



ALPINE CITY COUNCIL AGENDA

NOTICE is hereby given that the **CITY COUNCIL** of Alpine City, Utah, will hold a Public Meeting on **Tuesday, March 10, 2026, at 6:00 pm**, at 20 North Main Street which can be viewed on the **Alpine City YouTube Channel**. A direct link to the channel can be found on the home page of the Alpine City website: alpineut.gov. Public comments will be accepted during the Public Comment portion of the meeting.

I. CALL MEETING TO ORDER

- | | |
|--------------|---------------------|
| A. Roll Call | Mayor Carla Merrill |
| B. Prayer | Sarah Blackwell |
| C. Pledge | Andrew Young |

II. CONSENT CALENDAR

- A. Approve Minutes from the February 24th City Council Meeting
- B. Approval of 300 North Well Modifications - (Information to be provided prior to the meeting)
- C. Resolution R2026-12: Appointing a Committee Member and an Alternate Committee Member to the Mountainland Association of Governments Metropolitan Planning Organization Technical Advisory Committee

III. PUBLIC COMMENT

IV. REPORTS & PRESENTATIONS

- A. Main Street Traffic Study Review – Fehr & Peers (30 minutes)
- B. Financial Report – February 2026 (5 minutes)

V. ACTION/DISCUSSION ITEMS

- A. Consideration for Approval of a Five-Sided Lot at 1147 E. East Mountain Drive (10 minutes)
- B. Resolution R2026-10: A Resolution Expressing Alpine City's Intent to Adjust Its Common Municipal Boundary with Draper City Affecting Parcels 11:008:0012, 66:579:0003 and 66:579:0004, Authorizing and Scheduling a Public Hearing, and Providing for Notice Thereof (20 minutes)
- C. Resolution R2026-13: Appointments to the Alpine Water Citizen Advisory Committee (5 minutes)
- D. Resolution R2026-14: Amendments to Historic Preservation Commission (10 minutes)

VI. STAFF REPORTS

VII. COUNCIL COMMUNICATION

VIII. **CLOSED MEETING:** Discuss litigation, property acquisition, or the professional character, conduct, or competence of personnel

Mayor Carla Merrill
March 6, 2026

THE PUBLIC IS INVITED TO PARTICIPATE IN ALL CITY COUNCIL MEETINGS. If you need a special accommodation to participate, please call the City Recorder's Office at (801) 756-6347 x 3.
CERTIFICATE OF POSTING. The undersigned duly appointed recorder does hereby certify that the above agenda notice was on the bulletin board located inside City Hall at 20 North Main Alpine, UT. This agenda is also available on our website at alpineut.gov and on the Utah Public Meeting Notices website at www.utah.gov/pmn/index.html

ALPINE CITY COUNCIL MEETING

February 24, 2026

Mayor Carla Merrill called the meeting to order at 6:02 pm.

I. CALL MEETING TO ORDER

- A. Roll Call Mayor Carla Merrill
 The following were in attendance at the anchor location, which constituted a quorum: Brent Rummler, Sarah Blackwell, Andrew Young, and Jessica Smuin. Chrissy Hannemann was traveling from the airport and joined later.
 Staff: Shane Sorensen, Steve Doxey, Chief Brian Gwilliam, Chief Brian Patten, Heidi Smith, and DeAnn Parry
 Others: Sheryl DeGroot, Kristin Eberting, Sheryl Cragun Dame, Jen Wadsworth, Steve Burrows, Jami Vest, Damian Vest, Bryan Irving, Schafer Jackson, Jennifer Eshenroder, Annie Williams, Kent Parry
- B. Prayer Brent Rummler
- C. Pledge Jessica Smuin

II. CONSENT CALENDAR

A. Approve Minutes from the February 10th City Council Meeting

Motion: Brent Rummler moved to approve the Consent Calendar as proposed. Andrew Young seconded the motion. The motion passed unanimously.

III. PUBLIC COMMENT

Jen Wadsworth, Parkway, Alpine

Jen listened to the recent Planning Commission and City Council meetings, including the discussion about forming a citizen water advisory committee. Heid Smith works hard to keep everyone informed, but Alpine needs a better way to communicate with residents and receive feedback in return. Many residents feel blindsided by public hearings and water issues and do not know what is going on. If we rely on social media or our neighbors' opinions, we sometimes receive incomplete or inaccurate information. Jen does not want to add to the staff workload, so she proposes creating a neighborhood ambassador team with residents from each precinct. They could share accurate information, infrastructure updates, and relay questions and concerns to the city about the water shortage, wildfire risks, emergencies, and other relevant issues. They could also bring resident feedback to the City Council. This model has worked well in other small cities to improve trust and transparency. She hopes that the council will consider this suggestion.

Sheryl Dame – Stonehedge Lane, Alpine

Sheryl wanted to comment on some proposed budget items in the packet. She is concerned that many of the proposals are related to parks, while the city is still in the process of updating their Parks Master Plan. Unless there is an emergency, park improvement decisions would best be made in the context of the larger completed plan. The packet also included a conceptual photo at the Veteran's memorial [that depicts a soldier kissing his young wife and baby goodbye]. Sheryl said that it is important to represent the reverence and difficulty of war, recognizing that soldiers are both single and married, young and old, have a variety of religious backgrounds, and not everyone will have a happy family farewell. Any monument of this type should represent all who serve, and great consideration needs to be involved.

Kristin Eberting – Cascade Avenue, Alpine

Kristin wanted to comment on Becks Hill Park and its pathways in her neighborhood. She previously reached out to 20 neighbors and shared a summary of their ideas with the council. This park has incredible potential, and the upper portion has beautiful views. At this point, however, it has been severely neglected, lacking even basic maintenance. Functional sprinklers, healthy grass, safe sports courts, and clear accessible pathways are the foundation of any public park. The volleyball court is usually overrun with weeds, unless the neighbors clean it up. The basketball court is missing hoops and is sprinkled with broken glass. Overgrown pathways are hard to navigate. Neighbors have tried to help, but as they get older it is more difficult to complete these tasks.

This park is stuck in a cycle. When maintenance declines, families stop coming. When families stop coming, misuse increases. The cycle can be reversed with consistent stewardship and thoughtful improvements. Current uses and equipment could be assessed to provide more family-friendly options, and additional lighting could deter inappropriate nighttime activities. The neighbors are asking for the same standard of care as in the other city parks. With a modest investment and regular maintenance this could be a safe, inviting, and vibrant space for families, seniors, and the entire community.

Sheryl DeGroot – Cascade Avenue, Alpine

Cheryl is an Advocate for Ruth Hale Theater in Pleasant Grove. They have an initiative to highlight surrounding communities, and the week of April 27-May 2 is for Alpine. Sheryl gave a flyer to Mayor Merrill, and explained that during the highlight week any Alpine resident can save \$5 per ticket for The Wizard of Oz. She also presented vouchers to the council and mayor for two free tickets to the production.

IV. ACTION/DISCUSSION ITEMS

A. Resolution R2026-11: Creation of Alpine Water Citizen Advisory Committee

Shane Sorensen explained that with increasing pressure on the city’s systems to provide water for the citizens of Alpine, council members Chrissy Hanneman and Andrew Young have proposed that an Alpine Water Systems Citizen Advisory Committee be created. Staff anticipate that the committee would:

- Engage with residents on the importance of water conservation and water related items.
- Provide an opportunity for the City Council to receive valuable input from residents on matters related to water, education, enforcement, and implementation of the city’s water capital facility plan.

This committee would deal with both culinary water and pressurized irrigation issues, and specific committee members will be proposed at a later meeting.

Mayor Carla Merrill explained that she wants to get more people involved and is asking in her *Newsline* article for resident volunteers.

Council members discussed:

- The city needs individuals on this committee with a variety of backgrounds and who are passionate about water needs and informing the residents.
- Committees are not required to have a formal charter but must have a specific purpose.
- Five or more members will serve for several years, with staggered terms to provide continuity. Voting members must be residents of Alpine.
- The committee must follow the OPMA rules, and meeting times must be posted on the city website at least 48 hours in advance. Minutes must be kept of committee meetings.
- Over 80 percent of Alpine’s water is used for outdoor watering. Drought-resistant seeding, timing of waterings, longer grass length, and appropriate fertilizer could improve drought resistance and save money for the city and its residents.

Motion: Andrew Young moved to approve Resolution R2026-11 establishing the Alpine Water Citizen Advisory Committee. Sarah Blackwell seconded the motion. There were 4 yes votes and 1 excused, as recorded below. The motion passed.

<u>Yes</u>	<u>No</u>	<u>Excused</u>
Brent Rummler		Chrissy Hannemann
Jessica Smuin		
Sarah Blackwell		
Andrew Young		

III. ADDITIONAL PUBLIC COMMENT

Jennifer Eshenroder - Fort Canyon Road, Alpine

Jennifer lives near the stop sign on Fort Canyon Road where there is no sidewalk. Her children and others have to walk that route to ride the school bus. There are a variety of uneven surfaces that are difficult to

1 *navigate, especially in the winter. Cars drive fast in this area, and pedestrians walking in the road are in*
 2 *danger. She asked the council to consider installing a sidewalk for the children.*
 3
 4

5 **Motion:** Sarah Blackwell moved to bring Item VII ahead of Item V so that the City Attorney may be excused from
 6 the meeting afterwards. Brent Rummler seconded the motion. The motion was approved.
 7
 8

9 Mayor Carla Merrill explained that the council needs to hold a brief closed meeting about property acquisition. This
 10 is to share information only and no decisions will be made. After the closed meeting the council will continue with
 11 the budget projects discussion.
 12

13
 14 **Motion:** Jessica Smuin moved to pause the regular meeting and move into a closed meeting to be held in the
 15 Conference Room at City Hall to discuss property acquisition, and that at the end of the closed meeting the
 16 open City Council meeting will continue. Sarah Blackwell seconded the motion. The motion was approved.
 17

18 The public meeting was paused at 6:30 pm.
 19

20
 21 **VIII. CLOSED MEETING**
 22

23 The closed meeting adjourned at 7:00 pm.
 24

25
 26
 27 The public City Council meeting resumed at 7:02 pm. Chrissy Hanneman had arrived at this point.
 28

29 **V. WORK SESSION**

30 **A. FY2027 Budget Proposed Project Review – Part 2**

31 Shane Sorensen explained that the council did not get through all of the budget proposals at their retreat in
 32 January, so tonight is a continuation of that discussion. The following proposals will be addressed:

- 33 1. Becks Hill Park
- 34 2. Parking Lot at Peterson Park & Preservation/Gateway Transformation
- 35 3. Sidewalks Proposal
- 36 4. Traffic Calming
- 37 5. Raccoon Plan
- 38 6. Alpine Highway Easement Beautification
- 39 7. Alpine History Preservation Projects
- 40 8. Fire Prevention Projects
- 41 9. Deer Crest Circle Signs

42
 43 Mayor Carla Merrill clarified that no decisions will be made tonight, as this is just to learn about and
 44 discuss the proposals.
 45

46 **1. Becks Hill Park**

47 Andrew Young explained that Becks Hill Park is a hidden gem with 360-degree views. It has great
 48 potential if it is fixed up. Access to the park is difficult because of the lack of good pathways. He
 49 would like to meet with neighbors to receive input about park improvements and to include those ideas
 50 in our Parks Master Plan (PMP).
 51

52 The council and staff discussed the following points:

- 53 - This park has been neglected and needs re-purposing. Creekside and Burgess Parks have received
 54 nice upgrades, but smaller parks like this are also important.

- Resident input is helpful because they know which equipment would be most used. Chrissy Hannemann suggested that council members visit the swings at the Airport Drive Park in Lehi. These are designed for adults and would allow residents to enjoy the hilltop views.
- Because of the slope there are watering problems, an under-used volleyball court, basketballs rolling down the hill, and other issues.
- The city will have a kickoff meeting with the PMP consultants soon. Part of their process is to meet with residents and gather input, such as at open houses. They will recommend specific amenities for our parks.
- The PMP will be created first and then budget items can be decided upon. These items will be addressed in FY2027.

2. Peterson Park

Jessica Smuin said that as the city moves forward on the Canyon Crest Road project, she would like to include a plan for Peterson Park. This is our only arboretum and has great walking trails. We can improve this park by showcasing its history, educating visitors about the trees, and providing better access and parking. We want to remove as few trees as possible with any improvements.

Mayor Carla Merrill commented that using impact fees to pay for a new parking lot would be great. When we have an approved master plan, it will be easier to apply for grants.

Shane Sorensen explained that the design phase for the Canyon Crest Road project has started, but construction may be delayed until 2027 for right of way acquisition. When the Mountainland Association of Governments (MAG) awards projects, it is several years before those funds are made available. Project costs often increase during that time, so MAG has a contingency fund to help with the shortfalls. They have received numerous requests for these additional funds recently, which have depleted the fund. It may be necessary to postpone projects for a year or more to let the fund replenish. They may also require cities to pay the difference if projects cost more. Peterson Park improvements could be affected by the timing of the Canyon Crest Road project, and we may want to decide on the footprint of the intersection as a first step.

Mayor Carla Merrill explained that because the MAG projects are typically awarded four years in advance, when a city creates their plan, they estimate the costs. The mayor attended a Zoom meeting for the MAG Budget & Audit Committee immediately before this meeting, and the city mayors are divided on how the project approval and funding process should be resolved. Because we are working with Highland City on the Canyon Crest Road project, it may take longer to get all the details arranged.

Council and staff discussed the following issues:

- We want to be thoughtful about the location of parking lots. A gravel lot may help save money, and natural surfaces (as in Lambert Park) may be preferable anyway. Street parking is already available here.
- Peterson Park is one of our gateway entrances. An attractive sign would be a nice improvement and would showcase the park. Staff are working on a standardized park sign plan that they will bring to the council.
- Signs could be installed and trees could be labeled before the Canyon Crest Road project begins.
- A beginners' 9-hole disc golf course has been suggested for this park.
- The city has a binder meticulously prepared by Harvey Hutchinson with details about every tree.
- The trail runs out because the city does not own an easement for the trail on Paradise Lane, which is a private road.

Andrew Young requested that the council address Number 6, the Alpine Highway Beautification project at this time so that residents interested in this issue do not need to stay later.

6. Alpine Highway Easement Beautification

Andrew Young explained that there is a dirt lane that connects Alpine Highway to the Rachel McTeer Park which has historically been a walking path. However, cars and business trucks have begun using

1 it for travel which makes it unsafe for pedestrians. It would be a visual and safety improvement to
2 redesign the path to be a walking trail.
3

4 Shane Sorensen clarified that the city does not have an easement here. The three narrow parcels have
5 had confusing surveys and ownership issues for years. The city does own a sewer line in that area
6 which serves the neighborhood to the east, and staff may be able to get a copy of that survey
7 without additional expense. If sidewalks are proposed along the highway, permission from UDOT
8 would be required.
9

10 Andrew displayed a concept photo of a restricted walking trail.
11

12 Resident Annie Williams was invited to the microphone.
13

14 Annie said that they have lived next to the lane for many years and have maintained and mowed the
15 walking trail, which has been well used by pedestrians. Then new neighbors moved in with heavy
16 equipment, and it is no longer safe to walk there. Annie mentioned that her husband has two old
17 survey maps that may be relevant.
18

19 The council discussed the following points:

- 20 - The council as a whole was in favor of a pedestrian path and a more natural look (like in the
21 concept photo), at this location. The Main Street Plan also proposed this type of look for the west
22 side of the highway.
- 23 - The Alpine Highway entrance into the city needs improvement. Council members appreciated
24 how the orchard owners to the north have cleaned up their property.
- 25 - Installing a crosswalk on the highway to connect to Woodland Drive in Highland would make it
26 safer for pedestrians also.
27

28 3. Sidewalks

29 Andrew said that residents in several areas of the city requested sidewalks and were told to come back
30 at budget time. Andrew specifically mentioned Fort Canyon Road, High Bench Road, 600 East, and
31 Allegheny Way.
32

33 Mayor Carla Merrill said that the city has talked with residents on 600 East in the past. The reason the
34 conversation ended was because they did not want new sidewalks to encroach into their yards.
35

36 Shane Sorensen explained that there are some roads in the city that only have a sidewalk on one side
37 of the street. On High Bench Road it would be almost impossible to put in sidewalks on the west side
38 because of existing driveways. Westfield Road used to be this way, but Alan Gillman donated land so
39 we were able to install full sidewalks there. The situation on 600 East has been evaluated multiple
40 times. The slope is an issue because the street is higher than the homes, and they have short driveways.
41 Installing a sidewalk would make the driveways even steeper. The west side of the road is not feasible
42 for a sidewalk. Sidewalks cannot have more than a 2 percent cross slope.
43

44 Shane also talked about Allegheny Way. When the neighborhood was constructed, the developer built
45 a trail along the back of the homes instead of a sidewalk on the street. Homeowners found they did
46 not like this because it felt like people were trespassing in their yards. They petitioned the city to
47 remove the trail, so the city abandoned the easement. The city has installed sidewalks along Allegheny
48 where residents were willing, but other homeowners have planted trees in the easement or have
49 mounded planting areas. It would require a lot of landscape repair if we installed sidewalks there.
50

51 The council discussed the following details:

- 52 - The possibility of installing rolled curbs on streets with elevation issues.
- 53 - Residents tend to feel that the entire parcel is their yard, even if it is actually a city right of way.
- 54 - Safety, especially for school children, should be the top priority. Roads that do not have a sidewalk
55 on one side should be considered first.
56

1 Andrew offered to survey residents and bring proposed sidewalk locations, lengths, and budget
2 numbers to the council.

3
4 Shane said that staff can handle the cost estimates. If Andrew wants to survey the residents about their
5 willingness to have a sidewalk installed, that would be great.
6

7 **4. Traffic Calming**

8 Andrew Young said that next to our water systems, traffic is Alpine's most important issue. He wants
9 to align our traffic with Alpine's identity of a peaceful, quiet place. He presented a report that looks at
10 all the roads in Alpine, considering resident feedback and various studies. Andrew suggested that
11 solutions could include signs, speed humps, or hiring a part-time enforcement officer.
12

13 Andrew's plan starts the entrances to our city (Westfield Road, Alpine Highway, and Canyon Crest
14 Road), and he would like to see a new sign at each entrance. He provided concept photos of granite
15 boulder signs that could have a message board element. Bronze statues could also be installed. The
16 traffic calming plan addresses the main roads, then moves to collector roads like High Bench, Alpine
17 Blvd, Fort Canyon, Grove Drive, and Ridge Drive.
18

19 The council discussed:

- 20 - Road safety is one of the most common issues mentioned by residents. Distracted drivers are also
- 21 a problem, as well as cars traveling at high speeds on downhill roads.
- 22 - Alpine wants to foster a pedestrian-friendly atmosphere because nature is our rec center.
- 23 - We can start with low hanging fruit like crosswalks and signs to see if those improve behavior,
- 24 then move to larger interventions.
- 25 - Other cities are also concerned and are trying to deal with similar traffic issues.
26

27 Police Chief Brian Gwilliam spoke on the subject of enforcement, reporting that the legislature passed
28 a law in 2018 that disallowed quotas of any kind, and he anticipates they will pass further
29 restrictions this year. He cannot ask his officers to issue citations during their shift.
30

31 Fire Chief Brian Patten explained that a fire engine weighs between 50,000-80,000 pounds, so they
32 have to slow down to about 2 mph to cross speed humps. Because there are so many hills in
33 Alpine, speed humps would significantly slow response times for fire and ambulance, and
34 transport of patients would be slowed drastically at the humps. Speed humps also make any kind
35 of evacuation very difficult.
36

37 Mayor Carla Merrill said that Highland City installed two speed humps. They were marketed as
38 temporary, but installation required drilling into the road, and their removal damaged the road
39 surface. Residents who had previously complained about speeding cars then complained because
40 they did not like the extra noise created by vehicles and trailers bouncing over the humps.
41 Highland also noted that people were speeding between the humps. They were surprised at these
42 results and removed the speed humps.
43

44 Chrissy Hannemann said that she has learned from her 10 years in public office that a group can be
45 passionate about an idea, but it does not mean that the entire entity feels the same way. Resident
46 input is important, but it is vital to get all of the perspectives. When the new roundabout idea
47 was introduced, people were fired up about not building a roundabout, but we have not heard
48 from them lately. Street crossings should be safe, efficient, and pedestrian-friendly, but we do
49 not want to sacrifice emergency response times or cause damage to vehicles. Engineers do not
50 recommend speed bumps but prefer traffic calming measures like sidewalk extensions.
51 Engineering can help calm traffic and still work for emergency vehicles when we choose a 'meet
52 in the middle' solution. Rather than focusing on enforcement, she would like to see the city create
53 solutions, like more efficient pickup flows at the school. Chrissy said her number one goal is to
54 have the Ranch Drive connector built. Our Master Plan was designed to get traffic moving
55 efficiently and safely.
56

1 Brent Rummier said that the council discussed the roundabout at the budget retreat in January. He
 2 stated that Hales Engineering said the roundabout was a good option for safety and operations.
 3 The Small Area Plan Engineer also said it was probably the best option, and Andy Spencer who
 4 works for UDOT said a roundabout would be a good solution for safety and operations. The
 5 police have told us that it is difficult to enforce the speed limit on Canyon Crest Road because
 6 of topography and the lack of places to pull off. The roundabout is not just an idea but has been
 7 recommended by multiple traffic and safety engineers. Looking at this issue in conjunction with
 8 the MAG trail project on Canyon Crest Road makes the most sense. Brent reminded the council
 9 that at the retreat, curb extensions were discussed as being better for Main Street than speed
 10 humps or raised crosswalks in case of an evacuation.

11
 12 Mayor Carla Merrill clarified that Andy Spencer (UDOT) said the roundabout would only be
 13 worthwhile if MAG were funding the construction. If the city redirects the Mountainville
 14 Academy traffic to Ridge Drive, the roundabout could help with traffic flow there.

15
 16 Jessica Smuin said she has not heard any residents say they do not want traffic addressed. Thousands
 17 of people who live here have been asking for solutions for years. If the council chooses to install
 18 speed humps or hire an extra officer, at least we are doing something. It would be wise to solve
 19 the Main Street traffic issues before school starts again in the fall.

20
 21 Sarah Blackwell said she loves the idea of traffic calming because it is low hanging fruit. Addressing
 22 the Mountainville traffic flow might alleviate a lot of issues. Sarah likes the positive approach
 23 of incentives. She also thanked the Public Works crew who fixed the big pothole on her street.

24
 25 Andrew Young said that Main Street is the most important road to fix, whether it is narrowed painted
 26 lines, raised crosswalks, or whatever the council feels is appropriate.

27
 28 Shane Sorensen commented that we have to own the property or have a right of way in order to place
 29 signs. He suggested the council look at the budget for this year and then figure out which traffic
 30 issues to address first.

31
 32 Chrissy Hannemann commented that Alpine does a great job of maintaining our roads for efficient
 33 travel.

34
 35 Shane Sorensen said that Jason Judd is reviewing the Fehr & Peers traffic study. It started at 7-8 pages
 36 but with the increased scope it is now more like 80 pages. It will likely be ready for the next City
 37 Council meeting. Fehr & Peers has worked with traffic calming issues in Salt Lake City, and we
 38 could ask them what would work best on Main Street from 200 North to the roundabout.

39 40 **5. Raccoon Plan**

41 Andrew Young said the city has a raccoon infestation in the storm drains. People call him daily to pick
 42 up raccoons, and he takes them to the Lindon Animal Shelter. He would like the city to install bars
 43 across several storm drains so we can see if it is effective for deterring raccoons without causing leaf
 44 buildup and flooding. The bars would be welded or attached with bolts. Andrew proposes a budget of
 45 \$2,835 for the test bars.

46
 47 The council discussed:

- 48 - Blocking some storm drains would simply funnel the animals to other areas of the city.
- 49 - Accessible garbage, pet food left out, and chickens are a big draw for raccoons. Once raccoons find
 50 a food source, they come back repeatedly at night.
- 51 - State law requires that captured raccoons are euthanized at the shelter. People may not let them go
 52 in the mountains or other areas.
- 53 - We do not have enough public works staff to assign raccoon removal without affecting their other
 54 responsibilities.
- 55 - The council should be proactive in dealing with this issue.

56 57 **7. Alpine History Preservation Projects**

1 Andrew Young said that he and Jessica Smuin would like to propose a yearly budget amount
 2 (possibly \$20,000) dedicated to Alpine's legacy. This could include projects like the history wall
 3 in the senior center, a second volume of the *Alpine Yesterdays* book, and recordings of long-time
 4 Alpine residents sharing their stories. Andrew is in the process of digitizing many old photos
 5 gathered from residents. Other projects could include an update to the pioneer plaque at the
 6 cemetery, specifically adding the names of historical women, a replica of the Carlisle Home, a
 7 statue of John Moyle, improving the Veterans' memorial, and planting trees and installing a fence
 8 to beautify Moyle Park.
 9

10 As it was now 9:00, Mayor Merrill asked if there was a motion to extend the meeting.
 11

12 **Motion:** Jessica Smuin moved to extended meeting until the business of the city was complete. Sarah Blackwell
 13 seconded the motion. The motion was approved unanimously.
 14

15 The council discussed the following:

- 16 - Preserving Alpine's history is a positive effort and people are our greatest legacy.
- 17 - What we budget for reflects our values and there currently is not a line item for legacy. If residents get
 18 involved, they will help stretch the dollars.
- 19 - Visual representations are impactful, and we could honor veterans and those who are currently serving
 20 in the military. Families would need to opt-in for current service members.
- 21 - PARC funds could be used for some of the projects.
- 22 - City Hall is on the historic registry. When the council chose wood shake shingles, it preserved the
 23 historical elements of the building.
 24

25 **8. Fire Prevention**

26 Andrew Young said that we have had some years of heavier rainfall in the past which has caused
 27 extreme growth in open spaces. If we clear out the overgrowth in these areas it could influence the
 28 Wildland Urban Interface (WUI) map and save residents money on their insurance premiums. Andrew
 29 said that Shane Sorensen and Landon Wallace and his crew are doing a wonderful job at key locations
 30 in the city, but the residents typically do not clear out dry brush on their own land or on their HOA
 31 land. The city gets blamed whether fires happen on private land or public open space, so Andrew
 32 would like to see regularly scheduled fire mitigation events held by the city.
 33

34 Fire Chief Brian Patten said that about a year ago they received a grant from the International Fire
 35 Chiefs and started working on a Community Wildfire Protection Plan (CWPP) for Alpine. The
 36 north and east sides of the city have the biggest risk, but anywhere with oak brush and open space
 37 could be a problem. The fire department has a rough draft of the CWPP ready now, and they
 38 anticipate it will be completed in the next 30-60 days. This plan is for Alpine, Highland City, and
 39 the unincorporated areas around us.
 40

41 The chief said we cannot force anyone to mitigate fire risks on private land, so we need
 42 community cooperation and a focused effort on education about egress and evacuation. Because
 43 of all the dry brush, the potential for a major fire event here is high. Any mitigation we can do
 44 will help. Firefighters work first to save lives and then to protect property.
 45

46 Mayor Carla Merrill said that the mitigation work done by the County crews last spring and summer
 47 was a continuation of the effort in the Draper Corner Canyon area and progressing south. Once
 48 our CWPP is completed we can apply for State grants to continue mitigation in Alpine. The mayor
 49 expressed concern that if the city gets involved with mitigation on private or HOA property it
 50 could create a liability situation. We will need to consult Attorney Doxey about this issue.
 51

52 Chief Patten said that one challenge with the CWPP is where private property abuts federal forest land
 53 on the north and east, because we cannot just go in and start working on federal land. A lot of
 54 mitigation will need to happen on private property, and as long as the owners are amenable the
 55 crew can complete the work. Hopefully we can clear the entire city perimeter. We will still need
 56 to do internal mitigation projects on private land, HOA areas, and city open spaces. We also have
 57 not yet started on the city's east side.

1
2 The council discussed various details:

- 3 - Draper City received \$350,000 for mitigation in their Corner Canyon area. There are significant
- 4 funds available for grants.
- 5 - The city held a fire risk mitigation open house to educate homeowners in the past and could host
- 6 another one.
- 7 - If funds are available, the city will allow mitigation crews on public land. Costs include
- 8 equipment rental, fuel, and food for the workers.
- 9 - Typically, HOAs are hesitant to pay for mitigation because they have small budgets, but their
- 10 homeowners actually own the HOA open space.
- 11 - The city should lead by example in mitigating our own open spaces.
- 12 - The city should not be expected to mitigate private land, but we could get the word out like we
- 13 do about Trail Service Days and neighborhoods could work together.

14
15 Andrew Young mentioned two areas where fire mitigation has been started in the city, Hillside Circle
16 and Silver Lane.

17
18 Chief Patten responded that in the event of a fire, Hillside Circle would have upslope winds towards
19 the houses at the top, the same as in the Three Falls area. We also know how a fire would move
20 in Lambert Park during mid-summer because we have seen it in the past. It is hard to predict
21 which locations in town would be most susceptible, but there are definitely areas we can target.
22 The fire department does not have the manpower to handle large areas of mitigation, but they are
23 willing to do everything they can. We really need the help of County and State crews, and funding
24 is vital.

25
26 The chief commented that it is also important to educate residents on how they can protect their
27 homes, such as making sure they do not have a wood fence touching trees that touch the wood
28 deck which is connected directly to their house. If a neighborhood wanted to clear brush, the city
29 could provide a woodchipper or a roll-off dumpster. Anywhere we can remove trees and brush
30 near structures is helpful.

31
32 We also need education to prepare for an evacuation. In Alpine we only have three roads out of
33 the city, so we also need a plan so that some residents can shelter in place. These decisions will
34 help the city with their overall emergency plan as well, because evacuations can occur for reasons
35 other than fire. Fort Canyon and Three Falls would be especially difficult to evacuate.

36
37 Trees that have not had sufficient moisture for long periods get drier and drier inside, and it takes
38 years to recover from a drought. If we get a wet spring, the undergrowth shoots up quickly and
39 then dries out and adds to the fire risk. With mitigation, we do not burn piles of brush because we
40 do not want to light fires in areas already at risk. Trees and brush that are removed are hauled
41 away.

42
43 Mayor Carla Merrill summarized that the council appears to support the city leading by example and
44 mitigating risks on public land as a first step.

45
46
47 **9. Deer Crest Signs**

48 Andrew Young explained that he would like to have “No Motorized Vehicles” signs installed on Deer
49 Crest Lane. Vans and Jeeps use this area to do donuts, which damages the trails and creates a fire
50 hazard from sparks. The Trails Committee supports installing the signs.

51
52 Shane Sorensen explained that these signs would be part of the comprehensive signage for parks.
53 Former council member Kelli Law took a photo of an example sign in another city. Shane sent the
54 photo to Heidi Smith for the parks sign project.

1 Staff and council members discussed:

- 2
- 3 - We need to review our ordinance to see if the current version allows tickets to be issued outside
- 4 of Lambert Park (\$500). The Trails Committee would like a stronger ordinance prohibiting
- 5 motorized vehicles.
- 6 - The Trails Committee has also discussed the problem of motorists doing donuts in the rodeo
- 7 grounds field.
- 8 - Resident questions or suggestions about parks should be directed to Shane or the mayor.
- 9

10 On a separate issue, Chrissy Hannemann mentioned Item J on the Staff Projects list (City Hall

11 Landscape Improvements) from the budget retreat. The Sculpture Garden Committee wants to

12 design the landscaping for the fire station addition so it flows into the other areas in the Sculpture

13 Garden and the City Hall block. The whole area should be cohesive. Because of the drought the

14 designer will include water conservation measures like drip lines and native plants.

15

16 Shane Sorensen said that we need to update the landscaping on the southeast corner of the City

17 Hall block, which is outdated and overgrown.

18

19 Mayor Carla Merrill said it would be best to get a bid from the landscape architect for the scope

20 of work and then the council can vote on it.

21

22

23 **VI. STAFF REPORTS**

24 Police Chief Gwilliam said that the legislative session has 10 days left. He mentioned that SB262 (McKay)

25 would severely hamper law enforcement's ability to do traffic enforcement, as it stipulates that they cannot

26 use unmarked vehicles. There are occasions when an officer will see driver who needs education and

27 perhaps a citation. If this bill passes, they could not do that in their own vehicles. This is very concerning

28 to the police department. If the bill makes it through both groups, he might ask council members to contact

29 Sen. Brammer and Rep. Chevrier to express their opposition. Law enforcement colleagues have spoken

30 with Sen. McKay and felt it was confrontational.

31

32 Fire Chief Patten said that HB41 will define the urban interface code, so they are watching it closely. He

33 suggested Alpine look at permanent "No Fireworks" signs like the ones at Traverse Mountain. Residents

34 who drive by them every day will learn the rules.

35

36 Shane Sorensen said they have those exact signs on the proposed list for Alpine parks. He would like to

37 get suggested locations from Chief Patten.

38

39 Shane Sorensen reported on various items:

- 40
- 41 • The city closed on the Carlton shop today.
 - 42 • We are recruiting a new City Planner and conducted some interviews last week. We will hold more
 - 43 interviews tomorrow and hope to hire a planner soon.
 - 44 • We received our latest sales tax allocation today. It is up 4.54 percent over last year in the same month.
 - 45 This is a 6.43 percent increase year over year.
 - 46 • A fire station meeting was held yesterday to go over the SD(?) package. SIRQ is working with subs
 - 47 to get cost estimates and is conducting more value engineering with the architect. Shane shared the
 - 48 example that by switching from a standing seam metal roof to asphalt shingles it would save the city
 - 49 about \$179,000.

50 Heidi Smith reported that our contract with our website provider includes a visual refresh. This will begin

51 tomorrow and they will update one page at a time. This effort will bring us into ADA compliance for fonts

52 and colors, as well as updating the look. Heidi will add captions under the photos to complete our

53 compliance requirements.

54

55

56

VII. COUNCIL COMMUNICATION

1
2 Brent Remmler reported that the Trails committee met last week. They would like to install vehicle restriction
3 signs and are looking at Draper City and others for ordinance examples. Trail Service Days will be April
4 18 and June 13 starting at 8:00 am.
5

6 Jessica Smuin said they would like to have a ramp installed on the sidewalk south of the Relic Hall so that
7 senior visitors can access the area safely. She reported that because of structural issues, the door to the
8 Relic Hall cannot be widened for ADA compliance.
9

10 Sarah Blackwell said that we are currently a member of the American Fork Chamber of Commerce and they
11 help with our Main Street Trick-of-Treat event. The Highland Chamber would like us to join them. Sarah
12 was not convinced of the value to the city.
13

14 Mayor Carla Merrill said Highland wants Alpine to join them and pay to be a member of their chamber.
15 Currently about five businesses are members of the American Fork Chamber and they do not attend the
16 meetings. She is not sure the benefits justify the cost of \$2,500. Businesses can join a chamber on their
17 own even if the city is not an official member. The council may want to have a formal discussion on this
18 topic in the future. The mayor asked that council members email her with their opinions.
19

20 Jessica Smuin said she would like to have a presentation by each chamber to the council.
21

22 Sarah reported that with Draper City developing land on our side of the mountain it is affecting the
23 northwest trail access. She would like to look at the cost of installing a trail along Hog Hollow Road or off
24 Lakeview Drive to connect with the Draper trails. We would need Draper City's permission. Topography
25 in this area is fairly steep, and a new trail would require engineering. It would benefit our residents to be
26 able to access these trails.
27

28 Shane Sorensen commented that our previous engineer, Jed Muhlestein, did a conceptual trail design for
29 this area that included switchbacks and a reasonable slope. Staff can look for that document.
30

31 Mayor Carla Merrill said we previously took a conceptual design to the Trails Committee and Draper City for
32 connecting the trails. She suggested Sarah work with Andrew Young, Brent Rummler, and the Trails
33 Committee to formulate a good proposal. She remembers that Jed's report did not have the average grade
34 listed. Draper City will want detailed information if we submit a proposal.
35

36 Andrew Young said that the next Trails Committee meeting will be March 12 at 7:00 pm. He suggested
37 that Sarah attend and make a presentation.
38

39 Chrissy Hannemann commented that in reviewing the minutes, she noted that Shane asked that suggestions for
40 view ordinances, impervious surface rules, massing standards, and closing the breezeway loophole be sent
41 to him. She reminded the council to send their ideas.
42

43 Chrissy said she talked with the Mountainville Academy Board recently, and things were much improved.
44 We still have a short timeline to deal with traffic because school will dismiss for the summer soon. She is
45 looking forward to reviewing the traffic study results on March 10.
46

47 The Sculpture Garden Committee is moving forward on fund raising. They want to have the funds ready
48 for landscaping by the time the fire station addition is completed in the third quarter of 2027. People tend
49 to donate funds near the end of a project, and now we have a timeline.
50

51 Jessica Smuin asked about the theme for this year's Alpine Days.
52

53 Heidi Smith reported that she has asked her committee for theme suggestions, which will then be presented
54 to the council for a final decision.
55

56 Mayor Carla Merrill said that Heidi is working with an incredible group of volunteers who have proven
57 their worth over the years, though we can always use additional help.

1
2 Heidi confirmed that it is the volunteers who make Alpine Days happen. She welcomes emails with
3 suggestions.
4

5 Mayor Carla Merrill has received some phone calls and reminded the council that they are both residents and
6 City Council members. If they decide to get involved in a neighborhood dispute, they do so as a resident,
7 not as council members. It is important they do not blur the lines. The council's job is to support the existing
8 city ordinances or to submit changes with the support of another council member and have them approved,
9 it is not to pit one resident against another. She urged them to keep these parameters in mind.
10

11 The mayor reported that it looks like the legislation requiring cities to allow detached ADUs will go
12 forward. This could affect every lot in Alpine that is over 10,000 square feet.
13

14 Shane Sorensen commented that the only way for Alpine to be exempt would be if our infrastructure would
15 not support the additional structures.
16

17 The mayor will work with Shane to have the chambers of commerce present to the council. She would like
18 future council meetings to be finished by 9:00 pm.
19

20
21 **Motion:** Chrissy Hannemann moved to adjourn the meeting. Andrew Young seconded the motion. The motion
22 passed unanimously.
23

24 The meeting was adjourned at 10:37 pm.

ALPINE CITY COUNCIL AGENDA

SUBJECT: Resolution R2026-12: Appointing a Committee Member and an Alternate Committee Member to the Mountainland Association of Governments Metropolitan Planning Organization Technical Advisory Committee

FOR CONSIDERATION ON: March 10, 2026

PETITIONER: Mayor Merrill

ACTION REQUESTED BY PETITIONER: Review and approve Resolution R2026-12 – Appointing Jason Judd as the TAC member and Shane L. Sorensen as the alternate committee member for the MAG MPO TAC.

BACKGROUND INFORMATION:

With changes in staff members and with important votes being made on for project grants over the next several months, Mountainland Association of Governments (MAG) has requested that the City officially appoint their committee member and alternate for the Technical Advisory Committee (TAC).

From the Mountainland Association of Governments webpage:

The MPO Technical Advisory Committee (MPO TAC) is made up of technical staff from the county and each municipality in Utah County, the Utah Department of Transportation, and the Utah Transit Authority. They review and recommend to the MPO Board the MPO Work Program, Regional Transportation Plan, Transportation Improvement Program (TIP), air quality policy, and all other urban transportation plans and programs for the MPO.

It is proposed that Jason Judd, City Engineer, be appointed as the City's representative on the TAC, with Shane L. Sorensen serving as the alternate committee member.

STAFF RECOMMENDATION:

Review and approve Resolution R2026-12, appointing Jason Judd as the TAC member and Shane L. Sorensen as the alternate committee member.

SAMPLE MOTION TO APPROVE:

This item is included as part of the consent calendar.

ALPINE CITY

RESOLUTION NO. R2026-12

A RESOLUTION APPOINTING ALPINE CITY’S COMMITTEE MEMBER AND AN ALTERNATE COMMITTEE MEMBER TO THE MOUNTAINLAND ASSOCIATION OF GOVERNMENTS TECHNICAL ADVISORY COMMITTEE

WHEREAS, Alpine City, Utah (the “City”) is a member of the Mountainland Association of Governments (“MAG”), which serves as the Metropolitan Planning Organization (the “MPO”) for urban Utah County, responsible for planning regional transportation needs, including roads, transit, and trails for the Provo/Orem area;

WHEREAS, within the MPO is a Technical Advisory Committee (the “TAC”), which is made up of technical staff from the county and each municipality in Utah County, the Utah Department of Transportation, and the Utah Transit Authority;

WHEREAS, the TAC has been given the responsibility to review and recommend to the MPO Board the MPO Work Program, Regional Transportation Plan, Transportation Improvement Program (TIP), air quality policy, and all other urban transportation plans and programs for the MPO;

WHEREAS, each municipality and other entities have been asked to appoint a committee member to serve on the TAC and an alternate committee member to serve in the absence of the committee member appointed by the municipality or other entity;

WHEREAS, the City Council finds it in the best interest of the City and the general health, safety, and welfare of its residents to appoint Jason Judd as the TAC member and Shane L. Sorensen to serve as the alternate committee member, to serve in Judd’s absence.

NOW THEREFORE, BE IT RESOLVED by the City Council of Alpine City that Jason Judd be, and hereby is, appointed to serve as the TAC member and Shane L. Sorensen to serve as the alternate committee member of the MAG MPO TAC, effective immediately, and until their successor is appointed.

PASSED AND APPROVED this 10th day of March, 2026.

By: _____
Carla Merrill, Mayor

[SEAL]

VOTING:

Jessica Smuin Yea ___ Nay ___ Absent ___
Brent Rummler Yea ___ Nay ___ Absent ___
Chrissy Hannemann Yea ___ Nay ___ Absent ___
Sarah Blackwell Yea ___ Nay ___ Absent ___
Andrew Young Yea ___ Nay ___ Absent ___

ATTEST:

DeAnn Parry
City Recorder

DEPOSITED in the office of the City Recorder this 10th day of March, 2026.

RECORDED this 10th day of March, 2026.

Memo

Date: February 4, 2026

To: Jason Judd, City Engineer; Alpine City

From: Michael Adamson, PE, RSP₁ and Ana Shinzato; Fehr & Peers

Subject: Mountainville Academy Access and 100 S & Main St Crossing Warrant Studies

Study Summary

The purpose of this memorandum is to summarize the pedestrian crossing warrant analyses for two potential crossings along Main Street in Alpine, UT. Although this portion of Main Street is not a state route, these warrant analyses were performed consistent with UDOT Policy 06C-27 for marked pedestrian crosswalks and were confirmed against Part 7 of the Utah Manual on Uniform Traffic Control Devices (MUTCD) for school crossings. The following locations were assessed as part of these analyses:

1. Mountainville Academy School Access (relocation of existing school crossing)
2. Additional pedestrian crossing on the north leg of Main Street & 100 South

The first is a school crosswalk aligned with the existing pedestrian access to the Mountainville Academy School and would represent a relocation of the current school crossing along the south leg of Main Street & 120 South. Based on the results of this analysis, a **marked pedestrian school crosswalk IS warranted**, aligned with the Mountainville Academy's on-site pedestrian walkway. The second would be a new marked pedestrian crosswalk at the north leg of the Main Street & 100 South intersection. This proposed crossing does not meet the full warrant, but **it is still recommended that the City consider a crossing at this location** to facilitate connection to the park and local businesses.

The proposed locations of the pedestrian crossings are shown in **Figure 1**, consistent with the numbering presented above. Main Street has two travel lanes – one northbound and one southbound – along with shoulders on each side. These shoulders are used for on-street parking where allowed. The posted speed limit is 30mph, and 20mph in the school zone during school drop-off or pick-up periods. In the study location, there are three existing crosswalks: At the intersection of Main Street and 100 South, there is a standard transverse north-south crosswalk along the east leg. At the intersection of Main Street and 120 South, there is one standard transverse north-south crosswalk along the west leg and one continental "zebra-stripe" school crosswalk on the Main Street south leg.



Figure 1. Crossing Study Locations

Data Collection

Consistent with UDOT Policy 06C-27, pedestrian volumes, vehicular volumes, and gap data were collected both at the existing crossing location (Main Street & 120 South, south leg) and additional pedestrian crossing data was collected within approximately 600 feet of the proposed crossing locations, for a total range of approximately 1,400 feet extending from Main Street & Center Street to Main Street & Red Pine Drive. These counts were collected while school was in session, from 12:00 AM to 11:59 PM on Tuesday, December 16, 2025. **Attachment A** includes all counts collected for this study.

Pedestrian Volumes

Based on site observations and school start and dismissal times, the school drop-off period occurs between 8:00 AM and 8:45 AM, while the school pick-up period occurs between 2:15 PM and 3:30 PM (staggered between the Pre-K and full school pick-up times). Recognizing that only the School Access crossing would serve student peak hour pedestrians, two pedestrian peak hours were identified, one during school drop-off/pick-up hours (school peak hour) and another during the remaining period (non-school peak hour).

For the school crossing, a combination of the pedestrian counts south of 120 South and at the Main Street & 120 South (south leg) crossing were used, focusing on the school peak hours. **65** pedestrians were counted during the pedestrian peak hour in the focus area for the school crossing; this peak hour occurred between **2:30 PM and 3:30 PM**, overlapping with the school pick-up period. For the proposed crossing on the north leg of Main Street & 100 South, the highest peak hour outside of school drop-off and pick-up periods was used, focusing on pedestrians that crossed north of or at the Main Street & 120 South (south leg) crossing outside of the school peak hours. The highest non-school peak hour was determined to be from **7:00 AM to 8:00 AM**, with **11** pedestrians recorded. A summary of the pedestrian count data related to these two crossings is provided in **Table 1**.

Table 1. Pedestrian Counts at Main Street & 120 South Intersection

Time Period (12/16/2025)	Main Street & 120 South – Pedestrian Volumes			
	Main Street North of 120 S	Main Street & 120 S (south leg)	Main Street South of 120 S	Total
Non-School Peak Hour (7:00 AM – 8:00 AM)	7	4	2	13
School Peak Hour (2:30 PM – 3:30 PM)	5	63	2	70
Total (12 AM – 11:59 PM)	18	83	11	112

Vehicular Volumes

Table 2 provides turning movement counts during school and non-school pedestrian peak hours at the Main Street and 120 South. The highest volumes are the northbound and southbound through movements on Main Street during both peak periods.

Table 2. Vehicular Volumes during pedestrian peak hour at Main Street & 120 South

Time Period (12/16/2025)	Main Street & 120 South – Vehicle Volumes								
	Southbound			Northbound			Eastbound		
	R	T	L	R	T	L	R	T	L
Non-School Peak Hour (7:00 AM – 8:00 AM)	11	404	0	1	233	4	11	0	1
School Peak Hour (2:30 PM – 3:30 PM)	17	442	2	10	549	61	39	0	5

Gap Data

The summarized gap data is provided in **Table 3** for both pedestrian peak hours. The minimum usable gap time is the minimum amount of time from when one vehicle exits the crossing area and the next enters that a pedestrian would need to cross the road safely. This time was calculated based on the crossing distance, a pedestrian walking speed of four feet per second, and a perception/reaction time of two seconds. Video footage for each of the peak hours was then observed to identify the number of times and total duration of gaps where pedestrians could potentially cross. It should be noted that, in the case of the school peak hour, some of the usable gaps observed were created by the crossing guard entering the crossing to allow students to pass.

Table 3. Gap data during Pedestrian Peak Hour

Peak Hour	Crossing Distance (ft)	Minimum Usable Gap Time (sec)	Total Group Demand	Number of Usable Gaps	Average Demand per Gap	Average Time Between Usable Gaps (min)
Non-School Peak Hour (7:00 AM – 8:00 AM)	43	13	11	31	0.35	1.5
School Peak Hour (2:30 PM – 3:30 PM)	43	13	65	13	5	4

Crash Data

The crash data used for these warrants obtained from the UDOT Traffic and Safety Division from January 1, 2020, to December 31, 2024, and include crashes that occurred within 300 feet of the pedestrian crossing locations. The 2025 and 2026 crash data are currently incomplete and thus were not included.

As shown in **Table 4**, a total of 14 crashes were reported, including 11 no-injury/property-damage-only crashes, two possible injury crashes, and one suspected minor injury crash during the study period. **No pedestrian or bicycle crashes were reported, and no fatal or suspected serious injury crashes occurred.**

Table 4. Crash Data Summary

Year	No Injury/PDO	Possible Injury	Suspected Minor Injury	Total Crashes
2020	-	-	-	0
2021	1	1	-	2
2022	3	-	-	3
2023	4	-	-	4
2024	2	-	-	2
Total	11	2	1	14

Source: AASHTOWare Safety data provided by UDOT, 2026.

Pedestrian Analysis

The evaluation of marked pedestrian crosswalks was conducted using the scoring methodology outlined in UDOT Policy 06C-27, Table 1. This methodology considers pedestrian volumes, available gaps, adjacent land uses, proximity to the nearest crossing, transit presence, non-motorized crash history, and sight distance conditions. A total score of fewer than 20 points indicates that a marked crosswalk is not warranted, while a score of 30 points or higher indicates that a marked crosswalk is warranted. Scores between 20 and 29 are at the threshold of meeting warrants and should be determined during field review.

Pedestrian Crosswalk

Two crosswalk locations were evaluated to replace the existing crosswalk on Main Street:

1. Mountainville Academy School Access (relocation of existing school crossing)
2. Additional pedestrian crossing on the north leg of Main Street & 100 South to replace existing school crossing at Main Street & 120 South

Land uses adjacent to both proposed crossings include the Mountainville Academy, a non-profit property, Legacy Park, City Hall, and several local businesses. There is no transit service along Main Street, and no sight distance issues were identified during field observations, although it is recommended that the City revisit its red curb striping adjacent to driveways, crossings, and intersections to ensure that 30 feet of space is provided on all sides. Since the existing crosswalk at Main Street would be removed if these two crosswalks are implemented, each crosswalk serves as the nearest crossing for the other.

Table 5 shows the scoring for each proposed crosswalk, consistent with UDOT Policy 06C-27. A couple of notes on the warrant assessments:

- In the case of the Mountainville Academy School Access crossing, MUTCD Part 7A.03 was also reviewed to ensure conditions were met for a crossing adjacent to the school, and it was determined that student volumes and vehicle volume both meet the requirements set forth for a school crossing (assuming the existing school crossing is removed).
- In the case of the proposed Main Street & 100 South crossing, the score does not currently meet warrants. However, this is based on winter pedestrian counts when it is anticipated that there would be much lower pedestrian activity, particularly during the AM peak hour. In comparing the winter pedestrian counts to the counts performed by Hales Engineering in May 2025, it was found that pedestrian counts just at the existing Main Street & 120 South crossing were 30-50% lower in the winter than in the spring during the AM peak hour. During the summer months, this difference would likely be higher. This level of difference has the potential to push pedestrian crossing volumes close to or above 20 pedestrians during the AM peak hour, which could make the warrant meet at the discretion of the City.

Table 5. UDOT Pedestrian Crossing Warrant Scoring

Criteria	Mountainville Academy School Access		Main Street & 100 South (North Leg)	
	Value	Points	Value	Points
Peak hour pedestrian equivalent crossings	65	30	11	6
Peak hour gaps	13	3	31	2
Highest level of transit along the corridor	No Transit	0	No Transit	0
Adjacent land use types	School	2	Park, City Hall, local businesses	6
Distance to nearest crossing	500 ft	0	500 ft	0
# of non-motorized crashes	0	0	0	0
Are there sight distance issues?	No; Driveways at least 20 feet away	-	No; Driveways at least 20 feet away	-
Total		35		14

Source: Adapted from UDOT Policy 06C-27, Table 1.

On-Site Observations

In addition to the scoring criteria, the following site conditions were noted that are relevant to the location and implementation of the proposed crosswalks:

- At the proposed school crosswalk location, high volumes of left-turning vehicles were observed exiting the school driveway during the afternoon pick-up period. The egress driveway is located immediately north of the proposed crosswalk while the ingress driveway is located immediately south, meaning left-turn movements could present a potential conflict with crossing pedestrians.
- At the potential crosswalk location at the north leg of Main Street and 100 South, two driveways are located nearby. The closest driveway is approximately 20 feet from the crosswalk location.
- It was noted that the striping for both north-south crossings at Main Street & 120 South as well as Main Street & 100 South were faded and should be updated.
- It was also observed that the Main Street & 100 South crossing currently serves as an active school crossing during the pick-up drop-off period. If this will continue to be the case, it is recommended that the striping be updated to “zebra” striping with appropriate school crossing signage updates, consistent with Utah Code 41-6a-1002 for school crossings.

Recommendations

School Access Crosswalk

Based on the data collected and scoring criteria, **the school crosswalk is warranted** at the study location, implemented with “zebra” striping consistent with Utah Code 41-6a-1002 for school crossings. However, the observed high volume of left-turning vehicles exiting the school during the pick-up period presents a potential safety concern, as these turning vehicles would interact with the crossing. Therefore, installation of the school crosswalk is recommended **only if left turns in or out are not allowed** during the school pick-up and drop-off periods. Further detailed design and engineering review should be performed to confirm all necessary design requirements are met as part of implementation.

Main Street & 100 South (North Leg) Crosswalk

Based on the data collected and scoring criteria, **a crosswalk would not be warranted** at the study location. It should be noted that pedestrian volumes were collected during winter months and may not fully reflect pedestrian activity during warmer seasons, when volumes are likely to be higher. Given a comparison of winter counts to previously collected summer counts, it is anticipated that pedestrian counts could exceed the crossing warrant threshold during the summer months. Given the school crossing at Main Street & 120 South would be removed as part of implementing the School Access crosswalk, **it is recommended that the City consider implementing a crossing at this location at their discretion** to facilitate access to the park and businesses. Further detailed design and engineering review should be performed to confirm all necessary design requirements are met as part of implementation.

Other Recommendations

As previously stated, the City should renew the striping at the north-south crossings at Main Street & 120 South as well as Main Street & 100 South. In the case of Main Street & 100 South, the City should consider “zebra” striping and appropriate school crossing signage updates, as this crossing was observed to serve substantial student traffic exceeding the thresholds in MUTCD Part 7A.03 during the pick-up/drop-off periods.

It is also recommended that the City evaluate its current curb striping practices at all crossings and intersections within the study area and confirm that curbs are painted red within 30 feet of these locations to ensure sight distance isn’t blocked by parked vehicles.

Attachment A – Traffic and Pedestrian Counts

Elite Traffic Data Collection, LLC

379 East 2700 North
Lehi, Utah, 84043

elitetrafficdata@hotmail.com
(801) 473-9171

Default Comments
Change These in The Preferences Window
Select File/Preference in the Main Scree
Then Click the Comments Tab

File Name : 120 South and Main Street
Site Code : 00000000
Start Date : 12/16/2025
Page No : 1

Groups Printed- TMC - Bikes - turns

Start Time	Main Street From North					Access From East					Main Street From South					120 South From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
12:00 AM	0	7	0	0	7	0	0	0	0	0	0	7	2	0	9	0	0	0	0	0	16
12:15 AM	0	1	0	0	1	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	11
12:30 AM	0	5	0	0	5	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	14
12:45 AM	0	3	0	0	3	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	8
Total	0	16	0	0	16	0	0	0	0	0	0	31	2	0	33	0	0	0	0	0	49
01:00 AM	0	4	0	0	4	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	11
01:15 AM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
01:30 AM	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	6
01:45 AM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
Total	0	12	0	0	12	0	0	0	0	0	0	14	0	0	14	0	0	0	0	0	26
02:00 AM	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5
02:15 AM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
02:30 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
02:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	3	0	0	3	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	12
03:00 AM	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	6
03:15 AM	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	5
03:30 AM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
03:45 AM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
Total	0	9	0	0	9	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	18
04:00 AM	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
04:15 AM	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	5
04:30 AM	0	8	0	0	8	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	9
04:45 AM	0	11	0	0	11	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	14
Total	0	27	0	0	27	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	32
05:00 AM	0	8	0	0	8	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	11
05:15 AM	0	20	0	0	20	0	0	0	0	0	0	5	0	0	5	2	0	0	0	2	27
05:30 AM	0	20	0	0	20	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	22
05:45 AM	0	37	0	0	37	0	0	0	2	2	0	10	1	0	11	2	0	0	0	2	52
Total	0	85	0	0	85	0	0	0	2	2	0	18	1	0	19	6	0	0	0	6	112

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File Name : 120 South and Main Street
Site Code : 00000000
Start Date : 12/16/2025
Page No : 2

Groups Printed- TMC - Bikes - turns

Start Time	Main Street From North					Access From East					Main Street From South					120 South From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:00 AM	0	35	0	0	35	0	0	0	4	4	0	12	1	0	13	2	0	0	0	2	54
06:15 AM	0	36	0	0	36	0	0	0	0	0	0	17	0	0	17	3	0	1	0	4	57
06:30 AM	0	34	0	0	34	0	0	0	0	0	0	18	2	0	20	3	0	0	0	3	57
06:45 AM	0	55	0	0	55	0	0	0	1	1	0	46	2	0	48	2	0	1	0	3	107
Total	0	160	0	0	160	0	0	0	5	5	0	93	5	0	98	10	0	2	0	12	275
07:00 AM	1	57	0	6	64	0	0	0	2	2	1	51	1	1	54	1	0	0	2	3	123
07:15 AM	1	122	0	0	123	0	0	0	1	1	0	74	1	2	77	4	0	0	0	4	205
07:30 AM	0	116	0	0	116	0	0	0	4	4	0	65	0	2	67	5	0	0	0	5	192
07:45 AM	9	109	0	0	118	0	0	0	4	4	0	96	6	0	102	6	0	1	0	7	231
Total	11	404	0	6	421	0	0	0	11	11	1	286	8	5	300	16	0	1	2	19	751
08:00 AM	8	138	1	1	148	0	0	0	0	0	1	106	8	3	118	3	0	1	3	7	273
08:15 AM	1	129	0	0	130	0	0	0	0	0	0	135	24	8	167	10	0	1	1	12	309
08:30 AM	4	123	0	0	127	0	0	0	2	2	0	99	21	0	120	2	0	1	0	3	252
08:45 AM	2	135	1	0	138	0	0	0	2	2	1	98	2	0	101	4	0	0	0	4	245
Total	15	525	2	1	543	0	0	0	4	4	2	438	55	11	506	19	0	3	4	26	1079
09:00 AM	2	139	1	0	142	0	0	0	0	0	1	133	3	3	140	2	0	1	2	5	287
09:15 AM	0	135	0	0	135	0	0	1	0	1	1	97	2	0	100	3	0	0	2	5	241
09:30 AM	1	130	0	0	131	0	0	0	0	0	0	85	13	0	98	5	0	1	0	6	235
09:45 AM	1	82	0	0	83	0	0	0	0	0	1	89	10	0	100	3	0	1	1	5	188
Total	4	486	1	0	491	0	0	1	0	1	3	404	28	3	438	13	0	3	5	21	951
10:00 AM	2	82	0	0	84	0	0	1	1	2	1	72	3	0	76	3	0	0	0	3	165
10:15 AM	2	97	1	0	100	0	0	0	0	0	1	109	5	0	115	13	0	2	1	16	231
10:30 AM	0	122	1	0	123	0	0	2	1	3	3	70	2	1	76	5	0	0	0	5	207
10:45 AM	2	99	2	0	103	1	0	1	0	2	2	84	8	0	94	5	0	1	0	6	205
Total	6	400	4	0	410	1	0	4	2	7	7	335	18	1	361	26	0	3	1	30	808
11:00 AM	0	93	0	0	93	0	1	0	0	1	1	97	2	0	100	5	0	2	0	7	201
11:15 AM	2	90	0	0	92	0	0	1	1	2	2	90	1	0	93	9	0	0	0	9	196
11:30 AM	2	125	3	0	130	0	0	0	0	0	2	98	1	0	101	4	0	0	0	4	235
11:45 AM	2	139	0	0	141	0	0	2	1	3	0	99	1	0	100	3	0	0	1	4	248
Total	6	447	3	0	456	0	1	3	2	6	5	384	5	0	394	21	0	2	1	24	880

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File Name : 120 South and Main Street
Site Code : 00000000
Start Date : 12/16/2025
Page No : 3

Groups Printed- TMC - Bikes - turns

Start Time	Main Street From North					Access From East					Main Street From South					120 South From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
12:00 PM	0	133	0	0	133	0	0	0	4	4	0	110	1	2	113	6	0	0	2	8	258
12:15 PM	1	111	2	1	115	0	0	1	0	1	2	118	1	0	121	3	0	1	1	5	242
12:30 PM	2	113	0	0	115	0	0	0	0	0	0	115	4	0	119	5	1	0	0	6	240
12:45 PM	3	116	0	0	119	0	0	0	0	0	3	100	2	1	106	6	0	2	0	8	233
Total	6	473	2	1	482	0	0	1	4	5	5	443	8	3	459	20	1	3	3	27	973
01:00 PM	3	103	1	0	107	0	0	2	0	2	2	111	4	1	118	1	0	1	1	3	230
01:15 PM	0	103	0	1	104	1	0	1	0	2	2	124	2	0	128	2	0	1	1	4	238
01:30 PM	1	95	0	0	96	0	0	2	0	2	2	80	3	0	85	1	0	1	0	2	185
01:45 PM	1	90	0	0	91	0	0	1	0	1	2	106	2	1	111	2	0	0	0	2	205
Total	5	391	1	1	398	1	0	6	0	7	8	421	11	2	442	6	0	3	2	11	858
02:00 PM	0	96	1	0	97	0	0	2	0	2	2	111	3	0	116	7	0	0	0	7	222
02:15 PM	0	107	2	0	109	0	0	0	2	2	2	123	3	0	128	5	0	0	0	5	244
02:30 PM	5	117	0	0	122	0	0	0	1	1	3	135	12	0	150	4	0	1	1	6	279
02:45 PM	5	100	1	0	106	0	0	1	38	39	2	124	10	14	150	14	0	3	3	20	315
Total	10	420	4	0	434	0	0	3	41	44	9	493	28	14	544	30	0	4	4	38	1060
03:00 PM	4	110	0	0	114	1	0	0	194	195	4	129	28	45	206	8	0	1	9	18	533
03:15 PM	3	116	1	0	120	0	1	1	9	11	1	163	14	7	185	13	0	0	0	13	329
03:30 PM	4	139	1	0	144	0	0	1	1	2	1	136	3	0	140	5	0	1	1	7	293
03:45 PM	1	106	0	0	107	0	0	1	1	2	0	125	8	1	134	14	0	0	0	14	257
Total	12	471	2	0	485	1	1	3	205	210	6	553	53	53	665	40	0	2	10	52	1412
04:00 PM	0	124	0	0	124	0	0	0	2	2	3	124	6	2	135	9	0	0	5	14	275
04:15 PM	1	138	0	0	139	0	0	0	1	1	1	112	8	1	122	6	0	1	0	7	269
04:30 PM	1	119	1	0	121	0	0	0	3	3	0	130	3	0	133	1	0	0	0	1	258
04:45 PM	2	122	1	0	125	0	0	0	0	0	1	112	22	0	135	4	0	0	0	4	264
Total	4	503	2	0	509	0	0	0	6	6	5	478	39	3	525	20	0	1	5	26	1066
05:00 PM	0	128	0	0	128	0	0	1	3	4	1	132	11	1	145	23	0	2	0	25	302
05:15 PM	3	122	0	0	125	0	0	1	1	2	0	119	5	0	124	4	0	0	0	4	255
05:30 PM	0	125	0	0	125	0	0	0	0	0	1	141	4	0	146	10	0	1	0	11	282
05:45 PM	4	131	0	0	135	0	0	0	2	2	0	145	15	1	161	3	0	2	0	5	303
Total	7	506	0	0	513	0	0	2	6	8	2	537	35	2	576	40	0	5	0	45	1142

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Site Code : 00000000
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Page No : 4

Groups Printed- TMC - Bikes - turns

Start Time	Main Street From North					Access From East					Main Street From South					120 South From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:00 PM	3	118	0	0	121	0	0	1	0	1	1	136	13	0	150	11	0	1	0	12	284
06:15 PM	2	97	1	0	100	0	0	0	0	0	0	109	6	1	116	8	0	1	1	10	226
06:30 PM	6	89	0	0	95	0	0	0	0	0	0	88	2	0	90	1	0	2	0	3	188
06:45 PM	7	79	0	0	86	0	0	0	0	0	0	98	18	0	116	7	0	0	0	7	209
Total	18	383	1	0	402	0	0	1	0	1	1	431	39	1	472	27	0	4	1	32	907
07:00 PM	3	75	0	0	78	0	0	0	0	0	0	110	12	0	122	14	0	3	0	17	217
07:15 PM	0	76	0	0	76	0	0	0	0	0	1	91	1	0	93	6	0	0	0	6	175
07:30 PM	1	57	0	0	58	0	0	0	0	0	0	79	3	0	82	0	0	0	0	0	140
07:45 PM	2	59	0	0	61	0	0	0	1	1	0	86	6	0	92	1	0	0	0	1	155
Total	6	267	0	0	273	0	0	0	1	1	1	366	22	0	389	21	0	3	0	24	687
08:00 PM	0	64	0	0	64	0	0	0	0	0	0	78	7	0	85	7	0	1	0	8	157
08:15 PM	0	71	0	0	71	0	0	0	0	0	0	68	0	0	68	2	0	3	0	5	144
08:30 PM	0	59	0	0	59	0	0	0	0	0	0	84	1	0	85	6	0	2	0	8	152
08:45 PM	2	35	0	0	37	0	0	0	0	0	0	62	15	0	77	4	0	0	0	4	118
Total	2	229	0	0	231	0	0	0	0	0	0	292	23	0	315	19	0	6	0	25	571
09:00 PM	1	58	0	0	59	0	0	0	0	0	0	73	5	0	78	14	0	3	0	17	154
09:15 PM	2	38	0	0	40	0	0	0	0	0	0	80	4	0	84	4	0	0	0	4	128
09:30 PM	1	27	0	0	28	0	0	0	0	0	0	72	0	0	72	0	0	0	0	0	100
09:45 PM	0	21	0	0	21	0	0	0	0	0	0	66	3	0	69	1	0	0	0	1	91
Total	4	144	0	0	148	0	0	0	0	0	0	291	12	0	303	19	0	3	0	22	473
10:00 PM	0	17	0	0	17	0	0	0	0	0	0	58	1	0	59	1	0	0	0	1	77
10:15 PM	1	19	0	0	20	0	0	0	0	0	0	36	0	0	36	0	0	0	0	0	56
10:30 PM	0	23	0	0	23	0	0	0	0	0	0	37	0	0	37	0	0	3	0	3	63
10:45 PM	0	12	0	0	12	0	0	0	0	0	0	27	0	0	27	1	0	0	0	1	40
Total	1	71	0	0	72	0	0	0	0	0	0	158	1	0	159	2	0	3	0	5	236
11:00 PM	0	16	0	0	16	0	0	0	0	0	0	26	0	0	26	0	0	0	0	0	42
11:15 PM	0	16	0	0	16	0	0	0	0	0	0	20	0	0	20	0	0	0	0	0	36
11:30 PM	0	12	0	0	12	0	0	0	0	0	0	9	1	0	10	0	0	0	0	0	22
11:45 PM	0	7	0	0	7	0	0	0	0	0	0	10	1	0	11	0	0	0	0	0	18
Total	0	51	0	0	51	0	0	0	0	0	0	65	2	0	67	0	0	0	0	0	118
Grand Total	117	6483	22	9	6631	3	2	24	289	318	55	6554	395	98	7102	355	1	51	38	445	14496
Apprch %	1.8	97.8	0.3	0.1		0.9	0.6	7.5	90.9		0.8	92.3	5.6	1.4		79.8	0.2	11.5	8.5		
Total %	0.8	44.7	0.2	0.1	45.7	0	0	0.2	2	2.2	0.4	45.2	2.7	0.7	49	2.4	0	0.4	0.3	3.1	

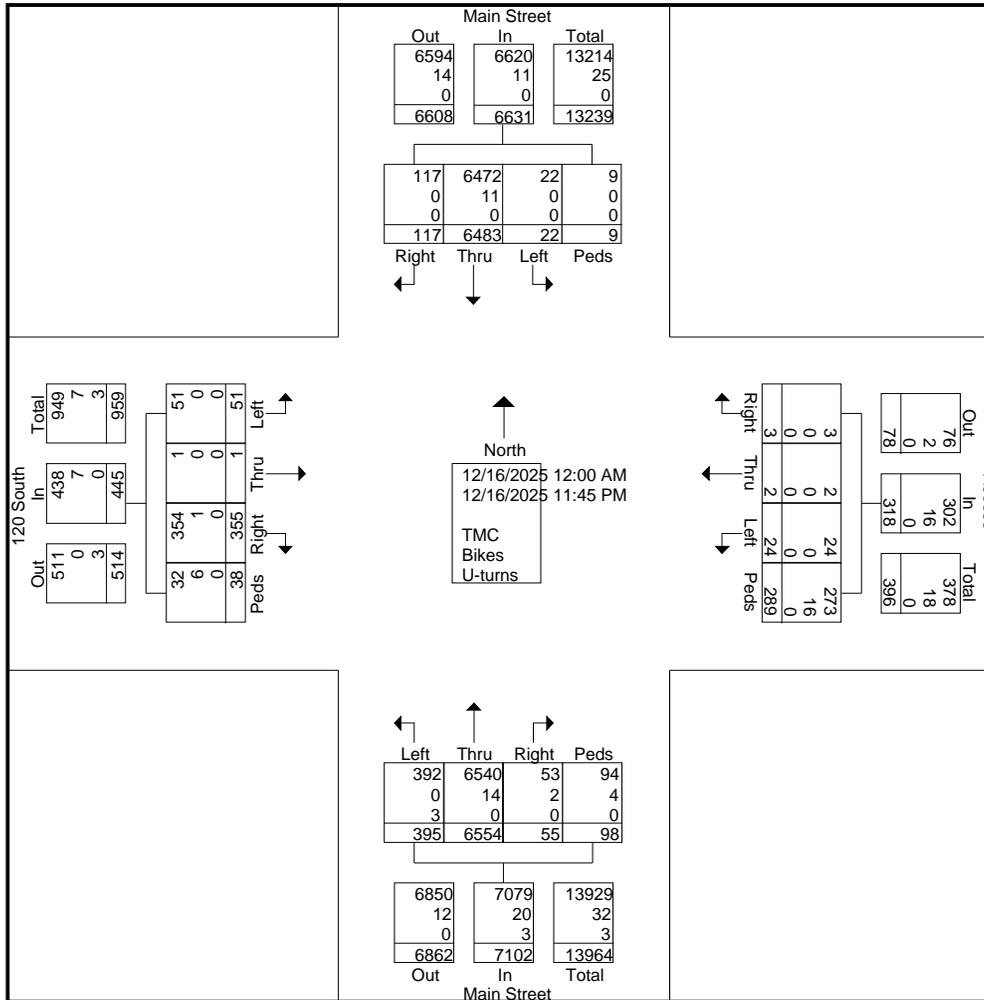
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File Name : 120 South and Main Street
Site Code : 00000000
Start Date : 12/16/2025
Page No : 7

Start Time	Main Street From North					Access From East					Main Street From South					120 South From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 12:00 AM to 11:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 02:45 PM																					
02:45 PM	5	100	1	0	106	0	0	1	38	39	2	124	10	14	150	14	0	3	3	20	315
03:00 PM	4	110	0	0	114	1	0	0	194	195	4	129	28	45	206	8	0	1	9	18	533
03:15 PM	3	116	1	0	120	0	1	1	9	11	1	163	14	7	185	13	0	0	0	13	329
03:30 PM	4	139	1	0	144	0	0	1	1	2	1	136	3	0	140	5	0	1	1	7	293
Total Volume	16	465	3	0	484	1	1	3	242	247	8	552	55	66	681	40	0	5	13	58	1470
% App. Total	3.3	96.1	0.6	0		0.4	0.4	1.2	98		1.2	81.1	8.1	9.7		69	0	8.6	22.4		
PHF	.800	.836	.750	.000	.840	.250	.250	.750	.312	.317	.500	.847	.491	.367	.826	.714	.000	.417	.361	.725	.689
TMC	16	462	3	0	481	1	1	3	236	241	8	552	53	65	678	40	0	5	10	55	1455
% TMC	100	99.4	100	0	99.4	100	100	100	97.5	97.6	100	100	96.4	98.5	99.6	100	0	100	76.9	94.8	99.0
Bikes	0	3	0	0	3	0	0	0	6	6	0	0	0	1	1	0	0	0	3	3	13
% Bikes	0	0.6	0	0	0.6	0	0	0	2.5	2.4	0	0	0	1.5	0.1	0	0	0	23.1	5.2	0.9
U-turns	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	2
% U-turns	0	0	0	0	0	0	0	0	0	0	0	0	3.6	0	0.3	0	0	0	0	0	0.1

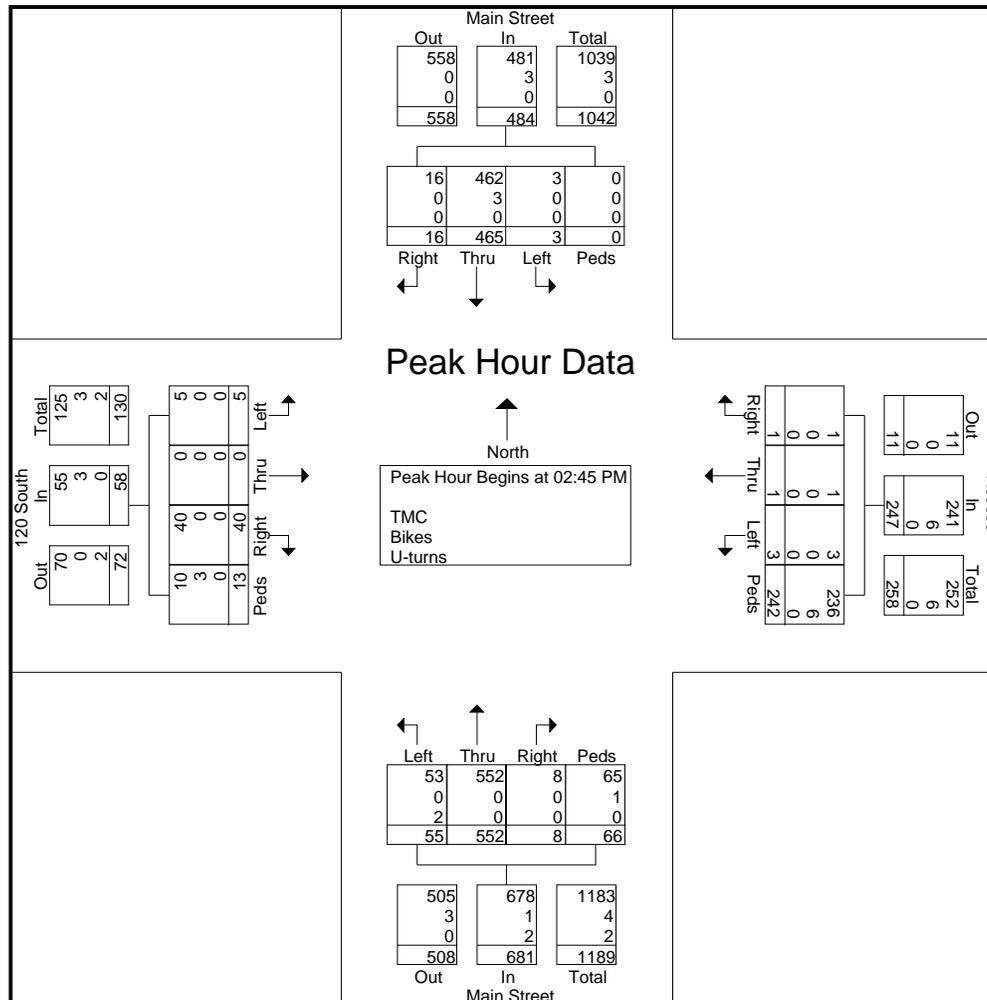
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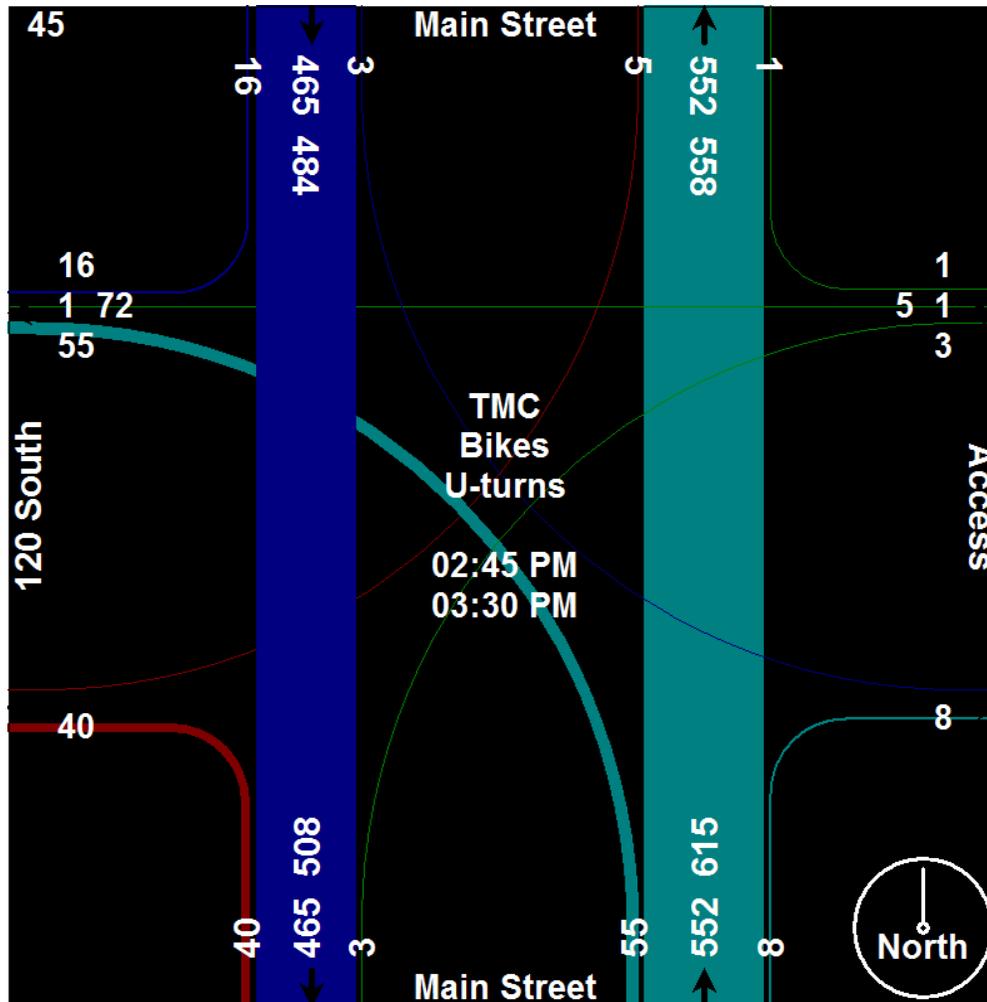
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File Name : 120 South and Main Street
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Start Date : 12/16/2025
Page No : 10

Start Time	Main Street From North					Access From East					Main Street From South					120 South From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	

Peak Hour Analysis From 12:00 AM to 11:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:45 AM					02:45 PM					02:30 PM					02:45 PM				
+0 mins.	2	135	1	0	138	0	0	1	38	39	3	135	12	0	150	14	0	3	3	20
+15 mins.	2	139	1	0	142	1	0	0	194	195	2	124	10	14	150	8	0	1	9	18
+30 mins.	0	135	0	0	135	0	1	1	9	11	4	129	28	45	206	13	0	0	0	13
+45 mins.	1	130	0	0	131	0	0	1	1	2	1	163	14	7	185	5	0	1	1	7
Total Volume	5	539	2	0	546	1	1	3	242	247	10	551	64	66	691	40	0	5	13	58
% App. Total	0.9	98.7	0.4	0		0.4	0.4	1.2	98		1.4	79.7	9.3	9.6		69	0	8.6	22.4	
PHF	.625	.969	.500	.000	.961	.250	.250	.750	.312	.317	.625	.845	.571	.367	.839	.714	.000	.417	.361	.725
TMC	5	538	2	0	545	1	1	3	236	241	10	549	61	65	685	40	0	5	10	55
% TMC	100	99.8	100	0	99.8	100	100	100	97.5	97.6	100	99.6	95.3	98.5	99.1	100	0	100	76.9	94.8
Bikes	0	1	0	0	1	0	0	0	6	6	0	2	0	1	3	0	0	0	3	3
% Bikes	0	0.2	0	0	0.2	0	0	0	2.5	2.4	0	0.4	0	1.5	0.4	0	0	0	23.1	5.2
U-turns	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0
% U-turns	0	0	0	0	0	0	0	0	0	0	0	0	4.7	0	0.4	0	0	0	0	0

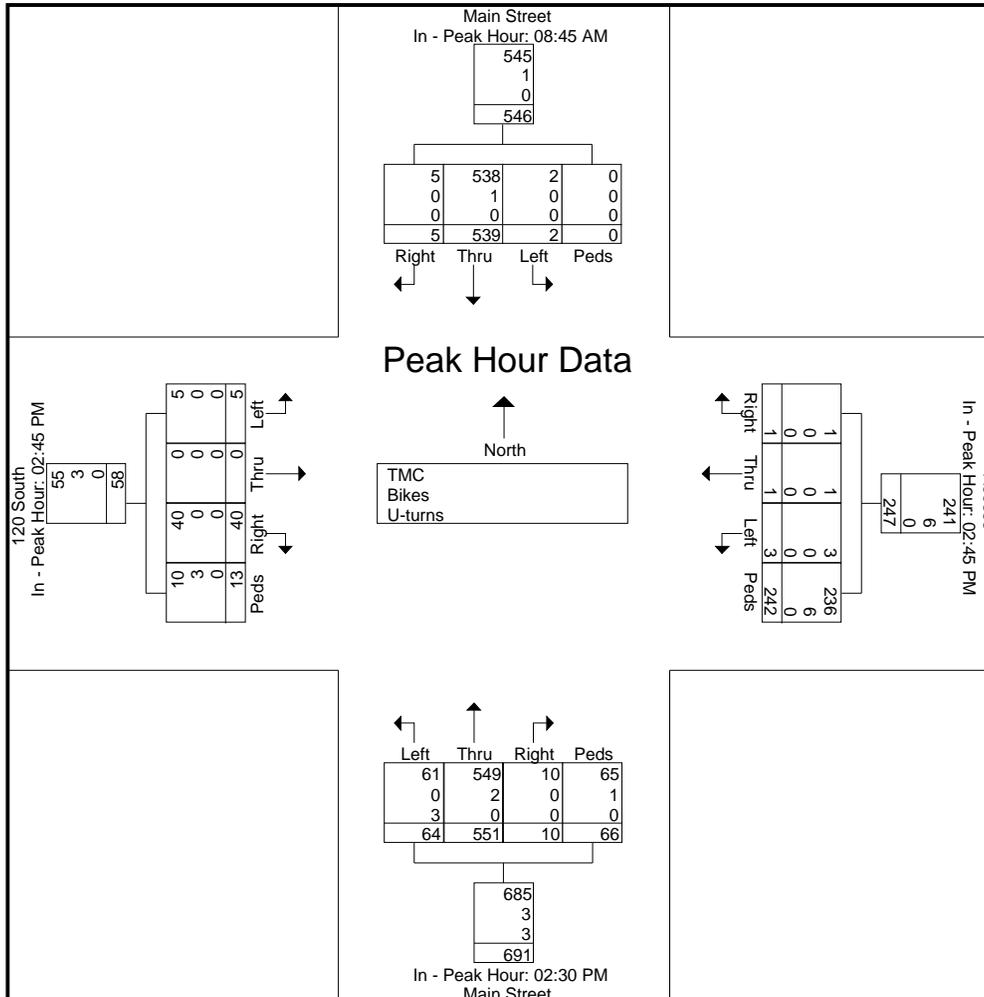
Elite Traffic Data Collection, LLC

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Site Code : 00000000
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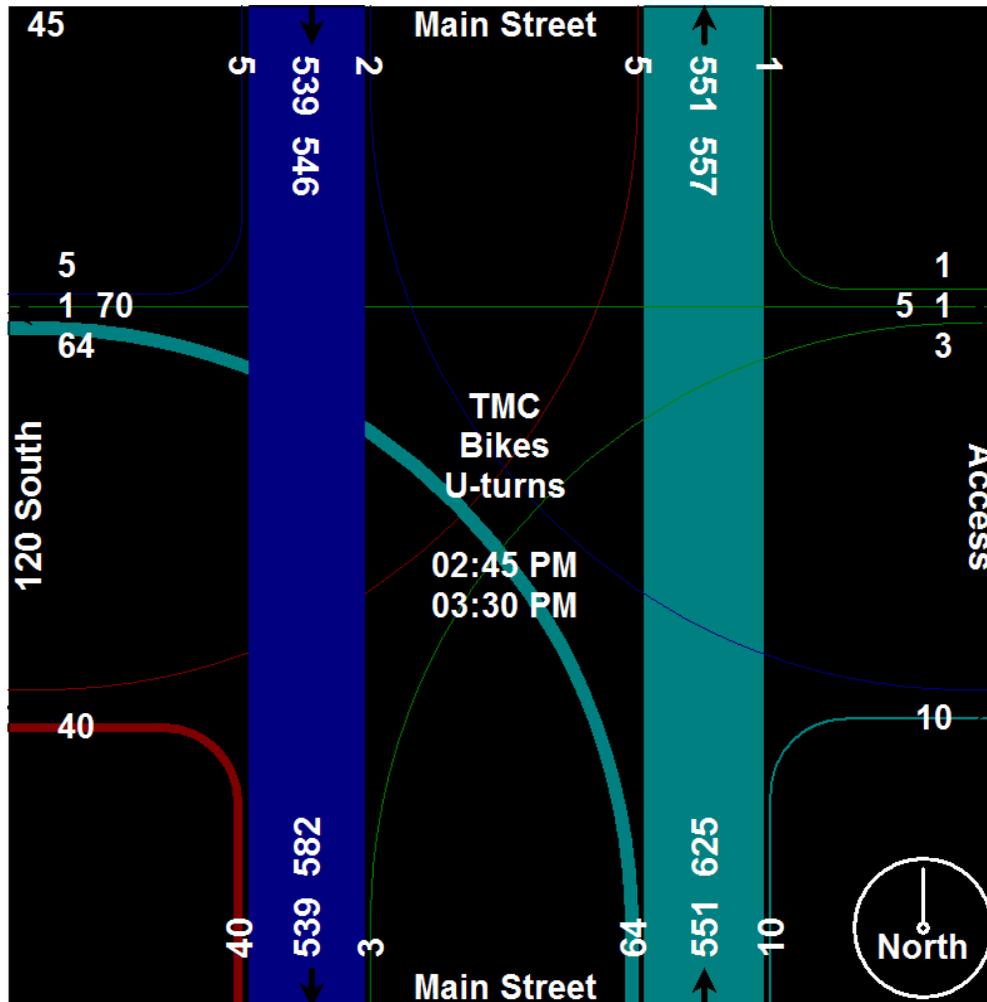
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Alpine Pedestrian Counts (Number of pedestrians in the crossing group)

7:00 AM (1) North of 120 S

7:15 AM (1) South of 120 S, (1) South of 120 S

7:30 AM

7:45 AM

8:00 AM

8:15 AM

8:30 AM (1) North of 120 S

8:45 AM

9:00 AM

9:15 AM (1) North of 120 S

9:30 AM (1) South of 120 S

9:45 AM

10:00 AM (2) South of 120 S

10:15 AM

10:30 AM (1) South of 120 S

10:45 AM

11:00 AM

11:15 AM

11:30 AM

11:45 AM

12:00 PM (1) South of 120 S

12:15 PM

12:30 PM

12:45 PM (1) North of 120 S

1:00 PM

1:15 PM (1) South of 120 S

1:30 PM

1:45 PM

2:00 PM

2:15 PM (1) South of 120 S

2:30 PM

2:45 PM (1) North of 120 S, (1) South of 120 S

3:00 PM (2) North of 120 S, (1) North of 120 S, (1) North of 120 S, (1) South of 120 S

3:15 PM

3:30 PM (1) South of 120 S

3:45 PM

4:00 PM

4:15 PM

4:30 PM (1) South of 120 S

4:45 PM

5:00 PM

5:15 PM

5:30 PM

5:45 PM (2 bikes) South of 120 S

6:00 PM

6:15 PM

6:30 PM

6:45 PM

Memo

Date: February 11, 2026

To: Jason Judd, City Engineer; Alpine City

From: Michael Adamson, PE, RSP₁ and Ryan Hunter; Fehr & Peers

Subject: Mountainville Academy Re-Routing Scenarios Assessment

Background

Purpose

Main Street in Alpine experiences heavy traffic congestion during the pick-up and drop-off periods for Mountainville Academy. These routing conditions were observed in a site visit that occurred during the drop-off and pick-up periods (8–8:45 AM and 2–3:30 PM, respectively) on January 7th, 2025. During these observations, it was determined that this congestion stems from three major elements of the school's current access dynamic:

1. The current location of the pedestrian crossing on Main Street results in northbound and southbound blockages along Main Street. In the case of the northbound direction, this results in queue spillback that intermingles with traffic exiting the school site.
2. The current egress to the school site allows both left and right turns; in multiple instances left turns were observed to perform dangerous movements to take advantage of queue gaps that resulted in near-misses and sudden stops for vehicles traveling southbound
3. The City currently allows on-street staging for the pick-up period of the school to occur around the Legacy Park along Main Street, 100 South, and Center Street. This is to address inadequate on-site staging for parents picking up. Particularly in the case of Main Street, this on-street staging can result in adverse interactions between vehicles entering or exiting the shoulder and vehicles moving northbound or southbound along Main Street. This includes multiple observed instances of vehicles making a mid-block U-turn from the shoulder to head southbound on Main Street, a movement that proved to be very disruptive to southbound traffic. Additionally, students going to be picked up at the park have to cross 100 South, which results in additional interactions between pedestrians and westbound vehicles.

The purpose of this memo is to evaluate eliminating the left-turn entry/exit at the school and what that impact would be on routing choke points at the intersections of Main Street & 200 North and Ridge Dr & Canyon Crest Road. It also assesses potential operational implications from updating the on-street staging dynamic for the school's pick-up period. This memorandum assumes the site circulation Option 2a presented in the Mountainville Academy Traffic Impact Study (TIS) prepared in 2025, which includes the addition of a north egress to the site at 100 S. This TIS is included in

Attachment A.

Traffic Data Collection

As part of the re-routing study, Fehr & Peers contracted with Elite Data Solutions to collect pedestrian, vehicle and access counts at the following locations:

- 24-hour vehicle/pedestrian/bicycle counts at Main Street & 120 South
- 8-hour business access counts at the 150 South Main Street access
- Morning and Afternoon Peak hour counts at the following potential choke points:
 1. Main Street & 200 North
 2. Main Street & Red Pine Drive
 3. Canyon Crest Road & Ridge Drive

The 24-hour counts and 8-hour counts were performed on Tuesday December 16th, 2025, while the choke point counts were collected on Tuesday, January 20th, 2026. As requested by City Council, an additional count was also collected on Wednesday, January 21st, 2026 to compare the pick-up period when the nearby Timberline Junior High School is on early-out schedule (Wednesdays) to a typical traffic day (Tuesdays). It was found that Tuesday traffic was on average 13% higher than Wednesday traffic during the Mountainville Academy pick-up peak hour, demonstrating that Timberline Junior High School does contribute additional trips to Main Street during Mountainville Academy's typical peak.

All traffic counts are provided in **Attachment B**.

Distribution of School Traffic

This section summarizes the current distribution of the Mountainville Academy student population and explores potential methods to reduce the school's impact on Main Street by redistributing or staging pick-up/drop-off elsewhere.

Current Student Distribution

A distribution of where students originate from, relative to the school, was provided by the Mountainville Academy task force. This distribution is as follows:

- 16% from the Northeast
- 23% from the Northwest
- 18% from the Southeast
- 45% from the Southwest

Based on this distribution, approximately 63% of students come from outside of Alpine City (specifically from the south), which would contribute to the high left-turn egress volumes experienced at the site access. Streetlight data was initially reviewed to confirm this routing dynamic; this dataset uses connected vehicle data to estimate localized and regional travel trends. Unfortunately the sample size for the Streetlight data was too small to provide usable routing information. As such, the 63% number was used to perform redistribution analyses.

Redistribution Scenarios

No Left-Turn Entry/Exit

The first distribution scenario evaluated would be prohibiting left-turn entry/exit into and out of the school during the drop-off and pick-up periods at both the existing site access and the proposed north egress. At the existing site access, this would be regulated by placing temporary cones – this may need to include crossing guards or school staff to help enforce.. For the north egress, “No left-turn during pick-up drop-off” signage would be provided. This redistribution scenario was selected based on the following elements:

- To address adverse safety interactions observed between vehicles turning left onto Main Street from the egress against southbound through traffic;
- To prevent vehicles using the proposed north site access from routing to Main Street via 100 South and contributing to side-street congestion; and
- To facilitate relocation of the school crossing to be adjacent to the school site. Although relocation of this crossing would not prevent the crossing from blocking through traffic when students are present, its relocation would mean that pedestrians are no longer interacting with right-turning vehicles exiting the school site, thus lowering the number of cars waiting for students to cross. However, should left-turns be allowed at the Main Street site access during the pick-up/drop-off period, this would present a potential safety issue for students at the crossing who would have to contend with vehicles turning through the crossing itself. This relocated crossing has already been warranted as part of a separate study, and more details on its location and dynamic are provided in that study.

As no left-turns would be allowed under this scenario at either the existing or proposed accesses to the site, it is anticipated that exiting vehicles routing southward would use the north egress and route through the neighborhood streets to Westfield Road via 200 North or Canyon Crest Road via Ridge Drive. **Figure 1** shows a representation of this potential re-routing.

Allow Left-Turns for North Egress

Another aspect considered for the left-turn restriction scenario was to allow left turns to occur at the proposed north egress. The prior analysis in the Mountainville Academy TIS assumed the southbound queue spillback on Main Street from the existing location of the east-west school crossing, which currently leads to blockages at the Main Street & 100 S intersection for extended periods of time. With the relocated pedestrian crossing, however, it is anticipated that the queue from this school crossing would be lower and shifted further south, which may allow left-turn egress to occur at the north access and route through this intersection.

Red Pine Staging Area

As requested by the City, Red Pine Drive was evaluated as a secondary on-street staging area as a replacement for the current on-street staging dynamic along Main Street. As previously stated, those looking to pick-up students during the afternoon peak period will often stage along Main Street, 100 S or Center Street around the Legacy Park. It was observed that this led to many adverse interactions between vehicles exiting the shoulder to either enter Main Street northbound or pull a U-turn and head southbound, leading to slow-downs along Main Street near the current staging area. Additionally, students going to be picked up at the park have to cross 100 South, which results in additional interactions between pedestrians and westbound vehicles at this intersection.

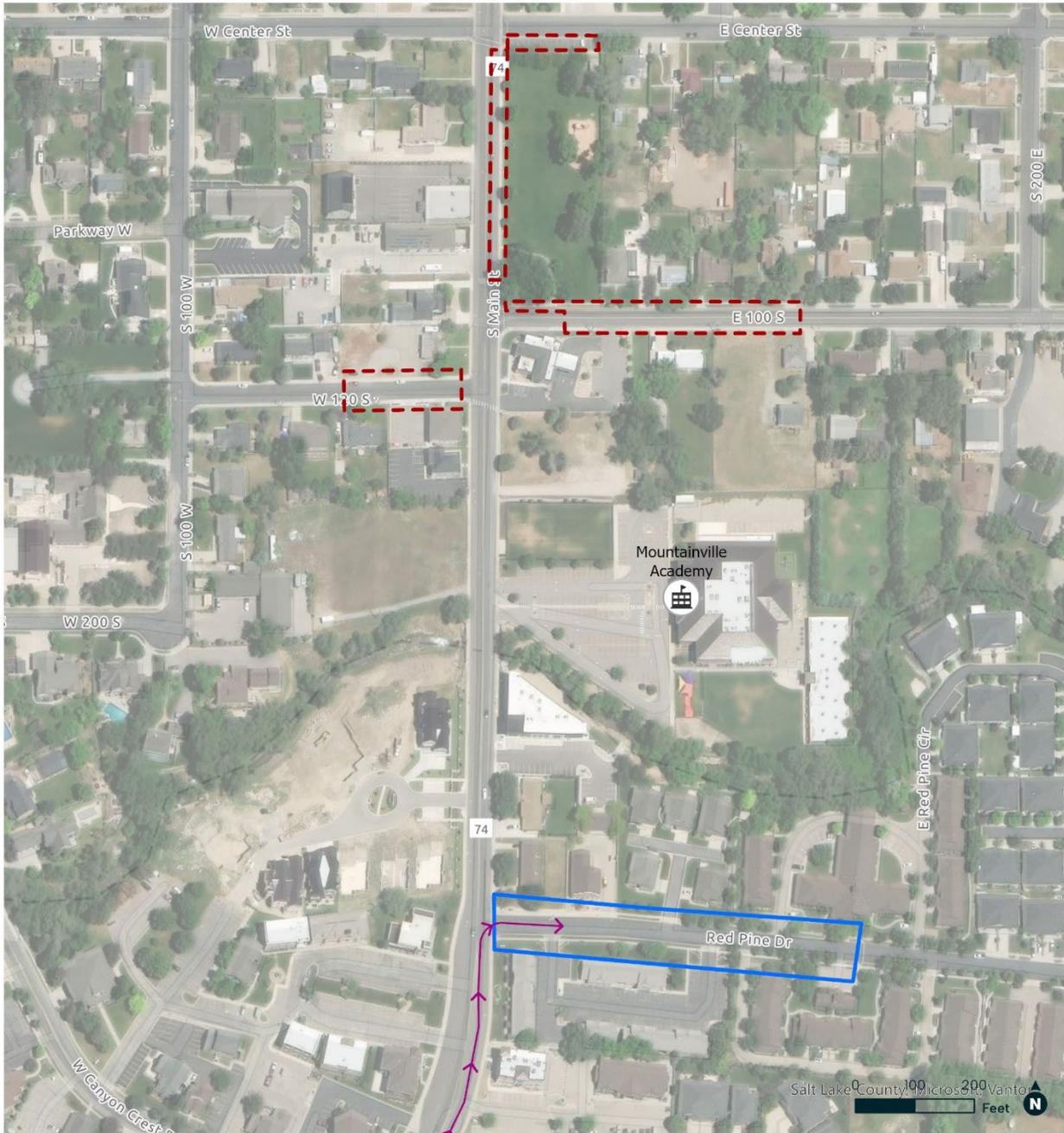
This updated staging scenario would have vehicles seeking to stage on-street to enter Red Pine Drive facing eastbound and staging along the south side of the road. They could then route eastbound to Ridge Drive. The current on-street staging allowed along 120 S, 100 S, Center St and Main Street would then be prohibited. **Figure 2** shows the recommended staging restrictions and area along Red Pine Drive.

Other Scenarios Discussed

In addition to the scenarios actually tested as part of this memorandum, the City also discussed the following additional options:

- **Median Control:** In the Mountainville Academy TIS Report, Hales Engineering recommended a median control along the frontage of Mountainville Academy to facilitate restriction of the turning movements. However, this would conflict with other existing businesses on the west side of Main Street, which had more than 75% of their entering daily trips coming from the northbound left turn (see **Attachment A** for traffic counts at these businesses). **This coupled with the City's concern that a median would inhibit access to the school during non-pick up/drop off hours resulted in a median being tabled near-term in favor of temporary coning and controls to prevent left turns at the ingress and egresses to the Mountainville Academy site.**
- **Staging at a Secondary Location:** This scenario would require Mountainville Academy to provide access to a secondary private location for staging to occur for those students coming from outside of Alpine, such as a church parking lot. The school would then shuttle those students in. **This option was not analyzed as it was decided that on-site improvements and restrictions could potentially alleviate these issues rather than relocating the access issues to a secondary site.**

Figure 2. Updated On-Street Staging at Red Pine Drive



-  Mountainville Academy
-  Potential Staging Area
-  Remove Staging Area
-  Main St & Red Pine Dr

Chokepoint Analysis

Methodology

Level of Service (LOS) is a term that describes the operating performance of an intersection or roadway. LOS is measured quantitatively and reported on a scale from A to F, with A representing the least delay and F the most. **Table 1** provides a brief description of each LOS letter designation and an accompanying average delay per vehicle for both signalized and unsignalized intersections. The Highway Capacity Manual 7th Edition (HCM 7) methodology was used in this study to remain consistent with “state of the practice” professional standards. This methodology has different quantitative evaluations for signalized and unsignalized intersections. For signalized intersections, the LOS is provided for the overall intersection (weighted average of all approach delays). For unsignalized intersections, the LOS is provided for the average delay per vehicle on the worst-performing movement. Synchro 12 traffic analysis software was used for this analysis.

Table 1. Level of Service Descriptions

LOS	Description	Signalized Intersections	Unsignalized Intersections
		Avg. Delay (sec/veh) ¹	Avg. Delay (sec/veh) ²
A	<i>Free Flow / Insignificant Delay</i> Extremely favorable progression. Individual users are virtually unaffected by others in the traffic stream.	< 10	< 10
B	<i>Stable Operations / Minimum Delays</i> Good progression. The presence of other users in the traffic stream becomes noticeable.	> 10 to 20	> 10 to 15
C	<i>Stable Operations / Acceptable Delays</i> Fair progression. The operation of individual users is affected by interactions with others in the traffic stream	> 20 to 35	> 15 to 25
D	<i>Approaching Unstable Flows / Tolerable Delays</i> Marginal progression. Operating conditions are noticeably more constrained.	> 35 to 55	> 25 to 35
E	<i>Unstable Operations / Significant Delays Can Occur</i> Poor progression. Operating conditions are at or near capacity.	> 55 to 80	> 35 to 50
F	<i>Forced, Unpredictable Flows / Excessive Delays</i> Unacceptable progression with forced or breakdown of operating conditions.	> 80	> 50

1. Overall intersection LOS and average delay (seconds/vehicle) for all approaches.

2. Worst movement LOS and delay (seconds/vehicle) only.

Source: Fehr & Peer, 2026 descriptions, based on *Highway Capacity Manual 7th Edition*.

No Left-Turn Entry/Exit

Consistent with approximately 63% of students originating from outside of Alpine (and thus likely to turn left out of the existing site egress), it was found that approximately 190 vehicles during the drop-off (morning) peak hour and 130 vehicles during the pick-up (afternoon) peak hour would re-route by turning right or going through the proposed north egress upon closure of all left-turn access to the site. As shown previously in **Figure 1**, these vehicles are anticipated to re-route through Main Street & 200 North or Canyon Crest Road & Ridge Drive, potentially resulting in choke points at these intersections.

To assess the potential impacts at these chokepoints, the trips were re-routed through the network and operational conditions were analyzed using Synchro 12 software, consistent with the Highway Capacity Manual (HCM) methodology previously presented in the Mountainville Academy TIS. It was identified that a level of service (LOS) of E or worse would be considered a failing condition. The outcome of the re-routing is shown in **Table 2** (see **Attachment C** for detailed LOS reports). Note that the City has already programmed implementation of a roundabout at Canyon Crest Road & Ridge Drive, and as such conditions at this intersection were also analyzed with and without a roundabout in place

Based on these results, it was found that potential re-routing from the school could result in failing conditions at the Canyon Crest Road & Ridge Drive intersection, assuming no roundabout is in place.

However, if the programmed roundabout is implemented, this intersection would easily be able to handle the additional traffic from re-routed vehicles. However, it is worth noting the potential drawbacks to forcing vehicles to re-route away from Main Street:

- These vehicles would re-route through neighborhood streets. Although the increase in peak hour traffic would be relatively small on these streets, it would still represent a change from traffic conditions currently experienced.
- Because the re-routing would represent a less direct route than Mountainville Academy users are used to, it is possible that some vehicles would behave unpredictably or pull illegal maneuvers to try and achieve the fastest route, such as pulling a midblock U-turn on Main Street, 100 S or 120 S or ignoring controls put in place to prevent left-turns.

Table 2: No Left-Turn Entry/Exit, Choke Point Level of Service Results

Intersection			2026 Background	2026 + Roundabout	2026 Rerouting	2026 Rerouting + Roundabout
ID	Location	Period	LOS / Delay ^{1,2} (sec/veh) / Worst Movement ⁴	LOS / Delay ^{1,2} (sec/veh)	LOS / Delay ^{1,2} (sec/veh) / Worst Movement ⁴	LOS / Delay ^{1,2} (sec/veh)
1	Main Street & 200 N	AM	C / 19 / NB	-	C / 21 / NB	-
		PM	C / 17 / NB	-	C / 18 / NB	-
3	Canyon Crest Road & Ridge Drive	AM	C / 19 / WB	A / 7	D / 30 / WB	A / 9
		PM	C / 25 / WB	A / 9	E / 40 / WB	B / 10

1. This represents the worst movement LOS and is only reported for unsignalized intersections using HCM 7 methodology.
 2. NB=Northbound, SB=Southbound, EB=Eastbound, WB=Westbound, LT= Left Turn. **Bold** represents an LOS deficiency.

Allow Left-Turns for North Egress

As previously stated, this scenario tested what would happen if, instead of forcing exiting vehicles to turn right out of the proposed north egress, these vehicles would instead be allowed to turn left at this egress and access Main Street via 100 South. The previous Mountainville Academy TIS identified that this intersection would operate at LOS F during the afternoon peak hour even without re-routing left-turns. Although the TIS did also analyze what a potential increase in left-turning traffic would look like at this intersection, it was only analyzed with a potential signal in place at Main Street & 100 South. As signalization is not considered a viable option at this intersection, the City requested that this intersection be analyzed under re-routed left-turn conditions assuming existing controls. **Table 3** summarizes the worst movement and average intersection delay at this intersection assuming left-turning vehicles are re-routed through the intersection.

Even with improved queuing along Main Street from the relocation of the school crossing, it is anticipated that the westbound left-turn will experience excessive delay resulting from the re-routed left-turning traffic during both the morning and afternoon peak hours, with particularly high delay during the pick-up period. That said, the weighted average delay experienced by all vehicles passing through the intersection (including northbound and southbound movements) would be acceptable. A few notes on driver behavior:

- This delay doesn't account for northbound platooning related to vehicles stopping at the shifted pedestrian crossing, which could allow for more gaps to occur that would improve access for the westbound left-turn.
- Should excessive delay occur at this approach, some driver behavior would likely shift and more vehicles would opt to re-route in ways similar to if left-turns weren't allowed at the north egress, likewise improving conditions to an equilibrium.

Table 3: North Egress Left-Turns Allowed, Choke Point Level of Service Results

Intersection			2026 – North LT Allowed	
ID	Location	Period	Worst Movement LOS / Delay / Movement ^{1,2}	Average LOS / Delay, ^{2,3}
4	Main Street & 100 S	AM	E / 39 / WBL	A / 9
		PM	F / 72 / WBL	B / 11

1. This represents the worst movement LOS and is only reported for unsignalized intersections using HCM 7 methodology.
2. NB=Northbound, SB=Southbound, EB=Eastbound, WB=Westbound, LT= Left Turn. **Bold** represents an LOS deficiency.
3. This represents the overall intersection LOS and is reported here for comparison purposes.

Red Pine Staging Area

Unlike the No Left-Turn scenario, which would be required in order to allow the school crossing to be relocated to adjacent to the site access, the Red Pine Staging Area is considered a complementary scenario to further mitigate the current staging issues in and around the Mountainville Academy site. As previously stated, this staging scenario focuses on the pick-up (afternoon) peak hour, as this peak hour was the only one where significant on-street staging was observed. It was assumed that only currently existing on-street staging from Main Street, 100 S and 120 S (estimated to be approximately 55 vehicles) would be re-routed the Red Pine Drive. To provide a conservative view of delay, it was also assumed that all 55 of these vehicles would enter Red Pine Drive at Main Street & Red Pine, and would then exit Red Pine Drive by turning left at this same intersection. Realistically, these vehicles will likely route westbound through Red Pine Drive and exit at Ridge Drive, which would represent a lower traffic impact overall.

The results of the staging area analysis on Red Pine Drive are shown in **Table 4** (see **Attachment C** for the detailed LOS report). All traffic counts are provided in **Attachment B**. Based on these results, Main Street & Red Pine Drive would operate acceptably assuming on-street staging were shifted to Red Pine Drive. That said, there are a couple concerns that the City ought to consider before moving forward with staging on this road:

- Red Pine Drive currently hosts a series of retirement communities along the stretch that would serve as staging for Mountainville Academy. Although traffic impacts would not increase substantially on this road, the staging would represent between 20–50 vehicles parking along Red Pine Drive during a concentrated period of the day. The City should consider starting with a pilot program to gauge reception of the staging area by residents of the street.
- Shifting on-street staging to Red Pine Drive would increase the number of pedestrians routing southward to Red Pine Drive during the pick-up period proportional to the number of parents that opt to stage there. This could increase the number by 50 or more pedestrians. There is currently no on-site pedestrian route that would allow pedestrians to avoid a conflict with the main site ingress. If Red Pine Drive is encouraged as a staging area, the City should coordinate with Mountainville Academy to mitigate interaction between pedestrians and vehicles at the ingress, including potentially implementing a new path for pedestrians going south that wouldn't cross the ingress.

Table 4: Red Pine Drive Staging Area Analysis Results

Intersection			2026 Background	2026 Red Pine Staging
ID	Location	Period	LOS / Delay ^{1,2,3} (sec/veh) / Worst Movement ⁴	LOS / Delay ^{1,2,3} (sec/veh) / Worst Movement ⁴
2	Main Street & Red Pine Drive	PM	C / 23 / WB	D / 34 / WB

1. This represents the worst movement LOS and is only reported for unsignalized intersections using HCM 7 methodology.
2. NB=Northbound, SB=Southbound, EB=Eastbound, WB=Westbound, LT= Left Turn. **Bold** represents an LOS deficiency.

Findings and Recommendations

As follows are our findings and recommendations for routing and staging adjustments for Mountainville Academy:

- **Left-Turn Ingress/Egress**
 - **We recommend that a north egress to the Mountainville Academy site be provided consistent with Option 2a of the TIS.**
 - **We recommend limiting left-in and left-out movements at the main access to Mountainville Academy during pick-up/drop-off, with coning at this access during this period to enforce those restrictions. We also recommend installing a sign at the proposed north egress to the site to limit left out movements during pick-up/drop-off, but without coning.** This sign may have limited compliance, but likely enough to adequately mitigate conditions at Main Street & 100 S given the expected improvements to queuing along Main Street from the shift in the crossing and site access restrictions.
 - Note that, if the north egress is limited to right-only movements and all left-turns re-route through the neighborhood streets, we expect that the Canyon Crest & Ridge Drive intersection will experience excessive delay during the pick-up period. However, **given a roundabout is already proposed at this intersection, the new configuration with the roundabout would adequately handle the re-routed traffic.**
- **On-Street Staging at Red Pine Drive**
 - There is likely capacity on Red Pine Drive for between 20-50 concurrent vehicles waiting during the pick-up period before the distance from the school becomes too great. This would meet what concurrent demand is typically observed surrounding Legacy Park and adjacent streets. If the City moves forward with this staging model the following is recommended:
 - It is recommended that this on-street staging be piloted first to gauge neighborhood reception and to understand the potential safety interactions between pedestrians routing southward and vehicles entering at the ingress.
 - It is recommended that the school provide instructions to parents, that signage be installed along Red Pine identifying appropriate staging areas, and that signage be installed along Main Street, 100 S and 120 S where staging is no longer allowed.
 - It is recommended that the City coordinate with Mountainville Academy as part of its updated site plan and circulation plan to incorporate a pedestrian route for pedestrians routing south that would avoid interaction with the main site ingress altogether. If not feasible, Mountainville Academy should consider additional safety measures/visibility features to encourage safer crossing of the site ingress by pedestrians.
- **Main Street Shoulder Storage**
 - We recommend that the City continue to allow queue spillback from the site ingress to utilize the northbound Main Street shoulder. This shoulder did not see any spillback that blocked upstream accesses, and was observed to adequately separate school traffic from through traffic on Main Street. Especially given the relocation of the pedestrian crossing, having this shoulder to allow vehicles to access the site while the throughline waits for pedestrians to cross would increase Main Street's overall capacity.

Attachment A – Mountainville Academy Traffic Impact Study, 2025

Mountainville Academy

Traffic Impact Study



Alpine, Utah

May 30, 2025

UT25-3003



EXECUTIVE SUMMARY

This study addresses the traffic impacts associated with the proposed Mountainville Academy development located in Alpine, Utah. The development is located on the east side of Main Street south of 100 South.

The purpose of this traffic impact study is to analyze traffic operations at key intersections for existing (2025) conditions with and without the proposed project and to recommend mitigation measures as needed. The morning and afternoon peak hour level of service (LOS) results are shown in Table ES-1. Recommended storage lengths are shown in Table ES-2. An exhibit of the proposed mitigated roadway network is shown in Figure ES-1. A site plan of the project is provided in Appendix A.

Table ES-1: Peak Hour Level of Service Results

Intersection		Level of Service									
		Existing (2025)									
		Background		Option 1		Option 2a		Option 2a Mitigated		Option 2b	
		AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
1	100 South / Main Street	c	f	f	f	c	f	A	A	d	f
2	120 South / Main Street	c	f	c	e	c	d	d	f	c	d
3	Pre-K Access (North Entrance) / Main Street	b	d	c	c	c	b	d	f	c	c
4	Mountainville Academy Access / Main Street	f	f	f	e	f	f	a	a	f	f
5	North Exit / 100 South	-	-	-	-	a	a	a	a	a	c

1. Intersection LOS values represent the overall intersection average for roundabout, signalized, and all-way stop-controlled (AWSC) intersections (uppercase letter) and the worst movement for all other unsignalized intersections (lowercase letter)

Source: Hales Engineering, May 2025

Table ES-2: Recommended Storage Length

Intersection		Recommended Storage Lengths (feet)															
		Northbound				Southbound				Eastbound				Westbound			
		LT		RT		LT		RT		LT		RT		LT		RT	
		E	P	E	P	E	P	E	P	E	P	E	P	E	P	E	P
1	100 South / Main Street	-	-	-	-	-	50	-	-	-	-	-	-	-	-	-	100

1. Storage lengths are based on 2025 95th percentile queue lengths and do not include required deceleration / taper distances

2. E = Existing storage length (approximate), if applicable; P = proposed storage length for new turn lanes or changes to existing turn lanes, if applicable

Source: Hales Engineering, May 2025

SUMMARY OF KEY FINDINGS & RECOMMENDATIONS

Project Conditions		
<ul style="list-style-type: none"> The project will consist of a new building on the campus with a reconfiguration of the access and pickup/drop off areas. Three options are being considered, and the expansion is not anticipated to increase enrollment at the school. As a result of the analysis, Option 2a was deemed the best configuration for directing traffic In addition, it is recommended that the crosswalk on 120 South be migrated south to a mid-block location and installed as a Danish offset crosswalk. Rectangular rapid flashing beacons (RRFBs) could be considered at the signs. Currently, many parents pick up their children at the park north of 100 South. It is anticipated with the proposed improvements that some of these parents may choose to utilize the on-site pickup area instead. It is estimated that the proposed configuration is approximately 850 feet short to accommodate all parents. Therefore, it is anticipated that some, but not all, pickup that currently occurs off-site may divert to on-site. However, the new site configuration represents a significant improvement in space for queue storage <ul style="list-style-type: none"> It is recommended that vehicles be stacked side-by-side on-site as much as possible To reduce the need for off-site pick-up and drop-off, the school could consider implementing staggered release times at least 15 minutes apart 		
2025	Background	Plus Project
Findings	<ul style="list-style-type: none"> Poor LOS at the 100 South / Main St, 120 South / Main St, and Mountainville Access / Main St intersections Observations indicate multiple near misses at the Mountainville Access / Main Street intersection 	<ul style="list-style-type: none"> Poor LOS at the 100 South / Main St, 120 South / Main St, and Mountainville Access / Main St intersections, depending on the alternative
Mitigations	<ul style="list-style-type: none"> See plus project mitigations 	<ul style="list-style-type: none"> Option 2a is preferred, which proposes a direct connection from the school site to 100 South through a City property Main St: Install a raised median from south of primary access to just before 120 South and restrict project accesses to right-in/right-out 100 South / Main St: Consider installing traffic signal as it is anticipated peak hour warrants will nearly be met <ul style="list-style-type: none"> This improvement is intended as a way to prevent school traffic from cutting through the neighborhood to the west via 120 South. This could only be accomplished with Option 2a.

**Mountainville Academy Expansion
Mitigated Roadway Network**

Figure ES-1

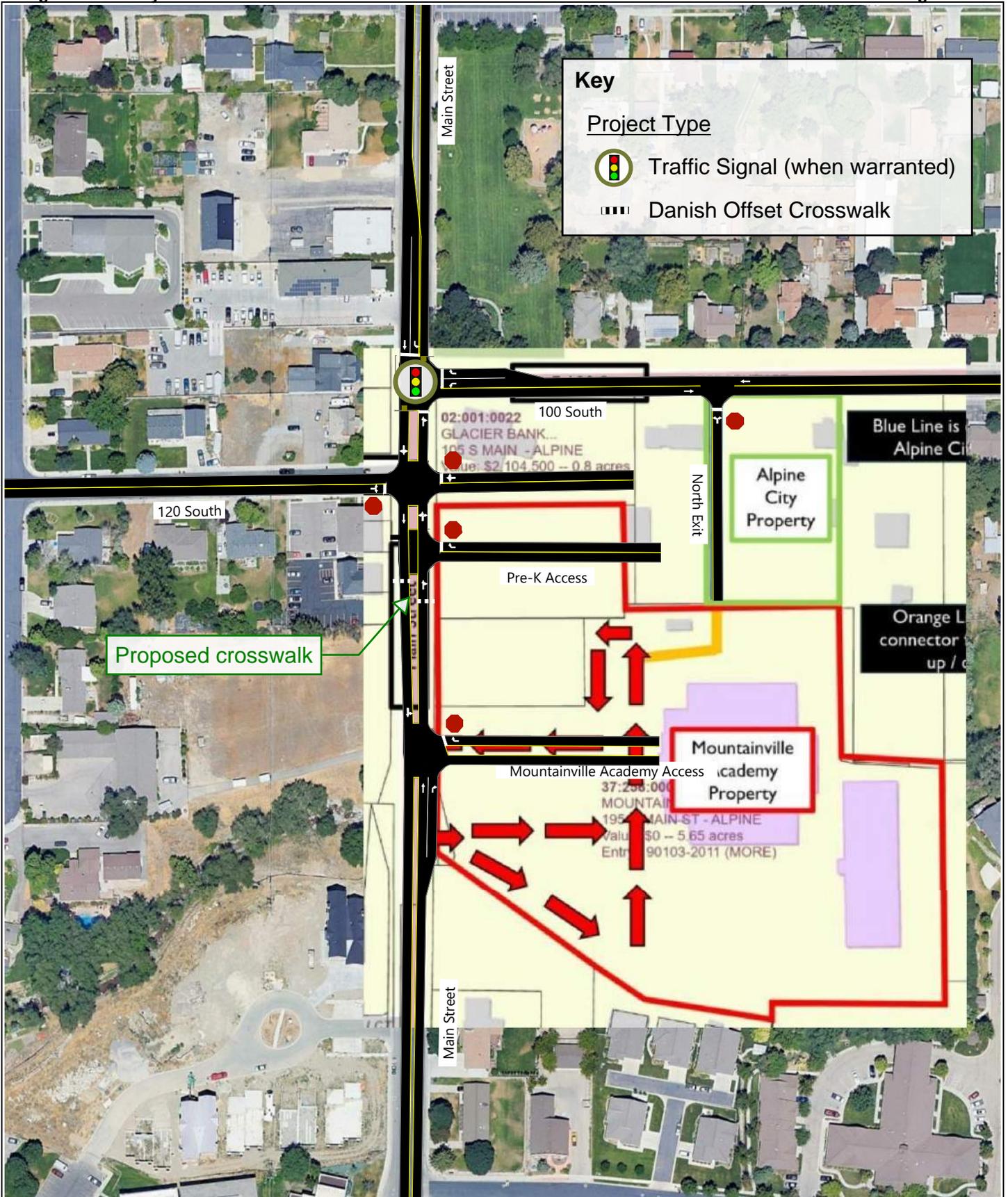


TABLE OF CONTENTS

EXECUTIVE SUMMARY i

SUMMARY OF KEY FINDINGS & RECOMMENDATIONS ii

TABLE OF CONTENTS iv

LIST OF TABLES v

LIST OF FIGURES v

I. INTRODUCTION 1

A. Purpose 1

B. Scope 2

C. Analysis Methodology 2

D. Level of Service Standards 2

II. EXISTING (2025) BACKGROUND CONDITIONS..... 4

A. Purpose 4

B. Roadway System 4

C. Traffic Volumes 4

D. On-site Observations 7

E. Level of Service Analysis 7

F. Queuing Analysis 7

G. Mitigation Measures 7

III. PROJECT CONDITIONS 8

A. Pre-Kindergarten Expansion 8

B. Scenarios 8

C. Access 9

IV. EXISTING (2025) PLUS PROJECT CONDITIONS (Option 1) 10

A. Purpose 10

B. Traffic Volumes 10

C. Level of Service Analysis 10

D. Queuing Analysis 10

E. Mitigation Measures 13

V. EXISTING (2025) PLUS PROJECT CONDITIONS (Option 2a) 14

A. Purpose 14

B. Traffic Volumes 14

C. Level of Service Analysis 14

D. Queuing Analysis 17

E. Mitigation Measures 17

VI. EXISTING (2025) PLUS PROJECT CONDITIONS (Option 2b) 18

A. Purpose 18

B. Traffic Volumes 18

C. Level of Service Analysis 18

D. Queuing Analysis 21

E. Mitigation Measures 21

VII. PREFERRED ALTERNATIVE..... 22

A. Overview 22

B. Mitigated Scenario 22

C. Recommended Storage Lengths	23
D. Crosswalk Review	23
E. Pick-Up/ Drop-Off Analysis	24

- Appendix A: Project Site Plan**
- Appendix B: Turning Movement Counts**
- Appendix C: LOS Results**
- Appendix D: Queuing Results**

LIST OF TABLES

Table 1: Level of Service Description	3
Table 2: Existing (2025) Background Peak Hour LOS	7
Table 3: Existing (2025) Plus Project Peak Hour LOS – Option 1	10
Table 4: Existing (2025) Plus Project Peak Hour LOS – Option 2a	14
Table 5: Existing (2025) Plus Project Peak Hour LOS – Option 2b	18
Table 6: Existing (2025) Plus Project Peak Hour LOS – Option 2a (Mitigated)	22
Table 7: Recommended Storage Lengths.....	23

LIST OF FIGURES

Figure 1: Vicinity map showing the project location in Alpine, Utah.....	1
Figure 2: Existing (2025) background peak hour traffic volumes	5
Figure 3: Existing (2025) plus project peak hour traffic volumes (Option 1)	11
Figure 4: Existing (2025) plus project peak hour traffic volumes (Option 2a).....	15
Figure 5: Existing (2025) plus project peak hour traffic volumes (Option 2b)	19
Figure 6: Danish offset crosswalk (Source: Nevada Appeal).....	23

I. INTRODUCTION

A. Purpose

This study addresses the traffic impacts associated with the proposed Mountainville Academy Expansion located in Alpine, Utah. The proposed project is located on the east side of Main Street south of 100 South. Figure 1 shows a vicinity map of the proposed development.

The purpose of this traffic impact study is to analyze traffic operations at key intersections for existing (2025) conditions with and without the proposed project and to recommend mitigation measures as needed.



Figure 1: Vicinity map showing the project location in Alpine, Utah

B. Scope

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

- 100 South / Main Street
- 120 South / Main Street
- Pre-K Access (North Entrance) / Main Street
- Mountainville Academy Access / Main Street
- North Exit / 100 South

C. Analysis Methodology

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

The *Highway Capacity Manual* (HCM), 7th Edition, 2022 methodology was used in this study to remain consistent with “state-of-the-practice” professional standards. This methodology has different quantitative evaluations for signalized and unsignalized intersections. For signalized, roundabout, and all-way stop-controlled (AWSC) intersections, the LOS is provided for the overall intersection (weighted average of all approach delays). For all other unsignalized intersections, LOS is reported based on the worst movement.

Using Synchro/SimTraffic software, which follow the HCM methodology, the peak hour LOS was computed for each study intersection. Multiple runs of SimTraffic were used to provide a statistical evaluation of the interaction between the intersections. The detailed LOS reports are provided in Appendix C. Hales Engineering also calculated the 95th percentile queue lengths for the study intersections using SimTraffic. The detailed queue length reports are provided in Appendix D.

Many of the figures in this report are printouts of the Synchro model. These figures are not meant to be a design exhibit for exact lane striping and design, due to the limitations of the Synchro software. Instead, the purpose of these figures is to show assumed peak hour turning movement volumes and the conceptual travel lane configuration of the study roadway network.

D. Level of Service Standards

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

Table 1: Level of Service Description

LOS	Description of Traffic Conditions	Average Delay (seconds/vehicle)	
		Signalized Intersections	Unsignalized Intersections
A	 Free Flow / Insignificant Delay	≤ 10	≤ 10
B	 Stable Operations / Minimum Delays	> 10 to 20	> 10 to 15
C	 Stable Operations / Acceptable Delays	> 20 to 35	> 15 to 25
D	 Approaching Unstable Flows / Tolerable Delays	> 35 to 55	> 25 to 35
E	 Unstable Operations / Significant Delays	> 55 to 80	> 35 to 50
F	 Forced Flows / Unpredictable Flows / Excessive Delays	> 80	> 50

Source: Hales Engineering Descriptions, based on the *Highway Capacity Manual (HCM)*, 7th Edition, 2022 Methodology (Transportation Research Board)

II. EXISTING (2025) BACKGROUND CONDITIONS

A. Purpose

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

B. Roadway System

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

Main Street – is a city-maintained roadway which is classified by the Alpine City Transportation Master Plan (September 2020) as an arterial. The roadway has one travel lane in each direction. The posted speed limit is 30 mph in the study area, and 20 mph in the school zone.

C. Traffic Volumes

Weekday morning (7:00 to 9:00 a.m.) and afternoon (2:00 to 4:00 p.m.) peak period traffic counts were performed at the following intersections:

- 100 South / Main Street
- 120 South / Main Street
- Mountainville Academy / Main Street
- Pre-K Access / Main Street

The counts were performed on Thursday, May 1 and Thursday, May 15, 2025 (for the pre-K access). The morning peak hour was determined to be between 7:45 and 8:45 a.m., and the afternoon peak hour was determined to be between 3:00 and 4:00 p.m. The afternoon peak hour volumes were approximately 12% higher than the morning peak hour volumes. Both the morning and afternoon peak hour volumes were used in the analysis. Detailed count data are included in Appendix B.

Hales Engineering considered seasonal adjustments to the observed traffic volumes. Monthly traffic volume data were obtained from a nearby UDOT automatic traffic recorder (ATR) on SR-92 (ATR #601). In recent years, traffic volumes in May have been approximately equal to 105% of average traffic volumes. Therefore, to be conservative, no adjustments were made.

Figure 2 shows the existing morning and afternoon peak hour volumes as well as intersection geometry at the study intersections.





D. On-site Observations

Observations were made during drop-off and pickup to assess conditions. While observing, there were several near misses as vehicles attempted to make westbound left turn exits from Mountainville Academy. This issue further added to traffic conditions in which vehicles making northbound trips on Main Street stopped before the access to allow vehicles to make left turn exits. These factors contributed to general traffic and safety concerns.

E. Level of Service Analysis

Hales Engineering determined that most study intersections are currently operating at poor levels of service during the morning and afternoon peak hours, as shown in Table 2. These results serve as a baseline condition for the impact analysis of the proposed development during existing (2025) conditions.

Table 2: Existing (2025) Background Peak Hour LOS

Intersection		LOS (Sec. Delay / Veh.) / Movement ¹	
Description	Control	Morning Peak	Afternoon Peak
100 South / Main Street	WB Stop	c (22.9) / WBL	f (>50) / WBL
120 South / Main Street	EB/WB Stop	c (15.6) / EBL	f (>50) / WBT
Pre-K Access / Main Street	WB Stop	b (14.4) / WBL	d (34.4) / WBL
Mountainville Academy Access / Main Street	WB Stop	f (>50) / WBL	f (>50) / WBL

1. Movement indicated for unsignalized intersections where delay and LOS represents worst movement. SBL = Southbound left movement, etc.
 2. Uppercase LOS used for signalized, roundabout, and AWSC intersections. Lowercase LOS used for all other unsignalized intersections.

Source: Hales Engineering, May 2025

F. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. Significant 95th percentile queue lengths during the morning and afternoon peak hour are summarized as follows:

- 100 South / Main Street:
 - Westbound: 225 feet (AFT)
- 120 South / Main Street:
 - Northbound: 125 feet (AM) & 150 feet (AFT)
- Mountainville Academy Access / Main Street:
 - Westbound: 125 feet (AM) & 225 feet (AFT)

G. Mitigation Measures

No mitigation measures were analyzed for this scenario. Mitigation measures will be assessed for the plus project scenarios.

III. PROJECT CONDITIONS

A. Pre-Kindergarten Expansion

Mountainville Academy is adding a new building on the northeastern side of their property to service pre-kindergarten students. This development would not contribute to any increase in enrollment or promote any additional trips. Development of the surrounding area and split access create opportunities to reduce traffic along the existing roadways as seen in the three scenarios put forward.

B. Scenarios

The following alternatives are school-proposed solutions to mitigate traffic concerns:

Option 1:

- This alternative takes the existing pick-up/ drop-off access points from Main Street and shifts them to the north, allowing for more vehicles to queue in a larger lot. Additionally, the current gravel access for pre-kindergarten students is upgraded to a formal loop with parking stalls next to the proposed pre-kindergarten building.

Option 2a:

- In addition to the modifications made in Option 1, this scenario adds an egress access to 100 South tied to the loop for main access to Mountainville Academy. This would allow vehicles to travel northward through the property and exit on 100 South as opposed to just exiting directly onto Main Street.

Option 2b:

- Mirroring Option 2a, this alternative instead grants access to the egress access for the north access by the pre-kindergarten building. This results in two separate loops, including one that enters and exits onto Main Street and a second which enters via Main Street and exits via 100 South. This could be used to separate pickup/dropoff for students who live in Alpine and students who live to the south.

C. Access

The proposed access to the site will be gained at the following locations:

Main Street:

- Pre-K Access (North Entrance) will be located approximately 80 feet south of the 120 South / Main Street intersection. It will access the project on the west side of Main Street. It is anticipated that the access will be stop-controlled.
- The primary access (Mountainville Access) will be relocated approximately 120 feet north of its current location.

100 South:

- North Exit will be located approximately 395 feet east of the 100 South / Main Street intersection. It will access the project on the south side of 100 South. It is anticipated that the access will be stop-controlled. This would be an exit only. This access is only being considered for Options 2a and 2b.

IV. EXISTING (2025) PLUS PROJECT CONDITIONS (Option 1)

A. Purpose

The purpose of this analysis is to study the intersections and roadways during the peak travel periods of the day for Option 1. This scenario provides valuable insight into the potential impacts of the proposed change on traffic conditions.

B. Traffic Volumes

Traffic volumes are anticipated to remain the same as existing conditions for Option 1, but accesses are relocated slightly. See Appendix A for a concept of this option. Existing (2025) plus project morning and afternoon peak hour turning movement volumes, as well as the roadway configuration, are shown in Figure 3.

C. Level of Service Analysis

Hales Engineering determined that most intersections are anticipated to operate at poor levels of service during the morning and afternoon peak hours with the proposed configuration, as shown in Table 3.

Table 3: Existing (2025) Plus Project Peak Hour LOS – Option 1

Intersection		LOS (Sec. Delay / Veh.) / Movement ¹	
Description	Control	Morning Peak	Afternoon Peak
100 South / Main Street	WB Stop	f (>50) / WBL	f (>50) / WBL
120 South / Main Street	EB/WB Stop	c (20.4) / EBR	e (41.9) / WBL
Pre-K Access / Main Street	WB Stop	c (22.1) / WBR	c (15.4) / WBL
Mountainville Academy Access / Main Street	WB Stop	f (>50) / WBL	e (41.1) / WBL

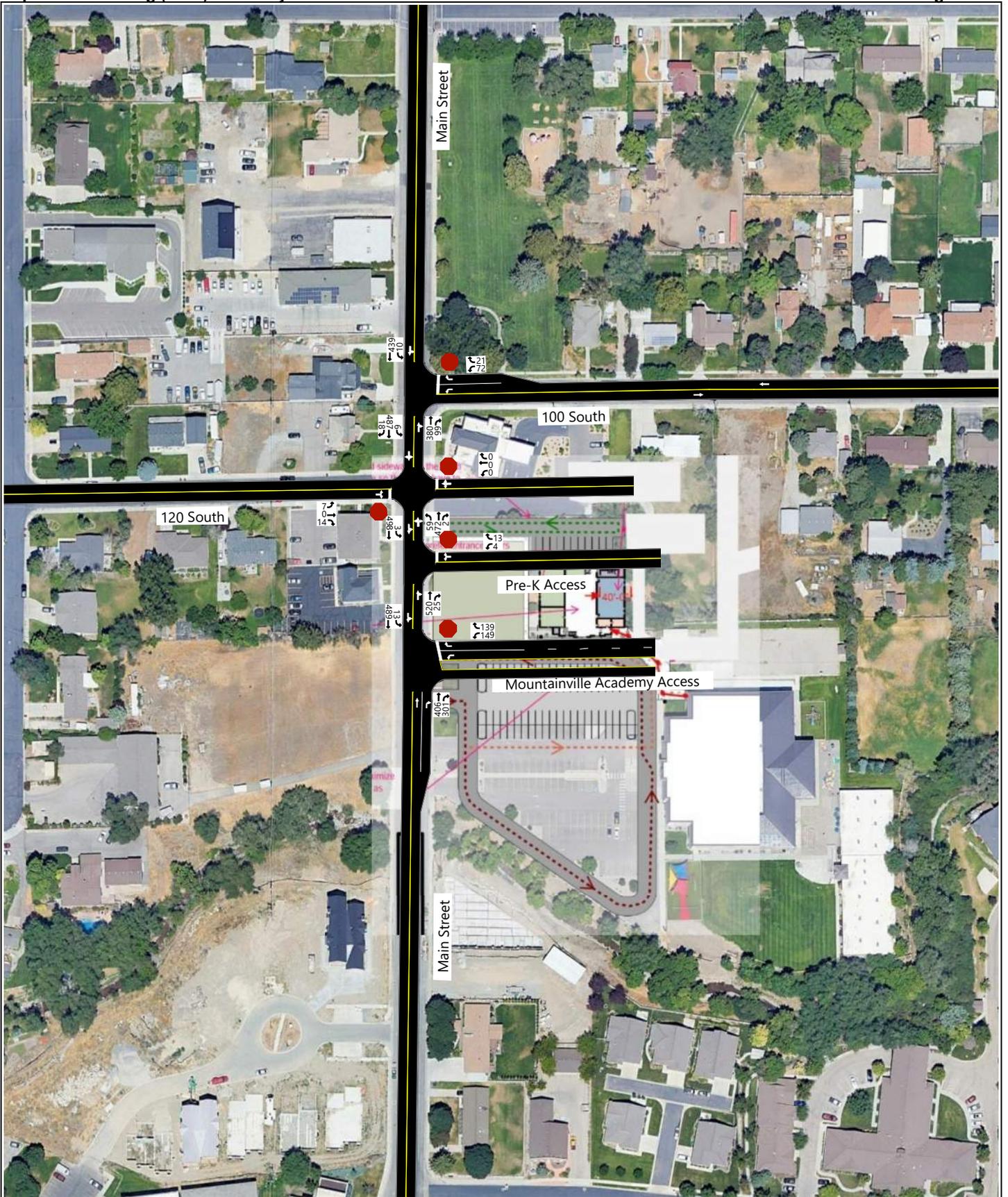
1. Movement indicated for unsignalized intersections where delay and LOS represents worst movement. SBL = Southbound left movement, etc.
2. Uppercase LOS used for signalized, roundabout, and AWSC intersections. Lowercase LOS used for all other unsignalized intersections.

Source: Hales Engineering, May 2025

D. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. Significant 95th percentile queue lengths during the morning and afternoon peak hour are summarized as follows:

- 100 South / Main Street:
 - Southbound: 150 feet (AM)
 - Westbound: 175 feet (AM/AFT)
- Mountainville Academy Access / Main Street:
 - Westbound: 300 feet (AM) & 150 feet (AFT)



E. Mitigation Measures

Mitigation measures are discussed with the preferred alternative, Option 2a, in Chapter VII.

V. EXISTING (2025) PLUS PROJECT CONDITIONS (Option 2a)

A. Purpose

The purpose of this analysis is to study the intersections and roadways during the peak travel periods of the day for Option 2a. This scenario provides valuable insight into the potential impacts of the proposed change on traffic conditions.

B. Traffic Volumes

Hales Engineering rerouted some exiting traffic to 100 South via the new access proposed in Option 2a. See Appendix A for a concept of this option. Existing (2025) plus project morning and afternoon peak hour turning movement volumes are shown in Figure 4.

C. Level of Service Analysis

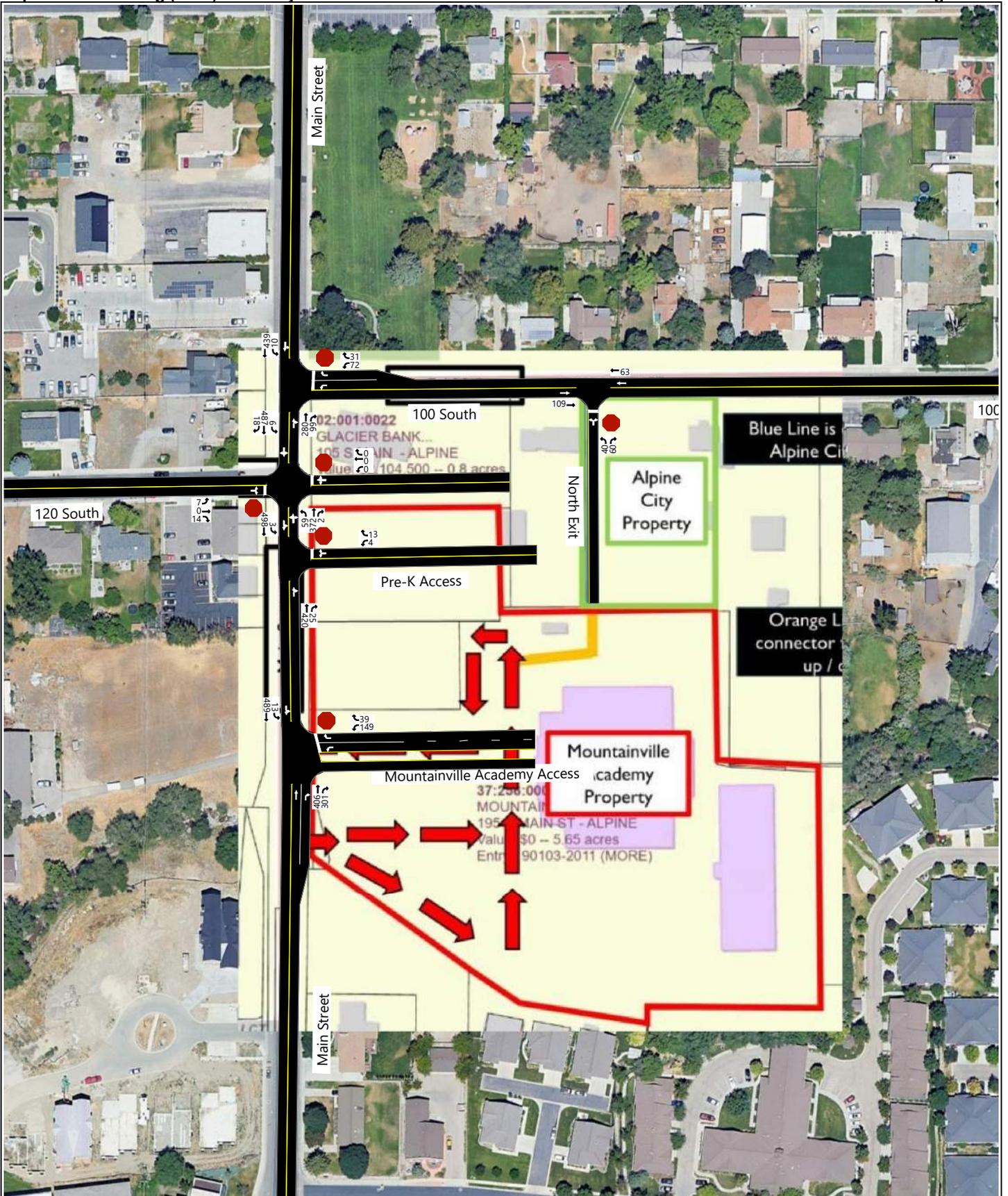
Hales Engineering determined that the 100 South / Main Street and Mountainville Academy Access / Main Street intersections are anticipated to operate at poor levels of service during the morning and afternoon peak hours with the proposed scenario, as shown in Table 4.

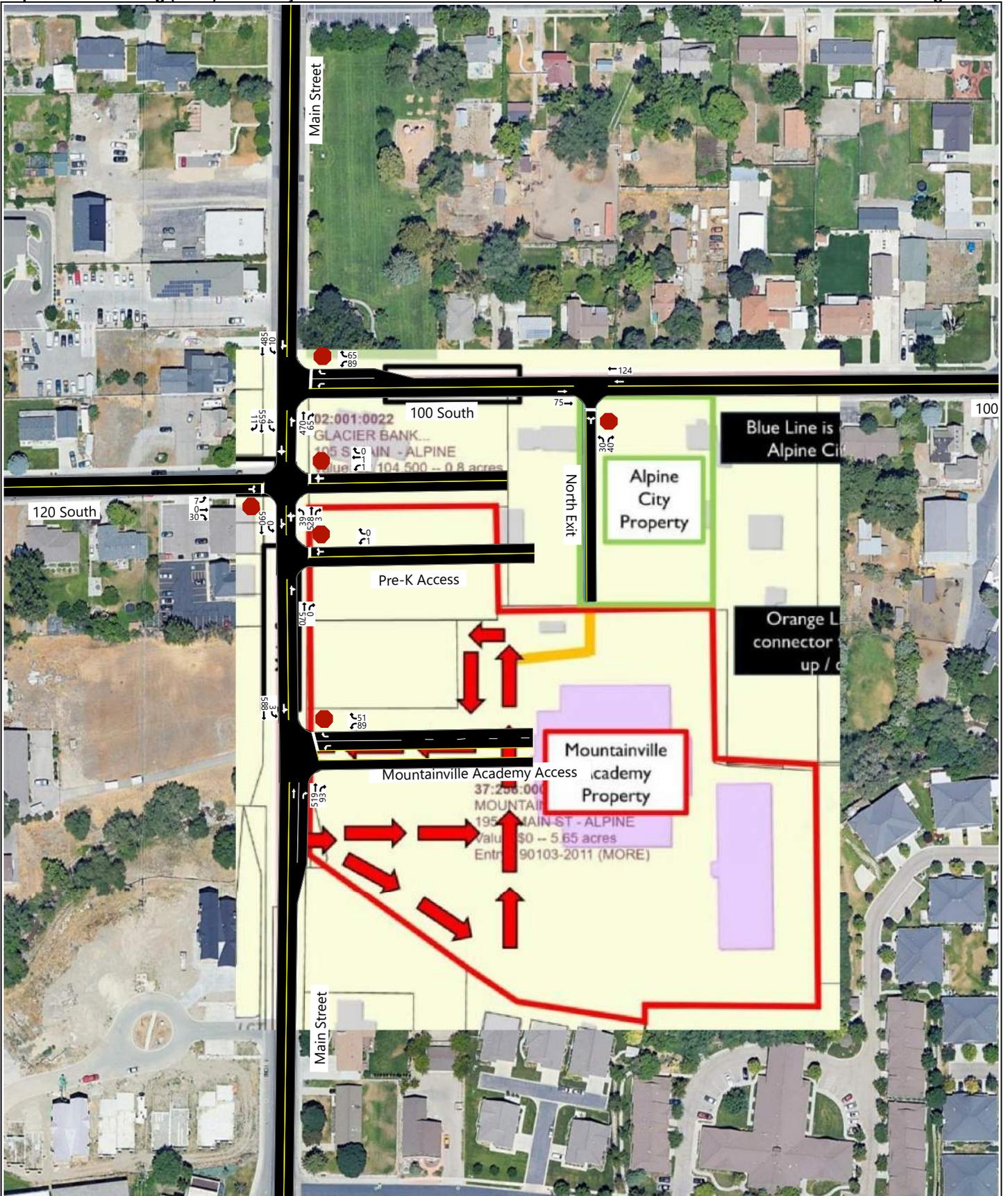
Table 4: Existing (2025) Plus Project Peak Hour LOS – Option 2a

Intersection		LOS (Sec. Delay / Veh.) / Movement ¹	
Description	Control	Morning Peak	Afternoon Peak
100 South / Main Street	WB Stop	c (22.7) / WBL	f (>50) / WBL
120 South / Main Street	EB/WB Stop	c (15.4) / EBL	d (30.9) / EBL
Pre-K Access / Main Street	WB Stop	c (19.1) / WBL	b (13.5) / WBL
Mountainville Academy Access / Main Street	WB Stop	f (>50) / WBL	f (>50) / WBL
North Exit / 100 South	NB Stop	a (5.1) / NBL	a (7.9) / NBL

1. Movement indicated for unsignalized intersections where delay and LOS represents worst movement. SBL = Southbound left movement, etc.
2. Uppercase LOS used for signalized, roundabout, and AWSC intersections. Lowercase LOS used for all other unsignalized intersections.

Source: Hales Engineering, May 2025





D. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. Significant 95th percentile queue lengths during the morning and afternoon peak hour are summarized as follows:

- 100 South / Main Street:
 - Southbound: 125 feet (AFT)
 - Westbound: 200 feet (AFT)
- Mountainville Academy Access / Main Street:
 - Westbound: 275 feet (AM) & 200 feet (AFT)

E. Mitigation Measures

Option 2a, as the preferred alternative, was selected to undergo mitigative measures which include a raised median, migrated and improved crosswalk, traffic signal, and restricted turn movements. These efforts ultimately serve to relieve traffic and improve safety on Main Street. These measures are discussed in detail in Chapter VII.

VI. EXISTING (2025) PLUS PROJECT CONDITIONS (Option 2b)

A. Purpose

The purpose of this analysis is to study the intersections and roadways during the peak travel periods of the day for Option 2b. This scenario provides valuable insight into the potential impacts of the proposed change on traffic conditions.

B. Traffic Volumes

Hales Engineering rerouted school traffic into the two loops proposed in Option 2b. See Appendix A for a concept of this option. Existing (2025) plus project morning and afternoon peak hour turning movement volumes are shown in Figure 5.

C. Level of Service Analysis

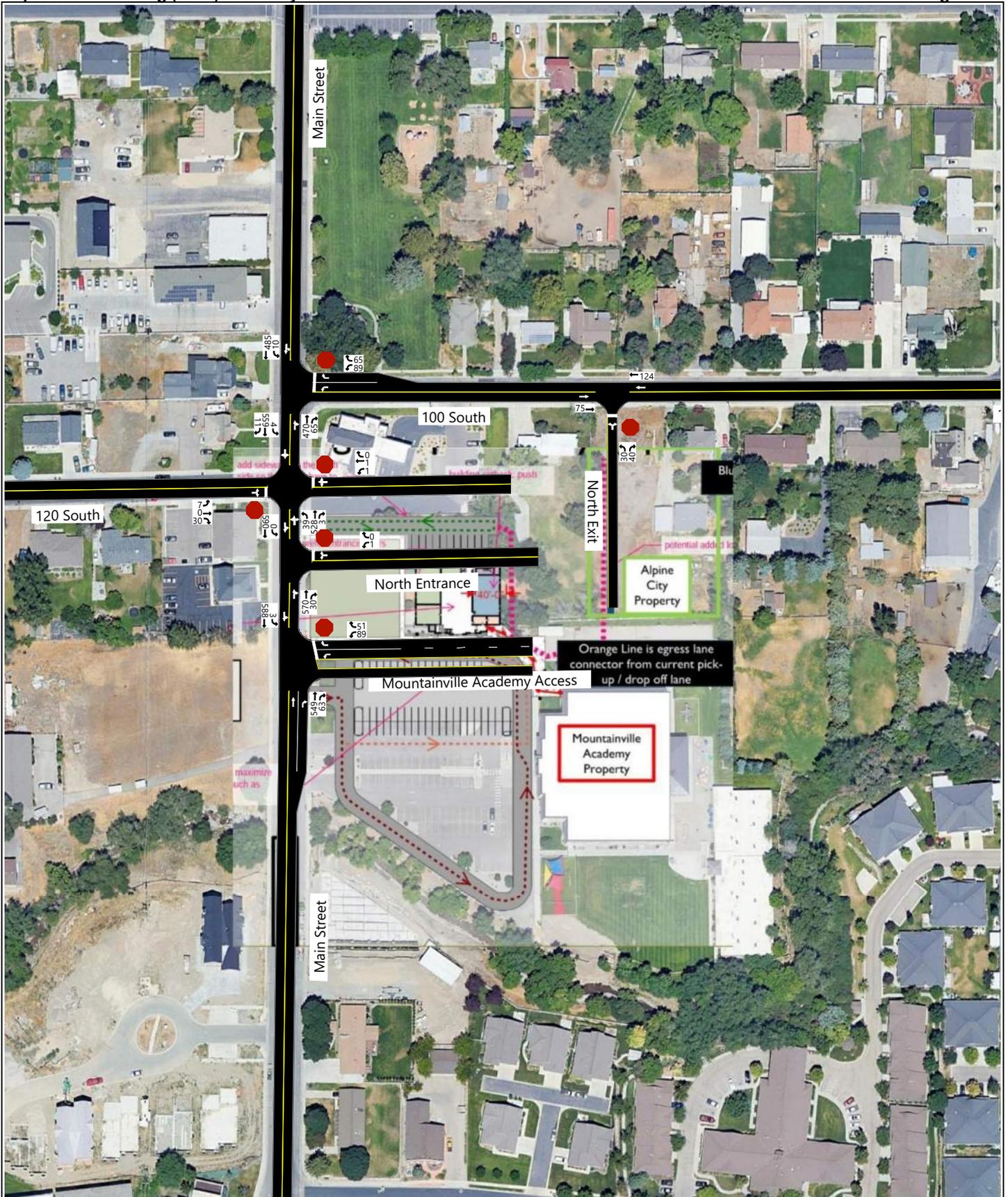
Hales Engineering determined that the 100 South / Main Street and Mountainville Academy Access / Main Street intersections are anticipated to operate at poor levels of service during the morning and afternoon peak hours with project traffic added, as shown in Table 5.

Table 5: Existing (2025) Plus Project Peak Hour LOS – Option 2b

Intersection		LOS (Sec. Delay / Veh.) / Movement ¹	
Description	Control	Morning Peak	Afternoon Peak
100 South / Main Street	WB Stop	d (33.9) / WBL	f (>50) / WBL
120 South / Main Street	EB/WB Stop	c (17) / EBR	d (25.4) / EBR
Pre-K Access / Main Street	WB Stop	c (15.5) / WBR	c (24.3) / WBL
Mountainville Academy Access / Main Street	WB Stop	f (>50) / WBL	f (>50) / WBL
North Exit / 100 South	NB Stop	a (5.7) / NBL	c (15.7) / NBL

1. Movement indicated for unsignalized intersections where delay and LOS represents worst movement. SBL = Southbound left movement, etc.
2. Uppercase LOS used for signalized, roundabout, and AWSC intersections. Lowercase LOS used for all other unsignalized intersections.

Source: Hales Engineering, May 2025



D. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. Significant 95th percentile queue lengths during the morning and afternoon peak hour are summarized as follows:

- 100 South / Main Street:
 - Southbound: 125 feet (AM) & 150 feet (AFT)
 - Westbound: 125 feet (AM) & 225 feet (AFT)
- North Exit / 100 South
 - Westbound: 125 feet (AFT)
- North Entrance / Main Street
 - Northbound: 125 feet (AM)
- Mountainville Academy Access / Main Street:
 - Westbound: 325 feet (AM) & 200 feet (AFT)

E. Mitigation Measures

Mitigation measures are discussed with the preferred alternative, Option 2a, in Chapter VII.

VII. PREFERRED ALTERNATIVE

A. Overview

As a result of high volumes of vehicles turning left out of the primary access, the City had requested evaluation of a raised median, which is recommended. This new raised median would begin before the school zone from the south and continue until 120 South. With the raised median, both entrances into the school were changed to right-in/right-out only with the goal of restricting unsafe movements.

Based on the Utah Manual on Uniform Traffic Control Devices (MUTCD), a traffic signal is additionally anticipated to be nearly warranted at the 100 South / Main Street intersection based on the peak hour warrant. This improvement could be considered as a way to avoid school traffic cutting through the neighborhood to the west via 120 South because of the median. The signal would only go in conjunction with Option 2a as it provides direct access from the main lot to 100 South. A roundabout was also considered. However, there is not sufficient right-of-way available.

B. Mitigated Scenario

A mitigated scenario with the signal at 100 South / Main Street intersection was analyzed and the LOS results are shown in Table 6. While the intersections on Main Street at 120 South and the pre-kindergarten Access show poor LOS in the afternoon, no further mitigation measures would be available and these drivers would need to rely on courtesy gaps, which should be available. The intersections that primarily serve the Mountainville Academy maintain LOS A in the afternoon, which ultimately serves the flow of traffic most.

Furthermore, queuing is significantly reduced along 100 South. Queuing of 100-200 feet is anticipated for the northbound and southbound approaches of the 100 South / Main Street intersection.

Table 6: Existing (2025) Plus Project Peak Hour LOS – Option 2a (Mitigated)

Intersection		LOS (Sec. Delay / Veh.) / Movement ¹	
Description	Control	Morning Peak	Afternoon Peak
100 South / Main Street	Signal	A (7.8)	A (8.2)
120 South / Main Street	EB/WB Stop	d (33.1) / EBL	f (>50) / EBL
Pre-K Access / Main Street	WB Stop	d (27.0) / WBR	f (>50) / WBR
Mountainville Academy Access / Main Street	WB Stop	a (9.4) / SBL	a (9.1) / WBR
North Exit / 100 South	NB Stop	a (6.3) / NBL	a (6.0) / NBL

1. Movement indicated for unsignalized intersections where delay and LOS represents worst movement. SBL = Southbound left movement, etc.

2. Uppercase LOS used for signalized, roundabout, and AWSC intersections. Lowercase LOS used for all other unsignalized intersections.

Source: Hales Engineering, May 2025

C. Recommended Storage Lengths

Hales Engineering determined recommended storage lengths based on the 95th percentile queue lengths given in the Option 2a scenario. These storage lengths do not include the taper length. Recommended storage lengths for the study intersections are shown in Table 7. Intersections shown in Table 7 include new intersections and existing intersections that have recommended storage length changes.

Table 7: Recommended Storage Lengths

Intersection	Recommended Storage Lengths (feet)															
	Northbound				Southbound				Eastbound				Westbound			
	LT		RT		LT		RT		LT		RT		LT		RT	
	E	P	E	P	E	P	E	P	E	P	E	P	E	P	E	P
1	100 South / Main Street															100
<small>1. Storage lengths are based on 2025 95th percentile queue lengths and do not include required deceleration / taper distances 2. E = Existing storage length (approximate), if applicable; P = proposed storage length for new turn lanes or changes to existing turn lanes, if applicable Source: Hales Engineering, May 2025</small>																

D. Crosswalk Review

With the introduction of a raised median along Main Street, the potential to introduce a Danish offset crosswalk is available. This feature would be in addition to migrating the existing crosswalk from 120 South to the middle of the block, south of the Pre-Kindergarten Access. The Danish offset crosswalk utilizes the length of the median, and separated crossings incentivize visibility on the part of the pedestrian to make two different crossings safely as they can more easily see oncoming traffic when in the refuge island. An example of this facility is shown in Figure 6. Additionally, a Rectangular Rapid-Flashing Beacon (RRFB) signal could be installed to enhance visibility of pedestrians for drivers.



Figure 6: Danish offset crosswalk (Source: Nevada Appeal)

E. Pick-Up / Drop-Off Queue Analysis

During the site visit, queues of 5-10 vehicles were observed on the shoulder of Main Street waiting to enter the Mountainville Academy Access. However, many parents are observed to pick up the students at the park north of 100 South. It is anticipated that improvements to the pick-up and drop-off lines would likely draw parents from this park area to the site. The new site plan provides more onsite queueing which would reduce the existing delays. If all parked parents north of 100 South were to instead route through the site, the total queue length would need to be approximately 2,400 feet to accommodate all vehicles on site, based on an analysis conducted using VISSIM software. According to the new conditions, approximately 1,550 feet of pickup area and queue storage is available. This assumes that vehicles are double-stacked, i.e. lined up together side-by-side.

The difference in these two projected values is approximately 850 feet short of the length needed to accommodate all vehicles. Therefore, it is anticipated that some parents will still use the northern park but fewer than currently do. The planned configuration as a design is the maximum reasonable amount of added storage for the given site conditions. These modifications are an improvement in the existing conditions, and it is recommended that they be pursued with double stacking included as much as feasible.

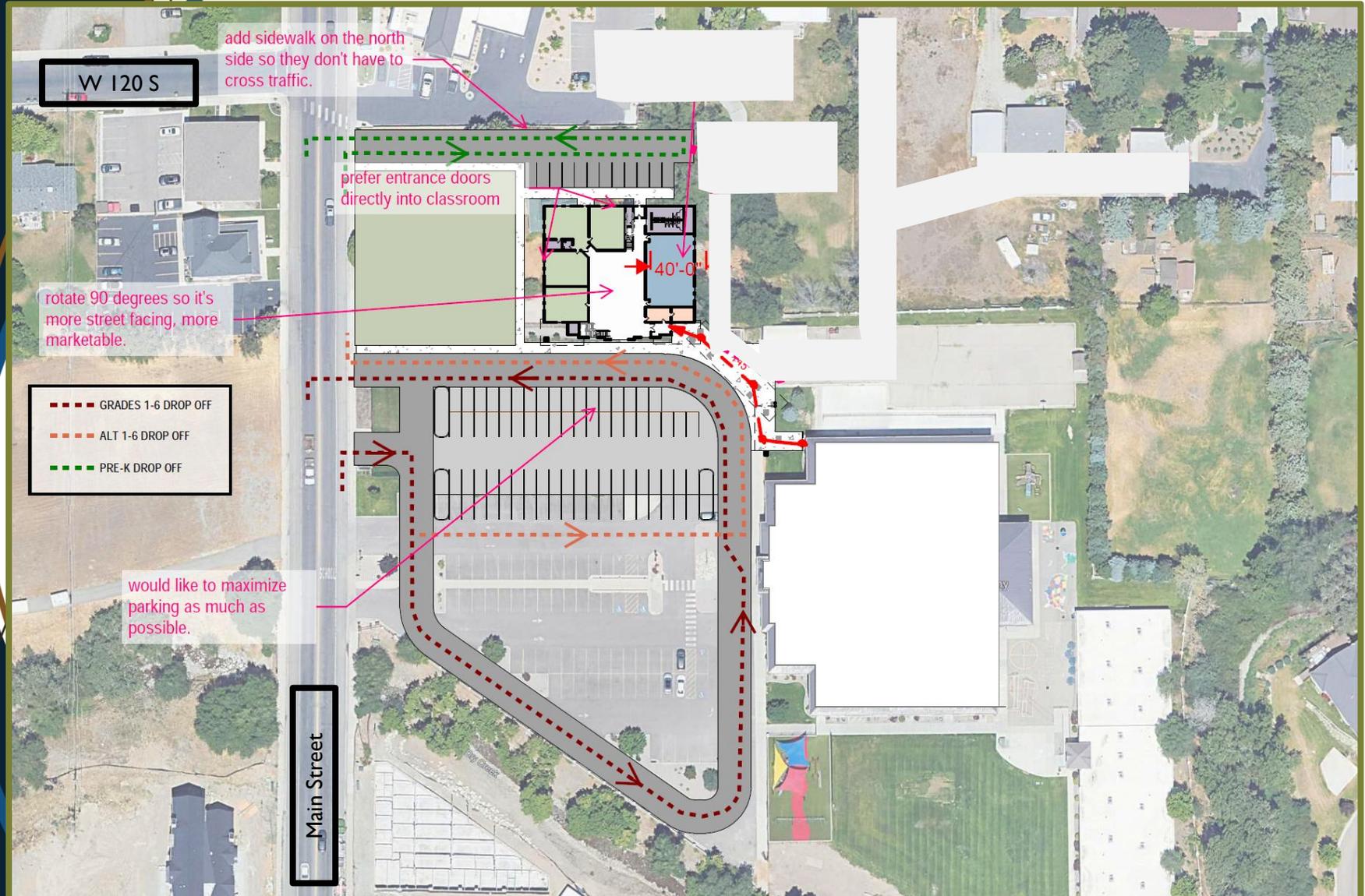
To reduce the amount of off-site pick-up and drop-off required, the school could consider staggering release times by at least 15 minutes to reduce the queue to handle all of it on-site.

APPENDIX A

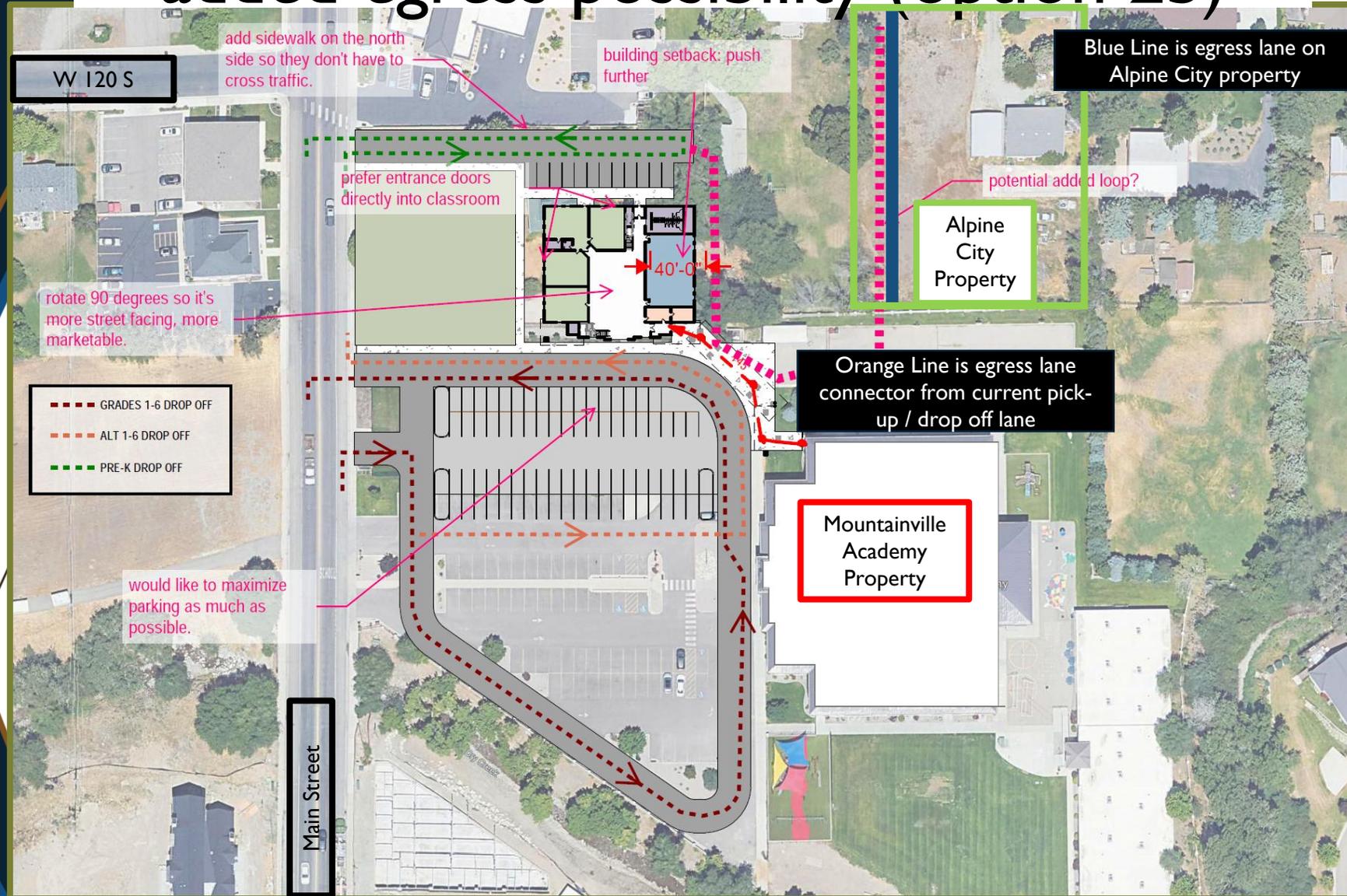
Site Plan



Mountainville Academy Charter School egress stays on main (Option I)



Mountainville Academy Charter School added egress possibility (option 2b)



APPENDIX B

Turning Movement Counts



APPENDIX C

LOS Results



SimTraffic LOS Report

Project: Mountainville Academy Expansion
Analysis Period: Existing (2025) Background
Time Period: Morning Peak Hour **Project #:** UT25-3003

Intersection: Main Street & 100 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	381	382	100	0.6	A
	R	99	95	96	0.4	A
	Subtotal	480	477	99	0.6	A
SB	L	10	8	78	5.5	A
	T	439	436	99	1.8	A
	Subtotal	449	444	99	1.9	A
WB	L	72	73	101	22.9	C
	R	21	23	110	4.6	A
	Subtotal	93	96	103	18.5	C
Total		1,022	1,017	99	2.9	A

Intersection: Main Street & 120 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	59	52	89	4.4	A
	T	494	491	99	1.0	A
	R	2	2	100	0.8	A
	Subtotal	555	545	98	1.3	A
SB	L	6	7	112	3.8	A
	T	488	482	99	0.6	A
	R	18	21	118	0.3	A
	Subtotal	512	510	100	0.6	A
EB	L	7	6	83	15.6	C
	R	14	12	87	5.5	A
	Subtotal	21	18	86	8.9	A
Total		1,088	1,073	99	1.1	A

SimTraffic LOS Report

Project: Mountainville Academy Expansion
Analysis Period: Existing (2025) Background
Time Period: Morning Peak Hour **Project #:** UT25-3003

Intersection: Main Street & Gravel Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	527	522	99	0.4	A
	R	25	22	89	0.4	A
	Subtotal	552	544	99	0.4	A
SB	L	3	2	67	4.5	A
	T	504	497	99	0.4	A
	Subtotal	507	499	98	0.4	A
WB	L	4	4	94	14.4	B
	R	13	12	94	8.4	A
	Subtotal	17	16	94	9.9	A
Total		1,076	1,059	98	0.5	A

Intersection: Main Street & Mountainville Academy Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	406	398	98	2.9	A
	R	301	307	102	3.0	A
	Subtotal	707	705	100	2.9	A
SB	L	13	12	91	7.8	A
	T	502	494	99	0.8	A
	Subtotal	515	506	98	1.0	A
WB	L	149	152	102	56.5	F
	R	139	138	99	14.3	B
	Subtotal	288	290	101	36.4	E
Total		1,509	1,501	99	8.8	A

SimTraffic LOS Report

Project: Mountainville Academy Expansion
Analysis Period: Existing (2025) Background
Time Period: Afternoon Peak Hour **Project #:** UT25-3003

Intersection: Main Street & 100 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	462	466	101	1.1	A
	R	105	102	97	1.9	A
	Subtotal	567	568	100	1.2	A
SB	L	10	10	98	11.6	B
	T	465	470	101	2.3	A
	Subtotal	475	480	101	2.5	A
WB	L	89	91	102	72.6	F
	R	35	37	106	23.4	C
	Subtotal	124	128	103	58.4	F
Total		1,166	1,176	101	8.1	A

Intersection: Main Street & 120 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	39	39	100	7.4	A
	T	528	529	100	2.5	A
	R	3	2	62	1.4	A
	Subtotal	570	570	100	2.8	A
SB	L	4	4	94	5.0	A
	T	572	577	101	1.0	A
	R	11	12	109	0.5	A
	Subtotal	587	593	101	1.0	A
EB	L	7	6	89	38.0	E
	R	30	32	107	12.2	B
	Subtotal	37	38	103	16.3	C
WB	L	1	0	0		
	T	1	1	100	63.4	F
	Subtotal	2	1	50	63.4	F
Total		1,196	1,202	101	2.4	A

SimTraffic LOS Report

Project: Mountainville Academy Expansion
Analysis Period: Existing (2025) Background
Time Period: Afternoon Peak Hour **Project #:** UT25-3003

Intersection: Main Street & Gravel Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	577	577	100	0.9	A
	Subtotal	577	577	100	0.9	A
SB	T	570	574	101	0.3	A
	Subtotal	570	574	101	0.3	A
WB	L	1	2	200	34.4	D
	Subtotal	1	2	200	34.4	D
Total		1,148	1,153	100	0.7	A

Intersection: Main Street & Mountainville Academy Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	519	520	100	2.3	A
	R	63	61	97	2.1	A
	Subtotal	582	581	100	2.3	A
SB	L	3	2	73	6.4	A
	T	580	583	101	0.4	A
	Subtotal	583	585	100	0.4	A
WB	L	89	89	100	88.5	F
	R	52	53	103	22.6	C
	Subtotal	141	142	101	63.9	F
Total		1,304	1,308	100	8.2	A

SimTraffic LOS Report

Project: Mountainville Academy Expansion
Analysis Period: Option 1 - Existing (2025) Plus Project
Time Period: Morning Peak Hour **Project #:** UT25-3003

Intersection: Main Street & 100 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	381	378	99	0.5	A
	R	99	95	96	0.3	A
	Subtotal	480	473	99	0.5	A
SB	L	10	7	68	6.4	A
	T	439	437	100	4.9	A
	Subtotal	449	444	99	4.9	A
WB	L	72	74	103	55.0	F
	R	21	24	114	15.2	C
	Subtotal	93	98	105	45.3	E
Total		1,022	1,015	99	6.8	A

Intersection: Main Street & 120 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	59	61	104	3.0	A
	T	494	488	99	0.5	A
	R	2	2	100	0.1	A
	Subtotal	555	551	99	0.8	A
SB	L	6	5	80	4.9	A
	T	488	489	100	2.3	A
	R	18	19	107	1.1	A
	Subtotal	512	513	100	2.3	A
EB	L	7	6	83	14.8	B
	R	14	12	87	20.4	C
	Subtotal	21	18	86	18.5	C
Total		1,088	1,082	99	1.8	A

SimTraffic LOS Report

Project: Mountainville Academy Expansion
Analysis Period: Option 1 - Existing (2025) Plus Project
Time Period: Morning Peak Hour **Project #:** UT25-3003

Intersection: Main Street & Pre-K Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	527	522	99	0.3	A
	R	25	22	89	0.4	A
	Subtotal	552	544	99	0.3	A
SB	L	3	3	100	4.0	A
	T	504	506	100	0.5	A
	Subtotal	507	509	100	0.5	A
WB	L	4	4	94	19.5	C
	R	13	12	94	22.1	C
	Subtotal	17	16	94	21.5	C
Total		1,076	1,069	99	0.8	A

Intersection: Main Street & Mountainville Academy Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	406	399	98	2.9	A
	R	301	303	101	2.9	A
	Subtotal	707	702	99	2.9	A
SB	L	13	12	91	10.1	B
	T	502	504	100	0.4	A
	Subtotal	515	516	100	0.6	A
WB	L	149	152	102	90.0	F
	R	139	138	99	25.8	D
	Subtotal	288	290	101	59.4	F
Total		1,509	1,508	100	13.0	B

SimTraffic LOS Report

Project: Mountainville Academy Expansion
Analysis Period: Option 1 - Existing (2025) Plus Project
Time Period: Afternoon Peak Hour **Project #:** UT25-3003

Intersection: Main Street & 100 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	432	440	102	0.6	A
	R	105	103	98	0.3	A
	Subtotal	537	543	101	0.5	A
SB	L	10	8	78	7.3	A
	T	465	476	102	3.2	A
	Subtotal	475	484	102	3.3	A
WB	L	89	88	99	58.6	F
	R	35	39	111	10.7	B
	Subtotal	124	127	102	43.9	E
Total		1,136	1,154	102	6.5	A

Intersection: Main Street & 120 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	39	39	101	2.9	A
	T	542	551	102	0.5	A
	R	3	4	133	0.3	A
	Subtotal	584	594	102	0.7	A
SB	L	4	4	94	4.4	A
	T	541	551	102	2.0	A
	R	11	11	102	1.0	A
	Subtotal	556	566	102	2.0	A
EB	L	7	6	83	20.2	C
	R	30	30	99	22.9	C
	Subtotal	37	36	97	22.5	C
WB	L	1	1	100	41.9	E
	T	1	2	200	12.4	B
	Subtotal	2	3	150	22.2	C
Total		1,180	1,199	102	2.0	A

SimTraffic LOS Report

Project: Mountainville Academy Expansion
Analysis Period: Option 1 - Existing (2025) Plus Project
Time Period: Afternoon Peak Hour **Project #:** UT25-3003

Intersection: Main Street & Pre-K Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	584	592	101	0.3	A
	Subtotal	584	592	101	0.3	A
SB	T	580	590	102	0.4	A
	Subtotal	580	590	102	0.4	A
WB	L	1	2	160	15.4	C
	Subtotal	1	2	200	15.4	C
Total		1,166	1,184	102	0.4	A

Intersection: Main Street & Mountainville Academy Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	519	524	101	2.0	A
	R	63	65	103	1.3	A
	Subtotal	582	589	101	1.9	A
SB	L	3	2	73	6.4	A
	T	583	596	102	0.2	A
	Subtotal	586	598	102	0.2	A
WB	L	89	88	99	41.1	E
	R	51	54	106	13.3	B
	Subtotal	140	142	101	30.5	D
Total		1,308	1,329	102	4.2	A

SimTraffic LOS Report

Project: Mountainville Academy Expansion
Analysis Period: Option 2a - Existing (2025) Plus Project
Time Period: Morning Peak Hour **Project #:** UT25-3003

Intersection: Main Street & 100 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	281	282	100	0.6	A
	R	99	103	104	0.4	A
	Subtotal	380	385	101	0.5	A
SB	L	10	11	107	4.4	A
	T	439	436	99	2.4	A
	Subtotal	449	447	100	2.4	A
WB	L	72	74	103	22.7	C
	T	5	6	114	0.5	A
	R	31	34	109	4.4	A
	Subtotal	108	114	106	16.1	C
Total		938	946	101	3.3	A

Intersection: Main Street & 120 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	59	61	104	3.3	A
	T	391	397	102	0.7	A
	R	2	2	100	0.0	A
	Subtotal	452	460	102	1.0	A
SB	L	6	6	96	2.4	A
	T	488	487	100	1.2	A
	R	18	18	101	0.7	A
	Subtotal	512	511	100	1.2	A
EB	L	7	7	97	15.4	C
	R	14	15	109	13.5	B
	Subtotal	21	22	105	14.1	B
Total		985	993	101	1.4	A

SimTraffic LOS Report

Project: Mountainville Academy Expansion
Analysis Period: Option 2a - Existing (2025) Plus Project
Time Period: Morning Peak Hour **Project #:** UT25-3003

Intersection: Main Street & Pre-K Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	443	453	102	0.4	A
	R	25	24	97	0.4	A
	Subtotal	468	477	102	0.4	A
SB	L	3	3	100	5.1	A
	T	504	504	100	0.3	A
	Subtotal	507	507	100	0.3	A
WB	L	4	4	94	19.1	C
	R	13	13	102	19.1	C
	Subtotal	17	17	100	19.1	C
Total		992	1,001	101	0.7	A

Intersection: Main Street & Mountainville Academy Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	406	413	102	2.8	A
	R	301	306	102	3.0	A
	Subtotal	707	719	102	2.9	A
SB	L	13	14	106	7.8	A
	T	502	500	100	1.0	A
	Subtotal	515	514	100	1.2	A
WB	L	149	148	99	79.0	F
	R	39	39	101	21.6	C
	Subtotal	188	187	99	67.0	F
Total		1,409	1,420	101	10.7	B

SimTraffic LOS Report

Project: Mountainville Academy Expansion
Analysis Period: Option 2a - Existing (2025) Plus Project
Time Period: Morning Peak Hour **Project #:** UT25-3003

Intersection: North Exit & 100 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	<i>L</i>	40	42	104	5.1	A
	<i>R</i>	60	58	97	3.6	A
	Subtotal	100	100	100	4.2	A
EB	<i>T</i>	115	119	103	0.2	A
	Subtotal	115	119	103	0.2	A
WB	<i>T</i>	63	65	103	0.2	A
	Subtotal	63	65	103	0.2	A
Total		278	284	102	1.6	A

SimTraffic LOS Report

Project: Mountainville Academy Expansion
Analysis Period: Option 2a - Existing (2025) Plus Project (Mitigated)
Time Period: Morning Peak Hour Project #: UT25-3003

Intersection: Main Street & 100 South
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	281	281	100	5.4	A
	R	99	102	103	3.6	A
	Subtotal	380	383	101	4.9	A
SB	L	10	11	107	12.1	B
	T	439	434	99	7.6	A
	Subtotal	449	445	99	7.7	A
WB	L	221	219	99	11.5	B
	T	14	17	121	0.9	A
	R	31	31	99	5.1	A
	Subtotal	266	267	100	10.1	A
Total		1,096	1,095	100	7.8	A

Intersection: Main Street & 120 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	63	64	102	5.9	A
	T	393	397	101	1.4	A
	R	2	2	100	2.2	A
	Subtotal	458	463	101	2.0	A
SB	L	6	6	96	3.7	A
	T	638	629	99	0.9	A
	R	18	19	107	0.7	A
	Subtotal	662	654	99	0.9	A
EB	L	7	7	97	33.1	D
	R	14	14	102	13.4	B
	Subtotal	21	21	100	20.0	C
Total		1,142	1,138	100	1.8	A

SimTraffic LOS Report

Project: Mountainville Academy Expansion
Analysis Period: Option 2a - Existing (2025) Plus Project (Mitigated)
Time Period: Morning Peak Hour Project #: UT25-3003

Intersection: Main Street & Pre-K Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	443	452	102	1.0	A
	R	25	26	105	1.4	A
	Subtotal	468	478	102	1.0	A
SB	T	662	655	99	0.4	A
	Subtotal	662	655	99	0.4	A
WB	R	17	16	93	27.0	D
	Subtotal	17	16	94	27.0	D
Total		1,147	1,149	100	1.0	A

Intersection: Main Street & Mountainville Academy Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	406	415	102	2.8	A
	R	301	299	99	3.1	A
	Subtotal	707	714	101	2.9	A
SB	L	13	11	83	9.4	A
	T	654	645	99	1.0	A
Subtotal		667	656	98	1.1	A
WB	R	39	40	103	5.5	A
	Subtotal	39	40	103	5.5	A
Total		1,412	1,410	100	2.2	A

SimTraffic LOS Report

Project: Mountainville Academy Expansion
Analysis Period: Option 2a - Existing (2025) Plus Project (Mitigated)
Time Period: Morning Peak Hour **Project #:** UT25-3003

Intersection: North Exit & 100 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	<i>L</i>	189	189	100	6.3	A
	<i>R</i>	60	60	100	4.6	A
	Subtotal	249	249	100	5.9	A
EB	<i>T</i>	115	119	103	0.4	A
	Subtotal	115	119	103	0.4	A
WB	<i>T</i>	63	64	102	0.2	A
	Subtotal	63	64	102	0.2	A
Total		427	432	101	3.5	A

SimTraffic LOS Report

Project: Mountainville Academy Expansion
Analysis Period: Option 2a - Existing (2025) Plus Project
Time Period: Afternoon Peak Hour **Project #:** UT25-3003

Intersection: Main Street & 100 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	472	467	99	0.6	A
	R	65	63	97	0.3	A
	Subtotal	537	530	99	0.6	A
SB	L	10	9	88	8.3	A
	T	485	495	102	3.9	A
	Subtotal	495	504	102	4.0	A
WB	L	89	88	99	59.0	F
	T	8	8	100	15.8	C
	R	65	66	102	13.0	B
	Subtotal	162	162	100	38.1	E
Total		1,194	1,196	100	7.1	A

Intersection: Main Street & 120 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	39	39	101	3.2	A
	T	542	538	99	0.6	A
	R	3	3	100	0.9	A
	Subtotal	584	580	99	0.8	A
SB	L	4	5	118	4.7	A
	T	561	569	101	1.9	A
	R	11	11	102	0.8	A
	Subtotal	576	585	102	1.9	A
EB	L	7	6	83	30.9	D
	R	30	34	112	29.7	D
	Subtotal	37	40	108	29.9	D
WB	L	1	0	0		
	T	1	1	100	20.6	C
	Subtotal	2	1	50	20.6	C
Total		1,199	1,206	101	2.3	A

SimTraffic LOS Report

Project: Mountainville Academy Expansion
Analysis Period: Option 2a - Existing (2025) Plus Project
Time Period: Afternoon Peak Hour **Project #:** UT25-3003

Intersection: Main Street & Pre-K Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	584	576	99	0.4	A
	Subtotal	584	576	99	0.4	A
SB	T	600	613	102	0.4	A
	Subtotal	600	613	102	0.4	A
WB	L	1	2	160	13.5	B
	Subtotal	1	2	200	13.5	B
Total		1,186	1,191	100	0.4	A

Intersection: Main Street & Mountainville Academy Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	519	517	100	2.0	A
	R	93	92	99	1.6	A
	Subtotal	612	609	100	1.9	A
SB	L	3	2	73	8.2	A
	T	603	618	102	0.5	A
	Subtotal	606	620	102	0.5	A
WB	L	89	93	104	65.4	F
	R	51	46	90	9.6	A
	Subtotal	140	139	99	46.9	E
Total		1,358	1,368	101	5.9	A

SimTraffic LOS Report

Project: Mountainville Academy Expansion
Analysis Period: Option 2a - Existing (2025) Plus Project
Time Period: Afternoon Peak Hour **Project #:** UT25-3003

Intersection: North Exit & 100 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	<i>L</i>	30	30	99	7.9	A
	<i>R</i>	40	41	102	5.8	A
	Subtotal	70	71	101	6.7	A
EB	<i>T</i>	79	76	96	0.2	A
	Subtotal	79	76	96	0.2	A
WB	<i>T</i>	124	124	100	1.7	A
	Subtotal	124	124	100	1.7	A
Total		273	271	99	2.6	A

SimTraffic LOS Report

Project: Mountainville Academy Expansion
Analysis Period: Option 2a - Existing (2025) Plus Project (Mitigated)
Time Period: Afternoon Peak Hour Project #: UT25-3003

Intersection: Main Street & 100 South
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	473	470	99	5.5	A
	R	65	64	99	4.8	A
	Subtotal	538	534	99	5.4	A
SB	L	10	9	88	16.9	B
	T	485	488	101	7.4	A
	Subtotal	495	497	100	7.6	A
WB	L	178	175	98	14.3	B
	T	16	15	95	1.1	A
	R	65	69	107	8.5	A
	Subtotal	259	259	100	12.0	B
Total		1,292	1,290	100	8.2	A

Intersection: Main Street & 120 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	39	38	98	5.9	A
	T	544	543	100	1.4	A
	R	3	3	100	0.4	A
	Subtotal	586	584	100	1.7	A
SB	L	4	3	71	11.4	B
	T	660	656	99	0.9	A
	R	11	14	130	0.5	A
	Subtotal	675	673	100	0.9	A
EB	L	7	6	83	63.3	F
	R	30	30	99	24.6	C
	Subtotal	37	36	97	31.1	D
WB	L	1	1	100	21.0	C
	T	1	2	200	25.6	D
	Subtotal	2	3	150	24.1	C
Total		1,300	1,296	100	2.2	A

SimTraffic LOS Report

Project: Mountainville Academy Expansion
Analysis Period: Option 2a - Existing (2025) Plus Project (Mitigated)
Time Period: Afternoon Peak Hour Project #: UT25-3003

Intersection: Main Street & Pre-K Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	584	582	100	2.2	A
	Subtotal	584	582	100	2.2	A
SB	T	692	688	99	1.1	A
	Subtotal	692	688	99	1.1	A
WB	R	1	1	100	56.5	F
	Subtotal	1	1	100	56.5	F
Total		1,276	1,271	100	1.6	A

Intersection: Main Street & Mountainville Academy Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	519	518	100	2.2	A
	R	93	96	103	1.6	A
	Subtotal	612	614	100	2.1	A
SB	L	3	3	109	4.4	A
	T	694	689	99	0.6	A
Subtotal		697	692	99	0.6	A
WB	R	51	50	98	9.1	A
	Subtotal	51	50	98	9.1	A
Total		1,360	1,356	100	1.6	A

SimTraffic LOS Report

Project: Mountainville Academy Expansion
Analysis Period: Option 2a - Existing (2025) Plus Project (Mitigated)
Time Period: Afternoon Peak Hour **Project #:** UT25-3003

Intersection: North Exit & 100 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	<i>L</i>	119	119	100	6.0	A
	<i>R</i>	40	38	96	4.4	A
	Subtotal	159	157	99	5.6	A
EB	<i>T</i>	79	79	100	0.4	A
	Subtotal	79	79	100	0.4	A
WB	<i>T</i>	124	123	99	0.3	A
	Subtotal	124	123	99	0.3	A
Total		362	359	99	2.6	A

SimTraffic LOS Report

Project: Mountainville Academy Expansion
Analysis Period: Option 2b - Existing (2025) Plus Project
Time Period: Morning Peak Hour **Project #:** UT25-3003

Intersection: Main Street & 100 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	314	314	100	0.3	A
	R	39	37	95	0.1	A
	Subtotal	353	351	99	0.3	A
SB	L	10	9	88	6.4	A
	T	439	451	103	4.0	A
	Subtotal	449	460	102	4.0	A
WB	L	72	67	93	33.9	D
	T	7	8	110	3.6	A
	R	69	77	112	6.3	A
	Subtotal	148	152	103	18.3	C
Total		950	963	101	5.0	A

Intersection: Main Street & 120 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	59	53	90	2.8	A
	T	358	356	99	0.6	A
	R	2	2	100	0.8	A
	Subtotal	419	411	98	0.9	A
SB	L	6	5	80	2.6	A
	T	488	497	102	2.1	A
	R	18	18	101	1.4	A
	Subtotal	512	520	102	2.1	A
EB	L	7	7	97	13.4	B
	R	14	16	116	17.0	C
	Subtotal	21	23	110	15.9	C
Total		952	954	100	1.9	A

SimTraffic LOS Report

Project: Mountainville Academy Expansion
Analysis Period: Option 2b - Existing (2025) Plus Project
Time Period: Morning Peak Hour **Project #:** UT25-3003

Intersection: Main Street & North Entrance
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	482	479	99	2.0	A
	R	125	124	99	2.5	A
	Subtotal	607	603	99	2.1	A
SB	L	8	8	100	6.3	A
	T	496	508	102	0.4	A
	Subtotal	504	516	102	0.5	A
WB	L	4	4	94	14.3	B
	R	5	4	84	15.5	C
	Subtotal	9	8	89	14.9	B
Total		1,120	1,127	101	1.5	A

Intersection: Main Street & Mountainville Academy Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	506	502	99	3.1	A
	R	201	204	102	2.5	A
	Subtotal	707	706	100	2.9	A
SB	L	8	6	73	6.9	A
	T	502	516	103	0.3	A
	Subtotal	510	522	102	0.4	A
WB	L	149	144	97	125.7	F
	R	20	18	90	43.4	E
	Subtotal	169	162	96	116.6	F
Total		1,385	1,390	100	15.4	C

SimTraffic LOS Report

Project: Mountainville Academy Expansion
Analysis Period: Option 2b - Existing (2025) Plus Project
Time Period: Morning Peak Hour **Project #:** UT25-3003

Intersection: North Exit & 100 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	<i>L</i>	51	50	99	5.7	A
	<i>R</i>	78	77	99	3.5	A
	Subtotal	129	127	98	4.4	A
EB	<i>T</i>	52	49	95	0.2	A
	Subtotal	52	49	94	0.2	A
WB	<i>T</i>	90	94	104	0.4	A
	Subtotal	90	94	104	0.4	A
Total		270	270	100	2.2	A

SimTraffic LOS Report

Project: Mountainville Academy Expansion
Analysis Period: Option 2b - Existing (2025) Plus Project
Time Period: Afternoon Peak Hour **Project #:** UT25-3003

Intersection: Main Street & 100 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	472	475	101	0.5	A
	R	65	61	94	0.3	A
	Subtotal	537	536	100	0.5	A
SB	L	10	9	88	7.4	A
	T	485	492	101	4.4	A
	Subtotal	495	501	101	4.5	A
WB	L	89	88	99	65.1	F
	T	8	7	88	16.4	C
	R	65	66	102	19.2	C
	Subtotal	162	161	99	44.2	E
Total		1,194	1,198	100	8.1	A

Intersection: Main Street & 120 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	39	40	103	3.3	A
	T	542	543	100	0.6	A
	R	3	3	100	0.9	A
	Subtotal	584	586	100	0.8	A
SB	L	4	3	71	5.8	A
	T	561	566	101	2.1	A
	R	11	12	112	0.9	A
Subtotal	576	581	101	2.1	A	
EB	L	7	5	69	20.0	C
	R	30	32	106	25.4	D
	Subtotal	37	37	100	24.7	C
WB	L	1	0	0		
	T	1	2	200	17.4	C
	Subtotal	2	2	100	17.4	C
Total		1,199	1,206	101	2.2	A

SimTraffic LOS Report

Project: Mountainville Academy Expansion
Analysis Period: Option 2b - Existing (2025) Plus Project
Time Period: Afternoon Peak Hour **Project #:** UT25-3003

Intersection: Main Street & North Entrance
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	600	598	100	0.4	A
	R	30	30	99	0.4	A
	Subtotal	630	628	100	0.4	A
SB	T	600	608	101	0.4	A
	Subtotal	600	608	101	0.4	A
WB	L	1	1	80	24.3	C
	Subtotal	1	1	100	24.3	C
Total		1,232	1,237	100	0.4	A

Intersection: Main Street & Mountainville Academy Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	549	546	99	2.1	A
	R	63	64	102	1.5	A
	Subtotal	612	610	100	2.0	A
SB	L	3	2	73	9.3	A
	T	603	612	101	0.2	A
	Subtotal	606	614	101	0.2	A
WB	L	89	87	97	66.9	F
	R	51	50	98	18.4	C
	Subtotal	140	137	98	49.2	E
Total		1,358	1,361	100	6.0	A

SimTraffic LOS Report

Project: Mountainville Academy Expansion
Analysis Period: Option 2b - Existing (2025) Plus Project
Time Period: Afternoon Peak Hour **Project #:** UT25-3003

Intersection: North Exit & 100 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	<i>L</i>	30	32	106	15.7	C
	<i>R</i>	40	44	109	14.7	<i>B</i>
	Subtotal	70	76	109	15.1	<i>C</i>
EB	<i>T</i>	79	75	95	0.2	<i>A</i>
	Subtotal	79	75	95	0.2	<i>A</i>
WB	<i>T</i>	124	120	97	11.2	<i>B</i>
	Subtotal	124	120	97	11.2	<i>B</i>
Total		273	271	99	9.3	<i>A</i>

APPENDIX D

95th Percentile Queue Length Reports



SimTraffic Queueing Report
Project: Mountainville Academy Expansion



Analysis: Existing (2025) Background

Time Period: Morning Peak Hour

95th Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft

Project #: UT25-3003

Intersection	NB				SB		EB	WB		
	LTR	R	T	TR	LT	LTR	LR	L	LR	R
01: Main Street & 100 South					75			100		50
02: Main Street & 120 South	100					75	50			
03: Main Street & Gravel Access				50	50				50	
04: Main Street & Mountainville Academy Access		50			75			250		200

SimTraffic Queueing Report
Project: Mountainville Academy Expansion



Analysis: Existing (2025) Background

Time Period: Afternoon Peak Hour

95th Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft

Project #: UT25-3003

Intersection	NB				SB		E	WB			
	LTR	R	T	TR	LT	LTR	LR	L	LR	LTR	R
01: Main Street & 100 South				75	100			225			125
02: Main Street & 120 South	150					100	75				
03: Main Street & Gravel Access				100							
04: Main Street & Mountainville Academy Access			50					225			175

SimTraffic Queueing Report

Project: Mountainville Academy Expansion

Analysis: Option 1 - Existing (2025) Plus Project

Time Period: Morning Peak Hour

95th Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft



Project #: UT25-3003

Intersection	NB				SB		E	WB		
	LTR	R	T	TR	LT	LTR	LR	L	LR	R
01: Main Street & 100 South					150			175		75
02: Main Street & 120 South	100					100	50			
03: Main Street & Pre-K Access					50				50	
04: Main Street & Mountainville Academy Access		50			75			300		275

SimTraffic Queueing Report

Project: Mountainville Academy Expansion

Analysis: Option 1 - Existing (2025) Plus Project

Time Period: Afternoon Peak Hour

95th Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft



Project #: UT25-3003

Intersection	NB				SB		E	WB			
	LTR	R	T	TR	LT	LTR	LR	L	LR	LTR	R
01: Main Street & 100 South					100			175			100
02: Main Street & 120 South	100					100	75				
03: Main Street & Pre-K Access					50						
04: Main Street & Mountainville Academy Access					50			150			75

Attachment B – Traffic Counts

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File Name : 120 South and Main Street
Site Code : 00000000
Start Date : 12/16/2025
Page No : 1

Groups Printed- TMC - Bikes - turns

Start Time	Main Street From North					Access From East					Main Street From South					120 South From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
12:00 AM	0	7	0	0	7	0	0	0	0	0	0	7	2	0	9	0	0	0	0	0	16
12:15 AM	0	1	0	0	1	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	11
12:30 AM	0	5	0	0	5	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	14
12:45 AM	0	3	0	0	3	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	8
Total	0	16	0	0	16	0	0	0	0	0	0	31	2	0	33	0	0	0	0	0	49
01:00 AM	0	4	0	0	4	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	11
01:15 AM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
01:30 AM	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	6
01:45 AM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
Total	0	12	0	0	12	0	0	0	0	0	0	14	0	0	14	0	0	0	0	0	26
02:00 AM	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5
02:15 AM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
02:30 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
02:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	3	0	0	3	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	12
03:00 AM	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	6
03:15 AM	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	5
03:30 AM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
03:45 AM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
Total	0	9	0	0	9	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	18
04:00 AM	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
04:15 AM	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	5
04:30 AM	0	8	0	0	8	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	9
04:45 AM	0	11	0	0	11	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	14
Total	0	27	0	0	27	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	32
05:00 AM	0	8	0	0	8	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	11
05:15 AM	0	20	0	0	20	0	0	0	0	0	0	5	0	0	5	2	0	0	0	2	27
05:30 AM	0	20	0	0	20	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	22
05:45 AM	0	37	0	0	37	0	0	0	2	2	0	10	1	0	11	2	0	0	0	2	52
Total	0	85	0	0	85	0	0	0	2	2	0	18	1	0	19	6	0	0	0	6	112

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File Name : 120 South and Main Street
Site Code : 00000000
Start Date : 12/16/2025
Page No : 2

Groups Printed- TMC - Bikes - turns

Start Time	Main Street From North					Access From East					Main Street From South					120 South From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:00 AM	0	35	0	0	35	0	0	0	4	4	0	12	1	0	13	2	0	0	0	2	54
06:15 AM	0	36	0	0	36	0	0	0	0	0	0	17	0	0	17	3	0	1	0	4	57
06:30 AM	0	34	0	0	34	0	0	0	0	0	0	18	2	0	20	3	0	0	0	3	57
06:45 AM	0	55	0	0	55	0	0	0	1	1	0	46	2	0	48	2	0	1	0	3	107
Total	0	160	0	0	160	0	0	0	5	5	0	93	5	0	98	10	0	2	0	12	275
07:00 AM	1	57	0	6	64	0	0	0	2	2	1	51	1	1	54	1	0	0	2	3	123
07:15 AM	1	122	0	0	123	0	0	0	1	1	0	74	1	2	77	4	0	0	0	4	205
07:30 AM	0	116	0	0	116	0	0	0	4	4	0	65	0	2	67	5	0	0	0	5	192
07:45 AM	9	109	0	0	118	0	0	0	4	4	0	96	6	0	102	6	0	1	0	7	231
Total	11	404	0	6	421	0	0	0	11	11	1	286	8	5	300	16	0	1	2	19	751
08:00 AM	8	138	1	1	148	0	0	0	0	0	1	106	8	3	118	3	0	1	3	7	273
08:15 AM	1	129	0	0	130	0	0	0	0	0	0	135	24	8	167	10	0	1	1	12	309
08:30 AM	4	123	0	0	127	0	0	0	2	2	0	99	21	0	120	2	0	1	0	3	252
08:45 AM	2	135	1	0	138	0	0	0	2	2	1	98	2	0	101	4	0	0	0	4	245
Total	15	525	2	1	543	0	0	0	4	4	2	438	55	11	506	19	0	3	4	26	1079
09:00 AM	2	139	1	0	142	0	0	0	0	0	1	133	3	3	140	2	0	1	2	5	287
09:15 AM	0	135	0	0	135	0	0	1	0	1	1	97	2	0	100	3	0	0	2	5	241
09:30 AM	1	130	0	0	131	0	0	0	0	0	0	85	13	0	98	5	0	1	0	6	235
09:45 AM	1	82	0	0	83	0	0	0	0	0	1	89	10	0	100	3	0	1	1	5	188
Total	4	486	1	0	491	0	0	1	0	1	3	404	28	3	438	13	0	3	5	21	951
10:00 AM	2	82	0	0	84	0	0	1	1	2	1	72	3	0	76	3	0	0	0	3	165
10:15 AM	2	97	1	0	100	0	0	0	0	0	1	109	5	0	115	13	0	2	1	16	231
10:30 AM	0	122	1	0	123	0	0	2	1	3	3	70	2	1	76	5	0	0	0	5	207
10:45 AM	2	99	2	0	103	1	0	1	0	2	2	84	8	0	94	5	0	1	0	6	205
Total	6	400	4	0	410	1	0	4	2	7	7	335	18	1	361	26	0	3	1	30	808
11:00 AM	0	93	0	0	93	0	1	0	0	1	1	97	2	0	100	5	0	2	0	7	201
11:15 AM	2	90	0	0	92	0	0	1	1	2	2	90	1	0	93	9	0	0	0	9	196
11:30 AM	2	125	3	0	130	0	0	0	0	0	2	98	1	0	101	4	0	0	0	4	235
11:45 AM	2	139	0	0	141	0	0	2	1	3	0	99	1	0	100	3	0	0	1	4	248
Total	6	447	3	0	456	0	1	3	2	6	5	384	5	0	394	21	0	2	1	24	880

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Site Code : 00000000
Start Date : 12/16/2025
Page No : 3

Groups Printed- TMC - Bikes - turns

Start Time	Main Street From North					Access From East					Main Street From South					120 South From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
12:00 PM	0	133	0	0	133	0	0	0	4	4	0	110	1	2	113	6	0	0	2	8	258
12:15 PM	1	111	2	1	115	0	0	1	0	1	2	118	1	0	121	3	0	1	1	5	242
12:30 PM	2	113	0	0	115	0	0	0	0	0	0	115	4	0	119	5	1	0	0	6	240
12:45 PM	3	116	0	0	119	0	0	0	0	0	3	100	2	1	106	6	0	2	0	8	233
Total	6	473	2	1	482	0	0	1	4	5	5	443	8	3	459	20	1	3	3	27	973
01:00 PM	3	103	1	0	107	0	0	2	0	2	2	111	4	1	118	1	0	1	1	3	230
01:15 PM	0	103	0	1	104	1	0	1	0	2	2	124	2	0	128	2	0	1	1	4	238
01:30 PM	1	95	0	0	96	0	0	2	0	2	2	80	3	0	85	1	0	1	0	2	185
01:45 PM	1	90	0	0	91	0	0	1	0	1	2	106	2	1	111	2	0	0	0	2	205
Total	5	391	1	1	398	1	0	6	0	7	8	421	11	2	442	6	0	3	2	11	858
02:00 PM	0	96	1	0	97	0	0	2	0	2	2	111	3	0	116	7	0	0	0	7	222
02:15 PM	0	107	2	0	109	0	0	0	2	2	2	123	3	0	128	5	0	0	0	5	244
02:30 PM	5	117	0	0	122	0	0	0	1	1	3	135	12	0	150	4	0	1	1	6	279
02:45 PM	5	100	1	0	106	0	0	1	38	39	2	124	10	14	150	14	0	3	3	20	315
Total	10	420	4	0	434	0	0	3	41	44	9	493	28	14	544	30	0	4	4	38	1060
03:00 PM	4	110	0	0	114	1	0	0	194	195	4	129	28	45	206	8	0	1	9	18	533
03:15 PM	3	116	1	0	120	0	1	1	9	11	1	163	14	7	185	13	0	0	0	13	329
03:30 PM	4	139	1	0	144	0	0	1	1	2	1	136	3	0	140	5	0	1	1	7	293
03:45 PM	1	106	0	0	107	0	0	1	1	2	0	125	8	1	134	14	0	0	0	14	257
Total	12	471	2	0	485	1	1	3	205	210	6	553	53	53	665	40	0	2	10	52	1412
04:00 PM	0	124	0	0	124	0	0	0	2	2	3	124	6	2	135	9	0	0	5	14	275
04:15 PM	1	138	0	0	139	0	0	0	1	1	1	112	8	1	122	6	0	1	0	7	269
04:30 PM	1	119	1	0	121	0	0	0	3	3	0	130	3	0	133	1	0	0	0	1	258
04:45 PM	2	122	1	0	125	0	0	0	0	0	1	112	22	0	135	4	0	0	0	4	264
Total	4	503	2	0	509	0	0	0	6	6	5	478	39	3	525	20	0	1	5	26	1066
05:00 PM	0	128	0	0	128	0	0	1	3	4	1	132	11	1	145	23	0	2	0	25	302
05:15 PM	3	122	0	0	125	0	0	1	1	2	0	119	5	0	124	4	0	0	0	4	255
05:30 PM	0	125	0	0	125	0	0	0	0	0	1	141	4	0	146	10	0	1	0	11	282
05:45 PM	4	131	0	0	135	0	0	0	2	2	0	145	15	1	161	3	0	2	0	5	303
Total	7	506	0	0	513	0	0	2	6	8	2	537	35	2	576	40	0	5	0	45	1142

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Site Code : 00000000
Start Date : 12/16/2025
Page No : 4

Groups Printed- TMC - Bikes - turns

Start Time	Main Street From North					Access From East					Main Street From South					120 South From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:00 PM	3	118	0	0	121	0	0	1	0	1	1	136	13	0	150	11	0	1	0	12	284
06:15 PM	2	97	1	0	100	0	0	0	0	0	0	109	6	1	116	8	0	1	1	10	226
06:30 PM	6	89	0	0	95	0	0	0	0	0	0	88	2	0	90	1	0	2	0	3	188
06:45 PM	7	79	0	0	86	0	0	0	0	0	0	98	18	0	116	7	0	0	0	7	209
Total	18	383	1	0	402	0	0	1	0	1	1	431	39	1	472	27	0	4	1	32	907
07:00 PM	3	75	0	0	78	0	0	0	0	0	0	110	12	0	122	14	0	3	0	17	217
07:15 PM	0	76	0	0	76	0	0	0	0	0	1	91	1	0	93	6	0	0	0	6	175
07:30 PM	1	57	0	0	58	0	0	0	0	0	0	79	3	0	82	0	0	0	0	0	140
07:45 PM	2	59	0	0	61	0	0	0	1	1	0	86	6	0	92	1	0	0	0	1	155
Total	6	267	0	0	273	0	0	0	1	1	1	366	22	0	389	21	0	3	0	24	687
08:00 PM	0	64	0	0	64	0	0	0	0	0	0	78	7	0	85	7	0	1	0	8	157
08:15 PM	0	71	0	0	71	0	0	0	0	0	0	68	0	0	68	2	0	3	0	5	144
08:30 PM	0	59	0	0	59	0	0	0	0	0	0	84	1	0	85	6	0	2	0	8	152
08:45 PM	2	35	0	0	37	0	0	0	0	0	0	62	15	0	77	4	0	0	0	4	118
Total	2	229	0	0	231	0	0	0	0	0	0	292	23	0	315	19	0	6	0	25	571
09:00 PM	1	58	0	0	59	0	0	0	0	0	0	73	5	0	78	14	0	3	0	17	154
09:15 PM	2	38	0	0	40	0	0	0	0	0	0	80	4	0	84	4	0	0	0	4	128
09:30 PM	1	27	0	0	28	0	0	0	0	0	0	72	0	0	72	0	0	0	0	0	100
09:45 PM	0	21	0	0	21	0	0	0	0	0	0	66	3	0	69	1	0	0	0	1	91
Total	4	144	0	0	148	0	0	0	0	0	0	291	12	0	303	19	0	3	0	22	473
10:00 PM	0	17	0	0	17	0	0	0	0	0	0	58	1	0	59	1	0	0	0	1	77
10:15 PM	1	19	0	0	20	0	0	0	0	0	0	36	0	0	36	0	0	0	0	0	56
10:30 PM	0	23	0	0	23	0	0	0	0	0	0	37	0	0	37	0	0	3	0	3	63
10:45 PM	0	12	0	0	12	0	0	0	0	0	0	27	0	0	27	1	0	0	0	1	40
Total	1	71	0	0	72	0	0	0	0	0	0	158	1	0	159	2	0	3	0	5	236
11:00 PM	0	16	0	0	16	0	0	0	0	0	0	26	0	0	26	0	0	0	0	0	42
11:15 PM	0	16	0	0	16	0	0	0	0	0	0	20	0	0	20	0	0	0	0	0	36
11:30 PM	0	12	0	0	12	0	0	0	0	0	0	9	1	0	10	0	0	0	0	0	22
11:45 PM	0	7	0	0	7	0	0	0	0	0	0	10	1	0	11	0	0	0	0	0	18
Total	0	51	0	0	51	0	0	0	0	0	0	65	2	0	67	0	0	0	0	0	118
Grand Total	117	6483	22	9	6631	3	2	24	289	318	55	6554	395	98	7102	355	1	51	38	445	14496
Apprch %	1.8	97.8	0.3	0.1		0.9	0.6	7.5	90.9		0.8	92.3	5.6	1.4		79.8	0.2	11.5	8.5		
Total %	0.8	44.7	0.2	0.1	45.7	0	0	0.2	2	2.2	0.4	45.2	2.7	0.7	49	2.4	0	0.4	0.3	3.1	

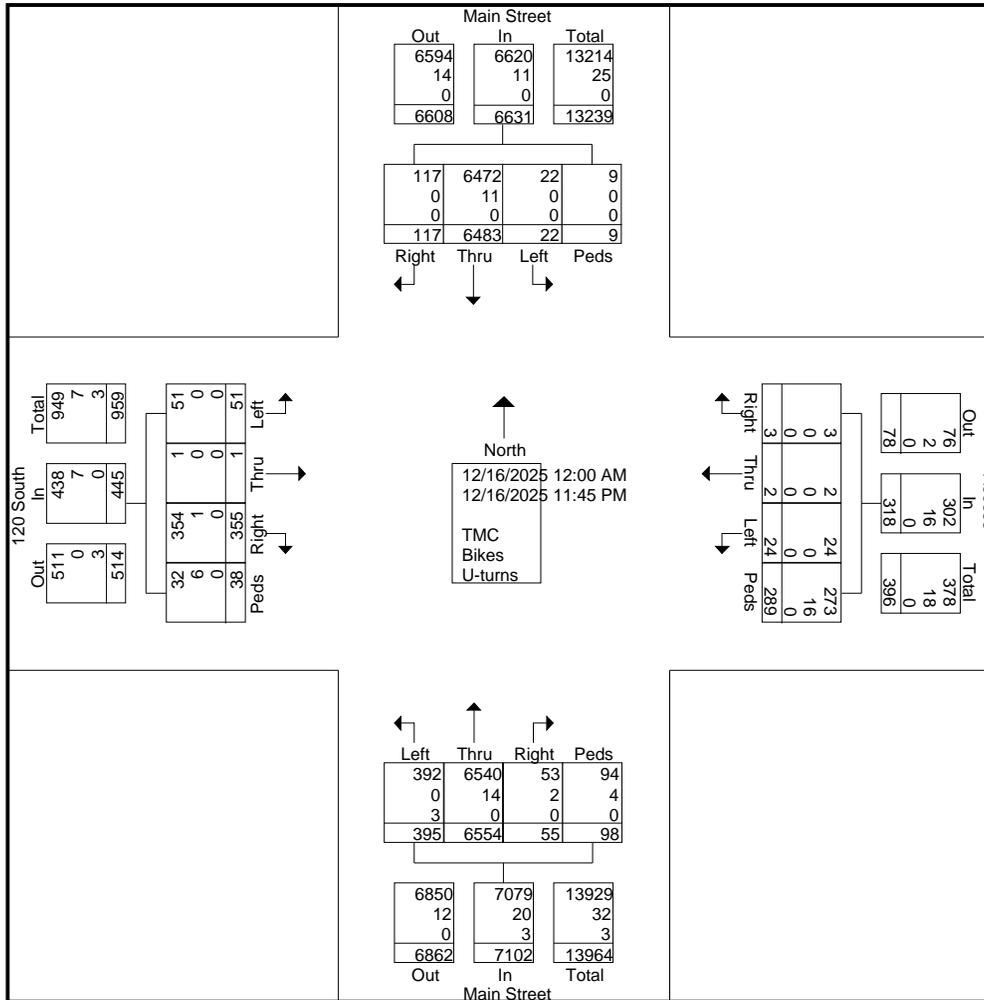
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File Name : 120 South and Main Street
Site Code : 00000000
Start Date : 12/16/2025
Page No : 7

Start Time	Main Street From North					Access From East					Main Street From South					120 South From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 12:00 AM to 11:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 02:45 PM																					
02:45 PM	5	100	1	0	106	0	0	1	38	39	2	124	10	14	150	14	0	3	3	20	315
03:00 PM	4	110	0	0	114	1	0	0	194	195	4	129	28	45	206	8	0	1	9	18	533
03:15 PM	3	116	1	0	120	0	1	1	9	11	1	163	14	7	185	13	0	0	0	13	329
03:30 PM	4	139	1	0	144	0	0	1	1	2	1	136	3	0	140	5	0	1	1	7	293
Total Volume	16	465	3	0	484	1	1	3	242	247	8	552	55	66	681	40	0	5	13	58	1470
% App. Total	3.3	96.1	0.6	0		0.4	0.4	1.2	98		1.2	81.1	8.1	9.7		69	0	8.6	22.4		
PHF	.800	.836	.750	.000	.840	.250	.250	.750	.312	.317	.500	.847	.491	.367	.826	.714	.000	.417	.361	.725	.689
TMC	16	462	3	0	481	1	1	3	236	241	8	552	53	65	678	40	0	5	10	55	1455
% TMC	100	99.4	100	0	99.4	100	100	100	97.5	97.6	100	100	96.4	98.5	99.6	100	0	100	76.9	94.8	99.0
Bikes	0	3	0	0	3	0	0	0	6	6	0	0	0	1	1	0	0	0	3	3	13
% Bikes	0	0.6	0	0	0.6	0	0	0	2.5	2.4	0	0	0	1.5	0.1	0	0	0	23.1	5.2	0.9
U-turns	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	2
% U-turns	0	0	0	0	0	0	0	0	0	0	0	0	3.6	0	0.3	0	0	0	0	0	0.1

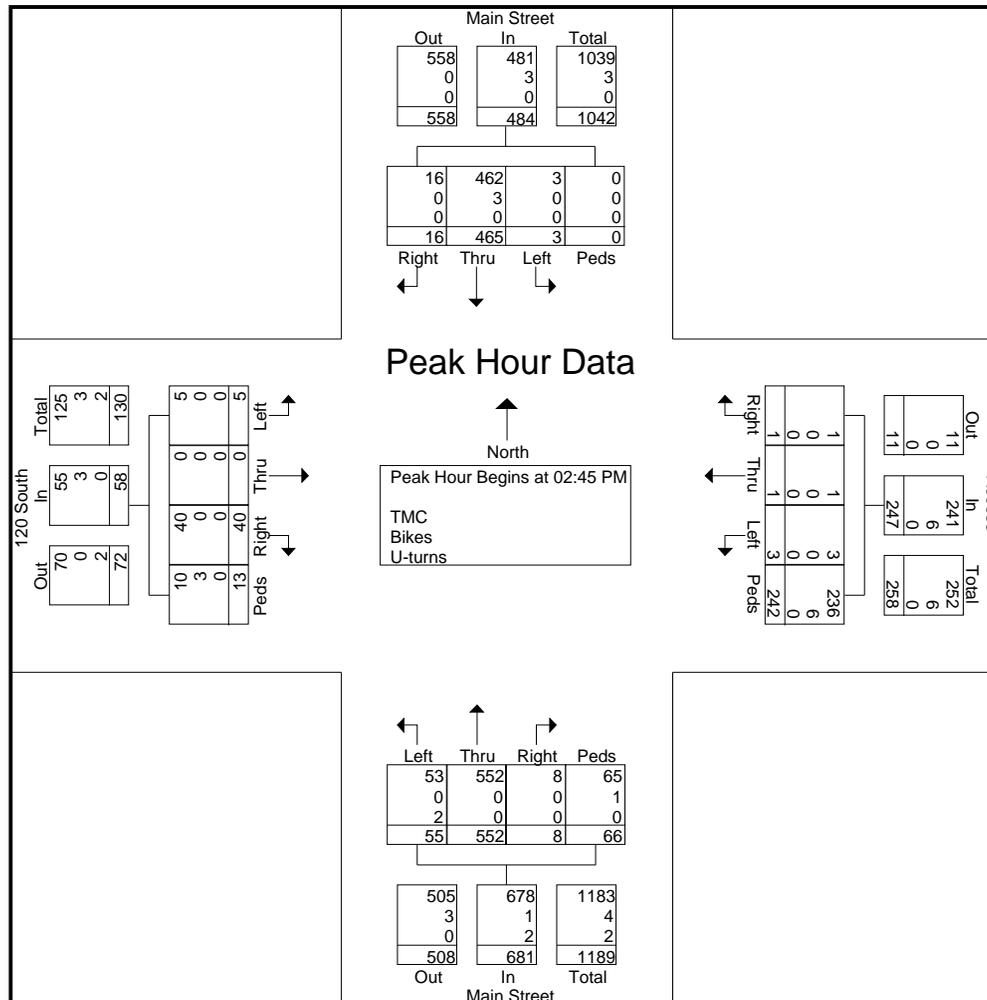
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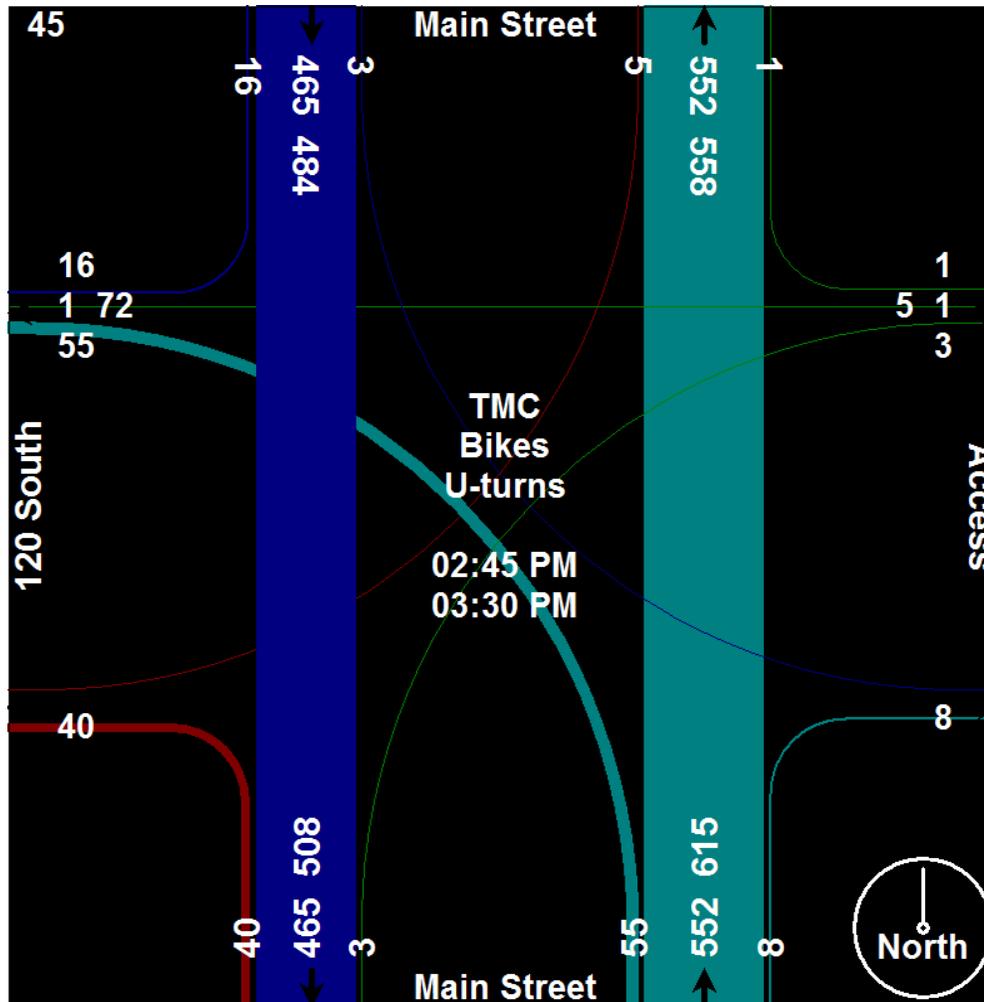
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File Name : 120 South and Main Street
Site Code : 00000000
Start Date : 12/16/2025
Page No : 10

Start Time	Main Street From North					Access From East					Main Street From South					120 South From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	

Peak Hour Analysis From 12:00 AM to 11:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:45 AM					02:45 PM					02:30 PM					02:45 PM				
+0 mins.	2	135	1	0	138	0	0	1	38	39	3	135	12	0	150	14	0	3	3	20
+15 mins.	2	139	1	0	142	1	0	0	194	195	2	124	10	14	150	8	0	1	9	18
+30 mins.	0	135	0	0	135	0	1	1	9	11	4	129	28	45	206	13	0	0	0	13
+45 mins.	1	130	0	0	131	0	0	1	1	2	1	163	14	7	185	5	0	1	1	7
Total Volume	5	539	2	0	546	1	1	3	242	247	10	551	64	66	691	40	0	5	13	58
% App. Total	0.9	98.7	0.4	0		0.4	0.4	1.2	98		1.4	79.7	9.3	9.6		69	0	8.6	22.4	
PHF	.625	.969	.500	.000	.961	.250	.250	.750	.312	.317	.625	.845	.571	.367	.839	.714	.000	.417	.361	.725
TMC	5	538	2	0	545	1	1	3	236	241	10	549	61	65	685	40	0	5	10	55
% TMC	100	99.8	100	0	99.8	100	100	100	97.5	97.6	100	99.6	95.3	98.5	99.1	100	0	100	76.9	94.8
Bikes	0	1	0	0	1	0	0	0	6	6	0	2	0	1	3	0	0	0	3	3
% Bikes	0	0.2	0	0	0.2	0	0	0	2.5	2.4	0	0.4	0	1.5	0.4	0	0	0	23.1	5.2
U-turns	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0
% U-turns	0	0	0	0	0	0	0	0	0	0	0	0	4.7	0	0.4	0	0	0	0	0

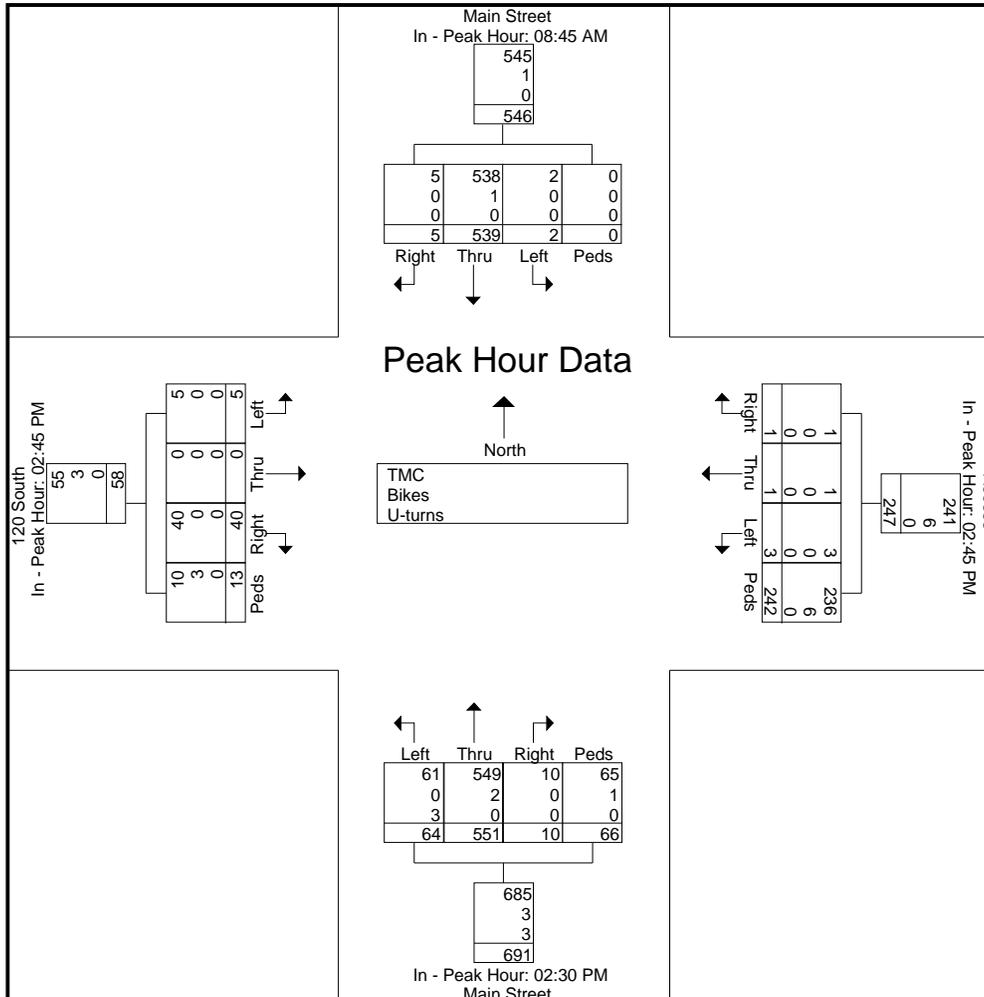
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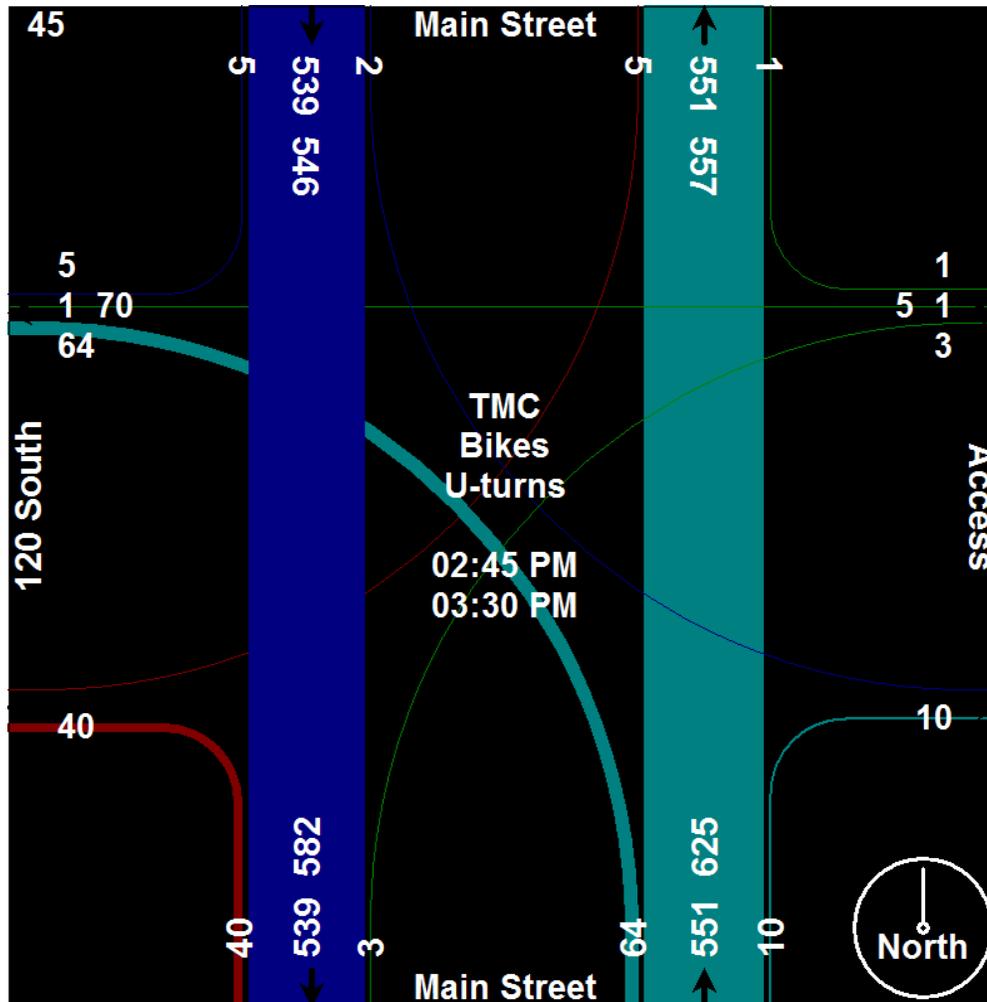
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File Name : 120 South and Main Street

Site Code : 00000000

Start Date : 12/16/2025

Page No : 12



Alpine Pedestrian Counts (Number of pedestrians in the crossing group)

7:00 AM (1) North of 120 S

7:15 AM (1) South of 120 S, (1) South of 120 S

7:30 AM

7:45 AM

8:00 AM

8:15 AM

8:30 AM (1) North of 120 S

8:45 AM

9:00 AM

9:15 AM (1) North of 120 S

9:30 AM (1) South of 120 S

9:45 AM

10:00 AM (2) South of 120 S

10:15 AM

10:30 AM (1) South of 120 S

10:45 AM

11:00 AM

11:15 AM

11:30 AM

11:45 AM

12:00 PM (1) South of 120 S

12:15 PM

12:30 PM

12:45 PM (1) North of 120 S

1:00 PM

1:15 PM (1) South of 120 S

1:30 PM

1:45 PM

2:00 PM

2:15 PM (1) South of 120 S

2:30 PM

2:45 PM (1) North of 120 S, (1) South of 120 S

3:00 PM (2) North of 120 S, (1) North of 120 S, (1) North of 120 S, (1) South of 120 S

3:15 PM

3:30 PM (1) South of 120 S

3:45 PM

4:00 PM

4:15 PM

4:30 PM (1) South of 120 S

4:45 PM

5:00 PM

5:15 PM

5:30 PM

5:45 PM (2 bikes) South of 120 S

6:00 PM

6:15 PM

6:30 PM

6:45 PM

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File Name : Main Street and 200 North AM
Site Code : 00000000
Start Date : 1/20/2026
Page No : 1

Groups Printed- TMC - Bikes

Start Time	Main Street From North					200 North From East					Main Street From South					200 North From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
08:00 AM	22	31	3	1	57	1	30	42	0	73	17	29	19	5	70	36	33	17	1	87	287
08:15 AM	11	32	1	1	45	0	10	36	2	48	20	31	43	1	95	31	15	18	0	64	252
08:30 AM	4	26	1	0	31	0	12	57	0	69	12	44	22	1	79	14	13	3	0	30	209
08:45 AM	5	23	0	0	28	3	15	40	0	58	34	37	12	0	83	17	14	5	0	36	205
Total	42	112	5	2	161	4	67	175	2	248	83	141	96	7	327	98	75	43	1	217	953
Grand Total	42	112	5	2	161	4	67	175	2	248	83	141	96	7	327	98	75	43	1	217	953
Apprch %	26.1	69.6	3.1	1.2		1.6	27	70.6	0.8		25.4	43.1	29.4	2.1		45.2	34.6	19.8	0.5		
Total %	4.4	11.8	0.5	0.2	16.9	0.4	7	18.4	0.2	26	8.7	14.8	10.1	0.7	34.3	10.3	7.9	4.5	0.1	22.8	
TMC	42	112	5	1	160	4	67	175	2	248	83	141	96	6	326	98	75	43	1	217	951
% TMC	100	100	100	50	99.4	100	100	100	100	100	100	100	100	85.7	99.7	100	100	100	100	100	99.8
Bikes	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
% Bikes	0	0	0	50	0.6	0	0	0	0	0	0	0	0	14.3	0.3	0	0	0	0	0	0.2

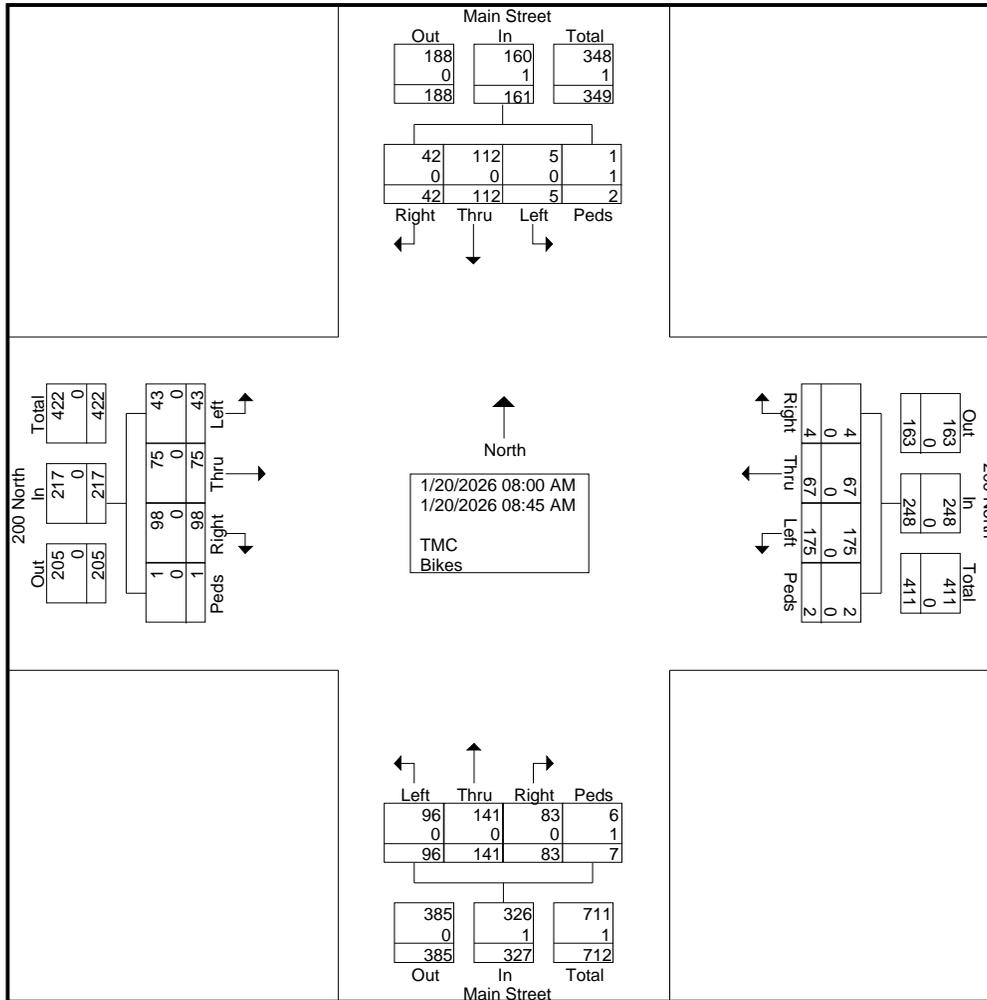
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File Name : Main Street and 200 North AM
Site Code : 00000000
Start Date : 1/20/2026
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File Name : Main Street and 200 North AM
Site Code : 00000000
Start Date : 1/20/2026
Page No : 3

Start Time	Main Street From North					200 North From East					Main Street From South					200 North From West					Int. Total	
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total		
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																						
Peak Hour for Entire Intersection Begins at 08:00 AM																						
08:00 AM	22	31	3	1	57	1	30	42	0	73	17	29	19	5	70	36	33	17	1	87	287	
08:15 AM	11	32	1	1	45	0	10	36	2	48	20	31	43	1	95	31	15	18	0	64	252	
08:30 AM	4	26	1	0	31	0	12	57	0	69	12	44	22	1	79	14	13	3	0	30	209	
08:45 AM	5	23	0	0	28	3	15	40	0	58	34	37	12	0	83	17	14	5	0	36	205	
Total Volume	42	112	5	2	161	4	67	175	2	248	83	141	96	7	327	98	75	43	1	217	953	
% App. Total	26.1	69.6	3.1	1.2		1.6	27	70.6	0.8		25.4	43.1	29.4	2.1		45.2	34.6	19.8	0.5			
PHF	.477	.875	.417	.500	.706	.333	.558	.768	.250	.849	.610	.801	.558	.350	.861	.681	.568	.597	.250	.624	.830	
TMC	42	112	5	1	160	4	67	175	2	248	83	141	96	6	326	98	75	43	1	217	951	
% TMC	100	100	100	50.0	99.4	100	100	100	100	100	100	100	100	85.7	99.7	100	100	100	100	100	100	99.8
Bikes	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2
% Bikes	0	0	0	50.0	0.6	0	0	0	0	0	0	0	0	14.3	0.3	0	0	0	0	0	0	0.2

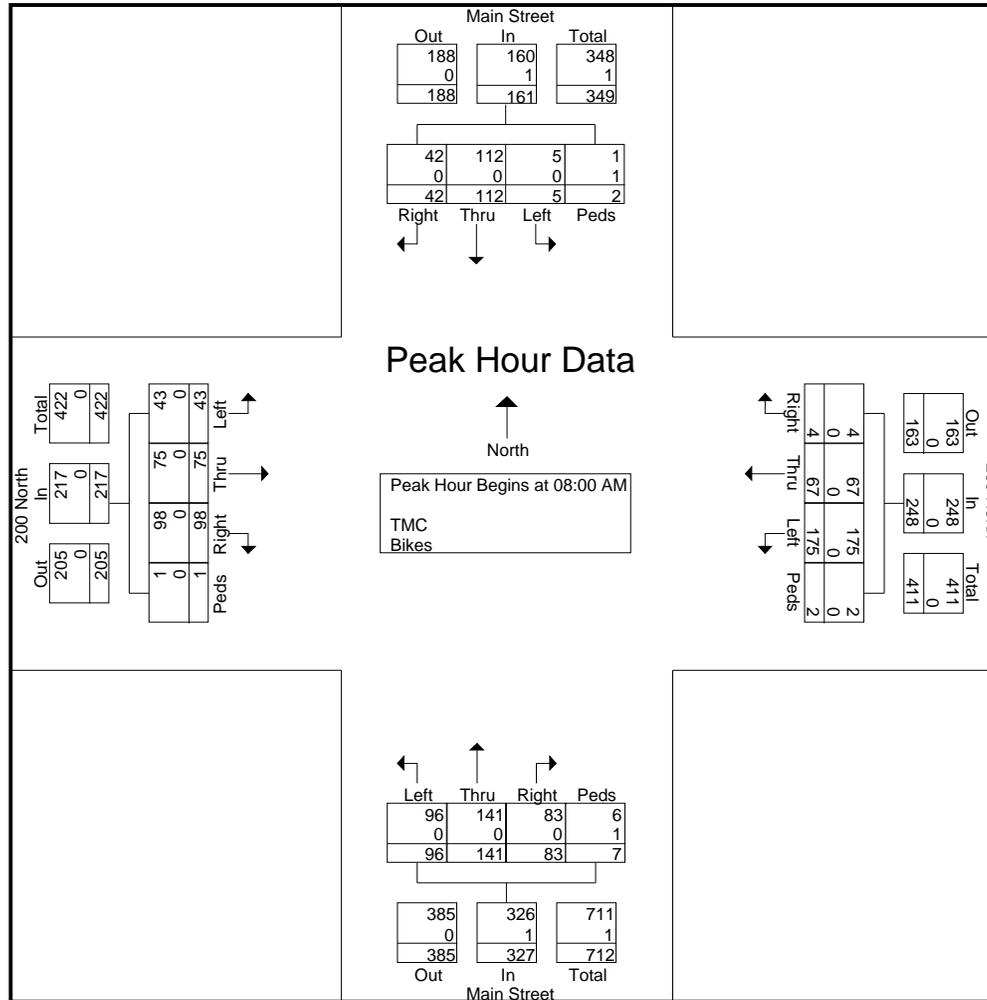
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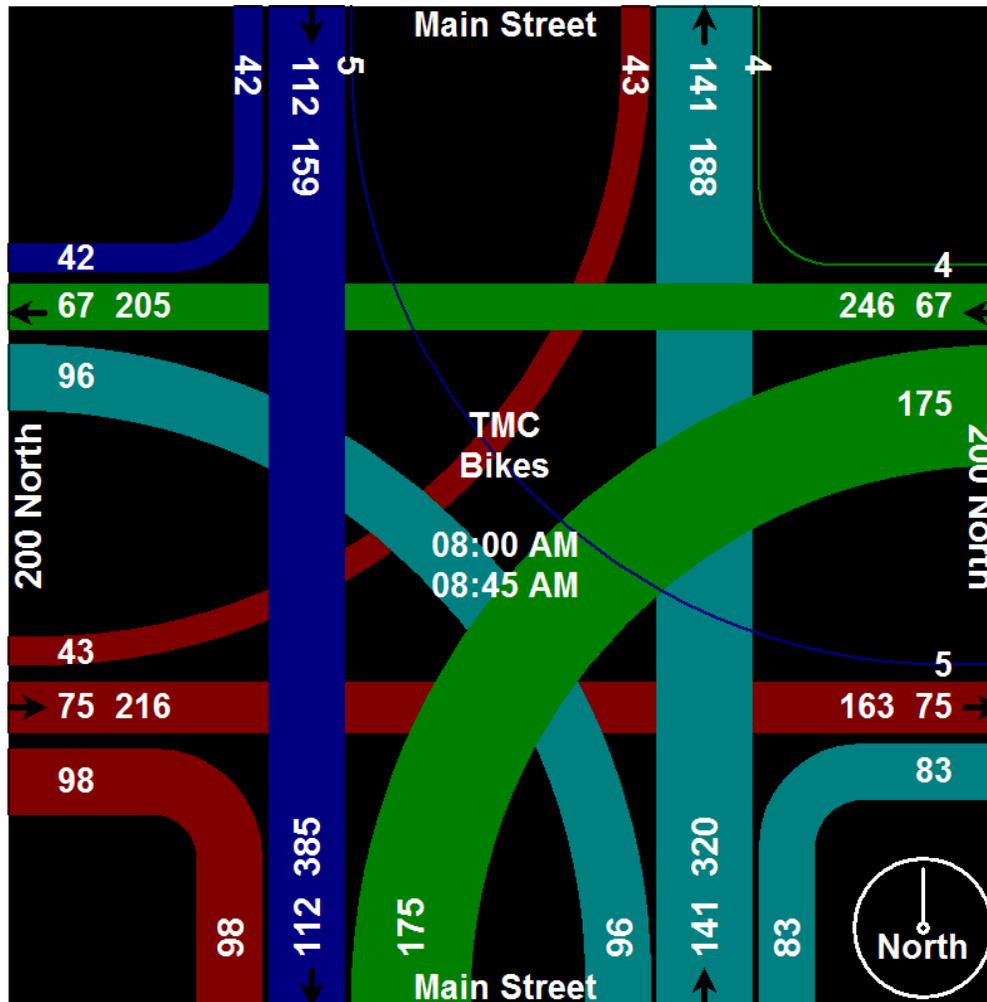
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File Name : Main Street and 200 North AM
Site Code : 00000000
Start Date : 1/20/2026
Page No : 6

Start Time	Main Street From North					200 North From East					Main Street From South					200 North From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	

Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:00 AM					08:00 AM					08:00 AM					08:00 AM				
+0 mins.	22	31	3	1	57	1	30	42	0	73	17	29	19	5	70	36	33	17	1	87
+15 mins.	11	32	1	1	45	0	10	36	2	48	20	31	43	1	95	31	15	18	0	64
+30 mins.	4	26	1	0	31	0	12	57	0	69	12	44	22	1	79	14	13	3	0	30
+45 mins.	5	23	0	0	28	3	15	40	0	58	34	37	12	0	83	17	14	5	0	36
Total Volume	42	112	5	2	161	4	67	175	2	248	83	141	96	7	327	98	75	43	1	217
% App. Total	26.1	69.6	3.1	1.2		1.6	27	70.6	0.8		25.4	43.1	29.4	2.1		45.2	34.6	19.8	0.5	
PHF	.477	.875	.417	.500	.706	.333	.558	.768	.250	.849	.610	.801	.558	.350	.861	.681	.568	.597	.250	.624
TMC	42	112	5	1	160	4	67	175	2	248	83	141	96	6	326	98	75	43	1	217
% TMC	100	100	100	50	99.4	100	100	100	100	100	100	100	100	85.7	99.7	100	100	100	100	100
Bikes	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
% Bikes	0	0	0	50	0.6	0	0	0	0	0	0	0	0	14.3	0.3	0	0	0	0	0

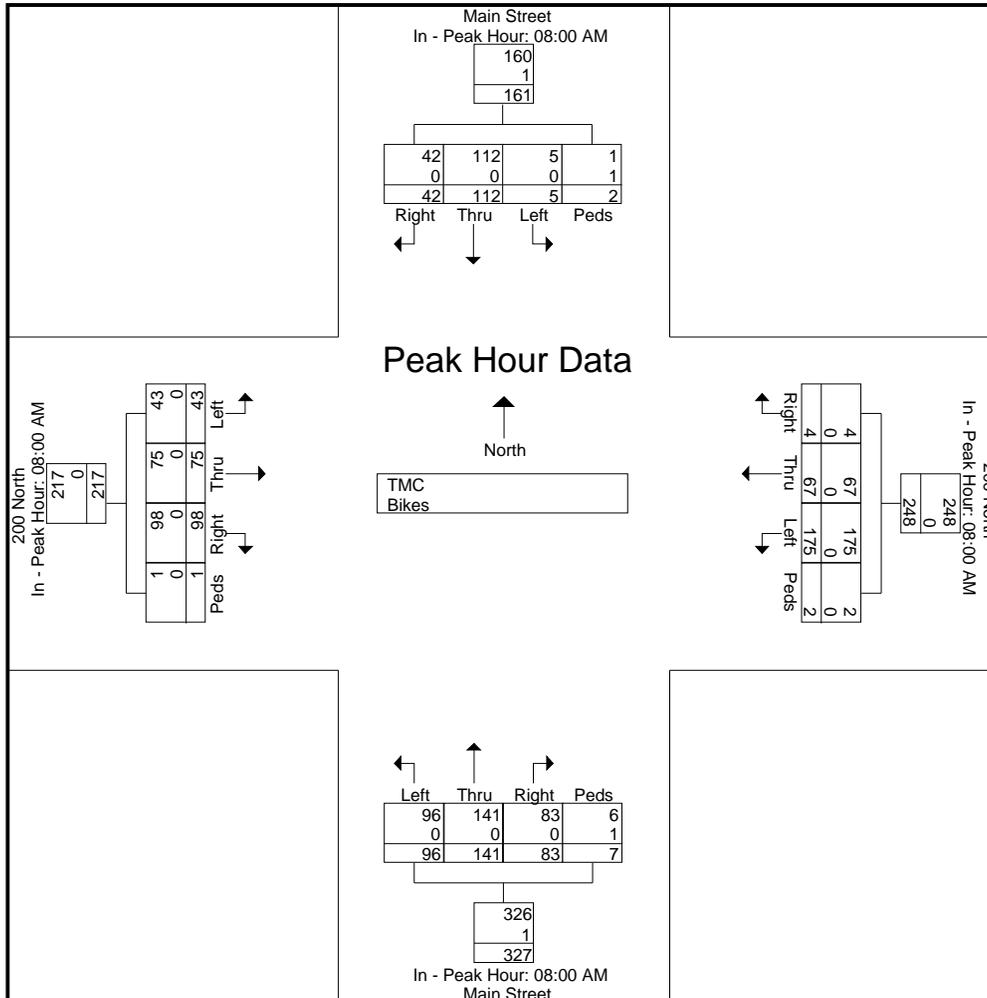
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elitetrafficdata@hotmail.com
(801) 473-9171

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File Name : Main Street and 200 North AM
Site Code : 00000000
Start Date : 1/20/2026
Page No : 7



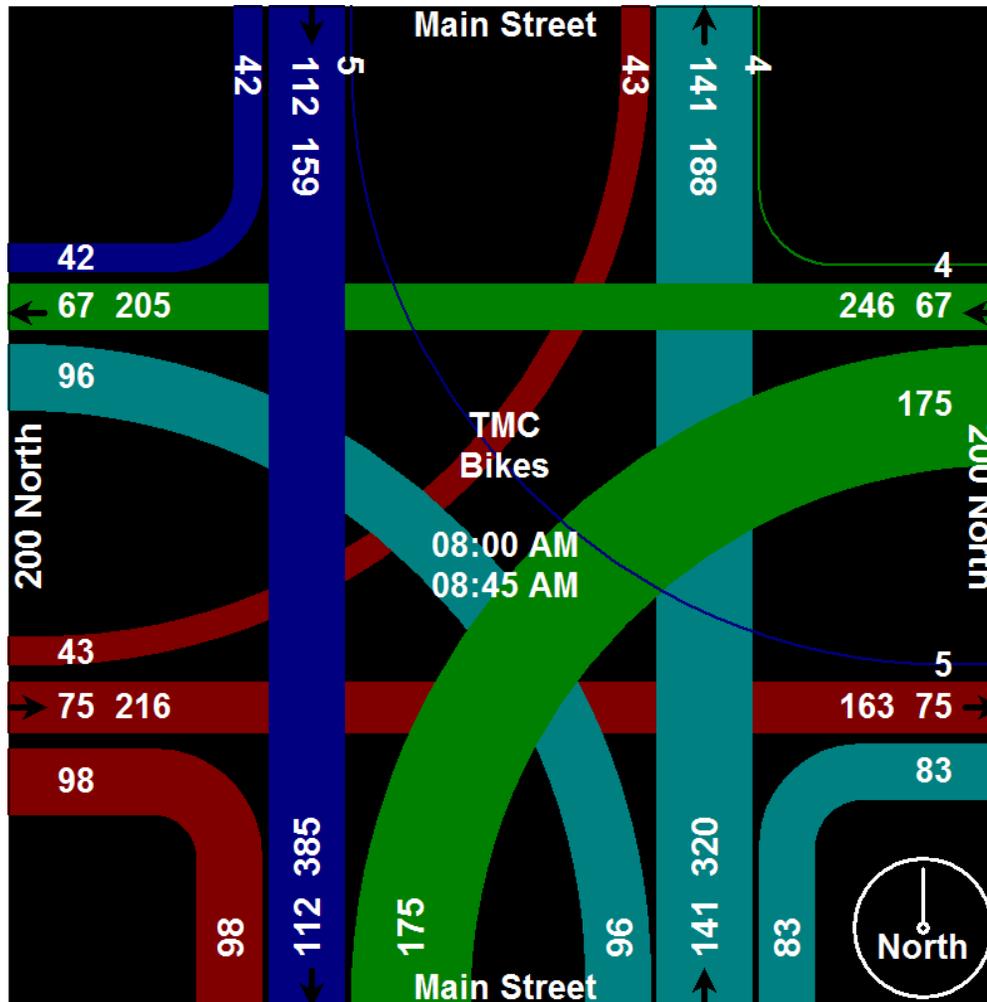
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File Name : Main Street and 200 North PM
Site Code : 00000000
Start Date : 1/20/2026
Page No : 1

Groups Printed- TMC - Bikes

Start Time	Main Street From North					200 North From East					Main Street From South					200 North From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
02:30 PM	14	31	0	0	45	1	17	28	1	47	28	38	31	0	97	15	6	4	0	25	214
02:45 PM	8	33	0	0	41	2	16	36	0	54	27	39	11	1	78	28	39	18	1	86	259
Total	22	64	0	0	86	3	33	64	1	101	55	77	42	1	175	43	45	22	1	111	473
03:00 PM	8	38	1	0	47	3	16	36	0	55	20	20	29	2	71	29	42	19	0	90	263
03:15 PM	16	29	6	2	53	1	18	36	0	55	41	45	30	1	117	17	35	4	2	58	283
Grand Total	46	131	7	2	186	7	67	136	1	211	116	142	101	4	363	89	122	45	3	259	1019
Aprrch %	24.7	70.4	3.8	1.1		3.3	31.8	64.5	0.5		32	39.1	27.8	1.1		34.4	47.1	17.4	1.2		
Total %	4.5	12.9	0.7	0.2	18.3	0.7	6.6	13.3	0.1	20.7	11.4	13.9	9.9	0.4	35.6	8.7	12	4.4	0.3	25.4	
TMC	45	131	7	2	185	7	67	136	1	211	116	142	101	1	360	88	122	45	2	257	1013
% TMC	97.8	100	100	100	99.5	100	100	100	100	100	100	100	100	25	99.2	98.9	100	100	66.7	99.2	99.4
Bikes	1	0	0	0	1	0	0	0	0	0	0	0	0	3	3	1	0	0	1	2	6
% Bikes	2.2	0	0	0	0.5	0	0	0	0	0	0	0	0	75	0.8	1.1	0	0	33.3	0.8	0.6

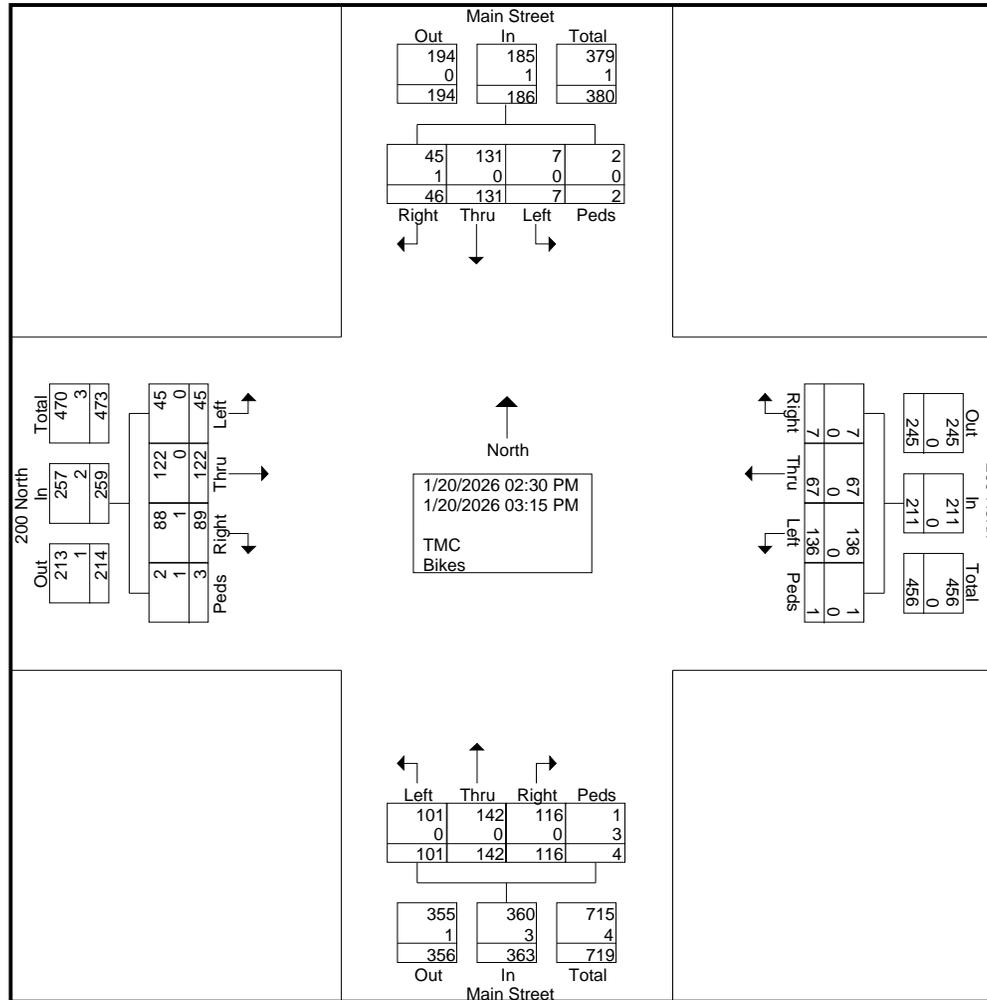
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Start Date : 1/20/2026
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Start Time	Main Street From North					200 North From East					Main Street From South					200 North From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 02:30 PM to 03:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 02:30 PM																					
02:30 PM	14	31	0	0	45	1	17	28	1	47	28	38	31	0	97	15	6	4	0	25	214
02:45 PM	8	33	0	0	41	2	16	36	0	54	27	39	11	1	78	28	39	18	1	86	259
03:00 PM	8	38	1	0	47	3	16	36	0	55	20	20	29	2	71	29	42	19	0	90	263
03:15 PM	16	29	6	2	53	1	18	36	0	55	41	45	30	1	117	17	35	4	2	58	283
Total Volume	46	131	7	2	186	7	67	136	1	211	116	142	101	4	363	89	122	45	3	259	1019
% App. Total	24.7	70.4	3.8	1.1		3.3	31.8	64.5	0.5		32	39.1	27.8	1.1		34.4	47.1	17.4	1.2		
PHF	.719	.862	.292	.250	.877	.583	.931	.944	.250	.959	.707	.789	.815	.500	.776	.767	.726	.592	.375	.719	.900
TMC	45	131	7	2	185	7	67	136	1	211	116	142	101	1	360	88	122	45	2	257	1013
% TMC	97.8	100	100	100	99.5	100	100	100	100	100	100	100	100	25.0	99.2	98.9	100	100	66.7	99.2	99.4
Bikes	1	0	0	0	1	0	0	0	0	0	0	0	0	3	3	1	0	0	1	2	6
% Bikes	2.2	0	0	0	0.5	0	0	0	0	0	0	0	0	0.8	0.8	1.1	0	0	33.3	0.8	0.6

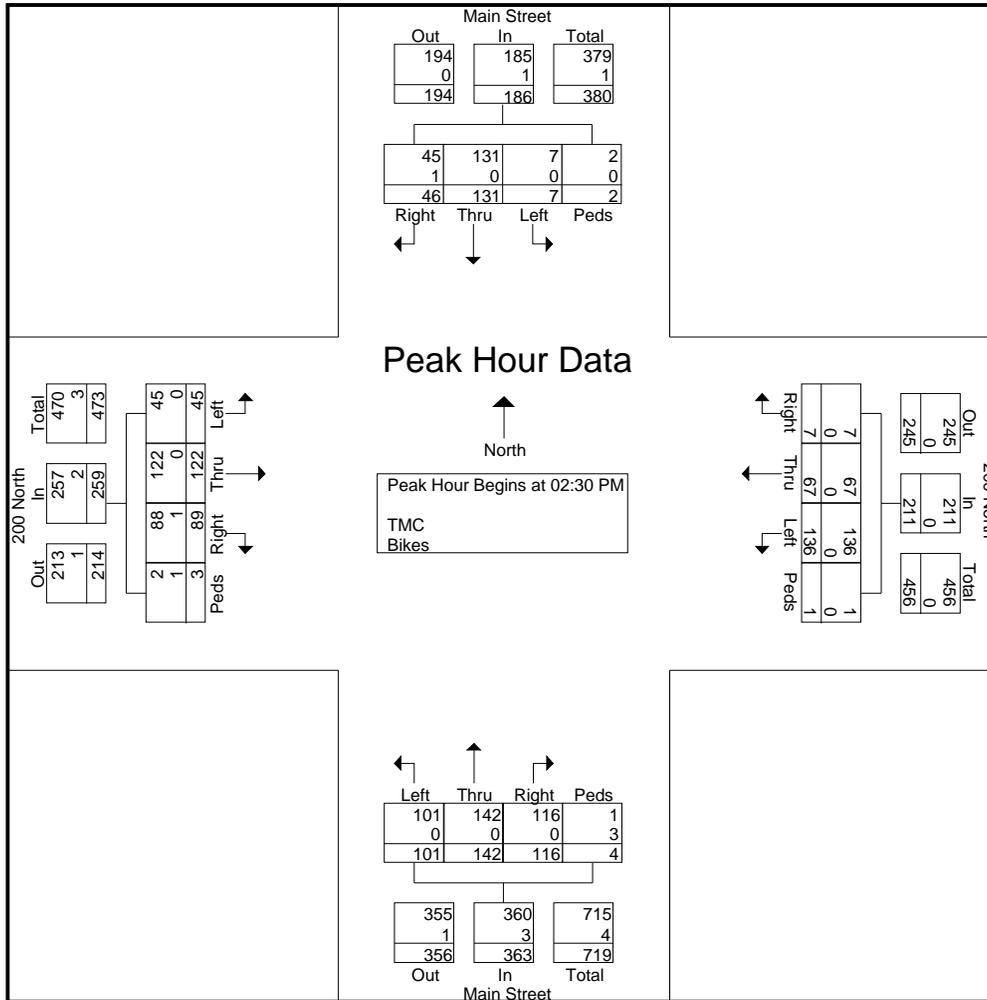
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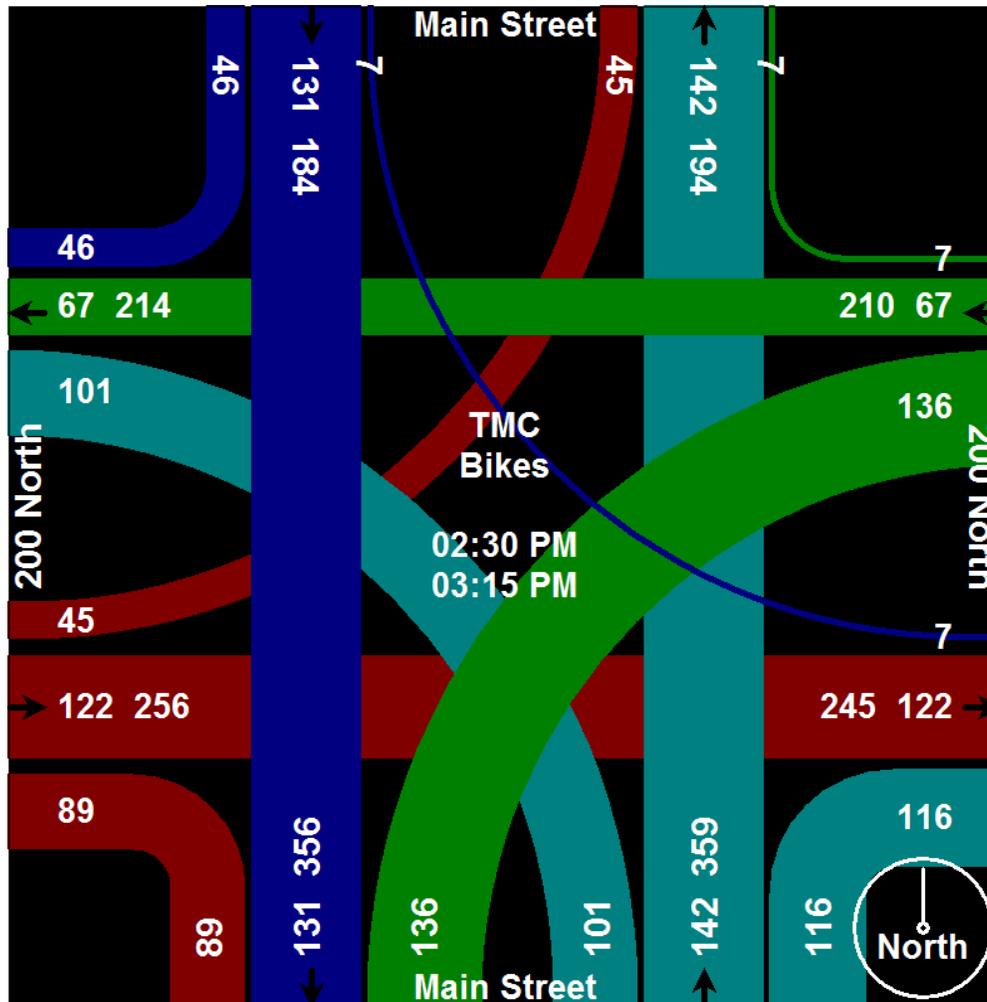
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Site Code : 00000000
Start Date : 1/20/2026
Page No : 6

Start Time	Main Street From North					200 North From East					Main Street From South					200 North From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 02:30 PM to 03:15 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	02:30 PM					02:30 PM					02:30 PM					02:30 PM					
+0 mins.	14	31	0	0	45	1	17	28	1	47	28	38	31	0	97	15	6	4	0	25	
+15 mins.	8	33	0	0	41	2	16	36	0	54	27	39	11	1	78	28	39	18	1	86	
+30 mins.	8	38	1	0	47	3	16	36	0	55	20	20	29	2	71	29	42	19	0	90	
+45 mins.	16	29	6	2	53	1	18	36	0	55	41	45	30	1	117	17	35	4	2	58	
Total Volume	46	131	7	2	186	7	67	136	1	211	116	142	101	4	363	89	122	45	3	259	
% App. Total	24.7	70.4	3.8	1.1		3.3	31.8	64.5	0.5		32	39.1	27.8	1.1		34.4	47.1	17.4	1.2		
PHF	.719	.862	.292	.250	.877	.583	.931	.944	.250	.959	.707	.789	.815	.500	.776	.767	.726	.592	.375	.719	
TMC	45	131	7	2	185	7	67	136	1	211	116	142	101	1	360	88	122	45	2	257	
% TMC	97.8	100	100	100	99.5	100	100	100	100	100	100	100	100	25	99.2	98.9	100	100	66.7	99.2	
Bikes	1	0	0	0	1	0	0	0	0	0	0	0	0	3	3	1	0	0	1	2	
% Bikes	2.2	0	0	0	0.5	0	0	0	0	0	0	0	0	75	0.8	1.1	0	0	33.3	0.8	

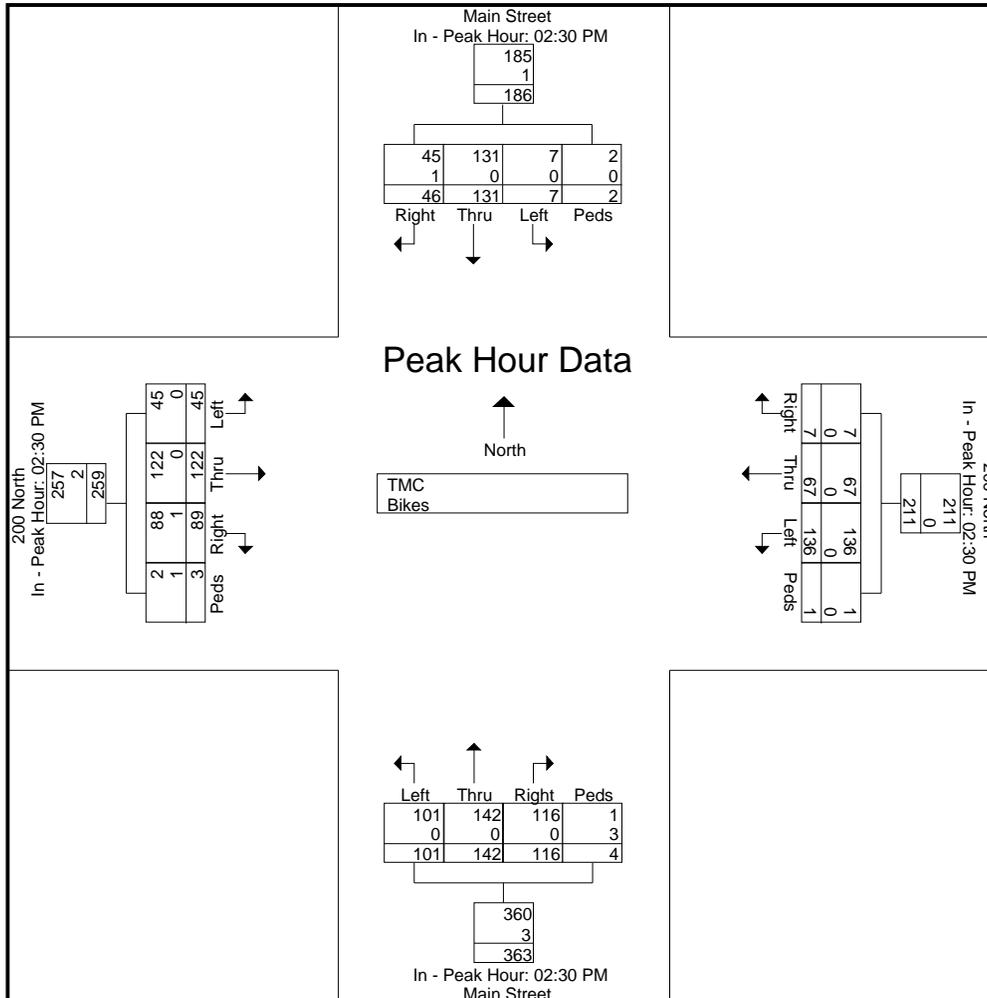
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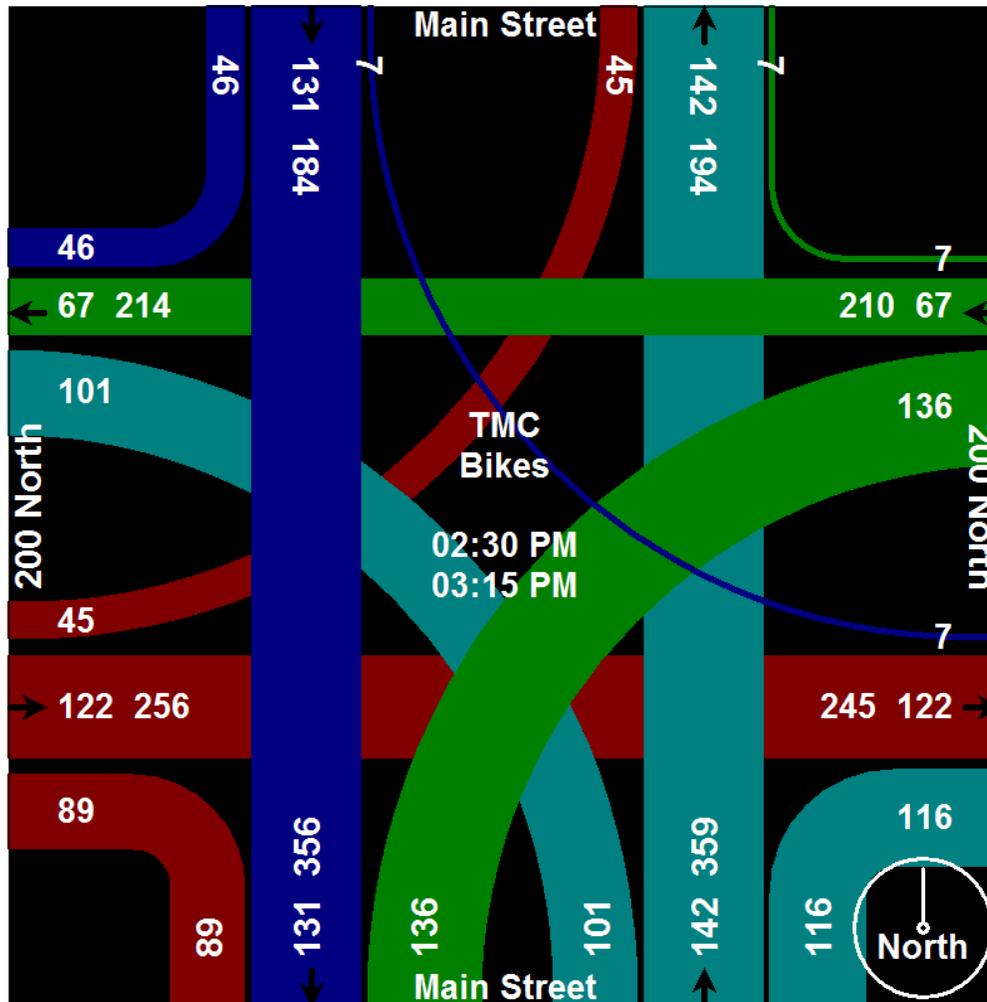
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File Name : Main Street and Red Pine Drive AM
Site Code : 00000000
Start Date : 1/20/2026
Page No : 1

Groups Printed- TMC - Bikes

Start Time	Main Street From North					Red Pine Drive From East					Main Street From South					From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
08:00 AM	0	177	1	0	178	13	0	8	2	23	7	175	0	0	182	0	0	0	0	0	383
08:15 AM	0	181	3	0	184	12	0	4	0	16	3	212	0	0	215	0	0	0	0	0	415
08:30 AM	0	154	2	0	156	0	0	4	0	4	5	114	0	0	119	0	0	0	0	0	279
08:45 AM	0	115	0	0	115	1	0	10	1	12	11	112	0	0	123	0	0	0	0	0	250
Total	0	627	6	0	633	26	0	26	3	55	26	613	0	0	639	0	0	0	0	0	1327
Grand Total	0	627	6	0	633	26	0	26	3	55	26	613	0	0	639	0	0	0	0	0	1327
Apprch %	0	99.1	0.9	0		47.3	0	47.3	5.5		4.1	95.9	0	0		0	0	0	0		
Total %	0	47.2	0.5	0	47.7	2	0	2	0.2	4.1	2	46.2	0	0	48.2	0	0	0	0	0	
TMC	0	627	6	0	633	26	0	26	2	54	26	612	0	0	638	0	0	0	0	0	1325
% TMC	0	100	100	0	100	100	0	100	66.7	98.2	100	99.8	0	0	99.8	0	0	0	0	0	99.8
Bikes	0	0	0	0	0	0	0	0	1	1	0	1	0	0	1	0	0	0	0	0	2
% Bikes	0	0	0	0	0	0	0	0	33.3	1.8	0	0.2	0	0	0.2	0	0	0	0	0	0.2

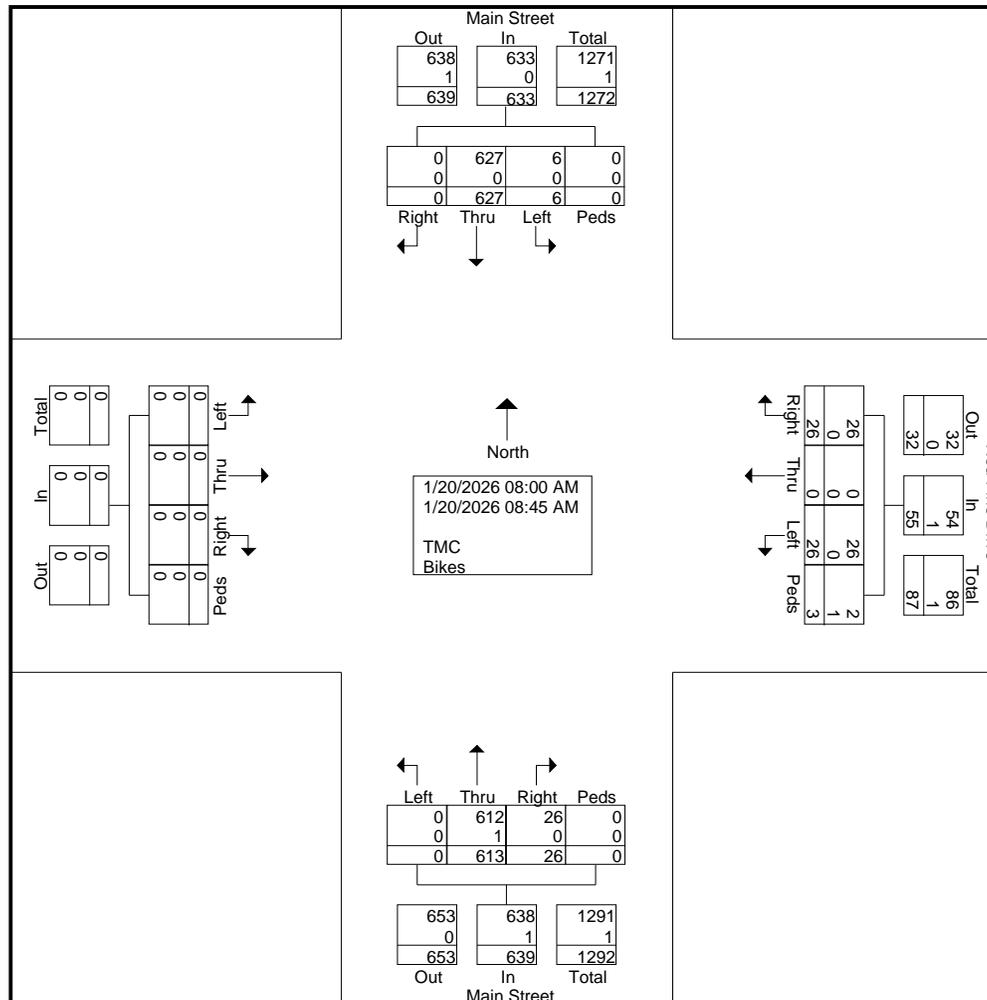
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Start Time	Main Street From North					Red Pine Drive From East					Main Street From South					From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	177	1	0	178	13	0	8	2	23	7	175	0	0	182	0	0	0	0	0	383
08:15 AM	0	181	3	0	184	12	0	4	0	16	3	212	0	0	215	0	0	0	0	0	415
08:30 AM	0	154	2	0	156	0	0	4	0	4	5	114	0	0	119	0	0	0	0	0	279
08:45 AM	0	115	0	0	115	1	0	10	1	12	11	112	0	0	123	0	0	0	0	0	250
Total Volume	0	627	6	0	633	26	0	26	3	55	26	613	0	0	639	0	0	0	0	0	1327
% App. Total	0	99.1	0.9	0		47.3	0	47.3	5.5		4.1	95.9	0	0		0	0	0	0		
PHF	.000	.866	.500	.000	.860	.500	.000	.650	.375	.598	.591	.723	.000	.000	.743	.000	.000	.000	.000	.000	.799
TMC	0	627	6	0	633	26	0	26	2	54	26	612	0	0	638	0	0	0	0	0	1325
% TMC	0	100	100	0	100	100	0	100	66.7	98.2	100	99.8	0	0	99.8	0	0	0	0	0	99.8
Bikes	0	0	0	0	0	0	0	0	1	1	0	1	0	0	1	0	0	0	0	0	2
% Bikes	0	0	0	0	0	0	0	0	33.3	1.8	0	0.2	0	0	0.2	0	0	0	0	0	0.2

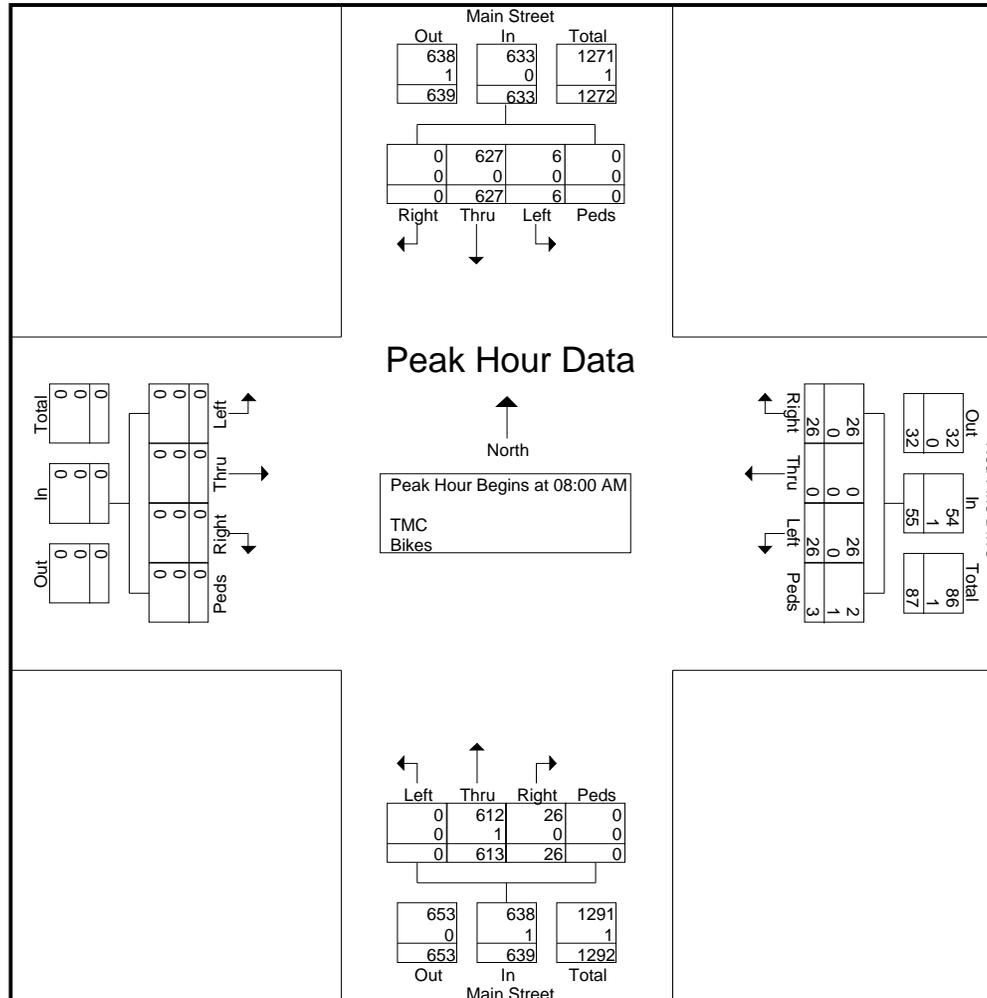
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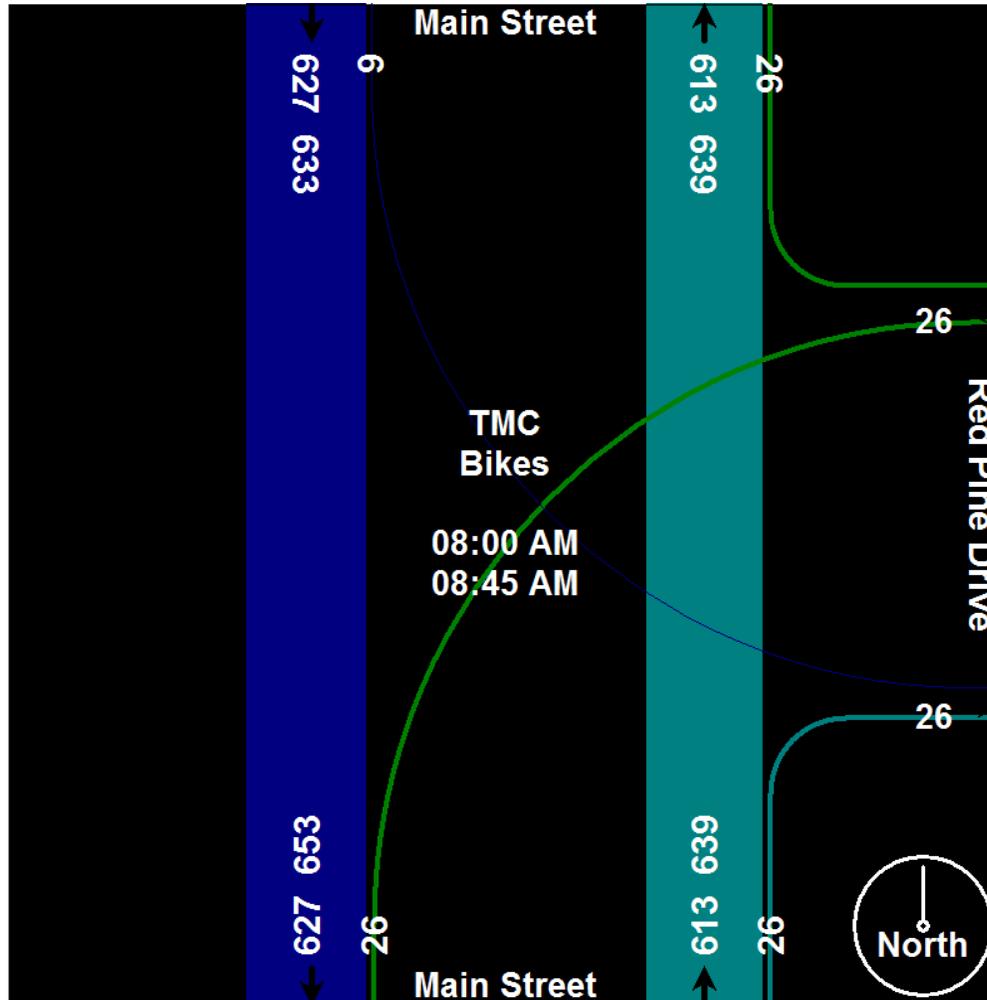
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Start Time	Main Street From North					Red Pine Drive From East					Main Street From South					From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	08:00 AM					08:00 AM					08:00 AM					08:00 AM					
+0 mins.	0	177	1	0	178	13	0	8	2	23	7	175	0	0	182	0	0	0	0	0	
+15 mins.	0	181	3	0	184	12	0	4	0	16	3	212	0	0	215	0	0	0	0	0	
+30 mins.	0	154	2	0	156	0	0	4	0	4	5	114	0	0	119	0	0	0	0	0	
+45 mins.	0	115	0	0	115	1	0	10	1	12	11	112	0	0	123	0	0	0	0	0	
Total Volume	0	627	6	0	633	26	0	26	3	55	26	613	0	0	639	0	0	0	0	0	
% App. Total	0	99.1	0.9	0		47.3	0	47.3	5.5		4.1	95.9	0	0		0	0	0	0		
PHF	.000	.866	.500	.000	.860	.500	.000	.650	.375	.598	.591	.723	.000	.000	.743	.000	.000	.000	.000	.000	
TMC	0	627	6	0	633	26	0	26	2	54	26	612	0	0	638	0	0	0	0	0	
% TMC	0	100	100	0	100	100	0	100	66.7	98.2	100	99.8	0	0	99.8	0	0	0	0	0	
Bikes	0	0	0	0	0	0	0	0	1	1	0	1	0	0	1	0	0	0	0	0	
% Bikes	0	0	0	0	0	0	0	0	33.3	1.8	0	0.2	0	0	0.2	0	0	0	0	0	

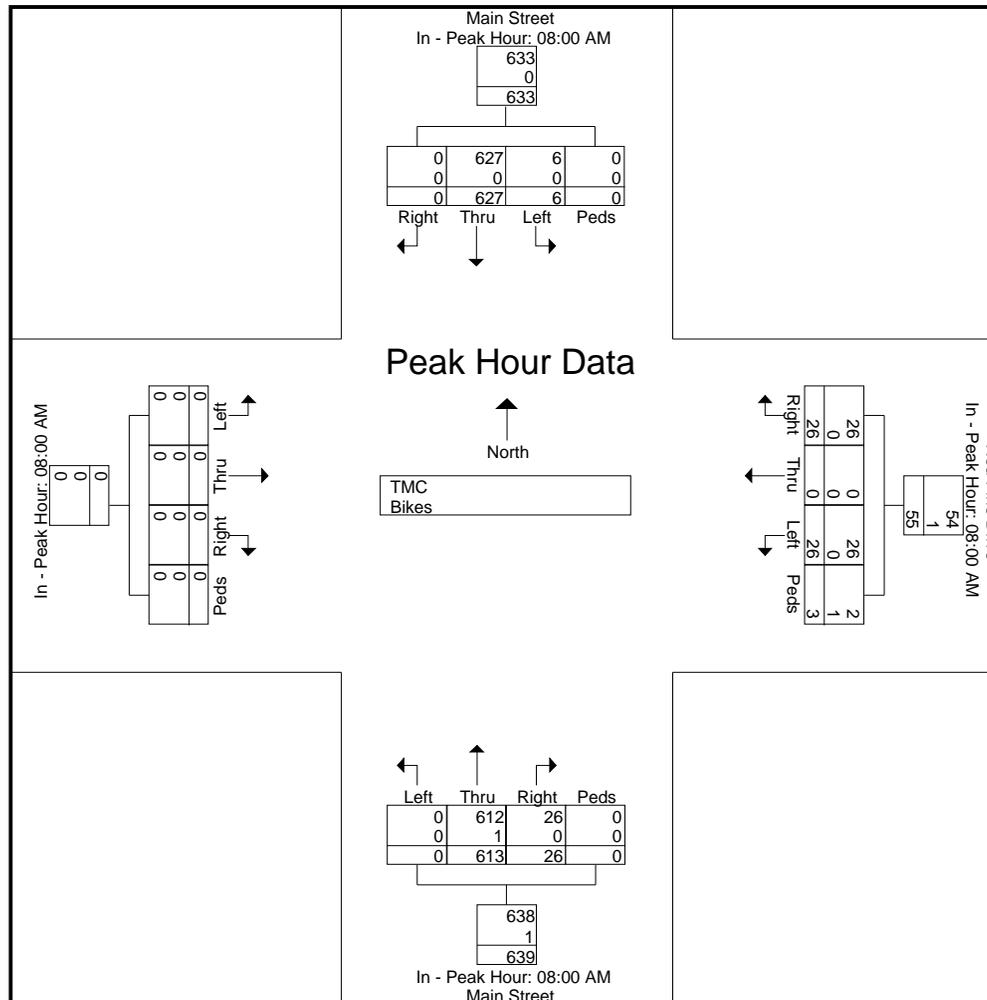
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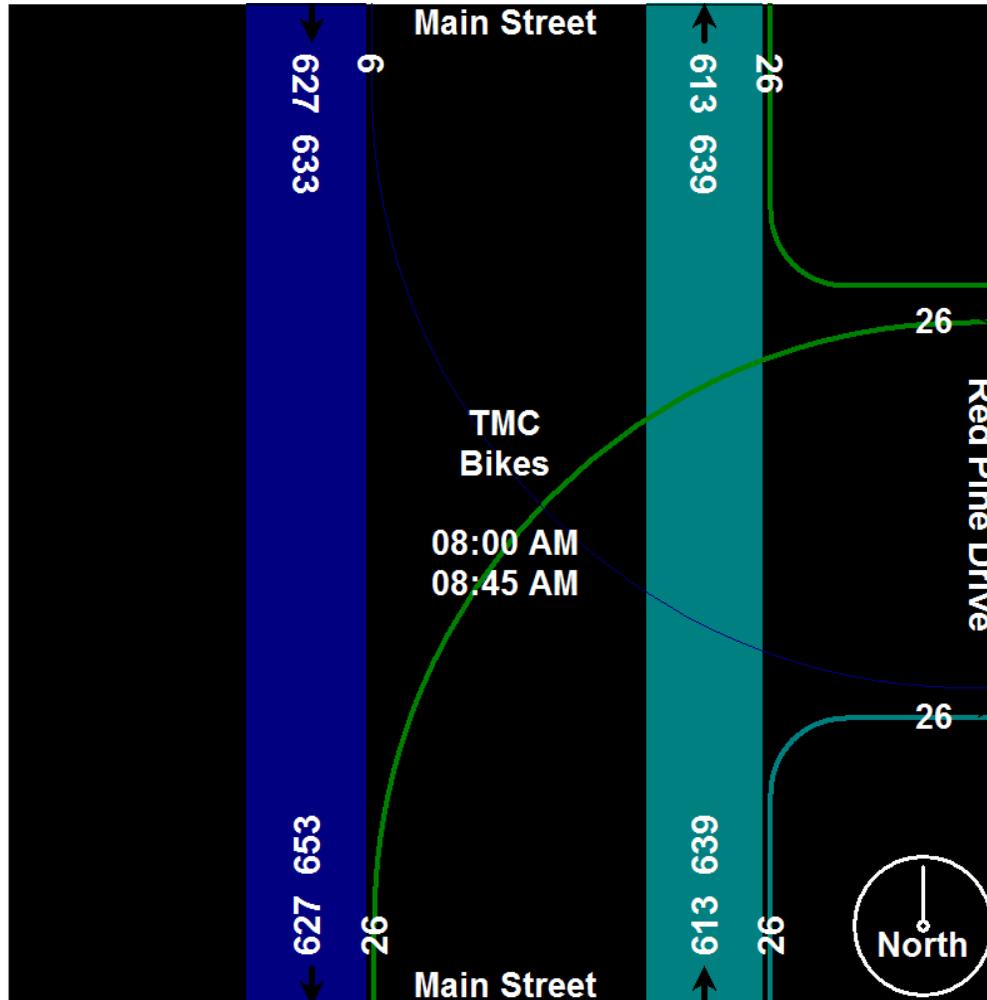
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Groups Printed- TMC - Bikes - turns

Start Time	Main Street From North					Red Pine Drive From East					Main Street From South					From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
02:30 PM	0	121	0	0	121	4	0	6	0	10	13	184	0	0	197	0	0	0	0	0	328
02:45 PM	0	127	5	0	132	4	0	5	4	13	13	155	0	0	168	0	0	0	0	0	313
Total	0	248	5	0	253	8	0	11	4	23	26	339	0	0	365	0	0	0	0	0	641
03:00 PM	0	170	2	0	172	6	0	11	9	26	15	113	1	0	129	0	0	0	2	2	329
03:15 PM	0	158	1	0	159	5	0	7	1	13	12	134	0	1	147	0	0	0	0	0	319
Grand Total	0	576	8	0	584	19	0	29	14	62	53	586	1	1	641	0	0	0	2	2	1289
Aprrch %	0	98.6	1.4	0		30.6	0	46.8	22.6		8.3	91.4	0.2	0.2		0	0	0	100		
Total %	0	44.7	0.6	0	45.3	1.5	0	2.2	1.1	4.8	4.1	45.5	0.1	0.1	49.7	0	0	0	0.2	0.2	
TMC	0	575	8	0	583	19	0	29	12	60	53	585	0	1	639	0	0	0	2	2	1284
% TMC	0	99.8	100	0	99.8	100	0	100	85.7	96.8	100	99.8	0	100	99.7	0	0	0	100	100	99.6
Bikes	0	1	0	0	1	0	0	0	2	2	0	1	0	0	1	0	0	0	0	0	4
% Bikes	0	0.2	0	0	0.2	0	0	0	14.3	3.2	0	0.2	0	0	0.2	0	0	0	0	0	0.3
U-turns	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
% U-turns	0	0	0	0	0	0	0	0	0	0	0	0	100	0	0.2	0	0	0	0	0	0.1

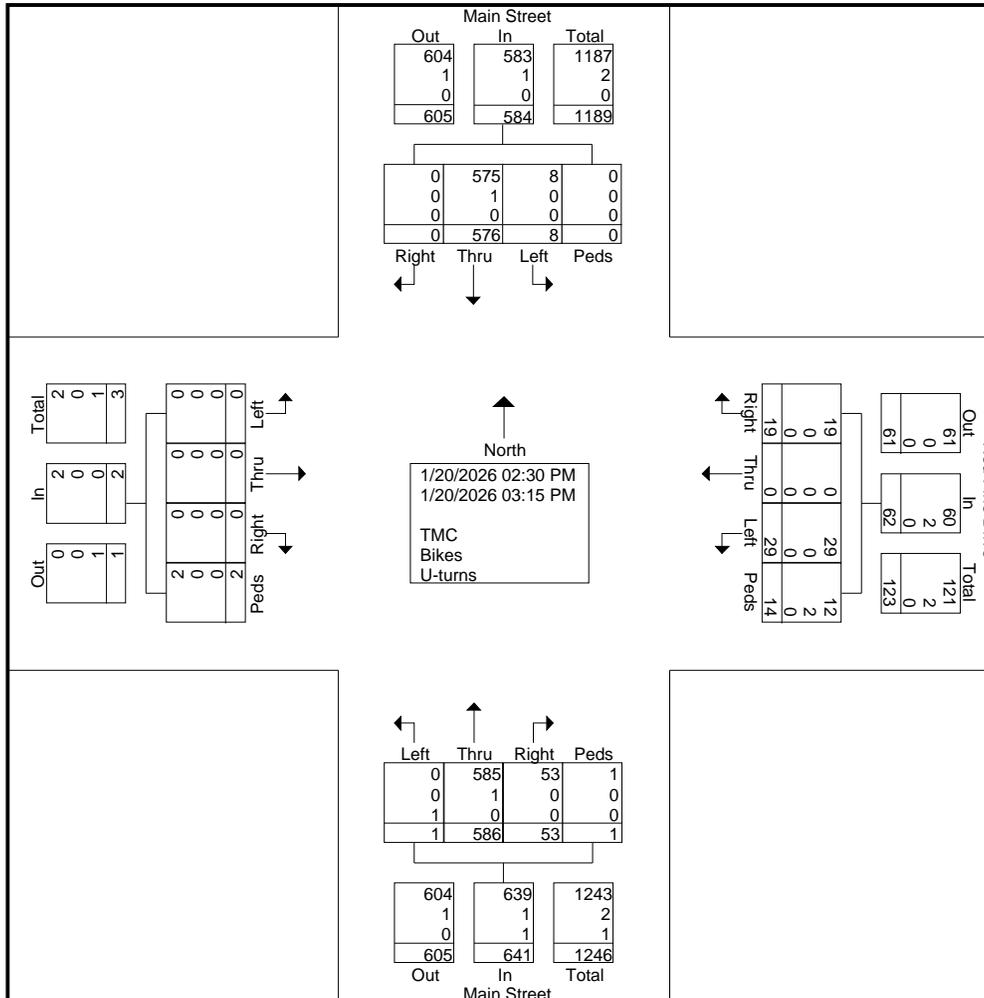
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File Name : Main Street and Red Pine Drive PM
Site Code : 00000000
Start Date : 1/20/2026
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File Name : Main Street and Red Pine Drive PM
Site Code : 00000000
Start Date : 1/20/2026
Page No : 3

Start Time	Main Street From North					Red Pine Drive From East					Main Street From South					From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 02:30 PM to 03:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 02:30 PM																					
02:30 PM	0	121	0	0	121	4	0	6	0	10	13	184	0	0	197	0	0	0	0	0	328
02:45 PM	0	127	5	0	132	4	0	5	4	13	13	155	0	0	168	0	0	0	0	0	313
03:00 PM	0	170	2	0	172	6	0	11	9	26	15	113	1	0	129	0	0	0	2	2	329
03:15 PM	0	158	1	0	159	5	0	7	1	13	12	134	0	1	147	0	0	0	0	0	319
Total Volume	0	576	8	0	584	19	0	29	14	62	53	586	1	1	641	0	0	0	2	2	1289
% App. Total	0	98.6	1.4	0		30.6	0	46.8	22.6		8.3	91.4	0.2	0.2		0	0	0	100		
PHF	.000	.847	.400	.000	.849	.792	.000	.659	.389	.596	.883	.796	.250	.250	.813	.000	.000	.000	.250	.250	.979
TMC	0	575	8	0	583	19	0	29	12	60	53	585	0	1	639	0	0	0	2	2	1284
% TMC	0	99.8	100	0	99.8	100	0	100	85.7	96.8	100	99.8	0	100	99.7	0	0	0	100	100	99.6
Bikes	0	1	0	0	1	0	0	0	2	2	0	1	0	0	1	0	0	0	0	0	4
% Bikes	0	0.2	0	0	0.2	0	0	0	14.3	3.2	0	0.2	0	0	0.2	0	0	0	0	0	0.3
U-turns	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
% U-turns	0	0	0	0	0	0	0	0	0	0	0	0	100	0	0.2	0	0	0	0	0	0.1

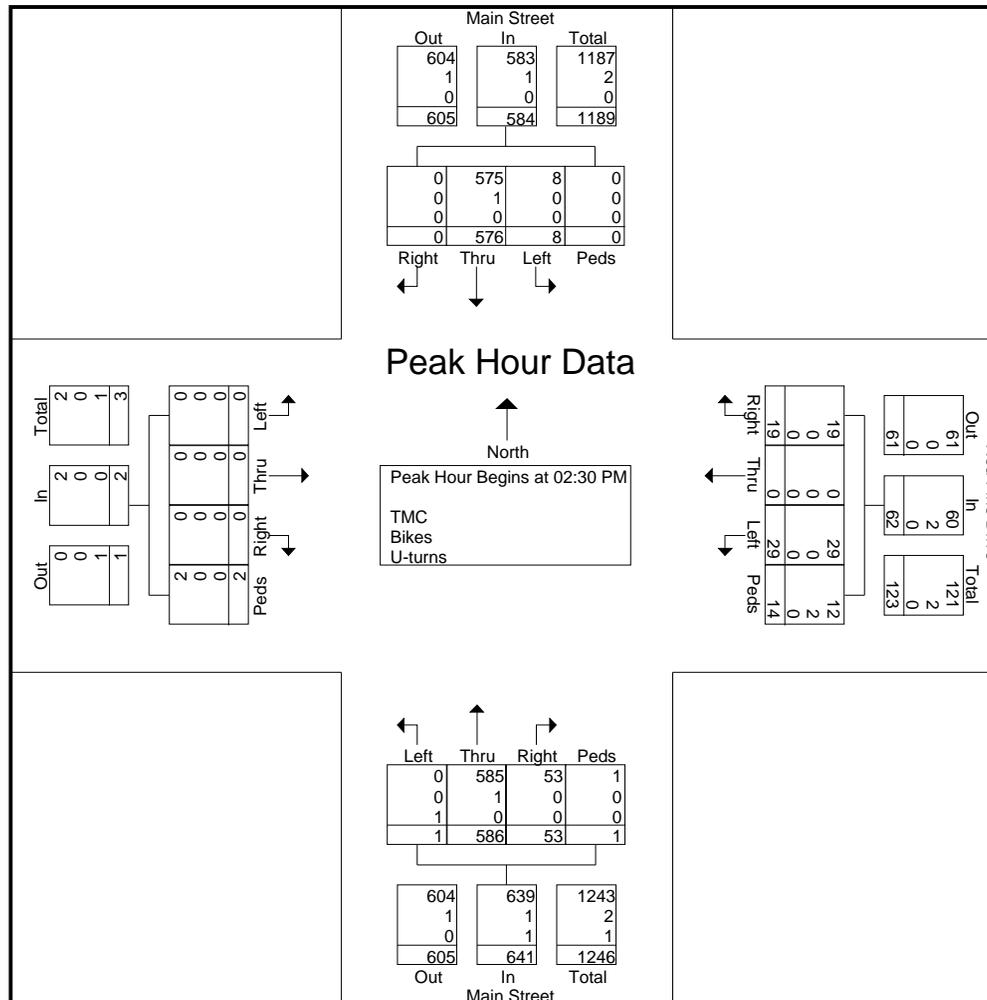
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File Name : Main Street and Red Pine Drive PM
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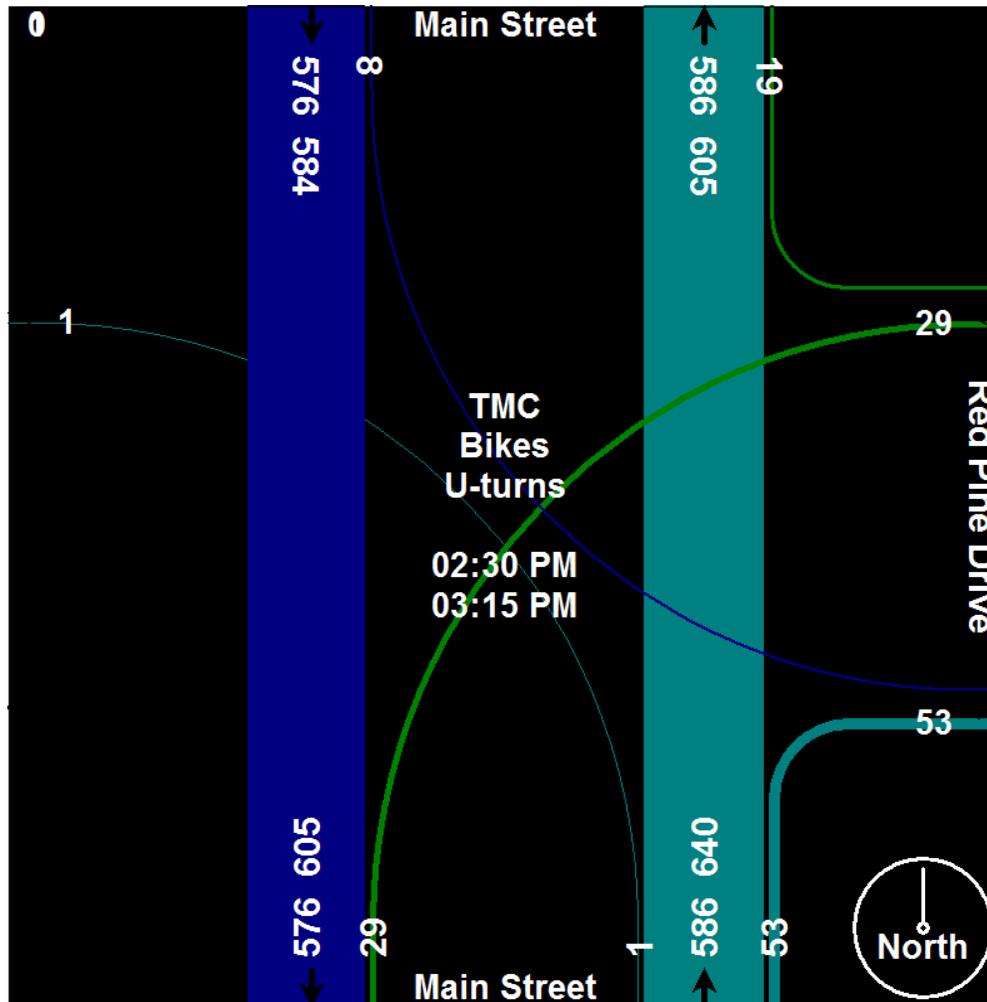
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File Name : Main Street and Red Pine Drive PM

Site Code : 00000000

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Site Code : 00000000
Start Date : 1/20/2026
Page No : 6

Start Time	Main Street From North					Red Pine Drive From East					Main Street From South					From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	

Peak Hour Analysis From 02:30 PM to 03:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:30 PM					02:30 PM					02:30 PM					02:30 PM				
+0 mins.	0	121	0	0	121	4	0	6	0	10	13	184	0	0	197	0	0	0	0	0
+15 mins.	0	127	5	0	132	4	0	5	4	13	13	155	0	0	168	0	0	0	0	0
+30 mins.	0	170	2	0	172	6	0	11	9	26	15	113	1	0	129	0	0	0	2	2
+45 mins.	0	158	1	0	159	5	0	7	1	13	12	134	0	1	147	0	0	0	0	0
Total Volume	0	576	8	0	584	19	0	29	14	62	53	586	1	1	641	0	0	0	2	2
% App. Total	0	98.6	1.4	0		30.6	0	46.8	22.6		8.3	91.4	0.2	0.2		0	0	0	100	
PHF	.000	.847	.400	.000	.849	.792	.000	.659	.389	.596	.883	.796	.250	.250	.813	.000	.000	.000	.250	.250
TMC	0	575	8	0	583	19	0	29	12	60	53	585	0	1	639	0	0	0	2	2
% TMC	0	99.8	100	0	99.8	100	0	100	85.7	96.8	100	99.8	0	100	99.7	0	0	0	100	100
Bikes	0	1	0	0	1	0	0	0	2	2	0	1	0	0	1	0	0	0	0	0
% Bikes	0	0.2	0	0	0.2	0	0	0	14.3	3.2	0	0.2	0	0	0.2	0	0	0	0	0
U-turns	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
% U-turns	0	0	0	0	0	0	0	0	0	0	0	0	100	0	0.2	0	0	0	0	0

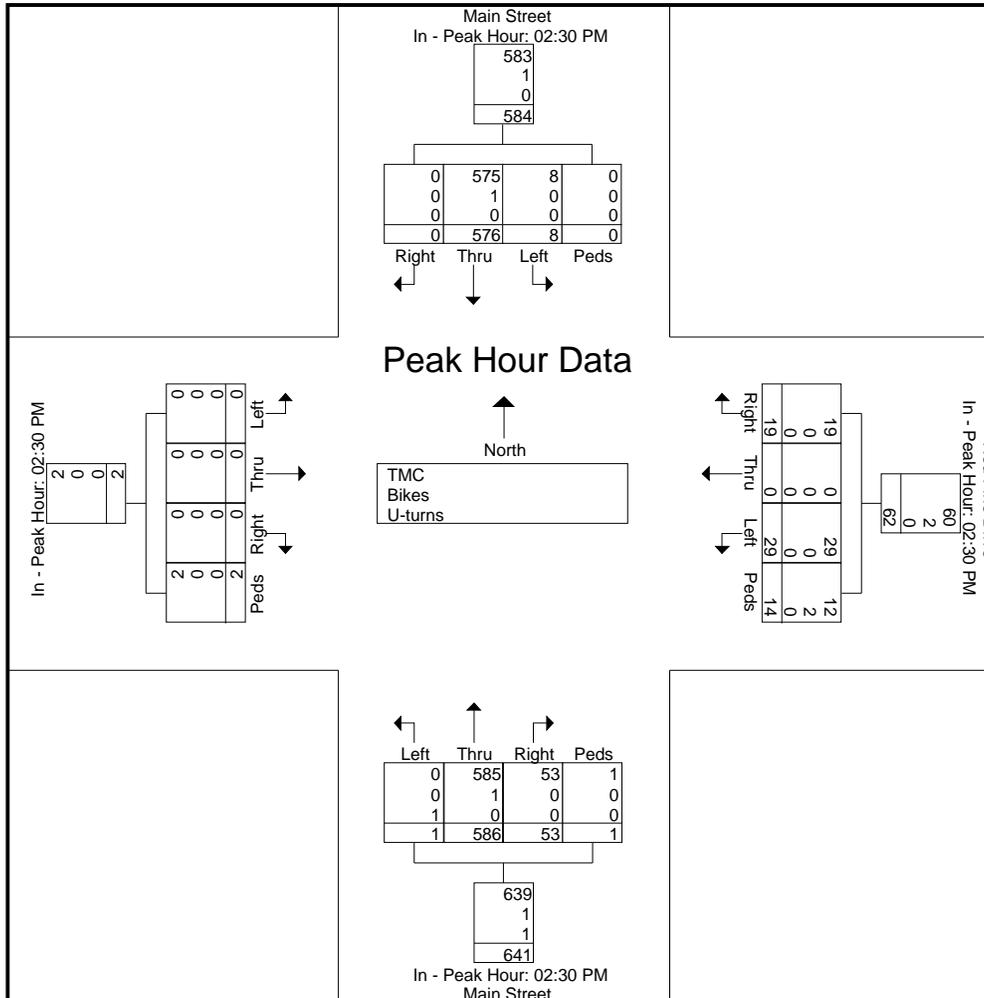
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File Name : Main Street and Red Pine Drive PM
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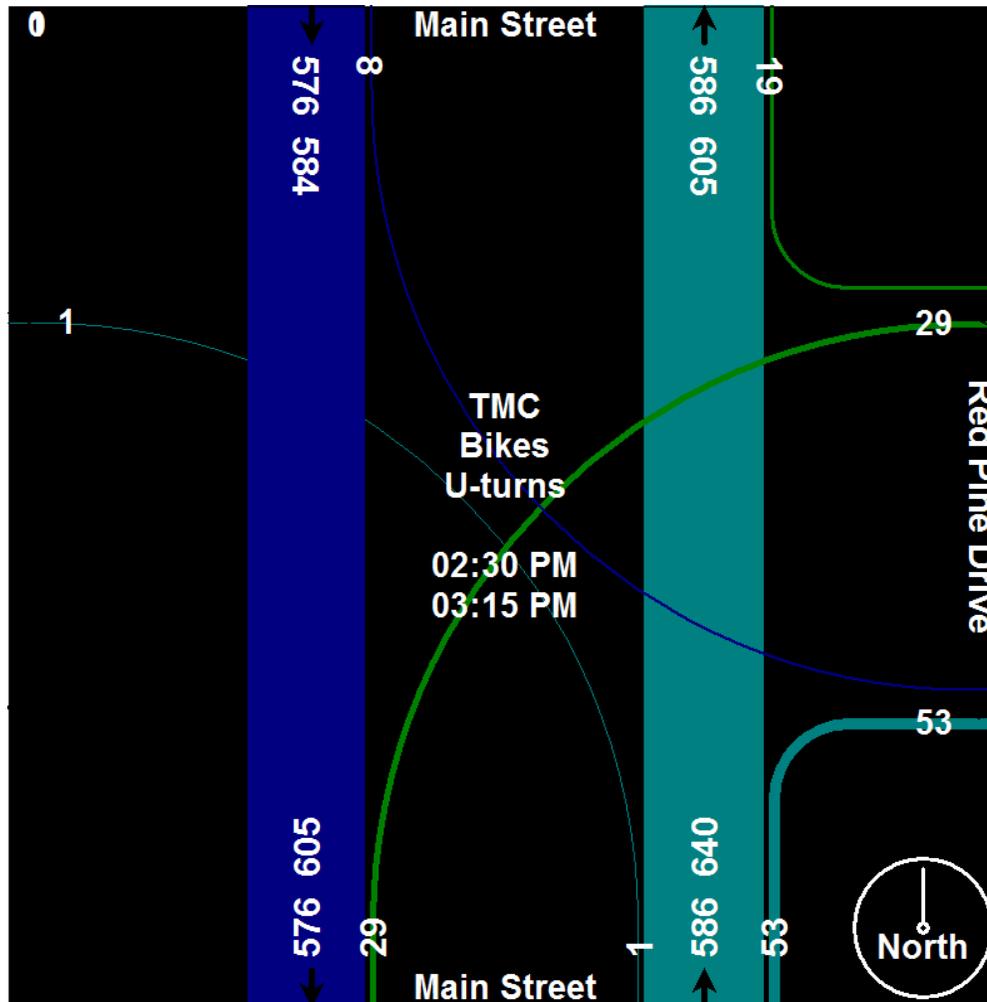
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File Name : Main Street and Red Pine Drive PM

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File Name : Ridge Drive and Canyon Crest Road AM
Site Code : 00000000
Start Date : 1/20/2026
Page No : 1

Groups Printed- TMC

Start Time	Ridge Drive From North					Canyon Crest Road From East					Canyon Crest Road From South					Canyon Crest Road From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
08:00 AM	24	0	38	0	62	23	88	0	0	111	0	0	0	1	1	0	83	16	2	101	275
08:15 AM	14	0	48	0	62	29	87	0	0	116	0	0	0	1	1	0	73	8	0	81	260
08:30 AM	16	0	26	0	42	38	64	0	0	102	0	0	0	2	2	0	57	9	3	69	215
08:45 AM	11	0	47	0	58	26	68	0	0	94	0	0	0	2	2	0	51	7	2	60	214
Total	65	0	159	0	224	116	307	0	0	423	0	0	0	6	6	0	264	40	7	311	964
Grand Total	65	0	159	0	224	116	307	0	0	423	0	0	0	6	6	0	264	40	7	311	964
Apprch %	29	0	71	0		27.4	72.6	0	0		0	0	0	100		0	84.9	12.9	2.3		
Total %	6.7	0	16.5	0	23.2	12	31.8	0	0	43.9	0	0	0	0.6	0.6	0	27.4	4.1	0.7	32.3	

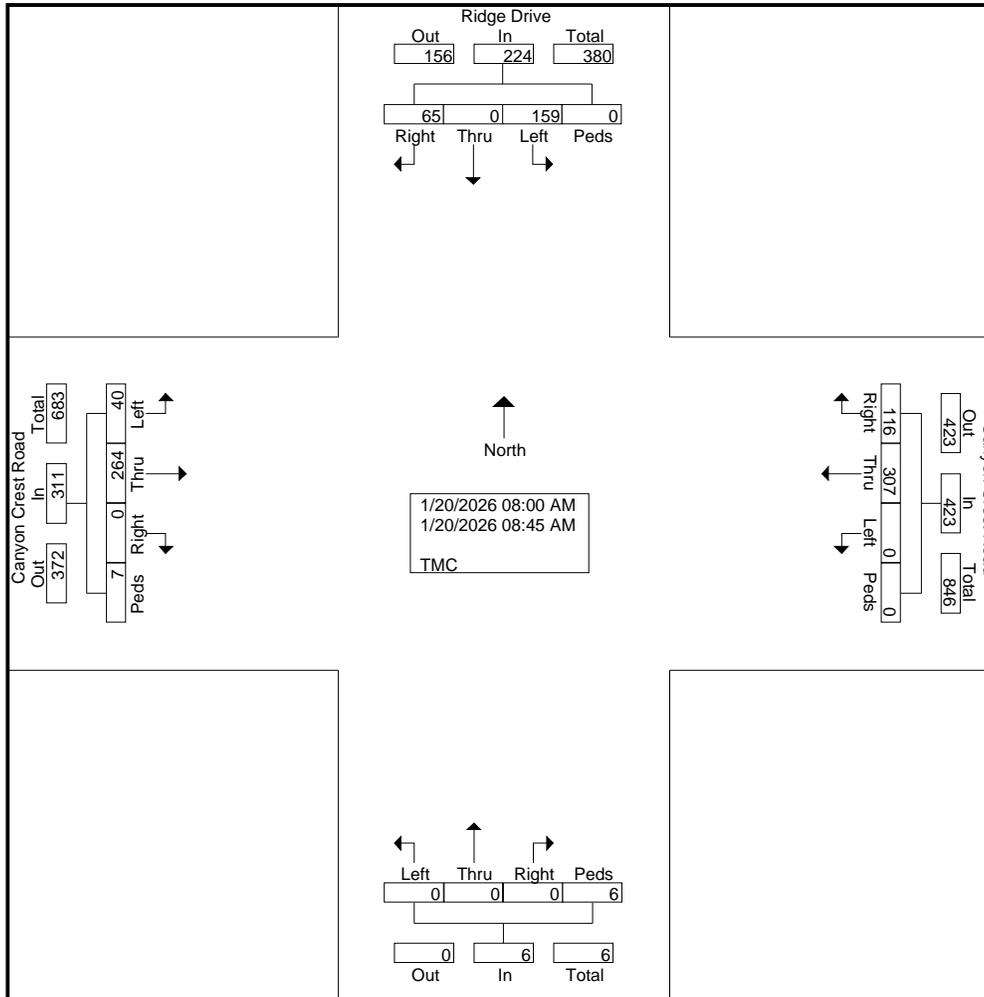
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File Name : Ridge Drive and Canyon Crest Road AM
Site Code : 00000000
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Page No : 3

Start Time	Ridge Drive From North					Canyon Crest Road From East					From South					Canyon Crest Road From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	24	0	38	0	62	23	88	0	0	111	0	0	0	1	1	0	83	16	2	101	275
08:15 AM	14	0	48	0	62	29	87	0	0	116	0	0	0	1	1	0	73	8	0	81	260
08:30 AM	16	0	26	0	42	38	64	0	0	102	0	0	0	2	2	0	57	9	3	69	215
08:45 AM	11	0	47	0	58	26	68	0	0	94	0	0	0	2	2	0	51	7	2	60	214
Total Volume	65	0	159	0	224	116	307	0	0	423	0	0	0	6	6	0	264	40	7	311	964
% App. Total	29	0	71	0		27.4	72.6	0	0		0	0	0	100		0	84.9	12.9	2.3		
PHF	.677	.000	.828	.000	.903	.763	.872	.000	.000	.912	.000	.000	.000	.750	.750	.000	.795	.625	.583	.770	.876

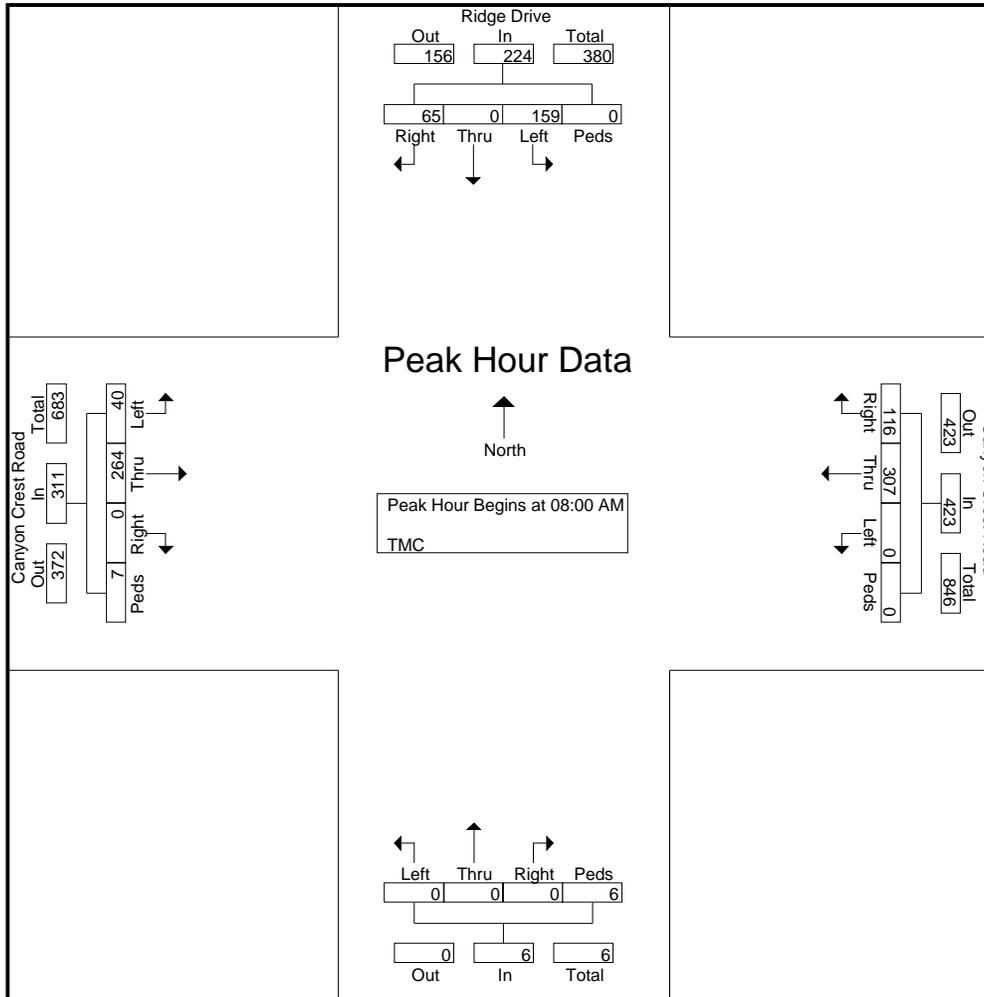
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Site Code : 00000000
Start Date : 1/20/2026
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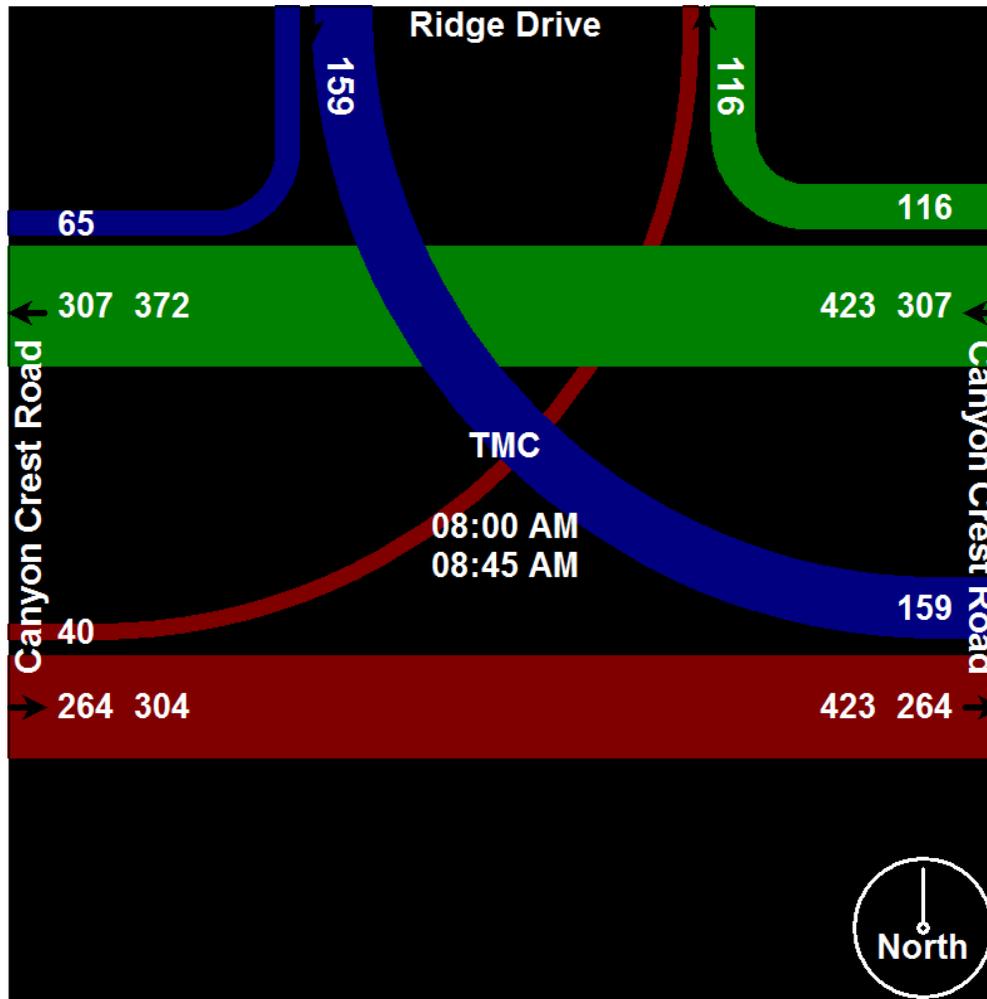
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File Name : Ridge Drive and Canyon Crest Road AM

Site Code : 00000000

Start Date : 1/20/2026

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File Name : Ridge Drive and Canyon Crest Road AM
Site Code : 00000000
Start Date : 1/20/2026
Page No : 6

Start Time	Ridge Drive From North					Canyon Crest Road From East					From South					Canyon Crest Road From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	08:00 AM					08:00 AM					08:00 AM					08:00 AM					
+0 mins.	24	0	38	0	62	23	88	0	0	111	0	0	0	1	1	0	83	16	2	101	
+15 mins.	14	0	48	0	62	29	87	0	0	116	0	0	0	1	1	0	73	8	0	81	
+30 mins.	16	0	26	0	42	38	64	0	0	102	0	0	0	2	2	0	57	9	3	69	
+45 mins.	11	0	47	0	58	26	68	0	0	94	0	0	0	2	2	0	51	7	2	60	
Total Volume	65	0	159	0	224	116	307	0	0	423	0	0	0	6	6	0	264	40	7	311	
% App. Total	29	0	71	0		27.4	72.6	0	0		0	0	0	100		0	84.9	12.9	2.3		
PHF	.677	.000	.828	.000	.903	.763	.872	.000	.000	.912	.000	.000	.000	.750	.750	.000	.795	.625	.583	.770	

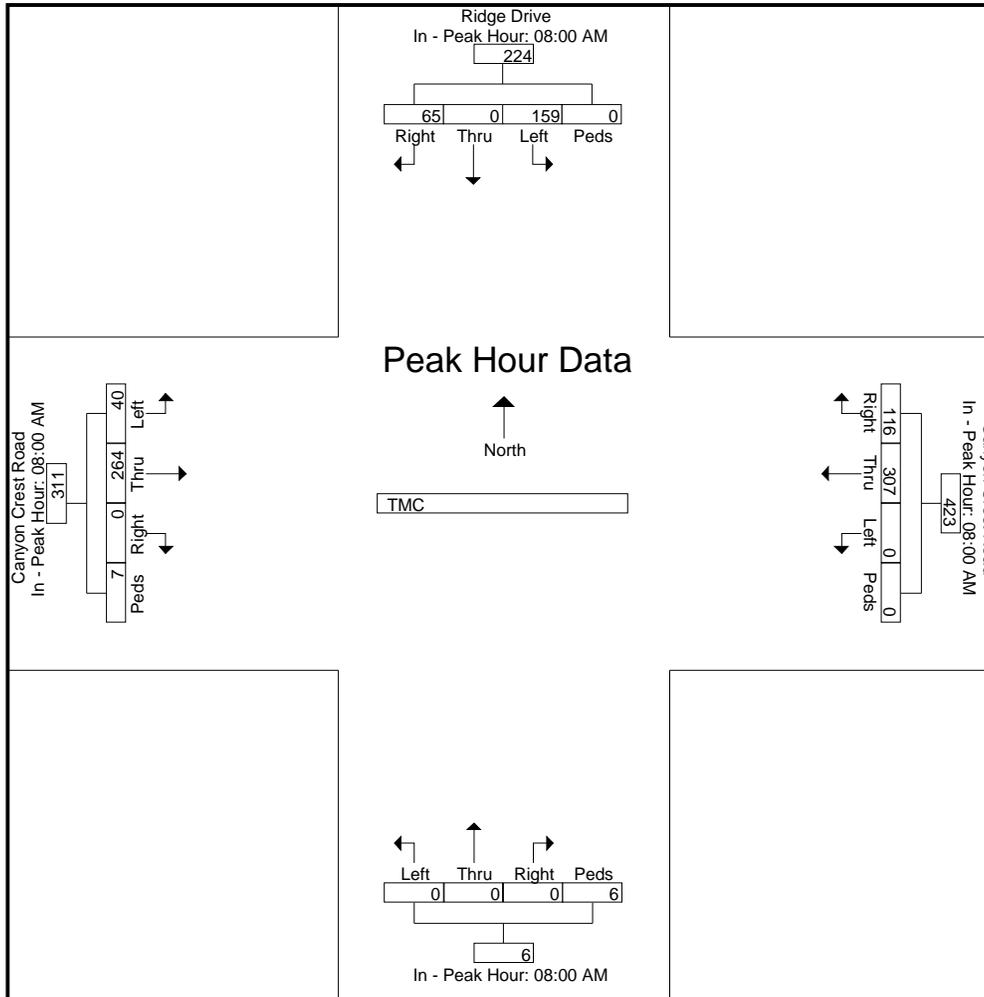
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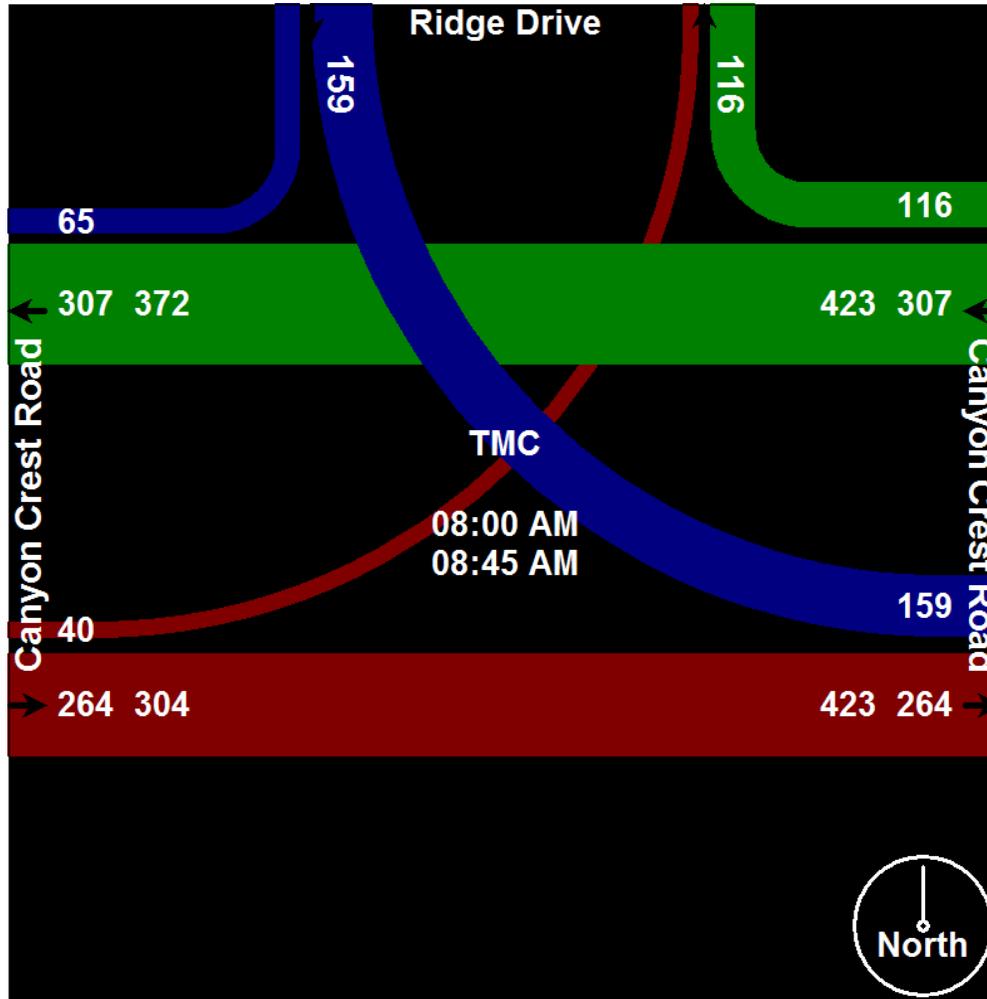
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File Name : Ridge Drive and Canyon Crest Road PM
Site Code : 00000000
Start Date : 1/20/2026
Page No : 1

Groups Printed- TMC - Bikes

Start Time	Ridge Drive From North					Canyon Crest Road From East					From South					Canyon Crest Road From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
02:30 PM	25	0	24	0	49	62	124	0	0	186	0	0	0	0	0	0	47	4	0	51	286
02:45 PM	19	0	30	0	49	44	109	0	0	153	0	0	0	0	0	0	68	15	0	83	285
Total	44	0	54	0	98	106	233	0	0	339	0	0	0	0	0	0	115	19	0	134	571
03:00 PM	20	0	52	0	72	45	82	0	0	127	0	0	0	0	0	0	93	47	0	140	339
03:15 PM	21	0	56	0	77	57	75	0	0	132	0	0	0	0	0	0	73	11	0	84	293
Grand Total	85	0	162	0	247	208	390	0	0	598	0	0	0	0	0	0	281	77	0	358	1203
Aprrch %	34.4	0	65.6	0		34.8	65.2	0	0		0	0	0	0	0	0	78.5	21.5	0		
Total %	7.1	0	13.5	0	20.5	17.3	32.4	0	0	49.7	0	0	0	0	0	0	23.4	6.4	0	29.8	
TMC	85	0	162	0	247	208	390	0	0	598	0	0	0	0	0	0	280	77	0	357	1202
% TMC	100	0	100	0	100	100	100	0	0	100	0	0	0	0	0	0	99.6	100	0	99.7	99.9
Bikes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
% Bikes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.4	0	0	0.3	0.1

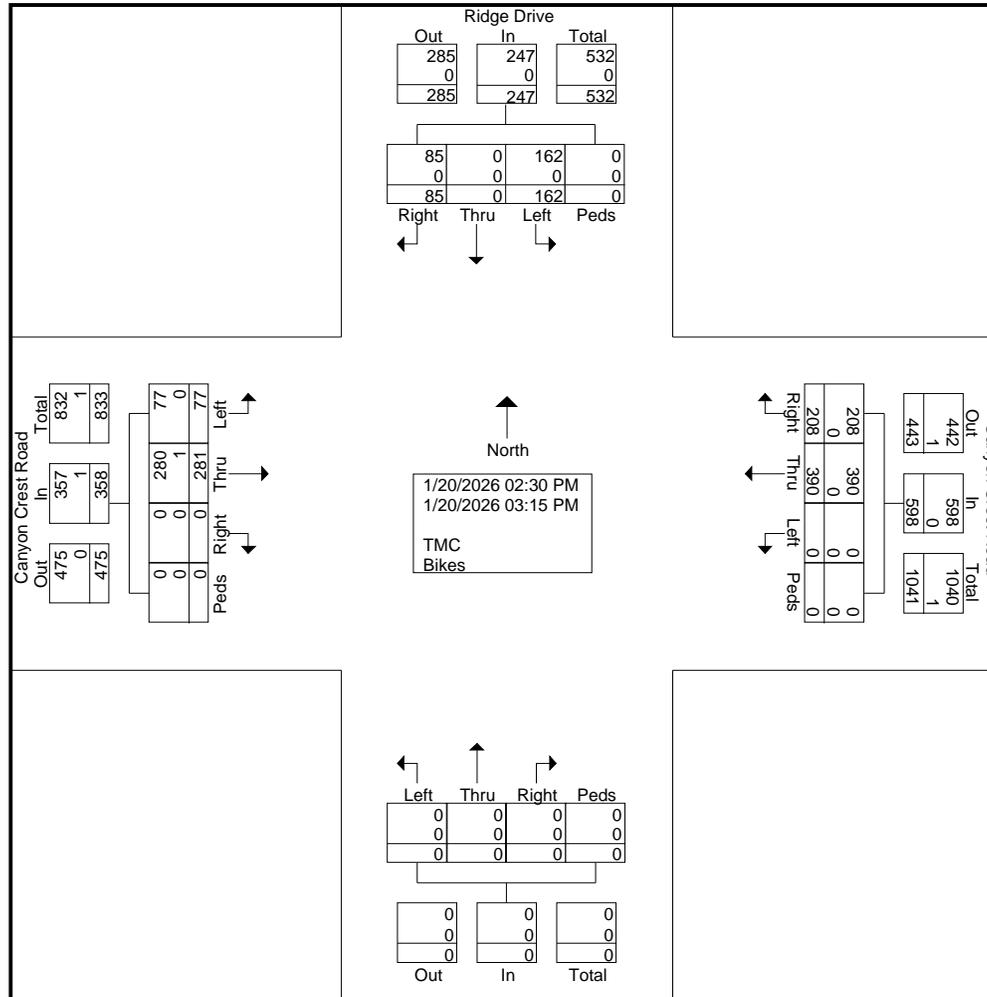
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Site Code : 00000000
Start Date : 1/20/2026
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Start Time	Ridge Drive From North					Canyon Crest Road From East					From South					Canyon Crest Road From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 02:30 PM to 03:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 02:30 PM																					
02:30 PM	25	0	24	0	49	62	124	0	0	186	0	0	0	0	0	0	47	4	0	51	286
02:45 PM	19	0	30	0	49	44	109	0	0	153	0	0	0	0	0	0	68	15	0	83	285
03:00 PM	20	0	52	0	72	45	82	0	0	127	0	0	0	0	0	0	93	47	0	140	339
03:15 PM	21	0	56	0	77	57	75	0	0	132	0	0	0	0	0	0	73	11	0	84	293
Total Volume	85	0	162	0	247	208	390	0	0	598	0	0	0	0	0	0	281	77	0	358	1203
% App. Total	34.4	0	65.6	0		34.8	65.2	0	0		0	0	0	0	0	0	78.5	21.5	0		
PHF	.850	.000	.723	.000	.802	.839	.786	.000	.000	.804	.000	.000	.000	.000	.000	.000	.755	.410	.000	.639	.887
TMC	85	0	162	0	247	208	390	0	0	598	0	0	0	0	0	0	280	77	0	357	1202
% TMC	100	0	100	0	100	100	100	0	0	100	0	0	0	0	0	0	99.6	100	0	99.7	99.9
Bikes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
% Bikes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.4	0	0	0.3	0.1

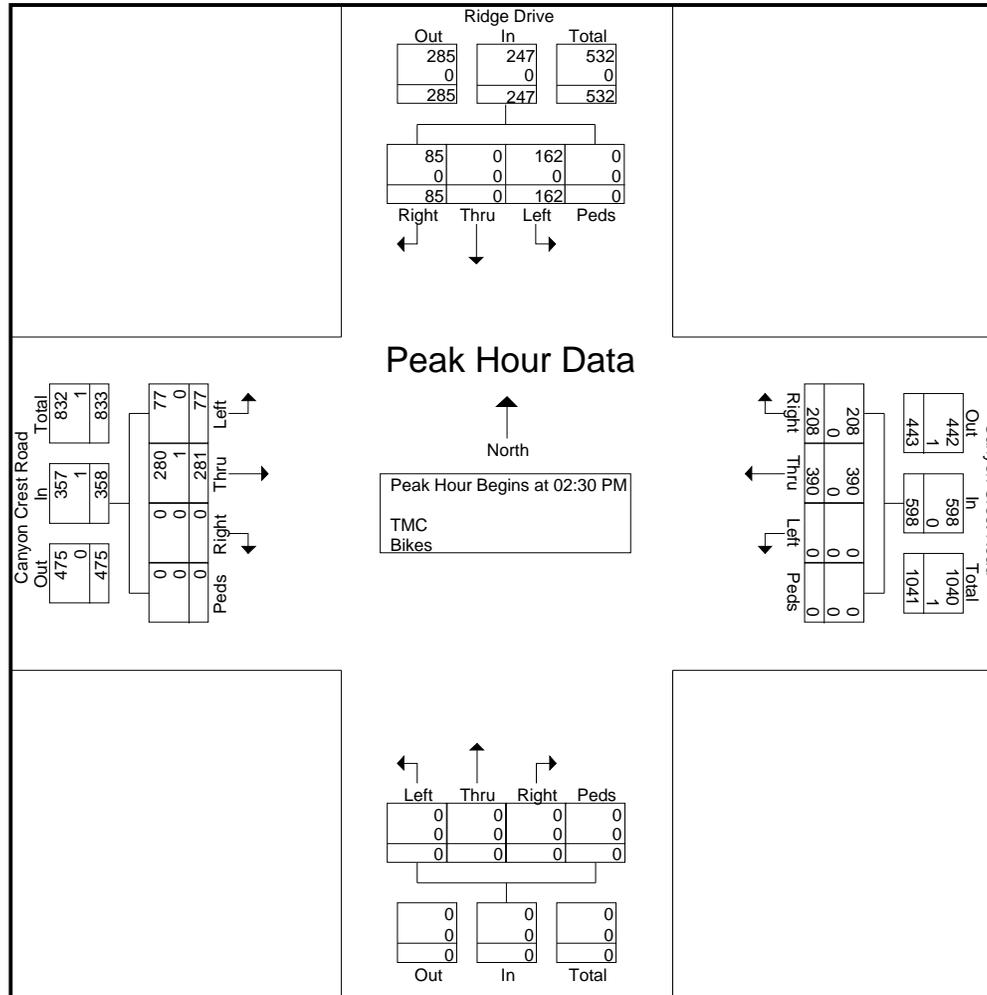
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Lehi, Utah, 84043

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File Name : Ridge Drive and Canyon Crest Road PM
Site Code : 00000000
Start Date : 1/20/2026
Page No : 4



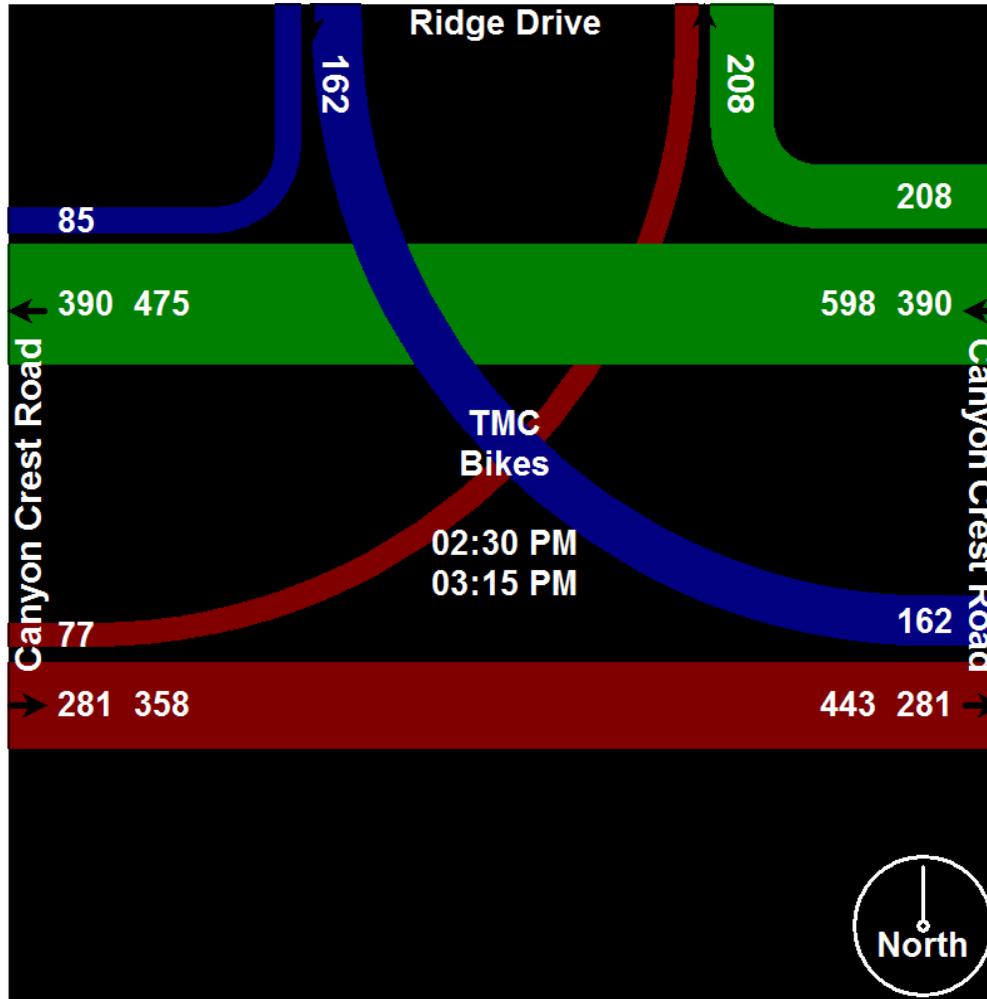
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Site Code : 00000000
Start Date : 1/20/2026
Page No : 6

Start Time	Ridge Drive From North					Canyon Crest Road From East					From South					Canyon Crest Road From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 02:30 PM to 03:15 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	02:30 PM					02:30 PM					02:30 PM					02:30 PM					
+0 mins.	25	0	24	0	49	62	124	0	0	186	0	0	0	0	0	0	47	4	0	51	
+15 mins.	19	0	30	0	49	44	109	0	0	153	0	0	0	0	0	0	68	15	0	83	
+30 mins.	20	0	52	0	72	45	82	0	0	127	0	0	0	0	0	0	93	47	0	140	
+45 mins.	21	0	56	0	77	57	75	0	0	132	0	0	0	0	0	0	73	11	0	84	
Total Volume	85	0	162	0	247	208	390	0	0	598	0	0	0	0	0	0	281	77	0	358	
% App. Total	34.4	0	65.6	0		34.8	65.2	0	0		0	0	0	0		0	78.5	21.5	0		
PHF	.850	.000	.723	.000	.802	.839	.786	.000	.000	.804	.000	.000	.000	.000	.000	.000	.755	.410	.000	.639	
TMC	85	0	162	0	247	208	390	0	0	598	0	0	0	0	0	0	280	77	0	357	
% TMC	100	0	100	0	100	100	100	0	0	100	0	0	0	0	0	0	99.6	100	0	99.7	
Bikes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	
% Bikes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.4	0	0	0.3	

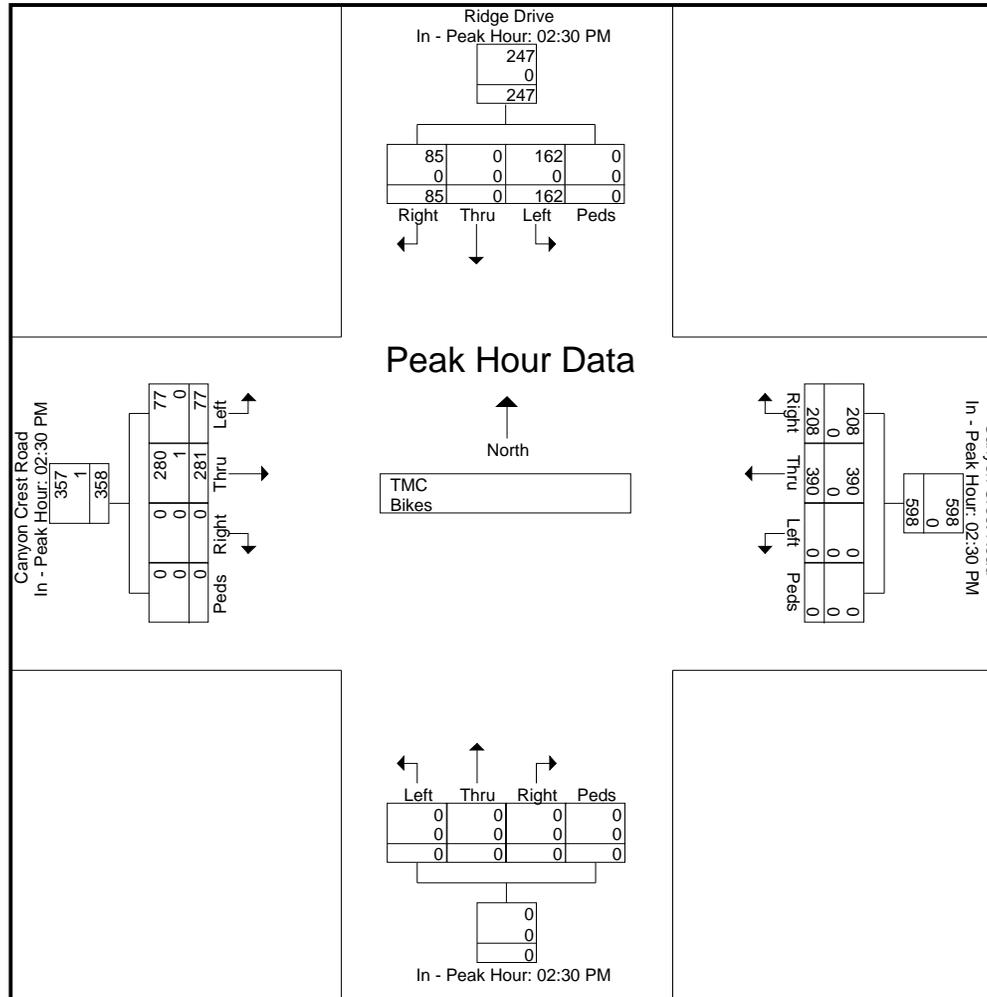
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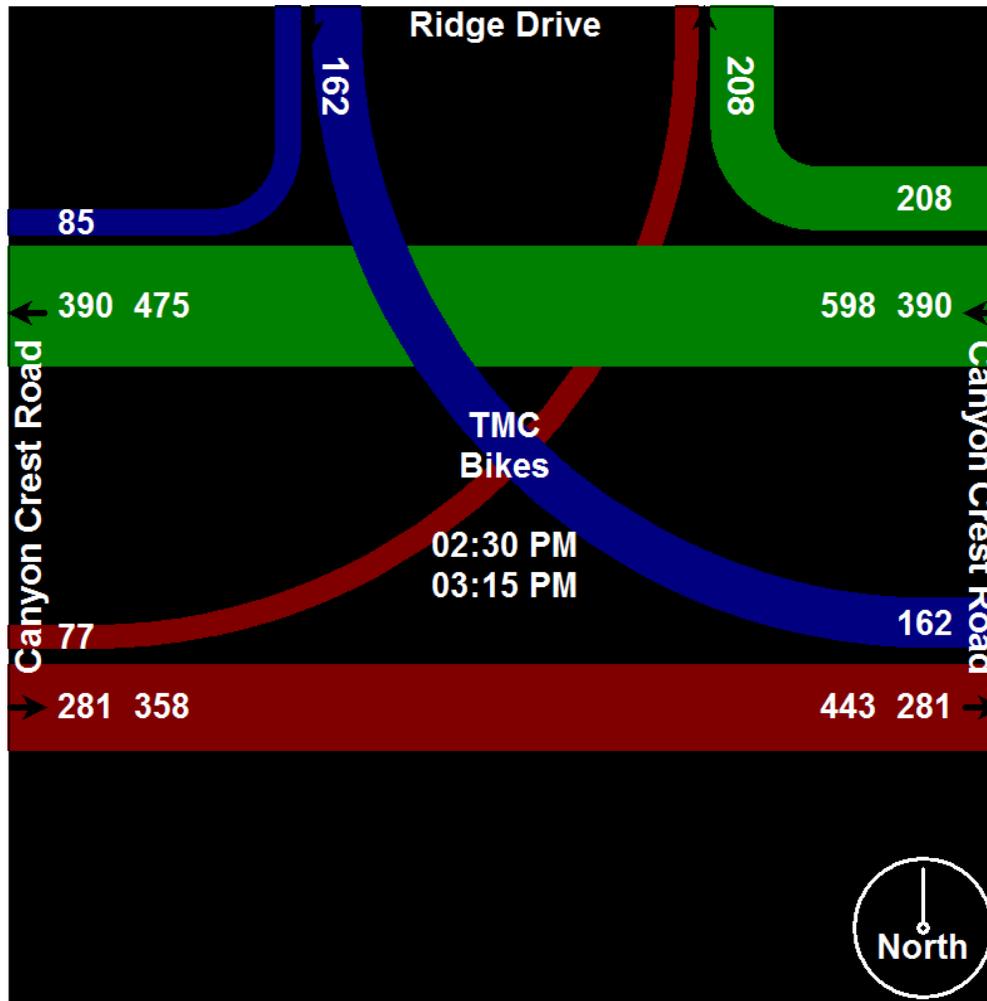
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Site Code : 00000000
Start Date : 1/21/2026
Page No : 1

Groups Printed- TMC - Bikes

Start Time	Main Street From North					Business Access From East					Main Street From South					120 South From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
02:00 PM	3	88	0	0	91	0	0	1	2	3	1	90	7	0	98	7	0	1	0	8	200
02:15 PM	0	92	1	0	93	1	0	0	0	1	3	97	4	0	104	2	0	1	7	10	208
02:30 PM	0	81	0	0	81	1	0	0	2	3	0	119	9	0	128	8	0	3	0	11	223
02:45 PM	2	94	1	0	97	0	0	0	67	67	1	104	3	11	119	3	0	0	4	7	290
Total	5	355	2	0	362	2	0	1	71	74	5	410	23	11	449	20	0	5	11	36	921
03:00 PM	4	118	0	0	122	0	0	0	186	186	0	135	23	49	207	16	0	1	14	31	546
03:15 PM	2	113	1	0	116	0	1	2	0	3	0	138	10	2	150	8	0	1	0	9	278
03:30 PM	2	153	1	0	156	0	0	0	0	0	1	115	13	0	129	7	0	1	0	8	293
03:45 PM	3	117	1	0	121	0	0	1	1	2	1	104	12	3	120	11	0	0	0	11	254
Total	11	501	3	0	515	0	1	3	187	191	2	492	58	54	606	42	0	3	14	59	1371
Grand Total	16	856	5	0	877	2	1	4	258	265	7	902	81	65	1055	62	0	8	25	95	2292
Apprch %	1.8	97.6	0.6	0		0.8	0.4	1.5	97.4		0.7	85.5	7.7	6.2		65.3	0	8.4	26.3		
Total %	0.7	37.3	0.2	0	38.3	0.1	0	0.2	11.3	11.6	0.3	39.4	3.5	2.8	46	2.7	0	0.3	1.1	4.1	
TMC	16	854	5	0	875	2	1	4	256	263	7	900	81	65	1053	62	0	8	25	95	2286
% TMC	100	99.8	100	0	99.8	100	100	100	99.2	99.2	100	99.8	100	100	99.8	100	0	100	100	100	99.7
Bikes	0	2	0	0	2	0	0	0	2	2	0	2	0	0	2	0	0	0	0	0	6
% Bikes	0	0.2	0	0	0.2	0	0	0	0.8	0.8	0	0.2	0	0	0.2	0	0	0	0	0	0.3

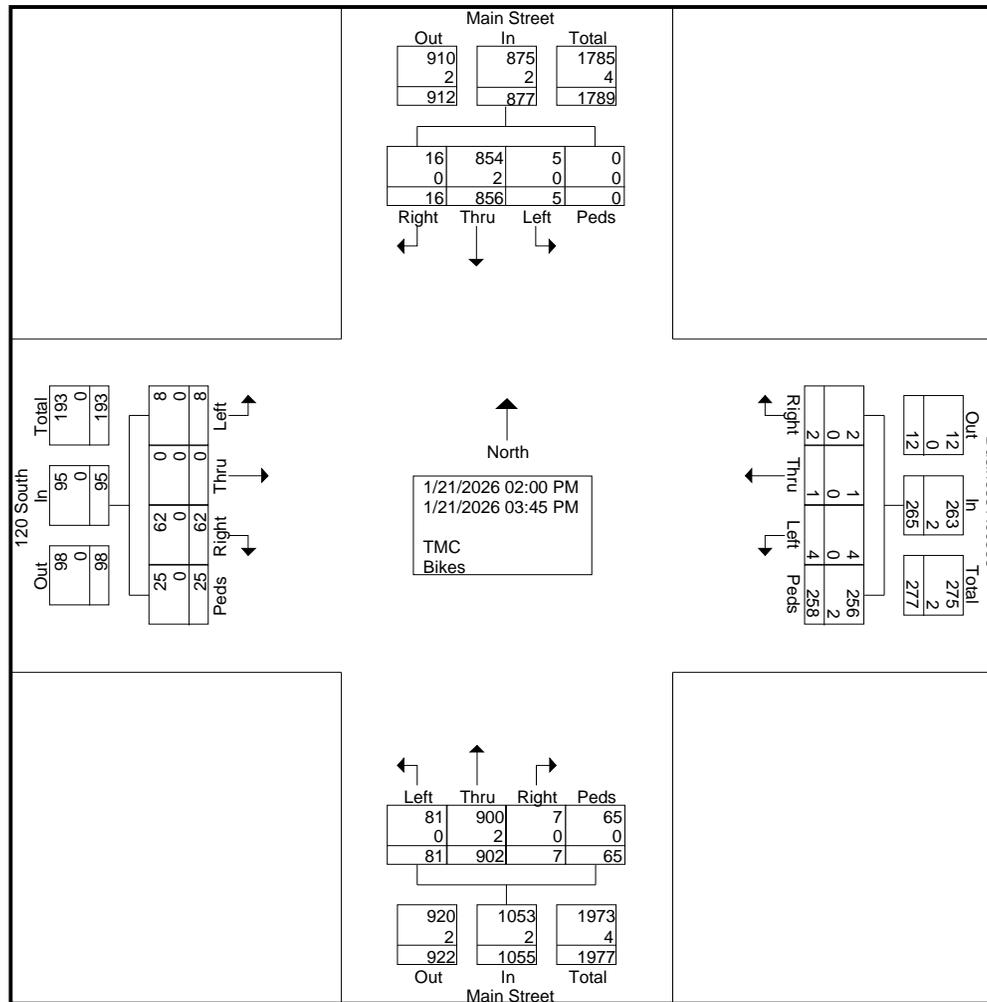
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Page No : 3

Start Time	Main Street From North					Business Access From East					Main Street From South					120 South From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 02:00 PM to 03:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 02:45 PM																					
02:45 PM	2	94	1	0	97	0	0	0	67	67	1	104	3	11	119	3	0	0	4	7	290
03:00 PM	4	118	0	0	122	0	0	0	186	186	0	135	23	49	207	16	0	1	14	31	546
03:15 PM	2	113	1	0	116	0	1	2	0	3	0	138	10	2	150	8	0	1	0	9	278
03:30 PM	2	153	1	0	156	0	0	0	0	0	1	115	13	0	129	7	0	1	0	8	293
Total Volume	10	478	3	0	491	0	1	2	253	256	2	492	49	62	605	34	0	3	18	55	1407
% App. Total	2	97.4	0.6	0		0	0.4	0.8	98.8		0.3	81.3	8.1	10.2		61.8	0	5.5	32.7		
PHF	.625	.781	.750	.000	.787	.000	.250	.250	.340	.344	.500	.891	.533	.316	.731	.531	.000	.750	.321	.444	.644
TMC	10	476	3	0	489	0	1	2	253	256	2	491	49	62	604	34	0	3	18	55	1404
% TMC	100	99.6	100	0	99.6	0	100	100	100	100	100	99.8	100	100	99.8	100	0	100	100	100	99.8
Bikes	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
% Bikes	0	0.4	0	0	0.4	0	0	0	0	0	0	0.2	0	0	0.2	0	0	0	0	0	0.2

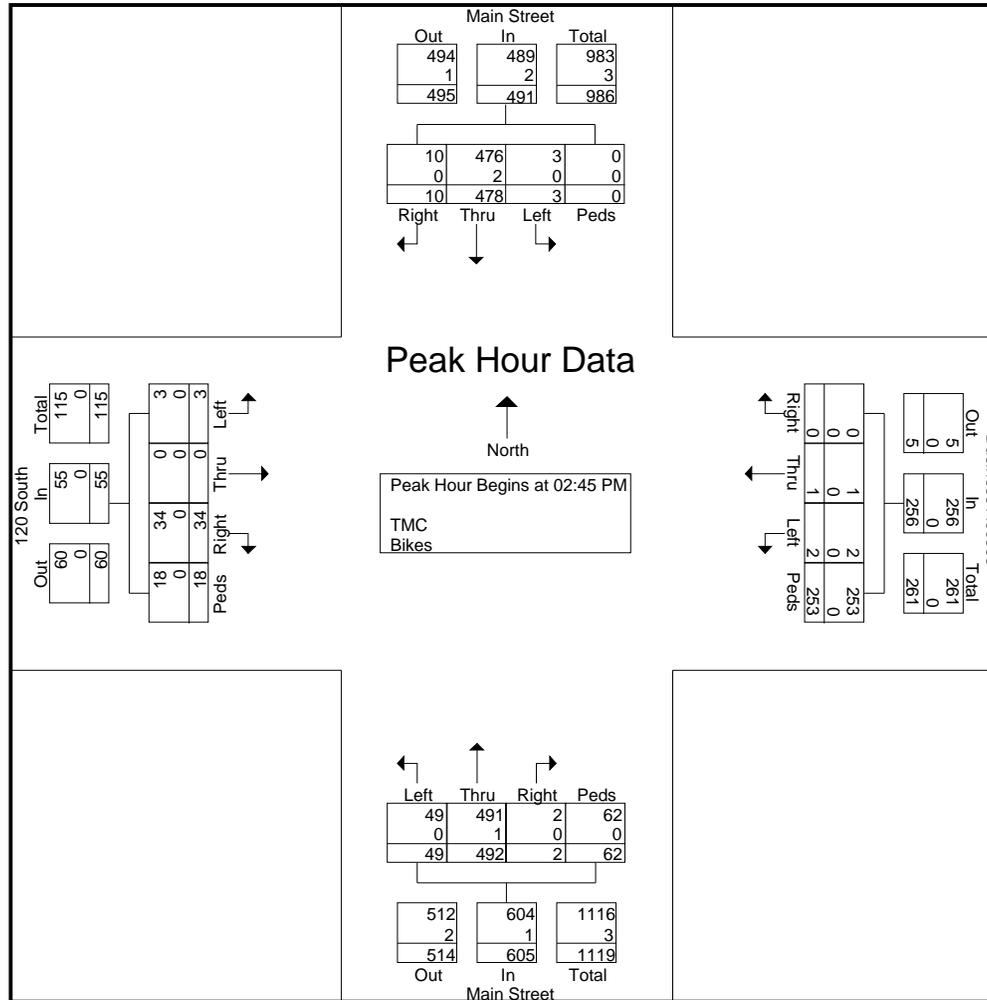
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Page No : 6

Start Time	Main Street From North					Business Access From East					Main Street From South					120 South From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 02:00 PM to 03:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	03:00 PM					02:30 PM					03:00 PM					02:15 PM					
+0 mins.	4	118	0	0	122	1	0	0	2	3	0	135	23	49	207	2	0	1	7	10	
+15 mins.	2	113	1	0	116	0	0	0	67	67	0	138	10	2	150	8	0	3	0	11	
+30 mins.	2	153	1	0	156	0	0	0	186	186	1	115	13	0	129	3	0	0	4	7	
+45 mins.	3	117	1	0	121	0	1	2	0	3	1	104	12	3	120	16	0	1	14	31	
Total Volume	11	501	3	0	515	1	1	2	255	259	2	492	58	54	606	29	0	5	25	59	
% App. Total	2.1	97.3	0.6	0		0.4	0.4	0.8	98.5		0.3	81.2	9.6	8.9		49.2	0	8.5	42.4		
PHF	.688	.819	.750	.000	.825	.250	.250	.250	.343	.348	.500	.891	.630	.276	.732	.453	.000	.417	.446	.476	
TMC	11	500	3	0	514	1	1	2	255	259	2	490	58	54	604	29	0	5	25	59	
% TMC	100	99.8	100	0	99.8	100	100	100	100	100	100	99.6	100	100	99.7	100	0	100	100	100	
Bikes	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	
% Bikes	0	0.2	0	0	0.2	0	0	0	0	0	0	0.4	0	0	0.3	0	0	0	0	0	

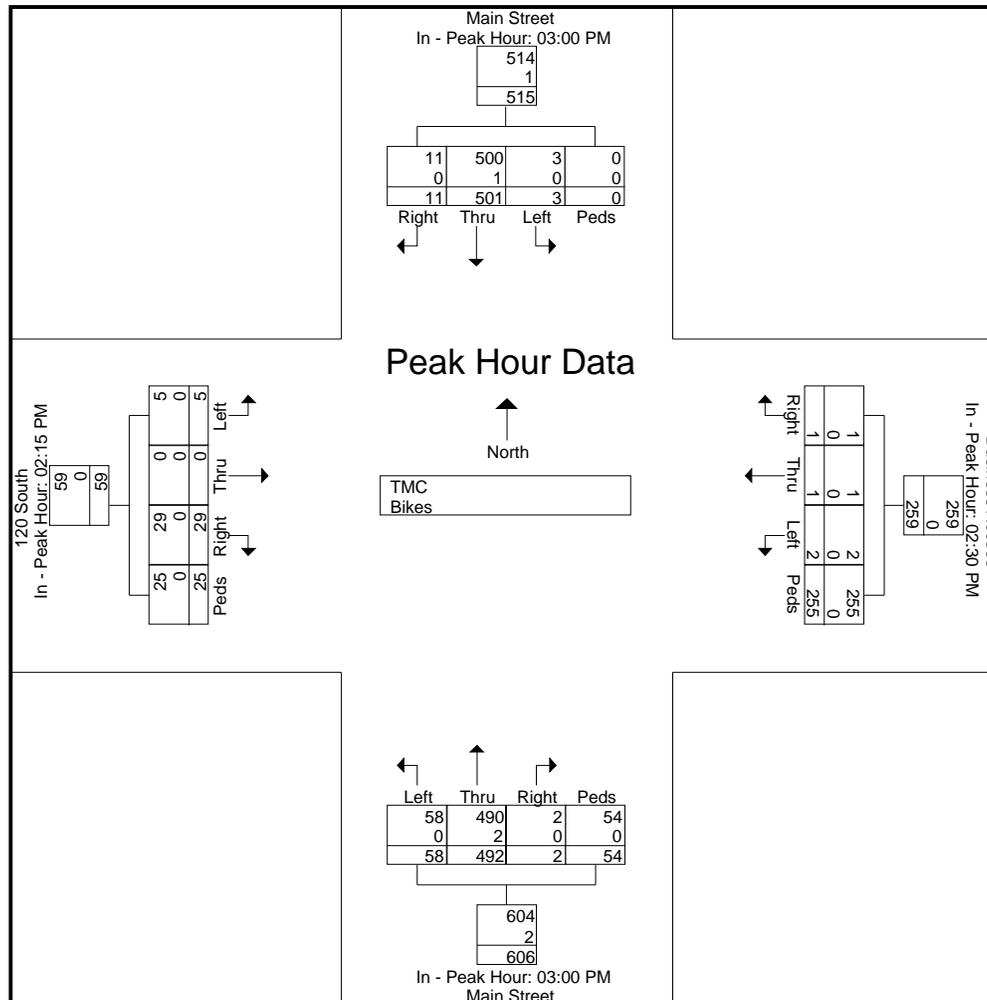
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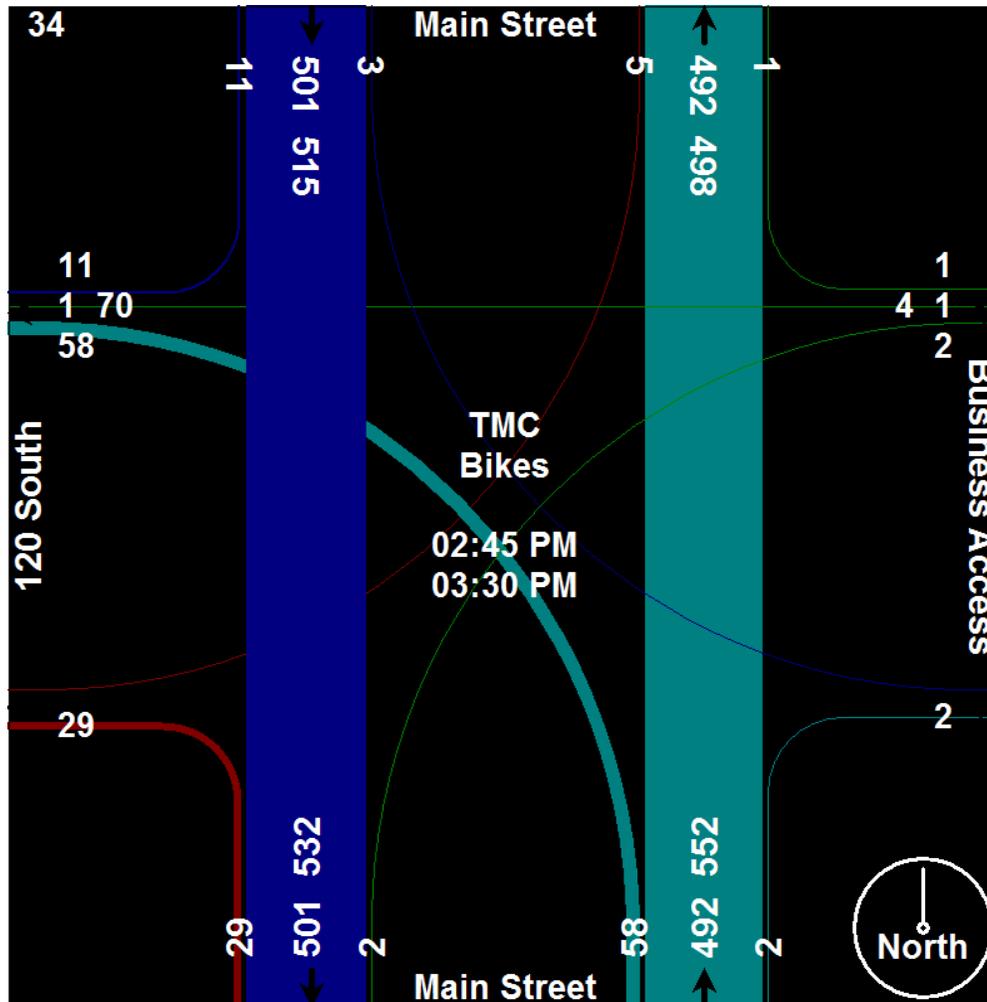
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Page No : 8



Attachment C – Level of Service Reports

Existing (2026) Background
Conditions
Including Roundabout Test

HCM 7th AWSC
1: Main Street & 200 N

Intersection	
Intersection Delay, s/veh	16.2
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	43	75	98	175	67	4	96	141	83	5	112	42
Future Vol, veh/h	43	75	98	175	67	4	96	141	83	5	112	42
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	51	89	117	208	80	5	114	168	99	6	133	50
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	14.1	16.4	19.2	12.7
HCM LOS	B	C	C	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	30%	20%	71%	3%
Vol Thru, %	44%	35%	27%	70%
Vol Right, %	26%	45%	2%	26%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	320	216	246	159
LT Vol	96	43	175	5
Through Vol	141	75	67	112
RT Vol	83	98	4	42
Lane Flow Rate	381	257	293	189
Geometry Grp	1	1	1	1
Degree of Util (X)	0.639	0.442	0.524	0.337
Departure Headway (Hd)	6.035	6.188	6.442	6.41
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	598	581	559	558
Service Time	4.085	4.246	4.5	4.473
HCM Lane V/C Ratio	0.637	0.442	0.524	0.339
HCM Control Delay, s/veh	19.2	14.1	16.4	12.7
HCM Lane LOS	C	B	C	B
HCM 95th-tile Q	4.5	2.3	3	1.5

HCM 7th TWSC
 3: Canyon Crest Rd & Ridge Dr

Intersection						
Int Delay, s/veh	4.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		↑	↑	↑	↑
Traffic Vol, veh/h	159	65	307	116	40	264
Future Vol, veh/h	159	65	307	116	40	264
Conflicting Peds, #/hr	6	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	105	105	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	183	75	353	133	46	303

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	754	353	0	0	486
Stage 1	353	-	-	-	-
Stage 2	401	-	-	-	-
Critical Hdwy	6.43	6.23	-	-	4.13
Critical Hdwy Stg 1	5.43	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-
Follow-up Hdwy	3.527	3.327	-	-	2.227
Pot Cap-1 Maneuver	375	689	-	-	1072
Stage 1	709	-	-	-	-
Stage 2	674	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	357	689	-	-	1072
Mov Cap-2 Maneuver	469	-	-	-	-
Stage 1	709	-	-	-	-
Stage 2	641	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	18.66	0	1.12
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	517	1072
HCM Lane V/C Ratio	-	-	0.498	0.043
HCM Control Delay (s/veh)	-	-	18.7	8.5
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	2.7	0.1

HCM 7th Roundabout
 3: Canyon Crest Rd & Ridge Dr

Intersection			
Intersection Delay, s/veh	6.5		
Intersection LOS	A		
Approach	WB	NB	SB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	258	486	349
Demand Flow Rate, veh/h	265	501	359
Vehicles Circulating, veh/h	364	47	188
Vehicles Exiting, veh/h	184	500	441
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	6.8	6.4	6.3
Approach LOS	A	A	A
Lane	Left	Left	Left
Designated Moves	LR	TR	LT
Assumed Moves	LR	TR	LT
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
A (Intercept)	1380	1380	1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3
Entry Flow, veh/h	265	501	359
Cap Entry Lane, veh/h	952	1315	1139
Entry HV Adj Factor	0.974	0.971	0.972
Flow Entry, veh/h	258	486	349
Cap Entry, veh/h	927	1277	1107
V/C Ratio	0.278	0.381	0.315
Control Delay, s/veh	6.8	6.4	6.3
LOS	A	A	A
95th %tile Queue, veh	1	2	1

HCM 7th AWSC
1: Main Street & 200 N

Intersection	
Intersection Delay, s/veh	14.7
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	45	122	88	136	67	7	101	142	83	7	131	45
Future Vol, veh/h	45	122	88	136	67	7	101	142	83	7	131	45
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	49	134	97	149	74	8	111	156	91	8	144	49
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	14.2	13.8	17.1	12.4
HCM LOS	B	B	C	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	31%	18%	65%	4%
Vol Thru, %	44%	48%	32%	72%
Vol Right, %	25%	35%	3%	25%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	326	255	210	183
LT Vol	101	45	136	7
Through Vol	142	122	67	131
RT Vol	83	88	7	45
Lane Flow Rate	358	280	231	201
Geometry Grp	1	1	1	1
Degree of Util (X)	0.59	0.467	0.408	0.344
Departure Headway (Hd)	5.924	6.002	6.372	6.165
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	613	600	563	581
Service Time	3.924	4.053	4.425	4.217
HCM Lane V/C Ratio	0.584	0.467	0.41	0.346
HCM Control Delay, s/veh	17.1	14.2	13.8	12.4
HCM Lane LOS	C	B	B	B
HCM 95th-tile Q	3.8	2.5	2	1.5

HCM 7th TWSC
 3: Canyon Crest Rd & Ridge Dr

Intersection						
Int Delay, s/veh	5.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		↑	↑	↑	↑
Traffic Vol, veh/h	162	85	390	208	77	280
Future Vol, veh/h	162	85	390	208	77	280
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	105	105	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	182	96	438	234	87	315

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	926	438	0	0	672	0
Stage 1	438	-	-	-	-	-
Stage 2	488	-	-	-	-	-
Critical Hdwy	6.43	6.23	-	-	4.13	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	-	-	2.227	-
Pot Cap-1 Maneuver	297	616	-	-	914	-
Stage 1	648	-	-	-	-	-
Stage 2	615	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	269	616	-	-	914	-
Mov Cap-2 Maneuver	395	-	-	-	-	-
Stage 1	648	-	-	-	-	-
Stage 2	557	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	24.96	0	2.02
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	451	914
HCM Lane V/C Ratio	-	-	0.616	0.095
HCM Control Delay (s/veh)	-	-	25	9.4
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	4.1	0.3

HCM 7th Roundabout
 3: Canyon Crest Rd & Ridge Dr

Intersection			
Intersection Delay, s/veh	8.3		
Intersection LOS	A		
Approach	WB	NB	SB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	278	672	402
Demand Flow Rate, veh/h	286	692	414
Vehicles Circulating, veh/h	451	90	187
Vehicles Exiting, veh/h	331	511	550
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	8.0	9.2	6.9
Approach LOS	A	A	A
Lane	Left	Left	Left
Designated Moves	LR	TR	LT
Assumed Moves	LR	TR	LT
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
A (Intercept)	1380	1380	1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3
Entry Flow, veh/h	286	692	414
Cap Entry Lane, veh/h	871	1259	1140
Entry HV Adj Factor	0.972	0.971	0.970
Flow Entry, veh/h	278	672	402
Cap Entry, veh/h	847	1222	1106
V/C Ratio	0.328	0.550	0.363
Control Delay, s/veh	8.0	9.2	6.9
LOS	A	A	A
95th %tile Queue, veh	1	3	2

Existing (2026) Re-Routed
Conditions
Including Roundabout Test

HCM 7th AWSC
1: Main Street & 200 N

Intersection	
Intersection Delay, s/veh	18.3
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	43	75	98	175	115	4	96	141	83	5	112	42
Future Vol, veh/h	43	75	98	175	115	4	96	141	83	5	112	42
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	51	89	117	208	137	5	114	168	99	6	133	50
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	14.9	20.3	21.1	13.5
HCM LOS	B	C	C	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	30%	20%	60%	3%
Vol Thru, %	44%	35%	39%	70%
Vol Right, %	26%	45%	1%	26%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	320	216	294	159
LT Vol	96	43	175	5
Through Vol	141	75	115	112
RT Vol	83	98	4	42
Lane Flow Rate	381	257	350	189
Geometry Grp	1	1	1	1
Degree of Util (X)	0.666	0.459	0.634	0.353
Departure Headway (Hd)	6.289	6.422	6.519	6.71
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	571	558	553	532
Service Time	4.356	4.502	4.59	4.795
HCM Lane V/C Ratio	0.667	0.461	0.633	0.355
HCM Control Delay, s/veh	21.1	14.9	20.3	13.5
HCM Lane LOS	C	B	C	B
HCM 95th-tile Q	4.9	2.4	4.4	1.6

HCM 7th TWSC
 3: Canyon Crest Rd & Ridge Dr

Intersection						
Int Delay, s/veh	10.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		↑	↑	↑	↑
Traffic Vol, veh/h	202	166	307	116	40	264
Future Vol, veh/h	202	166	307	116	40	264
Conflicting Peds, #/hr	6	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	105	105	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	232	191	353	133	46	303

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	754	353	0	0	486
Stage 1	353	-	-	-	-
Stage 2	401	-	-	-	-
Critical Hdwy	6.43	6.23	-	-	4.13
Critical Hdwy Stg 1	5.43	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-
Follow-up Hdwy	3.527	3.327	-	-	2.227
Pot Cap-1 Maneuver	375	689	-	-	1072
Stage 1	709	-	-	-	-
Stage 2	674	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	357	689	-	-	1072
Mov Cap-2 Maneuver	469	-	-	-	-
Stage 1	709	-	-	-	-
Stage 2	641	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v30.33		0	1.12
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	548	1072
HCM Lane V/C Ratio	-	-	0.772	0.043
HCM Control Delay (s/veh)	-	-	30.3	8.5
HCM Lane LOS	-	-	D	A
HCM 95th %tile Q(veh)	-	-	7	0.1

HCM 7th Roundabout
 3: Canyon Crest Rd & Ridge Dr

Intersection			
Intersection Delay, s/veh	7.5		
Intersection LOS	A		
Approach	WB	NB	SB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	423	486	349
Demand Flow Rate, veh/h	436	501	359
Vehicles Circulating, veh/h	364	47	239
Vehicles Exiting, veh/h	184	551	561
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	9.4	6.4	6.8
Approach LOS	A	A	A
Lane	Left	Left	Left
Designated Moves	LR	TR	LT
Assumed Moves	LR	TR	LT
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
A (Intercept)	1380	1380	1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3
Entry Flow, veh/h	436	501	359
Cap Entry Lane, veh/h	952	1315	1081
Entry HV Adj Factor	0.970	0.971	0.972
Flow Entry, veh/h	423	486	349
Cap Entry, veh/h	924	1277	1051
V/C Ratio	0.458	0.381	0.332
Control Delay, s/veh	9.4	6.4	6.8
LOS	A	A	A
95th %tile Queue, veh	2	2	1

HCM 7th AWSC
1: Main Street & 200 N

Intersection	
Intersection Delay, s/veh	15.5
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	45	122	88	136	100	7	101	142	83	7	131	45
Future Vol, veh/h	45	122	88	136	100	7	101	142	83	7	131	45
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	49	134	97	149	110	8	111	156	91	8	144	49
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	14.7	15.2	17.8	12.9
HCM LOS	B	C	C	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	31%	18%	56%	4%
Vol Thru, %	44%	48%	41%	72%
Vol Right, %	25%	35%	3%	25%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	326	255	243	183
LT Vol	101	45	136	7
Through Vol	142	122	100	131
RT Vol	83	88	7	45
Lane Flow Rate	358	280	267	201
Geometry Grp	1	1	1	1
Degree of Util (X)	0.601	0.478	0.476	0.354
Departure Headway (Hd)	6.042	6.142	6.417	6.344
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	595	586	561	565
Service Time	4.091	4.193	4.469	4.403
HCM Lane V/C Ratio	0.602	0.478	0.476	0.356
HCM Control Delay, s/veh	17.8	14.7	15.2	12.9
HCM Lane LOS	C	B	C	B
HCM 95th-tile Q	4	2.6	2.5	1.6

HCM 7th TWSC
 3: Canyon Crest Rd & Ridge Dr

Intersection						
Int Delay, s/veh	11.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		↑	↑	↑	↑
Traffic Vol, veh/h	192	155	390	208	77	280
Future Vol, veh/h	192	155	390	208	77	280
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	105	105	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	216	174	438	234	87	315

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	926	438	0	0	672	0
Stage 1	438	-	-	-	-	-
Stage 2	488	-	-	-	-	-
Critical Hdwy	6.43	6.23	-	-	4.13	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	-	-	2.227	-
Pot Cap-1 Maneuver	297	616	-	-	914	-
Stage 1	648	-	-	-	-	-
Stage 2	615	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	269	616	-	-	914	-
Mov Cap-2 Maneuver	395	-	-	-	-	-
Stage 1	648	-	-	-	-	-
Stage 2	557	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v39.98		0	2.02
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	470	914
HCM Lane V/C Ratio	-	-	0.829	0.095
HCM Control Delay (s/veh)	-	-	40	9.4
HCM Lane LOS	-	-	E	A
HCM 95th %tile Q(veh)	-	-	8.1	0.3

HCM 7th Roundabout
 3: Canyon Crest Rd & Ridge Dr

Intersection			
Intersection Delay, s/veh	8.9		
Intersection LOS	A		
Approach	WB	NB	SB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	390	672	402
Demand Flow Rate, veh/h	401	692	414
Vehicles Circulating, veh/h	451	90	222
Vehicles Exiting, veh/h	331	546	630
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	10.1	9.2	7.3
Approach LOS	B	A	A
Lane	Left	Left	Left
Designated Moves	LR	TR	LT
Assumed Moves	LR	TR	LT
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
A (Intercept)	1380	1380	1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3
Entry Flow, veh/h	401	692	414
Cap Entry Lane, veh/h	871	1259	1100
Entry HV Adj Factor	0.973	0.971	0.970
Flow Entry, veh/h	390	672	402
Cap Entry, veh/h	847	1222	1067
V/C Ratio	0.460	0.550	0.376
Control Delay, s/veh	10.1	9.2	7.3
LOS	B	A	A
95th %tile Queue, veh	2	3	2

Existing (2026) Red Pine
Analysis (Background and
with Staging)
PM Peak Hour Only

HCM 7th TWSC
 2: Main St & Red Pine Dr

Intersection						
Int Delay, s/veh	0.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		T			T
Traffic Vol, veh/h	29	19	585	53	8	575
Future Vol, veh/h	29	19	585	53	8	575
Conflicting Peds, #/hr	2	12	0	1	1	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	30	20	603	55	8	593

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1243	643	0	0	659	0
Stage 1	631	-	-	-	-	-
Stage 2	611	-	-	-	-	-
Critical Hdwy	6.43	6.23	-	-	4.13	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	-	-	2.227	-
Pot Cap-1 Maneuver	192	471	-	-	924	-
Stage 1	528	-	-	-	-	-
Stage 2	540	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	189	466	-	-	924	-
Mov Cap-2 Maneuver	189	-	-	-	-	-
Stage 1	528	-	-	-	-	-
Stage 2	531	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	23.21	0	0.12
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	247	25
HCM Lane V/C Ratio	-	-	0.201	0.009
HCM Control Delay (s/veh)	-	-	23.2	8.9
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	0.7	0

HCM 7th TWSC
 2: Main St & Red Pine Dr

Intersection						
Int Delay, s/veh	2.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		T			T
Traffic Vol, veh/h	84	19	585	53	8	520
Future Vol, veh/h	84	19	585	53	8	520
Conflicting Peds, #/hr	2	12	0	1	1	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	87	20	603	55	8	536

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1186	643	0	0	659
Stage 1	631	-	-	-	-
Stage 2	555	-	-	-	-
Critical Hdwy	6.43	6.23	-	-	4.13
Critical Hdwy Stg 1	5.43	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-
Follow-up Hdwy	3.527	3.327	-	-	2.227
Pot Cap-1 Maneuver	208	471	-	-	924
Stage 1	528	-	-	-	-
Stage 2	573	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	204	466	-	-	924
Mov Cap-2 Maneuver	204	-	-	-	-
Stage 1	528	-	-	-	-
Stage 2	565	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	33.87	0	0.14
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	228	27
HCM Lane V/C Ratio	-	-	0.466	0.009
HCM Control Delay (s/veh)	-	-	33.9	8.9
HCM Lane LOS	-	-	D	A
HCM 95th %tile Q(veh)	-	-	2.3	0

Existing (2026)
Main Street & 100 S
Rerouted Conditions

HCM 7th TWSC
4: Main St & 100 S

Intersection						
Int Delay, s/veh	8.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↙	↗	↑	↑		↘
Traffic Vol, veh/h	235	31	281	99	10	439
Future Vol, veh/h	235	31	281	99	10	439
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	100	-	0	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	255	34	305	108	11	477

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	804	305	0	0	413	0
Stage 1	305	-	-	-	-	-
Stage 2	499	-	-	-	-	-
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	352	734	-	-	1146	-
Stage 1	747	-	-	-	-	-
Stage 2	610	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	348	734	-	-	1146	-
Mov Cap-2 Maneuver	348	-	-	-	-	-
Stage 1	747	-	-	-	-	-
Stage 2	602	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	35.9	0	0.18
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	348	734	40	-
HCM Lane V/C Ratio	-	-	0.735	0.046	0.009	-
HCM Control Delay (s/veh)	-	-	39.3	10.1	8.2	0
HCM Lane LOS	-	-	E	B	A	A
HCM 95th %tile Q(veh)	-	-	5.6	0.1	0	-

HCM 7th TWSC
4: Main St & 100 S

Intersection						
Int Delay, s/veh	11.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘	↗	↕	↕		↖
Traffic Vol, veh/h	194	65	473	65	10	485
Future Vol, veh/h	194	65	473	65	10	485
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	100	-	0	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	211	71	514	71	11	527

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1063	514	0	0	585	0
Stage 1	514	-	-	-	-	-
Stage 2	549	-	-	-	-	-
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	247	560	-	-	990	-
Stage 1	600	-	-	-	-	-
Stage 2	579	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	243	560	-	-	990	-
Mov Cap-2 Maneuver	243	-	-	-	-	-
Stage 1	600	-	-	-	-	-
Stage 2	570	-	-	-	-	-

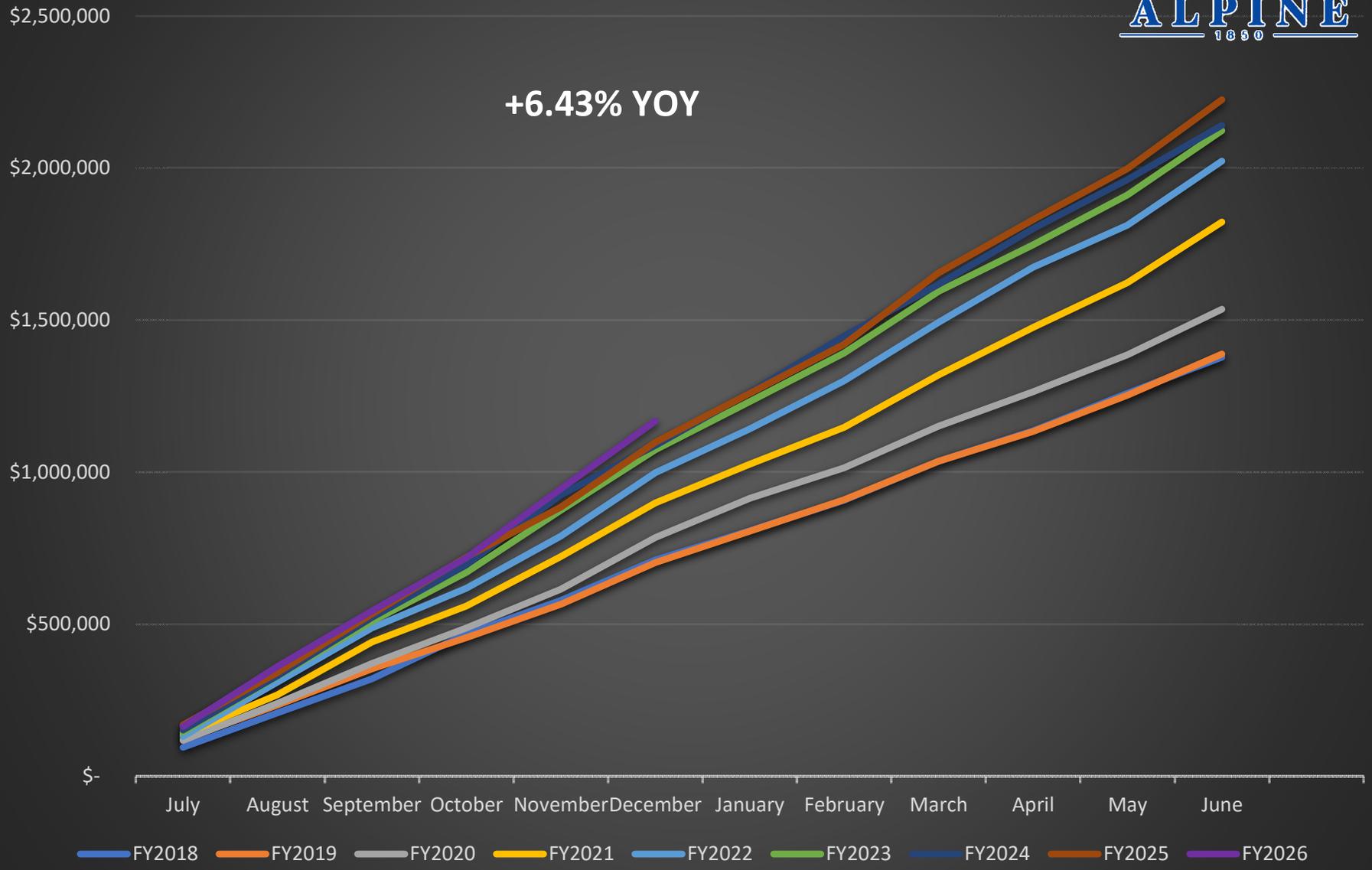
Approach	WB	NB	SB
HCM Control Delay, s/v	6.65	0	0.18
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	243	560	36	-
HCM Lane V/C Ratio	-	-	0.867	0.126	0.011	-
HCM Control Delay (s/veh)	-	-	71.5	12.3	8.7	0
HCM Lane LOS	-	-	F	B	A	A
HCM 95th %tile Q(veh)	-	-	7.1	0.4	0	-

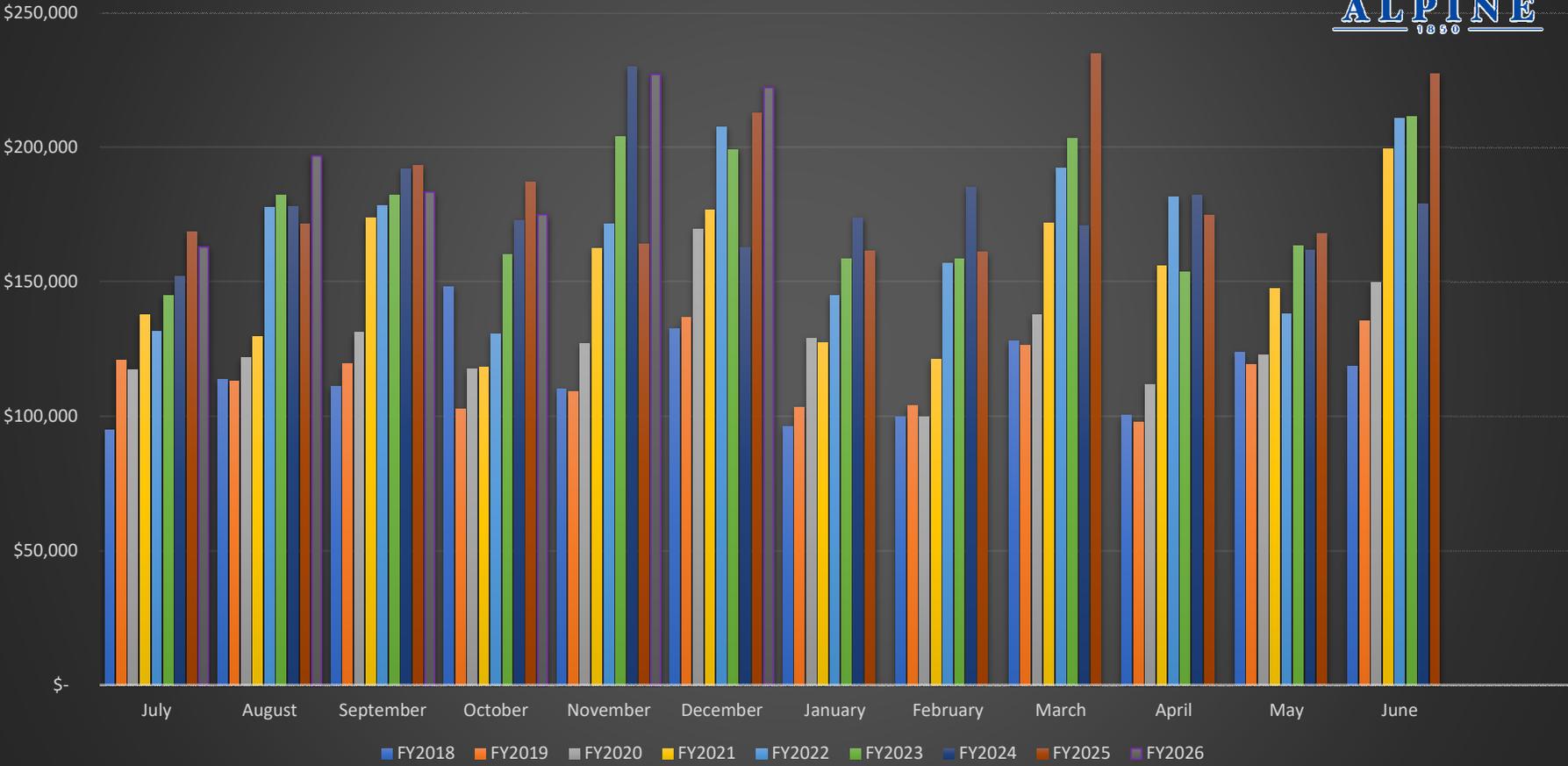
Cummulative Sales Tax Revenue Comparison



+6.43% YOY



Sales Tax Revenue by Month



ALPINE CITY CORPORATION
 COMBINED CASH INVESTMENT
 FEBRUARY 28, 2026

COMBINED CASH ACCOUNTS

01-1111	CASH IN BANK, ALTA BANK	97,140.58
01-1112	XPRESS BILL PAY	2,272.27
01-1131	PETTY CASH	1,000.00
01-1154	SAVINGS PTIF #158	29,707,830.89
		29,808,243.74
	TOTAL COMBINED CASH	29,808,243.74
01-1190	CASH - ALLOCATION TO OTHER FUN	(29,808,243.74)
		.00
	TOTAL GENERAL FUND CASH	.00

CASH ALLOCATION RECONCILIATION

10	ALLOCATION TO GENERAL FUND	4,395,991.39
11	ALLOCATION TO CLASS C ROADS	956,384.67
15	ALLOCATION TO RECREATION IMPACT FEES	462,299.50
16	ALLOCATION TO STREET IMPACT FEES	169,463.32
44	ALLOCATION TO PARC FUND	128,638.35
45	ALLOCATION TO CAPITAL IMPROVEMENTS FUND	9,999,298.08
51	ALLOCATION TO WATER FUND	3,788,516.26
52	ALLOCATION TO SEWER FUND	3,186,001.90
55	ALLOCATION TO PRESSURIZED IRRIGATION FUND	1,581,231.25
56	ALLOCATION TO STORM DRAIN FUND	688,398.68
70	ALLOCATION TO TRUST AND AGENCY FUND	812,150.44
71	ALLOCATION TO CEMETERY PERPETUAL CARE FUND	1,876,527.19
81	ALLOCATION TO WATER IMPACT FEES	834,482.97
82	ALLOCATION TO SEWER IMPACT FEES	165,760.59
85	ALLOCATION TO PI IMPACT FEES	537,101.93
86	ALLOCATION TO STORM DRAIN IMPACT FEES	225,997.22
		29,808,243.74
	TOTAL ALLOCATIONS TO OTHER FUNDS	29,808,243.74
	ALLOCATION FROM COMBINED CASH FUND - 01-1190	(29,808,243.74)
		.00
	ZERO PROOF IF ALLOCATIONS BALANCE	.00

ALPINE CITY CORPORATION

BALANCE SHEET

FEBRUARY 28, 2026

GENERAL FUND

ASSETS

10-1190	CASH - ALLOCATION TO OTHER FUN	4,395,991.39	
10-1309	DEFERRED PROPERTY TAXES REC	2,659,542.68	
10-1311	ACCOUNTS RECEIVABLE	75,999.28	
10-1561	PREPAID EXPENSES	550.00	
	TOTAL ASSETS		<u><u>7,132,083.35</u></u>

LIABILITIES AND EQUITYLIABILITIES

10-2211	WAGES PAYABLE	66,280.71	
10-2221	FICA PAYABLE	7,831.20	
10-2222	FEDERAL WITHHOLDING PAYABLE	3,736.37	
10-2223	STATE WITHHOLDING PAYABLE	2,069.31	
10-2225	ULGT PAYABLE	13,585.12	
10-2226	ADDITIONAL EMP INSURANCES	124.56	
10-2227	RETIREMENT PAYABLE EMPLOYEES	1,007.67	
10-2229	WORKERS COMP PAYABLE	15,482.19	
10-2400	UNEARNED REVENUE	2,659,542.00	
	TOTAL LIABILITIES		2,769,659.13

FUND EQUITY

	UNAPPROPRIATED FUND BALANCE:		
10-2980	BALANCE BEGINNING OF YEAR	2,487,751.53	
	REVENUE OVER EXPENDITURES - YTD	1,874,672.69	
	BALANCE - CURRENT DATE	4,362,424.22	
	TOTAL FUND EQUITY		<u><u>4,362,424.22</u></u>
	TOTAL LIABILITIES AND EQUITY		<u><u>7,132,083.35</u></u>

ALPINE CITY CORPORATION
REVENUES WITH COMPARISON TO BUDGET
FOR THE 8 MONTHS ENDING FEBRUARY 28, 2026

GENERAL FUND

	PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEARNED	PCNT
<u>TAXES</u>					
10-31-10	CURRENT YEAR GENERAL PROPERTY	29,432.79	2,634,345.08	2,704,800.00	70,454.92 97.4
10-31-20	REDEMPTION TAXES	97,615.59	255,658.73	225,000.00 (30,658.73)	113.6
10-31-30	GENERAL SALES AND USE TAXES	222,317.95	1,167,963.74	2,100,000.00	932,036.26 55.6
10-31-31	MOTOR VEHICLE TAXES	9,584.33	73,863.53	135,000.00	61,136.47 54.7
10-31-40	FRANCHISE FEES	58,002.00	434,885.28	750,000.00	315,114.72 58.0
10-31-90	PENALTIES & INT. ON DELINQUENT	947.09	3,504.99	4,500.00	995.01 77.9
	TOTAL TAXES	417,899.75	4,570,221.35	5,919,300.00	1,349,078.65 77.2
<u>LICENSES AND PERMITS</u>					
10-32-10	BUSINESS LICENSES AND PERMITS	7,900.00	19,305.24	25,000.00	5,694.76 77.2
10-32-20	PLAN CHECK FEES	6,207.05	126,530.94	175,000.00	48,469.06 72.3
10-32-21	BUILDING PERMITS	14,214.76	204,470.93	350,000.00	145,529.07 58.4
10-32-22	BUILDING PERMIT ASSESSMENT	139.15	2,081.50	5,000.00	2,918.50 41.6
	TOTAL LICENSES AND PERMITS	28,460.96	352,388.61	555,000.00	202,611.39 63.5
<u>INTERGOVERNMENTAL REVENUE</u>					
10-33-42	MUNICIPAL RECREATION GRANT	.00	.00	29,122.00	29,122.00 .0
10-33-59	OTHER GRANTS	.00	1,000,000.00	.00 (1,000,000.00)	.0
	TOTAL INTERGOVERNMENTAL REVENUE	.00	1,000,000.00	29,122.00 (970,878.00)	3433.8
<u>CHARGES FOR SERVICES</u>					
10-34-13	ZONING AND SUBDIVISION FEES	2,170.00	3,770.00	5,000.00	1,230.00 75.4
10-34-14	ANNEXATIONS APPLICATIONS	.00	.00	500.00	500.00 .0
10-34-15	SALE OF MAPS AND PUBLICATIONS	.00	110.00	250.00	140.00 44.0
10-34-22	PUBLIC SAFETY DISTRICT RENTAL	.00	19,258.00	38,516.00	19,258.00 50.0
10-34-40	WASTE COLLECTION SALES	67,690.60	539,967.49	730,000.00	190,032.51 74.0
10-34-69	YOUTH COUNCIL	.00	3,694.59	3,000.00 (694.59)	123.2
10-34-81	SALE OF CEMETERY LOTS	1,700.00	24,225.00	25,000.00	775.00 96.9
10-34-83	BURIAL FEES	4,825.00	47,125.00	50,000.00	2,875.00 94.3
	TOTAL CHARGES FOR SERVICES	76,385.60	638,150.08	852,266.00	214,115.92 74.9
<u>FINES AND FORFEITURES</u>					
10-35-10	TRAFFIC FINES	5,222.82	39,320.22	75,000.00	35,679.78 52.4
10-35-15	OTHER FINES	250.00	7,475.01	7,000.00 (475.01)	106.8
10-35-16	TRAFFIC SCHOOL	.00	5,310.00	2,000.00 (3,310.00)	265.5
	TOTAL FINES AND FORFEITURES	5,472.82	52,105.23	84,000.00	31,894.77 62.0

ALPINE CITY CORPORATION
REVENUES WITH COMPARISON TO BUDGET
FOR THE 8 MONTHS ENDING FEBRUARY 28, 2026

GENERAL FUND

	PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEARNED	PCNT
<u>RENTS AND OTHER REVENUE</u>					
10-36-20 RENTS AND CONCESSIONS	2,536.00	37,650.00	65,000.00	27,350.00	57.9
TOTAL RENTS AND OTHER REVENUE	2,536.00	37,650.00	65,000.00	27,350.00	57.9
<u>INTEREST AND MISC REVENUE</u>					
10-38-10 INTEREST EARNINGS	88,897.65	231,753.12	150,000.00	(81,753.12)	154.5
10-38-17 ALPINE DAYS REVENUE	10.00	98,532.82	85,000.00	(13,532.82)	115.9
10-38-18 RODEO REVENUE	5.00	62,074.00	50,000.00	(12,074.00)	124.2
10-38-50 BICENTENNIAL BOOKS	40.00	430.00	500.00	70.00	86.0
10-38-90 SUNDRY REVENUES	25.00	13,959.93	40,000.00	26,040.07	34.9
TOTAL INTEREST AND MISC REVENUE	88,977.65	406,749.87	325,500.00	(81,249.87)	125.0
<u>TRANSFERS AND CONTRIBUTIONS</u>					
10-39-20 CONTRIBUTION FOR PARAMEDIC	2,926.71	23,349.76	35,000.00	11,650.24	66.7
TOTAL TRANSFERS AND CONTRIBUTIONS	2,926.71	23,349.76	35,000.00	11,650.24	66.7
TOTAL FUND REVENUE	622,659.49	7,080,614.90	7,865,188.00	784,573.10	90.0

ALPINE CITY CORPORATION
EXPENDITURES WITH COMPARISON TO BUDGET
FOR THE 8 MONTHS ENDING FEBRUARY 28, 2026

GENERAL FUND

	PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
<u>ADMINISTRATION</u>					
10-41-11 SALARIES & WAGES	18,920.70	166,260.89	247,500.00	81,239.11	67.2
10-41-13 EMPLOYEE BENEFITS	9,869.05	82,685.31	116,500.00	33,814.69	71.0
10-41-14 OVERTIME WAGES	162.28	887.99	2,000.00	1,112.01	44.4
10-41-21 BOOKS, SUBSCRIPTIONS & MEMBERS	975.19	13,045.02	25,000.00	11,954.98	52.2
10-41-22 PUBLIC NOTICES	.00	738.81	2,000.00	1,261.19	36.9
10-41-23 TRAVEL	.00	539.47	7,500.00	6,960.53	7.2
10-41-24 OFFICE SUPPLIES & POSTAGE	1,666.17	15,474.56	15,000.00	(474.56)	103.2
10-41-25 EQUIPMENT - SUPPLIES & MAINTEN	.00	2,425.00	1,500.00	(925.00)	161.7
10-41-28 TELEPHONE	439.71	3,163.74	5,500.00	2,336.26	57.5
10-41-30 PROFESSIONAL SERVICES	.00	.00	45,000.00	45,000.00	.0
10-41-33 EDUCATION	.00	671.72	3,000.00	2,328.28	22.4
10-41-46 COUNCIL DISCRETIONARY FUND	2,201.97	3,640.97	12,000.00	8,359.03	30.3
10-41-47 MAYOR DISCRETIONARY FUND	.00	97.50	5,000.00	4,902.50	2.0
10-41-51 INSURANCE	351.49	12,645.59	12,000.00	(645.59)	105.4
10-41-63 OTHER SERVICES	1,875.00	27,953.91	36,500.00	8,546.09	76.6
10-41-64 OTHER EXPENSES	.00	1,405.88	6,000.00	4,594.12	23.4
TOTAL ADMINISTRATION	36,461.56	331,636.36	542,000.00	210,363.64	61.2
<u>COURT</u>					
10-42-24 OFFICE EXPENSE & POSTAGE	1,062.69	8,287.08	38,000.00	29,712.92	21.8
10-42-31 PROFESSIONAL SERVICES	6,741.23	38,943.26	45,000.00	6,056.74	86.5
10-42-40 WITNESS FEES	.00	.00	200.00	200.00	.0
10-42-46 VICTIM REPARATION ASSESSMENT	2,391.65	14,418.22	32,000.00	17,581.78	45.1
TOTAL COURT	10,195.57	61,648.56	115,200.00	53,551.44	53.5
<u>TREASURER</u>					
10-43-11 SALARIES & WAGES	1,615.20	15,115.91	21,700.00	6,584.09	69.7
10-43-13 EMPLOYEE BENEFITS	977.73	8,376.81	11,700.00	3,323.19	71.6
10-43-14 OVERTIME WAGES	242.29	2,309.14	2,500.00	190.86	92.4
10-43-21 BOOKS, SUBSCRIPTIONS & MEMBERS	.00	.00	1,200.00	1,200.00	.0
10-43-23 TRAVEL	.00	.00	750.00	750.00	.0
10-43-24 OFFICE SUPPLIES & POSTAGE	.00	50.00	250.00	200.00	20.0
10-43-31 PROFESSIONAL & TECHNICAL	440.82	3,535.82	5,200.00	1,664.18	68.0
10-43-33 EDUCATION	.00	.00	1,300.00	1,300.00	.0
10-43-34 ACCOUNTING SERVICES/AUDIT	.00	12,500.00	15,900.00	3,400.00	78.6
TOTAL TREASURER	3,276.04	41,887.68	60,500.00	18,612.32	69.2

ALPINE CITY CORPORATION
EXPENDITURES WITH COMPARISON TO BUDGET
FOR THE 8 MONTHS ENDING FEBRUARY 28, 2026

GENERAL FUND

	PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
<u>ELECTIONS</u>					
10-50-24 OFFICE EXPENSE, SUPPLIES & POS	.00	.00	1,000.00	1,000.00	.0
10-50-62 MISCELLANEOUS SERVICES	.00	19,160.95	39,350.00	20,189.05	48.7
TOTAL ELECTIONS	.00	19,160.95	40,350.00	21,189.05	47.5
<u>GOVERNMENT BUILDINGS</u>					
10-52-26 BUILDING SUPPLIES	664.87	4,424.53	7,000.00	2,575.47	63.2
10-52-27 UTILITIES	4,122.33	15,206.92	25,000.00	9,793.08	60.8
10-52-51 INSURANCE	66.49	9,629.49	10,200.00	570.51	94.4
10-52-63 OTHER SERVICES	820.00	9,978.16	13,000.00	3,021.84	76.8
10-52-72 CAPITAL OUTLAY BUILDINGS	94,970.20	168,414.68	1,000,000.00	831,585.32	16.8
TOTAL GOVERNMENT BUILDINGS	100,643.89	207,653.78	1,055,200.00	847,546.22	19.7
<u>EMERGENCY SERVICES</u>					
10-57-61 POLICE-PROFESSIONAL SERVICE	126,929.16	1,015,433.28	1,523,150.00	507,716.72	66.7
10-57-63 FIRE-PROFESSIONAL SERVICE	127,441.16	1,019,529.28	1,529,294.00	509,764.72	66.7
10-57-72 ADMINISTRATION	10,088.08	80,704.64	121,057.00	40,352.36	66.7
10-57-74 CAPITAL OUTLAY - EQUIPMENT	.00	.00	15,000.00	15,000.00	.0
TOTAL EMERGENCY SERVICES	264,458.40	2,115,667.20	3,188,501.00	1,072,833.80	66.4
<u>BUILDING INSPECTION</u>					
10-58-11 SALARIES & WAGES	4,004.80	36,899.08	53,500.00	16,600.92	69.0
10-58-13 EMPLOYEE BENEFITS	1,926.15	16,177.81	20,100.00	3,922.19	80.5
10-58-14 OVERTIME WAGES	.00	.00	500.00	500.00	.0
10-58-21 BOOKS, SUBSCRIPTIONS & MEMBERS	.00	.00	500.00	500.00	.0
10-58-24 OFFICE SUPPLIES & POSTAGE	.00	.00	800.00	800.00	.0
10-58-28 TELEPHONE	30.00	270.00	1,000.00	730.00	27.0
10-58-29 CONTRACT/BUILDING INSPECTOR	4,144.00	46,508.00	90,000.00	43,492.00	51.7
10-58-51 INSURANCE & SURETY BONDS	66.49	9,629.49	10,200.00	570.51	94.4
10-58-65 BUILDING PERMIT SURCHARGE	.00	1,006.23	3,000.00	1,993.77	33.5
TOTAL BUILDING INSPECTION	10,171.44	110,490.61	179,600.00	69,109.39	61.5

ALPINE CITY CORPORATION
EXPENDITURES WITH COMPARISON TO BUDGET
FOR THE 8 MONTHS ENDING FEBRUARY 28, 2026

GENERAL FUND

	PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
<u>PLANNING & ZONING</u>					
10-59-11 SALARIES & WAGES	7,456.20	122,449.57	181,900.00	59,450.43	67.3
10-59-13 EMPLOYEE BENEFITS	4,759.24	53,227.78	75,400.00	22,172.22	70.6
10-59-14 OVERTIME WAGES	.00	1,743.83	1,000.00	(743.83)	174.4
10-59-21 BOOKS, SUBSCRIPTIONS & MEMBERS	.00	.00	1,000.00	1,000.00	.0
10-59-23 TRAVEL	.00	278.87	1,500.00	1,221.13	18.6
10-59-24 OFFICE SUPPLIES & POSTAGE	.00	.00	1,500.00	1,500.00	.0
10-59-30 PROFESSIONAL SERVICES	9,000.00	43,815.17	60,000.00	16,184.83	73.0
10-59-31 LEGAL SERVICES FOR SUBDIVIS	.00	1,100.00	20,000.00	18,900.00	5.5
10-59-34 EDUCATION	.00	.00	750.00	750.00	.0
TOTAL PLANNING & ZONING	21,215.44	222,615.22	343,050.00	120,434.78	64.9
<u>STREETS</u>					
10-60-11 SALARIES & WAGES	9,989.97	92,155.57	132,400.00	40,244.43	69.6
10-60-13 EMPLOYEE BENEFITS	6,721.24	58,461.15	80,100.00	21,638.85	73.0
10-60-14 OVERTIME WAGES	121.07	7,528.74	8,000.00	471.26	94.1
10-60-15 ON CALL WAGES	521.86	4,650.03	6,350.00	1,699.97	73.2
10-60-23 TRAVEL	.00	.00	1,000.00	1,000.00	.0
10-60-24 OFFICE SUPPLIES & POSTAGE	.00	608.57	700.00	91.43	86.9
10-60-25 EQUIPMENT-SUPPLIES & MAINTENAN	1,738.46	41,551.25	75,000.00	33,448.75	55.4
10-60-26 STREET SUPPLIES AND MAINTENANC	5,692.76	36,512.21	75,000.00	38,487.79	48.7
10-60-27 UTILITIES	13.30	46.26	500.00	453.74	9.3
10-60-28 TELEPHONE	389.26	1,903.46	3,200.00	1,296.54	59.5
10-60-29 POWER - STREET LIGHTS	9,839.72	34,203.02	50,000.00	15,796.98	68.4
10-60-51 INSURANCE	66.49	9,629.49	10,200.00	570.51	94.4
10-60-63 OTHER SERVICES	.00	450.00	12,000.00	11,550.00	3.8
10-60-64 OTHER EXPENSES	400.00	3,736.53	6,500.00	2,763.47	57.5
10-60-70 CLASS C ROAD FUND	.00	6,300.00	.00	(6,300.00)	.0
10-60-73 CAPITAL OUTLAY-OTHER THAN BUIL	.00	747,856.77	177,000.00	(570,856.77)	422.5
10-60-74 CAPITAL OUTLAY - EQUIPMENT	.00	1,625.00	65,125.00	63,500.00	2.5
TOTAL STREETS	35,494.13	1,047,218.05	703,075.00	(344,143.05)	149.0

ALPINE CITY CORPORATION
EXPENDITURES WITH COMPARISON TO BUDGET
FOR THE 8 MONTHS ENDING FEBRUARY 28, 2026

GENERAL FUND

	PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
<u>PARKS & RECREATION</u>					
10-70-11 SALARIES & WAGES	4,588.34	42,347.40	62,900.00	20,552.60	67.3
10-70-12 WAGES TEMPORARY EMPLOYEES	.00	40,438.75	63,500.00	23,061.25	63.7
10-70-13 EMPLOYEE BENEFITS	2,898.02	28,547.32	40,100.00	11,552.68	71.2
10-70-14 OVERTIME WAGES	.00	1,989.05	2,500.00	510.95	79.6
10-70-23 TRAVEL	.00	.00	1,000.00	1,000.00	.0
10-70-24 OFFICE SUPPLIES & POSTAGE	299.42	2,380.70	2,400.00	19.30	99.2
10-70-25 EQUIPMENT-SUPPLIES & MAINTENAN	805.00	13,249.49	25,000.00	11,750.51	53.0
10-70-26 BUILDING AND GROUNDS SUPPLIES	2,343.13	37,938.16	55,000.00	17,061.84	69.0
10-70-27 UTILITIES	6,295.96	40,763.98	60,000.00	19,236.02	67.9
10-70-28 TELEPHONE	251.09	1,605.29	3,000.00	1,394.71	53.5
10-70-51 INSURANCE & SURETY BONDS	66.49	9,629.49	10,200.00	570.51	94.4
10-70-60 RODEO	.00	47,986.65	35,000.00	(12,986.65)	137.1
10-70-63 OTHER SERVICES-AM FORK AGREEMT	.00	.00	78,500.00	78,500.00	.0
10-70-64 OTHER EXPENSES	.00	4,390.30	.00	(4,390.30)	.0
10-70-65 ALPINE DAYS	.00	141,761.86	115,000.00	(26,761.86)	123.3
10-70-66 OTHER EXPENSE - SPECIAL PROJEC	.00	150.00	.00	(150.00)	.0
10-70-67 MOYLE PARK	75.00	3,734.02	9,000.00	5,265.98	41.5
10-70-68 LIBRARY	1,400.00	8,340.00	14,500.00	6,160.00	57.5
10-70-69 YOUTH COUNCIL	153.38	6,180.45	8,500.00	2,319.55	72.7
10-70-70 BOOK MOBILE	.00	13,596.00	13,596.00	.00	100.0
10-70-71 TRAILS	.00	4,005.82	5,000.00	994.18	80.1
TOTAL PARKS & RECREATION	19,175.83	449,034.73	604,696.00	155,661.27	74.3
<u>CEMETERY</u>					
10-77-11 SALARIES & WAGES	4,587.66	42,345.34	62,900.00	20,554.66	67.3
10-77-12 WAGES TEMPORARY EMPLOYEE	.00	40,438.67	63,500.00	23,061.33	63.7
10-77-13 EMPLOYEE BENEFITS	2,906.28	28,627.37	40,100.00	11,472.63	71.4
10-77-14 OVERTIME WAGES	.00	1,989.05	2,500.00	510.95	79.6
10-77-23 TRAVEL	.00	17.50	500.00	482.50	3.5
10-77-24 OFFICE SUPPLIES & POSTAGE	.00	.00	250.00	250.00	.0
10-77-25 EQUIPMENT-SUPPLIES & MAINTENAN	282.19	2,513.72	12,000.00	9,486.28	21.0
10-77-26 BUILDING AND GROUNDS	.00	2,908.75	12,000.00	9,091.25	24.2
10-77-27 CEMETERY PAVING	446.56	3,572.48	.00	(3,572.48)	.0
10-77-28 TELEPHONE	15.00	135.00	850.00	715.00	15.9
10-77-51 INSURANCE & SURETY BONDS	66.49	9,629.49	10,200.00	570.51	94.4
10-77-63 OTHER SERVICES	23.84	84.35	10,000.00	9,915.65	.8
TOTAL CEMETERY	8,328.02	132,261.72	214,800.00	82,538.28	61.6

ALPINE CITY CORPORATION
EXPENDITURES WITH COMPARISON TO BUDGET
FOR THE 8 MONTHS ENDING FEBRUARY 28, 2026

GENERAL FUND

	PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
<u>GARBAGE</u>					
10-82-11 SALARIES & WAGES	4,055.20	35,581.58	54,100.00	18,518.42	65.8
10-82-13 EMPLOYEE BENEFITS	2,058.78	16,020.24	25,000.00	8,979.76	64.1
10-82-14 OVERTIME WAGES	141.32	1,347.07	1,500.00	152.93	89.8
10-82-24 OFFICE SUPPLIES & POSTAGE	522.46	4,159.54	3,600.00	(559.54)	115.5
10-82-28 TELEPHONE	10.84	82.53	250.00	167.47	33.0
10-82-31 PROFESSIONAL & TECHNICAL	440.82	3,440.82	4,800.00	1,359.18	71.7
10-82-34 TECHNOLOGY UPDATE	458.13	3,696.12	5,500.00	1,803.88	67.2
10-82-61 TIPPING FEES	10,779.22	98,297.52	166,000.00	67,702.48	59.2
10-82-62 WASTE PICKUP CONTRACT	40,547.96	283,781.50	482,000.00	198,218.50	58.9
10-82-64 OTHER EXPENSES	140.47	983.29	15,800.00	14,816.71	6.2
10-82-65 CITY CLEANUP PROJECTS	.00	12,032.73	.00	(12,032.73)	.0
TOTAL GARBAGE	59,155.20	459,422.94	758,550.00	299,127.06	60.6
<u>MISCELLANEOUS</u>					
10-99-25 TECHNOLOGY UPGRADE	460.89	5,838.52	20,000.00	14,161.48	29.2
10-99-80 TRANSFER TO CAPITAL IMP FUND	.00	.00	34,666.00	34,666.00	.0
10-99-82 EMERGENCY PREP	.00	1,405.89	5,000.00	3,594.11	28.1
TOTAL MISCELLANEOUS	460.89	7,244.41	59,666.00	52,421.59	12.1
TOTAL FUND EXPENDITURES	569,036.41	5,205,942.21	7,865,188.00	2,659,245.79	66.2
NET REVENUE OVER EXPENDITURES	53,623.08	1,874,672.69	.00	(1,874,672.69)	.0

ALPINE CITY CORPORATION
 BALANCE SHEET
 FEBRUARY 28, 2026

CLASS C ROADS

<u>ASSETS</u>			
11-1190	CASH - ALLOCATION FROM GENERAL		956,384.67
	TOTAL ASSETS		<u>956,384.67</u>
<u>LIABILITIES AND EQUITY</u>			
<u>FUND EQUITY</u>			
UNAPPROPRIATED FUND BALANCE:			
11-2980	BALANCE BEGINNING OF YEAR	1,307,037.46	
	REVENUE OVER EXPENDITURES - YTD	<u>(350,652.79)</u>	
	BALANCE - CURRENT DATE		<u>956,384.67</u>
	TOTAL FUND EQUITY		<u>956,384.67</u>
	TOTAL LIABILITIES AND EQUITY		<u>956,384.67</u>

ALPINE CITY CORPORATION
REVENUES WITH COMPARISON TO BUDGET
FOR THE 8 MONTHS ENDING FEBRUARY 28, 2026

CLASS C ROADS

	PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEARNED	PCNT
11-33-56 B&C ROAD FUND ALLOTMENT	117,738.07	343,747.69	525,000.00	181,252.31	65.5
11-33-60 MASS TRANSIT	20,617.22	109,237.93	195,000.00	85,762.07	56.0
11-33-80 PUBLIC TRANSIT TAX	10,517.66	55,257.10	80,000.00	24,742.90	69.1
TOTAL SOURCE 33	148,872.95	508,242.72	800,000.00	291,757.28	63.5
<u>INTEREST AND MISC REVENUE</u>					
11-38-10 INTEREST EARNINGS	.00	20,106.40	45,000.00	24,893.60	44.7
TOTAL INTEREST AND MISC REVENUE	.00	20,106.40	45,000.00	24,893.60	44.7
<u>TRANSFERS AND CONTRIBUTIONS</u>					
11-39-10 FUND BALANCE APPROPRIATION	.00	.00	5,000.00	5,000.00	.0
TOTAL TRANSFERS AND CONTRIBUTIONS	.00	.00	5,000.00	5,000.00	.0
TOTAL FUND REVENUE	148,872.95	528,349.12	850,000.00	321,650.88	62.2

ALPINE CITY CORPORATION
EXPENDITURES WITH COMPARISON TO BUDGET
FOR THE 8 MONTHS ENDING FEBRUARY 28, 2026

CLASS C ROADS

	PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
11-60-70 CLASS C ROAD FUND PROJECTS	.00	554,001.91	525,000.00	(29,001.91)	105.5
11-60-75 MASS TRANSIT PROJECTS	.00	195,000.00	195,000.00	.00	100.0
11-60-80 PUBLIC TRANSPORTATION PROJECTS	.00	80,000.00	80,000.00	.00	100.0
11-60-90 RESERVES	.00	50,000.00	50,000.00	.00	100.0
TOTAL DEPARTMENT 60	.00	879,001.91	850,000.00	(29,001.91)	103.4
TOTAL FUND EXPENDITURES	.00	879,001.91	850,000.00	(29,001.91)	103.4
NET REVENUE OVER EXPENDITURES	148,872.95	(350,652.79)	.00	350,652.79	.0

ALPINE CITY CORPORATION
 BALANCE SHEET
 FEBRUARY 28, 2026

RECREATION IMPACT FEES

<u>ASSETS</u>			
15-1190	CASH - ALLOCATION FROM GENERAL		462,299.50
	TOTAL ASSETS		<u>462,299.50</u>
<u>LIABILITIES AND EQUITY</u>			
<u>FUND EQUITY</u>			
15-2831	RESERVE-IMP RECREATION		571,085.62
UNAPPROPRIATED FUND BALANCE:			
15-2980	BALANCE BEGINNING OF YEAR	(123,878.26)	
	REVENUE OVER EXPENDITURES - YTD	<u>15,092.14</u>	
	BALANCE - CURRENT DATE	<u>(108,786.12)</u>	
	TOTAL FUND EQUITY		<u>462,299.50</u>
	TOTAL LIABILITIES AND EQUITY		<u>462,299.50</u>

ALPINE CITY CORPORATION
REVENUES WITH COMPARISON TO BUDGET
FOR THE 8 MONTHS ENDING FEBRUARY 28, 2026

RECREATION IMPACT FEES

	PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEARNED	PCNT
<u>OPERATING REVENUES</u>					
15-37-31 RECREATION FACILITY FEES	.00	5,376.00	100,000.00	94,624.00	5.4
TOTAL OPERATING REVENUES	.00	5,376.00	100,000.00	94,624.00	5.4
<u>INTEREST AND MISC REVENUE</u>					
15-38-10 INTEREST EARNINGS	.00	9,716.14	40,000.00	30,283.86	24.3
TOTAL INTEREST AND MISC REVENUE	.00	9,716.14	40,000.00	30,283.86	24.3
<u>TRANSFERS AND CONTRIBUTIONS</u>					
15-39-10 FUND BALANCE APPROPRIATION	.00	.00	145,000.00	145,000.00	.0
TOTAL TRANSFERS AND CONTRIBUTIONS	.00	.00	145,000.00	145,000.00	.0
TOTAL FUND REVENUE	.00	15,092.14	285,000.00	269,907.86	5.3

ALPINE CITY CORPORATION
 EXPENDITURES WITH COMPARISON TO BUDGET
 FOR THE 8 MONTHS ENDING FEBRUARY 28, 2026

RECREATION IMPACT FEES

	PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
<u>EXPENDITURES</u>					
15-40-31 PARK SYSTEM	.00	.00	285,000.00	285,000.00	.0
TOTAL EXPENDITURES	.00	.00	285,000.00	285,000.00	.0
TOTAL FUND EXPENDITURES	.00	.00	285,000.00	285,000.00	.0
NET REVENUE OVER EXPENDITURES	.00	15,092.14	.00	(15,092.14)	.0

ALPINE CITY CORPORATION
 BALANCE SHEET
 FEBRUARY 28, 2026

STREET IMPACT FEES

<u>ASSETS</u>			
16-1190	CASH - ALLOCATION FROM GENERAL		169,463.32
	TOTAL ASSETS		<u>169,463.32</u>
<u>LIABILITIES AND EQUITY</u>			
<u>FUND EQUITY</u>			
UNAPPROPRIATED FUND BALANCE:			
16-2980	BALANCE BEGINNING OF YEAR	163,536.55	
	REVENUE OVER EXPENDITURES - YTD	<u>5,926.77</u>	
	BALANCE - CURRENT DATE		<u>169,463.32</u>
	TOTAL FUND EQUITY		<u>169,463.32</u>
	TOTAL LIABILITIES AND EQUITY		<u>169,463.32</u>

ALPINE CITY CORPORATION
REVENUES WITH COMPARISON TO BUDGET
FOR THE 8 MONTHS ENDING FEBRUARY 28, 2026

STREET IMPACT FEES

	PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEARNED	PCNT
<u>OPERATING REVENUES</u>					
16-37-21 STREETS & TRANSPORTATION FEES	.00	2,366.64	40,000.00	37,633.36	5.9
TOTAL OPERATING REVENUES	.00	2,366.64	40,000.00	37,633.36	5.9
<u>INTEREST AND MISC REVENUE</u>					
16-38-10 INTEREST EARNINGS	.00	3,560.13	25,000.00	21,439.87	14.2
TOTAL INTEREST AND MISC REVENUE	.00	3,560.13	25,000.00	21,439.87	14.2
<u>TRANSFERS AND CONTRIBUTIONS</u>					
16-39-10 FUND BALANCE APPROPRIATION	.00	.00	340,000.00	340,000.00	.0
TOTAL TRANSFERS AND CONTRIBUTIONS	.00	.00	340,000.00	340,000.00	.0
TOTAL FUND REVENUE	.00	5,926.77	405,000.00	399,073.23	1.5

ALPINE CITY CORPORATION
 EXPENDITURES WITH COMPARISON TO BUDGET
 FOR THE 8 MONTHS ENDING FEBRUARY 28, 2026

STREET IMPACT FEES

	PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
<u>EXPENDITURES</u>					
16-40-21 STREET & TRANSPORT EXPENSES	.00	.00	405,000.00	405,000.00	.0
TOTAL EXPENDITURES	.00	.00	405,000.00	405,000.00	.0
TOTAL FUND EXPENDITURES	.00	.00	405,000.00	405,000.00	.0
NET REVENUE OVER EXPENDITURES	.00	5,926.77	.00	(5,926.77)	.0

ALPINE CITY CORPORATION
BALANCE SHEET
FEBRUARY 28, 2026

PARC FUND

<u>ASSETS</u>			
44-1190	CASH - ALLOCATION TO OTHER FUN	128,638.35	
	TOTAL ASSETS		128,638.35
<u>LIABILITIES AND EQUITY</u>			
<u>FUND EQUITY</u>			
UNAPPROPRIATED FUND BALANCE:			
44-2980	BALANCE BEGINNING OF YEAR	103,446.90	
	REVENUE OVER EXPENDITURES - YTD	25,191.45	
	BALANCE - CURRENT DATE	128,638.35	
	TOTAL FUND EQUITY		128,638.35
	TOTAL LIABILITIES AND EQUITY		128,638.35

ALPINE CITY CORPORATION
 REVENUES WITH COMPARISON TO BUDGET
 FOR THE 8 MONTHS ENDING FEBRUARY 28, 2026

PARC FUND

	PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEARNED	PCNT
44-38-10 INTEREST REVENUE	.00	2,377.57	.00	(2,377.57)	.0
44-38-20 PARC TAX	13,506.53	66,468.81	100,000.00	33,531.19	66.5
	13,506.53	68,846.38	100,000.00	31,153.62	68.9
TOTAL SOURCE 38					
	13,506.53	68,846.38	100,000.00	31,153.62	68.9
TOTAL FUND REVENUE					
	13,506.53	68,846.38	100,000.00	31,153.62	68.9

ALPINE CITY CORPORATION
 EXPENDITURES WITH COMPARISON TO BUDGET
 FOR THE 8 MONTHS ENDING FEBRUARY 28, 2026

PARC FUND

	PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
44-40-72 CAPITAL OUTLAY - OTHER	4,352.27	43,654.93	100,000.00	56,345.07	43.7
TOTAL DEPARTMENT 40	4,352.27	43,654.93	100,000.00	56,345.07	43.7
TOTAL FUND EXPENDITURES	4,352.27	43,654.93	100,000.00	56,345.07	43.7
NET REVENUE OVER EXPENDITURES	9,154.26	25,191.45	.00	(25,191.45)	.0

ALPINE CITY CORPORATION
BALANCE SHEET
FEBRUARY 28, 2026

CAPITAL IMPROVEMENTS FUND

<u>ASSETS</u>			
45-1190	CASH - ALLOCATION TO OTHER FUN	9,999,298.08	
	TOTAL ASSETS		9,999,298.08
<u>LIABILITIES AND EQUITY</u>			
<u>LIABILITIES</u>			
45-2124	OTHER BONDS	351,000.00	
45-2140	INFRA PROTECTION BONDS	1,503,689.48	
45-2147	OPEN SPACE BOND	139,000.00	
45-2150	RESTRICTED FOR ROADS	167,349.00	
45-2152	MOYLE PARK DONATIONS	5,212.00	
45-2156	MUSTARD DONATION/LAM PK TRAILS	4,948.00	
45-2157	MOYLE PARK DONATIONS-COOPER	50,000.00	
	TOTAL LIABILITIES		2,221,198.48
<u>FUND EQUITY</u>			
UNAPPROPRIATED FUND BALANCE:			
45-2960	EQUIPMENT REPLACEMENT	174,329.36	
45-2980	BALANCE BEGINNING OF YEAR	7,747,834.52	
	REVENUE OVER EXPENDITURES - YTD	(144,064.28)	
	BALANCE - CURRENT DATE		7,778,099.60
	TOTAL FUND EQUITY		7,778,099.60
	TOTAL LIABILITIES AND EQUITY		9,999,298.08

ALPINE CITY CORPORATION
REVENUES WITH COMPARISON TO BUDGET
FOR THE 8 MONTHS ENDING FEBRUARY 28, 2026

CAPITAL IMPROVEMENTS FUND

	PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEARNED	PCNT
<u>INTEREST AND MISC REVENUE</u>					
45-38-10 INTEREST REVENUE	.00	216,751.17	400,000.00	183,248.83	54.2
TOTAL INTEREST AND MISC REVENUE	.00	216,751.17	400,000.00	183,248.83	54.2
<u>TRANSFERS AND CONTRIBUTIONS</u>					
45-39-10 TRANSFER FROM GENERAL FUND	.00	.00	37,296.00	37,296.00	.0
45-39-11 CAPITOL IMPROVEMENTS FUND SURP	.00	.00	2,792,704.00	2,792,704.00	.0
TOTAL TRANSFERS AND CONTRIBUTIONS	.00	.00	2,830,000.00	2,830,000.00	.0
TOTAL FUND REVENUE	.00	216,751.17	3,230,000.00	3,013,248.83	6.7

ALPINE CITY CORPORATION
 EXPENDITURES WITH COMPARISON TO BUDGET
 FOR THE 8 MONTHS ENDING FEBRUARY 28, 2026

CAPITAL IMPROVEMENTS FUND

	PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
<u>EXPENDITURES</u>					
45-40-72 CAPITAL OUTLAY - OTHER	213,251.50	360,815.45	962,000.00	601,184.55	37.5
45-40-73 CAPITAL OUTLAY BUILDINGS	.00	.00	2,200,000.00	2,200,000.00	.0
45-40-74 CAPITAL OUTLAY - EQUIPMENT	.00	.00	68,000.00	68,000.00	.0
TOTAL EXPENDITURES	213,251.50	360,815.45	3,230,000.00	2,869,184.55	11.2
TOTAL FUND EXPENDITURES	213,251.50	360,815.45	3,230,000.00	2,869,184.55	11.2
NET REVENUE OVER EXPENDITURES	(213,251.50)	(144,064.28)	.00	144,064.28	.0

ALPINE CITY CORPORATION

BALANCE SHEET

FEBRUARY 28, 2026

WATER FUND

ASSETS

51-1110	CASH ON HAND	(126.43)	
51-1190	CASH - ALLOCATION FROM GENERAL		3,788,516.26	
51-1311	WATER ACCOUNTS RECEIVABLE		65,418.78	
51-1314	ALLOWANCE FOR DOUBTFUL ACCOUNT	(390.78)	
51-1598	INVESTMENT IN WATER STOCK		73,400.00	
51-1610	DEFERRED OUTFLOWS-PENSIONS		57,509.00	
51-1611	LAND		219,000.00	
51-1621	BUILDING		169,102.63	
51-1622	ALLOWANCE FOR DEPRECIATION-BUI	(142,115.39)	
51-1631	IMPROVEMENTS OTHER THAN BUILDI		17,062,308.58	
51-1632	ALLOWANCE FOR DEPRECIATION-IMP	(6,958,669.14)	
51-1651	MACHINERY AND EQUIPMENT		1,274,518.67	
51-1652	ALLOWANCE FOR DEPR'N-MACH & EQ	(745,531.44)	
	TOTAL ASSETS			<u>14,862,940.74</u>

LIABILITIES AND EQUITYLIABILITIES

51-2151	UTILITY DEPOSIT		28,200.00	
51-2220	WAGES PAYABLE		5,214.64	
51-2230	ST COMPENSATED ABSENCES		24,432.82	
51-2290	NET PENSION LIABILITY		42,961.00	
51-2410	DEFERRED INFLOWS-PENSIONS		193.00	
51-2530	LT COMPENSATED ABSENCES		2,154.10	
	TOTAL LIABILITIES			103,155.56

FUND EQUITY

UNAPPROPRIATED FUND BALANCE:				
51-2970	CONTRA ACCOUNT 81 IMPACT FEES		297,053.91	
51-2980	BEGINNING OF YEAR		14,477,403.29	
	REVENUE OVER EXPENDITURES - YTD	(14,672.02)	
	BALANCE - CURRENT DATE			<u>14,759,785.18</u>
	TOTAL FUND EQUITY			<u>14,759,785.18</u>
	TOTAL LIABILITIES AND EQUITY			<u>14,862,940.74</u>

ALPINE CITY CORPORATION
REVENUES WITH COMPARISON TO BUDGET
FOR THE 8 MONTHS ENDING FEBRUARY 28, 2026

WATER FUND

	PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEARNED	PCNT
<u>OPERATING REVENUES</u>					
51-37-11 METERED WATER SALES	57,409.65	612,992.78	875,000.00	262,007.22	70.1
51-37-12 OTHER WATER REVENUE	800.00	6,407.05	20,000.00	13,592.95	32.0
51-37-16 WATER CONNECTION FEE	460.00	8,740.00	30,000.00	21,260.00	29.1
51-37-17 PENALTIES	577.35	5,662.59	5,700.00	37.41	99.3
TOTAL OPERATING REVENUES	59,247.00	633,802.42	930,700.00	296,897.58	68.1
<u>INTEREST AND MISC REVENUE</u>					
51-38-10 INTEREST EARNINGS	.00	82,241.61	180,000.00	97,758.39	45.7
TOTAL INTEREST AND MISC REVENUE	.00	82,241.61	180,000.00	97,758.39	45.7
<u>TRANSFERS AND CONTRIBUTIONS</u>					
51-39-11 UNAPPROPRIATED FUND EQUITY	.00	.00	542,725.00	542,725.00	.0
TOTAL TRANSFERS AND CONTRIBUTIONS	.00	.00	542,725.00	542,725.00	.0
TOTAL FUND REVENUE	59,247.00	716,044.03	1,653,425.00	937,380.97	43.3

ALPINE CITY CORPORATION
EXPENDITURES WITH COMPARISON TO BUDGET
FOR THE 8 MONTHS ENDING FEBRUARY 28, 2026

WATER FUND

	PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
<u>WATER EXPENDITURES</u>					
51-80-11 SALARIES & WAGES	14,302.74	134,432.50	189,300.00	54,867.50	71.0
51-80-13 EMPLOYEE BENEFITS	8,778.58	77,457.73	104,700.00	27,242.27	74.0
51-80-14 OVERTIME WAGES	262.39	8,875.81	9,000.00	124.19	98.6
51-80-15 ON CALL WAGES	521.86	4,650.03	7,600.00	2,949.97	61.2
51-80-21 BOOKS, SUBSCRIPTIONS & MEMBERS	1,325.00	2,261.00	2,500.00	239.00	90.4
51-80-23 TRAVEL	.00	27.30	3,000.00	2,972.70	.9
51-80-24 OFFICE SUPPLIES & POS	4,701.93	26,982.06	20,000.00	(6,982.06)	134.9
51-80-25 EQUIPMENT-SUPPLIES & MAINTENAN	.00	8,661.75	21,000.00	12,338.25	41.3
51-80-26 BUILDING AND GROUNDS SUPPLIES	903.85	58,422.04	50,000.00	(8,422.04)	116.8
51-80-27 UTILITIES	4,888.63	63,071.44	35,000.00	(28,071.44)	180.2
51-80-28 TELEPHONE	348.67	2,359.24	2,500.00	140.76	94.4
51-80-31 PROFESSIONAL & TECHNICAL SERVI	661.22	5,161.22	25,000.00	19,838.78	20.6
51-80-33 EDUCATION	.00	430.00	1,000.00	570.00	43.0
51-80-34 TECHNOLOGY UPDATE	460.89	4,489.16	10,000.00	5,510.84	44.9
51-80-35 DEPRECIATION EXPENSE	.00	.00	255,000.00	255,000.00	.0
51-80-51 INSURANCE AND SURETY BONDS	66.49	9,629.49	10,200.00	570.51	94.4
51-80-62 MISCELLANEOUS SERVICES	2,030.27	34,567.96	38,000.00	3,432.04	91.0
51-80-63 OTHER EXPENSES	1,111.74	34,211.71	35,000.00	788.29	97.8
51-80-72 CAPITAL OUTLAY - BUILDINGS	200,000.00	200,000.00	5,000.00	(195,000.00)	4000.0
51-80-73 CAPITOL OUTLAY - IMPROVEMENTS	.00	53,400.61	764,500.00	711,099.39	7.0
51-80-74 CAPITAL OUTLAY - EQUIPMENT	.00	1,625.00	65,125.00	63,500.00	2.5
TOTAL WATER EXPENDITURES	240,364.26	730,716.05	1,653,425.00	922,708.95	44.2
TOTAL FUND EXPENDITURES	240,364.26	730,716.05	1,653,425.00	922,708.95	44.2
NET REVENUE OVER EXPENDITURES	(181,117.26)	(14,672.02)	.00	14,672.02	.0

ALPINE CITY CORPORATION

BALANCE SHEET

FEBRUARY 28, 2026

SEWER FUND

ASSETS

52-1190	CASH - ALLOCATION TO OTHER FUN	3,186,001.90	
52-1312	SEWER ACCOUNTS RECEIVABLE	93,364.02	
52-1314	ALLOWANCE FOR DOUBTFUL ACCOUNT	(300.00)	
52-1610	DEFERRED OUTFLOWS-PENSIONS	54,126.00	
52-1611	LAND	21,072.00	
52-1621	BUILDING	45,971.00	
52-1622	ALLOWANCE FOR DEPRECIATION-BUI	(45,971.00)	
52-1631	IMPROVEMENTS OTHER THAN BUILDI	8,661,627.16	
52-1632	ALLOWANCE FOR DEPRECIATION-IMP	(3,764,808.90)	
52-1651	MACHINERY AND EQUIPMENT	480,281.76	
52-1652	ALLOWANCE FOR DEPR'N-MACH & EQ	(308,535.08)	
	TOTAL ASSETS		8,422,828.86

LIABILITIES AND EQUITYLIABILITIES

52-2220	WAGES PAYABLE	5,214.64	
52-2230	ST COMPENSATED ABSENCES	24,431.76	
52-2290	NET PENSION LIABILITY	40,433.00	
52-2300	TSSD CLEARING ACCOUNT	121,823.90	
52-2410	DEFERRED INFLOWS-PENSIONS	181.00	
52-2530	LT COMPENSATED ABSENCES	2,154.10	
	TOTAL LIABILITIES		194,238.40

FUND EQUITY

	UNAPPROPRIATED FUND BALANCE:		
52-2980	BALANCE BEGINNING OF YEAR	8,260,172.51	
	REVENUE OVER EXPENDITURES - YTD	(31,582.05)	
	BALANCE - CURRENT DATE		8,228,590.46
	TOTAL FUND EQUITY		8,228,590.46
	TOTAL LIABILITIES AND EQUITY		8,422,828.86

ALPINE CITY CORPORATION
REVENUES WITH COMPARISON TO BUDGET
FOR THE 8 MONTHS ENDING FEBRUARY 28, 2026

SEWER FUND

	PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEARNED	PCNT
<u>OPERATING REVENUES</u>					
52-37-11 SEWER SYSTEM USAGE SALES	117,279.78	938,971.45	1,300,000.00	361,028.55	72.2
52-37-12 OTHER REVENUE	.00	.00	10,000.00	10,000.00	.0
52-37-16 SEWER CONNECTION FEE	125.00	2,250.00	5,000.00	2,750.00	45.0
TOTAL OPERATING REVENUES	117,404.78	941,221.45	1,315,000.00	373,778.55	71.6
<u>INTEREST AND MISC REVENUE</u>					
52-38-10 INTEREST EARNINGS	.00	71,423.11	160,000.00	88,576.89	44.6
TOTAL INTEREST AND MISC REVENUE	.00	71,423.11	160,000.00	88,576.89	44.6
<u>TRANSFERS AND CONTRIBUTIONS</u>					
52-39-11 UNAPPROPRIATED FUND EQUITY	.00	.00	369,275.00	369,275.00	.0
TOTAL TRANSFERS AND CONTRIBUTIONS	.00	.00	369,275.00	369,275.00	.0
TOTAL FUND REVENUE	117,404.78	1,012,644.56	1,844,275.00	831,630.44	54.9

ALPINE CITY CORPORATION
EXPENDITURES WITH COMPARISON TO BUDGET
FOR THE 8 MONTHS ENDING FEBRUARY 28, 2026

SEWER FUND

	PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
<u>SEWER EXPENDITURES</u>					
52-81-11 SALARIES & WAGES	14,302.75	137,394.43	189,300.00	51,905.57	72.6
52-81-13 EMPLOYEE BENEFITS	8,778.54	74,495.00	104,700.00	30,205.00	71.2
52-81-14 OVERTIME WAGES	262.39	8,875.81	9,000.00	124.19	98.6
52-81-15 ON CALL WAGES	521.86	4,650.03	7,600.00	2,949.97	61.2
52-81-23 TRAVEL	248.76	816.76	2,750.00	1,933.24	29.7
52-81-24 OFFICE SUPPLIES & POSTAGE	522.45	13,369.23	18,000.00	4,630.77	74.3
52-81-25 EQUIPMENT-SUPPLIES & MAINTENAN	.00	.00	10,000.00	10,000.00	.0
52-81-26 BUILDING AND GROUND SUPPLIES	174.48	4,361.09	12,000.00	7,638.91	36.3
52-81-27 UTILITIES	75.50	236.04	2,200.00	1,963.96	10.7
52-81-28 TELEPHONE	308.09	2,076.98	3,900.00	1,823.02	53.3
52-81-31 PROFESSIONAL & TECHNICAL	440.82	3,515.82	8,000.00	4,484.18	44.0
52-81-34 TECHNOLOGY UPDATE	460.89	4,010.16	7,000.00	2,989.84	57.3
52-81-35 DEPRECIATION EXPENSE	.00	.00	130,000.00	130,000.00	.0
52-81-51 INSURANCE AND SURETY BONDS	66.49	9,629.49	10,200.00	570.51	94.4
52-81-62 TIMPANOGOS SPECIAL SERVICE DIS	88,856.13	503,298.98	900,000.00	396,701.02	55.9
52-81-64 OTHER EXPENSES	2,412.16	21,055.43	34,500.00	13,444.57	61.0
52-81-73 CAPITAL OUTLAY-IMPROVEMENTS	200,747.00	254,816.36	330,000.00	75,183.64	77.2
52-81-74 CAPITAL OUTLAY - EQUIPMENT	.00	1,625.00	65,125.00	63,500.00	2.5
TOTAL SEWER EXPENDITURES	318,178.31	1,044,226.61	1,844,275.00	800,048.39	56.6
TOTAL FUND EXPENDITURES	318,178.31	1,044,226.61	1,844,275.00	800,048.39	56.6
NET REVENUE OVER EXPENDITURES	(200,773.53)	(31,582.05)	.00	31,582.05	.0

ALPINE CITY CORPORATION
BALANCE SHEET
FEBRUARY 28, 2026

PRESSURIZED IRRIGATION FUND

ASSETS

55-1190	CASH - ALLOCATION TO OTHER FUN	1,581,231.25	
55-1282	2020 BOND FUND 0352420	851.67	
55-1311	ACCOUNTS RECEIVABLE	80,067.46	
55-1314	ALLOWANCE FOR DOUBTFUL ACCOUNT	(125.70)	
55-1610	DEFERRED OUTFLOWS-PENSIONS	37,212.00	
55-1631	PRESSURIZED IRRIGATION SYSTEM	16,389,423.30	
55-1632	ACCUMULATION DEPRECIATION-IMPR	(5,463,996.88)	
55-1633	CONSTRUCTION IN PROGRESS	.70	
55-1651	MACHINERY AND EQUIPMENT	389,320.31	
55-1652	ALLOWANCE FOR DEPR'N-MACH & EQ	(297,622.64)	
55-1910	DEFERED AMOUNT ON REFUNDING	26,617.02	
	TOTAL ASSETS		12,742,978.49

LIABILITIES AND EQUITY

LIABILITIES

55-2141	ACCRUED INTEREST PAYABLE	3,040.71	
55-2220	WAGES PAYABLE	4,585.28	
55-2230	ST COMPENSATED ABSENCES	20,399.95	
55-2290	NET PENSION LIABILITY	27,798.00	
55-2410	DEFERRED INFLOWS-PENSIONS	125.00	
55-2511	CURRENT PORTION OF BONDS	356,000.00	
55-2532	BOND - 2020 WATER REFUNDING	1,473,000.00	
55-2540	LT COMPENSATED ABSENCES	2,154.10	
	TOTAL LIABILITIES		1,887,103.04

FUND EQUITY

UNAPPROPRIATED FUND BALANCE:			
55-2970	CONTRA ACCOUNT IMPACT FEES 85	282,500.00	
55-2980	BALANCE BEGINNING OF YEAR	10,585,808.28	
	REVENUE OVER EXPENDITURES - YTD	(12,432.83)	
	BALANCE - CURRENT DATE		10,855,875.45
	TOTAL FUND EQUITY		10,855,875.45
	TOTAL LIABILITIES AND EQUITY		12,742,978.49

ALPINE CITY CORPORATION
REVENUES WITH COMPARISON TO BUDGET
FOR THE 8 MONTHS ENDING FEBRUARY 28, 2026

PRESSURIZED IRRIGATION FUND

	PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEARNED	PCNT
<u>INTERGOVERNMENTAL REVENUE</u>					
55-33-20 PI IRRIGATION GRANT PROJECT	.00	900,000.00	.00	(900,000.00)	.0
TOTAL INTERGOVERNMENTAL REVENUE	.00	900,000.00	.00	(900,000.00)	.0
<u>OPERATING REVENUES</u>					
55-37-11 IRRIGATION WATER SALES	79,496.37	890,125.22	1,150,000.00	259,874.78	77.4
55-37-12 OTHER REVENUE	299.00	1,041.22	1,000.00	(41.22)	104.1
55-37-16 PRESSURIZED CONNECTION FEE	3,825.03	31,065.70	40,000.00	8,934.30	77.7
TOTAL OPERATING REVENUES	83,620.40	922,232.14	1,191,000.00	268,767.86	77.4
<u>INTEREST AND MISC REVENUE</u>					
55-38-10 INTEREST EARNINGS	2.79	51,129.36	60,000.00	8,870.64	85.2
TOTAL INTEREST AND MISC REVENUE	2.79	51,129.36	60,000.00	8,870.64	85.2
<u>TRANSFERS AND CONTRIBUTIONS</u>					
55-39-11 UNAPPROPRIATED FUND EQUITY	.00	.00	1,381,329.00	1,381,329.00	.0
TOTAL TRANSFERS AND CONTRIBUTIONS	.00	.00	1,381,329.00	1,381,329.00	.0
TOTAL FUND REVENUE	83,623.19	1,873,361.50	2,632,329.00	758,967.50	71.2

ALPINE CITY CORPORATION
EXPENDITURES WITH COMPARISON TO BUDGET
FOR THE 8 MONTHS ENDING FEBRUARY 28, 2026

PRESSURIZED IRRIGATION FUND

	PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
<u>EXPENDITURES</u>					
55-40-11 SALARIES & WAGES, ADMINISTRATI	12,344.32	114,512.59	163,200.00	48,687.41	70.2
55-40-13 EMPLOYEE BENEFITS	7,700.94	67,307.85	91,700.00	24,392.15	73.4
55-40-14 OVERTIME WAGES	262.39	8,875.79	9,000.00	124.21	98.6
55-40-15 ON CALL WAGES	521.86	4,649.96	5,000.00	350.04	93.0
55-40-23 TRAVEL	.00	.00	1,200.00	1,200.00	.0
55-40-25 EQUIPMENT - SUPPLIES & MAINTEN	632.95	13,604.37	58,000.00	44,395.63	23.5
55-40-26 BUILDING & GROUNDS SUPPLIES	496.82	8,113.35	25,000.00	16,886.65	32.5
55-40-27 UTILITIES	(146.19)	138,166.43	185,000.00	46,833.57	74.7
55-40-28 TELEPHONE	307.29	2,070.69	3,500.00	1,429.31	59.2
55-40-29 OFFICE SUPPLIES & POSTAGE	614.33	10,797.23	12,000.00	1,202.77	90.0
55-40-31 PROFESSIONAL & TECHNICAL SERVI	220.40	1,720.40	5,000.00	3,279.60	34.4
55-40-32 ENGINEER SERVICES	1,005.04	48,446.59	10,000.00	(38,446.59)	484.5
55-40-33 TECHNOLOGY UPDATE	.00	1,511.75	7,500.00	5,988.25	20.2
55-40-34 ANNUAL AUDIT - UTAH WATER	460.89	3,718.41	.00	(3,718.41)	.0
55-40-35 DEPRECIATION EXPENSE	.00	.00	223,704.00	223,704.00	.0
55-40-51 INSURANCE & SURETY BONDS	66.49	9,714.49	11,200.00	1,485.51	86.7
55-40-62 MISCELLANEOUS SERVICES	47.57	16,606.27	33,000.00	16,393.73	50.3
55-40-63 OTHER EXPENSES	2,015.47	24,386.27	23,000.00	(1,386.27)	106.0
55-40-71 CUP WATER	203,879.04	203,879.04	184,000.00	(19,879.04)	110.8
55-40-73 CAPITAL OUTLAY	50,000.00	946,509.50	1,267,500.00	320,990.50	74.7
55-40-74 CAPITAL OUTLAY - EQUIPMENT	.00	2,227.92	35,125.00	32,897.08	6.3
55-40-75 IRRIGATION METER REPLACEMENT	.00	812.58	.00	(812.58)	.0
55-40-80 TRUSTEE FEES	.00	1,500.00	.00	(1,500.00)	.0
55-40-83 BOND PRINCIPAL #8938222	.00	244,500.00	278,700.00	34,200.00	87.7
55-40-84 BOND INTEREST #8938222	.00	12,162.85	.00	(12,162.85)	.0
TOTAL EXPENDITURES	280,429.61	1,885,794.33	2,632,329.00	746,534.67	71.6
TOTAL FUND EXPENDITURES	280,429.61	1,885,794.33	2,632,329.00	746,534.67	71.6
NET REVENUE OVER EXPENDITURES	(196,806.42)	(12,432.83)	.00	12,432.83	.0

ALPINE CITY CORPORATION

BALANCE SHEET

FEBRUARY 28, 2026

STORM DRAIN FUND

ASSETS

56-1190	CASH - ALLOCATION TO OTHER FUN	688,398.68	
56-1313	STORM DRAIN ACCTS RECEIVABLE	16,924.89	
56-1314	ALLOWANCE FOR DOUBTFUL ACCOUNT	(267.63)	
56-1610	DEFERRED OUTFLOWS-PENSIONS	16,915.00	
56-1611	LAND	216,055.23	
56-1631	STORM DRAIN IMPROVEMENTS	7,608,247.36	
56-1632	ALLOWANCE FOR DEPRECIATION	(2,232,306.32)	
	TOTAL ASSETS		6,313,967.21

LIABILITIES AND EQUITYLIABILITIES

56-2220	WAGES PAYABLE	1,439.58	
56-2230	ST COMPENSATED ABSENCES	16,340.35	
56-2290	NET PENSION LIABILITY	12,635.00	
56-2410	DEFERRED INFLOWS-PENSIONS	57.00	
56-2530	LT COMPENSATED ABSENCES	1,352.00	
	TOTAL LIABILITIES		31,823.93

FUND EQUITY

UNAPPROPRIATED FUND BALANCE:			
56-2920	CONTRA IMPACT FEE	195,975.13	
56-2980	BALANCE BEGINNING OF YEAR	6,438,685.62	
	REVENUE OVER EXPENDITURES - YTD	(352,517.47)	
	BALANCE - CURRENT DATE	6,282,143.28	
	TOTAL FUND EQUITY		6,282,143.28
	TOTAL LIABILITIES AND EQUITY		6,313,967.21

ALPINE CITY CORPORATION
REVENUES WITH COMPARISON TO BUDGET
FOR THE 8 MONTHS ENDING FEBRUARY 28, 2026

STORM DRAIN FUND

	PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEARNED	PCNT
<u>OPERATING REVENUES</u>					
56-37-11 STORM DRAIN REVENUE	16,110.77	128,644.39	200,000.00	71,355.61	64.3
56-37-12 OTHER REVENUE	.00	.00	1,000.00	1,000.00	.0
56-37-13 SWPP FEE	300.00	4,200.00	14,000.00	9,800.00	30.0
TOTAL OPERATING REVENUES	16,410.77	132,844.39	215,000.00	82,155.61	61.8
<u>INTEREST AND MISC REVENUE</u>					
56-38-10 INTEREST EARNINGS	.00	22,417.87	47,000.00	24,582.13	47.7
TOTAL INTEREST AND MISC REVENUE	.00	22,417.87	47,000.00	24,582.13	47.7
<u>SOURCE 39</u>					
56-39-12 UNAPPROPRIATED FUND EQUITY	.00	.00	162,150.00	162,150.00	.0
TOTAL SOURCE 39	.00	.00	162,150.00	162,150.00	.0
TOTAL FUND REVENUE	16,410.77	155,262.26	424,150.00	268,887.74	36.6

ALPINE CITY CORPORATION
EXPENDITURES WITH COMPARISON TO BUDGET
FOR THE 8 MONTHS ENDING FEBRUARY 28, 2026

STORM DRAIN FUND

	PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
<u>EXPENDITURES</u>					
56-40-11 SALARIES & WAGES, ADMINISTRATI	4,904.40	45,913.66	64,600.00	18,686.34	71.1
56-40-13 EMPLOYEE BENEFITS	3,261.39	27,854.50	39,200.00	11,345.50	71.1
56-40-14 OVERTIME WAGES	.00	.00	1,000.00	1,000.00	.0
56-40-20 PLANNING	.00	.00	500.00	500.00	.0
56-40-21 BOOKS, SUBSCRIPTIONS & MEMBERS	464.00	3,964.00	4,000.00	36.00	99.1
56-40-23 TRAVEL	.00	.00	650.00	650.00	.0
56-40-24 OFFICE SUPPLIES & POSTAGE	.00	.00	500.00	500.00	.0
56-40-26 BUILDING & GROUND SUPPLIES	.00	299.61	4,500.00	4,200.39	6.7
56-40-27 STORM DRAIN UTILITIES	45.27	362.16	.00	(362.16)	.0
56-40-34 TECHNOLOGY UPDATE	458.13	3,987.89	5,500.00	1,512.11	72.5
56-40-35 DEPRECIATION EXPENSE	.00	.00	83,500.00	83,500.00	.0
56-40-51 INSURANCE	66.44	9,629.26	10,200.00	570.74	94.4
56-40-62 MISCELLANEOUS SERVICES	433.72	4,526.48	10,000.00	5,473.52	45.3
56-40-73 CAPITAL OUTLAY	99,910.94	411,242.17	200,000.00	(211,242.17)	205.6
TOTAL EXPENDITURES	109,544.29	507,779.73	424,150.00	(83,629.73)	119.7
TOTAL FUND EXPENDITURES	109,544.29	507,779.73	424,150.00	(83,629.73)	119.7
NET REVENUE OVER EXPENDITURES	(93,133.52)	(352,517.47)	.00	352,517.47	.0

ALPINE CITY CORPORATION
BALANCE SHEET
FEBRUARY 28, 2026

TRUST AND AGENCY FUND

ASSETS

70-1190 CASH - ALLOCATION TO OTHER FUN

812,150.44

TOTAL ASSETS

812,150.44

LIABILITIES AND EQUITY

ALPINE CITY CORPORATION

BALANCE SHEET

FEBRUARY 28, 2026

TRUST AND AGENCY FUND

LIABILITIES

70-2300	BOND FOR BECK PINES PLAT A	4,167.30	
70-2301	CHERRYPOINT ROAD PRESERVATION	14,513.70	
70-2302	BOND FOR BECK PINES PLAT C	3,715.54	
70-2303	DRAINAGE BOND MCFADDEN	20,000.00	
70-2304	LEGACY HEIGHTS PLAT A	7,557.88	
70-2307	BASEBALL FIELD #4	46,990.00	
70-2310	BOND FOR HERITAGE HILLS	10,800.00	
70-2311	ESCROW BOND BATEMAN LANE	13,067.20	
70-2332	BROOKSIDE CT 3 FALLS SEALCOAT	3,000.00	
70-2333	RIDGE@ALPINE PHASE 5 SEALCOAT	22,860.75	
70-2334	LAYTON SUBDIVISION SEALCOAT	7,400.00	
70-2338	REGAN PACK SIDEWALK BOND	2,852.00	
70-2345	ALPINE RIDGE PHASE 5 OAK VIEW	3,323.20	
70-2346	FORT CREEK MANOR PLAT A	7,014.30	
70-2347	THREE FALLS FLOCK CAMERAS	5,700.00	
70-2373	ALPINE VIEW ESTATES	3,509.00	
70-2384	JECCO FARM ROAD IMPROVEMENTS	1,611.00	
70-2401	20-BROOKSIDE MEADOWS ROAD FUND	13,275.00	
70-2422	CASH BOND TERRY PEARCE SITE	1,007.20	
70-2425	ESCROW BOND 1095 E WATKINS LN	880.00	
70-2430	ESCROW RIDGE DRIVE SIDEWALK	1,323.00	
70-2432	ESCROW 648 N PATTERSON LN C&G	2,400.00	
70-2445	CASH BOND FOR NORTH GROVE DR	11,866.20	
70-2446	BOND FOR BURGESS PL SIDEWALK	400.00	
70-2449	RED DEER CONSTRUCTION	6,312.00	
70-2450	PERRY/APPLE CREEK ACRES	84.00	
70-2451	ALPINE ACRES PLAT C C&G	2,240.00	
70-2453	CARL PACK STREET ESCROW	12,279.17	
70-2454	JOANN PACK STREET ESCROW	12,198.38	
70-2455	WAYNE PACK STREET ESCROW	12,198.38	
70-2456	LORRAINE WALZ STREET ESCROW	13,727.00	
70-2457	JONES SITE PLAN 253 N 200 E	547.00	
70-2458	VINTAGE PLACE B	845.00	
70-2462	20-MONTDELLA SUBDIVISION	175,800.34	
70-2465	PEARCE (TERRY) PEARCE PLAT A	42,378.75	
70-2470	22-SILVERHAWK BOND-GRENNY	5,000.00	
70-2471	SUMMIT POINT RECLAM BOND	3,955.00	
70-2538	WILLIS BECKSTEAD - WATER MAIN	280.61	
70-2544	DON ROGERS - FORT CANYON	1,291.31	
70-2545	DON ROGERS - FORT CANYON	12,918.62	
70-2572	BOND FOR JAMES MOYLE	3,010.00	
70-2579	BOND FOR RED PINE DRIVE	2,995.00	
70-2585	VEIN TOWLE BARN BOND	24,033.15	
70-2586	BOND FOR DAVID PEIRCE 600 S	904.00	
70-2591	BOND FOR RIVER MEADOWS OFC PK	4,012.50	
70-2599	BOND FOR 300 NORTH EXTENTION	10,586.00	
	TOTAL LIABILITIES		556,829.48
	<u>FUND EQUITY</u>		
70-2603	ELKRIDGE LUXURY ESTATES BOND	61,160.00	

ALPINE CITY CORPORATION
BALANCE SHEET
FEBRUARY 28, 2026

TRUST AND AGENCY FUND

UNAPPROPRIATED FUND BALANCE:			
70-2974	24-JACKSON HGT PLAT B SIDEWALK	7,600.00	
70-2980	BALANCE BEGINNING OF YEAR	169,371.64	
	REVENUE OVER EXPENDITURES - YTD	17,189.32	
	BALANCE - CURRENT DATE		194,160.96
	TOTAL FUND EQUITY		255,320.96
	TOTAL LIABILITIES AND EQUITY		812,150.44

ALPINE CITY CORPORATION
 REVENUES WITH COMPARISON TO BUDGET
 FOR THE 8 MONTHS ENDING FEBRUARY 28, 2026

TRUST AND AGENCY FUND

	PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEARNED	PCNT
<u>INTEREST AND MISC REVENUE</u>					
70-38-10 INTEREST REVENUE	.00	17,189.32	34,000.00	16,810.68	50.6
TOTAL INTEREST AND MISC REVENUE	.00	17,189.32	34,000.00	16,810.68	50.6
TOTAL FUND REVENUE	.00	17,189.32	34,000.00	16,810.68	50.6

ALPINE CITY CORPORATION
 EXPENDITURES WITH COMPARISON TO BUDGET
 FOR THE 8 MONTHS ENDING FEBRUARY 28, 2026

TRUST AND AGENCY FUND

	PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
<u>EXPENDITURES</u>					
70-40-64 MISCELLANEOUS EXPENSES	.00	.00	34,000.00	34,000.00	.0
TOTAL EXPENDITURES	.00	.00	34,000.00	34,000.00	.0
TOTAL FUND EXPENDITURES	.00	.00	34,000.00	34,000.00	.0
NET REVENUE OVER EXPENDITURES	.00	17,189.32	.00	(17,189.32)	.0

ALPINE CITY CORPORATION
BALANCE SHEET
FEBRUARY 28, 2026

CEMETERY PERPETUAL CARE FUND

<u>ASSETS</u>			
71-1190	CASH - ALLOCATION TO OTHER FUN	1,876,527.19	
	TOTAL ASSETS		1,876,527.19
<u>LIABILITIES AND EQUITY</u>			
<u>FUND EQUITY</u>			
UNAPPROPRIATED FUND BALANCE:			
71-2980	BALANCE BEGINNING OF YEAR	1,773,567.67	
	REVENUE OVER EXPENDITURES - YTD	102,959.52	
	BALANCE - CURRENT DATE	1,876,527.19	
	TOTAL FUND EQUITY		1,876,527.19
	TOTAL LIABILITIES AND EQUITY		1,876,527.19

ALPINE CITY CORPORATION
 REVENUES WITH COMPARISON TO BUDGET
 FOR THE 8 MONTHS ENDING FEBRUARY 28, 2026

CEMETERY PERPETUAL CARE FUND

	PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEARNED	PCNT
<u>INTERGOVERNMENTAL REVENUE</u>					
71-33-56 CEMETERY LOT PAYMENTS	5,100.00	72,675.00	20,000.00	(52,675.00)	363.4
71-33-58 UPRIGHT MONUMENT	75.00	1,650.00	2,500.00	850.00	66.0
TOTAL INTERGOVERNMENTAL REVENUE	5,175.00	74,325.00	22,500.00	(51,825.00)	330.3
<u>INTEREST AND MISC REVENUE</u>					
71-38-10 INTEREST REVENUE	.00	38,834.52	45,000.00	6,165.48	86.3
TOTAL INTEREST AND MISC REVENUE	.00	38,834.52	45,000.00	6,165.48	86.3
<u>TRANSFERS AND CONTRIBUTIONS</u>					
71-39-10 FUND SURPLUS	.00	.00	102,500.00	102,500.00	.0
TOTAL TRANSFERS AND CONTRIBUTIONS	.00	.00	102,500.00	102,500.00	.0
TOTAL FUND REVENUE	5,175.00	113,159.52	170,000.00	56,840.48	66.6

ALPINE CITY CORPORATION
 EXPENDITURES WITH COMPARISON TO BUDGET
 FOR THE 8 MONTHS ENDING FEBRUARY 28, 2026

CEMETERY PERPETUAL CARE FUND

	PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
<u>EXPENDITURES</u>					
71-40-64 OTHER EXPENSES	.00	10,200.00	170,000.00	159,800.00	6.0
TOTAL EXPENDITURES	.00	10,200.00	170,000.00	159,800.00	6.0
TOTAL FUND EXPENDITURES	.00	10,200.00	170,000.00	159,800.00	6.0
NET REVENUE OVER EXPENDITURES	5,175.00	102,959.52	.00	(102,959.52)	.0

ALPINE CITY CORPORATION

BALANCE SHEET

FEBRUARY 28, 2026

WATER IMPACT FEES

<u>ASSETS</u>			
81-1190	CASH - ALLOCATION FROM GENERAL		834,482.97
			<u>834,482.97</u>
	TOTAL ASSETS		<u>834,482.97</u>
 <u>LIABILITIES AND EQUITY</u>			
 <u>FUND EQUITY</u>			
UNAPPROPRIATED FUND BALANCE:			
81-2970	CONTRA ACCOUNT IMPACT FEES 51	(297,053.91)	
81-2980	BALANCE BEGINNING OF YEAR	1,053,746.69	
	REVENUE OVER EXPENDITURES - YTD	77,790.19	
			<u>834,482.97</u>
	BALANCE - CURRENT DATE		<u>834,482.97</u>
	TOTAL FUND EQUITY		<u>834,482.97</u>
	TOTAL LIABILITIES AND EQUITY		<u>834,482.97</u>

ALPINE CITY CORPORATION
 REVENUES WITH COMPARISON TO BUDGET
 FOR THE 8 MONTHS ENDING FEBRUARY 28, 2026

WATER IMPACT FEES

	PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEARNED	PCNT
<u>OPERATING REVENUES</u>					
81-37-20 WATER IMPACT FEES	1,162.99	67,453.42	135,000.00	67,546.58	50.0
TOTAL OPERATING REVENUES	1,162.99	67,453.42	135,000.00	67,546.58	50.0
<u>INTEREST AND MISC REVENUE</u>					
81-38-10 INTEREST EARNINGS	.00	17,304.34	35,000.00	17,695.66	49.4
TOTAL INTEREST AND MISC REVENUE	.00	17,304.34	35,000.00	17,695.66	49.4
TOTAL FUND REVENUE	1,162.99	84,757.76	170,000.00	85,242.24	49.9

ALPINE CITY CORPORATION
 EXPENDITURES WITH COMPARISON TO BUDGET
 FOR THE 8 MONTHS ENDING FEBRUARY 28, 2026

WATER IMPACT FEES

	PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
<u>IMPACT FEE PROJECTS</u>					
81-80-70 CAPITAL OUTLAY - IMPACT FEE	1,230.40	6,967.57	170,000.00	163,032.43	4.1
TOTAL IMPACT FEE PROJECTS	1,230.40	6,967.57	170,000.00	163,032.43	4.1
TOTAL FUND EXPENDITURES	1,230.40	6,967.57	170,000.00	163,032.43	4.1
NET REVENUE OVER EXPENDITURES	(67.41)	77,790.19	.00	(77,790.19)	.0

ALPINE CITY CORPORATION
 BALANCE SHEET
 FEBRUARY 28, 2026

SEWER IMPACT FEES

<u>ASSETS</u>			
82-1190	CASH - ALLOCATION FROM GENERAL		165,760.59
			<u>165,760.59</u>
	TOTAL ASSETS		<u><u>165,760.59</u></u>
 <u>LIABILITIES AND EQUITY</u>			
 <u>FUND EQUITY</u>			
UNAPPROPRIATED FUND BALANCE:			
82-2980	BALANCE BEGINNING OF YEAR	167,430.41	
	REVENUE OVER EXPENDITURES - YTD	(1,669.82)	
			<u>165,760.59</u>
	BALANCE - CURRENT DATE		<u>165,760.59</u>
	TOTAL FUND EQUITY		<u>165,760.59</u>
	TOTAL LIABILITIES AND EQUITY		<u><u>165,760.59</u></u>

ALPINE CITY CORPORATION
 REVENUES WITH COMPARISON TO BUDGET
 FOR THE 8 MONTHS ENDING FEBRUARY 28, 2026

SEWER IMPACT FEES

	PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEARNED	PCNT
<u>OPERATING REVENUES</u>					
82-37-20 SEWER IMPACT FEES	362.52	5,075.28	25,000.00	19,924.72	20.3
TOTAL OPERATING REVENUES	362.52	5,075.28	25,000.00	19,924.72	20.3
<u>INTEREST AND MISC REVENUE</u>					
82-38-10 INTEREST EARNINGS	.00	3,558.38	.00	(3,558.38)	.0
TOTAL INTEREST AND MISC REVENUE	.00	3,558.38	.00	(3,558.38)	.0
TOTAL FUND REVENUE	362.52	8,633.66	25,000.00	16,366.34	34.5

ALPINE CITY CORPORATION
 EXPENDITURES WITH COMPARISON TO BUDGET
 FOR THE 8 MONTHS ENDING FEBRUARY 28, 2026

SEWER IMPACT FEES

	PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
<u>IMPACT FEE PROJECTS</u>					
82-80-70 CAPITAL OUTLAY - IMPACT FEE	.00	10,303.48	25,000.00	14,696.52	41.2
TOTAL IMPACT FEE PROJECTS	.00	10,303.48	25,000.00	14,696.52	41.2
TOTAL FUND EXPENDITURES	.00	10,303.48	25,000.00	14,696.52	41.2
NET REVENUE OVER EXPENDITURES	362.52	(1,669.82)	.00	1,669.82	.0

ALPINE CITY CORPORATION
BALANCE SHEET
FEBRUARY 28, 2026

PI IMPACT FEES

<u>ASSETS</u>			
85-1190	CASH - ALLOCATION FROM GENERAL		537,101.93
	TOTAL ASSETS		537,101.93
<u>LIABILITIES AND EQUITY</u>			
<u>FUND EQUITY</u>			
UNAPPROPRIATED FUND BALANCE:			
85-2970	CONTRA ACCOUNT IMPACT FEES 55	(282,500.00)	
85-2980	BALANCE BEGINNING OF YEAR	870,947.91	
	REVENUE OVER EXPENDITURES - YTD	(51,345.98)	
	BALANCE - CURRENT DATE		537,101.93
	TOTAL FUND EQUITY		537,101.93
	TOTAL LIABILITIES AND EQUITY		537,101.93

ALPINE CITY CORPORATION
 REVENUES WITH COMPARISON TO BUDGET
 FOR THE 8 MONTHS ENDING FEBRUARY 28, 2026

PI IMPACT FEES

	PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEARNED	PCNT
<u>OPERATING REVENUES</u>					
85-37-20 PI IMPACT FEES	5,241.06	55,353.17	200,000.00	144,646.83	27.7
TOTAL OPERATING REVENUES	5,241.06	55,353.17	200,000.00	144,646.83	27.7
<u>INTEREST AND MISC REVENUE</u>					
85-38-10 INTEREST EARNINGS	.00	11,948.99	27,500.00	15,551.01	43.5
TOTAL INTEREST AND MISC REVENUE	.00	11,948.99	27,500.00	15,551.01	43.5
TOTAL FUND REVENUE	5,241.06	67,302.16	227,500.00	160,197.84	29.6

ALPINE CITY CORPORATION
 EXPENDITURES WITH COMPARISON TO BUDGET
 FOR THE 8 MONTHS ENDING FEBRUARY 28, 2026

PI IMPACT FEES

	PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
<u>EXPENDITURES</u>					
85-40-45 PROJECTS	357.21	7,148.14	116,000.00	108,851.86	6.2
85-40-86 BOND PI INTEREST AND PRINCIPAL	.00	111,500.00	111,500.00	.00	100.0
TOTAL EXPENDITURES	357.21	118,648.14	227,500.00	108,851.86	52.2
TOTAL FUND EXPENDITURES	357.21	118,648.14	227,500.00	108,851.86	52.2
NET REVENUE OVER EXPENDITURES	4,883.85	(51,345.98)	.00	51,345.98	.0

ALPINE CITY CORPORATION
BALANCE SHEET
FEBRUARY 28, 2026

STORM DRAIN IMPACT FEES

<u>ASSETS</u>			
86-1190	CASH - ALLOCATION FROM GENERAL		225,997.22
	TOTAL ASSETS		225,997.22
<u>LIABILITIES AND EQUITY</u>			
<u>FUND EQUITY</u>			
UNAPPROPRIATED FUND BALANCE:			
86-2920	CONTRA IMPACT FEE	(195,975.13)	
86-2980	BALANCE BEGINNING OF YEAR	417,892.99	
	REVENUE OVER EXPENDITURES - YTD	4,079.36	
	BALANCE - CURRENT DATE		225,997.22
	TOTAL FUND EQUITY		225,997.22
	TOTAL LIABILITIES AND EQUITY		225,997.22

ALPINE CITY CORPORATION
REVENUES WITH COMPARISON TO BUDGET
FOR THE 8 MONTHS ENDING FEBRUARY 28, 2026

STORM DRAIN IMPACT FEES

	PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEARNED	PCNT
<u>OPERATING REVENUES</u>					
86-37-20 STORM DRAIN IMPACT FEES	.00	1,600.00	25,000.00	23,400.00	6.4
TOTAL OPERATING REVENUES	.00	1,600.00	25,000.00	23,400.00	6.4
<u>INTEREST AND MISC REVENUE</u>					
86-38-10 INTEREST EARNINGS	.00	2,479.36	11,000.00	8,520.64	22.5
TOTAL INTEREST AND MISC REVENUE	.00	2,479.36	11,000.00	8,520.64	22.5
<u>TRANSFERS AND CONTRIBUTIONS</u>					
86-39-10 FUND BALANCE APPROPRIATION	.00	.00	14,000.00	14,000.00	.0
TOTAL TRANSFERS AND CONTRIBUTIONS	.00	.00	14,000.00	14,000.00	.0
TOTAL FUND REVENUE	.00	4,079.36	50,000.00	45,920.64	8.2

ALPINE CITY CORPORATION
 EXPENDITURES WITH COMPARISON TO BUDGET
 FOR THE 8 MONTHS ENDING FEBRUARY 28, 2026

STORM DRAIN IMPACT FEES

	PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
<u>IMPACT FEE PROJECTS</u>					
86-80-70 CAPITAL OUTLAY - IMPACT FEE	.00	.00	50,000.00	50,000.00	.0
TOTAL IMPACT FEE PROJECTS	.00	.00	50,000.00	50,000.00	.0
TOTAL FUND EXPENDITURES	.00	.00	50,000.00	50,000.00	.0
NET REVENUE OVER EXPENDITURES	.00	4,079.36	.00	(4,079.36)	.0

ALPINE CITY CORPORATION
BALANCE SHEET
FEBRUARY 28, 2026

FUND 91

ASSETS

91-1611	LAND	22,972,643.75	
91-1621	BUILDINGS	2,667,722.67	
91-1622	ALLOWANCE FOR DEPRECIATION-BUI	(73,300.48)	
91-1631	IMPROVEMENTS OTHER THAN BUILDI	45,747,264.23	
91-1632	ALLOWANCE FOR DEPR'N-OTHER BUI	(1,207,130.84)	
91-1651	MACHINERY AND EQUIPMENT	1,969,257.40	
91-1652	ALLOWANCE FOR DEPR'N-MACH./EQU	(82,040.00)	
91-1690	ACCUMULATED DEPRECIATION	(28,169,455.97)	
	TOTAL ASSETS		43,824,960.76

LIABILITIES AND EQUITY

FUND EQUITY

UNAPPROPRIATED FUND BALANCE:			
91-2980	BEGINNING OF YEAR	38,150,052.63	
91-2985	ADDITIONS - CURRENT YEAR	5,674,908.13	
	BALANCE - CURRENT DATE	43,824,960.76	
	TOTAL FUND EQUITY		43,824,960.76
	TOTAL LIABILITIES AND EQUITY		43,824,960.76

ALPINE CITY CORPORATION
 BALANCE SHEET
 FEBRUARY 28, 2026

GENERAL LONG-TERM DEBT

<u>ASSETS</u>			
95-1610	DEFERRED OUTFLOW PENSION		172,528.00
95-1611	AMOUNT TO BE PROVIDED-GEN FUND		59,124.56
			<hr/>
	TOTAL ASSETS		231,652.56
			<hr/> <hr/>
<u>LIABILITIES AND EQUITY</u>			
<u>LIABILITIES</u>			
95-2090	SWEEPER LEASE		.01
95-2290	NET PENSION LIABILITY		128,882.00
95-2410	DEFERRED INFLOWS PENSION		578.00
			<hr/>
	TOTAL LIABILITIES		129,460.01
<u>FUND EQUITY</u>			
UNAPPROPRIATED FUND BALANCE:			
95-2940	ACC COMP ABSENCES-CURRENT	95,592.89	
95-2950	ACC COMP ABSENCES	6,599.66	
		<hr/>	
	BALANCE - CURRENT DATE		102,192.55
			<hr/>
	TOTAL FUND EQUITY		102,192.55
			<hr/>
	TOTAL LIABILITIES AND EQUITY		231,652.56
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Budget Report for February 2026

Alpine City - General Fund FY 2025/2026 Budget				
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Revenues	Budget FY 2026	Actual To Date FY 2026	66.6% Percent Target	Year End Projected Amount
Taxes				
Property taxes	\$ 2,704,800	\$ 2,634,345	97%	\$ 2,704,800
Redemption taxes	225,000	255,659	114%	275,000
Sales tax	2,100,000	1,167,964	56%	2,100,000
Motor vehicle taxes	135,000	73,864	55%	135,000
Franchise fees	750,000	434,885	58%	750,000
Penalties & interest on delinquent	4,500	3,505	78%	4,500
Total Taxes	\$ 5,919,300	\$ 4,570,222	77%	\$ 5,969,300
License and Permits				
Business license & fees	\$ 25,000	\$ 19,305	77%	\$ 25,000
Plan check fees	175,000	126,531	72%	200,000
Building permits	350,000	204,471	58%	350,000
Building permit assessment	5,000	2,081	42%	5,000
Total License and Permits	\$ 555,000	\$ 352,388	63%	\$ 580,000
Intergovernmental Revenue				
Municipal grant	\$ 29,122	\$ -	0%	\$ 29,122
Boradband planning grant	-	-	0%	-
Othr grants	-	1,000,000	100%	1,000,000
Total Intergovernmental	\$ 29,122	\$ 1,000,000	3434%	\$ 1,029,122
Charges For Service				
Zoning & subdivision fees	\$ 5,000	\$ 3,770	75%	\$ 5,000
Annexation applications	500	-	0%	500
Sale of maps and publications	250	110	44%	250
Public safety district rental	38,516	19,258	50%	38,516
Waste collections sales	730,000	539,967	74%	730,000
Youth council	3,000	3,695	123%	5,000
Sale of cemetery lots	25,000	24,225	97%	25,000
Burial fees	50,000	47,125	94%	50,000
Total Charges for Service	\$ 852,266	\$ 638,150	75%	\$ 854,266
Fines and Forfeitures				
Fines	\$ 75,000	\$ 39,321	52%	\$ 75,000
Other fines	7,000	7,475	107%	10,000
Traffic school	2,000	5,310	266%	10,000
Total Fines and Forfeitures	\$ 84,000	\$ 52,106	62%	\$ 95,000
Rents & Other Revenues				
Recycling	\$ -	\$ -	0%	\$ -
Rents & concessions	65,000	37,650	58%	65,000
Sale of City land	-	-	0%	-
Total Rents & Other Revenues	\$ 65,000	\$ 37,650	58%	\$ 65,000

Alpine City - General Fund-Continued
FY 2025/2026 Budget

Revenues-continued	Budget FY 2026	Actual To Date FY 2026	91.7% Percent Target	Year End Projected Amount
Interest & Misc Revenues				
Interest earnings	\$ 150,000	\$ 231,754	155%	\$ 165,000
Alpine Days revenue	85,000	98,533	116%	100,000
Rodeo revenue	50,000	62,074	124%	64,000
Pickleball fees	-	-	0%	-
Bicentennial books	500	430	86%	500
Sundry revenues	40,000	13,959	35%	40,000
Total Miscellaneous Revenues	\$ 325,500	\$ 406,750	125%	\$ 369,500
Transfers & Contributions				
Fund balance appropriation	\$ -	\$ -	0%	\$ -
Contribution from Capital Projects	-	-	-	-
Contribution for paramedic	35,000	23,350	67%	35,000
Total Contributions & Transfers	\$ 35,000	\$ 23,350	67%	\$ 35,000
Total General Fund Revenues	\$ 7,865,188	\$ 7,080,616	90%	\$ 8,997,188

Alpine City - General Fund-Continued
FY 2025/2026 Budget

Expenditures	Budget FY 2026	Actual To Date FY 2026	66.6% Percent Target	Year End Projected Amount
Administration	\$ 542,000	\$ 331,636	61%	\$ 542,000
Court	115,200	61,648	54%	115,200
Treasurer	60,500	41,888	69%	60,500
Elections	40,350	19,160	47%	40,350
Government Buildings	1,055,200	207,654	20%	1,055,200
Emergency Services	3,188,501	2,115,667	66%	3,188,501
Building Inspection	179,600	110,491	62%	179,600
Planning & Zoning	343,050	222,615	65%	343,050
Streets	703,075	1,047,218	149%	1,250,000
Parks & Recreation	604,696	449,035	74%	604,696
Cemetery	214,800	132,262	62%	214,800
Garbage	758,550	459,423	61%	758,550
Miscellaneous	59,666	7,244	12%	59,666
Total General Fund Expenditures	\$ 7,865,188	\$ 5,205,941	66%	\$ 8,412,113
Surplus/(Deficit)	\$ -	\$ 1,874,675		\$ 585,075
Fund Balance Beginning of Year				\$ 2,487,751
Projected Surplus/(Deficit)				\$ 585,075
Appropriate fund balance\Reserves				\$ -
Ending Fund Balance				\$ 3,072,826
Fund Balance Percentage				
General Fund Balance per state law needs to between 5% and 35% (Current projected fund balance)				39.07%

**CLASS C ROADS & MASS TRANSIT
FY 2025/2026 Budget**

Revenues	Budget FY 2026	Actual To Date FY 2026	66.6% Percent Target	Year End Projected Amount
Interest earnings	\$ 45,000	\$ 20,106	45%	\$ 45,000
Class "B&C" Road allotment	525,000	343,747	65%	525,000
Mass Transit	195,000	109,238	56%	195,000
Public transit	80,000	55,257	69%	80,000
Appropriation of fund balance	5,000	-	0%	5,000
Total Revenues	\$ 850,000	\$ 528,348	62%	\$ 850,000

Expenditures	Budget FY 2026	Actual To Date FY 2026	66.6% Percent Target	Year End Projected Amount
Miscellaneous	\$ -	-	0%	\$ -
Class "B&C" road projects	525,000	554,002	106%	555,000
Mass Transit projects	195,000	195,000	100%	195,000
Public Transportation projects	80,000	80,000	100%	80,000
Reserves	50,000	50,000	100%	50,000
Total Capital Expenditures	\$ 850,000	\$ 879,002	103%	\$ 880,000
Surplus/(Deficit)	\$ -	\$ (350,654)		\$ (30,000)

Fund Balance Beginning of Year	\$ 1,307,037
Projected Surplus/(Deficit)	\$ (30,000)
Appropriate fund balance\Reserves	\$ 50,000
Ending Fund Balance	\$ 1,327,037

**Recreation Impact Fee Funds
FY 2025/2026 Budget**

Revenues	Budget FY 2026	Actual To Date FY 2026	66.6% Percent Target	Year End Projected Amount
Recreation facility fees	\$ 100,000	\$ 5,376	5%	\$ 100,000
Interest earnings	40,000	9,716	24%	40,000
Appropriation of fund balance	145,000	-	0%	145,000
Total Revenues	\$ 285,000	\$ 15,092	5%	\$ 285,000

Expenditures	Budget FY 2026	Actual To Date FY 2026	66.6% Percent Target	Year End Projected Amount
Park system	\$ 285,000	-	0%	\$ 285,000
Miscellaneous	-	-	0%	-
Total Capital Expenditures	\$ 285,000	\$ -	0%	\$ 285,000
Surplus/(Deficit)	\$ -	\$ 15,092		\$ -

Fund Balance Beginning of Year **\$ 447,207**

Projected Surplus/(Deficit) **\$ -**

Appropriate fund balance\Reserves **\$ (145,000)**

Ending Fund Balance **\$ 302,207**

**Impact Fee Funds Streets
FY 2025/2026 Budget**

Revenues	Budget FY 2026	Actual To Date FY 2026	66.6% Percent Target	Year End Projected Amount
Streets & transportation fees	\$ 40,000	\$ 2,367	6%	\$ 40,000
Interest earnings	25,000	3,560	14%	25,000
Appropriation of fund balance	340,000	-	0%	340,000
Total Revenues	\$ 405,000	\$ 5,927	1%	\$ 405,000

Expenditures	Budget FY 2026	Actual To Date FY 2026	66.6% Percent Target	Year End Projected Amount
Streets & transport	\$ 405,000	-	0%	\$ 405,000
Reserves	-	-	0%	-
Total Capital Expenditures	\$ 405,000	\$ -	0%	\$ 405,000
Surplus/(Deficit)	\$ -	\$ 5,927		\$ -

Fund Balance Beginning of Year	\$ 163,536
Projected Surplus/(Deficit)	\$ -
Appropriate fund balance\Reserves	\$ (340,000)
Ending Fund Balance	\$ (176,464)

**PARC Fund
FY 2025/2026 Budget**

Revenues	Budget FY 2026	Actual To Date FY 2026	66.6% Percent Target	Year End Projected Amount
PARC taxes	\$ 100,000	\$ 66,469	66%	\$ 100,000
Interest earnings	-	2,378	100%	5,000
Appropriation of fund balance	-	-	0%	-
Total Revenues	\$ 100,000	\$ 68,847	69%	\$ 105,000

Expenditures	Budget FY 2026	Actual To Date FY 2026	66.6% Percent Target	Year End Projected Amount
Capital Outlay	\$ 100,000	43,655	44%	\$ 100,000
Reserves	-	-	0%	-
Total Capital Expenditures	\$ 100,000	\$ 43,655	44%	\$ 100,000
Surplus/(Deficit)	\$ -	\$ 25,192		\$ 5,000

Fund Balance Beginning of Year **\$ 103,446**

Projected Surplus/(Deficit) **\$ 5,000**

Appropriate fund balance\Reserves **\$ -**

Ending Fund Balance **\$ 108,446**

Alpine City - Capital Projects Fund
FY 2025/2026 Budget

Revenues	Budget FY 2026	Actual To Date FY 2026	66.6% Percent Target	Year End Projected Amount
Interest revenue	\$ 400,000	\$ 216,751	54%	\$ 400,000
Transfer from General Fund	37,296	-	0%	37,296
Contributions from builders	-	-	0%	-
Miscellaneous	-	-	0%	-
Fund Balance appropriation	2,792,704	-	0%	2,792,704
Total Revenues	\$ 3,230,000	\$ 216,751	7%	\$ 3,230,000

Expenditures	Budget FY 2026	Actual To Date FY 2026	66.6% Percent Target	Year End Projected Amount
Capital outlay other	\$ 962,000	360,815	38%	\$ 962,000
Capital outlay buildings	2,200,000	-	0%	2,200,000
Capital outlay equipment	68,000	-	0%	68,000
Total Capital Expenditures	\$ 3,230,000	\$ 360,815	11%	\$ 3,230,000
Surplus/(Deficit)	\$ -	\$ (144,064)		\$ -

Fund Balance Beginning of Year	\$ 7,922,163
Projected Surplus/(Deficit)	\$ -
Appropriate fund balance\Reserves	\$ (2,792,704)
Ending Fund Balance	\$ 5,129,459

**Alpine City - Water Utility
FY 2025/2026 Budget**

Revenues	Budget FY 2026	Actual To Date FY 2026	66.6% Percent Target	Year End Projected Amount
Operating Revenues				
Metered water sales	\$ 875,000	\$ 612,993	70%	\$ 875,000
Other water revenue	20,000	6,407	32%	20,000
Water connection fee	30,000	8,740	29%	30,000
Penalties	5,700	5,663	99%	5,700
Total Miscellaneous Revenues	\$ 930,700	\$ 633,803	68%	\$ 930,700
Miscellaneous				
Interest earned	\$ 180,000	\$ 82,242	46%	\$ 180,000
Appropriated fund balance	542,725	-	0%	542,725
Total Utility Revenue	\$ 722,725	\$ 82,242	11%	\$ 722,725
Total Utility Fund Revenues	\$ 1,653,425	\$ 716,045	43%	\$ 1,653,425

Expenses	Budget FY 2026	Actual To Date FY 2026	66.6% Percent Target	Year End Projected Amount
Water operating	\$ 1,653,425	\$ 730,716	44%	1,653,425
Total Utility Fund Expenses	\$ 1,653,425	\$ 730,716	44%	\$ 1,653,425
Surplus/(Deficit)	\$ -	\$ (14,671)		\$ -
Cash Balance Beginning of Year				\$ 3,903,297
Surplus/(Deficit)				\$ -
Appropriate fund balance\Reserves				\$ (542,725)
Ending Cash Balance				\$ 3,360,572

**Impact Fee Funds Water Impact Fees
FY 2025/2026 Budget**

Revenues	Budget FY 2026	Actual To Date FY 2026	66.6% Percent Target	Year End Projected Amount
Water Impact Fees	\$ 135,000	\$ 67,453	50%	\$ 135,000
Interest earnings	35,000	17,304	49%	35,000
Appropriation of fund balance	-	-	0%	-
Total Revenues	\$ 170,000	\$ 84,757	50%	\$ 170,000

Expenditures	Budget FY 2026	Actual To Date FY 2026	Target Percent Target	Year End Projected Amount
Impact fee projects	\$ 170,000	6,968	4%	\$ 170,000
To reserves	-	-	0%	-
Total Capital Expenditures	\$ 170,000	\$ 6,968	4%	\$ 170,000
Surplus/(Deficit)	\$ -	\$ 77,789		\$ -

Fund Balance Beginning of Year \$ 823,756

Projected Surplus/(Deficit) \$ -

Appropriate fund balance\Reserves \$ -

Ending Fund Balance \$ 823,756

**Alpine City - Sewer Utility
FY 2025/2026 Budget**

Revenues	Budget FY 2026	Actual To Date FY 2026	66.6% Percent Target	Year End Projected Amount
Operating Revenues				
Sewer system sales	\$ 1,300,000	\$ 938,971	72%	\$ 1,300,000
Other revenue	10,000	-	0%	10,000
Sewer connection fee	5,000	2,250	45%	5,000
Total Miscellaneous Revenues	\$ 1,315,000	\$ 941,221	72%	\$ 1,315,000
Miscellaneous				
Interest earned	\$ 160,000	\$ 71,423	45%	\$ 160,000
Appropriated fund balance	369,275	-	0%	369,275
Total Utility Revenue	\$ 529,275	\$ 71,423	13%	\$ 529,275
Total Utility Fund Revenues	\$ 1,844,275	\$ 1,012,644	55%	\$ 1,844,275

Expenses	Budget FY 2026	Actual To Date FY 2026	66.6% Percent Target	Year End Projected Amount
Sewer operating	\$ 1,844,275	\$ 1,044,227	57%	1,844,275
Total Utility Fund Expenses	\$ 1,844,275	\$ 1,044,227	57%	\$ 1,844,275
Surplus/(Deficit)	\$ -	\$ (31,583)		\$ -
Cash Balance Beginning of Year				\$ 3,417,129
Surplus/(Deficit)				\$ -
Appropriate fund balance\Reserves				\$ (369,275)
Ending Cash Balance				\$ 3,047,854

**Alpine City - Sewer Impact fee funds
FY 2025/2026 Budget**

Revenues	Budget FY 2026	Actual To Date FY 2026	66.6% Percent Target	Year End Projected Amount
Sewer Impact Fees	\$ 25,000	\$ 5,075	20%	\$ 25,000
Interest earnings	-	3,558	100%	10,000
Appropriation of fund balance	-	-	0%	-
Total Revenues	\$ 25,000	\$ 8,633	35%	\$ 35,000

Expenditures	Budget FY 2026	Actual To Date FY 2026	66.6% Percent Target	Year End Projected Amount
Sewer Impact fee projects	\$ 25,000	10,303	41%	\$ 25,000
To reserves	-	-	0%	-
Total Capital Expenditures	\$ 25,000	\$ 10,303	41%	\$ 25,000
Surplus/(Deficit)	\$ -	\$ (1,670)		\$ 10,000

Fund Balance Beginning of Year **\$ 162,984**

Projected Surplus/(Deficit) **\$ 10,000**

Appropriate fund balance\Reserves **\$ -**

Ending Fund Balance **\$ 172,984**

**Alpine City - PI Fund
FY 2025/2026 Budget**

Revenues	Budget FY 2026	Actual To Date FY 2026	83.3% Percent Target	Year End Projected Amount
Operating Revenues				
Irrigation water sales	\$ 1,150,000	\$ 890,125	77%	1,150,000
Other revenue	1,000	1,041	104%	1,250
PI connection fee	40,000	31,066	78%	40,000
Impact fee transfer	-	-		-
PI irrigation grant	-	900,000	100%	900,000
Total Miscellaneous Revenues	\$ 1,191,000	\$ 1,822,232	153%	\$ 2,091,250
Miscellaneous				
Interest earned	\$ 60,000	\$ 51,129	85%	\$ 60,000
Appropriated fund balance	1,381,329	-	0%	1,381,329
Total Utility Revenue	\$ 1,441,329	\$ 51,129	4%	\$ 1,441,329
Total Utility Fund Revenues	\$ 2,632,329	\$ 1,873,361	71%	\$ 3,532,579

Expenses	Budget FY 2026	Actual To Date FY 2026	66.6% Percent Target	Year End Projected Amount
PI operating	\$ 2,632,329	\$ 1,885,794	72%	2,632,329
Total Utility Fund Expenses	\$ 2,632,329	\$ 1,885,794	72%	\$ 2,632,329
Surplus/(Deficit)	\$ -	\$ (12,433)		\$ 900,250
Cash Balance Beginning of Year				\$ 2,557,090
Surplus/(Deficit)				\$ 900,250
Appropriate fund balance\Reserves				\$ (1,381,329)
Ending Cash Balance				\$ 2,076,011

**Alpine City - Pressure Irrigation Impact fee funds
FY 2025/2026 Budget**

Revenues	Budget FY 2026	Actual To Date FY 2026	66.6% Percent Target	Year End Projected Amount
PI Impact Fees	\$ 200,000	\$ 55,353	28%	\$ 200,000
Interest earnings	27,500	11,949	43%	57,500
Appropriation of fund balance	-	-	0%	-
Total Revenues	\$ 227,500	\$ 67,302	30%	\$ 257,500

Expenditures	Budget FY 2026	Actual To Date FY 2026	66.6% Percent Target	Year End Projected Amount
PI Impact fee projects	\$ 116,000	7,148	6%	\$ 116,000
Debt service	111,500	111,500	100%	111,500
Total Capital Expenditures	\$ 227,500	\$ 118,648	52%	\$ 227,500
Surplus/(Deficit)	\$ -	\$ (51,346)		\$ 30,000

Fund Balance Beginning of Year	\$ 511,597
Projected Surplus/(Deficit)	\$ 30,000
Appropriate fund balance\Reserves	\$ -
Ending Fund Balance	\$ 541,597

**Alpine City - Storm Drain Fund
FY 2025/2026 Budget**

Revenues	Budget FY 2026	Actual To Date FY 2026	66.6% Percent Target	Year End Projected Amount
Operating Revenues				
Storm drain revenue	\$ 200,000	\$ 128,644	64%	\$ 200,000
Other revenue	1,000	-	0%	1,000
SWPP fee	14,000	4,200	30%	14,000
Storm drain impact fee	-	-	0%	-
Total Miscellaneous Revenues	\$ 215,000	\$ 132,844	62%	\$ 215,000
Miscellaneous				
Interest earned	\$ 47,000	\$ 22,418	48%	\$ 47,000
Appropriated fund balance	162,150	-	0%	162,150
Total Utility Revenue	\$ 209,150	\$ 22,418	11%	\$ 209,150
Total Utility Fund Revenues	\$ 424,150	\$ 155,262	37%	\$ 424,150

Expenses	Budget FY 2026	Actual To Date FY 2026	66.6% Percent Target	Year End Projected Amount
SD operating	\$ 424,150	\$ 507,779	120%	625,000
Total Utility Fund Expenses	\$ 424,150	\$ 507,779	120%	\$ 625,000
Surplus/(Deficit)	\$ -	\$ (352,517)		\$ (200,850)
Cash Balance Beginning of Year				\$ 761,774
Surplus/(Deficit)				\$ (200,850)
Appropriate fund balance\Reserves				\$ (162,150)
Ending Cash Balance				\$ 398,774

**Alpine City - Storm Drain Impact fee funds
FY 2025/2026 Budget**

Revenues	Budget FY 2026	Actual To Date FY 2026	Target Percent Target	Year End Projected Amount
SD Impact Fees	\$ 25,000	\$ 1,600	6%	\$ 25,000
Interest earnings	11,000	2,479	23%	11,000
Appropriation of fund balance	14,000	-	0%	14,000
Total Revenues	\$ 50,000	\$ 4,079	8%	\$ 50,000

Expenditures	Budget FY 2026	Actual To Date FY 2026	Target Percent Target	Year End Projected Amount
SD Impact fee projects	\$ 50,000	-	0%	\$ 50,000
To reserves	-	-	0%	-
Total Capital Expenditures	\$ 50,000	\$ -	0%	\$ 50,000
Surplus/(Deficit)	\$ -	\$ 4,079		\$ -

Fund Balance Beginning of Year	\$ 225,997
Projected Surplus/(Deficit)	\$ -
Appropriate fund balance\Reserves	\$ (14,000)
Ending Fund Balance	\$ 211,997

**Alpine City - Trust & Agency Fund
FY 2025/2026 Budget**

Revenues	Budget FY 2026	Actual To Date FY 2026	66.6% Percent Target	Year End Projected Amount
Interest revenue	\$ 34,000	\$ 17,189	51%	\$ 34,000
Total Revenues	\$ 34,000	\$ 17,189	51%	\$ 34,000

Expenditures	Budget FY 2026	Actual To Date FY 2026	66.6% Percent Target	Year End Projected Amount
Interest expense	\$ 34,000	-	0%	\$ 34,000
Total Expenditures	\$ 34,000	\$ -	0%	\$ 34,000
Surplus/(Deficit)	\$ -	\$ 17,189		\$ -

Fund Balance Beginning of Year	\$ 174,000
Projected Surplus/(Deficit)	\$ -
Appropriate fund balance\Reserves	\$ -
Ending Fund Balance	\$ 174,000

**Alpine City - Cemetery Perpetual Fund
FY 2025/2026 Budget**

Revenues	Budget FY 2026	Actual To Date FY 2026	66.6% Percent Target	Year End Projected Amount
Cemetery lot payments	\$ 20,000	\$ 72,675	363%	\$ 75,000
Upright Monument	2,500	1,650	66%	2,500
Fund appropriation	102,500	-	0%	102,500
Interest revenues	45,000	38,835	86%	45,000
Total Revenues	\$ 170,000	\$ 113,160	67%	\$ 225,000

Expenditures	Budget FY 2026	Actual To Date FY 2026	66.6% Percent Target	Year End Projected Amount
Cemetery expenses	\$ 170,000	10,200	6%	\$ 170,000
Total Expenses	\$ 170,000	\$ 10,200	6%	\$ 170,000
Surplus/(Deficit)	\$ -	\$ 102,960		\$ 55,000

Fund Balance Beginning of Year	\$ 1,773,568
Projected Surplus/(Deficit)	\$ 55,000
Appropriate fund balance\Reserves	\$ (102,500)
Ending Fund Balance	\$ 1,726,068

ALPINE CITY COUNCIL AGENDA

SUBJECT: Consideration for Approval of 5-Sided Lot – 1147 E. East Mountain Drive

FOR CONSIDERATION ON: March 10, 2026

PETITIONER: Marty White

ACTION REQUESTED BY PETITIONER: Approve an exception for a lot with five sides.

BACKGROUND INFORMATION:

An application has been received to combine lot 1 of the Thelin Estates Plat A subdivision (Serial No. 53:281:0001) with parcel no. 11:054:0464. There is an existing home on lot 1, while the odd shaped parcel to the west is a legal parcel. A plat amendment has been provided to combine the two properties.

Alpine Development Code definitions, Section 3.01.110, a Lot is defined as follows:

***LOT.** A tract of land regardless of any label, that is created by and shown on a subdivision plat that has been recorded in the Office of the County Recorder. Lots shall be generally rectangular in nature, and shall have no more than five sides without an exception being recommended by the Planning Commission and approved by the City Council; the front of a property, located at the front right of way, does not count against this requirement.*

As situated today, lot 1 has four sides, but when combined with the odd shaped parcel to the west, it would have more than five sides. City staff has reviewed the plat amendment and has given conditional approval, subject to the recommendation by the planning commission and approval by the city council of the lot having more than five sides.

The request was considered by the planning commission at the March 3, 2026, planning commission meeting. Following is the motion recommending approval of the request to the city council:

***MOTION:** Planning Commission member Troy Slade moved to recommend approval of the five-sided lot associated with the proposed Thelin Estates Plan B plat amendment.*

John Mackay seconded the motion. There were 6 Ayes and 0 Nays. The motion passed.

STAFF RECOMMENDATION:

While the approval of the plat amendment combining the lot and parcel is a administrative approval, the approval for a lot with more than five sides requires a legislative action. Staff recommends that the city council consider approval to allow the five-sided lot.

SAMPLE MOTION TO APPROVE:

I move to approve the proposal for a five-sided lot at 1147 E. East Mountain Drive.

SAMPLE MOTION TO APPROVE WITH CONDITIONS:

I move to approve the proposal for a five-sided lot at 1147 E. East Mountain Drive with the following conditions/changes:

- ****insert finding****

SAMPLE MOTION TO TABLE/DENY:

I move to table/deny the proposal for a five-sided lot at 1147 E. East Mountain Drive based on the following:

- ****insert finding****

ALPINE CITY COUNCIL AGENDA

SUBJECT: Resolution R2026-10: A Resolution Expressing Alpine City's Intent to Adjust Its Common Municipal Boundary with Draper City Affecting Parcels 11:008:0012, 66:579:0003 and 66:579:0004, Authorizing and Scheduling a Public Hearing and Providing for Notice Thereof

FOR CONSIDERATION ON: March 10, 2026

PETITIONER: City Staff

ACTION REQUESTED BY PETITIONER: Review the proposed boundary adjustment with Draper City and consider moving forward with the process of amending the city boundary.

BACKGROUND INFORMATION:

The city has received an application for a municipal boundary adjustment between Alpine City and Draper City. The application was submitted by David Mortensen, a surveyor with Civil Science, on behalf of three property owners. Section 10-2-903 of the Utah State Code provides for and outlines that process for a municipal boundary adjustment. Following is a summary of the request taken from an email sent by Mr. Mortensen:

- **Project Overview (1 page)**
 - *Project name* Alpine and Draper Municipal Boundary Adjustment
 - *Property location (address and/or parcel numbers)* parcels 11:008:0003, 66:579:0003, 66:579:0004, and 11:008:0012
 - *Brief description of the property* - Parcels are vacant
 - *High-level description of the boundary issue* - There is an ambiguity between the deeded parcels and the city line. The city line overlaps parcels 11:008:0003, 66:579:0003, and 66:579:0004 as monumented on the ground.
 - *Clear statement of what is being requested (resolution of intent to modify the boundary)* We are working to make the city line to match the deeded boundary lines.
- **Vicinity / Boundary Map**
 - *Aerial or GIS-style map* Attached pdf of Utah County Parcel Viewer
 - *Property boundary clearly outlined* Attached proposed Municipal Boundary Line Adjustment
 - *Existing municipal boundaries labeled* Shown and labeled on proposed Municipal Boundary Line Adjustment
 - *Area proposed for boundary modification clearly highlighted* Shown and Highlighted on proposed Municipal Boundary Line Adjustment.
- **Rationale for Boundary Modification (1 page max)**
 - *Alignment of municipal services* We are proposing a Municipal Boundary Adjustment per Utah Code Title 10, Chapter 2, Part 9 Municipal Boundary Adjustments ([Utah Code Part 10-2-9](#)) I have attached a pdf copy of the code.
 - *Access and connectivity considerations* No access is planned to be needed between the parcel in Draper and the parcels in Alpine.
 - *Infrastructure efficiency* This is not applicable as we are not affecting any roadways. The lots in Alpine are utilizing the built roadway for access to the 2 parcels.

- Consistency with long-term planning goals This proposal should not affect any long-term planning.
- **Statement of Intent (short paragraph)**
 - Clarifies the request is exploratory
 - Two of the Alpine parcels were part of a plat recorded in 2017 and were monumented on the ground to a deeded parcel. However, the recorded parcel overlapped the city boundary. At the time of recording, the County indicated this configuration was not allowable and, at the last minute, shifted the west boundary to align with the ambiguous city boundary line dating back to 1855.

Since that time, I have met with Draper City regarding this issue. The owner of the affected Alpine parcel would like the resulting gap area returned to their parcel, which would require a Municipal Boundary Adjustment pursuant to the attached state statute.

As referenced in a prior email dated January 29, 2026, from Kellie Challburg, Assistant City Manager, she stated:

We have the item on the agenda for the next meeting on February 3. It is listed as an action item. I don't expect any questions from the council, as I believe they were addressed at the last meeting, but you are welcome to attend. It will be part of the regular business meeting at 7:00 p.m.

This resolution is to move forward with the intent and noticing for the public hearing, which is tentatively scheduled for April 7.

I have also been in contact with Dale Robinson of Sunrise Engineering, who has been working with Karen Burnet on preparing a Draper City legal description. Both Dale and I, in our professional capacity as surveyors, believe that the east line of Draper parcel 11:008:0012 represents the location where the city boundary was originally intended to be established by the adjoining property owners.

Please let me know if you have any questions or if additional information would be helpful as this moves forward.

- Confirms no formal application or approval is being requested at this stage - Per our conversation we are submitting for Alpine City approval for this process. And a formal request was sent to Ryan Robinson back on 10-30-25 (application is attached)
- States purpose is staff coordination and council discussion only - According to our conversation a few weeks ago we are proposing for both staff coordination and council approval through a public hearing in both Draper City and Alpine City.
- **Primary Contact Information**
 - Applicant / Owner name Applicant - David Mortensen, Civil Science, dmortensen@civilsience.com
 - Authorized representative (Jake / Blue Bison Development) My client is Jake with Blue Bison. He is working with owner of parcels in Alpine specifically David and Keri Witbeck
 - Email and phone number David Mortensen email dmortensen@civilsience.com phone number is 801-768-7200 ext 173

Draper City approved a resolution at their February 3, 2026, city council meeting acknowledging its intent to adjust the municipal boundary with Alpine City. This process requires that both cities

hold a public hearing no sooner than 60 days following the approval of the resolution of intent being passed by each respective city. Draper City intends to hold their public hearing on April 7, 2026. If the Alpine City Council approves the resolution as proposed, the soonest regularly scheduled city council meeting where a public meeting could be held would be May 12, 2026. There are specific advertising requirements that need to be met by both cities prior to the public hearings.

If the boundary adjustment is eventually approved, a plat amendment may be required to adjust the strips of property into the lots in the Summit Pointe Plat A subdivision.

The following documents are included in the packet:

- The completed Municipal Boundary Line Adjustment Form
- Alpine and Draper Municipal Boundary Line Plat (this plat would be recorded as the final step in the boundary adjustment process)
- Parcel map with aerial photo
- Email from David Witbeck (Alpine property owner)
- Resolution R2026-10: Resolution Expressing Alpine City's Intent to Adjust Its Common Municipal Boundary with Draper City Affecting Parcels 11:008:0012, 66:579:0003 and 66:579:0004, Authorizing and Scheduling a Public Hearing and Providing for Notice Thereof

STAFF RECOMMENDATION:

Review the municipal boundary adjustment that has been proposed by the applicant and for which Draper City has passed a resolution of intent to move forward with the process of adjusting the municipal boundary with Alpine City. If the City Council is in favor of the municipal boundary adjustment, Resolution R2026-10 should be approved and a date for a public hearing should be set.

SAMPLE MOTION TO APPROVE:

I move to approve Resolution R2026-10 Expressing Alpine City's Intent to Adjust Its Common Municipal Boundary with Draper City Affecting Parcels 11:008:0012, 66:579:0003 and 66:579:0004, Authorizing and Scheduling a Public Hearing for May 12, 2026, and Providing for Notice Thereof.

SAMPLE MOTION TO APPROVE WITH CONDITIONS:

I move to approve Resolution R2026-10 Expressing Alpine City's Intent to Adjust Its Common Municipal Boundary with Draper City Affecting Parcels 11:008:0012, 66:579:0003 and 66:579:0004, Authorizing and Scheduling a Public Hearing for May 12, 2026, and Providing for Notice Thereof with the following conditions:

- (insert finding)

SAMPLE MOTION TO TABLE/DENY:

I move to table/deny Resolution R2026-10 based on the following:

- (insert finding)

ALPINE
RESOLUTION NO. 2026-10
A RESOLUTION EXPRESSING ALPINE CITY'S INTENT TO ADJUST ITS COMMON MUNICIPAL
BOUNDARY WITH DRAPER CITY AFFECTING PARCELS 11:008:0012, 66:579:0003 AND
66:579:0004, AUTHORIZING AND SCHEDULING A PUBLIC HEARING AND PROVIDING FOR
NOTICE THEREOF

WHEREAS, Utah Code § 10-2-903 establishes a procedure by which two adjacent municipalities may mutually adjust their common boundaries; and

WHEREAS, Alpine City and Draper City are adjacent municipalities that share common boundaries; and

WHEREAS, the Alpine City Council has determined that it is in the public interest to consider a mutual adjustment of a portion of the common boundary affecting Utah County parcels 11:008:0012, 66:579:0003 and 66:579:0004; and

WHEREAS, the proposed boundary adjustment is depicted and described in Exhibit A, attached hereto and incorporated herein by this reference; and

WHEREAS, Alpine City intends to hold a public hearing to review the proposed boundary adjustment no less than 60 days after adopting this Resolution; and

WHEREAS, this Resolution complies with the procedural requirements of Utah Code Ann. § 10-2-903.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF ALPINE CITY, STATE OF UTAH, AS FOLLOWS:

Section 1. Intent to Adjust a Common Boundary. Alpine City declares its intent to adjust its common municipal boundary with Draper City as provided in Exhibit A pursuant to Utah Code Ann. § 10-2-903.

Section 2. Public Hearing Scheduled. A public hearing to consider the proposed boundary adjustment shall be held on May 12, 2026, at 6:00 p.m. or as soon as possible thereafter, in the Council Chambers at Alpine City Hall, 20 North Main Street, Alpine, Utah.

Section 3. Notice of Public Hearing. The Alpine City Recorder is hereby authorized and directed to publish notice of the proposed public hearing as a Class B notice for three successive weeks prior to the public hearing. The content of all notices shall comply with Utah Code Ann § 10-2-903(4).

Section 4. Severability Clause. If any part or provision of this Resolution is held invalid or unenforceable, such invalidity or unenforceability shall not affect any other portion of this Resolution and all provisions, clauses and words of this Resolution shall be severable.

Section 5. Clerical Corrections. The City Recorder, under the supervision of the City Administrator and City Attorney, is authorized to make non-substantive corrections to any portion of this Resolution and to the City codes referenced herein, if any, for grammatical, typographical, or numbering errors, or for consistency purposes that do not alter the substantive intent and that are otherwise in accordance with the expressed intent of the City Council.

Section 6. Effective Date. This Resolution shall become effective immediately upon passage.

Passed and Adopted by the City Council of Alpine City, State of Utah, on the 10th day of March 2026.

ALPINE CITY COUNCIL

By: _____
Carla Merrill, Mayor

[SEAL]

VOTING:

Andrew Young	Yea	___	Nay	___	Absent	___
Jessica Smuin	Yea	___	Nay	___	Absent	___
Sarah Blackwell	Yea	___	Nay	___	Absent	___
Chrissy Hannemann	Yea	___	Nay	___	Absent	___
Brent Rummler	Yea	___	Nay	___	Absent	___

ATTEST:

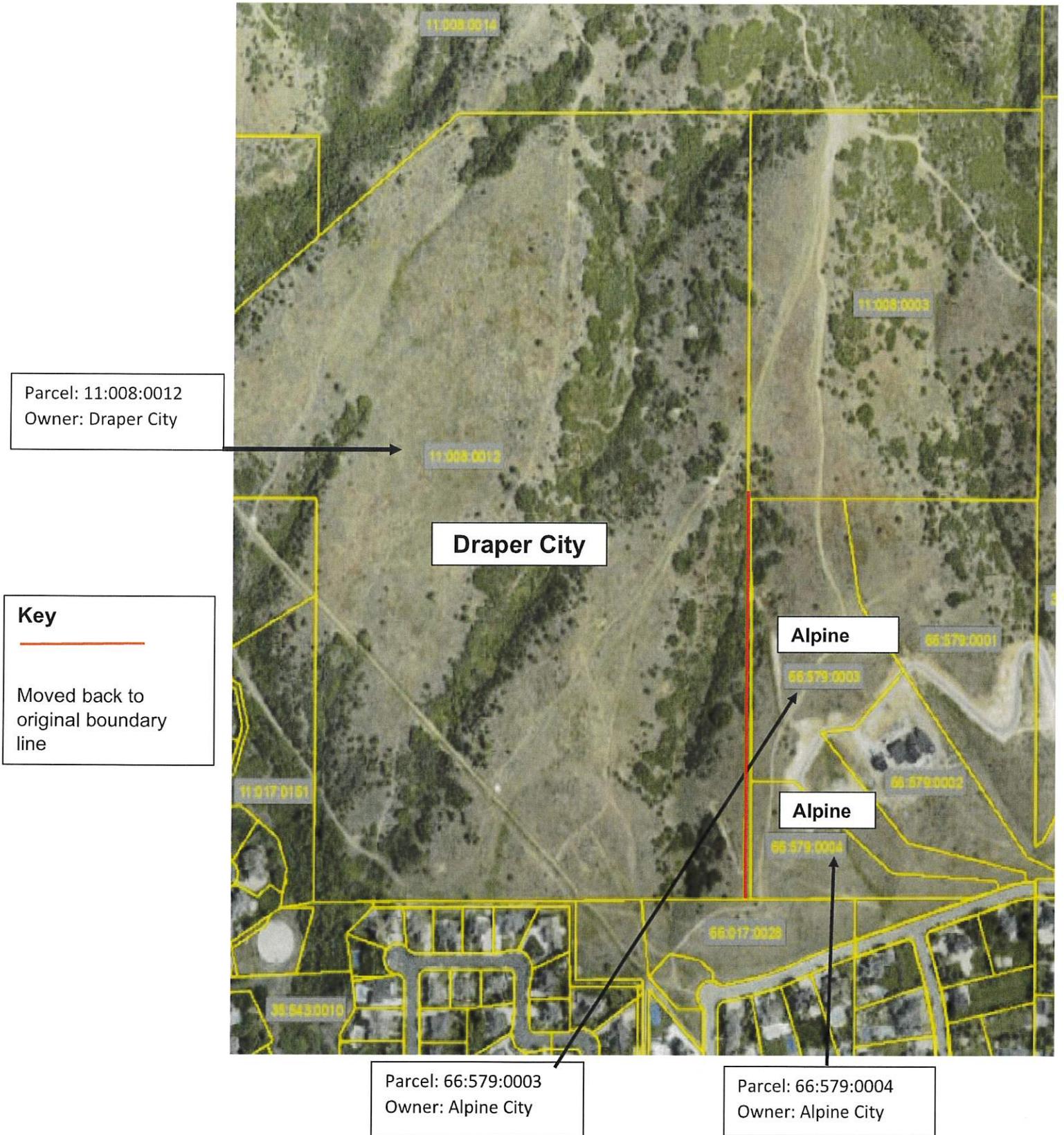
DeAnn Parry
City Recorder

DEPOSITED in the office of the City Recorder this 10th day of March, 2026.

RECORDED this 10th day of March, 2026.

Exhibit A
(Boundary Adjustment Area)

Map of Draper-Alpine Boundary Adjustment





Municipal Boundary Line Adjustment

20 North Main Alpine, UT 84004 • 801-756-6347 (Phone) • 801-756-1189 (Fax) • www.alpineut.gov

The legislative body of Alpine City (City Council) and one or more other municipalities having common boundaries with Alpine City may adjust the common boundaries as provided in Section 10-2-419 of Utah Code.

Process outlined in code includes:

- Adoption of Resolution of Intent by all municipalities involved
- Public Hearing (no less than 60 days after adoption of each respective resolution)
- Public Noticing of Public Hearing for three (3) consecutive weeks in both a local newspaper and on the Utah Public Notice website
- Adoption of Ordinance by the legislative bodies of all municipalities involved

This document serves as official request for adjustment of municipal boundaries. Applicant(s) shall submit a valid site plan with application.

APPLICANT INFORMATION

Name David Mortensen Phone 801-768-7200 X 213
 Address 3160 W Clubhouse Drive, Lehi Utah Email dmortensen@civilsience.com

AFFECTED PROPERTIES				
Serial number	Property Address	Property Owner	Acreage of parcel in Alpine prior to adjustment	Acreage of parcel in Alpine after adjustment
66-579-0004	935 W Lakeview Dr	Keri & David Witbeck	4.01	4.14
66-579-0003	888 W Lakeview Dr	Gerald & Melissa Pennock	10.83	11.05
11-008-0003	Alpine	Richard Hartvigsen	31.33	31.42

SITE PLAN

Boundary line adjustment shall comply with Utah State Code. Applicant(s) shall submit a site plan which includes the following:

- Parcel(s) clearly outlined and shown in relation to neighboring properties
- Legal description of parcel(s) to change municipal jurisdiction
- Certificate of Survey
- This completed application, and payment of the associated fee in accordance with the actual cost of advertising in a local newspaper, once per week for three consecutive weeks.

Applicant signature _____ Date 10-30-25

Alpine City values your privacy. We collect only the information necessary to provide requested services. Refusal to provide this information may prevent us from fulfilling your request. Your data may be shared with authorized third parties. For more details, including where your data may be stored, visit <https://www.alpineut.gov/170/Recorder>.

FOR CITY USE ONLY

Resolution of Intent Adopted _____

Public Hearing Held _____

Actual Cost of Noticing (_____)

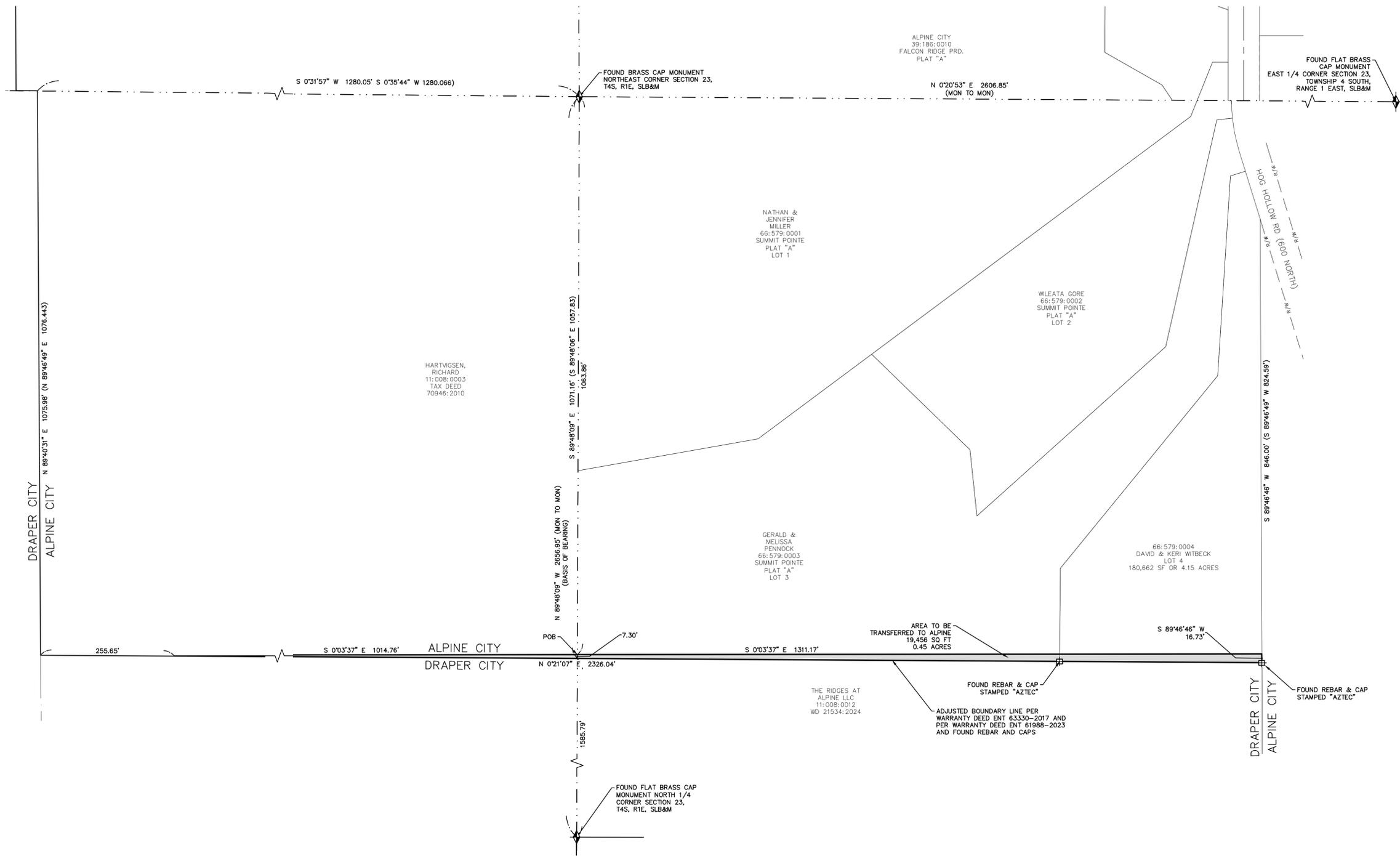
Amount Paid (_____)

Date Fee Paid / Payment Type _____ Receipt # _____

Date of Ordinance _____

ALPINE AND DRAPER MUNICIPAL BOUNDARY ADJUSTMENT

LOCATED IN
NE 1/4 OF SECTION 23 & SE 1/4 OF SECTION 14, TOWNSHIP 4 SOUTH, RANGE 1 EAST,
SALT LAKE BASE AND MERIDIAN



NARRATIVE

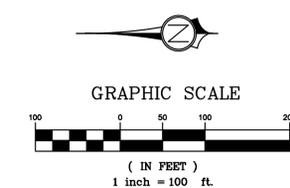
THE PURPOSE OF THIS SURVEY IS TO ADJUST THE COMMON MUNICIPAL BOUNDARY LINE BETWEEN ALPINE AND DRAPER, PER UTAH STATE CODE 10-2 PART 9. THE SURVEY WAS PERFORMED AT THE REQUEST OF OUR CLIENT. THE BASIS OF BEARING FOR THIS SURVEY IS N 89°48'09" W ALONG THE NORTH LINE OF THE NORTHEAST QUARTER OF SECTION 23, TOWNSHIP 4 SOUTH, RANGE 1 EAST, SALT LAKE BASE & MERIDIAN; BETWEEN TWO SECTIONAL MONUMENTS, TYPE AND LOCATIONS OF WHICH ARE SHOWN ON THIS PLAT.

THE FOLLOWING DOCUMENTS OF RECORD WERE REVIEWED AND CONSIDERED AS A PART OF THIS SURVEY. THERE MAY BE OTHER DOCUMENTS EITHER PRIVATE OR OF RECORD THAT WOULD AFFECT THIS SURVEY. ANY NEW EVIDENCE CONTRADICTORY TO THIS SURVEY SHOULD BE PRESENTED TO CIVIL SCIENCE FOR REVIEW AND CONSIDERATION.

SUMMIT POINTE PLAT "A", SIGNED BY AARON D. THOMAS, OFFICIAL PLAT, UTAH COUNTY RECORDER NO. 15620 WARRANTY DEED, RECORDED JUNE 30, 2017, AS ENTRY NO. 63330-2017
WARRANTY DEED, RECORDED MAY 17, 2018, AS ENTRY NO. 46324-2018
SWISS ONE PLANNED RESIDENTIAL DEVELOPMENT PHASE 3, ENTRY NO. 31918-2004
ALPINE VALLEY VIEW ESTATES, RECORDED ENTRY NO. 75763
TRAVERSE MOUNTAIN ANNEXATION PLAT, RECORDED MAR 17, 1988, MAP FILING NO. 3562
RECORD OF SURVEY 98-09-0663, SIGNED BY BRIAN D. JONES, SEPT 1, 1998, DATE OF SURVEY MAY 1997.
DOCUMENT AL18550118, DESCRIPTION OF ALPINE CITY BOUNDARIES FROM "AN ACT TO INCORPORATE ALPINE CITY, UTAH COUNTY", APPROVED JANUARY 19, 1855, PAGE 766, OFFICIAL UTAH COUNTY RECORDS.

LEGEND

- SECTIONAL MONUMENTATION (FOUND: TYPE, DATE, AGENCY AND LOCATION ETC. AS SHOWN ON THE PLAT).
- SPECIFIES FOUND SURVEY CONTROL MONUMENT (CLASS II, REBAR & ALUM. CAP).
- AREA TRANSFERRED TO ALPINE CITY



SURVEYOR'S CERTIFICATE

I, DAVID T. MORTENSEN, DO HEREBY CERTIFY THAT I AM A REGISTERED LAND SURVEYOR, AND THAT I HOLD LICENSE NO. 6436557 AS PRESCRIBED UNDER THE LAWS OF THE STATE OF UTAH. I FURTHER CERTIFY THAT BY AUTHORITY OF THE OWNERS, I HAVE MADE A SURVEY OF THE TRACT OF LAND SHOWN ON THIS PLAT AND DESCRIBED BELOW, AND HAVE SUBDIVIDED SAID TRACT OF LAND INTO LOTS AND STREETS, HEREAFTER TO BE KNOWN AS ALPINE CITY AND DRAPER CITY MUNICIPAL BOUNDARY ADJUSTMENT AND THAT THE SAME HAS BEEN CORRECTLY SURVEYED AND STAKED ON THE GROUND AS SHOWN ON THIS PLAT. I FURTHER CERTIFY THAT ALL LOTS MEET FRONTAGE WIDTH AND AREA REQUIREMENTS OF THE APPLICABLE ZONING ORDINANCES.



10-29-2025
DATE:
CIVIL SCIENCE, INC.

DAVID T. MORTENSEN REGISTERED
LAND SURVEYOR UTAH LICENSE
NUMBER 6436557

BOUNDARY DESCRIPTION

BEING A PART OF THE NORTHEAST 1/4 OF SECTION 23, AND THE SOUTHEAST 1/4 OF SECTION 14, TOWNSHIP 4 SOUTH, RANGE 1 EAST, SALT LAKE BASE & MERIDIAN; MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT THAT IS N 89°48'09" W 1063.86 FEET, FROM THE NORTHEAST CORNER OF SECTION 23, AND RUNNING THENCE S 0°03'37" E 1311.17 FEET, THENCE S 89°46'46" W 16.73 FEET TO A FOUND REBAR AND CAP, THENCE N 0°21'07" E 2326.04 FEET, THENCE S 0°03'37" E 1014.76 FEET TO THE POINT OF BEGINNING. CONTAINS 19,456 SQ. FT. OR 0.45 ACRES, MORE OR LESS.

ACCEPTANCE BY LEGISLATIVE BODY

THIS IS TO CERTIFY THAT WE, ALPINE CITY CORPORATION, HAVE RECEIVED A REQUEST TO ADJUST THE BOUNDARY LINE SHOWN HEREON BETWEEN ALPINE CITY AND DRAPER CITY AND THAT A COPY OF THE ORDINANCE HAS BEEN PREPARED FOR FILING. WE HAVE EXAMINED AND DO HEREBY APPROVE AND ACCEPT THE BOUNDARY LINE ADJUSTMENT SHOWN.

DATED THIS _____ DAY OF _____, 20____

MAYOR _____

ATTEST:
RECORDER _____

ACCEPTANCE BY LEGISLATIVE BODY

THIS IS TO CERTIFY THAT WE, DRAPER CITY CORPORATION, HAVE RECEIVED A REQUEST TO ADJUST THE BOUNDARY LINE SHOWN HEREON BETWEEN ALPINE CITY AND DRAPER CITY AND THAT A COPY OF THE ORDINANCE HAS BEEN PREPARED FOR FILING. WE HAVE EXAMINED AND DO HEREBY APPROVE AND ACCEPT THE BOUNDARY LINE ADJUSTMENT SHOWN.

DATED THIS _____ DAY OF _____, 20____

MAYOR _____

ATTEST:
RECORDER _____

COUNTY SURVEYOR

THIS PLAT HAS BEEN REVIEWED BY THE COUNTY SURVEYOR AND IS HEREBY CERTIFIED AS A FINAL LOCAL ENTITY PLAT, PURSUANT TO UTAH CODE ANNOTATED 17-23-20 AMENDED

ANTHONY GANTO
UTAH COUNTY SURVEYOR

DATE _____

ALPINE AND DRAPER MUNICIPAL BOUNDARY LINE ADJUSTMENT

ALPINE AND DRAPER CITY BOUNDARY LINE ADJUSTMENT
LOCATED IN
NE 1/4 OF SECTION 23 & SE 1/4 OF SECTION 14, TOWNSHIP 4
SOUTH, RANGE 1 EAST, SALT LAKE BASE AND MERIDIAN

SHEET 1 OF 1

3160 WEST CLUBHOUSE DRIVE
LEHI, UT 84043
801.768.7200

DATE: 10-29-2025
FILE: 25549

SHEET 1 OF 1

Effective 5/7/2025

Part 9
Municipal Boundary Adjustments

10-2-901 Definitions.

As used in this part:

- (1) "Affected area" means any area that, as a result of the boundary adjustment, is moved from within the boundary of one municipality to within the boundary of another municipality.
- (2) "Annexing municipality" means a municipality whose boundary includes an affected area as a result of a boundary adjustment.
- (3) "Municipal records officer" means the same as that term is defined in Section 10-2-801.
- (4) "Owner of real property" means the same as that term is defined in Section 10-2-801.

Enacted by Chapter 399, 2025 General Session

10-2-902 Valuation of private real property -- Determining consent to petition or protest by owners of real property.

- (1) For purposes of implementing the provisions of this part, the value of private real property shall be determined according to the provisions of Section 10-2-802.
- (2) For purposes of implementing the provisions of this part requiring an owner of private real property to sign a petition or protest, determining the appropriate individual to sign the petition or protest shall be determined according to the provisions of Section 10-2-802.

Enacted by Chapter 399, 2025 General Session

10-2-903 Municipal boundary adjustment -- Notice and hearing -- Protest.

- (1) The legislative bodies of two or more municipalities having common boundaries may adjust the common boundaries as provided in this section.
- (2) The legislative body of each municipality intending to adjust a boundary that is common with another municipality shall:
 - (a) adopt a resolution indicating the intent of the municipal legislative body to adjust a common boundary; and
 - (b) hold a public hearing on the proposed adjustment no less than 60 days after the adoption of the resolution under Subsection (2)(a).
- (3) A legislative body described in Subsection (2) shall provide notice of a public hearing described in Subsection (2)(b):
 - (a) for the municipality, as a class B notice under Section 63G-30-102, for at least three weeks before the day of the public hearing; and
 - (b) if the proposed boundary adjustment may cause any part of real property owned by the state to be within the geographic boundary of a different local governmental entity than before the adjustment, by providing written notice, at least 50 days before the day of the public hearing, to:
 - (i) the title holder of any state-owned real property described in this Subsection (3)(b); and
 - (ii) the Utah State Developmental Center Board, created under Section 26B-1-429, if any state-owned real property described in this Subsection (3)(b) is associated with the Utah State Developmental Center.
- (4) The notice described in Subsection (3) shall:

- (a) state that the municipal legislative body has adopted a resolution indicating the municipal legislative body's intent to adjust a boundary that the municipality has in common with another municipality;
- (b) describe the area proposed to be adjusted;
- (c) state the date, time, and place of the public hearing described in Subsection (2)(b);
- (d) state in conspicuous and plain terms that the municipal legislative body will adjust the boundaries unless, at or before the public hearing described in Subsection (2)(b), a written protest to the adjustment is filed by:
 - (i) an owner of private real property that:
 - (A) is located within the area proposed for adjustment;
 - (B) covers at least 25% of the total private land area within the area proposed for adjustment; and
 - (C) is equal in value to at least 15% of the value of all private real property within the area proposed for adjustment; or
 - (ii) a title holder of state-owned real property described in Subsection (3)(b);
- (e) state that the area that is the subject of the boundary adjustment will, because of the boundary adjustment, be automatically annexed to a special district providing fire protection, paramedic, and emergency services or a special district providing law enforcement service, as the case may be, as provided in Section 17B-1-416, if:
 - (i) the municipality to which the area is being added because of the boundary adjustment is entirely within the boundaries of a special district:
 - (A) that provides fire protection, paramedic, and emergency services or law enforcement service, respectively; and
 - (B) in the creation of which an election was not required because of Subsection 17B-1-214(3)(c); and
 - (ii) the municipality from which the area is being taken because of the boundary adjustment is not within the boundaries of the special district; and
- (f) state that the area proposed for annexation to the municipality will be automatically withdrawn from a special district providing fire protection, paramedic, and emergency services, as provided in Subsection 17B-1-502(2), if:
 - (i) the municipality to which the area is being added because of the boundary adjustment is not within the boundaries of a special district:
 - (A) that provides fire protection, paramedic, and emergency services; and
 - (B) in the creation of which an election was not required because of Subsection 17B-1-214(3)(c); and
 - (ii) the municipality from which the area is being taken because of the boundary adjustment is entirely within the boundaries of the special district.
- (5) Upon conclusion of the public hearing described in Subsection (2)(b), the municipal legislative body may adopt an ordinance approving the adjustment of the common boundary unless, at or before the hearing described in Subsection (2)(b), a written protest to the adjustment is filed with the municipal records officer by a person described in Subsection (3)(b)(i) or (ii).
- (6) The municipal legislative body of an annexing municipality shall, in regards to an affected area, comply with the requirements of Section 10-2-813 in regards to the filing of notice and plat and recording a boundary adjustment as if the boundary adjustment were an annexation.
- (7)
 - (a) An ordinance adopted under Subsection (5) becomes effective when each municipality involved in the boundary adjustment has adopted an ordinance under Subsection (5).

- (b) The effective date of a boundary adjustment under this section is governed by Section 10-2-813.

Renumbered and Amended by Chapter 399, 2025 General Session

10-2-904 Bonds not affected by municipal boundary adjustment -- Payment of property taxes.

- (1) A boundary adjustment under this part may not jeopardize or endanger any general obligation or revenue bond.
- (2) A bondholder may require the payment of property taxes from any area that:
 - (a) was included in the taxable value of the municipality or other governmental entity issuing the bond at the time the bond was issued; and
 - (b) is no longer within the boundaries of the municipality or other governmental entity issuing the bond due to a boundary adjustment.

Enacted by Chapter 399, 2025 General Session

10-2-905 Municipal boundary adjustment effect on local districts and special service districts.

- (1) a local district under Title 17B, Limited Purpose Local Government Entities -- Special Districts;
or
- (2) a special service district under Title 17D, Chapter 1, Special Service District Act.

Enacted by Chapter 399, 2025 General Session

Shane Sorensen

From: David Witbeck <dwitbeck@dkw-lc.com>
Sent: Friday, February 13, 2026 3:57 PM
To: David Mortensen
Cc: Jason Judd; Shane Sorensen; Jacob Satterfield
Subject: Re: Alpine city line/lot boundary correction

Yes, please Jason and Shane,
Is there any way we can get this done? We greatly appreciate your help.

David Witbeck

On Feb 12, 2026, at 1:43 PM, David Mortensen <dmortensen@civilsience.com> wrote:

Jason and Shane,

Is there any thought on when I can come and present to the city Council?

<Outlook-tzcfwykx.png>David T Mortensen, P.L.S.

Senior Surveyor
801 755 6891 c
801 768 7200 x173 w

From: David Witbeck
Sent: Saturday, February 7, 2026 4:13 PM
To: cmerrill@alpinecity.org; Ryan Robinson; andrewyoung@alpineut.gov; jsmuin@alpinecity.org; sarahblackwell@alpineut.gov; hannemann@alpinecity.org; brummler@alpinecity.org
Cc: David Mortensen; Jacob Satterfield; ssorensen@alpineut.gov; jasonj@alpineut.gov; Keri Witbeck
Subject: Alpine city line/lot boundary correction

Dear Mayor and Alpine City Council,

My wife Keri and I purchased a lot in the Summit Pointe subdivision in Alpine in August 2024 with the intention of building our home on it. We have an issue with our property that can easily be fixed by Alpine City and we need your help.

Before purchasing the property, we did our due diligence and explored every possible question that we could think of. We wanted to make sure we understood our property boundaries so we walked the property with a surveyor from the company who mapped out the subdivision. There are official metal surveyor stakes on two corners of our property and the surveyor confirmed those were our property boundaries. Shortly after we closed on the property, we began meeting with an architect to design our home. The architect sent another surveyor to the property who informed us that the survey stakes do not match the county records. This caused our home design process to come to a screeching halt. We went back to the original surveyor and asked him to figure this out. The surveyor spent a great deal of time working on this and he discovered that somebody in the county made an error because of a misunderstanding. The surveyor did his research and learned that this can easily be corrected but both Draper City and Alpine City need to get involved. Draper City has already agreed to help with this and we are hoping we can solicit the help of Alpine City to get this resolved soon.

Attached is a drawing from the county web site. I added indicators showing where the two surveyor stakes mentioned are located. When the subdivision was laid out, these stakes were on the boundary between Draper City and Alpine City. Our property, located in Alpine City extended to these stakes. Later, an error was made with the county, and the Alpine City line was shown to move to the east by about 22 feet. That created a gap area between the Alpine City line and the Draper City line.

The surveyor, David Mortensen, has been trying get this resolved for us for well over a year now but things are moving very slow. He would like to meet with the Alpine City Council so he can explain the error as well as the simple process required to correct this. Alpine City can only gain by correcting this. It puts the gap back into the Alpine city lines, increasing property size, property value, and most likely property taxes (I don't want give anybody any ideas, however). As mentioned, Draper City is on board right now and they aren't trying to move the Draper City line to our side of the gap, but as city leadership changes this could change.

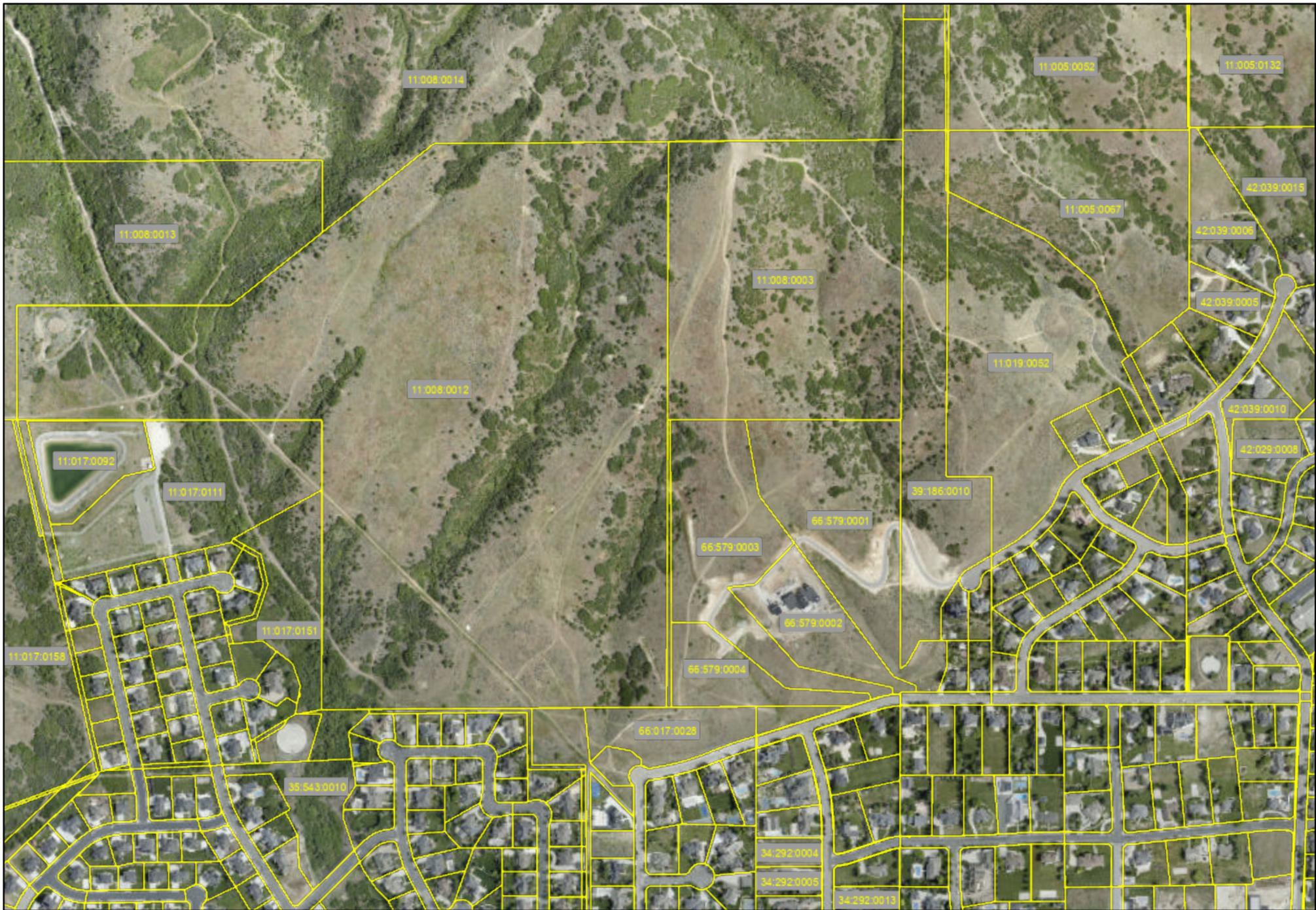
One more consideration, the developer of the subdivision is proposing an additional lot be added to our subdivision and his proposal offers numerous benefits to Alpine City. The proposal would require some changes to our lot lines which we would be willing to do but only after this gap issue is corrected. Correcting this gap issue will give Alpine City the option to move forward with the developers proposal if they so choose.

Keri and I are asking you to meet with the surveyor, David Mortensen (copied on this message), let him explain the issue, and help us correct it so we can move forward on finalizing the design and placement of our home. As mentioned, it's been a very long and frustrating process and any help that you can provide to expedite this will be very much appreciated.

Thank you for your help!

David Witbeck
(435) 881-6995

<witbeck_lot.jpg>



Utah County Parcel Map

Parcel Area

1 inch equals 752.3 feet

Date: 12/29/2025

This cadastral map is generated from Utah County Recorder data. It is for reference only and no liability is assumed for any inaccuracies, incorrect data or variations with an actual survey.



ALPINE CITY COUNCIL AGENDA

SUBJECT: Resolution R2026-13: Appointment of Members to the Alpine Water Citizen Advisory Committee

FOR CONSIDERATION ON: 10 March 2026

PETITIONER: Mayor Carla Merrill

ACTION REQUESTED BY PETITIONER: Approve Resolution R2026-13 appointing members to the Alpine Water Citizen Advisory Committee.

BACKGROUND INFORMATION:

A resolution creating the Prime-Time Citizen Advisory Committee was approved at the February 24, 2026, City Council meeting as Resolution R2026-11. Mayor Merrill is working on names for the committee and plans to send them out on Monday.

The committee is created like the trail committee with respect to terms. The normal term for a member is three years, with the terms being staggered so there is continuity on the committee.

STAFF RECOMMENDATION:

Approve Resolution R2026-12 appointing members to the Alpine Water Citizen Advisory Committee.

SAMPLE MOTION TO APPROVE:

I move to approve Resolution R2026-12 appointing the following (state names) as members of the Alpine Water Citizen Advisory Committee.

SAMPLE MOTION TO APPROVE WITH CONDITIONS:

I move to approve Resolution R2026-12 appointing the following (state names) as members of the Alpine Water Citizen Advisory Committee with the following conditions:

- (insert finding)

SAMPLE MOTION TO TABLE/DENY:

I move to table/deny Resolution R2026-12 based on the following:

- (insert finding)

RESOLUTION NO. R2026-13

A RESOLUTION GRANTING ADVICE AND CONSENT OF THE ALPINE CITY COUNCIL FOR THE APPOINTMENT OF RESIDENTS TO THE ALPINE WATER CITIZEN ADVISORY COMMITTEE

WHEREAS, the Mayor has the responsibility and authority pursuant to Alpine City Code of Ordinances to appoint individuals to various boards and commissions; and

WHEREAS, the Mayor has appointed the following individuals to serve as members of the Alpine Water Citizen Advisory Committee for a term not to exceed three (3) years; and

WHEREAS, the City Council has the responsibility to give advice and consent on all appointments to City boards and commissions; and

WHEREAS, the City Council has met in regular session to consider these appointments.

NOW, THEREFORE, BE IT RESOLVED, by the City Council of Alpine City that it gives its advice and consent to the appointment of the following individuals to the Alpine Water Citizen Advisory Committee for terms as specified. Said terms shall be as follows:

NAME	DATE TERM BEGINS	DATE TERM ENDS
	March 10, 2026	December 31, 2026
	March 10, 2026	December 31, 2027
	March 10, 2026	December 31, 2027
	March 10, 2026	December 31, 2028
	March 10, 2026	December 31, 2028

PASSED AND APPROVED this 10th day of March, 2026.

ALPINE CITY

Carla Merrill, Mayor

[SEAL]

VOTING:

Jason Thelin Yea Nay ___ Absent ___
Jessica Smuin Yea Nay ___ Absent ___
Kelli Law Yea Nay ___ Absent ___
Chrissy Hannemann Yea Nay ___ Absent ___
Brent Rummler Yea Nay ___ Absent ___

ATTEST:

DeAnn Parry
City Recorder

DEPOSITED in the office of the City Recorder this 10th day of March, 2026.

RECORDED this 10th day of March, 2026.

ALPINE CITY COUNCIL AGENDA

SUBJECT: Resolution R2026-14: Amendments to the Historic Preservation Commission

FOR CONSIDERATION ON: March 10, 2026

PETITIONER: Councilmembers Jessica Smuin and Sarah Blackwell

ACTION REQUESTED BY PETITIONER: Review and consider approval of Resolution R2026-14 amending the Historic Preservation Commission to be the Historical Preservation, Arts and Culture Citizen Advisory Committee.

BACKGROUND INFORMATION:

On May 24, 2022, the City Council approved Ordinance 2022-16 establishing the Historic Preservation Commission. Councilmembers Jessica Smuin and Sarah Blackwell have requested an amendment to the Commission to include arts and culture elements. Since the original Commission was established, City ordinances have changed. Citizen advisory committees are now established by resolution.

Included in the packet is Resolution R2026-14, establishing the Historical Preservation, Arts and Culture Citizen Advisory Committee. One purpose of the original Commission was to meet a specific requirement to be eligible for certain grants. The language from the original Commission was left essentially unchanged, with added language to include arts and culture.

Included are redline and clean versions of the resolution.

STAFF RECOMMENDATION:

Review and approve Resolution R2026-14 establishing the Historical Preservation, Arts and Culture Citizen Advisory Committee.

SAMPLE MOTION TO APPROVE:

I move to approve Resolution R2026-14 establishing the Historical Preservation, Arts and Culture Citizen Advisory Committee.

SAMPLE MOTION TO APPROVE WITH CONDITIONS:

I move to approve Resolution R2026-14 establishing the Historical Preservation, Arts and Culture Citizen Advisory Committee with the following conditions/changes:

- ****insert finding****

SAMPLE MOTION TO TABLE/DENY:

I move to table/deny the Resolution R2026-14 based on the following:

- ****insert finding****

ALPINE CITY

RESOLUTION NO. R2026-14

**A RESOLUTION ESTABLISHING THE ALPINE HISTORICAL PRESERVATION, ARTS AND CULTURE
CITIZEN ADVISORY COMMITTEE**

WHEREAS, on May 24, 2022, the City Council approved Ordinance 2022-16 establishing the Historic Preservation Commission;

WHEREAS, Chapter 3.24 of the Municipal Code of Alpine City authorizes the City Council to create citizen advisory committees to inform and advise the City Council and serve the City's residents;

WHEREAS, it has been proposed that amendments be made to the Historic Preservation Commission to include art and culture elements;

WHEREAS, an amendment has been made to the City's ordinance which provides for citizen advisory committees to be created by resolution as opposed to by ordinance;

WHEREAS, local government benefits from preserving historical areas and structures and fostering artistic expression and cultural engagement;

WHEREAS, it has been proposed that a citizen advisory committee be established to focus attention on historical preservation and promote art and culture, with the purpose of enhancing public participation in the area of emphasis;

WHEREAS, the selection and confirmation of advisory members who have special talents, skills and interest in the scope and purpose of various boards, will enhance the quality of life in the City;

WHEREAS, the proposed committee will provide an opportunity for the City Council to receive valuable input from the City's residents on matters related to historical preservation, arts and culture; and

WHEREAS, the City Council finds that establishing the Alpine Historical Preservation, Arts and Culture Citizen Advisory Committee to use their valuable experience and perspective to provide recommendations to the City Council is in the best interest of the City and its residents.

NOW, THEREFORE, be it resolved by the City Council of Alpine City, as follows:

A. Establishment of Committee. The Historical Preservation, Arts and Culture Citizen Advisory Committee is hereby established to survey and inventory community historical resources; review proposed nominations to the National Register of Historic Places; review applications for certificates of appropriateness; provide advice and information to City officials and other government officials on historical, arts, and culture matters; support enforcement of State historic preservation laws; and identify, recommend and implement, when directed, art and culture features to strengthen community connections and/or historical preservation.

B. Commission Subsumed in Committee. The City's former Historic Preservation Commission is hereby subsumed in the Committee.

C. Committee Rules and Procedures. The Committee shall be constituted and serve in accordance with the rules and procedures outlined in Chapter 3.24 of the Municipal Code of Alpine City, as follows:

SECTION 1: Purpose. Alpine City recognizes that the historical heritage, arts and culture of the community is among its most valued and important assets. It is therefore the intent of Alpine to foster, identify, preserve, protect and enhance historic buildings, structures, sites, objects, and districts lying within the city limits of Alpine City in conjunction with arts and culture.

The purpose of the Committee is hereby amended to include the promotion, preservation and advancement of the City's history, arts and culture. The Committee shall support policies, programs, partnerships and initiatives that promote historical preservation, artistic expression and cultural engagement for the benefit of residents and visitors.

SECTION 2: Historical Preservation, Arts and Culture Citizen Advisory Committee. A Historical Preservation, Arts and Culture Citizen Advisory Committee is hereby established by Alpine City with the following provisions:

- a. The Committee shall consist of at least five (5) members, and will not exceed nine (9) members.
- b. All Committee members must have a demonstrated interest, knowledge or experience in the fields related to historical preservation, arts and culture.
- c. Members will serve for staggered terms of three (3) years each.
- d. To the extent available in the community, at least two (2) members of the Committee shall be professionals in fields related to historical preservation (i.e., history, architectural history, archaeology, historical architecture, or planning).
- e. Committee meetings shall be held at quarterly, unless the City Council specifies a different schedule, and conduct business in accordance with the Open and Public Meeting laws of Utah. This includes public notification of meeting place, time and agenda items.
- f. Written minutes of each commission meeting shall be prepared and made available for public inspection.
- g. The Committee may adopt rules and procedures to govern its meetings consistent with this Resolution and subject to City Council approval.

SECTION 3: Committee Duties. The Historical Preservation, Arts and Culture Citizen Advisory Committee shall have the following duties:

- a. Advise the City Council and other interested parties in the community on matters related to historical preservation and history.
- b. Coordinate with other City entities and community organizations related to the community's history, arts and cultural affairs.

- c. Conduct surveys of local historic properties in compliance with standards set by the State Historic Preservation Office.
- d. Support the enforcement of all state and local legislation relating to historic preservation.
- e. Maintain an inventory of surveyed historic properties, including site forms and related support materials, in a publicly accessible location.
- f. Participate in planning and land-use processes undertaken by the City that have the potential to affect historic properties.
- g. Promote and conduct educational and interpretive programs related to the community's history and historic properties.
- h. Review and comment to the State Historic Preservation Office regarding all proposed National Register nominations of properties in the community. Local review is allowed a minimum of 60 days.
- i. Identify opportunities for public art installations, cultural exhibits and historical interpretation projects.
- j. Review and provide recommendations on proposed public art projects or cultural initiatives involving City property or funding.
- k. Encourage partnerships with schools, non-profits, cultural institutions, historical societies and private stakeholders.
- l. Promote community engagement through educational programs, cultural events and heritage celebrations.
- m. Apply for and administer grants and other financial aid for historical preservation, art, culture and history-related projects in the city.

SECTION 4: Standards for Rehabilitation and Design Guidelines. The following standards and guidelines shall be used by the Historical Preservation, Arts and Culture Citizen Advisory Committee in advising the City Council and other parties on the appropriate treatment of historic properties:

A. Standards for Rehabilitation. These standards apply to historic buildings of all periods, styles, types, materials, and sizes. They apply to both the exterior and the interior of historic buildings. The standards also encompass related landscape features and the building's site and environment as well as attached, adjacent, or related new construction.

- 1. A property shall be used for its historic purpose or be placed in a new use that requires minimal change to the defining characteristics of the building and its site and environment.
- 2. The historic character of a property shall be retained and preserved. The removal of historic materials or alteration of features and spaces that characterize a property shall be avoided.
- 3. Each property shall be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or architectural elements from other buildings, shall not be undertaken.
- 4. Most properties change over time; those changes that have acquired historic significance in their own right shall be retained and preserved.
- 5. Distinctive features, finishes, and construction techniques or examples of craftsmanship that characterize a property shall be preserved.

6. Deteriorated historic features shall be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature shall match the old in design, color, texture, and other visual qualities and, where possible, materials. Replacement of missing features shall be substantiated by documentary, physical, or pictorial evidence.
7. Chemical or physical treatments, such as sandblasting, that cause damage to historic materials shall not be used. The surface cleaning of structures, if appropriate, shall be undertaken using the gentlest means possible.
8. Significant archeological resources affected by a project shall be protected and preserved. If such resources must be disturbed, mitigation measures shall be undertaken.
9. New additions, exterior alterations, or related new construction shall not destroy historic materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the massing, size, scale, and architectural features to protect the historic integrity of the property and its environment.
10. New additions and adjacent or related new construction shall be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

B. General Design Guidelines. These Guidelines expand on some of the concepts articulated in the Standards in Section 4A.

1. Historic Sites, Historic Buildings, and Contributing Buildings in Historic Districts.

- a. Avoid demolition of historic and contributing buildings. They are a finite resource and cannot be replaced.
- b. Vacant buildings should be weather- and vandal-proofed in order to minimize further deterioration and the threat to public safety.
- c. Rehabilitation work, especially on the exterior and the principal facade, should preserve existing historic features or replace them, if absolutely necessary, with features and materials known to have existed on the building. Avoid “dressing up” buildings by adding features based on speculation.
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- d. Architectural details (including wood or metal trim, porches, cornices, arches, window and door features, etc.) should be compatible with but not replicate historic features on surrounding historic buildings.
- e. Window and door openings should be similar in size and orientation (vertical or horizontal) to openings on historic buildings and should take up about the same percentage of the overall facade as those on surrounding historic buildings.
- f. Proportion of Principal Facades. The relationship of the width to the height of the principal elevations shall be in scale with surrounding structures and streetscape. Wider new buildings can be divided into segments that more closely resemble the facade widths of historic buildings.
- g. Roof Shape. The roof shape of a building shall be visually compatible with the surrounding structures and streetscape. Unusual roof shapes, pitches, and colors are discouraged.

PASSED AND APPROVED this 10th day of March, 2026.

By: _____
 Carla Merrill, *Mayor*

[SEAL]

VOTING:

Jessica Smuin	Yea	___	Nay	___	Absent	___
Chrissy Hannemann	Yea	___	Nay	___	Absent	___
Brent Rummmler	Yea	___	Nay	___	Absent	___
Sarah Blackwell	Yea	___	Nay	___	Absent	___
Andrew Young	Yea	___	Nay	___	Absent	___

ATTEST:

 DeAnn Parry, *City Recorder*

ALPINE CITY

RESOLUTION NO. R2026-14

A RESOLUTION ESTABLISHING THE ALPINE HISTORICAL PRESERVATION, ARTS AND CULTURE
CITIZEN ADVISORY COMMITTEE
ORDINANCE NO. 2022 _____

WHEREAS, on May 24, 2022, the City Council approved Ordinance 2022-16 was approved on
May 24, 2022, by the City Council establishing the Historic Preservation Commission; and

WHEREAS, Chapter 3.24 of the Municipal Code of Alpine City authorizes the City Council to
create citizen advisory committees to inform and advise the City Council and serve the City's residents;
and

WHEREAS, it has been proposed that amendments be made to the ~~this committee~~ Historic
Preservation Commission to include arts and culture elements; and

WHEREAS, an amendment has been made to the City's ordinance which provides for citizen
advisory committees ~~being to be~~ created by resolution as opposed to by ordinance; and

WHEREAS, ~~WHEREAS,~~ local government benefits from preserving historical areas and
structures; and fostering artistic expression and cultural engagement; and

WHEREAS, ~~WHEREAS,~~ it has been proposed that ~~an a citizen~~ advisory ~~board committee~~ be
established to focus attention on ~~H~~historical ~~P~~reservation; and ~~promote A art and C~~culture, with the
purpose of enhancing public participation in the area of emphasis; and

WHEREAS, ~~WHEREAS,~~ the selection and confirmation of advisory members who have
special talents, skills and interest in the scope and purpose of various boards, will enhance the quality
of life in the City;

WHEREAS, the proposed committee will provide an opportunity for the City Council to receive
valuable input from the City's residents on matters related to historical preservation, arts and culture;
and

WHEREAS, the City Council finds that establishing the Alpine Historical Preservation, Arts and
Culture Citizen Advisory Committee to use their valuable experience and perspective to provide
recommendations to the City Council ~~that will be~~ is in the best interest of the City and its residents.

NOW, THEREFORE, be it ~~ordained~~ resolved by the City Council of Alpine City, as follows:

A. Establishment of Committee. ~~that establishing a~~ The Historical Preservation, Arts and
Culture Citizen Advisory Committee is hereby established to survey and inventory community
historical resources; ~~to~~ review proposed nominations to the National Register of Historic Places; ~~to~~

review applications for certificates of appropriateness; ~~to~~ provide advice and information to ~~e~~City officials and other government officials on historical, arts, and culture matters; ~~and to~~ support enforcement of State historic preservation laws; and to identify, recommend and implement, when directed, aArt and ~~C~~culture features to strengthen community connections and/or historical preservation.

B. Commission Subsumed in Committee. The City's former Historic Preservation Commission is hereby subsumed in the Committee.

C. Committee Rules and Procedures. The Committee shall be constituted and serve in accordance with the rules and procedures outlined in Chapter 3.24 of the Municipal Code of Alpine City, as follows:-

SECTION 1: Purpose. Alpine City recognizes that the historical heritage, arts and culture of the community is among its most valued and important assets. It is therefore the intent of Alpine to foster, identify, preserve, protect and enhance historic buildings, structures, sites, objects, and districts lying within the city limits of Alpine City in conjunction with arts and culture.

The purpose of the Committee is hereby amended to include the promotion, preservation and advancement of the City's history, arts and culture. The Committee shall support policies, programs, partnerships and initiatives that promote historical preservation, artistic expression and cultural engagement for the benefit of residents and visitors.

SECTION 2: Historical Preservation, Arts and Culture Commission~~Citizen Advisory Committee~~. A Historical Preservation, Arts and Culture Citizen Advisory Committee~~Commission~~ is hereby established by Alpine City with the following provisions:

- a. The ~~Committee~~commission shall consist of at least five (5) members, and will not exceed nine (9) members.
- b. All ~~Committee~~commission members must have a demonstrated interest, knowledge, or experience in the fields related to historical preservation, arts and culture.
- ~~b.c.~~ Members will serve for staggered terms of ~~three~~four (34) years each.
- ~~e.d.~~ To the extent available in the community, at least two (2) members of the ~~e~~Commission shall be professionals in fields related to historical preservation (i.e., history, architectural history, archaeology, historical architecture, or planning).
- ~~d.e.~~ Commission meetings shall be held at quarterly, unless the City Council specifies a different schedule, least twice a year and conduct business in accordance with the Open and Public Meeting laws of Utah. This includes public notification of meeting place, time and agenda items.
- f. Written minutes of each commission meeting shall be prepared and made available for public inspection.
- ~~e.g.~~ The Committee may adopt rules and procedures to govern its meetings consistent with this Resolution and subject to City Council approval.

SECTION 3: ~~Committee~~ Duties. The Historical Preservation, Arts and Culture Citizen Advisory Committee ~~Commission~~ shall have the following duties:-

- a. Advise the City Council and other interested parties in the community on matters related to historical preservation and history.
- b. Coordinate with other City entities and community organizations related to the community's history, arts and cultural affairs.
- c. Conduct surveys of local historic properties in compliance with standards set by the State Historic Preservation Office.
- d. Support the enforcement of all state and local legislation relating to historic preservation.
- e. Maintain an inventory of surveyed historic properties, including site forms and related support materials, in a publicly accessible location.
- f. Participate in planning and land-use processes undertaken by the City that have the potential to affect historic properties.
- g. Promote and conduct educational and interpretive programs related to the community's history and historic properties.
- h. Review and comment to the State Historic Preservation Office regarding all proposed National Register nominations of properties in the community. Local review is allowed a minimum of 60 days.
- i. Identify opportunities for public art installations, cultural exhibits and historical interpretation projects.
- j. Review and provide recommendations on proposed public art projects or cultural initiatives involving City property or funding.
- k. Encourage partnerships with schools, non-profits, cultural institutions, historical societies and private stakeholders.
- h. Promote community engagement through educational programs, cultural events and heritage celebrations.
- l. Apply for and administer grants and other financial aid for historical preservation, art, culture and history-related projects in the city.

~~Recommended Amendments~~

m.

SECTION 4: Standards for Rehabilitation and Design Guidelines. The following standards and guidelines shall be used by the Historical Preservation, Arts and Culture Citizen Advisory Committee ~~Commission~~ in advising the City Council and other parties on the appropriate treatment of historic properties:

- A. Standards for Rehabilitation.** These standards apply to historic buildings of all periods, styles, types, materials, and sizes. They apply to both the exterior and the interior of historic buildings. The Sstandards also encompass related landscape features and the building's site and environment as well as attached, adjacent, or related new construction.

1. A property shall be used for its historic purpose or be placed in a new use that requires minimal change to the defining characteristics of the building and its site and environment.
2. The historic character of a property shall be retained and preserved. The removal of historic materials or alteration of features and spaces that characterize a property shall be avoided.
3. Each property shall be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or architectural elements from other buildings, shall not be undertaken.
4. Most properties change over time; those changes that have acquired historic significance in their own right shall be retained and preserved.
5. Distinctive features, finishes, and construction techniques or examples of craftsmanship that characterize a property shall be preserved.
6. Deteriorated historic features shall be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature shall match the old in design, color, texture, and other visual qualities and, where possible, materials. Replacement of missing features shall be substantiated by documentary, physical, or pictorial evidence.
7. Chemical or physical treatments, such as sandblasting, that cause damage to historic materials shall not be used. The surface cleaning of structures, if appropriate, shall be undertaken using the gentlest means possible.
8. Significant archeological resources affected by a project shall be protected and preserved. If such resources must be disturbed, mitigation measures shall be undertaken.
9. New additions, exterior alterations, or related new construction shall not destroy historic materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the massing, size, scale, and architectural features to protect the historic integrity of the property and its environment.
- ~~10.~~ New additions and adjacent or related new construction shall be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.
- 10.

B. General Design Guidelines. These Guidelines expand on some of the concepts articulated in the Standards in Section 4A.

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PASSED AND APPROVED this 10th day of March, 2026.

By: _____
Carla Merrill, Mayor

[SEAL]

VOTING:

<u>Jessica Smuin</u>	<u>Yea</u>	<u>Nay</u>	<u>Absent</u>
<u>Chrissy Hannemann</u>	<u>Yea</u>	<u>Nay</u>	<u>Absent</u>
<u>Brent Rummler</u>	<u>Yea</u>	<u>Nay</u>	<u>Absent</u>
<u>Sarah Blackwell</u>	<u>Yea</u>	<u>Nay</u>	<u>Absent</u>
<u>Andrew Young</u>	<u>Yea</u>	<u>Nay</u>	<u>Absent</u>

ATTEST:

DeAnn Parry, City Recorder