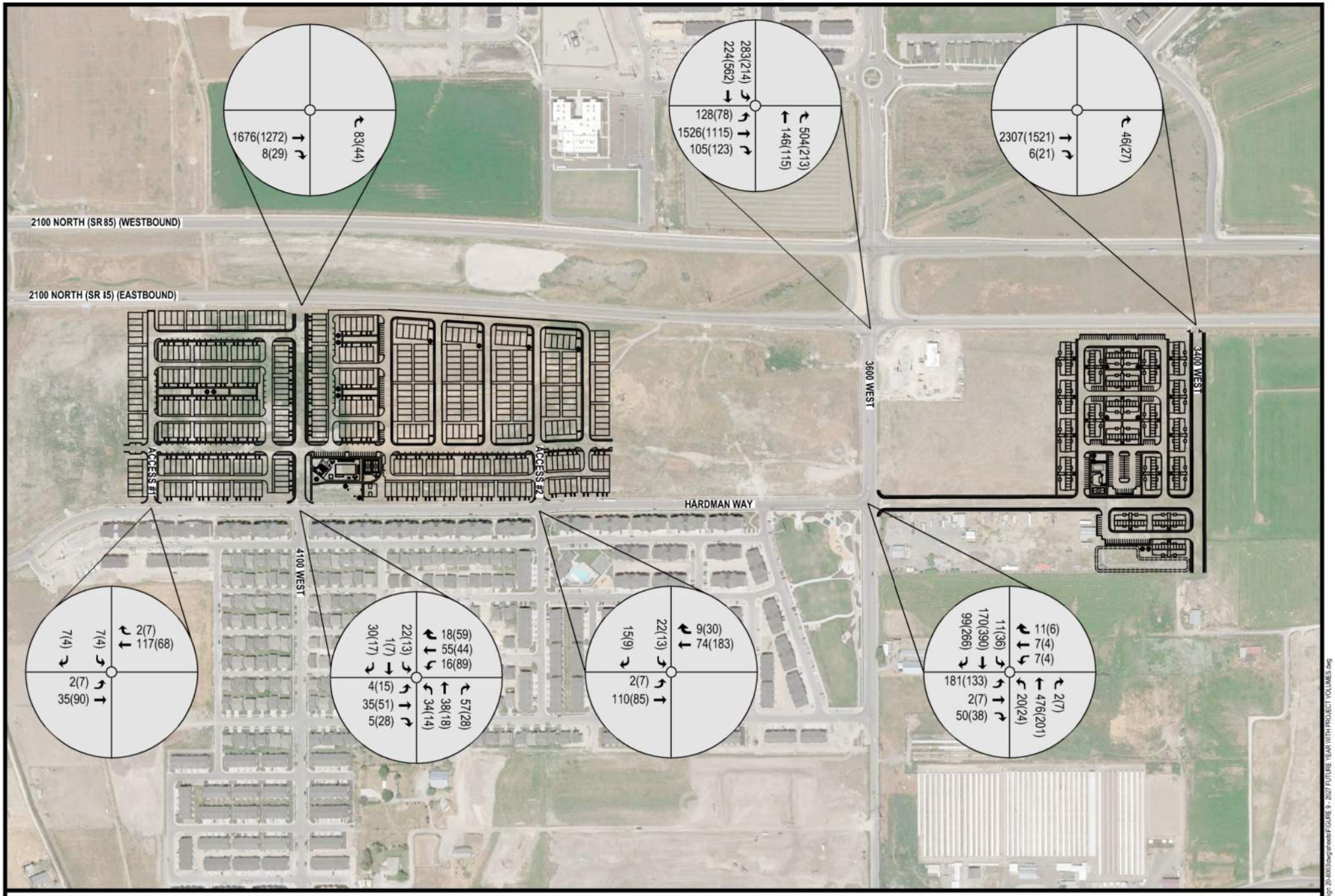
The projected future traffic volumes represent the traffic that will be added to the study area with the addition of the proposed Willow Point and Timp Point Developments. Using the projected traffic volumes from the 2022 Opening Year (Figure 4) and the 2027 Future Year (Figure 5) scenarios in addition to the Site Generated traffic volumes as illustrated in Figure 7, the 2022 Opening Year with Project and 2027 Future Year with Project traffic volumes are generated. Per the developer's schedule, it is anticipated that the proposed site will be built out in 2022. The 2022 Opening Year with Project traffic volumes, which illustrate the full build-out of the Willow Point and Timp Point Developments with the projected traffic, are illustrated in Figure 8. The 2027 Future Year with Project traffic volumes are illustrated in Figure 9.



WILLOW POINT & TIMP POINT TIA

FIGURE 8 - 2022 OPENING YEAR W/ PROJECT VOLUMES

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WILLOW POINT & TIMP POINT TIA

FIGURE 9 - 2027 FUTURE YEAR W/ PROJECT VOLUMES

7.0 Capacity Analysis

Intersection capacity analysis was performed at the study area intersections and the proposed accesses to the Willow Point and Timp Point Developments. Synchro© Version 10 was used to analyze the study intersections for the proposed trip conditions according to methods put forth by the Transportation Research Board's **Highway Capacity Manual** (**HCM 6th Edition**).

The Level of Service (LOS) of an intersection ranges from A to F where LOS A has a low vehicular delay indicating smooth free-flowing traffic. LOS F has a high vehicular delay and indicates the worst-case scenario with high congestion and a complete breakdown of traffic flow. Although LOS A through C are the desired levels, LOS D is considered acceptable in urban conditions. Traffic conditions with LOS of E or F are generally deemed unacceptable and represent significant travel delay, increased accident potential, and inefficient motor vehicle operation. Table 2 shows the relation between LOS and vehicular delay for signalized and unsignalized intersections.

Table 2 - Signalized and Unsignalized intersection LOS and Delay Parameters

Level of Service (LOS)	Vehicular Delay (seconds/vehicle)	
	Signalized Intersection	Stop Controlled Approach
A	0.0 ≤10.0	0.0 < 10.0
B	>10.0 ≤ 20.0	> 10.0 < 15.0
C	> 20.0 ≤ 35.0	> 15.0 < 25.0
D	> 35.0 ≤ 55.0	> 25.0 < 35.0
E	> 55.0 ≤ 80.0	> 35.0 < 50.0
F	> 80.0	> 50.0

The 2020 Existing, 2022 Opening Year and 2027 Future Year traffic volumes at each of the study area intersections were input into the Synchro Software. The levels of service at each of the turning movements can be seen in the following tables.

Table 3 – 2020 Existing Traffic LOS

Intersection	2020 Existing Traffic LOS(Delay)				
	Overall LOS	Northbound	Southbound	Eastbound	Westbound
1: 4100 West & Hardman Way					
AM Peak Hour	**A(6)**	A(9)	N/A	A(0)	A(2)
PM Peak Hour	**A(5)**	A(9)	N/A	A(0)	A(6)
2: 3600 West & Hardman Way					
AM Peak Hour	**A(3)**	A(1)	A(0)	B(14)	N/A
PM Peak Hour	**A(2)**	A(1)	A(0)	B(13)	N/A
3: 3600 West & 2100 North					
AM Peak Hour	**B(17)**	B(18)	B(16)	B(16)	N/A
PM Peak Hour	**B(12)**	A(9)	B(11)	B(13)	N/A

Table 4 – 2022 Opening Year Traffic LOS

Intersection	2022 Opening Traffic LOS(Delay)				
	Overall LOS	Northbound	Southbound	Eastbound	Westbound
1: 4100 West & Hardman Way					
AM Peak Hour	**A(6)**	A(9)	N/A	A(0)	A(2)
PM Peak Hour	**A(5)**	A(9)	N/A	A(0)	A(6)
2: 3600 West & Hardman Way					
AM Peak Hour	**A(3)**	A(1)	A(0)	C(15)	N/A
PM Peak Hour	**A(2)**	A(1)	A(0)	B(14)	N/A
3: 3600 West & 2100 North					
AM Peak Hour	**B(19)**	C(22)	B(19)	B(17)	N/A
PM Peak Hour	**B(12)**	A(9)	B(12)	B(13)	N/A

Table 5 – 2027 Future Year Traffic LOS

Intersection	2027 Future Traffic LOS(Delay)				
	Overall LOS	Northbound	Southbound	Eastbound	Westbound
1: 4100 West & Hardman Way					
AM Peak Hour	**A(6)**	A(9)	N/A	A(0)	A(3)
PM Peak Hour	**A(5)**	A(9)	N/A	A(0)	A(6)
2: 3600 West & Hardman Way					
AM Peak Hour	**A(4)**	A(1)	A(0)	C(18)	N/A
PM Peak Hour	**A(3)**	A(1)	A(0)	C(16)	N/A
3: 3600 West & 2100 North					
AM Peak Hour	**C(27)**	C(32)	C(34)	C(28)	N/A
PM Peak Hour	**B(14)**	A(9)	B(14)	B(15)	N/A

Table 6 – 2022 Opening Year with Project Traffic LOS

Intersection	2022 Opening Year W Project Traffic LOS(Delay)				
	Overall LOS	Northbound	Southbound	Eastbound	Westbound
1: 4100 West & Hardman Way					
AM Peak Hour	**A(6)**	A(9)	A(9)	A(1)	A(1)
PM Peak Hour	**A(5)**	B(11)	B(11)	A(1)	A(3)
2: 3600 West & Hardman Way					
AM Peak Hour	**A(4)**	A(1)	A(1)	C(19)	B(15)
PM Peak Hour	**A(3)**	A(1)	A(1)	C(18)	C(15)
3: 3600 West & 2100 North					
AM Peak Hour	**C(21)**	C(24)	C(23)	B(19)	N/A
PM Peak Hour	**B(14)**	A(9)	B(15)	B(14)	N/A
4: Hardman Way & Access #1					
AM Peak Hour	**A(1)**	N/A	A(9)	A(1)	A(0)
PM Peak Hour	**A(1)**	N/A	A(9)	A(1)	A(0)
5: Access #2 & Hardman Way					
AM Peak Hour	**A(2)**	N/A	A(9)	A(1)	A(0)
PM Peak Hour	**A(1)**	N/A	B(10)	A(1)	A(0)
6: 4100 West & 2100 North					
AM Peak Hour	**A(1)**	C(20)	N/A	A(0)	N/A
PM Peak Hour	**A(1)**	B(14)	N/A	A(0)	N/A
7: 3400 West & 2100 North					
AM Peak Hour	**A(1)**	D(28)	N/A	A(0)	N/A
PM Peak Hour	**A(1)**	C(16)	N/A	A(0)	N/A

Table 7 – 2027 Future Year with Project Traffic LOS

Intersection	2027 Future W Project Traffic LOS(Delay)				
	Overall LOS	Northbound	Southbound	Eastbound	Westbound
1: 4100 West & Hardman Way					
AM Peak Hour	**A(6)**	B(10)	A(9)	A(1)	A(1)
PM Peak Hour	**A(5)**	B(11)	B(11)	A(1)	A(4)
2: 3600 West & Hardman Way					
AM Peak Hour	**A(8)**	A(1)	A(1)	D(33)	C(16)
PM Peak Hour	**A(5)**	A(1)	A(1)	C(24)	C(17)
3: 3600 West & 2100 North					
AM Peak Hour	**C(30)**	D(35)	D(40)	C(25)	N/A
PM Peak Hour	**B(17)**	B(10)	B(18)	B(17)	N/A
4: Hardman Way & Access #1					
AM Peak Hour	**A(1)**	N/A	A(9)	A(1)	A(0)
PM Peak Hour	**A(1)**	N/A	A(9)	A(1)	A(0)
5: Access #2 & Hardman Way					
AM Peak Hour	**A(2)**	N/A	A(9)	A(1)	A(0)
PM Peak Hour	**A(1)**	N/A	B(10)	A(1)	A(0)
6: 4100 West & 2100 North					
AM Peak Hour	**A(1)**	C(24)	N/A	A(0)	N/A
PM Peak Hour	**A(1)**	C(16)	N/A	A(0)	N/A
7: 3400 West & 2100 North					
AM Peak Hour	**A(1)**	E(37)	N/A	A(0)	N/A
PM Peak Hour	**A(1)**	C(18)	N/A	A(0)	N/A

8.0 Traffic Signal Warrant Analysis

In discussions with the Lehi City Engineering Staff, the City would like to analyze the 3600 West/Hardman Way intersection for the need of a traffic signal. In order to analyze the need for a traffic signal, the 2009 Edition of the Manual on Traffic Control Devices (MUTCD), Part 4 is used. As per the MUTCD there are nine signal warrants and even if one warrant is met, a signal may be installed at the study intersection. The warrants are:

Warrant 1 - Eight Hour Vehicular Volume

Warrant 2 - Four Hour Vehicular Volume

Warrant 3 - Peak Hour

Warrant 4 - Pedestrian Volume

Warrant 5 - School Crossing

Warrant 6 - Coordinated Signal System

Warrant 7 - Crash Experience

Warrant 8 - Roadway Network

Warrant 9 - Intersection near a Grade Crossing

Based on the study location, traffic patterns and information we have available at this time, only Warrant 3 - Peak Hour was able to be analyzed with the projected peak hour traffic volumes under the 2022 Opening Year, 2027 Future Year, 2022 Opening Year with Project and 2027 Future Year with Project scenarios. The following paragraphs provide the details of the signal warrant analysis.

Note that in all scenarios that were analyzed for a traffic signal warrant, the Major Street total for both directions does not include the vehicles making a right turn from the Major Street as these vehicles are not often counted in a traffic signal warrant analysis as they do not impede the Minor Street traffic from making their movement.

Warrant 3 (Peak Hour)

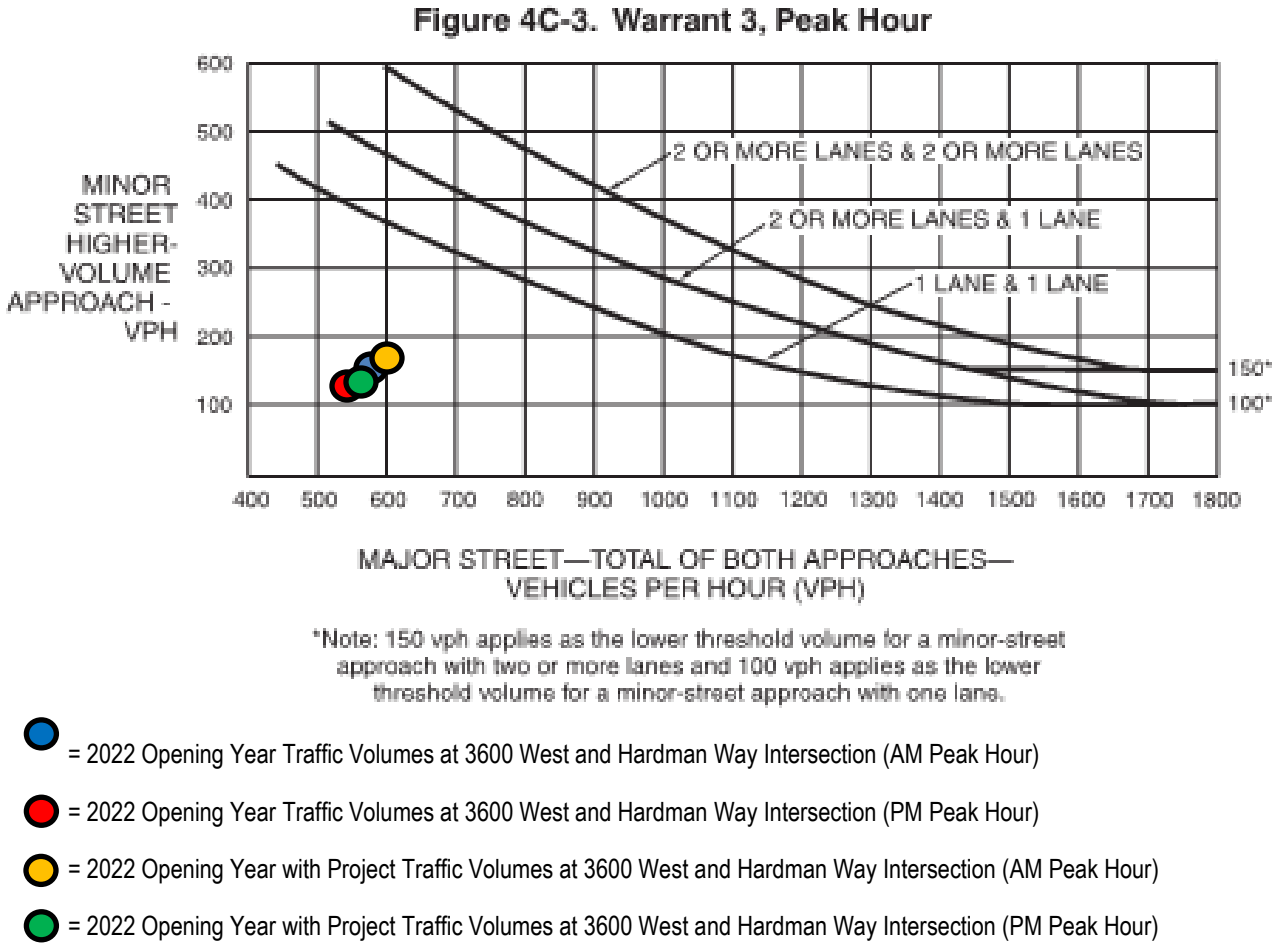
Hardman Way and 3600 West

This traffic signal warrant analysis was performed at Hardman Way and 3600 West intersection. The major street is 3600 West and the minor street is Hardman Way. It is anticipated that for the Opening and Future Years used in this analysis, 3600 West will be one lane in each direction with separate left and right turn lanes and Hardman Way will be one lane in each direction with a separate left and right turn lane at the 3600 West intersection. Currently there is enough roadway surface to accommodate two lanes, however it is not striped as such. However, the ultimate buildout of 3600 West is two lanes in each direction.

It is projected under the 2022 Opening Year scenario, along 3600 West, the combined vehicles per hours (vph) of the major street in the AM Peak Hour will be 585 vph and in the PM Peak Hour, 535 vph. The higher volume of the Minor Street (Hardman Way) under the 2022 Opening Year scenario, will be 159 vph in the AM peak hour and 124 vph in the PM peak hour. Under the 2022 Opening Year with Project scenario the projected AM peak hour volumes along the Major Street (3600 West) in both directions is 598 vph and 578 vph in the PM peak hour. Along the Minor Street (Hardman Way) the AM peak hour volume is 170 vph and in the PM peak hour 141 vph.

As seen in Figure 10, the plotted points of these volumes fall below the applicable curve and therefore do not warrant a traffic signal at this time. The eastbound movement along Hardman Way will experience some heavy delays in both the 2022 Opening Year and 2022 Opening Year with Project scenarios during the AM peak hours but will function at acceptable levels of service "C" or better in the peak hours. Since the projected traffic volumes do not warrant a traffic signal, it is recommended the City monitor this intersection for when actual traffic volumes are present and may warrant a signal.

Figure 10 – Hardman Way and 3600 West 2022 Scenarios Signal Warrant



= 2022 Opening Year Traffic Volumes at 3600 West and Hardman Way Intersection (AM Peak Hour)

= 2022 Opening Year Traffic Volumes at 3600 West and Hardman Way Intersection (PM Peak Hour)

= 2022 Opening Year with Project Traffic Volumes at 3600 West and Hardman Way Intersection (AM Peak Hour)

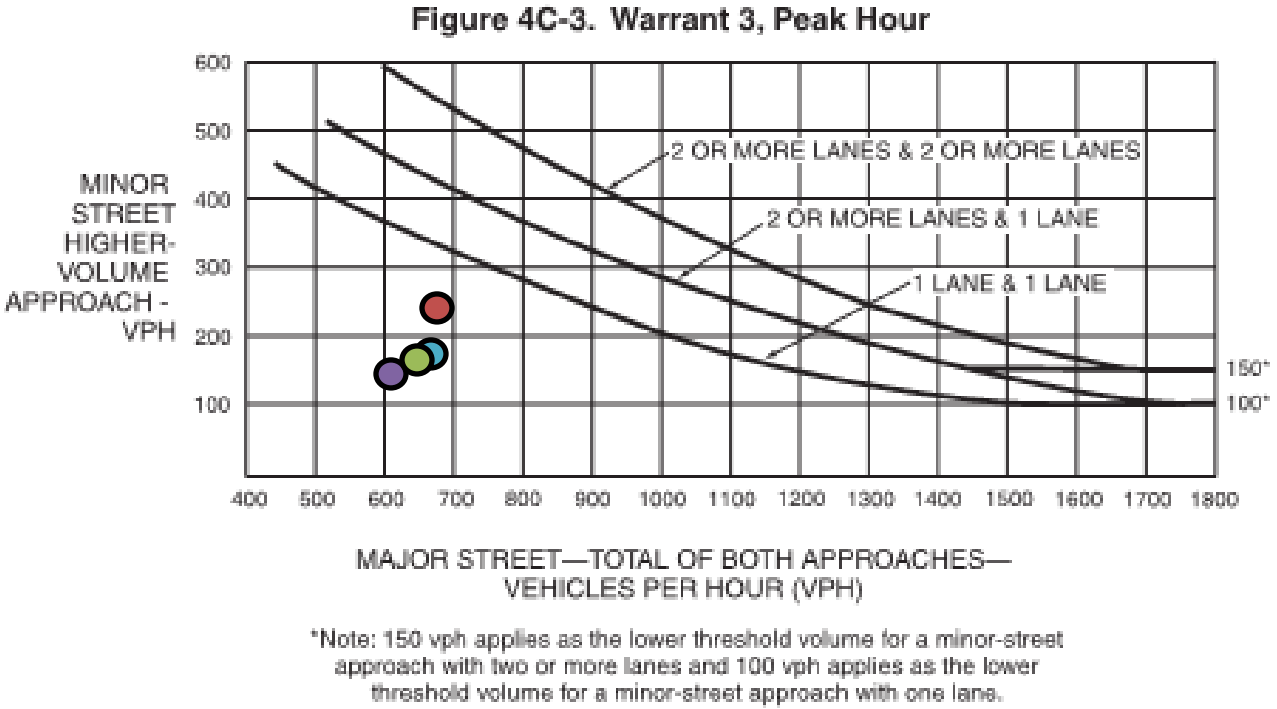
= 2022 Opening Year with Project Traffic Volumes at 3600 West and Hardman Way Intersection (PM Peak Hour)

The Hardman Way and 3600 West intersection was also analyzed using the 2027 Future Year and 2027 Future Year with Project scenarios as illustrated in Figures 5 and 9, respectively. It is projected under the 2027 Future Year scenario, along 3600 West, the combined vehicles per hour of the Major Street in the AM Peak Hour will be 664 vph and in the PM Peak Hour, 608 vph. The higher volume of the Minor Street (Hardman Way) under the 2027 Future Year scenario, will be 180 vph in the AM peak hour and 141 vph in the PM peak hour. Under the 2027 Future Year with Project scenario the projected AM peak hour volumes along the Major Street (3600 West) in both directions is 677 vph and

651 vph in the PM peak hour. Along the Minor Street (Hardman Way) the AM peak hour volume is 233 vph and in the PM peak hour 178 vph.

As seen in Figure 11, the plotted points for the 2027 Future Year and 2027 Future Year with Project for both the AM and PM peak hours are below the applicable curve and therefore do not warrant the need for a traffic signal by 2027. It is recommended the City monitor these volumes for when actual traffic volumes meet the signal warrants.

Figure 11 – Hardman Way and 3600 West 2027 Scenarios Signal Warrant



= 2027 Future Year Traffic Volumes at 3600 West and Hardman Way Intersection (AM Peak Hour)

= 2027 Future Year Traffic Volumes at 3600 West and Hardman Way Intersection (PM Peak Hour)

= 2027 Future Year with Project Traffic Volumes at 3600 West and Hardman Way Intersection (AM Peak Hour)

= 2027 Future Year with Project Traffic Volumes at 3600 West and Hardman Way Intersection (PM Peak Hour)

9.0 Recommendations

Based on the information presented in this report, the following improvements are recommended as part of this development. The following recommendations are made for the intersection within this study area and to accommodate the new site accesses.

Hardman Way and 4100 West:

This intersection currently functions as a three-way intersection, serving access to the existing Exchange Development to the south. Hardman Way is free-flowing with stop controlled along the northbound leg of 4100 West. Currently all movements at this intersection function at a LOS "A" and will continue to function as such for the 2022 Opening Year and the 2027 Future Year. With the addition of the Willow Point Development to the north of Hardman Way, 4100 West will be constructed as a Minor Collector as per the City's Transportation Master Plan. With the addition of the Willow Point traffic under the 2022 Opening Year with Project, and the 2027 Opening Year with Project, the Hardman Way and 4100 West intersection will become a four-legged intersection and will function at a LOS "B" or better at all legs of the intersection. Hardman Way will continue with free-flowing movements and 4100 West will be stop controlled. It is recommended this intersection be constructed to meet City Standards.

Hardman Way and 3600 West:

This intersection also currently functions as a three-way intersection, with free-flowing movements along 3600 West and stop controlled eastbound movement along Hardman Way. This intersection currently functions at a LOS "B" or better in both the AM and PM peak hours for all movements. With the growth in traffic, the level of service in the 2022 Opening Year and 2027 Future Year will decrease to a LOS "C", but still function at an acceptable level. With the addition of the Timp Point Developments, the westbound leg of this intersection will be constructed. With both developments fully-built out, under the 2022 Opening Year with Project conditions, this intersection will continue to function at a

LOS "C" or better at all movements in both the AM and PM peak hours. Under the 2027 Future Year with Project conditions, all movements at this intersection will function at an acceptable LOS "D" or better. It is recommended the westbound leg of this intersection be constructed to meet the City's Standards with appropriate curb, gutter, asphalt, etc.

The City's current Master Transportation Plan illustrates 3600 West is a Major Arterial with two lanes in each direction and a center two-way left turn lane. It also illustrates Hardman Way is a Minor Collector. It is recommended that 3600 West be constructed and properly striped as outlined in the City's Master Transportation Plan. It is also recommended this intersection continue to be monitored for when actual traffic volumes meet the need for a traffic signal.

2100 North and 3600 West:

This intersection functions as signal controlled. Currently this intersection function at an overall LOS "B" in the AM and PM peak hours. With the growth in this area, under the 2022 Opening Year, this intersection will continue to function at a LOS "B". Under the 2027 Future Year conditions, this intersection will function at a LOS "C" in the AM peak hour and a LOS "B" in the PM peak hour. With the addition of the Willow Point and Timp Point Developments, this intersection will continue to function at acceptable LOS "C" or better under both the 2022 Opening Year with Project and 2027 Future Year with Project conditions. It is recommended this intersection be monitored and the signal timing adjusted to account for the growth in traffic in this area.

Willow Point Access #1 and Access #2 along Hardman Way:

With the addition of the Willow Point Development, two new accesses will be constructed to tie into Hardman Way. These two accesses will be stop controlled with free-flowing traffic along Hardman Way. All movements at Access #1 will function at a LOS "A" under both the 2022 Opening Year with Project and the 2027 Future Year with Project conditions. The movements at Access #2 will function at a LOS "B" or better under both conditions. It is recommended these accesses be constructed to meet City Standards. It is also

recommended, as illustrated in the proposed site plan (Figure 2A), both these accesses align with existing accesses into the Exchange Development to help maintain access control along Hardman Way.

4100 West and 2100 North:

With the addition of the Willow Point Development, 4100 West will be constructed and connect to 2100 North as per the City's Master Transportation Plan. All movements at this intersection will function at acceptable LOS "C" or better under both the 2022 Opening Year with Project and the 2027 Future Year with Project conditions. This intersection was analyzed for the need of a separate eastbound right turn lane and a separate eastbound acceleration lane along 2100 North using criteria set forth by UDOT's Standards. Using the anticipated traffic volumes from this development, the eastbound right turning volume is projected to be 29 vehicles per hour. UDOT standards recommend a separate right turn lane be constructed if the volume exceeds 25 vehicles per hour. It is also projected there will be 83 vehicles making a right turn from 4100 West onto 2100 North. UDOT Standards recommend a right turn acceleration lane be constructed if the volume exceeds 50 vehicles per hour. Using these projected traffic volumes, it is anticipated a separate right turn lane and acceleration lane will need to be constructed with this connection of 4100 West to 2100 North as per the City's Master Transportation Plan.

3400 West and 2100 North:

With the addition of the Timp Point Development, 3400 West will be constructed and connect to 2100 North as per the City's Master Transportation Plan. Under the 2022 Opening Year with Project conditions, the northbound movement at this intersection is anticipated to function at a LOS "D" under the AM peak hour and a LOS "C" under the PM peak hour. Under the 2027 Future Year with Project conditions, the northbound movements is anticipated to function at a LOS "E" in the AM peak hour and LOS "C" in the PM peak hour.

This intersection was also analyzed for the need of a separate eastbound right turn lane and a separate eastbound acceleration lane along 2100 North using criteria set forth by UDOT's Standards. Using the anticipated traffic volumes from this development, the eastbound right turning volume is projected to be 21 vehicles per hour. UDOT standards recommend a separate right turn lane be constructed if the volume exceeds 25 vehicles per hour. It is also projected there will be 46 vehicles making a right turn from 3400 West onto 2100 North. UDOT Standards recommend a right turn acceleration lane be constructed if the volume exceeds 50 vehicles per hour. Using these projected traffic volumes, a separate eastbound right turn lane and a separate eastbound acceleration lane do not meet the threshold established by the UDOT Standards. As part of the City's Master Transportation Plan, 3400 West is planned as a Minor Collector that is anticipated to connect south to 1500 North. As development along this alignment occurs, it is recommended this intersection be monitored for when the right turning vehicles meet the need for separate turn lane and a separate acceleration lane.

10.0 Appendix

Existing Traffic Counts

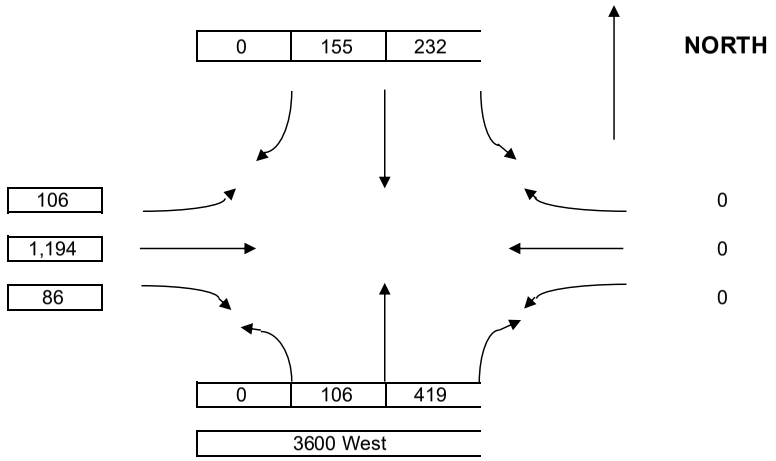
TURNING MOVEMENT COUNT SUMMARY

FOCUS ENGINEERING & SURVEYING, LLC

INTERSECTION:	**3600 West & 2100 North**
N-S STREET:	**3600 West**
E-W STREET:	**2100 North**
FOCUS PROJ. NO.:	**20-8003**
COUNT DATE:	**26-Feb-20**
NOTES:	
COUNT TIME:	
FROM:	**7:00 AM**
TO:	**9:00 AM**

PK HR VOLUME:	2,298
PHF:	0.80
PEAK HOUR:	
FROM:	TO:
7:45 AM	8:45 AM

AM PEAK HOUR VOLUMES



COUNT DATA INPUT:

TIME PERIOD		NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND			TOTAL
FROM:	TO:	L	T	R	L	T	R	L	T	R	L	T	R	VOLUMES
7:00 AM	7:15 AM	0	10	89	12	250	12	30	20	0	0	0	0	423
7:15 AM	7:30 AM	0	14	101	18	284	20	47	31	0	0	0	0	515
7:30 AM	7:45 AM	0	21	137	36	214	21	84	40	0	0	0	0	553
7:45 AM	8:00 AM	0	42	136	46	334	33	76	54	0	0	0	0	721
8:00 AM	8:15 AM	0	26	92	34	303	26	57	45	0	0	0	0	583
8:15 AM	8:30 AM	0	21	84	11	249	14	46	28	0	0	0	0	453
8:30 AM	8:45 AM	0	17	107	15	308	13	53	28	0	0	0	0	541
8:45 AM	9:00 AM	0	15	89	12	274	8	42	15	0	0	0	0	455

HOURLY TOTALS:

TIME PERIOD		NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND			TOTAL
FROM:	TO:	L	T	R	L	T	R	L	T	R	L	T	R	VOLUMES
7:00 AM	8:00 AM	0	42	136	46	334	33	76	54	0	0	0	0	721
7:15 AM	8:15 AM	0	68	228	80	637	59	133	99	0	0	0	0	1,304
7:30 AM	8:30 AM	0	89	312	91	886	73	179	127	0	0	0	0	1,757
7:45 AM	8:45 AM	0	106	419	106	1,194	86	232	155	0	0	0	0	2,298
8:00 AM	9:00 AM	0	79	372	72	1,134	61	198	116	0	0	0	0	2,032

NOTE PHF IS BASED ON 15 MIN. PEAK WITHIN THE PEAK HOUR.

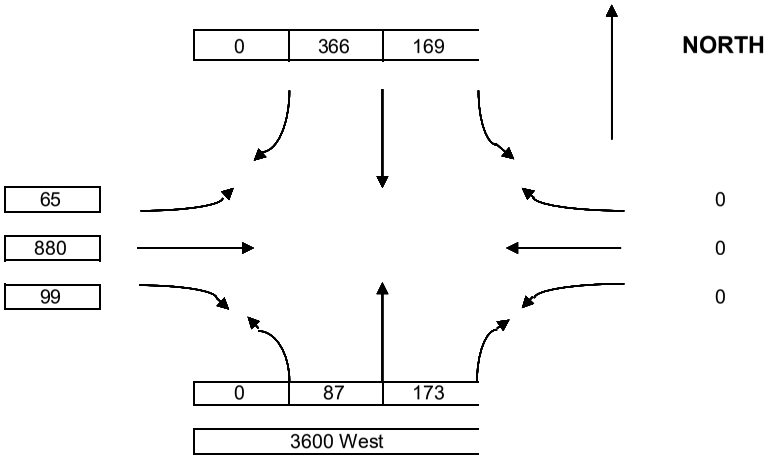
TURNING MOVEMENT COUNT SUMMARY

FOCUS ENGINEERING & SURVEYING, LLC

INTERSECTION:	**3600 West & 2100 North**
N-S STREET:	**3600 West**
E-W STREET:	**2100 North**
FOCUS PROJ. NO.:	**20-8003**
COUNT DATE:	**26-Feb-20**
NOTES:	
COUNT TIME:	
FROM:	**4:00 PM**
TO:	**6:00 PM**

PK HR VOLUME:	1,839
PHF:	0.90
PEAK HOUR:	
FROM:	TO:
5:00 PM	6:00 PM

PM PEAK HOUR VOLUMES



COUNT DATA INPUT:

TIME PERIOD		NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND			TOTAL
FROM:	TO:	L	T	R	L	T	R	L	T	R	L	T	R	VOLUMES
4:00 PM	4:15 PM		16	50	33	207	19	36	75					436
4:15 PM	4:30 PM		13	36	27	198	21	41	87					423
4:30 PM	4:45 PM		24	38	26	183	23	55	98					447
4:45 PM	5:00 PM		12	36	25	198	20	40	76					407
5:00 PM	5:15 PM		19	46	18	217	14	56	96					466
5:15 PM	5:30 PM		26	32	7	161	24	35	99					384
5:30 PM	5:45 PM		18	39	17	266	38	32	69					479
5:45 PM	6:00 PM		24	56	23	236	23	46	102					510

HOURLY TOTALS:

TIME PERIOD		NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND			TOTAL
FROM:	TO:	L	T	R	L	T	R	L	T	R	L	T	R	VOLUMES
4:00 PM	5:00 PM	0	65	160	111	786	83	172	336	0	0	0	0	1,713
4:15 PM	5:15 PM	0	31	82	43	415	34	96	172	0	0	0	0	873
4:30 PM	5:30 PM	0	57	114	50	576	58	131	271	0	0	0	0	1,257
4:45 PM	5:45 PM	0	75	153	67	842	96	163	340	0	0	0	0	1,736
5:00 PM	6:00 PM	0	87	173	65	880	99	169	366	0	0	0	0	1,839

NOTE PHF IS BASED ON 15 MIN. PEAK WITHIN THE PEAK HOUR.

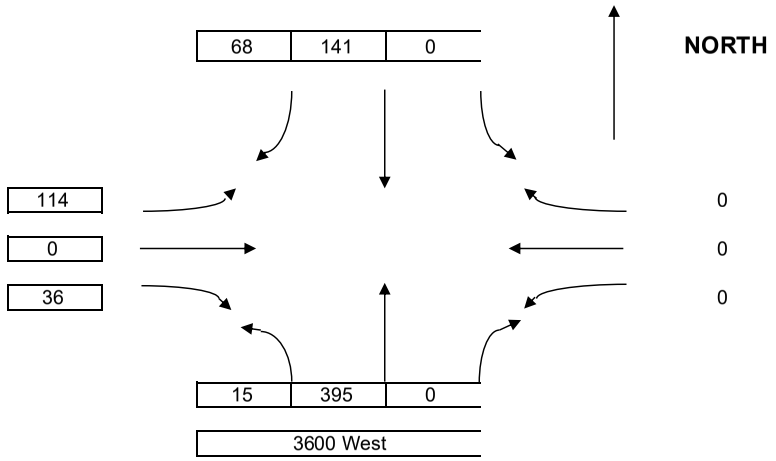
TURNING MOVEMENT COUNT SUMMARY

FOCUS ENGINEERING & SURVEYING, LLC

INTERSECTION:	**3600 West & Hardman Way**
N-S STREET:	**3600 West**
E-W STREET:	**Hardman Way**
FOCUS PROJ. NO.:	**20-8003**
COUNT DATE:	**26-Feb-20**
NOTES:	
COUNT TIME:	
FROM:	**7:00 AM**
TO:	**9:00 AM**

PK HR VOLUME:	769
PHF:	0.90
PEAK HOUR:	
FROM:	TO:
7:15 AM	8:15 AM

AM PEAK HOUR VOLUMES



COUNT DATA INPUT:

TIME PERIOD		NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND			TOTAL
FROM:	TO:	L	T	R	L	T	R	L	T	R	L	T	R	VOLUMES
7:00 AM	7:15 AM	2	89	0	21	0	5	0	18	5	0	0	0	140
7:15 AM	7:30 AM	5	95	0	26	0	6	0	30	12	0	0	0	174
7:30 AM	7:45 AM	3	106	0	29	0	8	0	38	15	0	0	0	199
7:45 AM	8:00 AM	4	104	0	30	0	11	0	43	22	0	0	0	214
8:00 AM	8:15 AM	3	90	0	29	0	11	0	30	19	0	0	0	182
8:15 AM	8:30 AM	2	73	0	25	0	5	0	23	5	0	0	0	133
8:30 AM	8:45 AM	3	50	0	15	0	2	0	13	7	0	0	0	90
8:45 AM	9:00 AM	4	44	0	12	0	7	0	17	7	0	0	0	91

HOURLY TOTALS:

TIME PERIOD		NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND			TOTAL
FROM:	TO:	L	T	R	L	T	R	L	T	R	L	T	R	VOLUMES
7:00 AM	8:00 AM	14	394	0	106	0	30	0	129	54	0	0	0	727
7:15 AM	8:15 AM	15	395	0	114	0	36	0	141	68	0	0	0	769
7:30 AM	8:30 AM	12	373	0	113	0	35	0	134	61	0	0	0	728
7:45 AM	8:45 AM	12	317	0	99	0	29	0	109	53	0	0	0	619
8:00 AM	9:00 AM	12	257	0	81	0	25	0	83	38	0	0	0	496

NOTE PHF IS BASED ON 15 MIN. PEAK WITHIN THE PEAK HOUR.

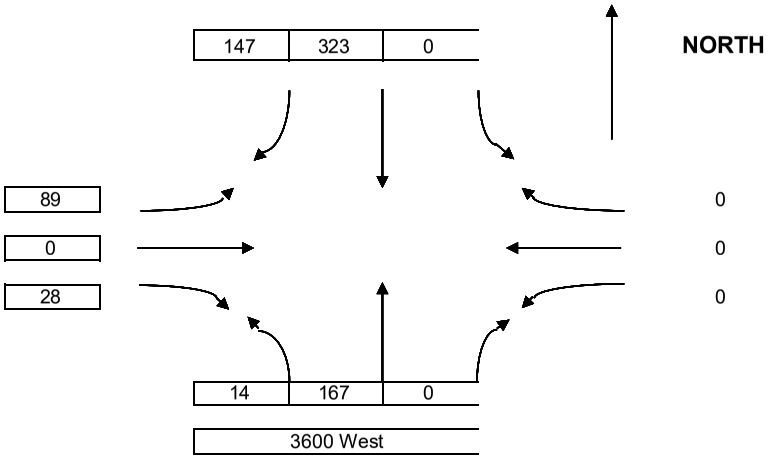
TURNING MOVEMENT COUNT SUMMARY

FOCUS ENGINEERING & SURVEYING, LLC

INTERSECTION:	**3600 West & Hardman Way**
N-S STREET:	**3600 West**
E-W STREET:	**Hardman Way**
FOCUS PROJ. NO.:	**20-8003**
COUNT DATE:	**26-Feb-20**
NOTES:	
COUNT TIME:	
FROM:	**4:00 PM**
TO:	**6:00 PM**

PK HR VOLUME:	768
PHF:	0.98
PEAK HOUR:	
FROM:	TO:
4:30 PM	5:30 PM

PM PEAK HOUR VOLUMES



COUNT DATA INPUT:

TIME PERIOD		NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND			TOTAL
FROM:	TO:	L	T	R	L	T	R	L	T	R	L	T	R	VOLUMES
4:00 PM	4:15 PM	1	24	0	13	0	5	0	58	22	0	0	0	123
4:15 PM	4:30 PM	4	34	0	20	0	3	0	84	33	0	0	0	178
4:30 PM	4:45 PM	3	40	0	22	0	6	0	86	37	0	0	0	194
4:45 PM	5:00 PM	5	48	0	18	0	7	0	80	31	0	0	0	189
5:00 PM	5:15 PM	2	40	0	21	0	9	0	78	39	0	0	0	189
5:15 PM	5:30 PM	4	39	0	28	0	6	0	79	40	0	0	0	196
5:30 PM	5:45 PM	0	28	0	22	0	6	0	82	40	0	0	0	178
5:45 PM	6:00 PM	3	32	0	12	0	5	0	55	37	0	0	0	144

HOURLY TOTALS:

TIME PERIOD		NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND			TOTAL
FROM:	TO:	L	T	R	L	T	R	L	T	R	L	T	R	VOLUMES
4:00 PM	5:00 PM	13	146	0	73	0	21	0	308	123	0	0	0	684
4:15 PM	5:15 PM	14	162	0	81	0	25	0	328	140	0	0	0	750
4:30 PM	5:30 PM	14	167	0	89	0	28	0	323	147	0	0	0	768
4:45 PM	5:45 PM	11	155	0	89	0	28	0	319	150	0	0	0	752
5:00 PM	6:00 PM	9	139	0	83	0	26	0	294	156	0	0	0	707

NOTE PHF IS BASED ON 15 MIN. PEAK WITHIN THE PEAK HOUR.

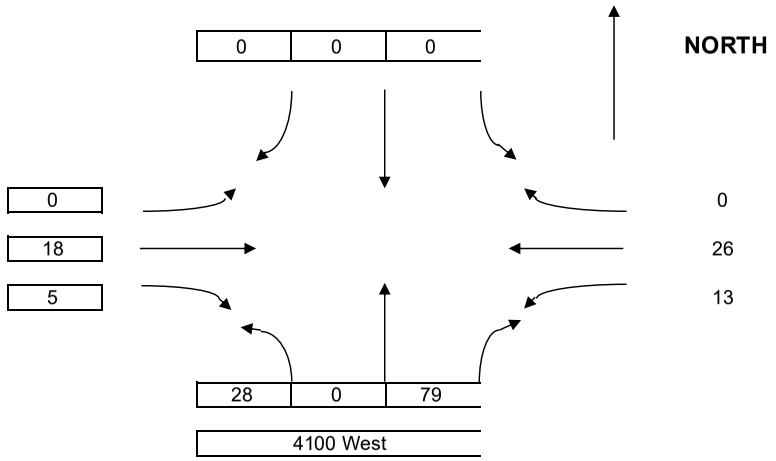
TURNING MOVEMENT COUNT SUMMARY

FOCUS ENGINEERING & SURVEYING, LLC

INTERSECTION:	**4100 West & Hardman Way**
N-S STREET:	**4100 West**
E-W STREET:	**Hardman Way**
FOCUS PROJ. NO.:	**20-8003**
COUNT DATE:	**26-Feb-20**
NOTES:	
COUNT TIME:	
FROM:	**7:00 AM**
TO:	**9:00 AM**

PK HR VOLUME:	169
PHF:	0.78
PEAK HOUR:	
FROM:	TO:
7:15 AM	8:15 AM

AM PEAK HOUR VOLUMES



COUNT DATA INPUT:

TIME PERIOD		NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND			TOTAL
FROM:	TO:	L	T	R	L	T	R	L	T	R	L	T	R	VOLUMES
7:00 AM	7:15 AM	10	0	15	0	2	1	0	0	0	1	4	0	33
7:15 AM	7:30 AM	6	0	15	0	5	1	0	0	0	3	5	0	35
7:30 AM	7:45 AM	9	0	21	0	3	0	0	0	0	6	4	0	43
7:45 AM	8:00 AM	8	0	24	0	7	2	0	0	0	3	10	0	54
8:00 AM	8:15 AM	5	0	19	0	3	2	0	0	0	1	7	0	37
8:15 AM	8:30 AM	3	0	17	0	3	0	0	0	0	1	1	0	25
8:30 AM	8:45 AM	8	0	19	0	3	1	0	0	0	3	5	0	39
8:45 AM	9:00 AM	4	0	9	0	3	1	0	0	0	5	4	0	26

HOURLY TOTALS:

TIME PERIOD		NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND			TOTAL
FROM:	TO:	L	T	R	L	T	R	L	T	R	L	T	R	VOLUMES
7:00 AM	8:00 AM	33	0	75	0	17	4	0	0	0	13	23	0	165
7:15 AM	8:15 AM	28	0	79	0	18	5	0	0	0	13	26	0	169
7:30 AM	8:30 AM	25	0	81	0	16	4	0	0	0	11	22	0	159
7:45 AM	8:45 AM	24	0	79	0	16	5	0	0	0	8	23	0	155
8:00 AM	9:00 AM	20	0	64	0	12	4	0	0	0	10	17	0	127

NOTE PHF IS BASED ON 15 MIN. PEAK WITHIN THE PEAK HOUR.

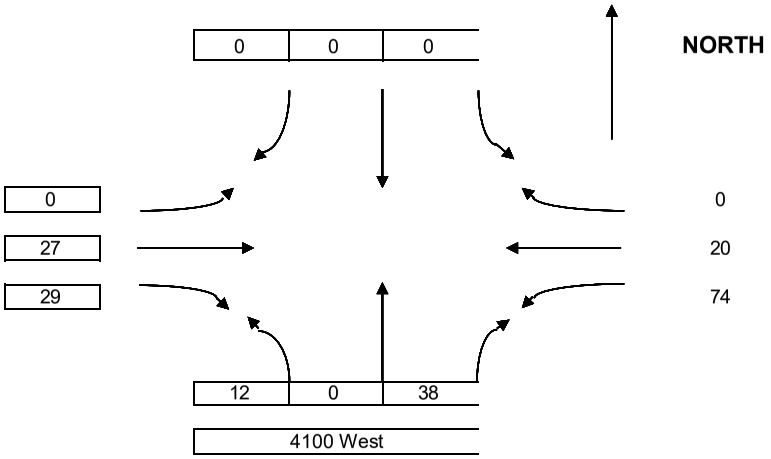
TURNING MOVEMENT COUNT SUMMARY

FOCUS ENGINEERING & SURVEYING, LLC

INTERSECTION:	**4100 West & Hardman Way**
N-S STREET:	**4100 West**
E-W STREET:	**Hardman Way**
FOCUS PROJ. NO.:	**20-8003**
COUNT DATE:	**26-Feb-20**
NOTES:	
COUNT TIME:	
FROM:	**4:00 PM**
TO:	**6:00 PM**

PK HR VOLUME:	200
PHF:	0.82
PEAK HOUR:	
FROM:	TO:
5:00 PM	6:00 PM

PM PEAK HOUR VOLUMES



COUNT DATA INPUT:

TIME PERIOD		NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND			TOTAL
FROM:	TO:	L	T	R	L	T	R	L	T	R	L	T	R	VOLUMES
4:00 PM	4:15 PM	2	0	8	0	12	2	0	0	0	5	5	0	34
4:15 PM	4:30 PM	4	0	7	0	6	4	0	0	0	12	3	0	36
4:30 PM	4:45 PM	2	0	6	0	4	4	0	0	0	13	3	0	32
4:45 PM	5:00 PM	0	0	4	0	7	3	0	0	0	18	5	0	37
5:00 PM	5:15 PM	1	0	4	0	9	6	0	0	0	17	4	0	41
5:15 PM	5:30 PM	4	0	10	0	6	6	0	0	0	18	4	0	48
5:30 PM	5:45 PM	4	0	10	0	4	5	0	0	0	24	3	0	50
5:45 PM	6:00 PM	3	0	14	0	8	12	0	0	0	15	9	0	61

HOURLY TOTALS:

TIME PERIOD		NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND			TOTAL
FROM:	TO:	L	T	R	L	T	R	L	T	R	L	T	R	VOLUMES
4:00 PM	5:00 PM	8	0	25	0	29	13	0	0	0	48	16	0	139
4:15 PM	5:15 PM	7	0	21	0	26	17	0	0	0	60	15	0	146
4:30 PM	5:30 PM	7	0	24	0	26	19	0	0	0	66	16	0	158
4:45 PM	5:45 PM	9	0	28	0	26	20	0	0	0	77	16	0	176
5:00 PM	6:00 PM	12	0	38	0	27	29	0	0	0	74	20	0	200

NOTE PHF IS BASED ON 15 MIN. PEAK WITHIN THE PEAK HOUR.

Trip Generation Report

Trip Generation Summary

Alternative: Alternative 1
Phase:
Project: Exchange North

Open Date: 3/11/2020
Analysis Date: 3/11/2020

ITE	Land Use		Weekday Average Daily Trips *	Enter	Exit	Total	Weekday AM Peak Hour of Adjacent Street Traffic *	Enter	Exit	Total	Weekday PM Peak Hour of Adjacent Street Traffic *	Enter	Exit	Total
220	LOW-RISE 2			1537	1537	3074		44	149	193		148	87	235
	420	Dwelling Units												
220	LOW-RISE 1			732	732	1464		21	71	92		71	41	112
	200	Dwelling Units												
Unadjusted Volume				2269	2269	4538		65	220	285		219	128	347
Internal Capture Trips				0	0	0		0	0	0		0	0	0
Pass-By Trips				0	0	0		0	0	0		0	0	0
Volume Added to Adjacent Streets				2269	2269	4538		65	220	285		219	128	347

Total Weekday Average Daily Trips Internal Capture = 0 Percent
Total Weekday AM Peak Hour of Adjacent Street Traffic Internal Capture = 0 Percent
Total Weekday PM Peak Hour of Adjacent Street Traffic Internal Capture = 0 Percent

* - Custom rate used for selected time period.

Source: Institute of Transportation Engineers, Trip Generation Manual 10th Edition

Traffic Analysis Reports

2020 Existing Traffic Analysis

Intersection	
Int Delay, s/veh	6.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	18	5	13	26	28	79
Future Vol, veh/h	18	5	13	26	28	79
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	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	20	5	14	28	30	86

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	25	0	79	23
Stage 1	-	-	-	-	23	-
Stage 2	-	-	-	-	56	-
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	-	-	1589	-	924	1054
Stage 1	-	-	-	-	1000	-
Stage 2	-	-	-	-	967	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1589	-	916	1054
Mov Cap-2 Maneuver	-	-	-	-	916	-
Stage 1	-	-	-	-	1000	-
Stage 2	-	-	-	-	958	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.4	9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1014	-	-	1589	-
HCM Lane V/C Ratio	0.115	-	-	0.009	-
HCM Control Delay (s)	9	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.4	-	-	0	-

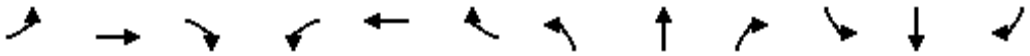
Intersection	
Int Delay, s/veh	3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	114	36	15	395	141	68
Future Vol, veh/h	114	36	15	395	141	68
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	200	0	200	-	-	150
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	124	39	16	429	153	74

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	614	153	227	0	-	0
Stage 1	153	-	-	-	-	-
Stage 2	461	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	455	893	1341	-	-	-
Stage 1	875	-	-	-	-	-
Stage 2	635	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	450	893	1341	-	-	-
Mov Cap-2 Maneuver	450	-	-	-	-	-
Stage 1	865	-	-	-	-	-
Stage 2	635	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	14.4	0.3	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1341	-	450	893	-	-
HCM Lane V/C Ratio	0.012	-	0.275	0.044	-	-
HCM Control Delay (s)	7.7	-	16	9.2	-	-
HCM Lane LOS	A	-	C	A	-	-
HCM 95th %tile Q(veh)	0	-	1.1	0.1	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	106	1194	86	0	0	0	0	106	419	232	155	0
Future Volume (veh/h)	106	1194	86	0	0	0	0	106	419	232	155	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	115	1298	93				0	115	455	252	168	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	759	1514	675				0	730	618	442	730	0
Arrive On Green	0.43	0.43	0.43				0.00	0.39	0.39	0.39	0.39	0.00
Sat Flow, veh/h	1781	3554	1585				0	1870	1585	842	1870	0
Grp Volume(v), veh/h	115	1298	93				0	115	455	252	168	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585				0	1870	1585	842	1870	0
Q Serve(g_s), s	1.9	16.2	1.8				0.0	2.0	12.0	13.6	2.9	0.0
Cycle Q Clear(g_c), s	1.9	16.2	1.8				0.0	2.0	12.0	15.5	2.9	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	759	1514	675				0	730	618	442	730	0
V/C Ratio(X)	0.15	0.86	0.14				0.00	0.16	0.74	0.57	0.23	0.00
Avail Cap(c_a), veh/h	797	1590	709				0	730	618	442	730	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	8.6	12.7	8.6				0.0	9.7	12.8	14.8	10.0	0.0
Incr Delay (d2), s/veh	0.1	4.7	0.1				0.0	0.5	7.6	5.3	0.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	5.1	0.4				0.0	0.8	4.8	2.8	1.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.7	17.4	8.7				0.0	10.2	20.4	20.0	10.7	0.0
LnGrp LOS	A	B	A				A	B	C	C	B	A
Approach Vol, veh/h		1506						570			420	
Approach Delay, s/veh		16.2						18.3			16.3	
Approach LOS		B						B			B	

Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		23.6		25.4		23.6						
Change Period (Y+Rc), s		4.5		4.5		4.5						
Max Green Setting (Gmax), s		19.1		21.9		19.1						
Max Q Clear Time (g_c+I1), s		14.0		18.2		17.5						
Green Ext Time (p_c), s		1.2		2.7		0.4						

Intersection Summary												
HCM 6th Ctrl Delay			16.7									
HCM 6th LOS			B									

Intersection	
Int Delay, s/veh	5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	27	29	74	20	12	38
Future Vol, veh/h	27	29	74	20	12	38
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	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	29	32	80	22	13	41

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	61	0	227	45
Stage 1	-	-	-	-	45	-
Stage 2	-	-	-	-	182	-
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	-	-	1542	-	761	1025
Stage 1	-	-	-	-	977	-
Stage 2	-	-	-	-	849	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1542	-	721	1025
Mov Cap-2 Maneuver	-	-	-	-	721	-
Stage 1	-	-	-	-	977	-
Stage 2	-	-	-	-	804	-

Approach	EB	WB	NB
HCM Control Delay, s	0	5.9	9.1
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	931	-	-	1542	-
HCM Lane V/C Ratio	0.058	-	-	0.052	-
HCM Control Delay (s)	9.1	-	-	7.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0.2	-

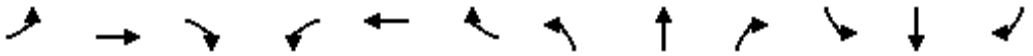
Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	89	28	14	167	323	147
Future Vol, veh/h	89	28	14	167	323	147
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	200	0	200	-	-	150
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	97	30	15	182	351	160

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	563	351	511	0	-	0
Stage 1	351	-	-	-	-	-
Stage 2	212	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	487	692	1054	-	-	-
Stage 1	713	-	-	-	-	-
Stage 2	823	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	480	692	1054	-	-	-
Mov Cap-2 Maneuver	480	-	-	-	-	-
Stage 1	703	-	-	-	-	-
Stage 2	823	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.4	0.7	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1054	-	480	692	-	-
HCM Lane V/C Ratio	0.014	-	0.202	0.044	-	-
HCM Control Delay (s)	8.5	-	14.4	10.4	-	-
HCM Lane LOS	A	-	B	B	-	-
HCM 95th %tile Q(veh)	0	-	0.7	0.1	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	65	880	99	0	0	0	0	87	173	169	366	0
Future Volume (veh/h)	65	880	99	0	0	0	0	87	173	169	366	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	71	957	108				0	95	188	184	398	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	640	1277	570				0	799	677	605	799	0
Arrive On Green	0.36	0.36	0.36				0.00	0.43	0.43	0.43	0.43	0.00
Sat Flow, veh/h	1781	3554	1585				0	1870	1585	1096	1870	0
Grp Volume(v), veh/h	71	957	108				0	95	188	184	398	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585				0	1870	1585	1096	1870	0
Q Serve(g_s), s	1.1	10.0	2.0				0.0	1.3	3.2	5.1	6.5	0.0
Cycle Q Clear(g_c), s	1.1	10.0	2.0				0.0	1.3	3.2	6.4	6.5	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	640	1277	570				0	799	677	605	799	0
V/C Ratio(X)	0.11	0.75	0.19				0.00	0.12	0.28	0.30	0.50	0.00
Avail Cap(c_a), veh/h	761	1518	677				0	799	677	605	799	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	9.0	11.8	9.3				0.0	7.3	7.8	9.2	8.8	0.0
Incr Delay (d2), s/veh	0.1	1.7	0.2				0.0	0.3	1.0	1.3	2.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	2.7	0.5				0.0	0.5	1.0	1.1	2.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.1	13.6	9.4				0.0	7.6	8.9	10.5	11.0	0.0
LnGrp LOS	A	B	A				A	A	A	B	B	A
Approach Vol, veh/h		1136						283			582	
Approach Delay, s/veh		12.9						8.4			10.9	
Approach LOS		B						A			B	

Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		22.5		19.6		22.5						
Change Period (Y+Rc), s		4.5		4.5		4.5						
Max Green Setting (Gmax), s		18.0		18.0		18.0						
Max Q Clear Time (g_c+I1), s		5.2		12.0		8.5						
Green Ext Time (p_c), s		0.9		3.2		2.3						

Intersection Summary												
HCM 6th Ctrl Delay			11.7									
HCM 6th LOS			B									

2022 Opening Year Traffic Analysis

Intersection	
Int Delay, s/veh	6.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	19	5	14	28	30	84
Future Vol, veh/h	19	5	14	28	30	84
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	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	21	5	15	30	33	91

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	26	0	84	24
Stage 1	-	-	-	-	24	-
Stage 2	-	-	-	-	60	-
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	-	-	1588	-	918	1052
Stage 1	-	-	-	-	999	-
Stage 2	-	-	-	-	963	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1588	-	909	1052
Mov Cap-2 Maneuver	-	-	-	-	909	-
Stage 1	-	-	-	-	999	-
Stage 2	-	-	-	-	953	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.4	9.1
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1010	-	-	1588	-
HCM Lane V/C Ratio	0.123	-	-	0.01	-
HCM Control Delay (s)	9.1	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.4	-	-	0	-

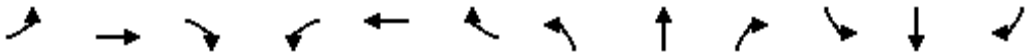
Intersection	
Int Delay, s/veh	3.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	121	38	16	419	150	72
Future Vol, veh/h	121	38	16	419	150	72
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	200	0	200	-	-	150
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	132	41	17	455	163	78

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	652	163	241	0	-	0
Stage 1	163	-	-	-	-	-
Stage 2	489	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	433	882	1326	-	-	-
Stage 1	866	-	-	-	-	-
Stage 2	616	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	427	882	1326	-	-	-
Mov Cap-2 Maneuver	427	-	-	-	-	-
Stage 1	855	-	-	-	-	-
Stage 2	616	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	15.2	0.3	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1326	-	427	882	-	-
HCM Lane V/C Ratio	0.013	-	0.308	0.047	-	-
HCM Control Delay (s)	7.8	-	17.1	9.3	-	-
HCM Lane LOS	A	-	C	A	-	-
HCM 95th %tile Q(veh)	0	-	1.3	0.1	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	112	1267	91	0	0	0	0	112	445	246	164	0
Future Volume (veh/h)	112	1267	91	0	0	0	0	112	445	246	164	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	122	1377	99				0	122	484	267	178	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	798	1592	710				0	720	610	412	720	0
Arrive On Green	0.45	0.45	0.45				0.00	0.38	0.38	0.38	0.38	0.00
Sat Flow, veh/h	1781	3554	1585				0	1870	1585	814	1870	0
Grp Volume(v), veh/h	122	1377	99				0	122	484	267	178	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585				0	1870	1585	814	1870	0
Q Serve(g_s), s	2.2	18.8	2.0				0.0	2.3	14.6	17.3	3.5	0.0
Cycle Q Clear(g_c), s	2.2	18.8	2.0				0.0	2.3	14.6	19.6	3.5	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	798	1592	710				0	720	610	412	720	0
V/C Ratio(X)	0.15	0.86	0.14				0.00	0.17	0.79	0.65	0.25	0.00
Avail Cap(c_a), veh/h	838	1671	745				0	720	610	412	720	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	8.8	13.4	8.7				0.0	10.9	14.7	17.3	11.3	0.0
Incr Delay (d2), s/veh	0.1	4.9	0.1				0.0	0.5	10.2	7.7	0.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	6.1	0.5				0.0	0.9	6.1	3.6	1.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.9	18.2	8.8				0.0	11.4	24.9	25.0	12.1	0.0
LnGrp LOS	A	B	A				A	B	C	C	B	A
Approach Vol, veh/h		1598						606			445	
Approach Delay, s/veh		16.9						22.2			19.8	
Approach LOS		B						C			B	

Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		25.2		28.6		25.2						
Change Period (Y+Rc), s		4.5		4.5		4.5						
Max Green Setting (Gmax), s		20.7		25.3		20.7						
Max Q Clear Time (g_c+I1), s		16.6		20.8		21.6						
Green Ext Time (p_c), s		1.1		3.3		0.0						

Intersection Summary												
HCM 6th Ctrl Delay			18.6									
HCM 6th LOS			B									

Intersection	
Int Delay, s/veh	5.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	29	31	79	21	13	40
Future Vol, veh/h	29	31	79	21	13	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	-	-	-	-	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	32	34	86	23	14	43

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	66	0	244	49
Stage 1	-	-	-	-	49	-
Stage 2	-	-	-	-	195	-
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	-	-	1536	-	744	1020
Stage 1	-	-	-	-	973	-
Stage 2	-	-	-	-	838	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1536	-	702	1020
Mov Cap-2 Maneuver	-	-	-	-	702	-
Stage 1	-	-	-	-	973	-
Stage 2	-	-	-	-	790	-

Approach	EB	WB	NB
HCM Control Delay, s	0	5.9	9.2
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	918	-	-	1536	-
HCM Lane V/C Ratio	0.063	-	-	0.056	-
HCM Control Delay (s)	9.2	-	-	7.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0.2	-

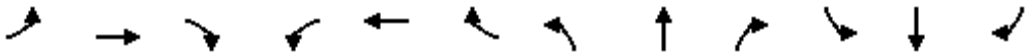
Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	94	30	15	177	343	156
Future Vol, veh/h	94	30	15	177	343	156
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	200	0	200	-	-	150
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	102	33	16	192	373	170

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	597	373	543	0	-	0
Stage 1	373	-	-	-	-	-
Stage 2	224	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	466	673	1026	-	-	-
Stage 1	696	-	-	-	-	-
Stage 2	813	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	459	673	1026	-	-	-
Mov Cap-2 Maneuver	459	-	-	-	-	-
Stage 1	685	-	-	-	-	-
Stage 2	813	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	14	0.7	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1026	-	459	673	-	-
HCM Lane V/C Ratio	0.016	-	0.223	0.048	-	-
HCM Control Delay (s)	8.6	-	15.1	10.6	-	-
HCM Lane LOS	A	-	C	B	-	-
HCM 95th %tile Q(veh)	0	-	0.8	0.2	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	69	934	105	0	0	0	0	92	184	179	388	0
Future Volume (veh/h)	69	934	105	0	0	0	0	92	184	179	388	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	75	1015	114				0	100	200	195	422	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	657	1311	585				0	787	667	587	787	0
Arrive On Green	0.37	0.37	0.37				0.00	0.42	0.42	0.42	0.42	0.00
Sat Flow, veh/h	1781	3554	1585				0	1870	1585	1079	1870	0
Grp Volume(v), veh/h	75	1015	114				0	100	200	195	422	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585				0	1870	1585	1079	1870	0
Q Serve(g_s), s	1.2	10.8	2.1				0.0	1.4	3.6	5.8	7.2	0.0
Cycle Q Clear(g_c), s	1.2	10.8	2.1				0.0	1.4	3.6	7.2	7.2	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	657	1311	585				0	787	667	587	787	0
V/C Ratio(X)	0.11	0.77	0.19				0.00	0.13	0.30	0.33	0.54	0.00
Avail Cap(c_a), veh/h	749	1495	667				0	787	667	587	787	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	8.9	11.9	9.2				0.0	7.6	8.2	9.8	9.3	0.0
Incr Delay (d2), s/veh	0.1	2.3	0.2				0.0	0.3	1.2	1.5	2.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	3.1	0.5				0.0	0.5	1.1	1.3	2.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.0	14.2	9.3				0.0	7.9	9.4	11.3	11.9	0.0
LnGrp LOS	A	B	A				A	A	A	B	B	A
Approach Vol, veh/h		1204						300			617	
Approach Delay, s/veh		13.4						8.9			11.7	
Approach LOS		B						A			B	

Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		22.5		20.3		22.5						
Change Period (Y+Rc), s		4.5		4.5		4.5						
Max Green Setting (Gmax), s		18.0		18.0		18.0						
Max Q Clear Time (g_c+I1), s		5.6		12.8		9.2						
Green Ext Time (p_c), s		1.0		3.0		2.4						

Intersection Summary												
HCM 6th Ctrl Delay			12.3									
HCM 6th LOS			B									

2022 Opening Year with Project Traffic Analysis

Intersection	
Int Delay, s/veh	6.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	30	4	14	52	18	30	34	50	22	1	30
Future Vol, veh/h	4	30	4	14	52	18	30	34	50	22	1	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	-	-	-	-	-	-	-	-	-	-	-	-
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	4	33	4	15	57	20	33	37	54	24	1	33

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	77	0	0	37	0	0	157	150	35	186	142	67
Stage 1	-	-	-	-	-	-	43	43	-	97	97	-
Stage 2	-	-	-	-	-	-	114	107	-	89	45	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1522	-	-	1574	-	-	809	742	1038	775	749	997
Stage 1	-	-	-	-	-	-	971	859	-	910	815	-
Stage 2	-	-	-	-	-	-	891	807	-	918	857	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1522	-	-	1574	-	-	774	732	1038	699	739	997
Mov Cap-2 Maneuver	-	-	-	-	-	-	774	732	-	699	739	-
Stage 1	-	-	-	-	-	-	968	856	-	907	807	-
Stage 2	-	-	-	-	-	-	852	799	-	830	854	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.8	1.2	9.9	9.6
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	855	1522	-	-	1574	-	-	842
HCM Lane V/C Ratio	0.145	0.003	-	-	0.01	-	-	0.068
HCM Control Delay (s)	9.9	7.4	0	-	7.3	0	-	9.6
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.5	0	-	-	0	-	-	0.2

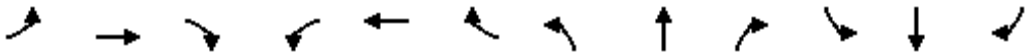
Intersection	
Int Delay, s/veh	4.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	123	2	45	7	7	11	18	419	2	11	150	99
Future Vol, veh/h	123	2	45	7	7	11	18	419	2	11	150	99
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	-	200	-	-	200	-	200	150	-	150
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	134	2	49	8	8	12	20	455	2	12	163	108

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	693	684	163	762	790	455	271	0	0	457	0	0
Stage 1	187	187	-	495	495	-	-	-	-	-	-	-
Stage 2	506	497	-	267	295	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	358	371	882	322	322	605	1292	-	-	1104	-	-
Stage 1	815	745	-	556	546	-	-	-	-	-	-	-
Stage 2	549	545	-	738	669	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	338	361	882	297	314	605	1292	-	-	1104	-	-
Mov Cap-2 Maneuver	338	361	-	297	314	-	-	-	-	-	-	-
Stage 1	803	737	-	548	538	-	-	-	-	-	-	-
Stage 2	522	537	-	687	662	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	18.9	14.6	0.3	0.4
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1292	-	-	338	831	297	445	1104	-	-
HCM Lane V/C Ratio	0.015	-	-	0.396	0.061	0.026	0.044	0.011	-	-
HCM Control Delay (s)	7.8	-	-	22.5	9.6	17.4	13.5	8.3	-	-
HCM Lane LOS	A	-	-	C	A	C	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	1.8	0.2	0.1	0.1	0	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	112	1349	92	0	0	0	0	130	448	249	201	0
Future Volume (veh/h)	112	1349	92	0	0	0	0	130	448	249	201	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	122	1466	100				0	141	487	271	218	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	830	1655	738				0	714	605	386	714	0
Arrive On Green	0.47	0.47	0.47				0.00	0.38	0.38	0.38	0.38	0.00
Sat Flow, veh/h	1781	3554	1585				0	1870	1585	798	1870	0
Grp Volume(v), veh/h	122	1466	100				0	141	487	271	218	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585				0	1870	1585	798	1870	0
Q Serve(g_s), s	2.3	22.1	2.1				0.0	3.0	16.2	19.5	4.8	0.0
Cycle Q Clear(g_c), s	2.3	22.1	2.1				0.0	3.0	16.2	22.5	4.8	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	830	1655	738				0	714	605	386	714	0
V/C Ratio(X)	0.15	0.89	0.14				0.00	0.20	0.81	0.70	0.31	0.00
Avail Cap(c_a), veh/h	861	1717	766				0	714	605	386	714	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	9.0	14.3	9.0				0.0	12.2	16.3	20.0	12.8	0.0
Incr Delay (d2), s/veh	0.1	5.8	0.1				0.0	0.6	10.9	10.2	1.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	7.5	0.5				0.0	1.2	6.9	4.4	2.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.1	20.1	9.1				0.0	12.8	27.2	30.2	13.9	0.0
LnGrp LOS	A	C	A				A	B	C	C	B	A
Approach Vol, veh/h		1688						628			489	
Approach Delay, s/veh		18.7						24.0			22.9	
Approach LOS		B						C			C	

Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		27.0		32.0		27.0						
Change Period (Y+Rc), s		4.5		4.5		4.5						
Max Green Setting (Gmax), s		22.5		28.5		22.5						
Max Q Clear Time (g_c+I1), s		18.2		24.1		24.5						
Green Ext Time (p_c), s		1.2		3.4		0.0						

Intersection Summary												
HCM 6th Ctrl Delay			20.6									
HCM 6th LOS			C									

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	31	110	2	7	7
Future Vol, veh/h	2	31	110	2	7	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	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	2	34	120	2	8	8

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	122	0	-	0	159	121
Stage 1	-	-	-	-	121	-
Stage 2	-	-	-	-	38	-
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	1465	-	-	-	832	930
Stage 1	-	-	-	-	904	-
Stage 2	-	-	-	-	984	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1465	-	-	-	831	930
Mov Cap-2 Maneuver	-	-	-	-	831	-
Stage 1	-	-	-	-	903	-
Stage 2	-	-	-	-	984	-

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	9.2
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1465	-	-	-	878
HCM Lane V/C Ratio	0.001	-	-	-	0.017
HCM Control Delay (s)	7.5	0	-	-	9.2
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	100	69	9	22	15
Future Vol, veh/h	2	100	69	9	22	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	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	2	109	75	10	24	16

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	85	0	-	0	193	80
Stage 1	-	-	-	-	80	-
Stage 2	-	-	-	-	113	-
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	1512	-	-	-	796	980
Stage 1	-	-	-	-	943	-
Stage 2	-	-	-	-	912	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1512	-	-	-	795	980
Mov Cap-2 Maneuver	-	-	-	-	795	-
Stage 1	-	-	-	-	942	-
Stage 2	-	-	-	-	912	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	9.4
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1512	-	-	-	861
HCM Lane V/C Ratio	0.001	-	-	-	0.047
HCM Control Delay (s)	7.4	0	-	-	9.4
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↱				↱
Traffic Vol, veh/h	1474	8	0	0	0	79
Future Vol, veh/h	1474	8	0	0	0	79
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	418	-	-	-	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	1602	9	0	0	0	86

Major/Minor	Major1			Minor1	
Conflicting Flow All	0	0		-	801
Stage 1	-	-		-	-
Stage 2	-	-		-	-
Critical Hdwy	-	-		-	6.94
Critical Hdwy Stg 1	-	-		-	-
Critical Hdwy Stg 2	-	-		-	-
Follow-up Hdwy	-	-		-	3.32
Pot Cap-1 Maneuver	-	-		0	327
Stage 1	-	-		0	-
Stage 2	-	-		0	-
Platoon blocked, %	-	-			
Mov Cap-1 Maneuver	-	-		-	327
Mov Cap-2 Maneuver	-	-		-	-
Stage 1	-	-		-	-
Stage 2	-	-		-	-

Approach	EB	NB
HCM Control Delay, s	0	19.9
HCM LOS		C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR
Capacity (veh/h)	327	-	-
HCM Lane V/C Ratio	0.263	-	-
HCM Control Delay (s)	19.9	-	-
HCM Lane LOS	C	-	-
HCM 95th %tile Q(veh)	1	-	-

Intersection	
Int Delay, s/veh	0.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	2040	6	0	0	0	46
Future Vol, veh/h	2040	6	0	0	0	46
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	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	2217	7	0	0	0	50

Major/Minor	Major1			Minor1	
Conflicting Flow All	0	0		-	1112
Stage 1	-	-		-	-
Stage 2	-	-		-	-
Critical Hdwy	-	-		-	6.94
Critical Hdwy Stg 1	-	-		-	-
Critical Hdwy Stg 2	-	-		-	-
Follow-up Hdwy	-	-		-	3.32
Pot Cap-1 Maneuver	-	-		0	203
Stage 1	-	-		0	-
Stage 2	-	-		0	-
Platoon blocked, %	-	-			
Mov Cap-1 Maneuver	-	-		-	203
Mov Cap-2 Maneuver	-	-		-	-
Stage 1	-	-		-	-
Stage 2	-	-		-	-

Approach	EB	NB
HCM Control Delay, s	0	28.4
HCM LOS		D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR
Capacity (veh/h)	203	-	-
HCM Lane V/C Ratio	0.246	-	-
HCM Control Delay (s)	28.4	-	-
HCM Lane LOS	D	-	-
HCM 95th %tile Q(veh)	0.9	-	-

Intersection	
Int Delay, s/veh	4.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	15	47	25	79	41	59	13	16	24	13	6	17
Future Vol, veh/h	15	47	25	79	41	59	13	16	24	13	6	17
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	-	-	-	-	-	-	-	-	-	-	-	-
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	16	51	27	86	45	64	14	17	26	14	7	18

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	109	0	0	78	0	0	359	378	65	367	359	77
Stage 1	-	-	-	-	-	-	97	97	-	249	249	-
Stage 2	-	-	-	-	-	-	262	281	-	118	110	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1481	-	-	1520	-	-	596	554	999	589	568	984
Stage 1	-	-	-	-	-	-	910	815	-	755	701	-
Stage 2	-	-	-	-	-	-	743	678	-	887	804	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1481	-	-	1520	-	-	548	515	999	528	528	984
Mov Cap-2 Maneuver	-	-	-	-	-	-	548	515	-	528	528	-
Stage 1	-	-	-	-	-	-	900	806	-	747	658	-
Stage 2	-	-	-	-	-	-	678	637	-	836	795	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.3	3.3	10.9	10.7
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	672	1481	-	-	1520	-	-	676
HCM Lane V/C Ratio	0.086	0.011	-	-	0.056	-	-	0.058
HCM Control Delay (s)	10.9	7.5	0	-	7.5	0	-	10.7
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.3	0	-	-	0.2	-	-	0.2

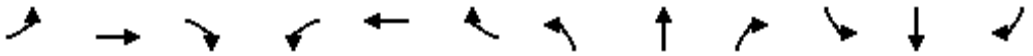
Intersection	
Int Delay, s/veh	3.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	100	7	34	4	4	6	22	177	7	36	343	245
Future Vol, veh/h	100	7	34	4	4	6	22	177	7	36	343	245
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	-	150	-	-	200	-	200	150	-	150
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	109	8	37	4	4	7	24	192	8	39	373	266

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	701	699	373	847	957	192	639	0	0	200	0	0
Stage 1	451	451	-	240	240	-	-	-	-	-	-	-
Stage 2	250	248	-	607	717	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	353	364	673	282	258	850	945	-	-	1372	-	-
Stage 1	588	571	-	763	707	-	-	-	-	-	-	-
Stage 2	754	701	-	483	434	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	331	345	673	252	245	850	945	-	-	1372	-	-
Mov Cap-2 Maneuver	331	345	-	252	245	-	-	-	-	-	-	-
Stage 1	573	555	-	744	689	-	-	-	-	-	-	-
Stage 2	725	683	-	437	422	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	18.4	15.3	1	0.4
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	945	-	-	331	579	252	428	1372	-	-
HCM Lane V/C Ratio	0.025	-	-	0.328	0.077	0.017	0.025	0.029	-	-
HCM Control Delay (s)	8.9	-	-	21.1	11.7	19.5	13.6	7.7	-	-
HCM Lane LOS	A	-	-	C	B	C	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	1.4	0.2	0.1	0.1	0.1	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	69	987	109	0	0	0	0	102	190	189	509	0
Future Volume (veh/h)	69	987	109	0	0	0	0	102	190	189	509	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	75	1073	118				0	111	207	205	553	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	672	1341	598				0	777	658	568	777	0
Arrive On Green	0.38	0.38	0.38				0.00	0.42	0.42	0.42	0.42	0.00
Sat Flow, veh/h	1781	3554	1585				0	1870	1585	1062	1870	0
Grp Volume(v), veh/h	75	1073	118				0	111	207	205	553	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585				0	1870	1585	1062	1870	0
Q Serve(g_s), s	1.2	11.7	2.2				0.0	1.6	3.8	6.5	10.6	0.0
Cycle Q Clear(g_c), s	1.2	11.7	2.2				0.0	1.6	3.8	8.1	10.6	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	672	1341	598				0	777	658	568	777	0
V/C Ratio(X)	0.11	0.80	0.20				0.00	0.14	0.31	0.36	0.71	0.00
Avail Cap(c_a), veh/h	740	1475	658				0	777	658	568	777	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	8.8	12.0	9.1				0.0	7.9	8.5	10.4	10.5	0.0
Incr Delay (d2), s/veh	0.1	3.0	0.2				0.0	0.4	1.3	1.8	5.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	3.4	0.5				0.0	0.6	1.2	1.4	4.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.8	15.0	9.2				0.0	8.3	9.8	12.2	16.0	0.0
LnGrp LOS	A	B	A				A	A	A	B	B	A
Approach Vol, veh/h		1266						318			758	
Approach Delay, s/veh		14.1						9.3			15.0	
Approach LOS		B						A			B	

Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		22.5		20.9		22.5						
Change Period (Y+Rc), s		4.5		4.5		4.5						
Max Green Setting (Gmax), s		18.0		18.0		18.0						
Max Q Clear Time (g_c+I1), s		5.8		13.7		12.6						
Green Ext Time (p_c), s		1.0		2.7		2.1						

Intersection Summary												
HCM 6th Ctrl Delay			13.7									
HCM 6th LOS			B									

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	7	83	64	7	4	4
Future Vol, veh/h	7	83	64	7	4	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	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	8	90	70	8	4	4

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	78	0	-	0	180	74
Stage 1	-	-	-	-	74	-
Stage 2	-	-	-	-	106	-
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	1520	-	-	-	810	988
Stage 1	-	-	-	-	949	-
Stage 2	-	-	-	-	918	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1520	-	-	-	805	988
Mov Cap-2 Maneuver	-	-	-	-	805	-
Stage 1	-	-	-	-	943	-
Stage 2	-	-	-	-	918	-

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	9.1
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1520	-	-	-	887
HCM Lane V/C Ratio	0.005	-	-	-	0.01
HCM Control Delay (s)	7.4	0	-	-	9.1
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	7	77	170	30	13	9
Future Vol, veh/h	7	77	170	30	13	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	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	8	84	185	33	14	10

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	218	0	-	0	302	202
Stage 1	-	-	-	-	202	-
Stage 2	-	-	-	-	100	-
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	1352	-	-	-	690	839
Stage 1	-	-	-	-	832	-
Stage 2	-	-	-	-	924	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1352	-	-	-	686	839
Mov Cap-2 Maneuver	-	-	-	-	686	-
Stage 1	-	-	-	-	827	-
Stage 2	-	-	-	-	924	-

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	10
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1352	-	-	-	741
HCM Lane V/C Ratio	0.006	-	-	-	0.032
HCM Control Delay (s)	7.7	0	-	-	10
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	0.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1123	28	0	0	0	42
Future Vol, veh/h	1123	28	0	0	0	42
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	418	-	-	-	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	1221	30	0	0	0	46

Major/Minor	Major1			Minor1	
Conflicting Flow All	0	0		-	611
Stage 1	-	-		-	-
Stage 2	-	-		-	-
Critical Hdwy	-	-		-	6.94
Critical Hdwy Stg 1	-	-		-	-
Critical Hdwy Stg 2	-	-		-	-
Follow-up Hdwy	-	-		-	3.32
Pot Cap-1 Maneuver	-	-		0	437
Stage 1	-	-		0	-
Stage 2	-	-		0	-
Platoon blocked, %	-	-			
Mov Cap-1 Maneuver	-	-		-	437
Mov Cap-2 Maneuver	-	-		-	-
Stage 1	-	-		-	-
Stage 2	-	-		-	-

Approach	EB	NB
HCM Control Delay, s	0	14.2
HCM LOS		B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR
Capacity (veh/h)	437	-	-
HCM Lane V/C Ratio	0.104	-	-
HCM Control Delay (s)	14.2	-	-
HCM Lane LOS	B	-	-
HCM 95th %tile Q(veh)	0.3	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1345	21	0	0	0	27
Future Vol, veh/h	1345	21	0	0	0	27
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	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	1462	23	0	0	0	29

Major/Minor	Major1			Minor1	
Conflicting Flow All	0	0		-	743
Stage 1	-	-		-	-
Stage 2	-	-		-	-
Critical Hdwy	-	-		-	6.94
Critical Hdwy Stg 1	-	-		-	-
Critical Hdwy Stg 2	-	-		-	-
Follow-up Hdwy	-	-		-	3.32
Pot Cap-1 Maneuver	-	-		0	358
Stage 1	-	-		0	-
Stage 2	-	-		0	-
Platoon blocked, %	-	-			
Mov Cap-1 Maneuver	-	-		-	358
Mov Cap-2 Maneuver	-	-		-	-
Stage 1	-	-		-	-
Stage 2	-	-		-	-

Approach	EB	NB
HCM Control Delay, s	0	16
HCM LOS		C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR
Capacity (veh/h)	358	-	-
HCM Lane V/C Ratio	0.082	-	-
HCM Control Delay (s)	16	-	-
HCM Lane LOS	C	-	-
HCM 95th %tile Q(veh)	0.3	-	-

2027 Future Year Traffic Analysis

Intersection	
Int Delay, s/veh	6.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	22	6	16	31	34	95
Future Vol, veh/h	22	6	16	31	34	95
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	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	24	7	17	34	37	103

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	31	0	96	28
Stage 1	-	-	-	-	28	-
Stage 2	-	-	-	-	68	-
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	-	-	1582	-	903	1047
Stage 1	-	-	-	-	995	-
Stage 2	-	-	-	-	955	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1582	-	893	1047
Mov Cap-2 Maneuver	-	-	-	-	893	-
Stage 1	-	-	-	-	995	-
Stage 2	-	-	-	-	944	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.5	9.2
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1001	-	-	1582	-
HCM Lane V/C Ratio	0.14	-	-	0.011	-
HCM Control Delay (s)	9.2	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.5	-	-	0	-

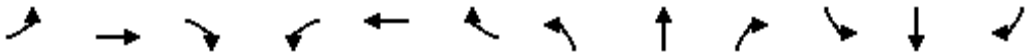
Intersection	
Int Delay, s/veh	3.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	137	43	18	476	170	82
Future Vol, veh/h	137	43	18	476	170	82
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	200	0	200	-	-	150
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	149	47	20	517	185	89

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	742	185	274	0	-	0
Stage 1	185	-	-	-	-	-
Stage 2	557	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	383	857	1289	-	-	-
Stage 1	847	-	-	-	-	-
Stage 2	574	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	377	857	1289	-	-	-
Mov Cap-2 Maneuver	377	-	-	-	-	-
Stage 1	833	-	-	-	-	-
Stage 2	574	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	17.9	0.3	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1289	-	377	857	-	-
HCM Lane V/C Ratio	0.015	-	0.395	0.055	-	-
HCM Control Delay (s)	7.8	-	20.6	9.4	-	-
HCM Lane LOS	A	-	C	A	-	-
HCM 95th %tile Q(veh)	0	-	1.8	0.2	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	128	1440	104	0	0	0	0	128	505	280	187	0
Future Volume (veh/h)	128	1440	104	0	0	0	0	128	505	280	187	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	139	1565	113				0	139	549	304	203	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	857	1709	762				0	744	630	361	744	0
Arrive On Green	0.48	0.48	0.48				0.00	0.40	0.40	0.40	0.40	0.00
Sat Flow, veh/h	1781	3554	1585				0	1870	1585	755	1870	0
Grp Volume(v), veh/h	139	1565	113				0	139	549	304	203	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585				0	1870	1585	755	1870	0
Q Serve(g_s), s	3.3	30.3	3.0				0.0	3.6	23.7	25.9	5.4	0.0
Cycle Q Clear(g_c), s	3.3	30.3	3.0				0.0	3.6	23.7	29.5	5.4	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	857	1709	762				0	744	630	361	744	0
V/C Ratio(X)	0.16	0.92	0.15				0.00	0.19	0.87	0.84	0.27	0.00
Avail Cap(c_a), veh/h	877	1749	780				0	744	630	361	744	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	10.8	17.9	10.8				0.0	14.5	20.6	25.8	15.1	0.0
Incr Delay (d2), s/veh	0.1	7.9	0.1				0.0	0.6	15.2	20.7	0.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	11.5	0.9				0.0	1.5	10.7	7.4	2.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	10.9	25.8	10.8				0.0	15.1	35.8	46.5	16.0	0.0
LnGrp LOS	B	C	B				A	B	D	D	B	A
Approach Vol, veh/h		1817						688			507	
Approach Delay, s/veh		23.7						31.6			34.3	
Approach LOS		C						C			C	

Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		34.0		40.2		34.0						
Change Period (Y+Rc), s		4.5		4.5		4.5						
Max Green Setting (Gmax), s		29.5		36.5		29.5						
Max Q Clear Time (g_c+I1), s		25.7		32.3		31.5						
Green Ext Time (p_c), s		1.2		3.4		0.0						

Intersection Summary												
HCM 6th Ctrl Delay			27.3									
HCM 6th LOS			C									

Intersection	
Int Delay, s/veh	5.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	33	35	89	24	14	46
Future Vol, veh/h	33	35	89	24	14	46
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	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	36	38	97	26	15	50

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	74	0	275	55
Stage 1	-	-	-	-	55	-
Stage 2	-	-	-	-	220	-
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	-	-	1526	-	715	1012
Stage 1	-	-	-	-	968	-
Stage 2	-	-	-	-	817	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1526	-	669	1012
Mov Cap-2 Maneuver	-	-	-	-	669	-
Stage 1	-	-	-	-	968	-
Stage 2	-	-	-	-	765	-

Approach	EB	WB	NB
HCM Control Delay, s	0	5.9	9.3
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	904	-	-	1526	-
HCM Lane V/C Ratio	0.072	-	-	0.063	-
HCM Control Delay (s)	9.3	-	-	7.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0.2	-

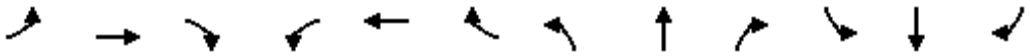
Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	107	34	17	201	390	177
Future Vol, veh/h	107	34	17	201	390	177
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	200	0	200	-	-	150
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	116	37	18	218	424	192

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	678	424	616	0	-	0
Stage 1	424	-	-	-	-	-
Stage 2	254	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	418	630	964	-	-	-
Stage 1	660	-	-	-	-	-
Stage 2	788	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	410	630	964	-	-	-
Mov Cap-2 Maneuver	410	-	-	-	-	-
Stage 1	647	-	-	-	-	-
Stage 2	788	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	15.7	0.7	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	964	-	410	630	-	-
HCM Lane V/C Ratio	0.019	-	0.284	0.059	-	-
HCM Control Delay (s)	8.8	-	17.2	11.1	-	-
HCM Lane LOS	A	-	C	B	-	-
HCM 95th %tile Q(veh)	0.1	-	1.2	0.2	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	78	1061	119	0	0	0	0	105	209	204	441	0
Future Volume (veh/h)	78	1061	119	0	0	0	0	105	209	204	441	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	85	1153	129				0	114	227	222	479	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	689	1375	613				0	764	648	548	764	0
Arrive On Green	0.39	0.39	0.39				0.00	0.41	0.41	0.41	0.41	0.00
Sat Flow, veh/h	1781	3554	1585				0	1870	1585	1039	1870	0
Grp Volume(v), veh/h	85	1153	129				0	114	227	222	479	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585				0	1870	1585	1039	1870	0
Q Serve(g_s), s	1.4	13.0	2.4				0.0	1.7	4.4	7.5	9.0	0.0
Cycle Q Clear(g_c), s	1.4	13.0	2.4				0.0	1.7	4.4	9.2	9.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	689	1375	613				0	764	648	548	764	0
V/C Ratio(X)	0.12	0.84	0.21				0.00	0.15	0.35	0.40	0.63	0.00
Avail Cap(c_a), veh/h	728	1452	648				0	764	648	548	764	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	8.7	12.3	9.0				0.0	8.2	9.0	11.1	10.4	0.0
Incr Delay (d2), s/veh	0.1	4.3	0.2				0.0	0.4	1.5	2.2	3.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	4.0	0.5				0.0	0.6	1.4	1.7	3.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.8	16.6	9.2				0.0	8.6	10.5	13.3	14.2	0.0
LnGrp LOS	A	B	A				A	A	B	B	B	A
Approach Vol, veh/h		1367						341			701	
Approach Delay, s/veh		15.4						9.9			13.9	
Approach LOS		B						A			B	

Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		22.5		21.5		22.5						
Change Period (Y+Rc), s		4.5		4.5		4.5						
Max Green Setting (Gmax), s		18.0		18.0		18.0						
Max Q Clear Time (g_c+I1), s		6.4		15.0		11.2						
Green Ext Time (p_c), s		1.1		2.1		2.3						

Intersection Summary												
HCM 6th Ctrl Delay			14.2									
HCM 6th LOS			B									

2027 Future Year with Project Traffic Analysis

Intersection	
Int Delay, s/veh	6.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	4	35	5	16	55	18	34	38	57	22	1	30
Future Vol, veh/h	4	35	5	16	55	18	34	38	57	22	1	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	-	-	-	-	-	-	-	-	-	-	-	-
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	4	38	5	17	60	20	37	41	62	24	1	33

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	80	0	0	43	0	0	170	163	41	204	155	70
Stage 1	-	-	-	-	-	-	49	49	-	104	104	-
Stage 2	-	-	-	-	-	-	121	114	-	100	51	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1518	-	-	1566	-	-	794	729	1030	754	737	993
Stage 1	-	-	-	-	-	-	964	854	-	902	809	-
Stage 2	-	-	-	-	-	-	883	801	-	906	852	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1518	-	-	1566	-	-	759	719	1030	670	727	993
Mov Cap-2 Maneuver	-	-	-	-	-	-	759	719	-	670	727	-
Stage 1	-	-	-	-	-	-	961	851	-	899	800	-
Stage 2	-	-	-	-	-	-	843	792	-	808	849	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.7	1.3	10.1	9.7
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	843	1518	-	-	1566	-	-	823
HCM Lane V/C Ratio	0.166	0.003	-	-	0.011	-	-	0.07
HCM Control Delay (s)	10.1	7.4	0	-	7.3	0	-	9.7
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.6	0	-	-	0	-	-	0.2

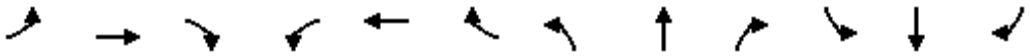
Intersection	
Int Delay, s/veh	8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	181	2	50	7	7	11	20	476	2	11	170	99
Future Vol, veh/h	181	2	50	7	7	11	20	476	2	11	170	99
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	-	200	-	-	200	-	200	150	-	150
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	197	2	54	8	8	12	22	517	2	12	185	108

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	781	772	185	852	878	517	293	0	0	519	0	0
Stage 1	209	209	-	561	561	-	-	-	-	-	-	-
Stage 2	572	563	-	291	317	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	312	330	857	280	287	558	1269	-	-	1047	-	-
Stage 1	793	729	-	512	510	-	-	-	-	-	-	-
Stage 2	505	509	-	717	654	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	292	321	857	255	279	558	1269	-	-	1047	-	-
Mov Cap-2 Maneuver	292	321	-	255	279	-	-	-	-	-	-	-
Stage 1	780	721	-	503	501	-	-	-	-	-	-	-
Stage 2	478	500	-	662	647	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	32.9	15.9	0.3	0.3
HCM LOS	D	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1269	-	-	292	805	255	402	1047	-	-
HCM Lane V/C Ratio	0.017	-	-	0.674	0.07	0.03	0.049	0.011	-	-
HCM Control Delay (s)	7.9	-	-	39.5	9.8	19.6	14.4	8.5	-	-
HCM Lane LOS	A	-	-	E	A	C	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	4.5	0.2	0.1	0.2	0	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	128	1526	105	0	0	0	0	146	504	283	224	0
Future Volume (veh/h)	128	1526	105	0	0	0	0	146	504	283	224	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	139	1659	114				0	159	548	308	243	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	886	1767	788				0	715	606	337	715	0
Arrive On Green	0.50	0.50	0.50				0.00	0.38	0.38	0.38	0.38	0.00
Sat Flow, veh/h	1781	3554	1585				0	1870	1585	741	1870	0
Grp Volume(v), veh/h	139	1659	114				0	159	548	308	243	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585				0	1870	1585	741	1870	0
Q Serve(g_s), s	3.2	32.8	2.9				0.0	4.3	24.4	24.2	6.9	0.0
Cycle Q Clear(g_c), s	3.2	32.8	2.9				0.0	4.3	24.4	28.5	6.9	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	886	1767	788				0	715	606	337	715	0
V/C Ratio(X)	0.16	0.94	0.14				0.00	0.22	0.90	0.91	0.34	0.00
Avail Cap(c_a), veh/h	895	1786	797				0	715	606	337	715	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	10.2	17.7	10.2				0.0	15.6	21.8	27.8	16.4	0.0
Incr Delay (d2), s/veh	0.1	10.1	0.1				0.0	0.7	19.5	31.3	1.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	12.8	0.8				0.0	1.9	11.6	8.4	3.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	10.3	27.8	10.2				0.0	16.3	41.2	59.1	17.7	0.0
LnGrp LOS	B	C	B				A	B	D	E	B	A
Approach Vol, veh/h		1912						707			551	
Approach Delay, s/veh		25.5						35.6			40.8	
Approach LOS		C						D			D	

Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		33.0		41.6		33.0						
Change Period (Y+Rc), s		4.5		4.5		4.5						
Max Green Setting (Gmax), s		28.5		37.5		28.5						
Max Q Clear Time (g_c+I1), s		26.4		34.8		30.5						
Green Ext Time (p_c), s		0.7		2.3		0.0						

Intersection Summary												
HCM 6th Ctrl Delay			30.4									
HCM 6th LOS			C									

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	35	117	2	7	7
Future Vol, veh/h	2	35	117	2	7	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	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	2	38	127	2	8	8

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	129	0	-	0	170	128
Stage 1	-	-	-	-	128	-
Stage 2	-	-	-	-	42	-
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	1457	-	-	-	820	922
Stage 1	-	-	-	-	898	-
Stage 2	-	-	-	-	980	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1457	-	-	-	819	922
Mov Cap-2 Maneuver	-	-	-	-	819	-
Stage 1	-	-	-	-	897	-
Stage 2	-	-	-	-	980	-

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	9.2
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1457	-	-	-	867
HCM Lane V/C Ratio	0.001	-	-	-	0.018
HCM Control Delay (s)	7.5	0	-	-	9.2
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	110	74	9	22	15
Future Vol, veh/h	2	110	74	9	22	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	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	2	120	80	10	24	16

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	90	0	-	0	209	85
Stage 1	-	-	-	-	85	-
Stage 2	-	-	-	-	124	-
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	1505	-	-	-	779	974
Stage 1	-	-	-	-	938	-
Stage 2	-	-	-	-	902	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1505	-	-	-	778	974
Mov Cap-2 Maneuver	-	-	-	-	778	-
Stage 1	-	-	-	-	937	-
Stage 2	-	-	-	-	902	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	9.5
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1505	-	-	-	847
HCM Lane V/C Ratio	0.001	-	-	-	0.047
HCM Control Delay (s)	7.4	0	-	-	9.5
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	1.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1676	8	0	0	0	83
Future Vol, veh/h	1676	8	0	0	0	83
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	418	-	-	-	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	1822	9	0	0	0	90

Major/Minor	Major1			Minor1	
Conflicting Flow All	0	0		-	911
Stage 1	-	-		-	-
Stage 2	-	-		-	-
Critical Hdwy	-	-		-	6.94
Critical Hdwy Stg 1	-	-		-	-
Critical Hdwy Stg 2	-	-		-	-
Follow-up Hdwy	-	-		-	3.32
Pot Cap-1 Maneuver	-	-		0	277
Stage 1	-	-		0	-
Stage 2	-	-		0	-
Platoon blocked, %	-	-			
Mov Cap-1 Maneuver	-	-		-	277
Mov Cap-2 Maneuver	-	-		-	-
Stage 1	-	-		-	-
Stage 2	-	-		-	-

Approach	EB	NB
HCM Control Delay, s	0	24.1
HCM LOS		C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR
Capacity (veh/h)	277	-	-
HCM Lane V/C Ratio	0.326	-	-
HCM Control Delay (s)	24.1	-	-
HCM Lane LOS	C	-	-
HCM 95th %tile Q(veh)	1.4	-	-

Intersection	
Int Delay, s/veh	0.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	2307	6	0	0	0	46
Future Vol, veh/h	2307	6	0	0	0	46
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	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	2508	7	0	0	0	50

Major/Minor	Major1			Minor1	
Conflicting Flow All	0	0		-	1258
Stage 1	-	-		-	-
Stage 2	-	-		-	-
Critical Hdwy	-	-		-	6.94
Critical Hdwy Stg 1	-	-		-	-
Critical Hdwy Stg 2	-	-		-	-
Follow-up Hdwy	-	-		-	3.32
Pot Cap-1 Maneuver	-	-		0	162
Stage 1	-	-		0	-
Stage 2	-	-		0	-
Platoon blocked, %	-	-			
Mov Cap-1 Maneuver	-	-		-	162
Mov Cap-2 Maneuver	-	-		-	-
Stage 1	-	-		-	-
Stage 2	-	-		-	-

Approach	EB	NB
HCM Control Delay, s	0	36.8
HCM LOS		E

Minor Lane/Major Mvmt	NBLn1	EBT	EBR
Capacity (veh/h)	162	-	-
HCM Lane V/C Ratio	0.309	-	-
HCM Control Delay (s)	36.8	-	-
HCM Lane LOS	E	-	-
HCM 95th %tile Q(veh)	1.2	-	-

Intersection	
Int Delay, s/veh	4.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	15	51	28	89	44	59	14	18	28	13	7	17
Future Vol, veh/h	15	51	28	89	44	59	14	18	28	13	7	17
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	-	-	-	-	-	-	-	-	-	-	-	-
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	16	55	30	97	48	64	15	20	30	14	8	18

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	112	0	0	85	0	0	389	408	70	401	391	80
Stage 1	-	-	-	-	-	-	102	102	-	274	274	-
Stage 2	-	-	-	-	-	-	287	306	-	127	117	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1478	-	-	1512	-	-	570	533	993	560	545	980
Stage 1	-	-	-	-	-	-	904	811	-	732	683	-
Stage 2	-	-	-	-	-	-	720	662	-	877	799	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1478	-	-	1512	-	-	519	491	993	494	502	980
Mov Cap-2 Maneuver	-	-	-	-	-	-	519	491	-	494	502	-
Stage 1	-	-	-	-	-	-	894	802	-	724	636	-
Stage 2	-	-	-	-	-	-	650	616	-	820	790	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.2	3.5	11.1	11
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	653	1478	-	-	1512	-	-	642
HCM Lane V/C Ratio	0.1	0.011	-	-	0.064	-	-	0.063
HCM Control Delay (s)	11.1	7.5	0	-	7.5	0	-	11
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.3	0	-	-	0.2	-	-	0.2

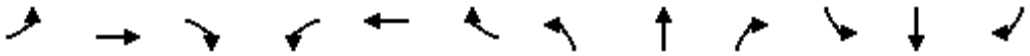
Intersection	
Int Delay, s/veh	4.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	133	7	38	4	4	6	24	201	7	36	390	266
Future Vol, veh/h	133	7	38	4	4	6	24	201	7	36	390	266
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	-	200	-	-	200	-	200	150	-	150
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	145	8	41	4	4	7	26	218	8	39	424	289

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	782	780	424	941	1061	218	713	0	0	226	0	0
Stage 1	502	502	-	270	270	-	-	-	-	-	-	-
Stage 2	280	278	-	671	791	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	312	327	630	243	224	822	887	-	-	1342	-	-
Stage 1	552	542	-	736	686	-	-	-	-	-	-	-
Stage 2	727	680	-	446	401	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	291	308	630	213	211	822	887	-	-	1342	-	-
Mov Cap-2 Maneuver	291	308	-	213	211	-	-	-	-	-	-	-
Stage 1	536	526	-	715	666	-	-	-	-	-	-	-
Stage 2	696	660	-	399	389	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	24.8	16.9	0.9	0.4
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	887	-	-	291	542	213	381	1342	-	-
HCM Lane V/C Ratio	0.029	-	-	0.497	0.09	0.02	0.029	0.029	-	-
HCM Control Delay (s)	9.2	-	-	29	12.3	22.3	14.7	7.8	-	-
HCM Lane LOS	A	-	-	D	B	C	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	2.6	0.3	0.1	0.1	0.1	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	78	1115	123	0	0	0	0	115	213	214	562	0
Future Volume (veh/h)	78	1115	123	0	0	0	0	115	213	214	562	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	85	1212	134				0	125	232	233	611	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	710	1416	632				0	782	663	532	782	0
Arrive On Green	0.40	0.40	0.40				0.00	0.42	0.42	0.42	0.42	0.00
Sat Flow, veh/h	1781	3554	1585				0	1870	1585	1024	1870	0
Grp Volume(v), veh/h	85	1212	134				0	125	232	233	611	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585				0	1870	1585	1024	1870	0
Q Serve(g_s), s	1.5	15.3	2.7				0.0	2.0	4.9	9.0	13.8	0.0
Cycle Q Clear(g_c), s	1.5	15.3	2.7				0.0	2.0	4.9	11.1	13.8	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	710	1416	632				0	782	663	532	782	0
V/C Ratio(X)	0.12	0.86	0.21				0.00	0.16	0.35	0.44	0.78	0.00
Avail Cap(c_a), veh/h	745	1485	663				0	782	663	532	782	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	9.3	13.5	9.7				0.0	8.9	9.7	12.3	12.3	0.0
Incr Delay (d2), s/veh	0.1	5.0	0.2				0.0	0.4	1.5	2.6	7.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	5.0	0.7				0.0	0.8	1.6	2.1	6.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.4	18.5	9.9				0.0	9.3	11.2	15.0	20.0	0.0
LnGrp LOS	A	B	A				A	A	B	B	B	A
Approach Vol, veh/h		1431						357			844	
Approach Delay, s/veh		17.1						10.5			18.6	
Approach LOS		B						B			B	

Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		25.0		24.0		25.0						
Change Period (Y+Rc), s		4.5		4.5		4.5						
Max Green Setting (Gmax), s		20.5		20.5		20.5						
Max Q Clear Time (g_c+I1), s		6.9		17.3		15.8						
Green Ext Time (p_c), s		1.2		2.3		2.2						

Intersection Summary												
HCM 6th Ctrl Delay			16.7									
HCM 6th LOS			B									

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	7	90	68	7	4	4
Future Vol, veh/h	7	90	68	7	4	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	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	8	98	74	8	4	4

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	82	0	-	0	192	78
Stage 1	-	-	-	-	78	-
Stage 2	-	-	-	-	114	-
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	1515	-	-	-	797	983
Stage 1	-	-	-	-	945	-
Stage 2	-	-	-	-	911	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1515	-	-	-	792	983
Mov Cap-2 Maneuver	-	-	-	-	792	-
Stage 1	-	-	-	-	939	-
Stage 2	-	-	-	-	911	-

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	9.1
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1515	-	-	-	877
HCM Lane V/C Ratio	0.005	-	-	-	0.01
HCM Control Delay (s)	7.4	0	-	-	9.1
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	7	85	183	30	13	9
Future Vol, veh/h	7	85	183	30	13	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	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	8	92	199	33	14	10

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	232	0	-	0	324	216
Stage 1	-	-	-	-	216	-
Stage 2	-	-	-	-	108	-
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	1336	-	-	-	670	824
Stage 1	-	-	-	-	820	-
Stage 2	-	-	-	-	916	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1336	-	-	-	666	824
Mov Cap-2 Maneuver	-	-	-	-	666	-
Stage 1	-	-	-	-	815	-
Stage 2	-	-	-	-	916	-

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	10.2
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1336	-	-	-	723
HCM Lane V/C Ratio	0.006	-	-	-	0.033
HCM Control Delay (s)	7.7	0	-	-	10.2
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	0.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1272	29	0	0	0	44
Future Vol, veh/h	1272	29	0	0	0	44
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	418	-	-	-	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	1383	32	0	0	0	48

Major/Minor	Major1			Minor1	
Conflicting Flow All	0	0		-	692
Stage 1	-	-		-	-
Stage 2	-	-		-	-
Critical Hdwy	-	-		-	6.94
Critical Hdwy Stg 1	-	-		-	-
Critical Hdwy Stg 2	-	-		-	-
Follow-up Hdwy	-	-		-	3.32
Pot Cap-1 Maneuver	-	-		0	386
Stage 1	-	-		0	-
Stage 2	-	-		0	-
Platoon blocked, %	-	-			
Mov Cap-1 Maneuver	-	-		-	386
Mov Cap-2 Maneuver	-	-		-	-
Stage 1	-	-		-	-
Stage 2	-	-		-	-

Approach	EB	NB
HCM Control Delay, s	0	15.6
HCM LOS		C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR
Capacity (veh/h)	386	-	-
HCM Lane V/C Ratio	0.124	-	-
HCM Control Delay (s)	15.6	-	-
HCM Lane LOS	C	-	-
HCM 95th %tile Q(veh)	0.4	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1521	21	0	0	0	27
Future Vol, veh/h	1521	21	0	0	0	27
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	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	1653	23	0	0	0	29

Major/Minor	Major1			Minor1	
Conflicting Flow All	0	0		-	838
Stage 1	-	-		-	-
Stage 2	-	-		-	-
Critical Hdwy	-	-		-	6.94
Critical Hdwy Stg 1	-	-		-	-
Critical Hdwy Stg 2	-	-		-	-
Follow-up Hdwy	-	-		-	3.32
Pot Cap-1 Maneuver	-	-		0	309
Stage 1	-	-		0	-
Stage 2	-	-		0	-
Platoon blocked, %	-	-			
Mov Cap-1 Maneuver	-	-		-	309
Mov Cap-2 Maneuver	-	-		-	-
Stage 1	-	-		-	-
Stage 2	-	-		-	-

Approach	EB	NB
HCM Control Delay, s	0	17.9
HCM LOS		C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR
Capacity (veh/h)	309	-	-
HCM Lane V/C Ratio	0.095	-	-
HCM Control Delay (s)	17.9	-	-
HCM Lane LOS	C	-	-
HCM 95th %tile Q(veh)	0.3	-	-

Willow Point Amenities Package

Lehi City Required for 401-500 Units	Quantity	Unit Price	Value
Picnic Area (Pavilion w/ 2 Picnic Tables)	14	$ 28,641	$ 400,974
Sports Court	2	$ 8,315	$ 16,630
Club House	1 - Min. 1,500 sf	$ 300,000	$ 300,000
Pool (40'x20')	1	$ 250,000	$ 250,000
Tennis Court	1	$ 78,700	$ 78,700
Playground (average size)	6	$ 25,000	$ 150,000
			$ 1,196,304

Private Amenities	Quantity	Unit Price	Value
Picnic Area	12	$ 28,641	$ 343,692
Full Court Basketball	1	$ 16,630	$ 16,630
Club House	1 - 2,237 sf	$ 500,000	**$ 500,000**
Large Pool	1	$ 500,000	**$ 500,000**
Pickle Ball Court	2	$ 60,000	$ 120,000
Large Playground	2	$ 130,000	$ 260,000
Playground (average size)	4	$ 25,000	$ 100,000
			$ 1,840,322

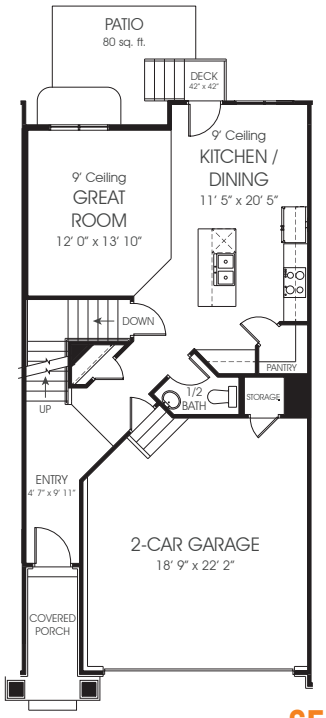
TOWNHOMES INNER


Bailey

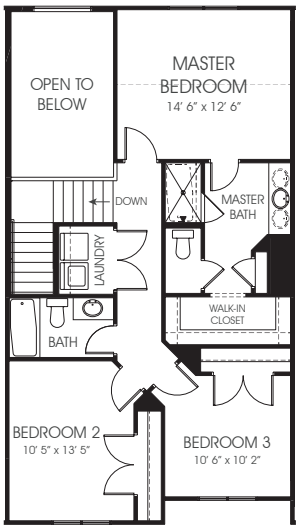

Beckett


Blair

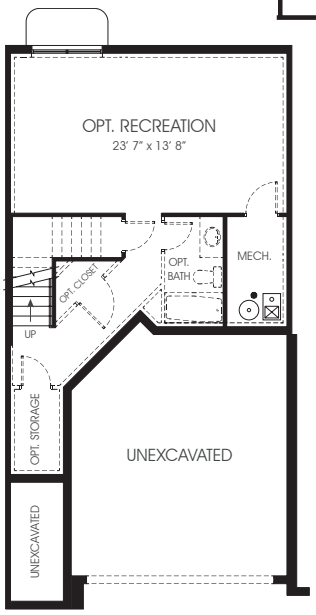
FIRST LEVEL



SECOND FLOOR



BASEMENT



SPECIFICATIONS

First Floor	703 sq.ft.	Bedrooms	3
Second Floor	892 sq.ft.	(Total Possible)	(4)
Basement	685 sq.ft.	Bathrooms	2.5
Total Sq. Ft.	2,280 sq.ft.	(Total Possible)	(3.5)
Total Finished	1,595 sq.ft.		

EDGEhomes reserves the right to make changes at any time. Floor plans, dimensions, and elevations are deemed reliable but may be modified. Renderings and floorplans do not depict exact finishes or design. Please verify inclusions with an EDGEhomes agent.

TOWNHOMES OUTER



Bailey

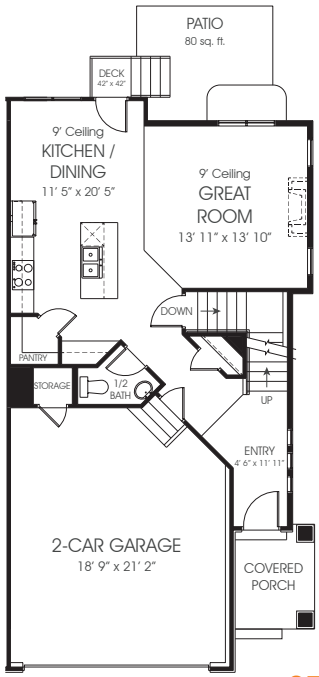


Beckett

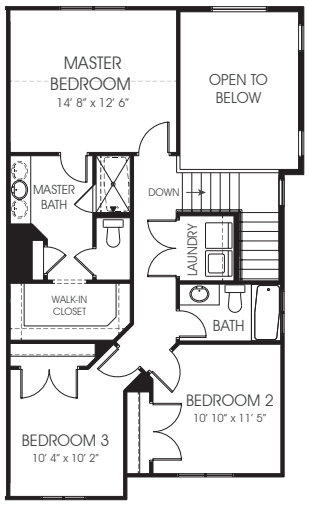


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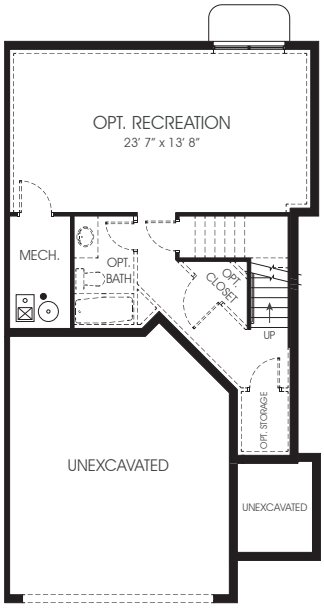
FIRST LEVEL



SECOND FLOOR



BASEMENT



SPECIFICATIONS

First Floor	722 sq.ft.	Bedrooms	3
Second Floor	896 sq.ft.	(Total Possible)	(4)
Basement	703 sq.ft.	Bathrooms	2.5
Total Sq. Ft.	2,321 sq.ft.	(Total Possible)	(3.5)
Total Finished	1,618 sq.ft.		

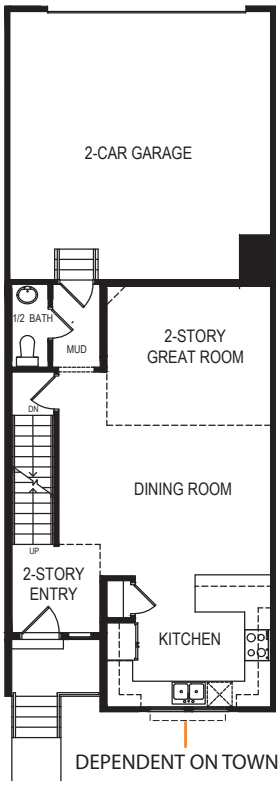
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ALLEY LOAD INNER TOWNHOME
Chantelle

EDGEhomes

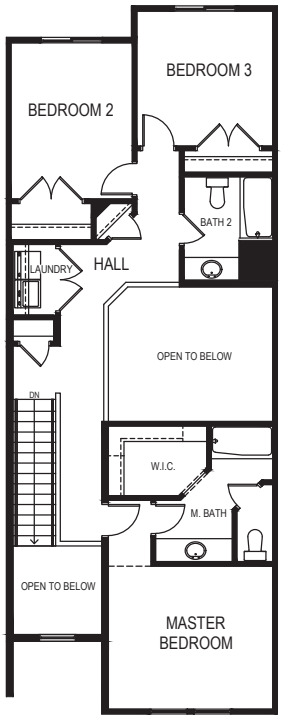


FIRST FLOOR

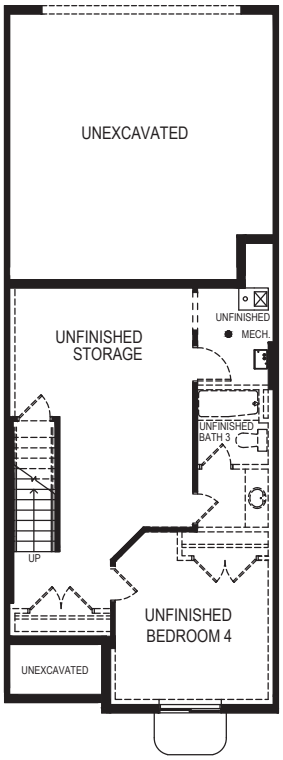


DEPENDENT ON TOWNHOME UNIT

SECOND FLOOR



BASEMENT



SPECIFICATIONS

First Floor	719 sq.ft.	**Bedrooms**	3
Second Floor	910 sq.ft.	**(Total Possible)**	(4)
Basement	735 sq.ft.	**Bathrooms**	2.5
Total Sq. Ft.	2,364 sq.ft.	**(Total Possible)**	(3.5)
Total Finished	1,629 sq.ft.		

Sq.ft. may vary depending on the unit location. Contact your EDGEhomes agent for more info

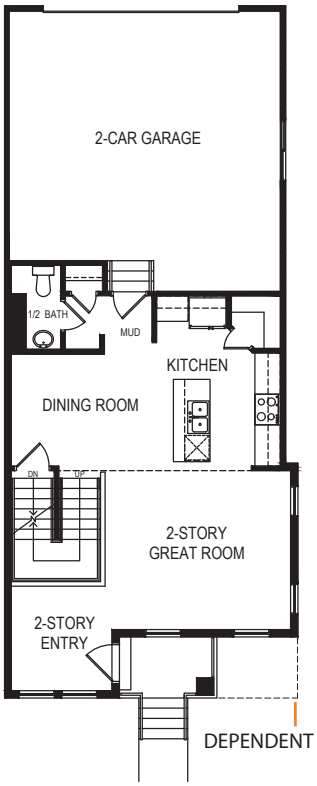
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ALLEY LOAD OUTER TOWNHOME
Chantelle

EDGEhomes

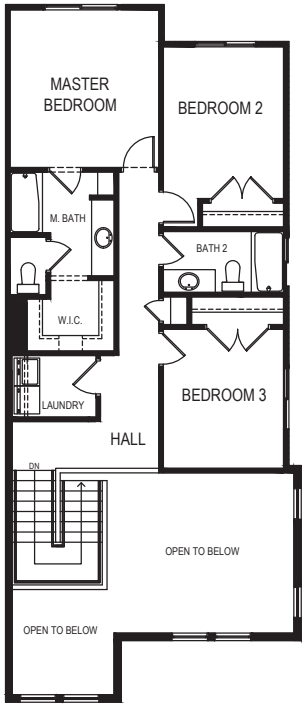


FIRST FLOOR

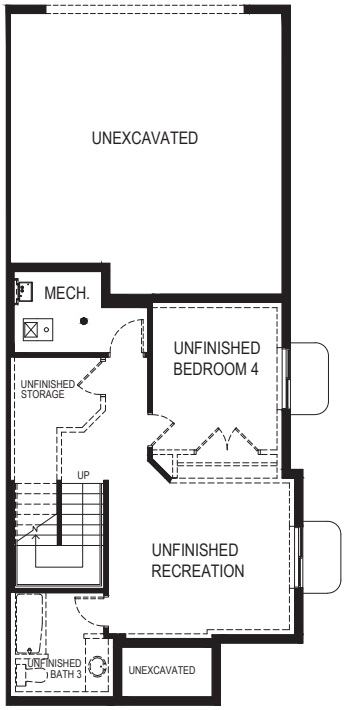


DEPENDENT ON TOWNHOME UNIT

SECOND FLOOR



BASEMENT



SPECIFICATIONS

First Floor	724 sq.ft.	**Bedrooms**	3
Second Floor	835 sq.ft.	**(Total Possible)**	(4)
Basement	729 sq.ft.	**Bathrooms**	2.5
Total Sq. Ft.	2,288 sq.ft.	**(Total Possible)**	(3.5)
Total Finished	1,559 sq.ft.		

Sq.ft. may vary depending on the unit location. Contact your EDGEhomes agent for more info

EDGEhomes reserves the right to make changes at any time. Floor plans, dimensions, and elevations are deemed reliable but may be modified. Renderings and floorplans do not depict exact finishes or design. Please verify inclusions with an EDGEhomes agent.

LUXURY TOWNHOMES

EDGEhomes

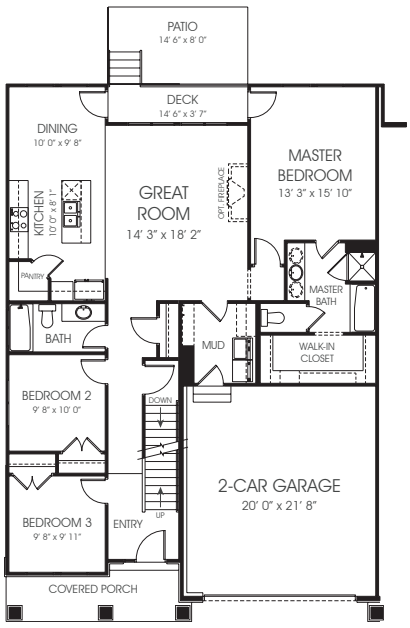


David

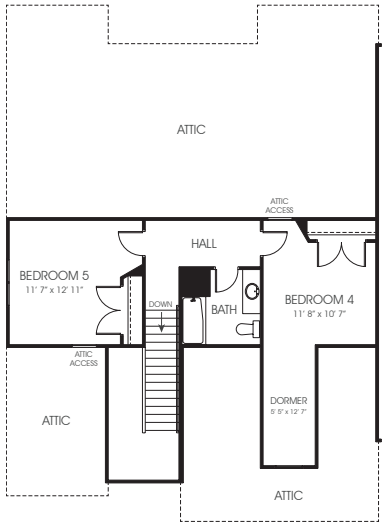


Drake

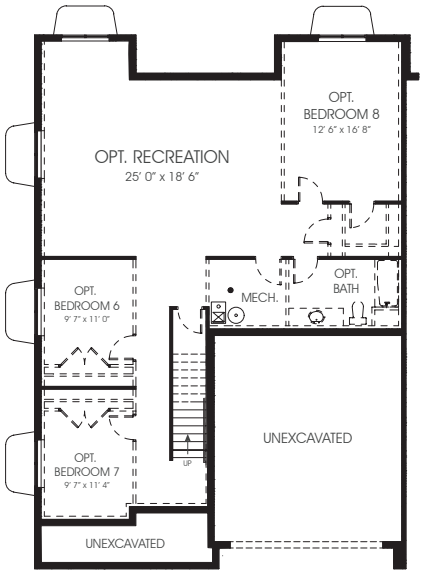
FIRST LEVEL



SECOND FLOOR



BASEMENT



SPECIFICATIONS

First Floor	1,511 sq.ft.	Bedrooms	5
Second Floor	586 sq.ft.	(Total Possible)	(8)
Basement	1,525 sq.ft.	Bathrooms	3
Total Sq. Ft.	3,622 sq.ft.	(Total Possible)	(4)
Total Finished	2,097 sq.ft.		

EDGEhomes reserves the right to make changes at any time. Floor plans, dimensions, and elevations are deemed reliable but may be modified. Renderings and floorplans do not depict exact finishes or design. Please verify inclusions with an EDGEhomes agent.

Willow Point Preliminary Subdivision

Aerial

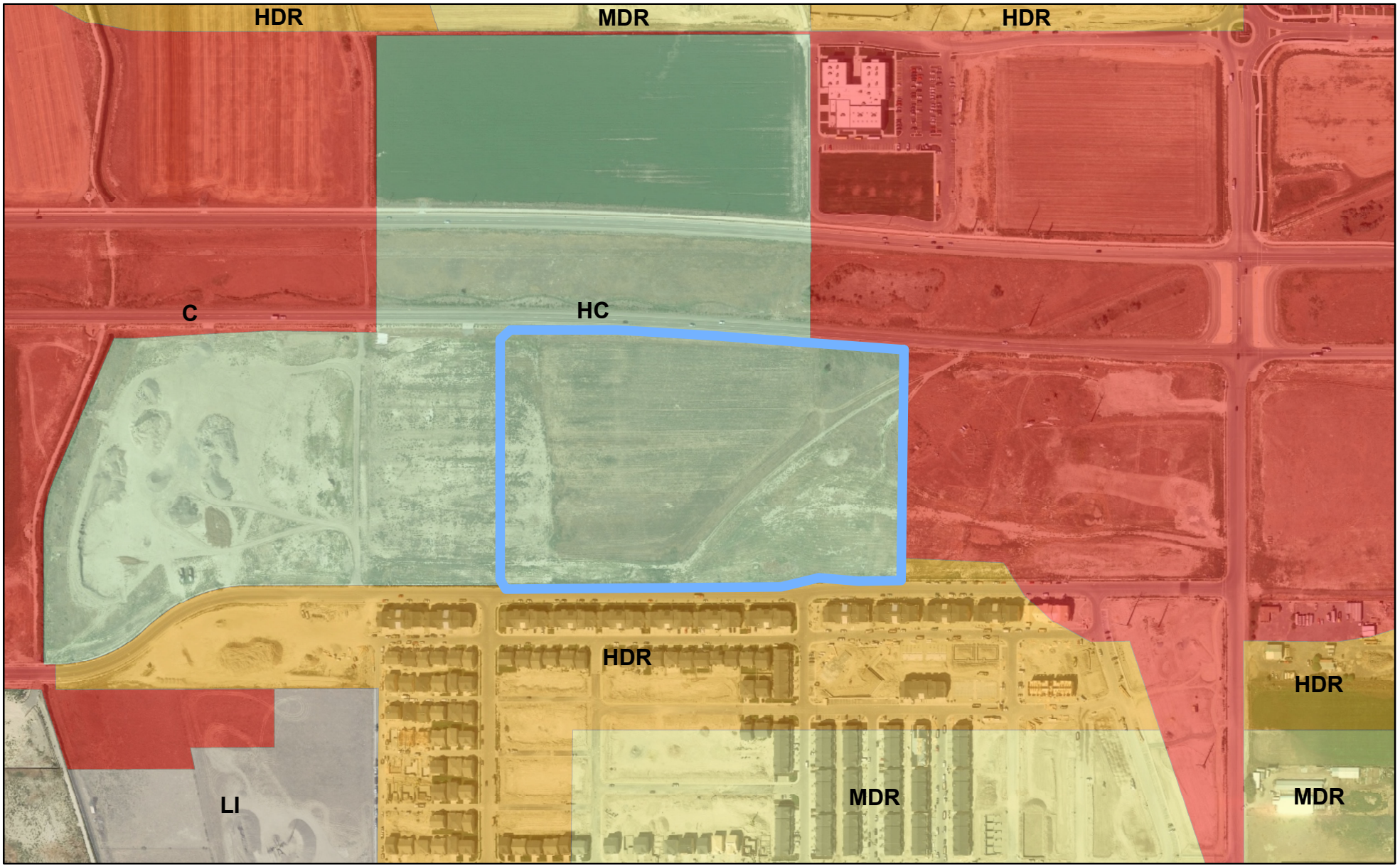


0 420 840 Feet

LEHI CITY

202

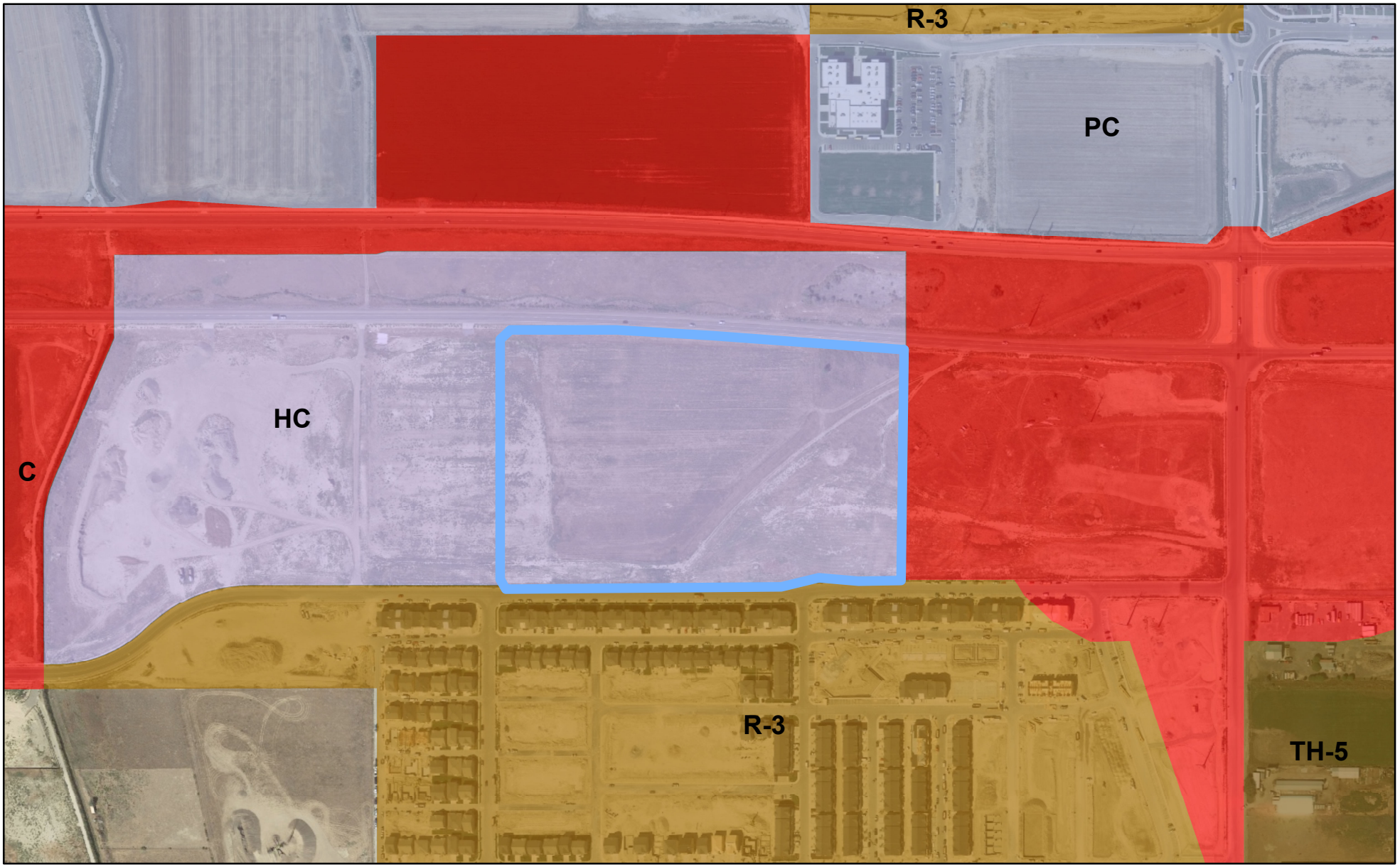
Willow Point Preliminary Subdivision
General Plan



0 500 1,000 Feet

LEHI CITY

Willow Point Preliminary Subdivision
Zoning



0 500 1,000 Feet

LEHI CITY

Agenda Item No: 7

City Council Agenda Item Report

Meeting Date: October 27, 2020
Submitted By: Jacob Curtis
Submitting Department: Planning Division
Item Type: Ordinance
Agenda Section: Regular Agenda

Subject:
Consideration of Ordinance #59-2020, approval of Clay's Zone Change, changing the zoning from RA-1 to R-2 on 0.68 acres of property located at 521 West 1200 North.

Suggested Action:

Attachments:

CC Staff Report Clay's Zone Change 10.27.20.docx

Clay's Zone Change DRC 09.23.2020.docx

Clay's Zone Change narrative.pdf

Ord 59-2020.docx

Clay's Zone Change aerial.pdf

Clay's Zone Change General Plan.pdf

Clay's Zone Change zoning.pdf

CLAY'S ZONE CHANGE
CITY COUNCIL REPORT

Applicant	Clayton Greenwood		
Meeting Date	October 27, 2020		
Requested Action/Purpose	Approval of a proposed zone change		
Location	521 W 1200 N		
Project Area	0.68 acres		
Existing Zoning	RA-1		
Proposed Zoning	R-2		
Existing General Plan Land Use Designation	MDR (Medium Density Residential)		
Adjacent Zoning and Land Use	*North*	RA-1/R-2	Oppression Estates Subdivision
	South	RA-1	Greenfield Estates Subdivision
	East	R-2	Greenfield Estates Subdivision
	West	RA-1	Greenfield Estates Subdivision
Date of DRC Review	September 23, 2020		
Date of Planning Commission Review	October 8, 2020		
Assigned Planner	Jacob Curtis		

REQUIRED ACTION

Planning Commission	Review and recommendation
City Council	Final approval

APPLICABLE GENERAL PLAN GOALS AND POLICIES

Medium Density Residential (MDR)

The Medium Density Residential (MDR) classification is used to identify and encourage the development of a variety of moderate density housing types, including single family dwellings and two-family dwellings, with an overall density not to exceed 6 dwelling units per acre. The applicable Zoning District classification for MDR is R-2.



APPLICABLE DEVELOPMENT CODE REGULATIONS

Section 04.060 Criteria for Approval, of the Lehi City Development Code, the Planning Commission should consider the following factors, among others, when reviewing a zone amendment:

1. The effect of the proposed amendment on the character of the surrounding area;
2. Consistency with the goals and policies of the General Plan;
3. Consistency and compatibility of the proposed zone with the General Plan land uses of nearby and adjoining properties;
4. The suitability of the properties for the uses requested and their suitability for the existing uses identified by the General Plan;
5. Whether a change in the uses allowed for the affected properties will unduly affect the uses, or proposed uses for nearby and adjoining properties;
6. The gain to the public health, safety, and welfare from the existing classification to the proposed amendment; and

7. The overall community benefit of the proposed amendment.

PROPERTY HISTORY

June 15, 1852 – This property is part of the original incorporated boundaries of Lehi.

REPORT ANALYSIS

The applicant is seeking approval of a proposed zone change from RA-1 to R-2 for 0.68 acres. This zone change is consistent with the General Plan designation of MDR for the property. The proposal is consistent with the zoning to the north, south, and east. The applicant is proposing the zone change so that they can eventually create a flag lot on their property.

The purpose of the Medium Density District is to identify and encourage the development of medium density residential uses, including single family and two-family dwellings. The DRC had two comments on the proposed zone change, including the following:

1. As a condition of recording the Zone Change and prior to submission of an application for a 2-lot subdivision, the owner needs to complete the required water dedication for the R-2 Zone. The amount of culinary water is 2.70 acre feet per acre and irrigation water is 1.90 acre feet per acre.
2. Separate applications will be required for a conditional use flag lot and a 2-lot subdivision with an existing home.

Please include the DRC comments in the motion.

PLANNING DIVISION RECOMMENDATION

The Planning Division staff recommends **APPROVAL** of the proposed Clay's zone change, including DRC comments from September 23, 2020. This recommendation is based on the following findings:

1. The proposed zone change is consistent with the General Plan designation of MDR.
2. The proposed zone change is consistent with the goals and policies of the General Plan.
3. The proposed change is consistent and compatible with the General Plan land uses of nearby and adjoining properties.
4. The proposed change will not unduly affect the uses, or proposed uses for nearby and adjoining properties.
5. The proposed change does not affect the health, safety, and welfare of the City.

PLANNING COMMISSION RECOMMENDATION

The Planning Commission reviewed the proposed zone change on October 8, 2020. The minutes and motion from this meeting are as follows:

2.5) Public hearing and recommendation of Clayton Greenwood's request for review of the Clay's Zone Change, changing the zoning from RA-1 (residential/agriculture) to R-2 (medium density residential) on 0.68 acres of property located at 521 West 1200 North.

Motion: Commissioner Peterson forwarded a positive recommendation of Clayton Greenwood's request for review of the Clay's Zone Change, changing the zoning from RA-1 (residential/agriculture) to R-2 (medium density residential) on 0.68 acres of property located at 521 West 1200 North; including all DRC comments and findings stated in the report. Commissioner Everett seconded.

Vote: Commissioner Everett, yes; Commissioner Peterson, yes; Commissioner Hereth, yes; Commissioner Nielsen, yes; Commissioner Bunker, yes; Commissioner Ellis, yes; Commissioner Eyre, yes. The motion passed.

Clay's Residential Zone Change
DRC Redline Comments

Clayton Greenwood - requests review of Clay's Zone Change, changing the zoning on 0.68 acres located at 521 West 1200 North from RA-1 to R-2.

DRC Members Present: Glade Kirkham, Kerry Evans, Greg Allred, Kim Struthers, Gary Smith, Joshua Bunnell, Ross Dinsdale, Trent Dyer
Date of Plans Reviewed: 09/11/2020

DRC REDLINE COMMENTS:
Glade – Power: No comments
Kerry – Fire: No comments
Greg – Water/Sewer: No comments
Trent – Parks: No comments
Gary – Building/Inspections: No comments
JD – Streets: No comments
Ross – Engineering: No comments
Kim – Planning:

1. As a condition of recording the Zone Change and prior to submission of an application for a 2-lot subdivision, the owner needs to complete the required water dedication for the R-2 Zone. The amount of culinary water is 2.70 acre feet per acre and irrigation water is 1.90 acre feet per acre.
2. Separate applications will be required for a conditional use flag lot and a 2-lot subdivision with an existing home.

General Comment

1. Remove the page showing the flag lot layout from the zone change application prior to Planning Commission meeting.
2. Power upgrade required for flag lot.

THIS ITEM WILL BE SCHEDULED FOR PLANNING COMMISSION ON OCTOBER 8, 2020.

Note: This list of corrections and deficiencies should not be considered as an all-inclusive or final list. The items listed need to be corrected and resolved and a new set of information submitted for review by the DRC. Further corrections and deficiencies may still be noted as the DRC further reviews the resubmitted information.

To whom it may concern:

My name is Clayton Greenwood, my address is 521 West 1200 North with 0.682 AC. The legal description of the property is Lot 3, plat A, Greenfield Estates sub area 0.682 ac. SN 40:09:0003. The current Zone district assignment is RA-1. I would like to request a zone change To R-2. My intent is to eventually create a flag lot. The property meets the required space needed, my lot would be 0.27acre and the flag lot would be 0.346acre. (Please see diagram) This proposal matches the General Plan Designation and matches the properties to the east and south of my property.

Thank you

Clayton Greenwood

ORDINANCE NO: 59-2020

AN ORDINANCE APPROVING A ZONE DISTRICT DESIGNATION AMENDMENT AND ZONING DISTRICT MAP AMENDMENT FOR 521 WEST 1200 NORTH

WHEREAS, Clayton Greenwood, authorized agent for the owner of property located at 521 West 1200 North and further described by the legal description attached as Exhibit "A", has applied for an amendment to the Zone District and Zoning District Map; and

WHEREAS, the applicant seeks to have said parcel designated as R-2 (Medium Density Residential); and

WHEREAS, following a public hearing on October 8, 2020, the Lehi City Planning Commission reviewed the proposed Zoning District Designation and Zoning District Map amendment and forwarded it to the City Council to decide on the proposed amendment; and

WHEREAS, on October 27, 2020, the City Council held a duly noticed meeting to receive public comment and ascertain the facts regarding this matter, which facts and comments are found in the hearing record and which include the staff report, minutes from the Planning Commission meeting of October 8, 2020; and

WHEREAS, after considering the facts and comments presented to the Municipal Council, the Council finds: (i) the request for a Zone District Designation amendment and Zoning District amendment is consistent with the Lehi City General Plan Land Use Map adopted by the Lehi City Council on October 25, 2011 (and as subsequently amended); and (ii) such action furthers the health, safety and welfare of the citizens of Lehi.

NOW, THEREFORE, BE IT ORDAINED by the City Council of Lehi City, Utah as follows:

PART I:

The Zone District Designation and the Zoning District Map of the property described on Exhibit "A" are hereby amended to R-2 (Medium Density Residential).

PART II:

A. If a provision of this Ordinance 59 -2020 conflicts with a provision of a previously adopted ordinance concerning the same title, chapter, and/or section number amended herein, the provision in this Ordinance shall prevail.

B. This ordinance and its various section, clauses and paragraphs are hereby declared to be severable. If any part, sentence, clause or phrase is adjudged to be unconstitutional or invalid, the remainder shall not be affected thereby.

C. The City Council hereby directs that the official copy of the Lehi City Code be updated to reflect the provisions enacted by this Ordinance.

D. This Ordinance shall take effect immediately after being posted or published as required by law.

Approved and Adopted by the City Council of Lehi City this 27th day of October, 2020.

ATTEST

_____ _____

Mark Johnson, Mayor Teisha Wilson, City Recorder

EXHIBIT “A”

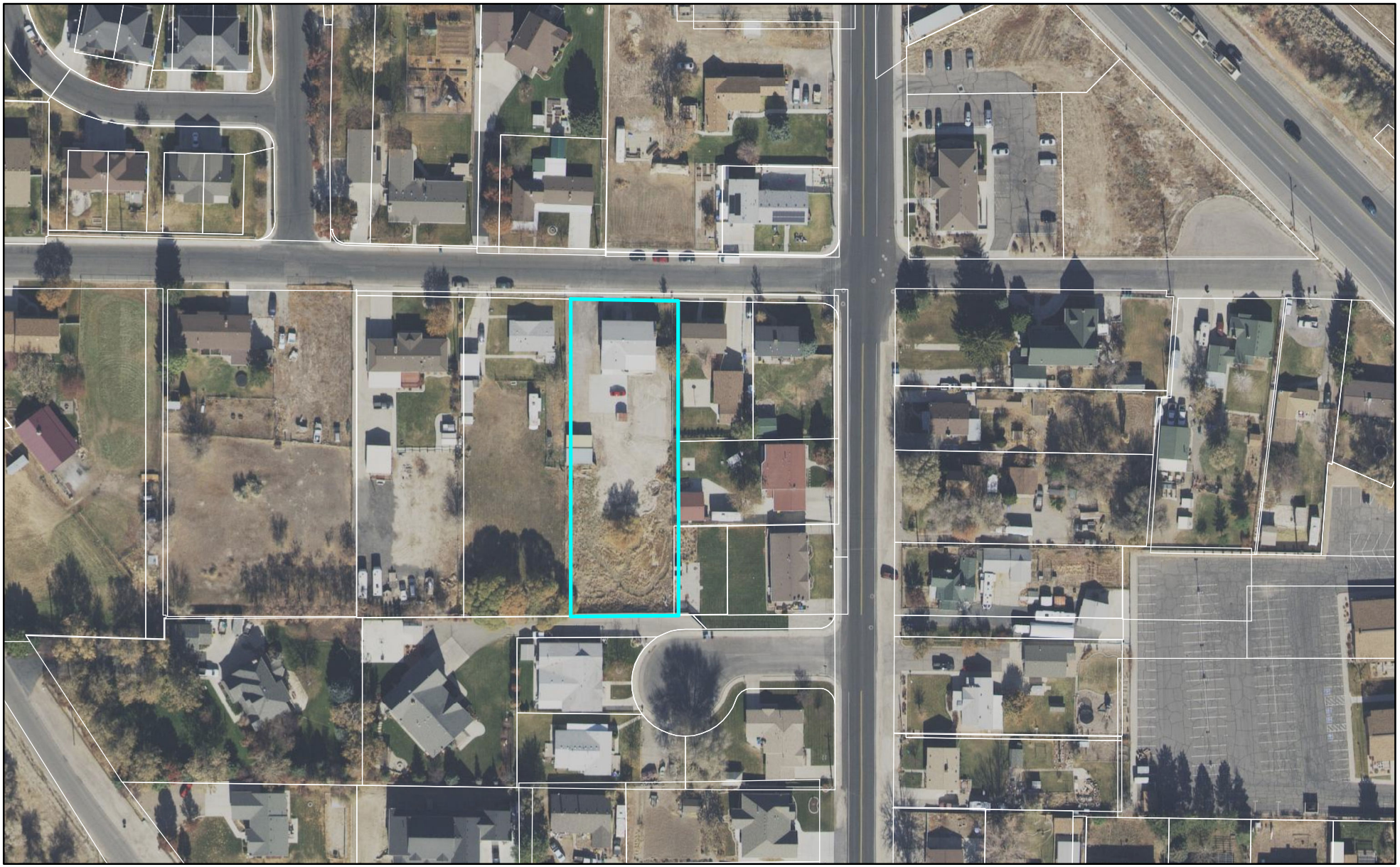
CLAY’S ZONE CHANGE LEGAL DESCRIPTION

Parcel ID 40:091:0003

Legal Description: LOT 3, PLAT A, GREENFIELD ESTATES SUB AREA 0.682 AC.

Clay's Zone Change

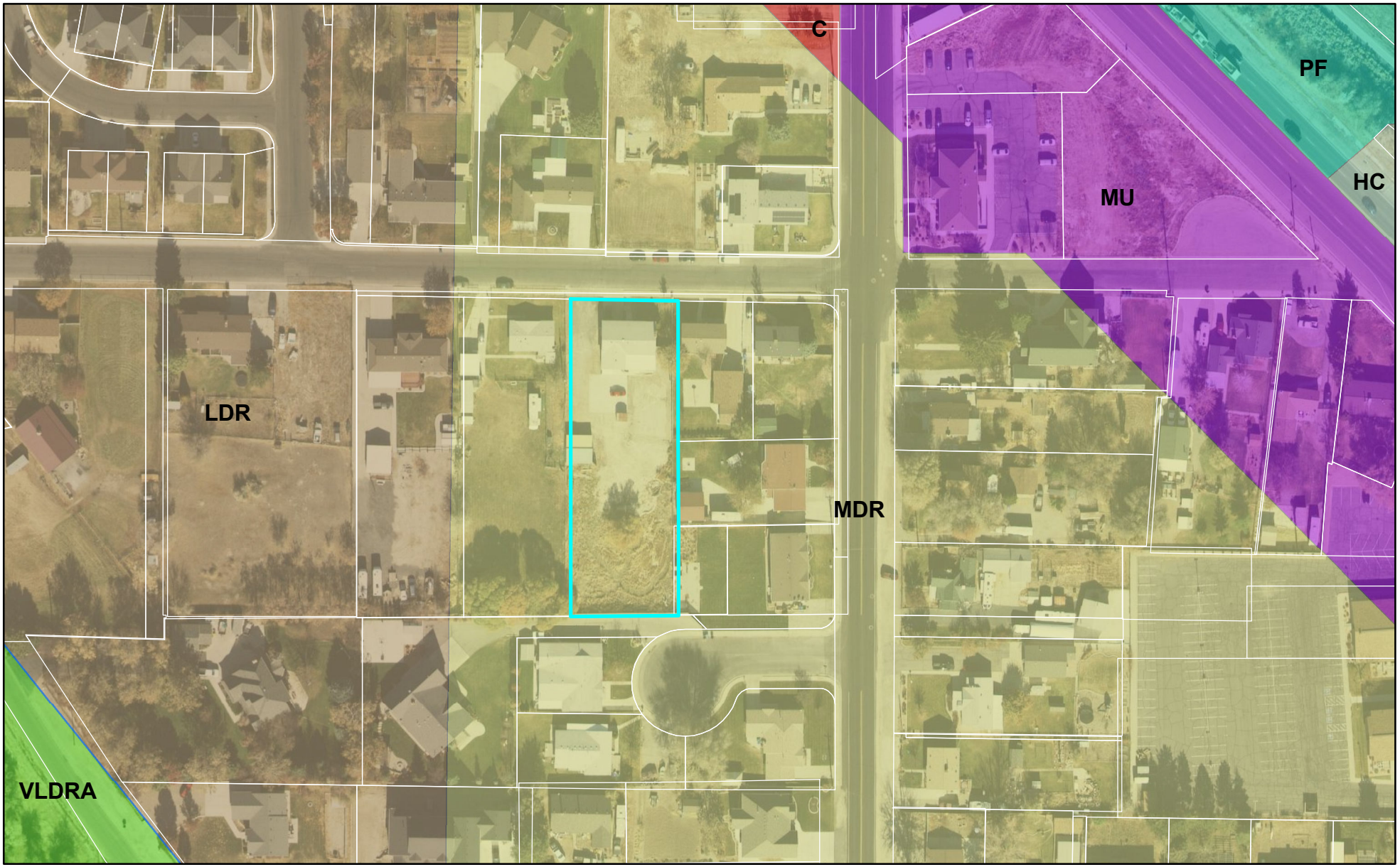
Aerial



LEHI CITY

Clay's Zone Change

General Plan

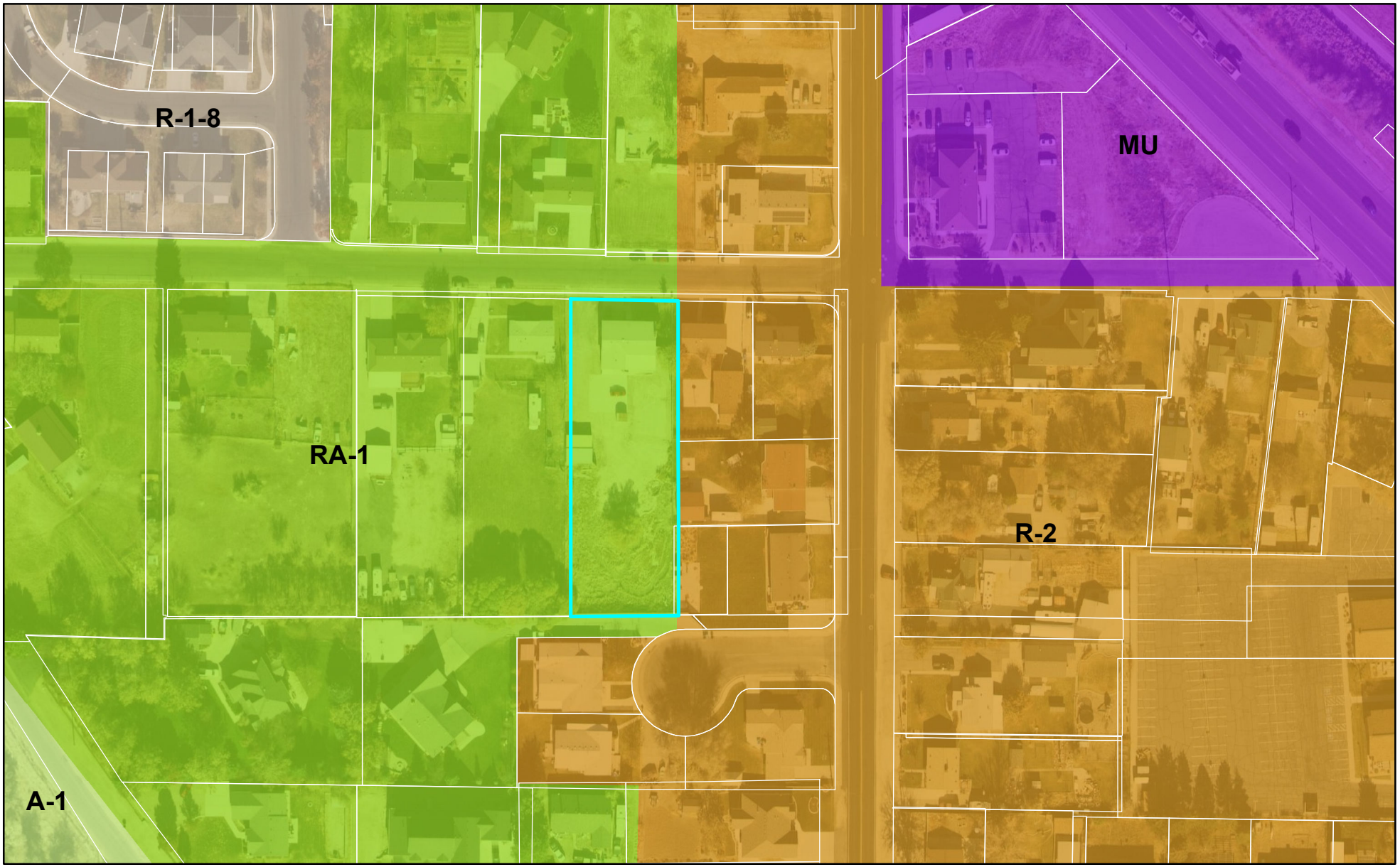


0 150 300 Feet

LEHI CITY

Clay's Zone Change

Zoning



0 150 300 Feet

LEHI CITY