BRIAN HEAD

The Regular Meeting of the
Brian Head Planning Commission
Town Hall - 56 North Highway 143 - Brian Head, UT 84719
Zoom Meetings (Click Here)
Zoom Meeting ID# 874 0491 9305
TUESDAY, March 17, 2026 @ 1:00 PM

AGENDA

A. CALL TO ORDER **1:00 PM**
B. PLEDGE OF ALLEGIANCE
C. DISCLOSURES
D. APPROVAL OF THE MINUTES
February 3, 2026 Planning Commission Meeting

E. PUBLIC INPUT/ REPORTS (Limited to three (3) minutes) Non-Agenda Items

F. AGENDA ITEMS:

1. **DISCUSSION ITEM: Revised Mountain Zone District –** Greg Sant, Planning and Building Administrator. Discussion on revising the Mountain Overlay Zone to a new Mountain Zone District that could be used at Aspen Meadows.

2. **ADMINISTRATIVE ACTION: Aspen Meadows Christmas Tree Neighborhood and Nordic Center Preliminary Plat –** Greg Sant, Planning and Building Administrator. Review Preliminary Plat that was tabled at the February 3, 2026 Planning Commission meeting.

3. **REVIEW TRAINING:** March 20, 2026, ULUI Zoom Training

G. ADJOURNMENT

Date: March 17, 2026

Available to Board Members as per Ordinance No. 11-003 authorizes public bodies, including the Town, to establish written procedures governing the calling and holding of electronic meetings at which one or more members of the Council may participate by means of a telephonic or telecommunications conference. In compliance with the Americans with Disabilities Act, persons needing auxiliary communications aids and services for this meeting should call Brian Head Town Hall @ (435) 677-2029 at least three days in advance of the meeting.

CERTIFICATE OF POSTING

I hereby certify that I have posted copies of this agenda in two public and conspicuous places within the Town Limits of Brian Head; to wit, Town Hall and Post Office, and have posted such copy on the Utah Meeting Notice Website and have caused a copy of this notice to be delivered to the Daily Spectrum, a newspaper of general circulation.

Ciera Claridge, Deputy Clerk

ITEM: **Discussion on Proposed Mountain Zoning District**

AUTHOR: Greg Sant
DEPARTMENT: Planning and Building
DATE: March 17, 2026
TYPE OF ITEM: Discussion Item

SUMMARY:

In reviewing the first Preliminary Plat for the Aspen Meadows project, it was evident that there were some discrepancies between the Development Agreement and the new LMC Annexed Transition and Mountain Overlay Zoning Districts as well as the process by which new subdivisions would proceed and be approved for the newly annexed Aspen Meadows land.

BACKGROUND:

In August of 2024 the Town annexed Aspen Meadows along with a Development Agreement and Exhibits outlining the future development of the property. At that time the General Plan was modified as shown on the attached General Plan Exhibit and the land was all zoned as Annexed Transition. On January 20, 2026 Aspen Meadows presented a conceptual/schematic plan to the Planning Commission for their first phase of development, the Alpine Christmas Tree Area. Following this review by Staff and the Planning Commission, the applicant applied for Preliminary Plat approval.

During that review, Staff realized that the property in question was zoned as Annexed Transition instead of the Mountain Zone referred to in the Development Agreement in 2. ANNEXATION and in 16. NOTICE OF ZONING ACTIONS. These 2 paragraphs in the Development Agreement state that the property will be annexed into the Town zoned as Mountain Zone. However, the Mountain Zone is further defined in the Development Agreement as an Overlay Zone (see Exhibit F of Development Agreement). As an Overlay Zone, the Mountain Overlay Zone overlays other primary zoning designations of the property, therefore, it is not the primary zoning for the property. At annexation, the primary zoning for the property was designated as Annexed Transition.

Both the Mountain Overlay Zone and the Annexed Transition Zone were added to the Town LMC under Title 9, Chapter 7 paragraphs 10 and 13 respectively. Annexed Transition Zoning requires any new subdivisions that are proposed in this zone must go through the zone change process to update the Zoning Map. After talking to the Applicant, it was obvious that Aspen Meadows believed that the entire property had already been approved for the zoning that was indicated on their Conceptual Master Plan (see Exhibit C of the Development Agreement). Because of this, the Aspen Meadows group believed that there was a need to go through the Preliminary and Final Plat review processes, so the plat could be recorded, but there was no need to go through the zone change process. The Planning Commission tabled the Preliminary Plat in order discuss the Zoning issue.

ANALYSIS:

It is apparent in the Development Agreement in a few places, namely in Exhibit D – the Aspen Meadows Design and Development Guidelines, that the developer never foresaw having to rezone each Preliminary Plat that was submitted, rather Exhibit C – Conceptual Master Plan was the zoning with the Mountain Overlay Zoning on top. The only exception to this is whether health, welfare and safety were a concern. However, there are many places in the Development

Agreement that say that the Town reserves the right to process each phase of the development per our zoning, subdivision, ordinances and regulations.

This was taken to the Town Council on March 3, 2026 to discuss the following options:

Option #1 – Amend the Mountain Zoning so that it is a primary zone and not an Overlay Zone:

A. This would still be a zone that only applies to large mixed-use projects.
B. It would refer to a Development Agreement and Exhibits, in this case for Aspen Meadows it would refer to Exhibits:
   (1) C – Aspen Meadows Conceptual Master Plan – as the proposed Land Use for each Neighborhood with its estimated density summaries.
   (2) D – Aspen Meadows Design and Development Guidelines
   (3) F – Aspen Meadows Mountain Zoning
C. This Zone would replace the Annexed Transition Zone that is currently on the Aspen Meadows property.
D. Staff would review each Preliminary Plat to make sure it follows the Development Agreement and its Exhibits as well as all Town ordinances and it would be given to the Planning Commission to review and approve or deny. The last requirement would be for the Staff to approve the construction plans and the final plat per the Subdivision Ordinance before starting the development.

Option #2 – Keep the Annexed Transition Zone

A. This would require every new Preliminary Plat to also apply for a Zone Change for that phase and go through the process the Town already has laid out.
B. As the Town has already agreed and signed the Development Agreement that includes the Exhibits mentioned above, if it followed the stipulations therein, the Town Council would be obligated to approve the Zone Change.
C. This would increase the number of public hearings from 1 to 3 while approving the phase. This it would increase the work that the Staff would be doing for something that could completed once.

Option #3 – Create a new Resort Mixed Use Zone

A. This would be like Option #1 above; however, it would be able to be used by any applicant that has a large parcel that they want to develop as mixed use.
B. This zone would outline a minimum size of project, either by acreage of by residential or commercial densities. See attached Planned Community Development Zone from Washington City as an example.
C. Standards and Guideline like what Aspen Meadows has done would need to be addressed as would the Development Agreement requirements.
D. For Aspen Meadows, this zone would replace the Annexed Transition Zone.
E. If this is the chosen solution, then the Staff would review each Preliminary Plat to make sure it follows the Development Agreement and its Exhibits as well as all Town ordinances and it would be given to the Planning Commission to review and approve or deny. The last requirement would be for the Staff to approve the construction plans and the final plat per the Subdivision Ordinance before starting the development.

After discussing these 3 options, the Council gave direction to Staff to use Option #1. Attached is the proposed Mountain Zoning District that would take the place of the Mountain Overlay District. The Annexed Transition Zone would remain in the LMC and could be used for future annexations into the Town.

STAFF RECOMMENDATION:
This is a discussion item only, no action is required

PROPOSED MOTION:
This is a Discussion item only, no motion needed. It would be useful to get further directions.

ATTACHMENTS:
A – Proposed Mountain Zone District
B – Exhibit C – Conceptual Master Plan

Proposed Aspen Meadows Mountain Zoning Revision

9-7-13: Aspen Meadows Mountain Zoning District

A. **Purpose Statement:** The purpose of the Mountain ~~Overlay~~ Zoning District is to guide development in the Aspen Meadows area consistent with the master plan contemplated in the Aspen Meadows Annexation & Development Agreement (See Exhibit C. Conceptual Master Plan). This ~~overlay district~~ Zone allows certain deviation from standards in ~~underlying zones~~ Land Uses listed below in exchange for guarantees to the Town included in the Annexation and Development Agreement. Furthermore, the purpose of this Zone is to promote public health, safety and general welfare through provisions designed to establish a Zoning District which will:

1. Facilitate a large-scale, mixed-use development incorporating various types of residential, commercial, resort and industrial uses and zoning concepts which may create significant impacts on the Town, while maximizing the public benefit from such a development, and minimizing any adverse impacts of such a development.
2. Provide streamlined review procedures for the preliminary and final plats designed to accommodate a multiple phased approach to design and construction of this large residential, mixed use development.

B. **Permitted & Conditional Uses:** The Annexation and Development Agreement dated March 19, 2024, and the Conceptual Master Plan(Exhibit C) were adopted by the town council and are intended to be utilized to guide the allowable uses in the Aspen Meadows Mountain Zoning District. . As such, all permitted and conditional uses contained in other zone districts designations detailed in this chapter (§9-7) are allowable as permitted and conditional uses in the Aspen Meadows Mountain Zone. The general location of these uses, and the total resultant density, shall be consistent with the Annexation and Development Agreement and the Conceptual Master Plan. The following exceptions apply:

    1. Recreation Open Space uses will follow 9-7-7 with the following exceptions
        i. Outfitter Cabins, Ski Lodges and other resort-planned support buildings may exceed 1,500 SF in size, per Development Agreement.
        ii. Horse boarding is allowed.
        iii. Permitted accessory uses: Detached or attached single-family residence used only for the use of ranch / outfitter caretaker, watchman or similar employee of a permitted use, when located upon the same site as said permitted use.

C. **Physical Restrictions & Design Standards**:

Physical restrictions and design standards approved and adopted by the town council (in particular those detailed in chapters 7 and 12 of this title) shall control and regulate the development and construction within the project in concert with the Annexation and Development Agreement and Conceptual Master Plan, and

according to their respective uses. In addition ~~to the allowances in the underlying zones Land Uses listed below,~~ the following requirements, allowances and restrictions are made:

1. Single Family Residential uses will follow 9-7-1 with the following exceptions:
   a. ~~Conditional Uses~~ ADU – Mother-in-law/guest house accessory use are not to exceed 2,500 square feet.

   b. Physical Restrictions
      I. Maximum Height: Thirty-five (35') with town requirement, acknowledge, and notary of a required Bonus Request Statement.

      II. Maximum Building Coverage: Each individual building lot in Aspen Meadows is made up of three (3) zones; the development envelope zone, the driveway corridor zone, and the natural open space zone. Building coverage is measured by total site coverage which cannot exceed 20% of the total individual lot size measured in square feet and as identified within the Aspen Meadows development envelope zone only per individual lot.

      III. Driveways: Minimum five-foot (5') setback from the side corners at road frontage or all driveway edging, pavement, or other surface materials. Minimum with allowed twelve feet (12').

2. Multi-Family Residential uses will follow 9-7-2 and 9-7-3 respectively.

3. General Commercial uses will follow 9-7-4.

4. Village Commercial uses will follow 9-7-5 with the following exceptions:
   a. Physical Restrictions
      I. Maximum Height: Additional heights may be applied for taking into account, design, uses, massing, stepping, commercial and residential mix and ceiling heights such as found within an anchor hotel. This condition applies to only one of the two envisioned Villages, being the Art Village for Aspen Meadows.

5. Light Industrial uses will follow 9-7-6.

7. Conservation Open Space uses will follow 9-7-8.

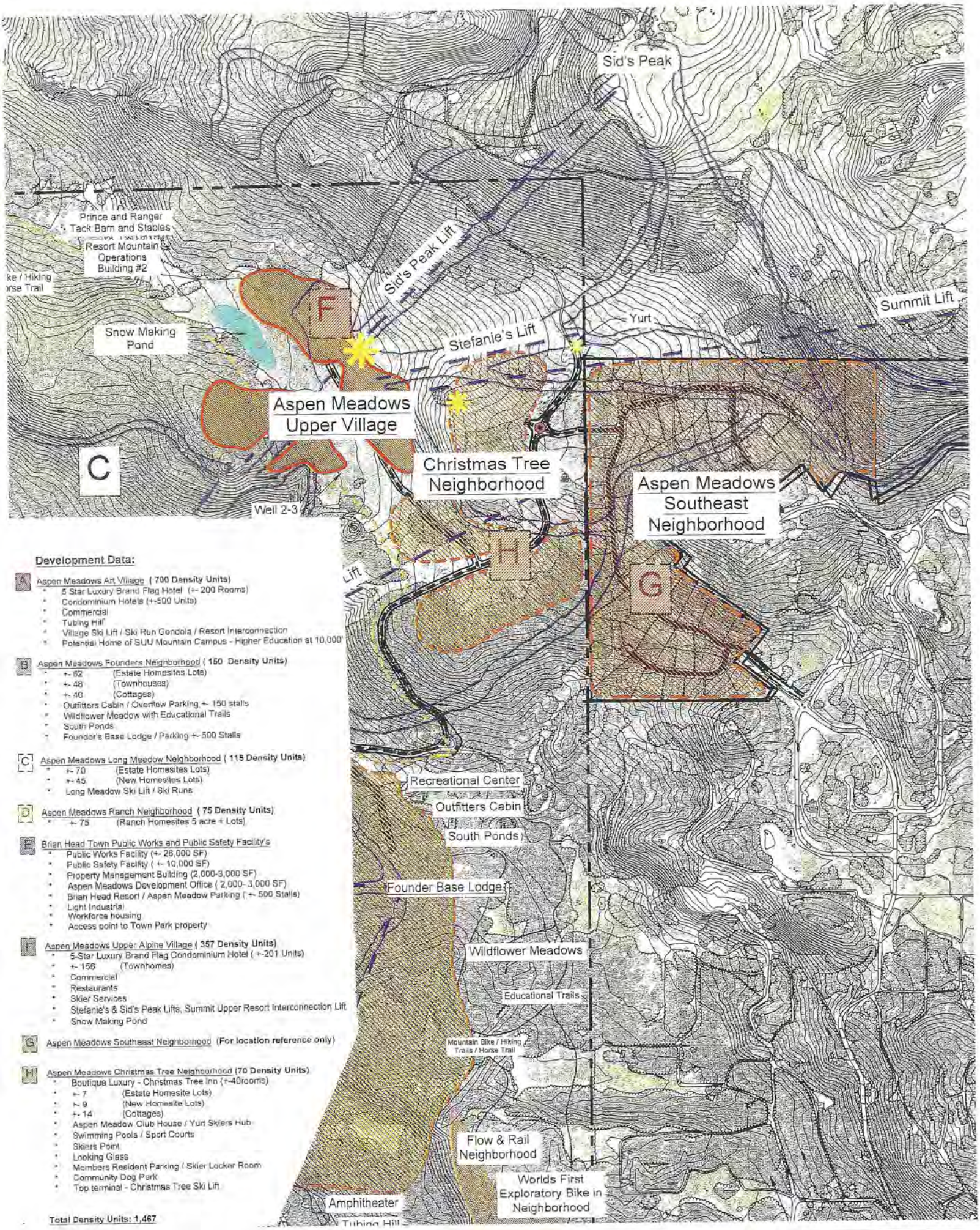
8. Civic uses will follow 9-7-9.

9. Building Bonuses will follow 9-7-11.

10. Additional Design Standards
   a. Use of storage or metal cargo containers for either permanent or temporary residential use is not allowed within Aspen Meadows Mountain Zone. Tents, yurts, temporary structures, or storage needs allowed for use only by the declarant for planned resort amenity site specific uses and development purposes such as planned events, on-hill skier-hubs, field office use or stage of materials on site.

   b. Perimeter fencing allowed throughout Aspen Meadows Mountain Zone and its boundaries for purposes of providing security, controlled access points and

ongoing monitoring and prevention of unauthorized access onto property. All public access points to be controlled, marked, and designated for hiking and mountain bike access only into and out of property together with controlled main public road access points. For fencing standards allowed within Aspen Medows Mountain Zone, refer to the Aspen Meadows Design and Development Guidelines. Ord. 24-006, 5/28/2024



Development Data:

A Aspen Meadows Art Village **(700 Density Units)**
- 5 Star Luxury Brand Flag Hotel (+- 200 Rooms)
- Condominium Hotels (+-500 Units)
- Commercial
- Tubing Hill
- Village Ski Lift / Ski Run Gondola / Resort Interconnection
- Potential Home of SUU Mountain Campus - Higher Education at 10,000'

B Aspen Meadows Founders Neighborhood **(150 Density Units)**
- +- 52 (Estate Homesites Lots)
- +- 48 (Townhouses)
- +- 40 (Cottages)
- Outfitters Cabin / Overflow Parking +- 150 stalls
- Wildflower Meadow with Educational Trails
- South Ponds
- Founder's Base Lodge / Parking +- 500 Stalls

C Aspen Meadows Long Meadow Neighborhood **(115 Density Units)**
- +- 70 (Estate Homesites Lots)
- +- 45 (New Homesites Lots)
- Long Meadow Ski Lift / Ski Runs

D Aspen Meadows Ranch Neighborhood **(75 Density Units)**
- +- 75 (Ranch Homesites 5 acre + Lots)

E Brian Head Town Public Works and Public Safety Facility's
- Public Works Facility (+- 26,000 SF)
- Public Safety Facility (+- 10,000 SF)
- Property Management Building (2,000-3,000 SF)
- Aspen Meadows Development Office (2,000- 3,000 SF)
- Brian Head Resort / Aspen Meadow Parking (+- 500 Stalls)
- Light Industrial
- Workforce housing
- Access point to Town Park property

F Aspen Meadows Upper Alpine Village **(357 Density Units)**
- 5-Star Luxury Brand Flag Condominium Hotel (+-201 Units)
- +- 156 (Townhomes)
- Commercial
- Restaurants
- Skier Services
- Stefanie's & Sid's Peak Lifts, Summit Upper Resort Interconnection Lift
- Snow Making Pond

G Aspen Meadows Southeast Neighborhood **(For location reference only)**

H Aspen Meadows Christmas Tree Neighborhood **(70 Density Units)**
- Boutique Luxury - Christmas Tree Inn (+-40rooms)
- +- 7 (Estate Homesite Lots)
- +- 9 (New Homesite Lots)
- +- 14 (Cottages)
- Aspen Meadow Club House / Yurt Skiers Hub
- Swimming Pools / Sport Courts
- Skiers Point
- Looking Glass
- Members Resident Parking / Skier Locker Room
- Community Dog Park
- Top terminal - Christmas Tree Ski Lift

Total Density Units: 1,467

ARCADIS
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United States
Phone: 801 532 4233
www.arcadis.com

Aspen Meadows Club | Neighborhoods

Southeast Neighborhood | Christmas Tree Neighborhood | Alpine Nordic Neighborhood

SCALE: 1"=200'

Master Plan

01.20.26

STAFF REPORT TO THE PLANNING COMMISSION

BRIAN HEAD

ITEM: **PRELIM. PLAT FOR ASPEN MEADOWS CHRISTMAS TREE PH#1**

AUTHOR: Greg Sant
DEPARTMENT: Planning and Building
DATE: March 17, 2026
TYPE OF ITEM: Administrative Action

SUMMARY:

On January 22, 2026 Staff received an application for a Preliminary Plat approval in Aspen Meadows. *On February 3, 2026 the Public Hearing for the Preliminary Plat was held per Town Ordinance. The Planning Commission heard all comments and the response from the applicant. The applicant requested for the item to be tabled so that the answers to commission questions could be answered. Staff feel like all the questions have been addressed and it is ready to be reviewed by the Planning Commission again.*

HISTORY:

In August of 2024 the Town annexed Aspen Meadows along with a Development Agreement and Exhibits outlining the future development of the property. At that time the General Plan was modified as shown on the attached General Plan exhibit. On January 20, 2026, Aspen Meadows presented a conceptual/schematic plan to the Commission for their first phase of development, the Alpine Christmas Tree Area. Following this review by Staff and the Commission, the applicant applied for Preliminary Plat approval. *Questions from the February 3, 2026 Planning Commission meeting centered around Zoning and traffic.*

ANALYSIS:

The following was the Analysis before the February 3, 2026 Commission meeting: Even though the General Plan was modified with the Development Agreement at annexation of Aspen Meadows, the zoning for the property was annexed in as Annexed Transition. Per the LMC, 9-7-10, this property need would need to get a Zone change to reflect the uses of commercial and residential as proposed by the Preliminary Plat. Both of those uses are consistent with the General Plan for this area.

As a Preliminary Plat, this submission must be reviewed per the Subdivision process found in the LMC at 9-9-3 (C). The following are the Standards for Review for a Preliminary Plat: The applicant shall demonstrate that:

a. Compliance with the Town's General Plan and Ordinances. The proposed subdivision conforms to the Town's General Plan and other applicable master plans adopted by the Town; the LMC including the Design Standards found in chapter 12; Public Works Standards; and other relevant sections of the Town's Code (See below).
b. Appropriate Use: The proposed uses for the property are appropriate to the zone district and the layout/design is responsive to the constraints of topography, soil types, geologic hazards, watercourses and floodplains, and visual impacts.
c. Public Services: Adequate public services are available to meet the needs of the proposed subdivision, including roads, water, sewer, storm water, gas, sanitation, electric, telecommunications, transit, snow storage area, police and fire protection, and recreation. If adequate services do not exist at the time of application, provisions or plans for expansion of services are concurrent to the subdivision development.

i. Water: The proposed water source supplying the subdivision will be connected to the Town's water distribution system and has adequate supply, capacity, and the method of distribution will be designed to meet the requirements of the Town; (amd. ord. 15-004, 4-28-2015, , amd. ord. 24-014, 10-8-24)

ii. Sewer and Sewer Treatment: Provisions have been made for a public sewer collection system that is connected to the Town's sewer system and meets Town requirements, including sufficient capacity for sewer treatment. (amd. ord.15-004, 4-28-2015, , amd. ord. 24-014, 10-8-24)

d. Fire Protection: The proposed method for fire protection complies with this title and other regulations as applicable. (ord. 24-014, 10-8-24)

Furthermore, the Preliminary Plat must meet the Design Standards set forth in 9-12 of the LMC. These Design Standards include the following:

9-12-2 – Lot standards including size, frontage, dimensions, and density.

9-12-3 – Development Design and Layout including hazardous site conditions, drainage, common areas, trails and open spaces, infrastructure, and preservation of onsite features.

9-12-4 – Slopes over 25% must minimize erosion and removal of existing vegetation.

9-12-9 – Roads must conform to the Town Standards set forth in the Public Works Standards.

A.4 – Subdivision Roads shall be designed in compliance with applicable codes to provide emergency access and egress for residents and occupants, which shall include two (2) or more points of access to a development or neighborhood.

A.5 – Where the potential traffic impacts on the existing street systems are considered to be great, or in the case of unique circumstances … the subdivider may be required to prepare a detailed engineering study of the road system (Traffic Study).

A.12.b – Dead-end roads should not exceed eight hundred feet (800') in total length unless additional turnaround areas (each having at least a fifty-foot (50')) radius are also provided at intervals of not less the eight hundred feet (800') throughout the length of a permanent dead-end street.

At the February 24, 2026 Town Council meeting, the Council directed the Staff to pursue a new Zoning District in which the entire Aspen Meadows project could be included. Furthermore, the Council instructed Staff to move forward with the Preliminary Plat approval with the Planning Commission and if approved by the Planning Commission, make the new Zoning District, the Re-Zoning and General Pan Amendment a contingency of the approval. This new Zoning District will make the Development Agreement, Design Guidelines and Conceptual Master Plan therein the basis for approval. This Preliminary Plat meets all requirements in those documents as well as the Town Ordinances.

FINDINGS OF FACT:

Staff reports the following findings of fact:

a. Per the attached revised General Plan, this Preliminary Plat is in compliance with the General Plan. It is also in compliance with the attached Conceptual Master Plan that was presented to Staff and the Planning Commission on January 20, 2026. *Previous deficiencies have been resolved, namely:*

(1) The lots on the Preliminary Plat show lot line measurements and they meet the required frontage length.

(2) It is determined that Burts Road to Nowhere in its rough condition meets the second egress need. The applicant has committed to keeping this open for a minim of 9 months out of the year.

(3) A Traffic Study has been completed, and the service of all roads does not change with the new traffic counts imposed by this Preliminary Plat. Furthermore, the

applicant has committed to having all Aspen Meadows heavy equipment and site work construction traffic traveling on Burts Road to Nowhere, therefore, limiting the increased traffic.

(4) The applicant has committed to improving Steam Engine Drive at Shady Dell and Hidden Lakes. Per the attached drawings, a new rail will be installed to keep cars from sliding off Steam Engine Dr. and they are willing to put up a mirror at Hidden Lakes so that traffic is visible.

b. The proposed use of the property is designated as residential, commercial, open space and park. All these uses are listed on the Conceptual Master Plan and General Plan. However, the Zoning map shows this as Annexed Transition and therefore a Zone change must be completed so it is aligned with the General Plan and the Preliminary Plat. *This Zone Change will happen after the new Zoning Designation is adopted by the Planning Commission and the Town Council.*

c. Public Services for the Preliminary Plat and Exhibits were reviewed by the Public Works Department, and they offer the following comments:

i. Water: Potential issue with the dead-end of the water line that extends to the commercial piece, however, in the long-term, once Aspen Meadows Dr. and the utilities are extended down to Burt's Road to Nowhere then this will be a short dead-end and would be acceptable. There will be some water pressure issues that will require PRV's, but as long as the developer follows Town Standards it will be acceptable.

ii. Sewer: Using the E-One system mitigates potential issues. If it is designed according to manufacturers' specifications and construction drawings are reviewed and approved by the Public Works Department then it is acceptable.

d. Public Safety has reviewed the Preliminary Plat and Exhibits and have offered the following comments: Fire Hydrants must be placed per Town Standards, *with Burts Road to Nowhere the secondary access is met. Temporary Turnarounds as shown on the Preliminary Plat are acceptable.*

STAFF RECOMMENDATIONS:

Based on the required Standards of Review and the Findings of Facts above, *the Staff recommends Approval of the Preliminary Plat with the following contingencies:*

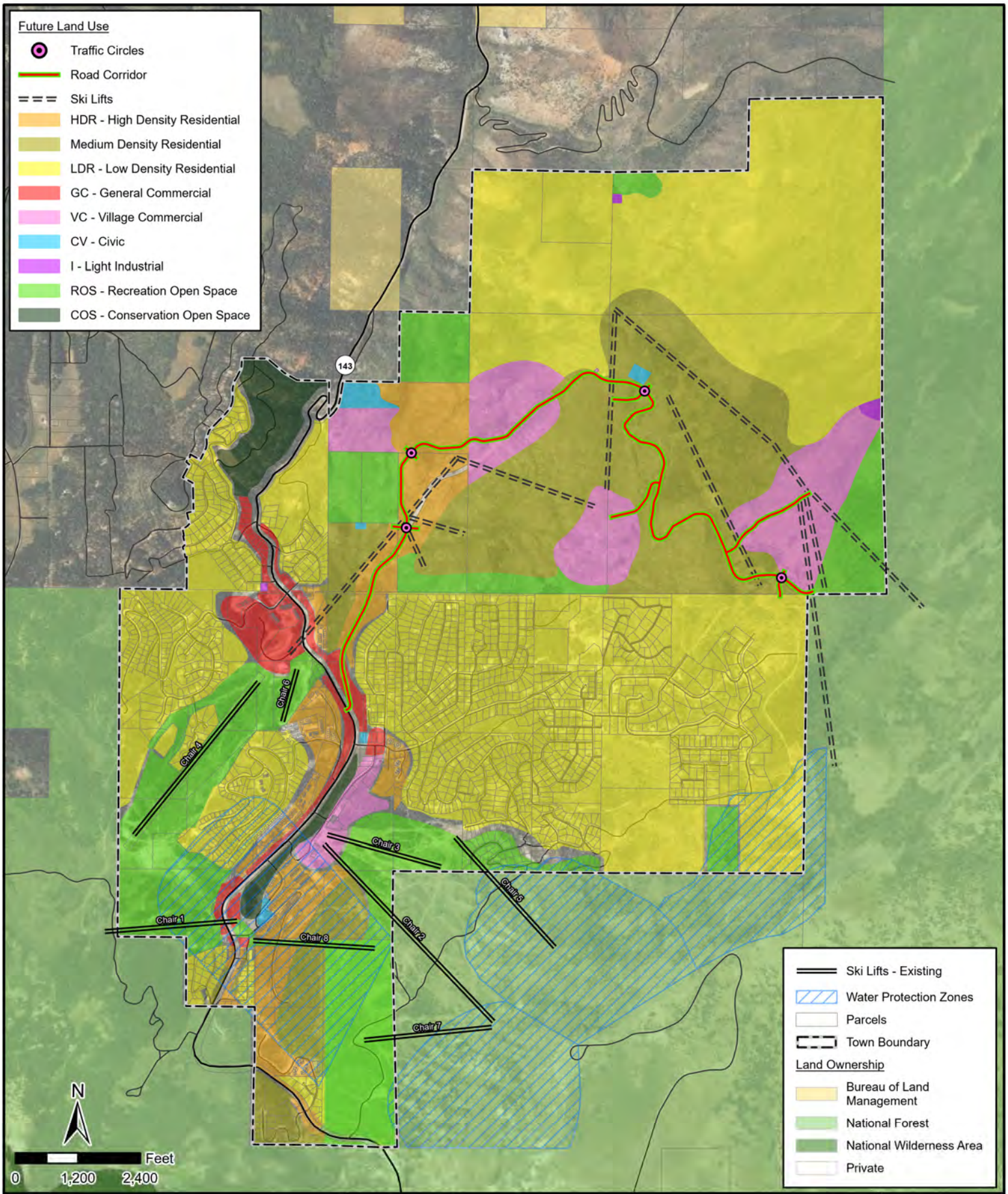
1. *Applicant will commit to having Burts Road to Nowhere graded and open for at least 9 months of the year and all heavy equipment and site work construction traffic will use Burts Road to Nowhere.*
2. The Town will create a new Zoning district into which the entire Aspen Meadows project will be placed. Once this Zoning District is created, the Town will need to process the General Plan Amendment and Zone Change application for Aspen Meadows accordingly. Once this is done then Aspen Meadows can record a Final Plat.
3. *If approved by the Planning Commission, the Preliminary Plat should be approved contingent on the creation of new Mountain Zoning District, and the Re-Zoning and General Plan Amendment of Aspen Meadows.*

PROPOSED MOTION:

Recommended motion: I move to approve the Aspen Meadows Phase #1; Christmas Tree Neighborhood and Nordic Center Preliminary Plat with the Staff Recommendations stated above.

ATTACHMENTS:

1 - Brian Head General Plan 2024 with Aspen Meadows
2 - Aspen Meadows Conceptual Master Plan (Blown Up)
3 - Proposed Revised Preliminary Plat with Lot Dimensions
4 - Aspen Meadows Christmas Tree Neighborhood Conceptual Plan
5 – Parking and Digital Signage Exhibits
6 - Horrucks Traffic Study



Jones & DeMille Engineering

- Shaping the Quality of Life -

800.748.5275 www.jonesanddemille.com

Brian Head Town

Iron County

2018 General Plan Update
Future Land Use Map

Scale: 1" = 2,400'

Map Name: H:\JD\Proj\2311-015\GIS\Brian Head General Plan 1810-R04\GIS\Projects\Brian Head Town\2018 General Plan.aprx - Brian Head Town Future Land Use 8.5x11

Project Number: 1810-R04/2311-015 | Drawn by: JEM 11-18 | Last Edit: 05/24/2024

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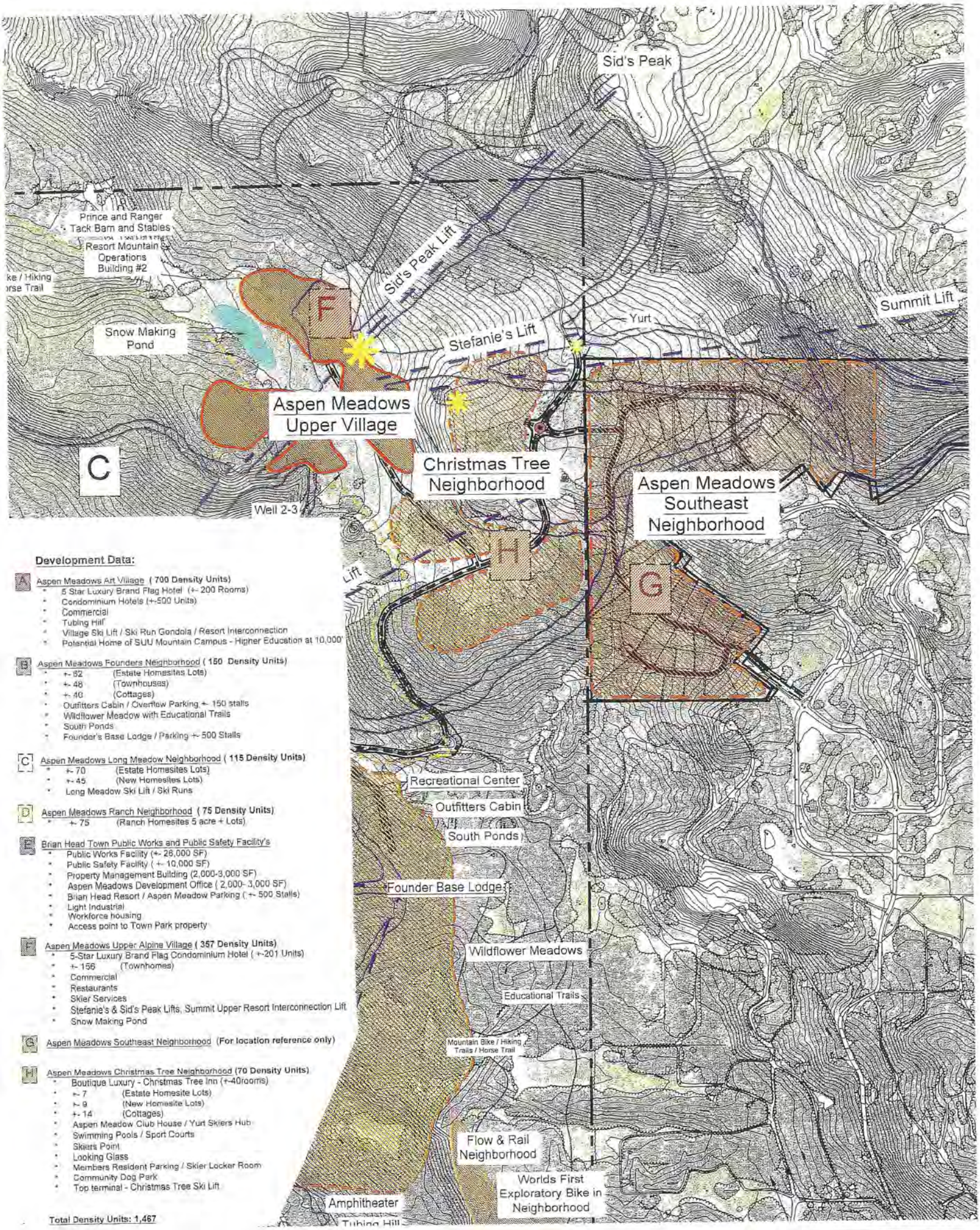

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Aspen Meadows Club | Neighborhoods

Southeast Neighborhood | Christmas Tree Neighborhood | Alpine Nordic Neighborhood

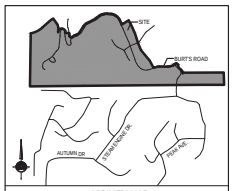
SCALE: 1"=200'

Master Plan

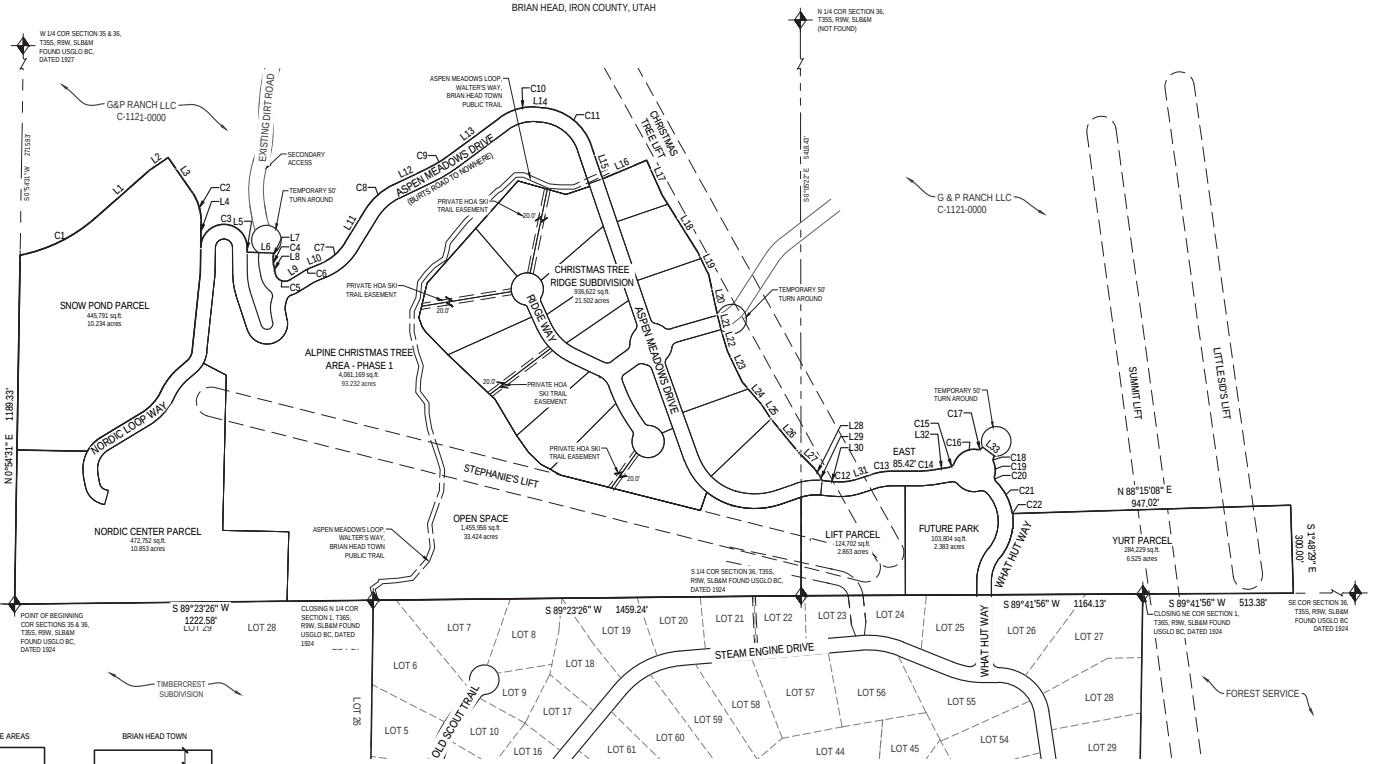
01.20.26

ALPINE CHRISTMAS TREE AREA - PHASE 1
CHRISTMAS TREE RIDGE AND NORDIC CENTER
PRELIMINARY PLAT

LOCATED IN THE SOUTH HALF OF SECTION 36, TOWNSHIP 35 SOUTH, RANGE 9 WEST,
SALT LAKE BASE AND MERIDIAN
BRIAN HEAD, IRON COUNTY, UTAH



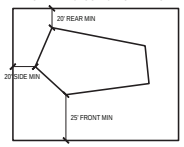
VICINITY MAP
NOT TO SCALE



CURVE TABLE					
CURVE	RADIUS	LENGTH	DELTA	BEARING	CHORD
C1	546.00'	288.10'	30°13'58"	N83°43'28"E	284.77'
C2	175.00'	107.60'	35°13'48"	S16°51'12"E	105.92'
C3	79.00'	246.16'	178°31'58"	S89°58'15"E	157.99'
C4	142.00'	29.98'	12°05'50"	S4°06'56"E	29.93'
C5	33.00'	64.34'	111°42'20"	S66°01'01"E	54.62'
C6	225.00'	37.21'	9°28'34"	N82°52'06"E	37.17'
C7	175.00'	109.97'	36°00'22"	N49°36'12"E	108.17'
C8	225.00'	128.82'	32°48'15"	N48°00'09"E	127.07'
C9	475.00'	90.34'	10°53'49"	N58°57'22"E	90.20'
C10	192.00'	139.80'	41°43'11"	N74°22'03"E	136.74'
C11	192.00'	220.92'	65°55'38"	S51°48'32"E	208.94'
C12	175.00'	73.63'	24°06'25"	N83°32'40"E	73.09'
C13	225.00'	72.69'	18°30'33"	N80°44'44"E	72.37'
C14	375.00'	62.32'	9°31'18"	N85°14'21"E	62.25'
C15	23.00'	23.95'	59°39'04"	N50°39'10"E	22.88'
C16	72.00'	95.85'	76°16'19"	N38°57'47"E	88.92'
C17	23.00'	23.95'	59°39'04"	N67°16'24"E	22.88'
C18	23.00'	23.95'	59°39'04"	S7°37'20"W	22.88'
C19	72.00'	45.26'	36°00'51"	S4°11'46"E	44.52'
C20	23.00'	23.95'	59°39'07"	S16°00'54"E	22.88'
C21	192.31'	119.85'	35°42'35"	S26°56'21"E	117.92'
C22	3.00'	4.20'	80°15'44"	S49°12'04"E	3.87'

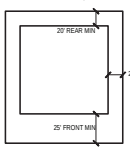
LINE TABLE		
LINE	BEARING	LENGTH
L1	N48°36'29"E	247.61'
L2	N55°51'54"E	77.38'
L3	S34°28'06"E	143.52'
L4	S0°45'42"W	86.96'
L5	S0°42'20"E	16.31'
L6	S88°04'01"E	89.70'
L7	S1°55'59"W	14.38'
L8	S10°09'51"E	25.60'
L9	N58°07'49"E	51.43'
L10	N67°36'23"E	30.49'
L11	N31°36'01"E	132.13'
L12	N64°24'16"E	126.47'
L13	N53°30'28"E	213.63'
L14	S84°46'21"E	17.51'
L15	S18°50'43"E	119.53'
L16	N67°04'14"E	163.01'
L17	S23°56'28"E	130.05'
L18	S31°59'06"E	231.46'
L19	S25°30'39"E	84.62'
L20	S12°19'28"E	139.13'
L21	S13°30'32"E	50.48'
L22	S16°40'24"E	77.11'
L23	S25°24'55"E	116.06'
L24	S40°42'44"E	102.31'
L25	S33°15'41"E	58.81'
L26	S39°23'53"E	139.91'
L27	S44°22'24"E	82.04'
L28	S36°26'10"E	32.33'
L29	S25°55'00"E	19.09'
L30	S84°25'03"E	45.10'
L31	N71°29'27"E	51.92'
L32	N80°28'42"E	48.01'
L33	S52°33'08"E	50.00'

ASPEN MEADOWS SE HOME SITE AREAS



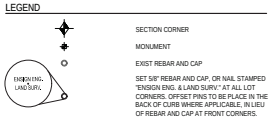
HOME SITE ENVELOPE AREA PER CC&R'S

BRIAN HEAD TOWN

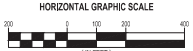


R-1 SITE SETBACKS

LEGEND



HORIZONTAL GRAPHIC SCALE



HORZ: 1 inch = 200 ft.

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

DEVELOPER
G&P RANCH LLC AND PLUMB INVESTMENT LC
201 SOUTH MAIN STREET SUITE 2000
SALT LAKE CITY, UTAH 84111
801-456-4140

TOWN ENGINEER'S APPROVAL

I, _____ BRIAN HEAD TOWN ENGINEER, DO HEREBY CERTIFY THAT THIS PLAT OF THE ALPINE CHRISTMAS TREE AREA - PHASE 1 CHRISTMAS TREE RIDGE AND NORDIC CENTER PRELIMINARY PLAT WAS EXAMINED AND ACCEPTED BY ME THIS THE ____ DAY OF _____, 20___.

_____
- TOWN ENGINEER

PLANNING COMMISSION APPROVAL

I, _____, CHAIRPERSON OF THE BRIAN HEAD TOWN PLANNING COMMISSION, DO HEREBY CERTIFY THAT THE FINAL PLAT OF THE ALPINE CHRISTMAS TREE AREA - PHASE 1 CHRISTMAS TREE RIDGE AND NORDIC CENTER PRELIMINARY PLAT WAS RECOMMENDED TO THE TOWN COUNCIL FOR APPROVAL.

_____ _____
- CHAIRPERSON DATE

MASTER ASSOCIATION ASPEN MEADOWS APPROVAL

I, _____ REPRESENTATIVE OF THE MASTER ASSOCIATION ASPEN MEADOWS, DO HEREBY CERTIFY THAT THE FINAL PLAT OF THE ALPINE CHRISTMAS TREE AREA - PHASE 1 CHRISTMAS TREE RIDGE AND NORDIC CENTER PRELIMINARY PLAT, WAS RECOMMENDED TO THE MASTER ASSOCIATION ASPEN MEADOWS FOR APPROVAL.

_____ _____
- CHAIRPERSON DATE

LIMITED LIABILITY COMPANY ACKNOWLEDGMENT

STATE OF UTAH)
) S.S.
County of Iron)

On the ____ day of _____, A.D., 20___, personally appeared before me _____, the signer of the foregoing instrument, who duly acknowledged to me that he/she is a _____ of _____, a Utah limited liability company, and is authorized to execute the foregoing Agreement in its behalf and that he/she executed it in such capacity.

MY COMMISSION EXPIRES: _____

_____ RESIDING IN _____ COUNTY.
NOTARY PUBLIC

TOWN ATTORNEY'S APPROVAL

I, _____, TOWN ATTORNEY FOR BRIAN HEAD TOWN CORPORATION, DO HEREBY CERTIFY THAT I HAVE EXAMINED THIS PLAT OF THE ALPINE CHRISTMAS TREE AREA - PHASE 1 CHRISTMAS TREE RIDGE AND NORDIC CENTER PRELIMINARY PLAT, AND THAT SAID PLAT MEET THE REQUIREMENTS OF BRIAN HEAD TOWN CORPORATION PURSUANT TO ITS SUBDIVISION ORDINANCES AND IS HEREBY RECOMMENDED FOR APPROVAL ON THIS THE ____ DAY OF _____, 20___.

_____
- TOWN ATTORNEY

CERTIFICATE OF ACCEPTANCE

I, _____, MAYOR OF BRIAN HEAD TOWN CORPORATION, DO HEREBY CERTIFY THAT THIS PLAT OF THE ALPINE CHRISTMAS TREE AREA - PHASE 1 CHRISTMAS TREE RIDGE AND NORDIC CENTER PRELIMINARY PLAT HAS BEEN APPROVED BY THE TOWN COUNCIL AND IS HEREBY ORDERED FILED FOR RECORD IN THE OFFICE OF THE IRON COUNTY RECORDER ON THIS THE ____ DAY OF _____, 20___.

ATTEST: _____
- MAYOR - TOWN RECORDER

SURVEYOR'S CERTIFICATE

I, DUSTY L. BISHOP, A PROFESSIONAL LAND SURVEYOR AS PRESCRIBED BY THE LAWS OF THE STATE OF UTAH, HOLDING CERTIFICATE NO. 4938720, CERTIFY THAT BY THE AUTHORITY OF THE PROPERTY OWNERS, THE PLAT SHOWN HEREON WAS MADE UNDER MY DIRECTION. I FURTHER CERTIFY THAT THE PLAT CORRECTLY SHOWS THE DIMENSIONS OF THE PROPERTY TO BE KNOWN AS THE ALPINE CHRISTMAS TREE AREA - PHASE 1 CHRISTMAS TREE RIDGE AND NORDIC CENTER PRELIMINARY PLAT.

_____ _____
DATE Dusty L. Bishop
License no. 4938720

SURVEYOR'S NARRATIVE

THIS FINAL PLAT WAS REQUESTED BY THE ____PLUMB INVESTMENT LC____THE PURPOSE OF THIS SURVEY IS TO PREPARE THIS FINAL PLAT AND TO STAKE THE PROPERTY CORNERS IN THE FIELD. BASIS OF BEARING FOR THIS SURVEY IS NORTH 89°23'26" EAST BETWEEN THE NORTH QUARTER CORNER SECTION 1 (FOUND GLO MONUMENT, DATED 1924), AND THE SOUTH QUARTER CORNER OF SECTION 36 (FOUND GLO MONUMENT, DATED 1924), TOWNSHIP 36 SOUTH, RANGE 9 WEST, SALT LAKE BASE AND MERIDIAN.

BOUNDARY DESCRIPTION

A PARCEL OF LAND, SITUATE IN THE SOUTH HALF OF SECTION 36, TOWNSHIP 35 SOUTH, RANGE 9 WEST, SALT LAKE BASE AND MERIDIAN, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A FOUND BRASS GLO MONUMENT, DATED 1924, AT THE SOUTHWEST CORNER OF SECTION 36, TOWNSHIP 35 SOUTH, RANGE 9 WEST, SALT LAKE BASE AND MERIDIAN, AND RUNNING:

THENCE NORTH 0°54'33" EAST 1189.33 FEET ALONG THE SECTION LINE;
THENCE NORTHEASTERLY, 288.10 FEET ALONG THE ARC OF A 546.00-FOOT RADIUS NON-TANGENT CURVE TO THE LEFT (THE LONG CHORD BEARS NORTH 83°43'28" EAST 284.77 FEET, THROUGH A CENTRAL ANGLE OF 30°13'58");
THENCE NORTH 48°36'29" EAST 247.61 FEET;
THENCE NORTH 55°51'54" EAST 77.38 FEET;
THENCE SOUTH 34°28'06" EAST 143.52 FEET;
THENCE SOUTHEASTERLY, 107.60 FEET ALONG THE ARC OF A 175.00-FOOT RADIUS TANGENT CURVE TO THE RIGHT (LONG CHORD BEARS SOUTH 16°51'12" EAST 105.92 FEET, THROUGH A CENTRAL ANGLE OF 35°13'48");
THENCE SOUTH 0°45'42" WEST 86.96 FEET;
THENCE EASTERLY, 246.16 FEET ALONG THE ARC OF A 79.00-FOOT RADIUS NON-TANGENT CURVE TO THE RIGHT (THE LONG CHORD BEARS SOUTH 89°58'15" EAST 157.99 FEET, THROUGH A CENTRAL ANGLE OF 178°31'58");
THENCE SOUTH 0°42'20" EAST 16.31 FEET;
THENCE SOUTH 88°04'01" EAST 89.70 FEET;
THENCE SOUTH 1°55'59" WEST 14.38 FEET;
THENCE SOUTHERLY, 29.98 FEET ALONG THE ARC OF A 142.00-FOOT RADIUS TANGENT CURVE TO THE LEFT (THE LONG CHORD BEARS SOUTH 4°06'56" EAST 29.93 FEET, THROUGH A CENTRAL ANGLE OF 12°05'50");
THENCE SOUTH 10°09'51" EAST 25.60 FEET;
THENCE SOUTHEASTERLY, 64.34 FEET ALONG THE ARC OF A 33.00-FOOT RADIUS TANGENT CURVE TO THE LEFT (THE LONG CHORD BEARS SOUTH 66°01'01" EAST 54.62 FEET, THROUGH A CENTRAL ANGLE OF 111°42'20");
THENCE NORTH 58°07'49" EAST 51.43 FEET;
THENCE NORTHEASTERLY, 37.21 FEET ALONG THE ARC OF A 225.00-FOOT RADIUS TANGENT CURVE TO THE RIGHT (THE LONG CHORD BEARS NORTH 62°52'06" EAST 37.17 FEET, THROUGH A CENTRAL ANGLE OF 9°28'34");
THENCE NORTH 67°36'23" EAST 30.49 FEET;
THENCE NORTHEASTERLY, 109.97 FEET ALONG THE ARC OF A 175.00-FOOT RADIUS TANGENT CURVE TO THE RIGHT (THE LONG CHORD BEARS NORTH 49°36'12" EAST 108.17 FEET, THROUGH A CENTRAL ANGLE OF 36°00'22");
THENCE NORTH 31°36'01" EAST 132.13 FEET;
THENCE NORTHEASTERLY, 128.82 FEET ALONG THE ARC OF A 225.00-FOOT RADIUS TANGENT CURVE TO THE RIGHT (THE LONG CHORD BEARS NORTH 48°00'09" EAST 127.07 FEET, THROUGH A CENTRAL ANGLE OF 32°48'15");
THENCE NORTH 64°24'16" EAST 126.47 FEET;
THENCE NORTHEASTERLY, 90.34 FEET ALONG THE ARC OF A 475.00-FOOT RADIUS TANGENT CURVE TO THE LEFT (THE LONG CHORD BEARS NORTH 58°57'22" EAST 90.20, THROUGH A CENTRAL ANGLE OF 10°53'49");
THENCE NORTH 53°30'28" EAST 213.63 FEET;
THENCE NORTHEASTERLY, 139.80 FEET ALONG THE ARC OF A 192.00-FOOT RADIUS TANGENT CURVE TO THE RIGHT (THE LONG CHORD BEARS NORTH 74°22'03" EAST 136.74 FEET, THROUGH A CENTRAL ANGLE OF 41°43'11");
THENCE SOUTH 84°46'21" EAST 17.51 FEET;
THENCE SOUTHEASTERLY, 220.92 FEET ALONG THE ARC OF A 192.00-FOOT RADIUS TANGENT CURVE TO THE RIGHT (THE LONG CHORD BEARS SOUTH 51°48'32" EAST 208.94 FEET, THROUGH A CENTRAL ANGLE OF 19°37'43");
THENCE SOUTH 84°46'21" EAST 75.38 FEET;
THENCE SOUTHEASTERLY, 102.08 FEET ALONG THE ARC OF A 225.00-FOOT RADIUS TANGENT CURVE TO THE RIGHT (THE LONG CHORD BEARS SOUTH 71°46'32" EAST 101.21 FEET, THROUGH A CENTRAL ANGLE OF 65°35'38");
THENCE SOUTH 18°58'43" EAST 119.53 FEET;
THENCE NORTH 67°04'14" EAST 163.01 FEET;
THENCE SOUTH 23°56'28" EAST 130.05 FEET;
THENCE SOUTH 31°59'06" EAST 231.46 FEET;
THENCE SOUTH 25°30'39" EAST 84.63 FEET;
THENCE SOUTH 12°19'28" EAST 139.13 FEET;
THENCE SOUTH 13°30'32" EAST 50.48 FEET;
THENCE SOUTH 16°40'24" EAST 77.11 FEET;
THENCE SOUTH 25°24'55" EAST 116.06 FEET;
THENCE SOUTH 40°42'44" EAST 102.31 FEET;
THENCE NORTH 33°15'41" EAST 58.81 FEET;
THENCE SOUTH 39°23'53" EAST 139.91 FEET;
THENCE SOUTH 44°22'24" EAST 82.04 FEET;
THENCE SOUTH 36°26'10" EAST 32.33 FEET;
THENCE SOUTH 25°55'00" EAST 19.09 FEET;
THENCE SOUTH 84°25'03" EAST 45.10 FEET;
THENCE NORTHEASTERLY, 73.63 FEET ALONG THE ARC OF A 175.00-FOOT CURVE TO THE RIGHT (THE LONG CHORD BEARS NORTH 83°32'40" EAST 73.09 FEET, THROUGH A CENTRAL ANGLE OF 24°06'25");
THENCE NORTH 71°29'27" EAST 51.92 FEET;
THENCE NORTHEASTERLY, 72.69 FEET ALONG THE ARC OF A 225.00-FOOT CURVE TO THE RIGHT (THE LONG CHORD BEARS NORTH 80°44'44" EAST 72.37 FEET, THROUGH A CENTRAL ANGLE OF 18°30'33");
THENCE NORTH 80°28'42" EAST 48.01 FEET;
THENCE NORTHEASTERLY, 62.32 FEET ALONG THE ARC OF A 375.00-FOOT CURVE TO THE RIGHT (THE LONG CHORD BEARS NORTH 85°14'21" EAST 62.25 FEET, THROUGH A CENTRAL ANGLE OF 9°31'18");
THENCE NORTH 80°28'42" EAST 48.01 FEET;
THENCE NORTHEASTERLY, 23.95 FEET ALONG THE ARC OF A 23.00-FOOT RADIUS TANGENT CURVE TO THE LEFT (THE LONG CHORD BEARS NORTH 50°39'10" EAST 22.88 FEET, THROUGH A CENTRAL ANGLE OF 59°39'04");
THENCE NORTHEASTERLY, 95.85 FEET ALONG THE ARC OF A 72.00-FOOT RADIUS CURVE TO THE RIGHT (THE LONG CHORD BEARS NORTH 38°57'47" EAST 88.92 FEET, THROUGH A CENTRAL ANGLE OF 76°16'19");
THENCE NORTHEASTERLY, 23.95 FEET ALONG THE ARC OF A 23.00-FOOT RADIUS TANGENT CURVE TO THE LEFT (THE LONG CHORD BEARS NORTH 67°16'24" EAST 22.88 FEET, THROUGH A CENTRAL ANGLE OF 59°39'04");
THENCE SOUTH 52°33'08" EAST 50.00 FEET;
THENCE SOUTHWESTERLY, 23.95 FEET ALONG THE ARC OF A 23.00-FOOT RADIUS CURVE TO THE LEFT (THE LONG CHORD BEARS SOUTH 07°37'20" WEST 22.88 FEET, THROUGH A CENTRAL ANGLE OF 59°39'04");
THENCE SOUTHERLY, 45.26 FEET ALONG THE ARC OF A 72.00-FOOT RADIUS CURVE TO THE RIGHT (THE LONG CHORD BEARS SOUTH 04°11'46" EAST 44.52 FEET, THROUGH A CENTRAL ANGLE OF 36°00'51");
THENCE SOUTHEASTERLY, 23.95 FEET ALONG THE ARC OF A 23.00-FOOT RADIUS TANGENT CURVE TO THE LEFT (THE LONG CHORD BEARS SOUTH 16°00'54" EAST 22.88 FEET, THROUGH A CENTRAL ANGLE OF 59°39'07");
THENCE SOUTHEASTERLY, 119.85 FEET ALONG THE ARC OF 192.31-FOOT RADIUS CURVE TO THE RIGHT (THE LONG CHORD BEARS SOUTH 26°56'21" EAST 117.92 FEET, THROUGH A CENTRAL ANGLE OF 35°42'35");
THENCE SOUTHEASTERLY, 4.20 FEET ALONG THE ARC OF A 3.00-FOOT RADIUS CURVE TO THE LEFT (THE LONG CHORD BEARS SOUTH 49°12'04" EAST 3.87 FEET, THROUGH A CENTRAL ANGLE OF 80°15'44");
THENCE NORTH 89°15'08" EAST 947.02 FEET;
THENCE SOUTH 1°48'29" EAST 300.00 FEET, TO THE TOWNSHIP LINE;
THENCE SOUTH 89°41'56" WEST 513.38 FEET ALONG THE TOWNSHIP LINE, TO A FOUND BRASS G.L.O. MONUMENT, DATED 1924, AT THE CLOSING CORNER OF SECTIONS 1 AND 2, TOWNSHIP 36 SOUTH, RANGE 9 WEST;
THENCE SOUTH 89°41'56" WEST 1164.13 FEET ALONG THE TOWNSHIP LINE, TO A FOUND BRASS G.L.O. MONUMENT, DATED 1924, AT THE SOUTH QUARTER CORNER OF SECTION 36;
THENCE SOUTH 89°23'26" WEST 1459.24 FEET ALONG THE TOWNSHIP LINE, TO A FOUND BRASS G.L.O. MONUMENT, DATED 1924, AT THE CLOSING NORTH QUARTER CORNER OF SAID SECTION 2;
THENCE SOUTH 89°23'26" WEST 1222.58 FEET ALONG THE TOWNSHIP LINE, TO THE POINT OF BEGINNING.

PARCEL CONTAINS: 4,061,169 SQUARE FEET, OR 93.232 ACRES.

OWNER'S DEDICATION

KNOWN ALL MEN BY THESE PRESENTS THAT THE UNDERSIGNED OWNER OF ALL THE HEREON DESCRIBED TRACTS OF LAND, HAVING CAUSED THE SAME TO BE SUBDIVIDED INTO LOTS, TRACTS, EASEMENTS AND PUBLIC STREETS, TO BE HEREAFTER KNOWN AS:

ALPINE CHRISTMAS TREE AREA - PHASE 1
CHRISTMAS TREE RIDGE AND NORDIC CENTER
PRELIMINARY PLAT

FOR GOOD AND VALUABLE CONSIDERATION RECEIVED, DO HEREBY DEDICATE AND CONVEY TO BRIAN HEAD TOWN CORPORATION FOR THE PERPETUAL USE OF THE PUBLIC ALL PUBLIC STREETS SHOWN HEREON, AND DO HEREBY DEDICATE AND CONVEY TO BRIAN HEAD TOWN CORPORATION AND TO EACH PUBLIC UTILITY PROVIDING UTILITY SERVICES, NON-EXCLUSIVE EASEMENTS OVER, ON, UNDER, AND ACROSS THE PUBLIC UTILITY EASEMENTS AS SHOWN OR REFERENCED ON THIS PLAT.

In witness whereof I / we have hereunto set our hand (s) this _____day of A.D., 20_____.

_____
By:
Its:

ENSIGN
SALT LAKE CITY
45 W. 10000 S., Suite 500
Sandy, UT. 84070
Phone: 801.255.0529
Fax: 801.255.4449
WWW.ENSIGNENG.COM
LAYTON Phone:801.547.1100
TOOELE Phone: 435.843.3590
CEDAR CITY Phone: 435.865.1453
RICHFIELD Phone: 435.896.2983

SHEET 1 OF 3

PROJECT NUMBER : 10752K
MANAGER : CS
DRAWN BY : TG
CHECKED BY : DB
DATE : 3/5/26

ALPINE CHRISTMAS TREE AREA - PHASE 1
CHRISTMAS TREE RIDGE AND NORDIC CENTER
PRELIMINARY PLAT
LOCATED IN THE SOUTH HALF OF SECTION 36, TOWNSHIP 35 SOUTH, RANGE 9 WEST, SALT LAKE BASE AND MERIDIAN
BRIAN HEAD, IRON COUNTY, UTAH

CERTIFICATE OF RECORDING

I, _____, COUNTY RECORDER OF IRON COUNTY, UTAH DO HEREBY CERTIFY THAT THIS PLAT OF THE ALPINE CHRISTMAS TREE AREA - PHASE 1 CHRISTMAS TREE RIDGE AND NORDIC CENTER PRELIMINARY PLAT WAS FILED FOR RECORD IN MY OFFICE THIS _____ DAY OF _____, 20___.

BOOK: _____ PAGE _____ COUNTY RECORDER _____

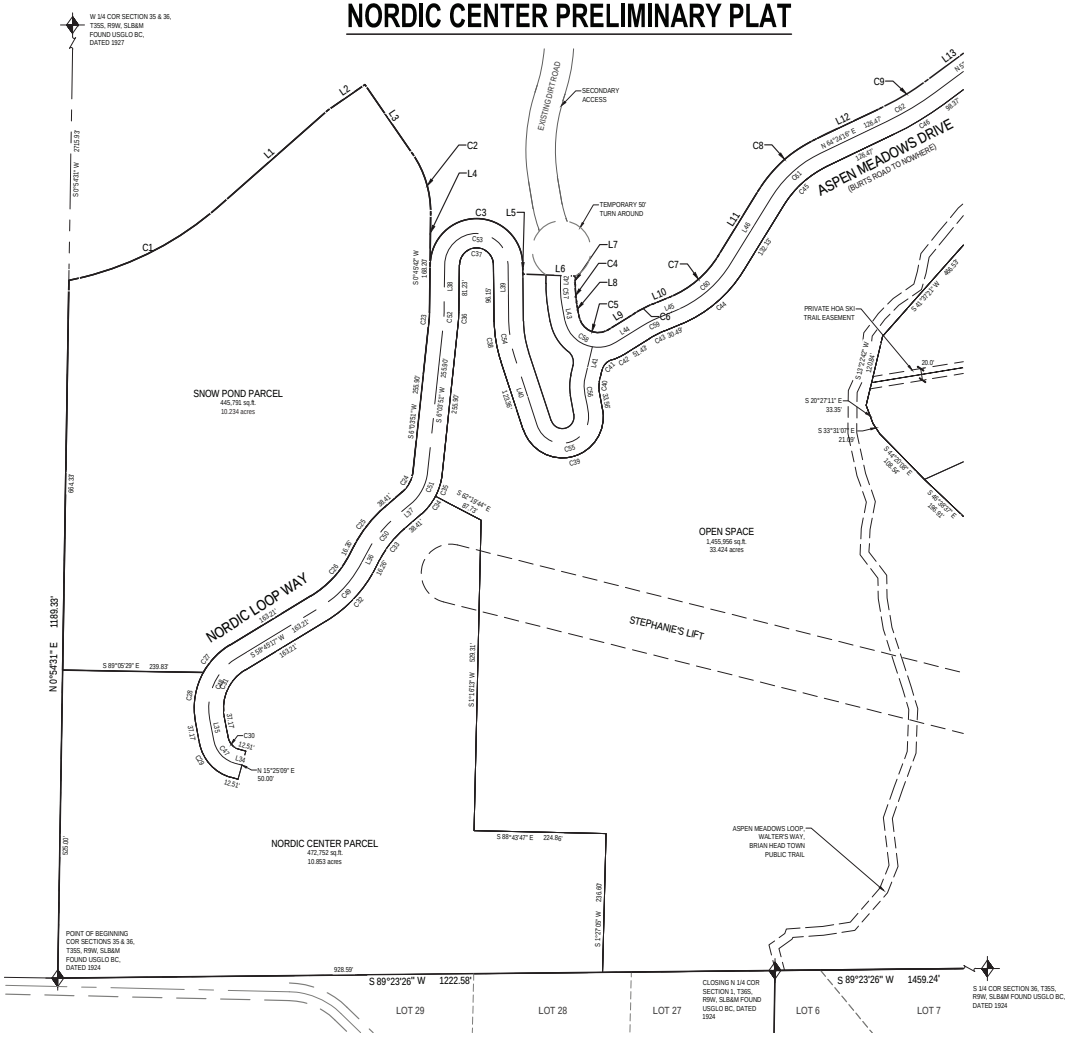
ENTRY NO. _____ ENTRY NO. _____

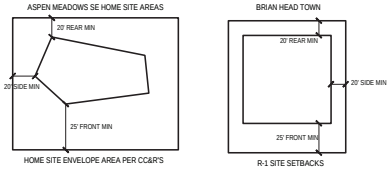
RECORDED AT THE REQUEST OF _____

ALPINE CHRISTMAS TREE AREA - PHASE 1 CHRISTMAS TREE RIDGE AND NORDIC CENTER PRELIMINARY PLAT

CURVE TABLE					
CURVE	RADIUS	LENGTH	DELTA	BEARING	CHORD
C1	546.00'	288.10'	30°13'58"	N63°43'28"E	284.77'
C2	175.00'	107.60'	35°13'48"	S16°51'12"E	105.92'
C3	79.00'	246.16'	178°31'58"	S89°58'19"E	157.99'
C4	142.00'	29.98'	12°05'50"	S4°06'56"E	29.93'
C5	33.00'	64.34'	111°42'20"	S66°01'01"E	54.62'
C6	225.00'	37.21'	9°28'34"	N62°52'06"E	37.17'
C7	175.00'	109.97'	36°00'22"	N49°36'12"E	108.17'
C8	225.00'	128.82'	32°48'15"	N48°00'09"E	127.07'
C9	475.00'	90.34'	10°53'49"	N58°57'22"E	90.20'
C23	175.00'	16.20'	5°18'09"	S3°24'47"W	16.19'
C24	55.00'	41.48'	43°12'50"	S27°40'16"W	40.51'
C25	225.00'	86.52'	22°02'00"	S38°15'41"W	85.99'
C26	175.00'	96.24'	31°30'36"	S42°59'59"W	95.03'
C27	125.00'	64.67'	29°38'28"	S43°56'03"W	63.95'
C28	125.00'	86.72'	39°44'59"	S9°14'20"W	84.99'
C29	75.00'	83.70'	63°56'42"	S42°36'31"E	79.43'
C30	25.00'	27.90'	63°56'42"	N42°36'31"W	26.48'
C31	75.00'	90.83'	69°23'27"	N24°03'34"E	85.38'
C32	225.00'	123.74'	31°30'36"	N42°59'59"E	122.19'
C33	175.00'	67.30'	22°02'00"	N38°15'41"E	66.88'
C34	105.00'	39.60'	21°36'25"	N38°28'29"E	39.36'
C35	105.00'	39.60'	21°36'25"	N16°52'04"E	39.36'
C36	225.00'	20.82'	5°18'09"	N3°24'47"E	20.82'
C37	29.00'	90.36'	178°31'58"	S89°58'19"E	58.00'
C38	225.00'	68.51'	17°26'47"	S9°25'43"E	68.25'
C39	70.00'	210.31'	172°08'40"	N75°46'33"E	139.67'
C40	35.00'	14.30'	23°24'37"	N1°24'31"E	14.20'
C41	23.00'	24.46'	60°56'24"	N43°35'02"E	23.33'
C42	83.00'	23.07'	15°55'25"	N66°05'32"E	22.99'
C43	175.00'	28.94'	9°28'34"	N62°52'06"E	28.91'
C44	225.00'	141.40'	36°00'22"	N49°36'12"E	139.08'
C45	175.00'	100.19'	32°48'15"	N48°00'09"E	98.83'
C46	525.00'	99.85'	10°53'49"	N58°57'22"E	99.70'
C47	50.00'	55.80'	63°56'42"	S42°36'31"E	52.95'
C48	100.00'	121.11'	69°23'27"	S24°03'34"W	113.84'
C49	200.00'	109.99'	31°30'36"	S42°59'59"W	108.61'
C50	200.00'	76.91'	22°02'00"	S38°15'41"W	76.44'
C51	80.00'	60.34'	43°12'50"	S27°40'16"W	58.92'
C52	200.00'	18.51'	5°18'09"	S3°24'47"W	18.50'
C53	54.00'	168.26'	178°31'58"	N89°58'19"W	107.99'
C54	200.00'	60.90'	17°26'47"	N9°25'43"W	60.66'
C55	45.00'	135.20'	172°08'40"	S75°46'33"W	89.79'
C56	60.00'	24.52'	23°24'37"	S1°24'31"W	24.34'
C57	167.00'	35.20'	12°05'50"	S4°06'56"E	35.13'
C58	58.00'	113.08'	111°42'20"	S66°01'01"E	96.00'
C59	200.00'	33.08'	9°28'34"	S62°52'06"W	33.04'
C60	200.00'	125.69'	36°00'22"	N49°36'12"E	123.63'
C61	200.00'	114.51'	32°48'15"	S48°00'09"W	112.95'
C62	500.00'	95.09'	10°53'49"	N58°57'22"E	94.95'

LINE TABLE		
LINE	BEARING	LENGTH
L1	N48°36'29"E	247.61'
L4	S0°45'42"W	86.96'
L5	S0°42'20"E	16.31'
L6	S88°04'01"E	89.70'
L7	S1°55'59"W	14.38'
L8	S10°09'51"E	25.60'
L9	N58°07'49"E	51.43'
L10	N67°36'23"E	30.49'
L11	N31°36'01"E	132.13'
L34	S74°34'51"E	12.51'
L35	S10°38'10"E	37.17'
L36	S27°14'41"W	16.26'
L37	S49°16'41"W	38.41'
L38	S0°45'42"W	81.23'
L39	N0°42'20"W	96.15'
L40	N18°09'07"W	123.36'
L41	S13°06'50"W	55.43'
L42	S1°55'59"W	14.38'
L43	S10°09'51"E	25.60'
L44	N58°07'49"E	51.43'
L45	N67°36'23"E	30.49'
L46	N31°36'01"E	132.13'





LEGEND

- SECTION CORNER
- MONUMENT
- EXIST REBAR AND CAP
- SET 5/8" REBAR AND CAP, OR NAIL STAMPED "ENSIGN ENG. & LAND SURV." AT ALL LOT CORNERS. OFFSET PINS TO BE PLACE IN THE BACK OF CURB WHERE APPLICABLE, IN LIEU OF REBAR AND CAP AT FRONT CORNERS.
- PROPERTY LINE
- ADJACENT PROPERTY LINE
- SECTION LINE
- QUARTER SECTION LINE
- PUBLIC UTILITY EASEMENT
- CENTERLINE

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

DEVELOPER
G&P RANCH LLC AND PLUMB INVESTMENT LC
201 SOUTH MAIN STREET SUITE 2000
SALT LAKE CITY, UTAH 84111
801-456-4140

HORIZONTAL GRAPHIC SCALE
100 0 50 100 200
(IN FEET)
HORZ: 1 inch = 100 ft.

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45 W. 10000 S., Suite 500
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WWW.ENSIGNENG.COM
LAYTON Phone:801.547.1100
TOOELE Phone: 435.843.3590
CEDAR CITY Phone: 435.865.1453
RICHFIELD Phone: 435.896.2983

SHEET 2 OF 3
PROJECT NUMBER : 10752K
MANAGER : CS
DRAWN BY : TG
CHECKED BY : DB
DATE : 3/5/2026

ALPINE CHRISTMAS TREE AREA - PHASE 1
CHRISTMAS TREE RIDGE AND NORDIC CENTER
PRELIMINARY PLAT

LOCATED IN THE SOUTH HALF OF SECTION 36, TOWNSHIP 35 SOUTH, RANGE 9 WEST, SALT LAKE BASE AND MERIDIAN
BRIAN HEAD, IRON COUNTY, UTAH

CERTIFICATE OF RECORDING

I _____, COUNTY RECORDER OF IRON COUNTY, UTAH DO HEREBY CERTIFY THAT THIS PLAT OF THE ALPINE CHRISTMAS TREE AREA - PHASE 1 CHRISTMAS TREE RIDGE AND NORDIC CENTER PRELIMINARY PLAT WAS FILED FOR RECORD IN MY OFFICE THIS _____ DAY OF _____, 20___.

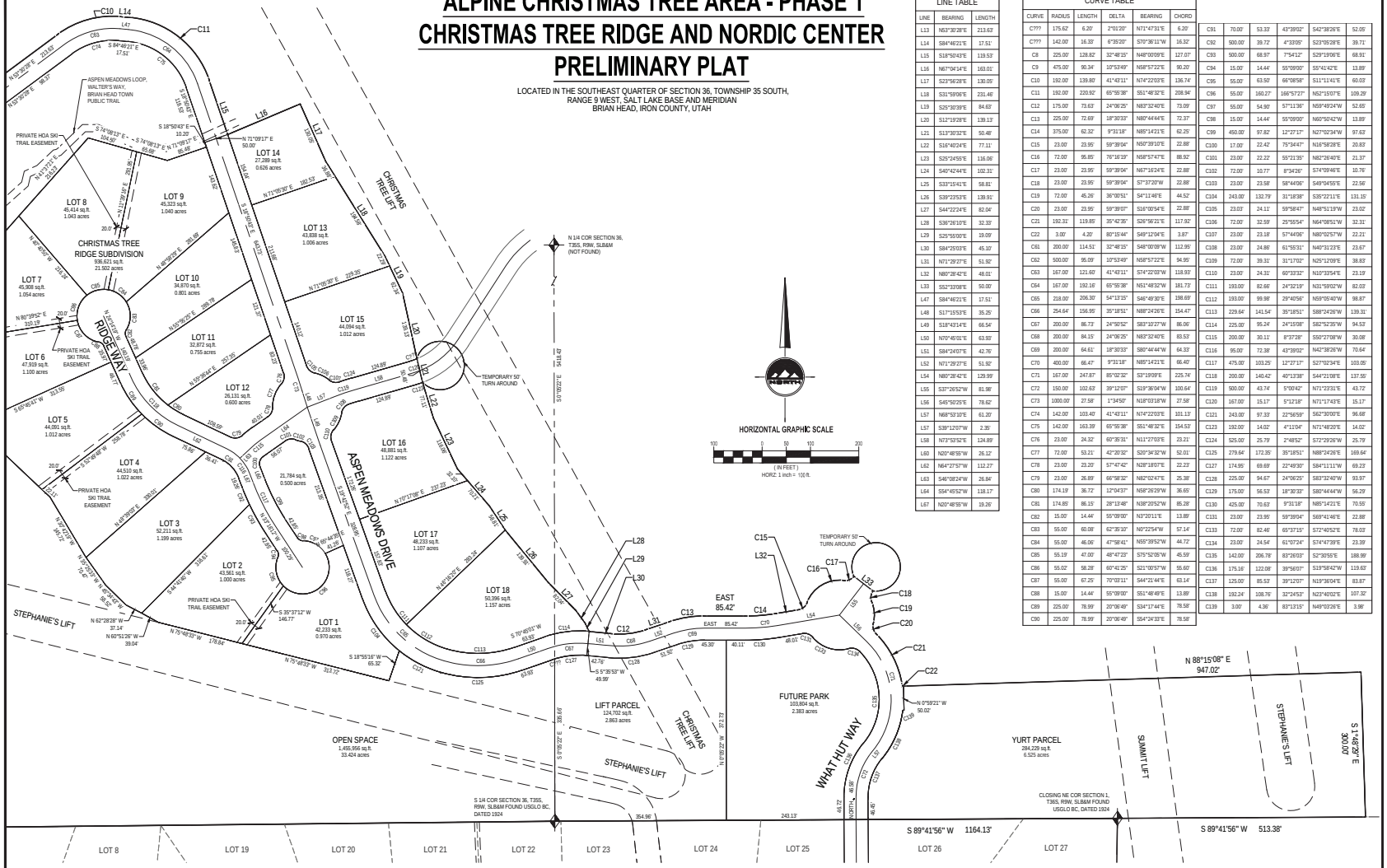
BOOK _____ PAGE _____ COUNTY RECORDER _____

ENTRY NO. _____ ENTRY NO. _____

RECORDED AT THE REQUEST OF _____

ALPINE CHRISTMAS TREE AREA - PHASE 1
CHRISTMAS TREE RIDGE AND NORDIC CENTER
PRELIMINARY PLAT

LOCATED IN THE SOUTHEAST QUARTER OF SECTION 36, TOWNSHIP 35 SOUTH,
RANGE 9 WEST, SALT LAKE BASE AND MERIDIAN
BRIAN HEAD, IRON COUNTY, UTAH



LINE TABLE		
LINE	BEARING	LENGTH
L13	N53°30'28"E	213.63'
L14	S84°46'21"E	17.51'
L15	S18°50'43"E	119.53'
L16	N67°04'14"E	163.01'
L17	S23°56'28"E	130.05'
L18	S31°59'06"E	231.46'
L19	S25°30'39"E	84.63'
L20	S12°19'28"E	139.13'
L21	S13°30'32"E	50.48'
L22	S16°40'24"E	77.11'
L23	S25°24'56"E	116.06'
L24	S40°42'44"E	102.31'
L25	S33°15'41"E	58.81'
L26	S39°23'53"E	139.91'
L27	S44°22'24"E	82.04'
L28	S36°26'10"E	32.33'
L29	S25°55'00"E	19.09'
L30	S84°25'03"E	45.10'
L31	N71°29'27"E	51.92'
L32	N80°28'42"E	48.01'
L33	S52°33'08"E	50.00'
L47	S84°46'21"E	17.51'
L48	S17°15'53"E	35.25'
L49	S18°43'14"E	66.54'
L50	N70°45'01"E	63.93'
L51	S84°24'07"E	42.76'
L52	N71°29'27"E	51.92'
L54	N80°28'42"E	129.99'
L55	S37°26'52"W	81.96'
L56	S45°50'25"E	78.62'
L57	N68°53'10"E	61.20'
L58	S38°12'07"W	2.35'
L59	N73°53'52"E	124.89'
L60	N20°48'55"W	26.12'
L62	N64°27'57"W	112.27'
L63	S46°08'24"W	26.84'
L64	S54°45'52"W	118.17'
L67	N20°48'55"W	19.26'

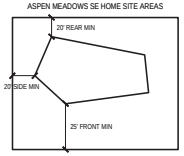
CURVE TABLE					
CURVE	RADIUS	LENGTH	DELTA	BEARING	CHORD
C7??	175.62'	6.20'	2°01'20"	N71°47'31"E	6.20'
C7??	142.00'	16.33'	6°35'20"	S70°36'11"W	16.32'
C8	225.00'	128.82'	32°48'15"	N48°00'09"E	127.07'
C9	475.00'	90.34'	10°53'49"	N58°57'22"E	90.20'
C10	192.00'	139.80'	41°43'11"	N74°22'03"E	136.74'
C11	192.00'	220.92'	65°55'38"	S51°48'32"E	208.94'
C12	175.00'	73.63'	24°06'25"	N83°32'40"E	73.09'
C13	225.00'	72.69'	18°30'33"	N80°44'44"E	72.37'
C14	375.00'	62.32'	9°31'18"	N85°14'21"E	62.25'
C15	23.00'	23.95'	59°39'04"	N50°39'10"E	22.88'
C16	72.00'	95.85'	76°16'19"	N58°57'47"E	88.92'
C17	23.00'	23.95'	59°39'04"	N67°16'24"E	22.88'
C18	23.00'	23.95'	59°39'04"	S77°37'20"W	22.88'
C19	72.00'	45.26'	36°00'51"	S4°11'48"E	44.52'
C20	23.00'	23.95'	59°39'07"	S16°00'54"E	22.88'
C21	192.31'	119.85'	35°42'35"	S26°56'21"E	117.92'
C22	3.00'	4.20'	80°15'44"	S49°12'04"E	3.87'
C61	200.00'	114.51'	32°48'15"	S48°00'09"W	112.95'
C62	500.00'	95.09'	10°53'49"	N58°57'22"E	94.95'
C63	167.00'	121.60'	41°43'11"	S74°22'03"W	118.93'
C64	167.00'	192.16'	65°55'38"	N51°48'32"W	181.73'
C65	218.00'	206.30'	54°13'15"	S46°49'30"E	198.69'
C66	254.64'	156.95'	35°18'51"	N88°24'26"E	154.47'
C67	200.00'	86.73'	24°50'52"	S83°10'27"W	86.06'
C68	200.00'	84.15'	24°06'25"	N83°32'40"E	83.53'
C69	200.00'	64.61'	18°30'33"	S80°44'44"W	64.33'
C70	400.00'	66.47'	9°31'18"	N85°14'21"E	66.40'
C71	167.00'	247.87'	85°02'32"	S3°19'09"E	225.74'
C72	150.00'	102.63'	39°12'07"	S19°36'04"W	100.64'
C73	1000.00'	27.58'	1°34'50"	N18°03'18"W	27.58'
C74	142.00'	103.40'	41°43'11"	N74°22'03"E	101.13'
C75	142.00'	163.39'	65°55'38"	S51°48'32"E	154.53'
C76	23.00'	24.32'	60°35'31"	N11°27'03"E	23.21'
C77	72.00'	53.21'	42°20'32"	S20°34'32"W	52.01'
C78	23.00'	23.20'	57°47'42"	N28°18'07"E	22.23'
C79	23.00'	26.89'	66°58'32"	N82°02'47"E	25.38'
C80	174.19'	36.72'	12°04'37"	N58°26'29"W	36.65'
C81	174.85'	86.15'	28°12'48"	N38°20'52"W	85.28'
C82	15.00'	14.44'	55°09'00"	N3°20'11"E	13.89'
C83	55.00'	60.08'	62°35'10"	N0°22'54"W	57.14'
C84	55.00'	46.06'	47°58'41"	N55°39'52"W	44.72'
C85	55.19'	47.00'	48°47'23"	S75°52'05"W	45.59'
C86	55.02'	58.28'	60°41'25"	S21°05'57"W	55.60'
C87	55.00'	67.25'	70°03'11"	S44°21'44"E	63.14'
C88	15.00'	14.44'	55°09'00"	S51°48'49"E	13.89'
C89	225.00'	78.99'	20°06'49"	S34°17'44"E	78.58'
C90	225.00'	78.99'	20°06'49"	S54°24'33"E	78.58'
C91	70.00'	53.33'	43°39'02"	S42°38'26"E	52.05'
C92	500.00'	39.72'	4°33'05"	S23°05'28"E	39.71'
C93	500.00'	68.97'	7°54'12"	S29°19'06"E	68.91'
C94	15.00'	14.44'	55°09'00"	S5°41'42"E	13.89'
C95	55.00'	63.50'	66°08'58"	S11°11'41"E	60.03'
C96	55.00'	160.27'	166°57'27"	N52°15'07"E	109.29'
C97	55.00'	54.90'	57°11'36"	N59°49'24"W	52.65'
C98	15.00'	14.44'	55°09'00"	N60°50'42"W	13.89'
C99	450.00'	97.82'	12°27'17"	N27°02'34"W	97.63'
C100	17.00'	22.42'	75°34'47"	N16°58'28"E	20.83'
C101	23.00'	22.22'	55°21'35"	N80°26'40"E	21.37'
C102	72.00'	10.77'	8°34'26"	S74°09'46"E	10.76'
C103	23.00'	23.58'	58°44'06"	S49°04'55"E	22.56'
C104	243.00'	132.79'	31°18'38"	S35°22'11"E	131.15'
C105	23.03'	24.11'	59°58'47"	N48°51'19"W	23.02'
C106	72.00'	32.59'	25°55'54"	N64°08'51"W	32.31'
C107	23.00'	23.18'	57°44'06"	N80°02'57"W	22.21'
C108	23.00'	24.86'	61°55'31"	N40°31'23"E	23.67'
C109	72.00'	39.31'	31°17'02"	N25°12'09"E	38.83'
C110	23.00'	24.31'	60°33'32"	N10°33'54"E	23.19'
C111	193.00'	62.66'	24°32'19"	N31°59'02"W	62.03'
C112	193.00'	99.98'	29°40'56"	N59°05'40"W	98.87'
C113	229.64'	141.54'	35°18'51"	S88°24'26"W	139.31'
C114	225.00'	95.24'	24°15'08"	S82°52'35"W	94.53'
C115	200.00'	30.11'	8°37'28"	S50°27'08"W	30.08'
C116	95.00'	72.38'	43°39'02"	N42°38'26"W	70.64'
C117	475.00'	103.25'	12°27'17"	S27°02'34"E	103.05'
C118	200.00'	140.42'	40°13'38"	S44°21'08"E	137.55'
C119	500.00'	43.74'	5°00'42"	N71°23'31"E	43.72'
C120	167.00'	15.17'	5°12'18"	N71°17'43"E	15.17'
C121	243.00'	97.33'	22°56'59"	S62°30'00"E	96.68'
C123	192.00'	14.02'	4°11'04"	N71°48'20"E	14.02'
C124	525.00'	25.79'	2°48'52"	S72°29'26"W	25.79'
C125	279.64'	172.35'	35°18'51"	N88°24'26"E	169.64'
C127	174.95'	69.69'	22°49'30"	S84°11'11"W	69.23'
C128	225.00'	94.67'	24°06'25"	S83°32'40"W	93.97'
C129	175.00'	56.53'	18°30'33"	S80°44'44"W	56.29'
C130	425.00'	70.63'	9°31'18"	N85°14'21"E	70.55'
C131	23.00'	23.95'	59°39'04"	S69°41'46"E	22.88'
C133	72.00'	82.46'	65°37'15"	S72°40'52"E	78.03'
C134	23.00'	24.54'	61°07'24"	S74°47'39"E	23.39'
C135	142.00'	206.78'	83°26'03"	S2°30'55"E	188.99'
C136	175.16'	122.08'	39°56'07"	S19°58'42"W	119.63'
C137	125.00'	85.53'	39°12'07"	N19°36'04"E	83.87'
C138	192.24'	108.76'	32°24'53"	N23°40'02"E	107.32'
C139	3.00'	4.36'	83°13'15"	N49°03'26"E	3.98'

LEGEND

- SECTION CORNER
- MONUMENT
- EXIST REBAR AND CAP
- SET 5/8" REBAR AND CAP, OR NAIL STAMPED "ENSIGN ENG. & LAND SURV." AT ALL LOT CORNERS. OFFSET PINS TO BE PLACE IN THE BACK OF CURB WHERE APPLICABLE, IN LIEU OF REBAR AND CAP AT FRONT CORNERS.
- PROPERTY LINE
- ADJACENT PROPERTY LINE
- SECTION LINE
- QUARTER SECTION LINE
- PUBLIC UTILITY EASEMENT
- SKI RUN EASEMENT
- CENTERLINE

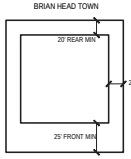
NOTE: MAY CONTAIN SYMBOLS THAT ARE NOT USED IN THIS PLAN SET.

ASPEN MEADOWS SE HOME SITE AREAS



HOME SITE ENVELOPE AREA PER CC&R'S

BRIAN HEAD TOWN



R-1 SITE SETBACKS

DEVELOPER
G&P RANCH LLC AND PLUMB INVESTMENT LC
201 SOUTH MAIN STREET SUITE 2000
SALT LAKE CITY, UTAH 84111
801-456-4140

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TOOELE Phone: 435.843.3590
CEDAR CITY Phone: 435.865.1453
RICHFIELD Phone: 435.896.2983

SHEET 3 OF 3

PROJECT NUMBER : 10752K
MANAGER : CS
DRAWN BY : TG
CHECKED BY : DB
DATE : 3/5/2026

ALPINE CHRISTMAS TREE AREA - PHASE 1
CHRISTMAS TREE RIDGE AND NORDIC CENTER
PRELIMINARY PLAT
LOCATED IN THE SOUTHEAST QUARTER OF SECTION 36, TOWNSHIP 35 SOUTH, RANGE 9 WEST, SALT LAKE BASE AND MERIDIAN
BRIAN HEAD, IRON COUNTY, UTAH

CERTIFICATE OF RECORDING

I, _____, COUNTY RECORDER OF IRON COUNTY, UTAH DO HEREBY CERTIFY THAT THIS PLAT OF THE ALPINE CHRISTMAS TREE AREA - PHASE 1 CHRISTMAS TREE RIDGE AND NORDIC CENTER PRELIMINARY PLAT WAS FILED FOR RECORD IN MY OFFICE THIS _____ DAY OF _____, 20__.

BOOK _____ PAGE _____ COUNTY RECORDER _____

ENTRY NO. _____ ENTRY NO. _____

RECORDED AT THE REQUEST OF _____

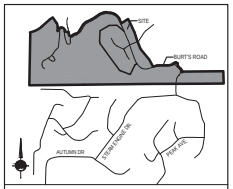
BENCHMARK

SOUTHEAST CORNER OF SECTION 36, TOWNSHIP 3S SOUTH, RANGE 9 WEST SALT LAKE BASE AND MERIDIAN

ELEV = _____'

LEGEND

- SECTION CORNER
- BOUNDARY LINE
- SECTION LINE
- CENTER LINE
- EASEMENT LINE



VICINITY MAP
NOT TO SCALE

HORIZONTAL GRAPHIC SCALE

100 0 50 100 200

(IN FEET)

HORZ: 1 inch = 100 ft.

ENSIGN
THE STANDARD IN ENGINEERING

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FOR:
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201 SOUTH MAIN STREET SUITE 2000
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A. FLINT DEOYER
PHONE: (435) 901-2500

ASPEN MEADOWS
CHRISTMAS TREE RIDGE LAYOUT

G&P RANCH LLC | PLUMB INVESTMENT LC

BRIAN HEAD, UTAH

CHRISTMAS TREE RIDGE
BURT'S ROAD EXHIBIT

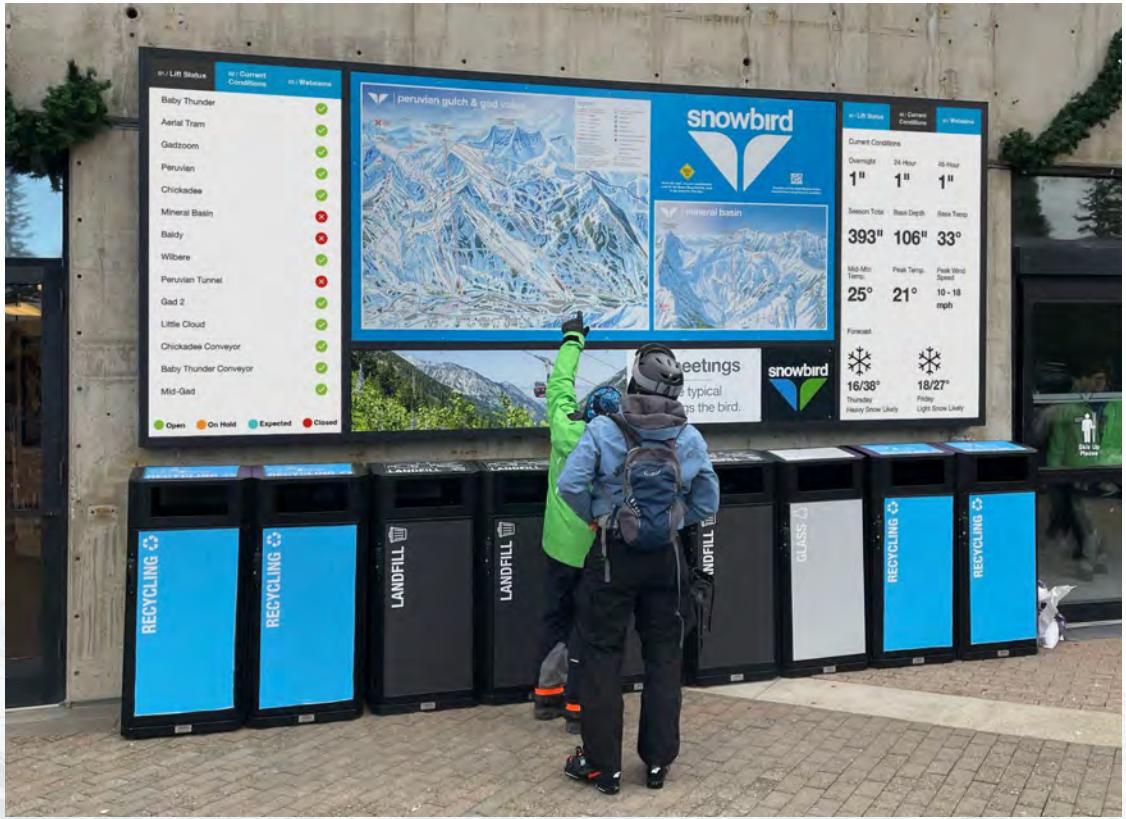
PROJECT NUMBER: 10752
PRINT DATE: 10/8/24
PROJECT MANAGER: JTN
DESIGNED BY: BJA

EX-01

Recent Digital Signage Projects

Lumiplan

Recent Digital Signage Projects



Lumiplan

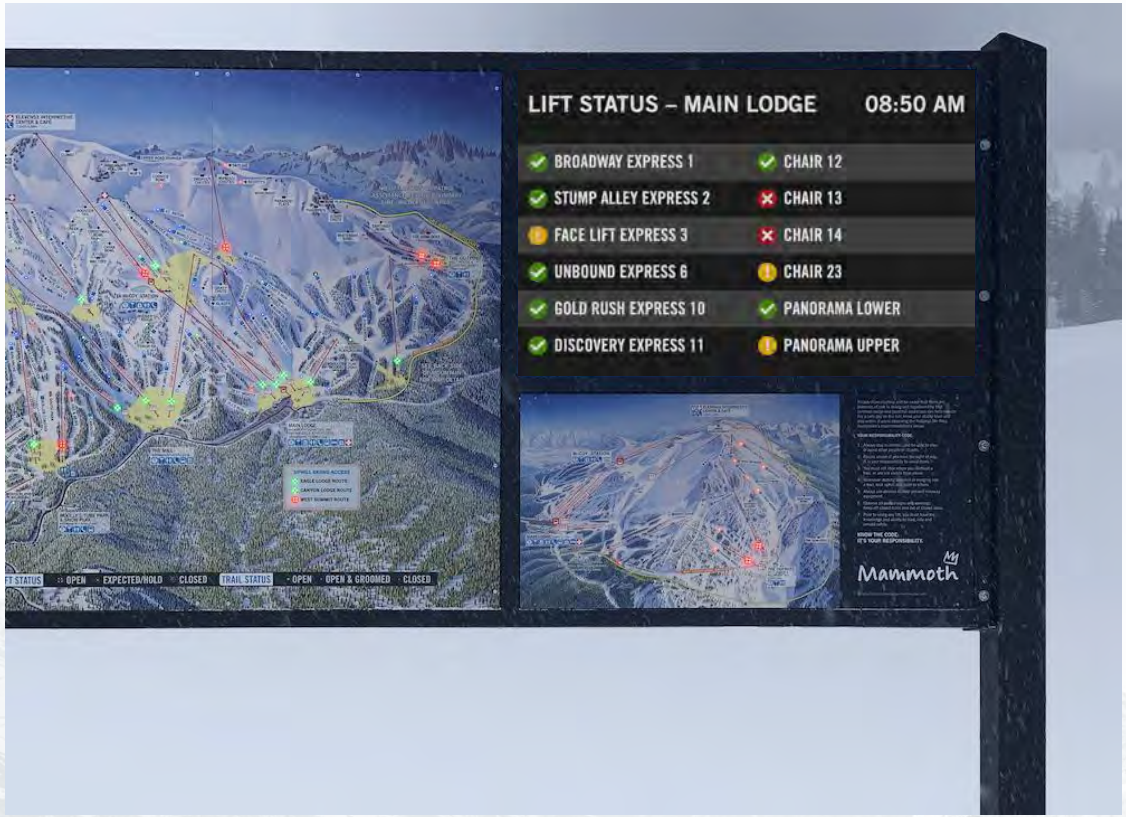
Recent Digital Signage Projects

Lumiplan

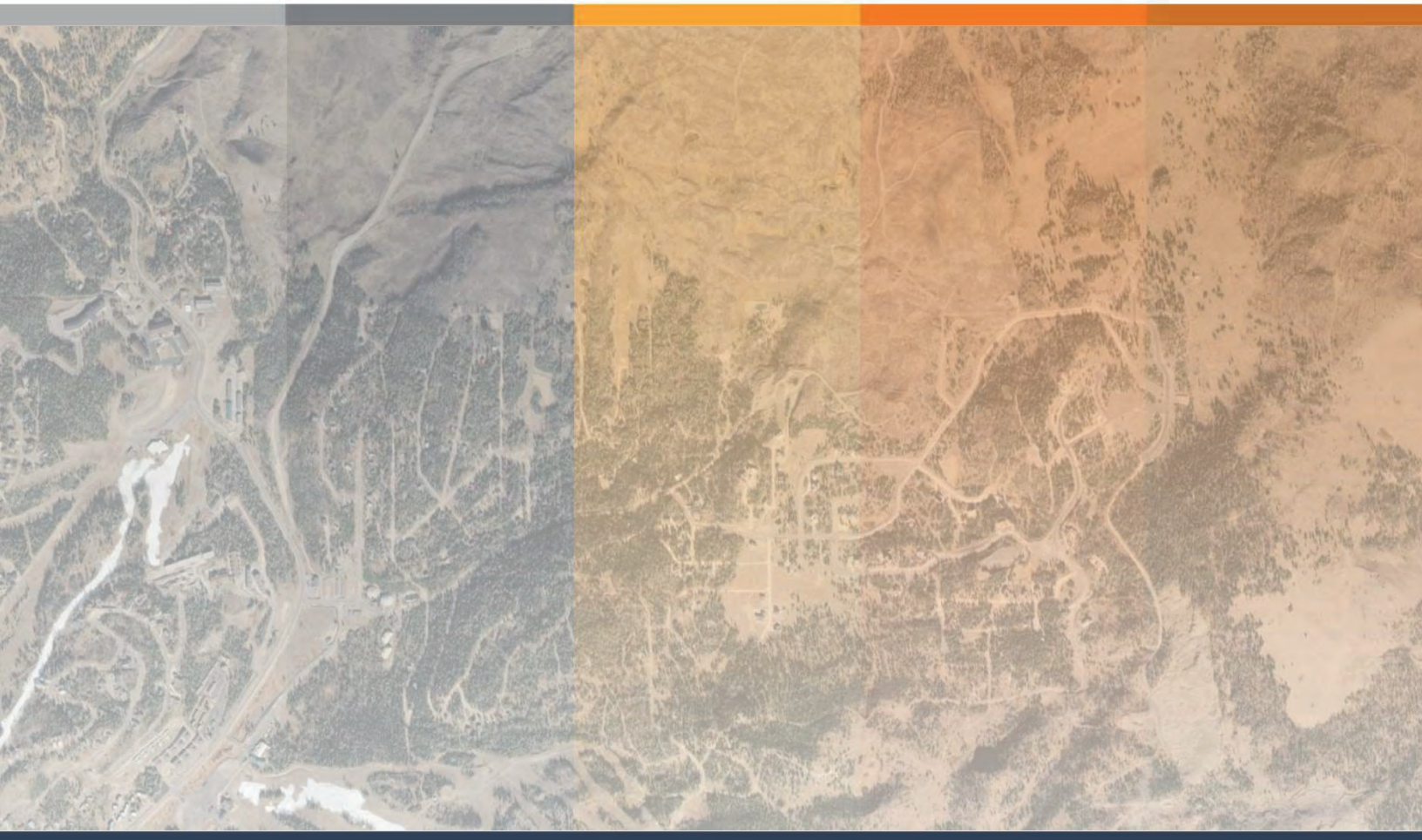
Recent Digital Signage Projects

Lumiplan

Recent Digital Signage Projects



Horrocks.



ASPEN MEADOWS TRAFFIC IMPACT STUDY

BRIAN HEAD, UT

MARCH 5, 2026

Table of Contents

List of Figures

List of Tables

Introduction and Summary

PURPOSE OF REPORT AND STUDY OBJECTIVES

This Traffic Impact Study (TIS) evaluates the traffic impacts of the proposed Aspen Meadows development in Brian Head, Utah by estimating site trip generation and distribution, analyzing peak-hour conditions under existing and opening-day (2027) scenarios, and identifying mitigation measures if warranted.

EXECUTIVE SUMMARY

Site Location and Study Area – The Aspen Meadows development is located in Brian Head, Utah, along Steam Engine Drive just off SR-143 (see **Figure 1**). The site is situated on the northeastern side of the Brian Head community and is accessed via Steam Engine Drive, which connects directly to SR-143. SR-143 serves as the primary regional route providing access to surrounding communities and recreational destinations. The property's location places it near existing residential neighborhoods and recreational amenities within the Brian Head area.

Development Description – The development is comprised of the 18-lot Christmas Tree Ridge residential subdivision and a ski resort lodge that will service a new ski lift. The lodge, Aspen-Nordic Center, will be temporary until the permanent lodge is constructed in the future.

CONCLUSIONS AND RECOMMENDATIONS

Existing Traffic Conditions:

- Data was collected during the second to last week of February. Horrocks collected peak-hour traffic counts at the intersection of SR-143 & Steam Engine Drive. No weather events were recorded. Counts were collected during one weekday and one weekend during the highest peak time. In this case the PM peak had higher volumes during the weekend.
- Vistro analysis indicates that all study intersections operate at an acceptable level of service (LOS).
    - The movement with the highest delay is the westbound left movement, operating at LOS B with a delay of 12.2 sec/veh during the weekend peak hour.
    - Currently, there are no recommended mitigations.

2027 Background Traffic Conditions:

- Using UDOT historic traffic data, a conservative annual background growth rate of 3.5% was applied to existing traffic.
- Vistro analysis indicates that all study intersections operate at an acceptable level of service (LOS).
    - The movement with the highest delay is the westbound left movement, operating at LOS B with a delay of 12.3 sec/veh during the weekend peak hour.
    - Currently, there are no recommended mitigations.

Project Traffic:

- Based on ITE methodology, the development within the study area is estimated to generate approximately 353 new daily external trips, with 25 trips occurring during the AM peak hour and 34 trips occurring during the PM peak hour. The weekend generated approximately 79 new hourly trips during the peak hour.

2027 Background plus Project Traffic Conditions

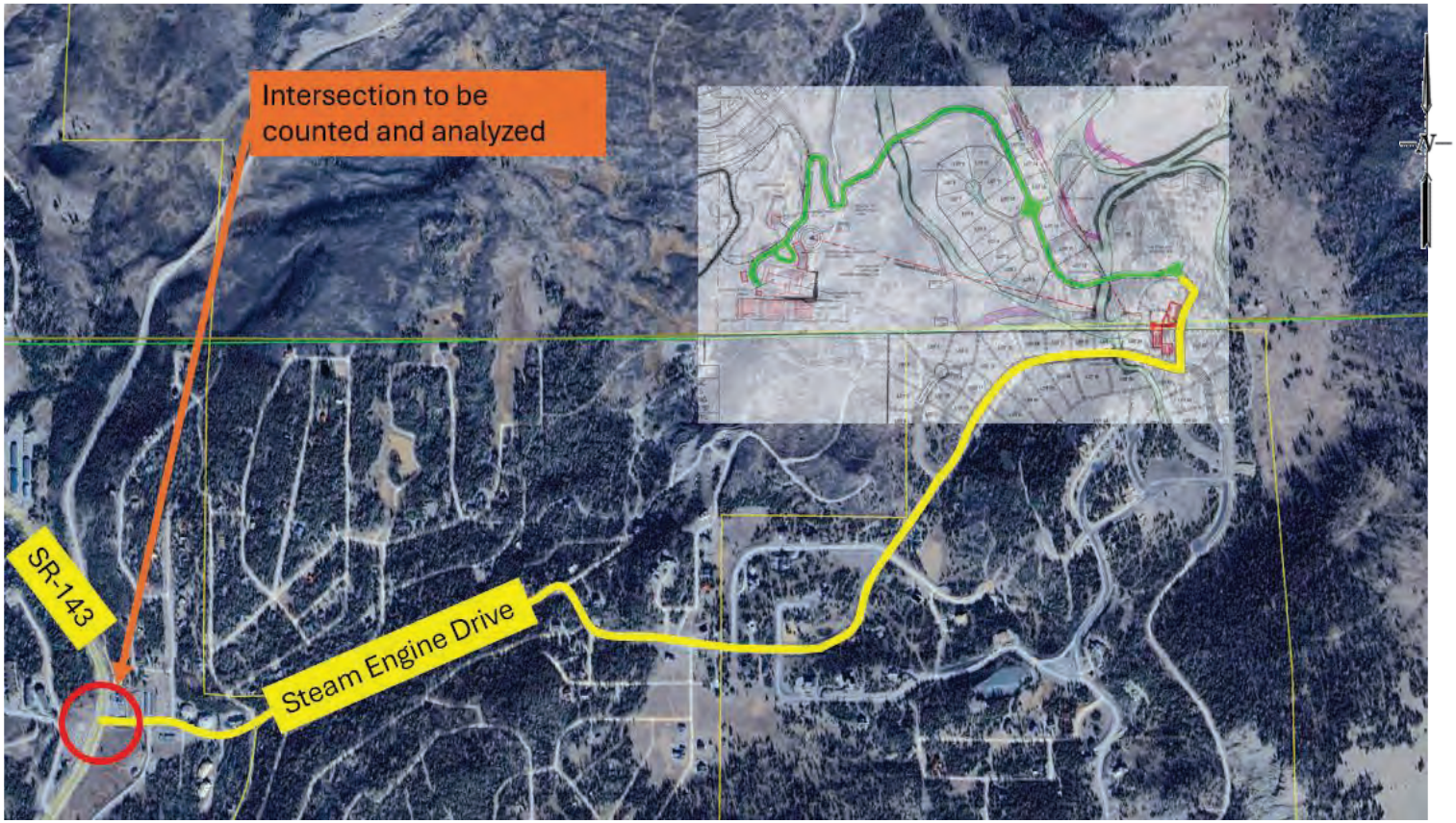
- Project traffic was added to the 2027 Background Traffic Conditions scenario to create the 2027 Background plus Project Traffic Conditions Scenario.
- Vistro analysis shows that all study intersections perform at an acceptable LOS.
    - The movement with the highest delay is the westbound left movement, operating at LOS B with a delay of 13.3 sec/veh during the weekend peak hour.
    - Currently, there are no recommended mitigations.

Proposed Development

SITE LOCATION

The Aspen Meadows development is located in Brian Head, Utah, along Steam Engine Drive just off SR-143. (see **Figure 1**) The site is situated toward the northeastern portion of the Brian Head area and is accessed via the local roadway network from SR-143, which provides the primary connection to surrounding communities and regional destinations. Its location up Steam Engine Drive places the development within proximity to existing residential areas and recreational amenities in and around Brian Head.

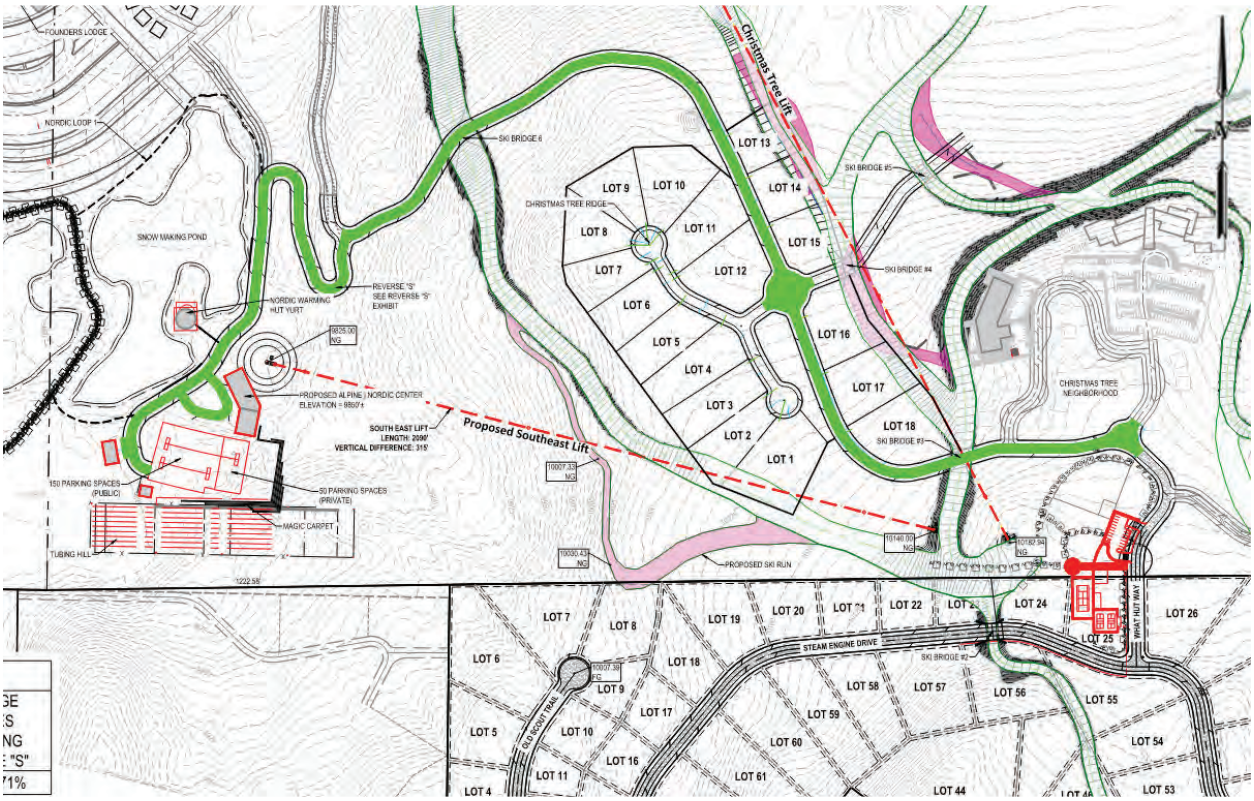
Figure 1: Project Location



SITE PLAN

The project site is located at the upper end of Steam Engine Drive. The development is comprised of the 18-lot Christmas Tree Ridge residential subdivision and a ski resort lodge that will service a new ski lift. The lodge, Aspen-Nordic Center, will be temporary until the permanent lodge is constructed in the future. The property sits in close proximity to Brian Head Resort and surrounding recreational amenities, making it well positioned within the existing mountain community. Access is provided via Steam Engine Drive, which connects to the local roadway network and provides convenient access to SR-143. The site plan is shown in **Figure 2.**

Figure 2: Site Plan



STEAM ENGINE DRIVE ROADWAY ANALYSIS

The approximately 2-mile segment of roadway providing access to the Aspen Meadows development consists of a 26-foot paved width, which is typical of low-volume mountain roadways. The projected traffic increase associated with the development is relatively modest in comparison to the roadway's functional capacity.

Based on field observations, the existing pavement width is adequate to accommodate two-way, low traffic operations. Although portions of the corridor include steep side slopes and localized drop-offs characteristic of mountain terrain, the available clear zone is generally consistent with similar roadways in the area. **Figure 3** illustrates existing roadway widths and representative clear zone conditions along Steam Engine Drive observed in the field.

Figure 3: Clear Zone and Lane Width

Study Area Conditions & Description

The nearby streets potentially impacted by the development are SR-143, and Steam Engine Drive. Below are descriptions of roadways and intersections within the study area.

ROADWAY DESCRIPTIONS

The speed limits listed in the roadway descriptions are the currently posted speed limits.

- ***Steam Engine Drive:*** Steam Engine Drive is a local two-lane roadway in Brian Head, Utah, generally oriented in a east-west direction. The roadway provides access to residential and resort properties in the area and connects to SR-143. The posted speed limit is 25 mph, consistent with local residential roadways within Brian Head.
- ***SR-143:*** State Route 143 is a two-lane principal arterial that runs generally north–south through Brian Head and the surrounding area. The roadway serves as the primary regional connection to Brian Head, linking the community to Parowan to the north and Cedar Breaks National Monument and other recreational destinations to the south. Within the Brian Head area, the posted speed limit is typically 25 to 35 mph, increasing outside developed areas.

INTERSECTION DESCRIPTIONS

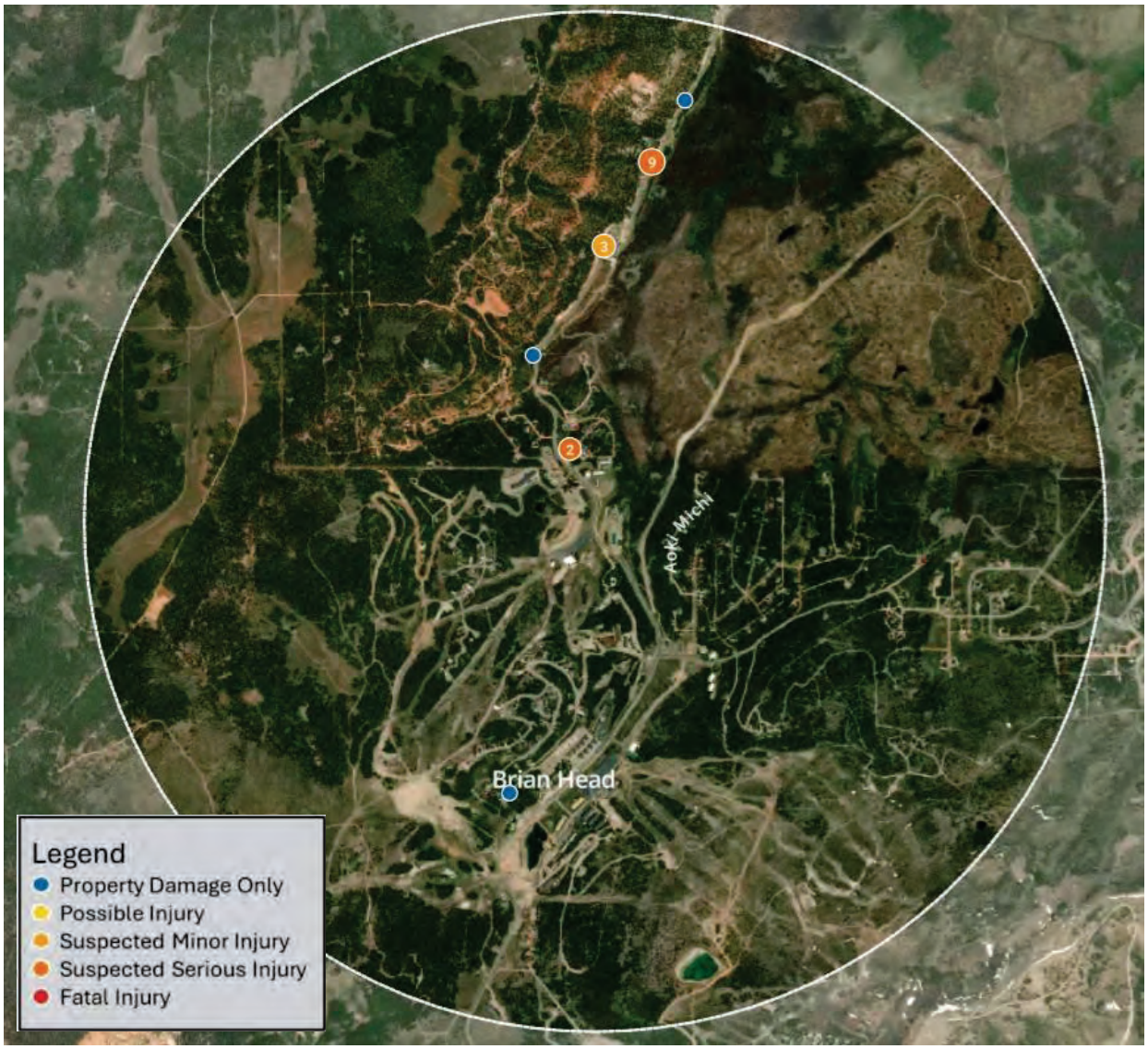
The following intersections within the study area have been identified as being potentially impacted by project traffic.

- ***SR-143 & Steam Engine Drive:*** The intersection of SR-143 and Steam Engine Drive is a three-legged intersection under stop control on the minor approach. SR-143 operates as a two-lane roadway with one travel lane in each direction and no dedicated turn lanes at the intersection. Steam Engine Drive approaches from the west as a two-lane local roadway and is stop-controlled, with one inbound and one outbound lane. Vehicles on Steam Engine Drive must stop and yield to through traffic on SR-143 before entering or crossing the highway.

CRASH DATA

Current crash data in the project area are reported from Numetric Crash Query. The Numetric data includes crashes from January 2021 to December 2025. In that time there were 17 total crashes in the area, as seen in **Figure 4**. Of the 17 crashes 13 were property damage only, 2 were suspected minor injury, and 2 were suspected serious injury. No accidents occurred on or near Steam Engine Drive.

Figure 4: Crashes near Project Study Area



Analysis of Existing Conditions

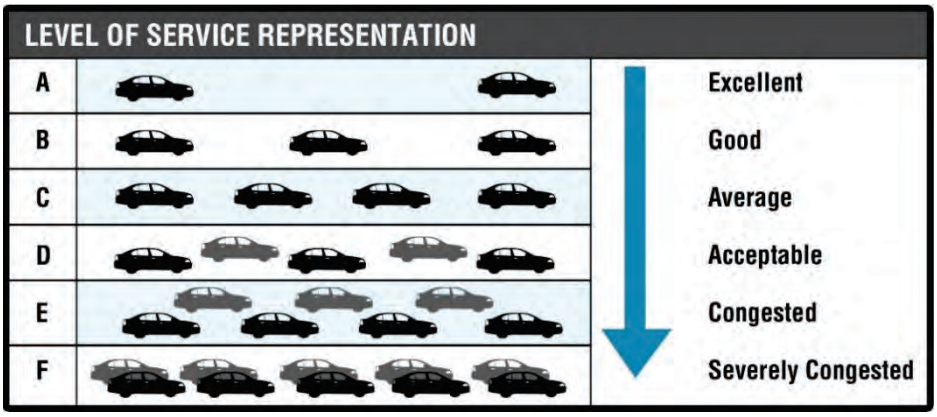
STUDY INTERSECTION LEVEL OF SERVICE

Level of Service (LOS) is a term used by the *Highway Capacity Manual* (HCM) to describe the traffic operations of an intersection based on congestion and delay. It ranges from LOS A (almost no congestion or delay) to LOS F (traffic demand is above capacity, and the intersection experiences long queues and delays). LOS C is generally considered acceptable for rural intersections, while LOS D is acceptable for urbanized intersections. LOS E is the threshold when the intersection reaches capacity. For two-way stop-controlled intersections, average intersection-wide delay and LOS are not defined by the HCM. **Table 1** summarizes LOS delay criteria for stop-controlled movements at unsignalized and signalized intersections. A visual representation of this is shown in **Figure 5.**

Table 1: Level of Service Criteria

	LOS	Average Control Delay	
		SIGNAL/AWSC	TWSC
Acceptable	A	≤ 10	≤ 10
	B	> 10 - 20	> 10 - 15
	C	> 20 - 35	> 15 - 25
	D	> 35 - 55	> 25 - 35
Unacceptable	E	> 55 - 80	> 35 - 50
	F	> 80	> 50

Figure 5: LOS Example



Analysis of Existing Conditions

DATA COLLECTION

Data was collected during the second to last week of February. Horrocks collected peak-hour traffic counts at the intersection of SR-143 & Steam Engine Drive. No weather events were recorded. Counts were collected during one weekday through peak traffic times (7AM – 9AM & 4PM-6PM) and one weekend during the highest peak time. In this case the PM peak had higher volumes during the weekend. Traffic count data sheets can be found in the **APPENDIX** below.

EXISTING INTERSECTION OPERATIONS

Figure 6 shows the traffic turning movements for this intersection. This intersection currently operates at an acceptable LOS, as shown in **Table 2**. The movement with the highest delay is the westbound left movement, operating at LOS B with a delay of 12.2 sec/veh during the weekend peak hour.

Table 2: Existing Peak Hour Traffic Analysis

Intersection #	Intersection	AM Peak Hour		PM Peak Hour		Weekend Peak Hour	
		LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)
Existing (2026) Conditions							
1	SR-143 & Steam Engine Drive	A	9.2	B	10.9	B	12.2

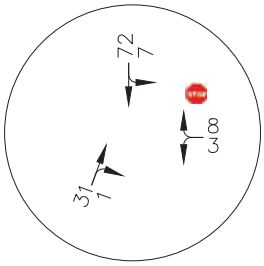
Source: HCM Methodologies using PTV Vistro Software
V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value.
For all other control types, they are taken for the whole intersection.

MITIGATIONS

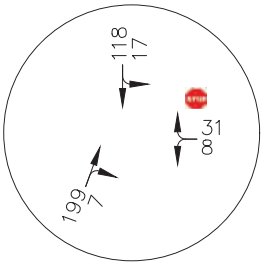
Currently, there are no recommended mitigations.

WEEKDAY

1 AM PEAK HOUR

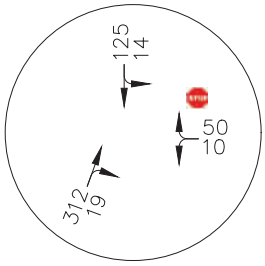


1 PM PEAK HOUR



WEEKEND

1 PM PEAK HOUR



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Alpine Meadows
2026 Existing AM & PM Traffic Volumes

Existing Intersection
Future Intersection
Intersection to be removed

FIGURE 6

SCALE: N/A

DATE: 03/2026

Analysis of 2027 Background Conditions

GROWTH FACTOR

To analyze future traffic conditions, existing traffic was grown based on the projected growth in the surrounding area. Using UDOT historic traffic data, a conservative annual background growth rate of 3.5% was applied, as depicted in **Table 3**.

Table 3: Growth Factor

Roadway	3 Year	5 Year	10 Year	2024 AADT	2023 AADT	2022 AADT	2021 AADT	2020 AADT	2019 AADT	2018 AADT	2017 AADT	2016 AADT	2015 AADT	2014 AADT
SR-143 (Bobcat Rd. to Snowshoe Village Rd.)	0.14%	2.85%	3.03%	1,600	1,500	1,500	1,600	1,500	1,400	1,400	1,400	1,400	1,300	1,200
				6.67%	0.00%	-6.25%	6.67%	7.14%	0.00%	0.00%	0.00%	7.69%	8.33%	
SR-143 (Snowshoe Village Rd. to S LP Rd.)	0.12%	2.74%	3.69%	1,700	1,600	1,600	1,700	1,500	1,500	1,500	1,500	1,400	1,300	1,200
				6.25%	0.00%	-5.88%	13.33%	0.00%	0.00%	0.00%	7.14%	7.69%	8.33%	
SR-14	-1.31%	4.77%	4.33%	2,200	2,100	2,100	2,300	2,300	1,800	1,900	1,800	1,800	1,600	1,500
				4.76%	0.00%	-8.70%	0.00%	27.78%	-5.26%	5.56%	0.00%	12.50%	6.67%	
Average	-0.35%	3.45%	3.68%											

2027 BACKGROUND CONDITIONS

Horrocks grew existing traffic by 3.5% annually to create the 2027 Background Conditions scenario. **Table 4** shows the 2027 Background Conditions LOS conditions. **Figure 7** shows the balanced traffic turning movements for the project. All study intersections and project accesses perform at an acceptable LOS. The movement with the highest delay is the westbound left movement, operating at LOS B with a delay of 12.3 sec/veh during the weekend peak hour. The comparison column is in reference to the Existing Conditions scenario.

Table 4: 2027 Background Peak Hour Traffic Analysis

Intersection #	Intersection	AM Peak Hour			PM Peak Hour			Weekend Peak Hour		
		LOS	Delay (s/veh)	Comparison (+/- s/veh)	LOS	Delay (s/veh)	Comparison (+/- s/veh)	LOS	Delay (s/veh)	Comparison (+/- s/veh)
	2027 Background Conditions									
1	SR-143 & Steam Engine Drive	A	9.2	0	B	11.0	+0.1	B	12.3	+0.1

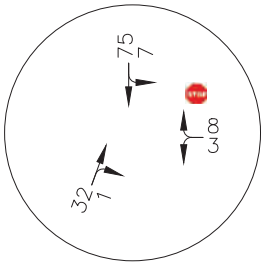
Source: HCM Methodologies using PTV Vistro Software
V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.
Comparison column compares delay between 2027 Background Conditions and Existing (2026) Conditions

MITIGATIONS

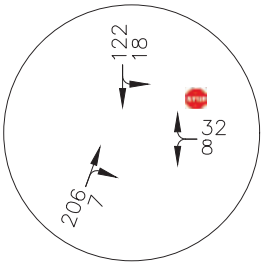
Currently, there are no recommended mitigations.

WEEKDAY

1 AM PEAK HOUR

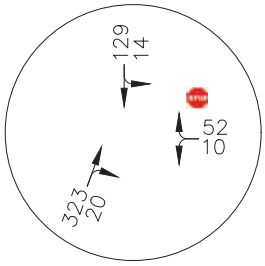


1 PM PEAK HOUR



WEEKEND

1 PM PEAK HOUR



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Alpine Meadows
2027 Background AM & PM Traffic Volumes

Existing Intersection
Future Intersection
Intersection to be removed

FIGURE 7

SCALE: N/A

DATE: 03/2026

Project Traffic Volumes

Project traffic volumes were estimated and distributed using the industry-standard trip generation literature, existing traffic counts, and engineering judgment to distribute project traffic to the existing road network.

TRIP GENERATION

The trip generation was estimated using the *ITE Trip Generation Manual, 12th Edition*. The following land uses from the manual were used:

- ***Recreational Homes (ITE 260)*** - A recreational home is either (1) a second home used by its owner periodically for recreation or (2) rented on a seasonal basis. Some sites in the database are located within a resort that contains local services and complete recreational facilities.
- ***Snow Ski Area (ITE 466)*** - A snow ski area typically includes chair lifts, ski runs, and a lodge facility. A snow ski area may also contain equipment rental facilities, refreshment areas, locker rooms, and small commercial/office space.

Based on ITE methodology, the development within the study area is estimated to generate approximately 353 new daily external trips, with 25 trips occurring during the AM peak hour and 34 trips occurring during the PM peak hour. The weekend generated approximately 79 new hourly trips during the peak hour. Traffic generated by the ski lodge will be reduced by 15% to take into account neighborhood skiers that ski-in to the lodge without driving. **Table 5** contains a summary of the calculated trip generation for the project.

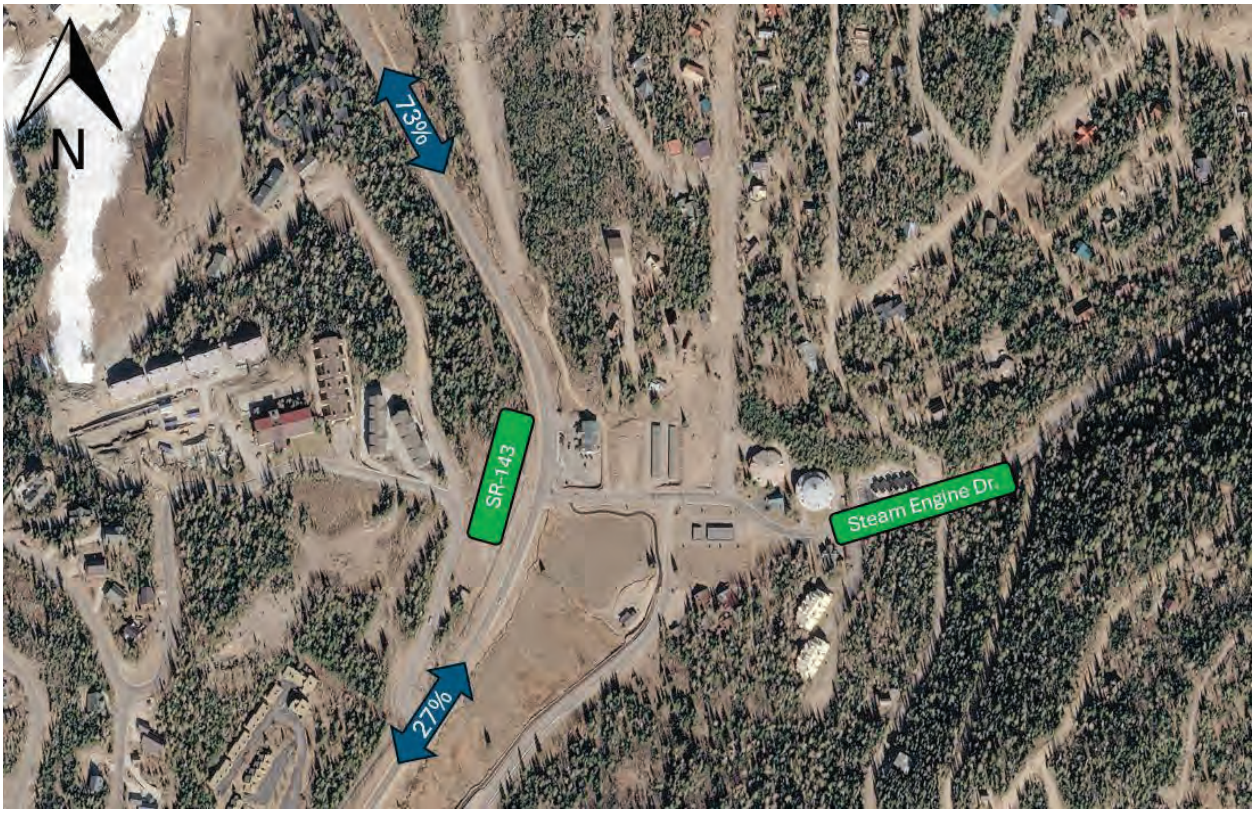
Table 5: ITE Trip Generation

Aspen Meadows Trip Generation											
Variable	Quantity	Daily	Weekday AM Peak Hour			Weekday PM Peak Hour			Weekend Peak Hour		
		Total	Total	In	Out	Total	In	Out	Total	In	Out
Recreational Homes (ITE 260)		3.68	0.24	35%	65%	0.29	56%	44%	0.77	39%	61%
Dwelling Units	18.00	66	4	2	3	5	3	2	14	5	8
Snow Ski Area (ITE 466)		6.57	24.63	97%	3%	33.77	12%	88%	76.23	28%	72%
Lifts	1.00	338	25	24	1	34	4	30	76	21	55
Internal Capture from neighborhood skiers (percent)		15%	15%	15%	15%	15%	15%	15%	15%	15%	15%
Internal Capture from neighborhood skiers (trips)		51	4	4	0	5	1	4	11	3	8
Total New External Trips		**353**	**25**	**22**	**3**	**34**	**6**	**28**	**79**	**24**	**55**

TRIP DISTRIBUTION

The estimated new trips from the proposed development were distributed onto the roadway network based on the proposed site access locations, existing turning movements, traffic patterns, and proximity to major roadways and regional population centers, as shown in **Figure 8**.

Figure 8: Trip Distribution



Analysis of 2027 Background Plus Project Conditions

2027 BACKGROUND PLUS PROJECT

The 2027 Background Plus Project scenario was created by adding project traffic to the 2027 background traffic. **Table 6** shows the 2027 Background Plus Project LOS conditions. **Figure 9** shows the total traffic turning movements for the project. **Figure 10** shows the traffic generated by the project site. All study intersections and project accesses perform at an acceptable LOS. The movement with the highest delay is the westbound left movement, operating at LOS B with a delay of 13.3 sec/veh during the weekend peak hour. The difference column is in reference to the 2027 Background scenario.

Table 6: 2027 Background + Project Conditions

Intersection #	Intersection	AM Peak Hour			PM Peak Hour			Weekend Peak Hour		
		LOS	Delay (s/veh)	Comparison (+/- s/veh)	LOS	Delay (s/veh)	Comparison (+/- s/veh)	LOS	Delay (s/veh)	Comparison (+/- s/veh)
	2027 Background + Project Conditions									
1	SR-143 & Steam Engine Drive	A	9.4	+0.2	B	11.3	+0.3	B	13.3	+1

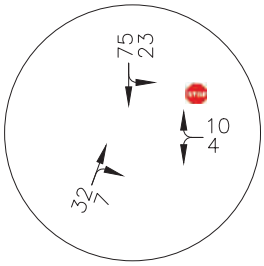
Source: HCM Methodologies using PTV Vistro Software
V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.
Comparison column compares delay between 2027 Background + Project Conditions and 2027 Background Conditions

MITIGATIONS

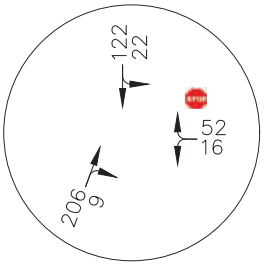
Currently, there are no recommended mitigations.

WEEKDAY

1 AM PEAK HOUR

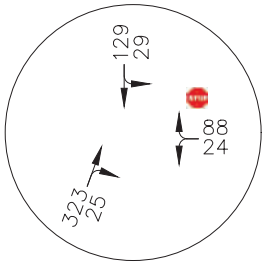


1 PM PEAK HOUR



WEEKEND

1 PM PEAK HOUR



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Alpine Meadows
2027 Background + Project AM & PM Traffic Volumes

Existing Intersection
Future Intersection
Intersection to be removed

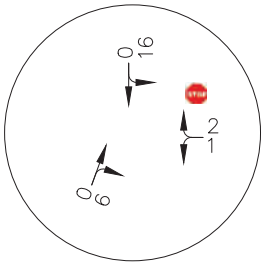
FIGURE 9

SCALE: N/A

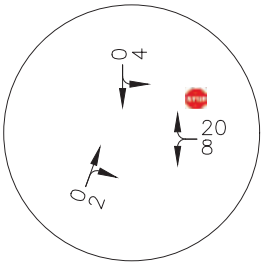
DATE: 03/2026

WEEKDAY

1 AM PEAK HOUR

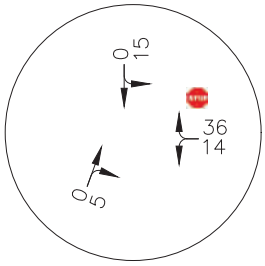


1 PM PEAK HOUR



WEEKEND

1 PM PEAK HOUR



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Alpine Meadows
Project Generated Tirps AM & PM Traffic Volumes

1 Existing Intersection
2 Future Intersection
3 Intersection to be removed

FIGURE 10

SCALE: N/A

DATE: 03/2026

CONCLUSIONS AND RECOMMENDATIONS

Existing Traffic Conditions:

- Data was collected during the second to last week of February. Horrocks collected peak-hour traffic counts at the intersection of SR-143 & Steam Engine Drive. No weather events were recorded. Counts were collected during one weekday and one weekend during the highest peak time. In this case the PM peak had higher volumes during the weekend.
- Vistro analysis indicates that all study intersections operate at an acceptable level of service (LOS).
    - The movement with the highest delay is the westbound left movement, operating at LOS B with a delay of 12.2 sec/veh during the weekend peak hour.
    - Currently, there are no recommended mitigations.

2027 Background Traffic Conditions:

- Using UDOT historic traffic data, a conservative annual background growth rate of 3.5% was applied to existing traffic.
- Vistro analysis indicates that all study intersections operate at an acceptable level of service (LOS).
    - The movement with the highest delay is the westbound left movement, operating at LOS B with a delay of 12.3 sec/veh during the weekend peak hour.
    - Currently, there are no recommended mitigations.

Project Traffic:

- Based on ITE methodology, the development within the study area is estimated to generate approximately 353 new daily external trips, with 25 trips occurring during the AM peak hour and 34 trips occurring during the PM peak hour. The weekend generated approximately 79 new hourly trips during the peak hour.

2027 Background plus Project Traffic Conditions

- Project traffic was added to the 2027 Background Traffic Conditions scenario to create the 2027 Background plus Project Traffic Conditions Scenario.
- Vistro analysis shows that all study intersections perform at an acceptable LOS.
    - The movement with the highest delay is the westbound left movement, operating at LOS B with a delay of 13.3 sec/veh during the weekend peak hour.
    - Currently, there are no recommended mitigations.

APPENDIX

TRAFFIC COUNTS

TRAFFIC COUNT SUMMARY

City: **Alpine Meadows TIS**
N-S Street: **SR-143**
E-W Street: **Steam Engine Drive**
Date: **Monday, February 23, 2026**
Begin Time: **07:00 AM**
Interval Length: **15 min**

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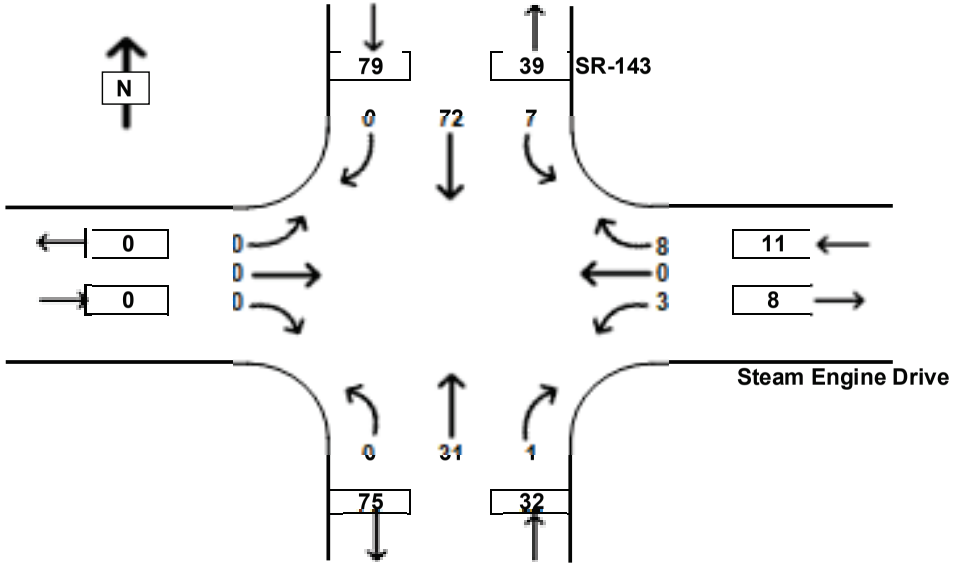
Time Interval		SB				WB				NB				EB				Total	Hourly
		Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	All Moves	Totals
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16		
07:00 AM	07:15 AM	0	4		0	0		1	0		1	0	0					6	
07:15 AM	07:30 AM	0	3		0	0		2	0		3	0	0					8	
07:30 AM	07:45 AM	1	4		0	0		2	0		2	0	0					9	
07:45 AM	08:00 AM	2	11		0	0		0	0		3	0	0					16	39
08:00 AM	08:15 AM	3	12		0	1		1	0		6	1	0					24	57
08:15 AM	08:30 AM	0	16		0	1		2	0		8	0	0					27	76
08:30 AM	08:45 AM	2	17		0	0		3	0		8	0	0					30	97
08:45 AM	09:00 AM	2	27		0	1		2	0		9	0	0					41	122



ADJUSTED PEAK HOUR TRAFFIC VOLUMES												
Southbound			Westbound			Northbound			Eastbound			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7	72	0	3	0	8	0	31	1	0	0	0	
79			11			32			0			
Trucks:		4%	Trucks:		0%	Trucks:		3%	Trucks:		0%	
Peak Hour:		8:00:00 AM		9:00 AM		Peak Vol:		122	Intersection PHF:		0.74	

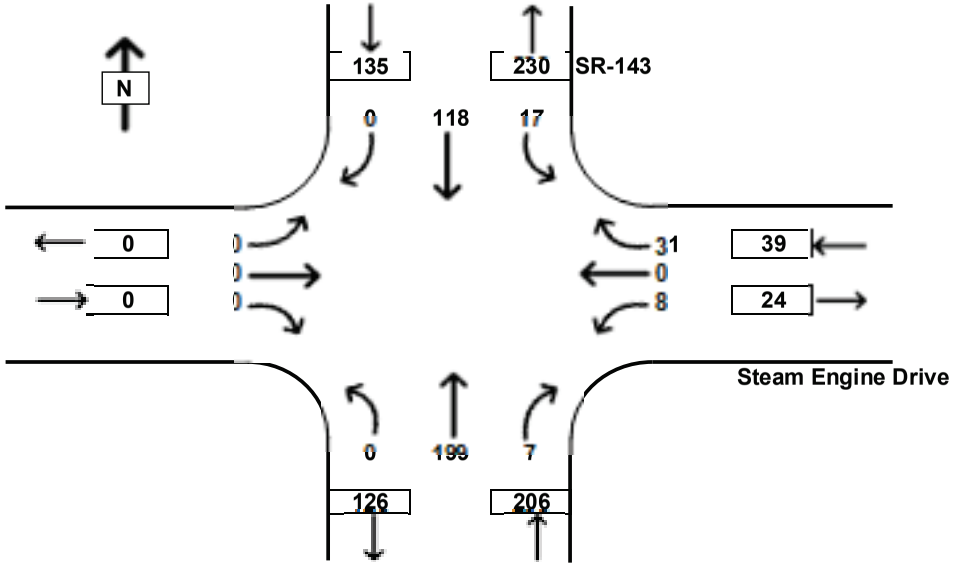
OPTIONAL	
Adjustment Factor	
Monthly:	1.00
Daily:	1.00
Interval:	1.00
Count:	1.00
Total:	1

TRAFFIC COUNT SUMMARY

City: **Alpine Meadows TIS**
N-S Street: **SR-143**
E-W Street: **Steam Engine Drive**
Date: **Monday, February 23, 2026**
Begin Time: **04:00 PM**
Interval Length: **15 min**

Horrocks.

Time Interval		SB				WB				NB				EB				Total	Hourly
		Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	All Moves	Totals
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16		
04:00 PM	04:15 PM	7	30		0	0		4	0		47	1	0					89	
04:15 PM	04:30 PM	6	33		0	4		6	0		58	0	0					107	
04:30 PM	04:45 PM	2	32		0	2		12	0		58	5	2					111	
04:45 PM	05:00 PM	2	23		0	2		9	0		36	1	0					73	380
05:00 PM	05:15 PM	2	19		0	0		7	0		26	1	0					55	346
05:15 PM	05:30 PM	3	13		0	0		5	0		39	4	0					64	303
05:30 PM	05:45 PM	0	9		0	4		3	0		18	1	0					35	227
05:45 PM	06:00 PM	0	12		0	1		4	0		11	0	0					28	182



ADJUSTED PEAK HOUR TRAFFIC VOLUMES											
Southbound			Westbound			Northbound			Eastbound		
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
17	118	0	8	0	31	0	199	7	0	0	0
135			39			206			0		
Trucks:		3%	Trucks:		0%	Trucks:		2%	Trucks:		0%
Peak Hour:		4:00:00 PM			5:00 PM	Peak Vol:		380	PHF:		0.86

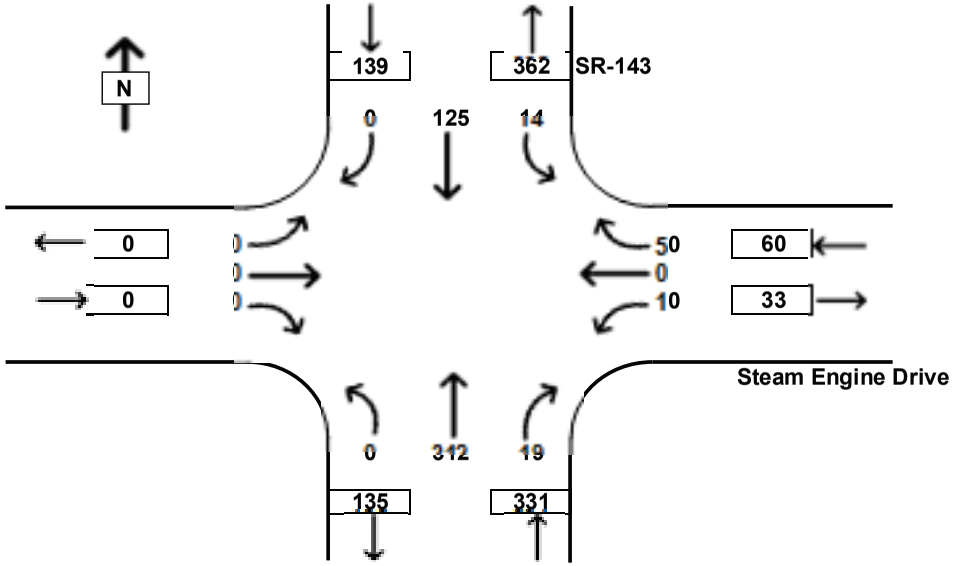
OPTIONAL	
Adjustment Factor	
Monthly:	1.00
Daily:	1.00
Interval:	1.00
Count:	1.00
Total:	1

TRAFFIC COUNT SUMMARY

City: **Alpine Meadows TIS**
N-S Street: **SR-143**
E-W Street: **Steam Engine Drive**
Date: **Sunday, February 22, 2026**
Begin Time: **04:00 PM**
Interval Length: **15 min**

Horrocks.

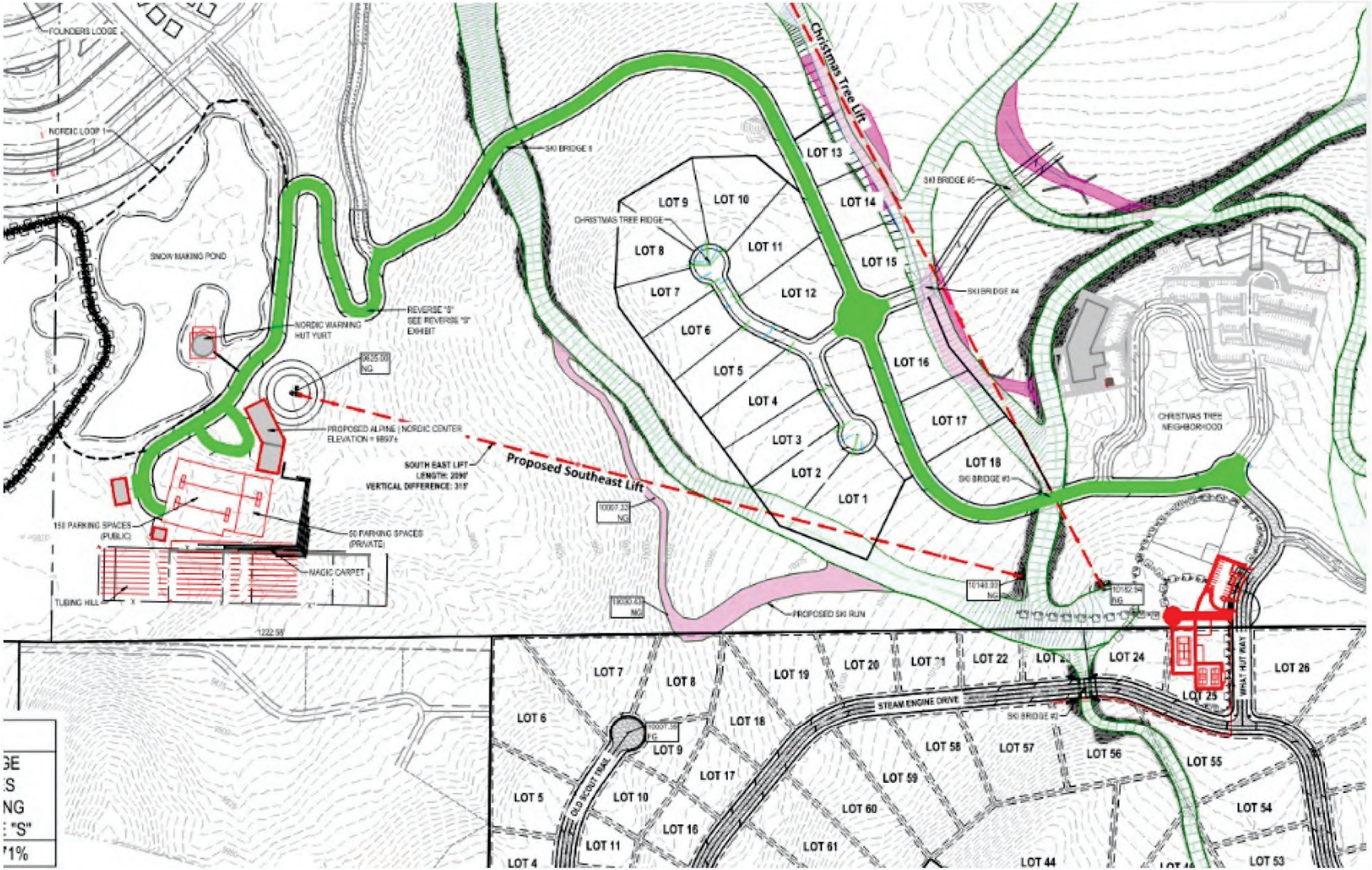
Time Interval		SB				WB				NB				EB				Total	Hourly
		Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	All Moves	Totals
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16		
04:00 PM	04:15 PM	6	23		0	2		5	0		71	1	0					108	
04:15 PM	04:30 PM	3	30		0	3		11	0		79	4	0					130	
04:30 PM	04:45 PM	3	39		0	5		9	0		74	3	0					133	
04:45 PM	05:00 PM	4	28		0	1		18	0		79	5	0					135	506
05:00 PM	05:15 PM	4	28		0	1		12	0		80	7	0					132	530
05:15 PM	05:30 PM	5	17		0	1		12	0		37	1	0					73	473
05:30 PM	05:45 PM	5	16		0	1		7	0		38	1	0					68	408
05:45 PM	06:00 PM	4	7		0	2		4	0		21	0	0					38	311



ADJUSTED PEAK HOUR TRAFFIC VOLUMES											
Southbound			Westbound			Northbound			Eastbound		
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
14	125	0	10	0	50	0	312	19	0	0	0
139			60			331			0		
Trucks:		1%	Trucks:		0%	Trucks:		1%	Trucks:		0%
Peak Hour:		4:15:00 PM			5:15 PM	Peak Vol:		530	PHF:		0.98

OPTIONAL	
Adjustment Factor	
Monthly:	1.00
Daily:	1.00
Interval:	1.00
Count:	1.00
Total:	1

SITE PLAN


FOUNDERS LODGE
NORDIC LOOP 1
SNOW MAKING POND
NORDIC WARNING HUT YURT
REVERSE "S" SEE REVERSE "S" EXHIBIT
PROPOSED ALPINE | NORDIC CENTER ELEVATION = 9897±
SOUTH EAST LIFT LENGTH: 2090' VERTICAL DIFFERENCE: 315'
Proposed Southeast Lift
150 PARKING SPACES (PUBLIC)
50 PARKING SPACES (PRIVATE)
MAGIC CARPET
TUBING HILL
SKI BRIDGE 1
SKI BRIDGE #5
SKI BRIDGE #4
SKI BRIDGE #3
SKI BRIDGE #2
Christmas Tree Lift
CHRISTMAS TREE RIDGE
CHRISTMAS TREE NEIGHBORHOOD
PROPOSED SKI RUN
STEAM ENGINE DRIVE
OLD SCOUT TRAIL
WHAT HOT RAT
LOT 1
LOT 2
LOT 3
LOT 4
LOT 5
LOT 6
LOT 7
LOT 8
LOT 9
LOT 10
LOT 11
LOT 12
LOT 13
LOT 14
LOT 15
LOT 16
LOT 17
LOT 18
LOT 19
LOT 20
LOT 22
LOT 24
LOT 25
LOT 26
LOT 53
LOT 54
LOT 55
LOT 56
LOT 57
LOT 58
LOT 59
LOT 60
LOT 61

TRIP GENERATION

Land Use: 260
Recreational Homes

Description

A recreational home is either (1) a second home used by its owner periodically for recreation or (2) rented on a seasonal basis. Some sites in the database are located within a resort that contains local services and complete recreational facilities.

Additional Data

Many internal trips are made for recreational purposes within resort communities containing recreational homes.

The sites were surveyed in the 2000s and the 2010s in California, New York, and Oregon.

Source Numbers

901, 968, 1046

Recreational Homes
(260)

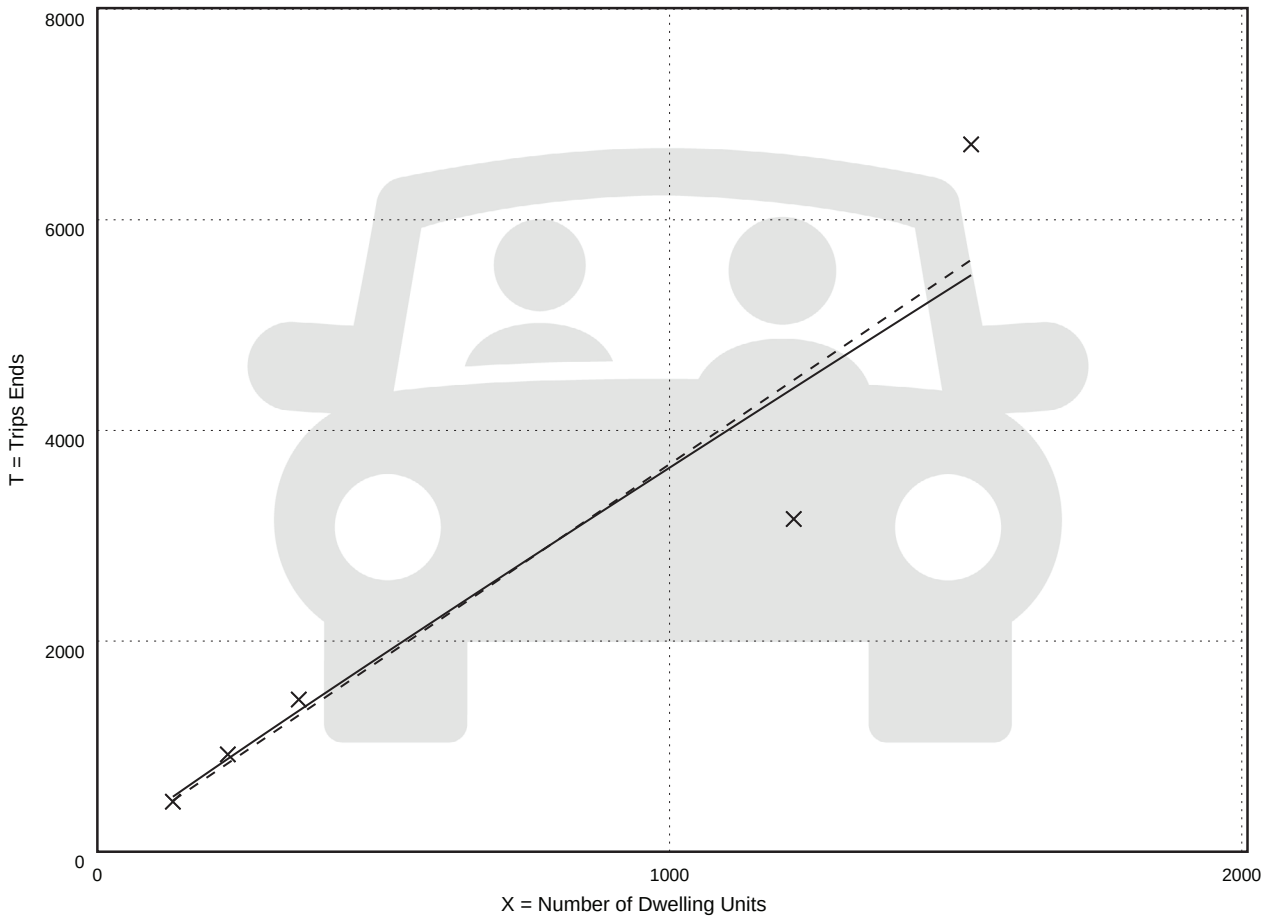
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: Rural
Number of Studies: 5
Avg. Num. of Dwelling Units: 691
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
3.68	2.60 - 4.40	0.91

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.96 Ln(X) + 1.57

R^2= 0.96

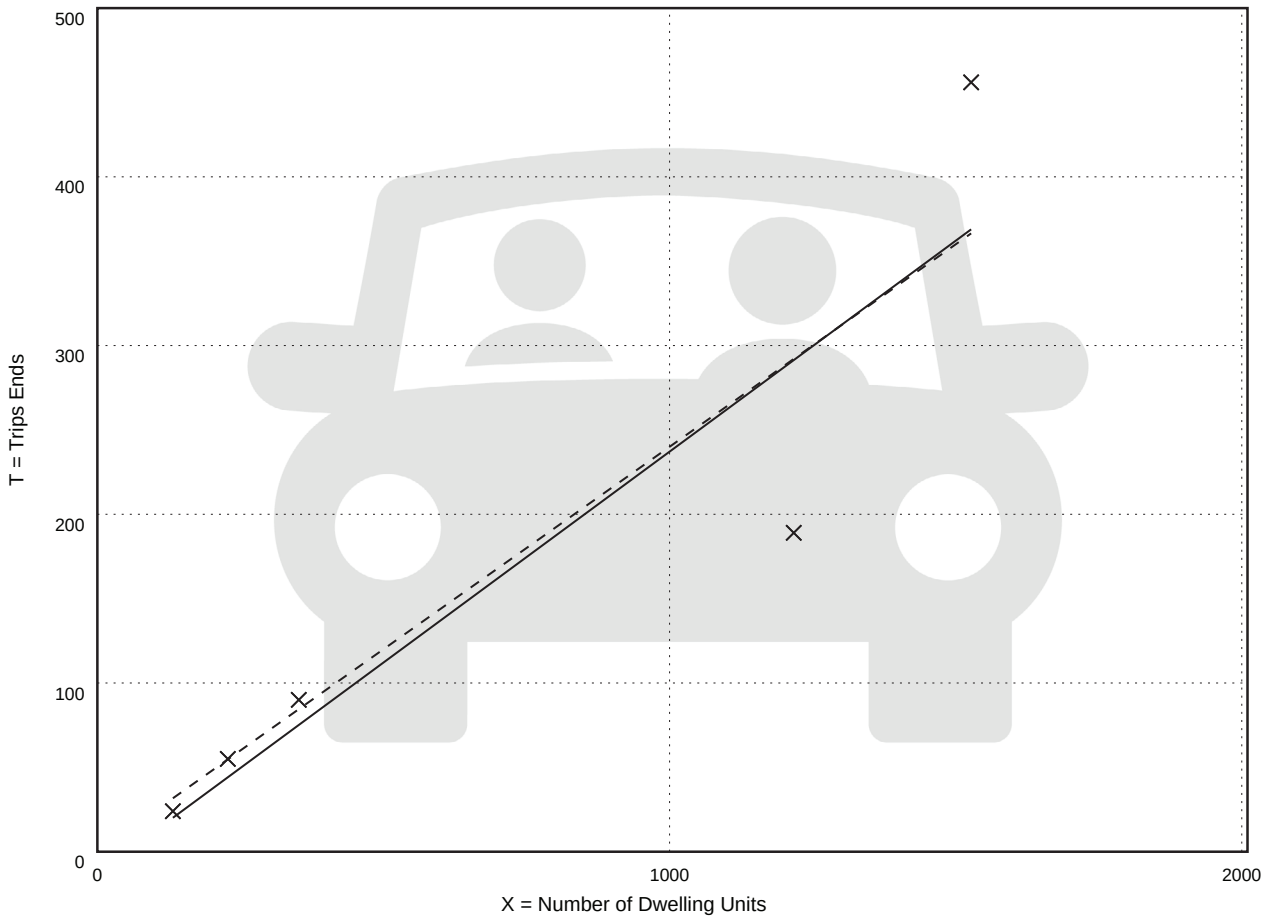
Recreational Homes
(260)

Vehicle Trip Ends vs:	**Dwelling Units**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 7 and 9 a.m.
Setting/Location:	**Rural**
Number of Studies:	5
Avg. Num. of Dwelling Units:	691
Directional Distribution:	35% entering, 65% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.24	0.16 - 0.30	0.07

Data Plot and Equation



Fitted Curve Equation: T = 0.25(X) - 12.88

R^2= 0.85

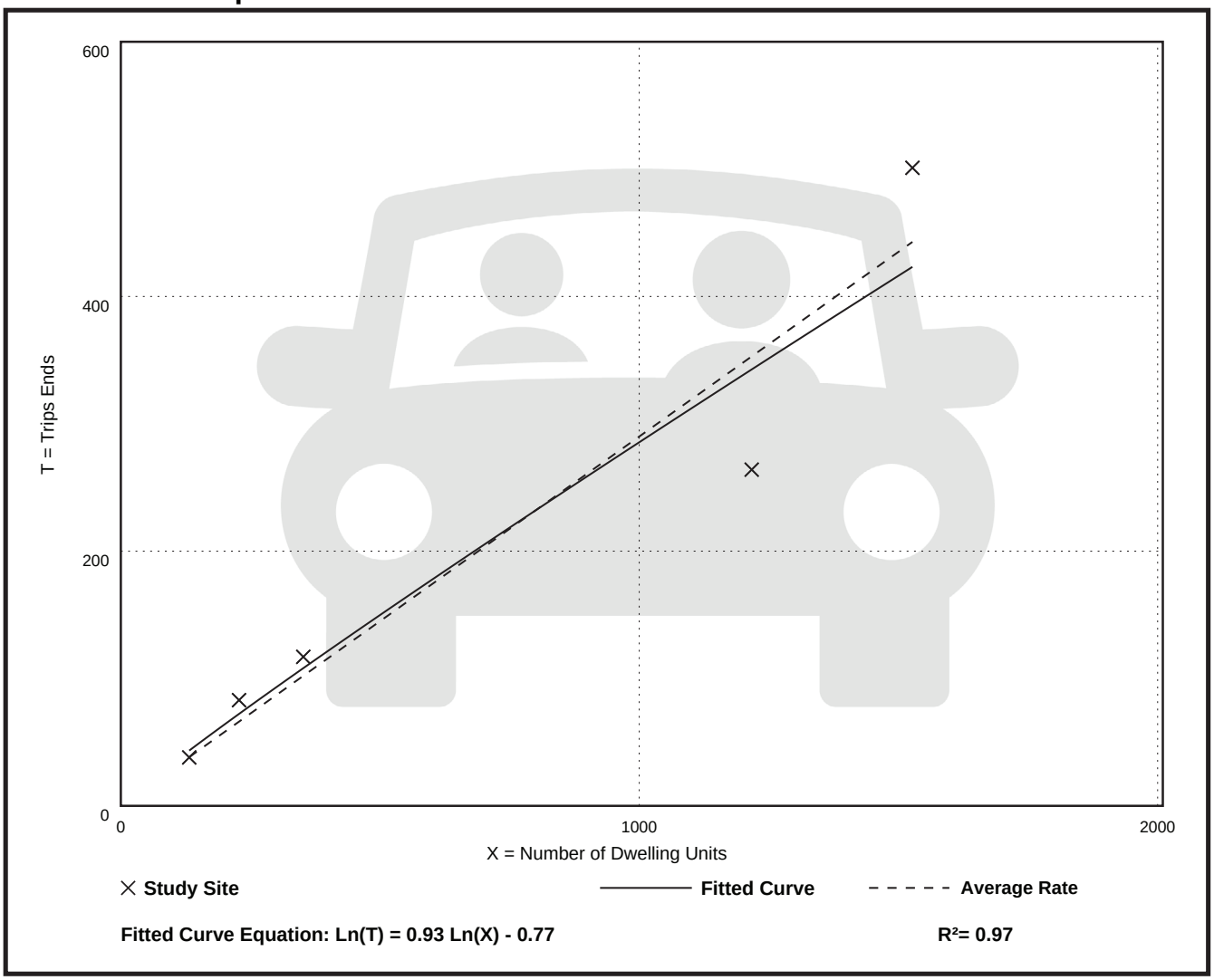
Recreational Homes
(260)

Vehicle Trip Ends vs:	**Dwelling Units**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 4 and 6 p.m.
Setting/Location:	**Rural**
Number of Studies:	5
Avg. Num. of Dwelling Units:	691
Directional Distribution:	56% entering, 44% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.29	0.22 - 0.36	0.06

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.93 Ln(X) - 0.77

R^2= 0.97

Recreational Homes
(260)

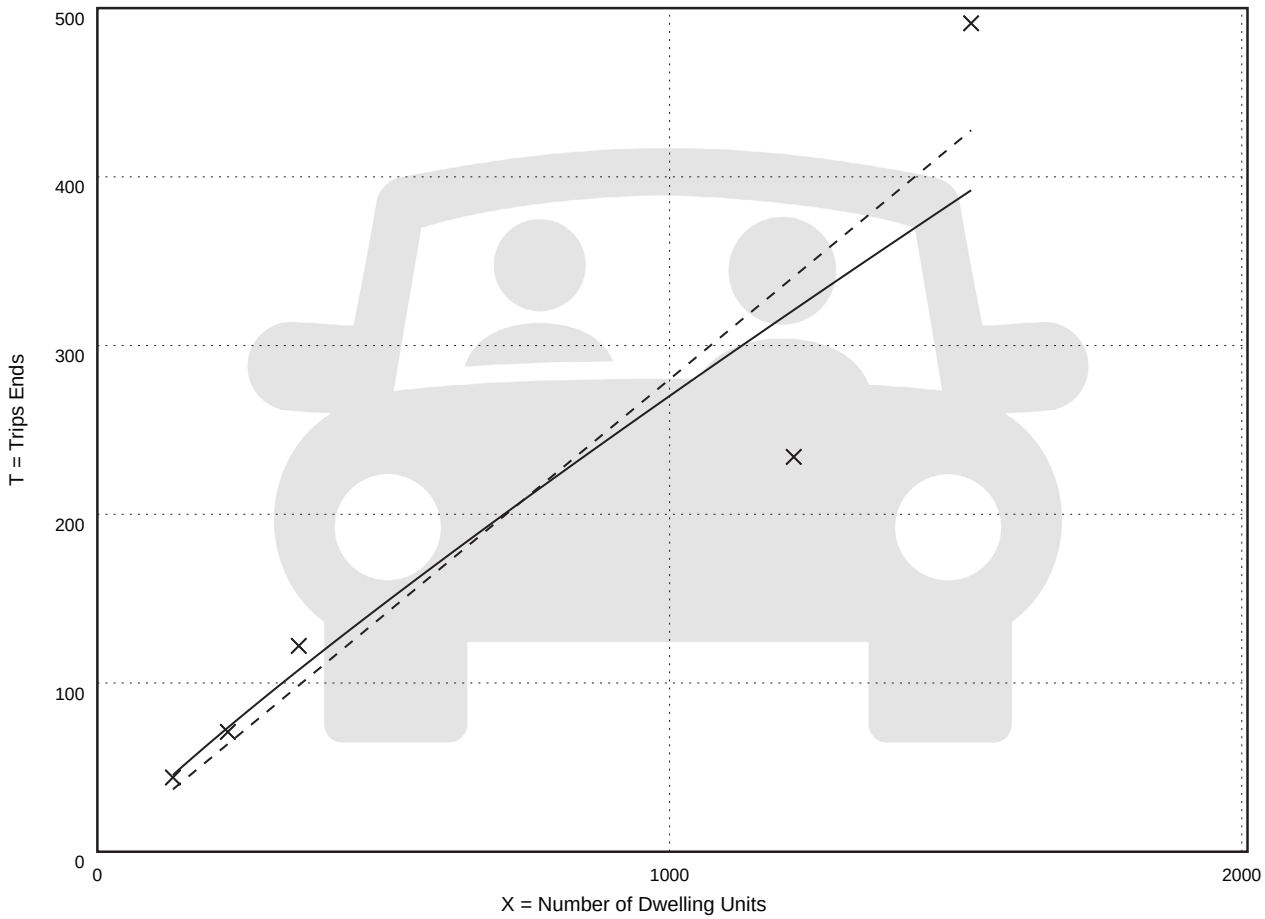
Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday,**
AM Peak Hour of Generator

Setting/Location: **Rural**
Number of Studies: 5
Avg. Num. of Dwelling Units: 691
Directional Distribution: 38% entering, 62% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.28	0.19 - 0.35	0.07

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.88 Ln(X) - 0.48

R^2= 0.95

Recreational Homes
(260)

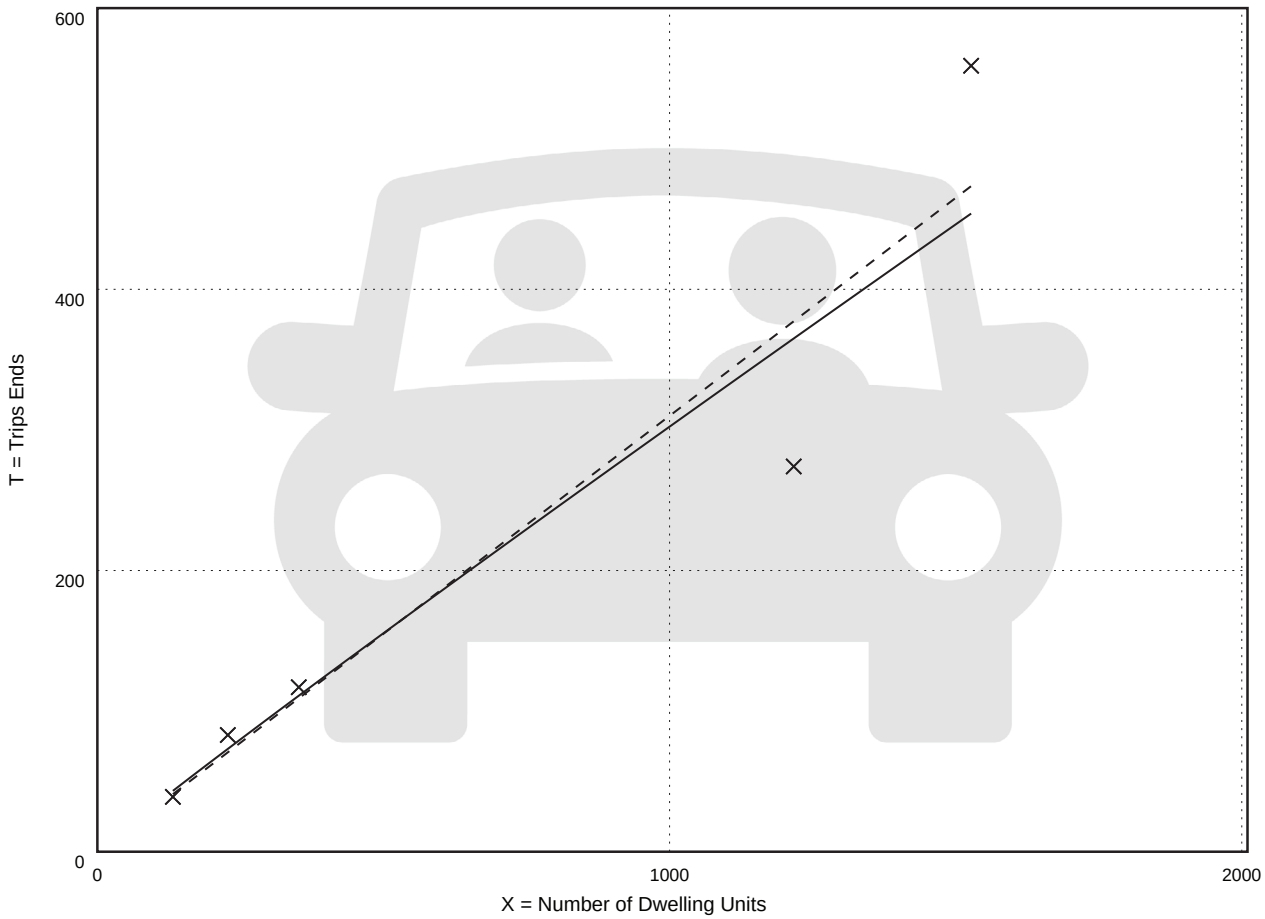
Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday,**
PM Peak Hour of Generator

Setting/Location: **Rural**
Number of Studies: 5
Avg. Num. of Dwelling Units: 691
Directional Distribution: 56% entering, 44% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.31	0.23 - 0.37	0.07

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.96 Ln(X) - 0.92

R^2= 0.96

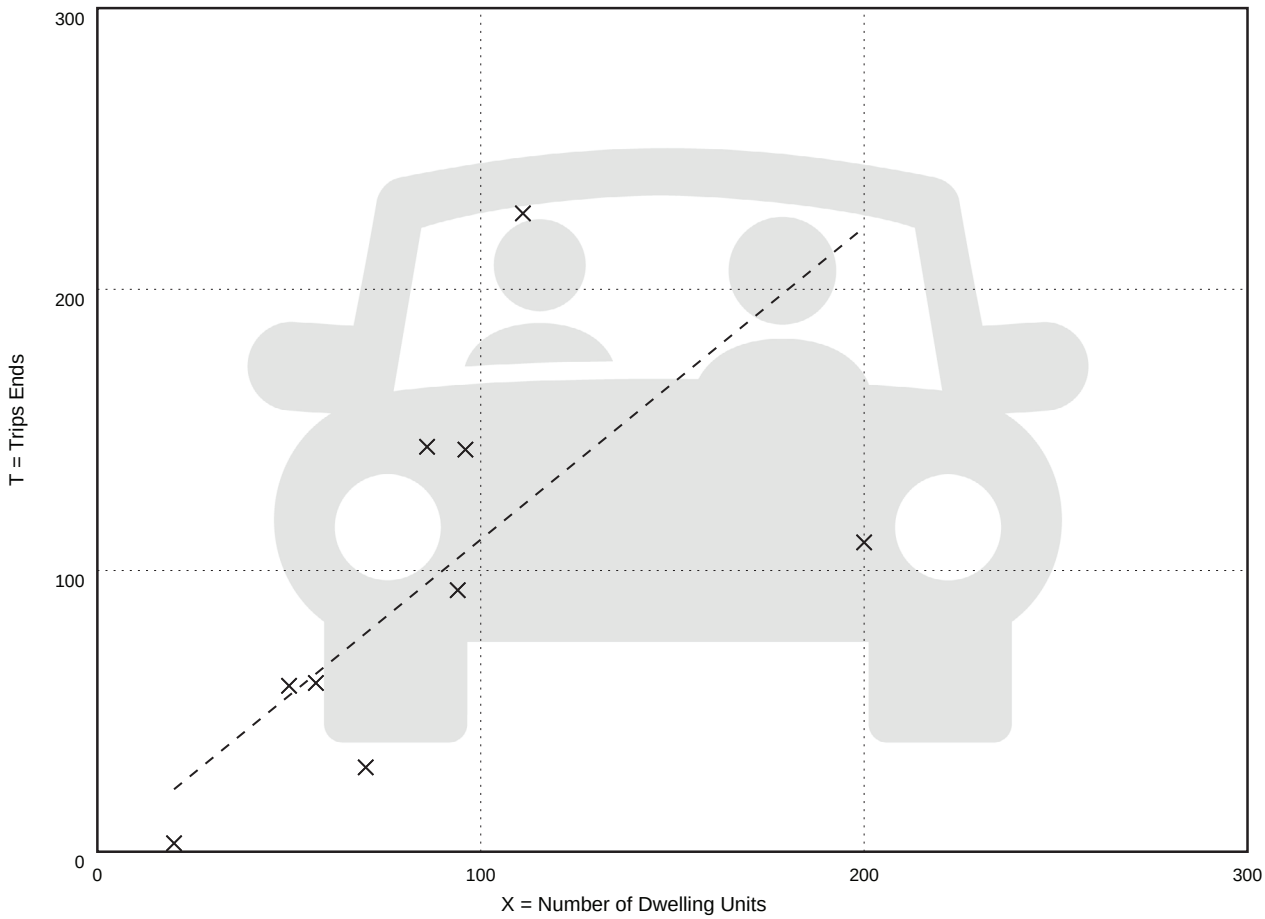
Recreational Homes
(260)

Vehicle Trip Ends vs:	**Dwelling Units**
On a:	**Friday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 4 and 6 p.m.
Setting/Location:	**Rural**
Number of Studies:	9
Avg. Num. of Dwelling Units:	87
Directional Distribution:	59% entering, 41% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
1.11	0.15 - 2.05	0.60

Data Plot and Equation



Fitted Curve Equation: Not Given

R^2= *

Recreational Homes
(260)

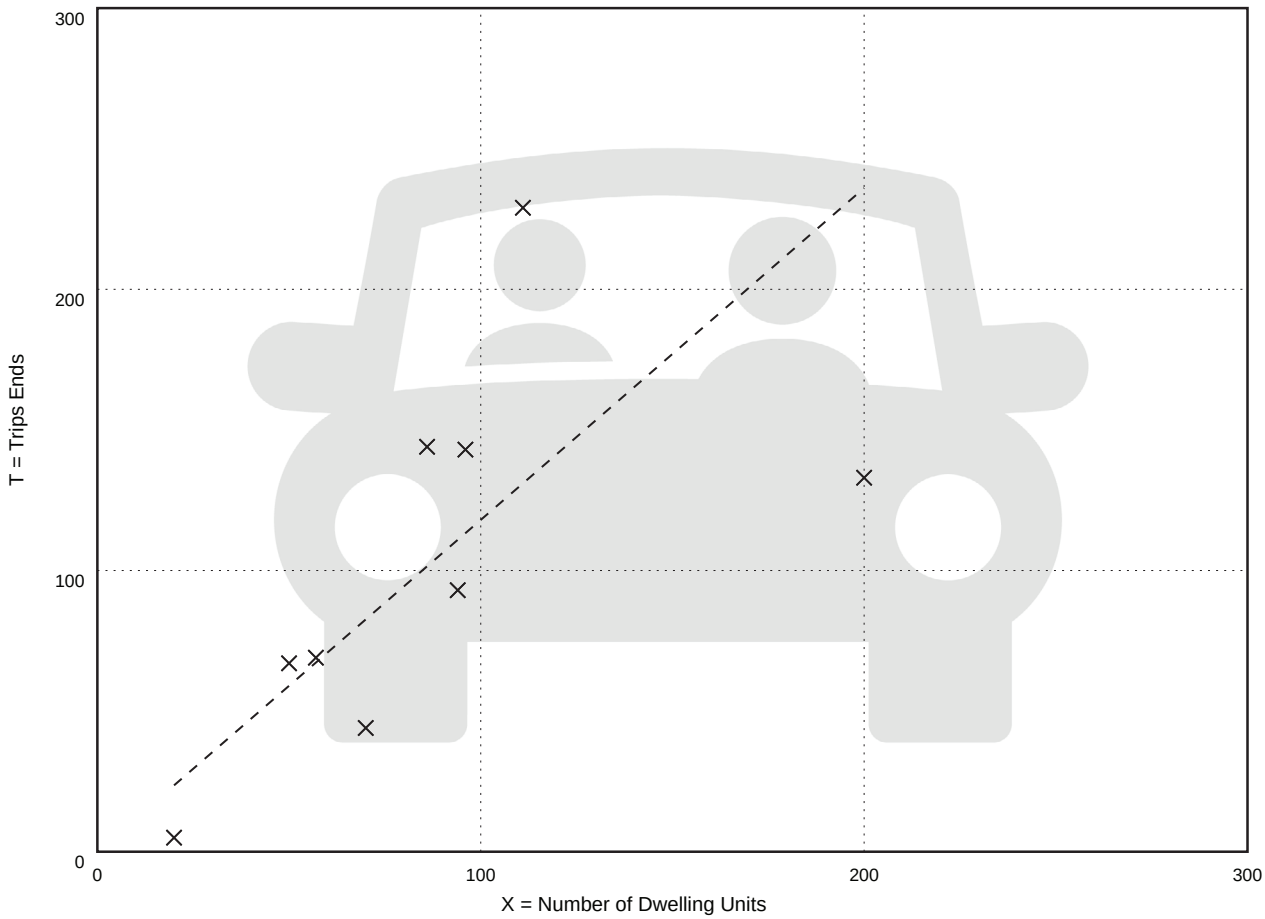
Vehicle Trip Ends vs: **Dwelling Units**
On a: **Friday,**
PM Peak Hour of Generator

Setting/Location: **Rural**
Number of Studies: 9
Avg. Num. of Dwelling Units: 87
Directional Distribution: 57% entering, 43% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
1.18	0.25 - 2.06	0.55

Data Plot and Equation



Fitted Curve Equation: Not Given

R^2= *

Recreational Homes
(260)

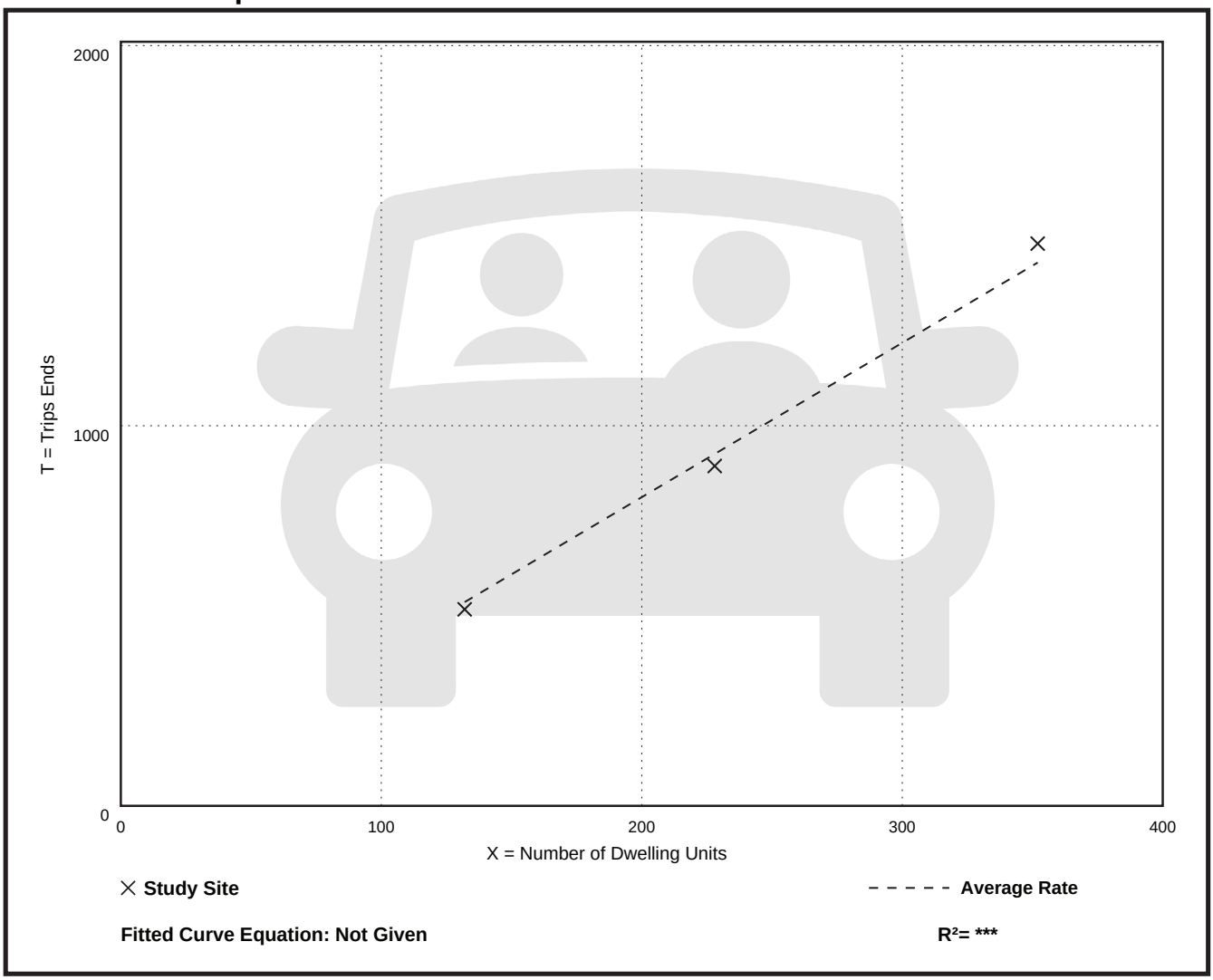
Vehicle Trip Ends vs: Dwelling Units
On a: Saturday

Setting/Location: Rural
Number of Studies: 3
Avg. Num. of Dwelling Units: 237
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
4.06	3.92 - 4.20	0.17

Data Plot and Equation



Fitted Curve Equation: Not Given

R^2= *

Recreational Homes
(260)

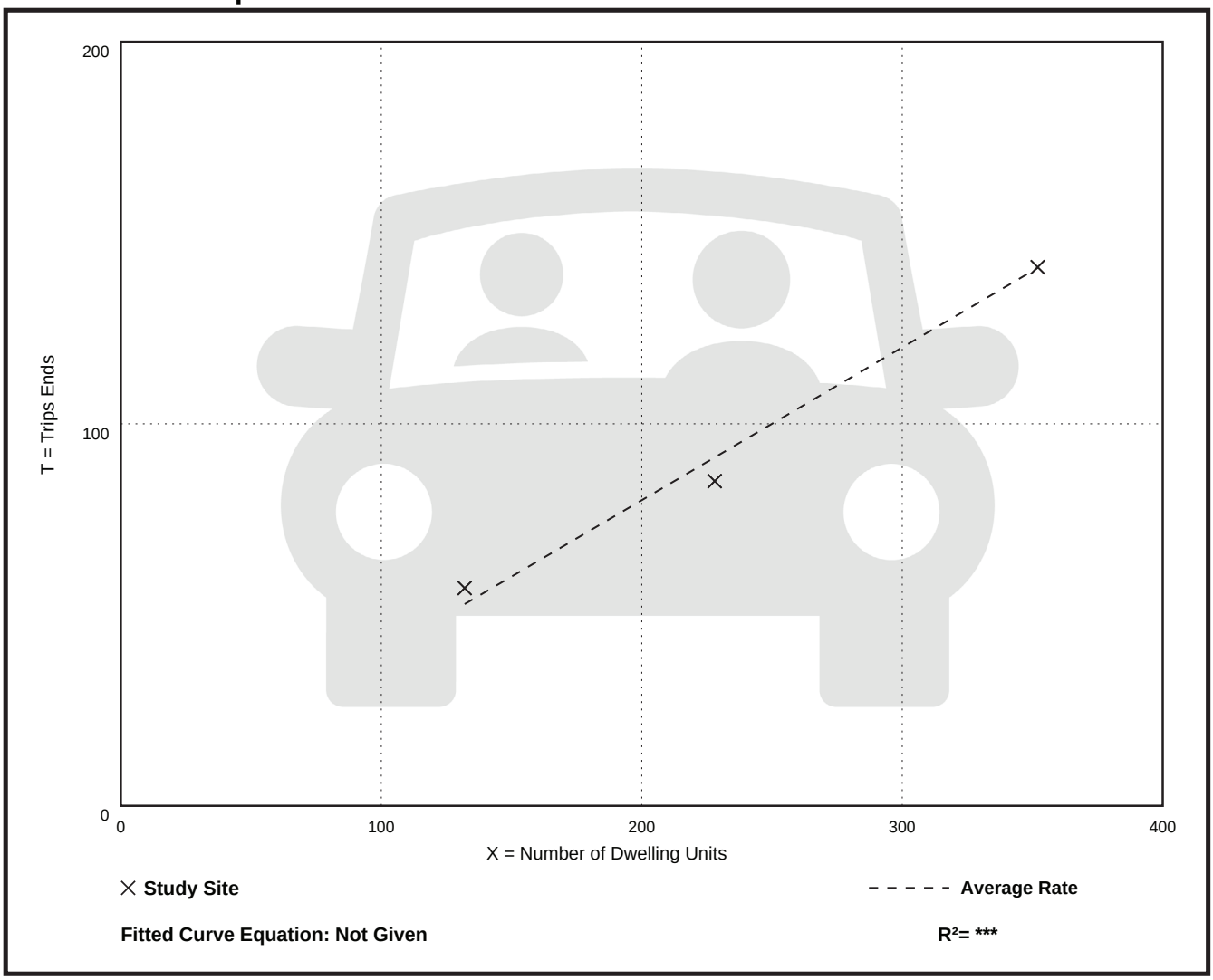
Vehicle Trip Ends vs: **Dwelling Units**
On a: **Saturday, Peak Hour of Generator**

Setting/Location: **Rural**
Number of Studies: 3
Avg. Num. of Dwelling Units: 237
Directional Distribution: 47% entering, 53% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.40	0.37 - 0.43	0.03

Data Plot and Equation



Fitted Curve Equation: Not Given

R^2= *

Recreational Homes
(260)

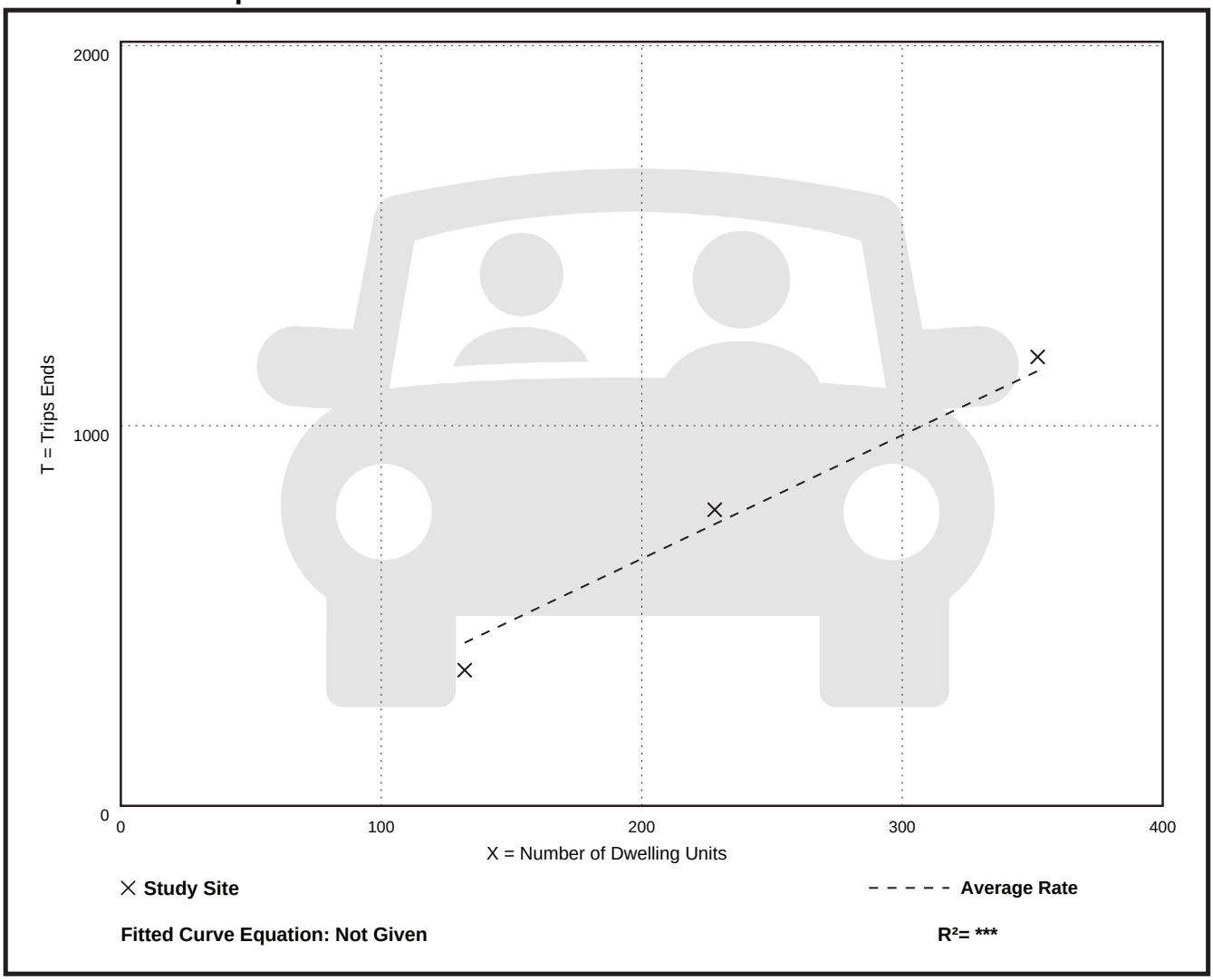
Vehicle Trip Ends vs: Dwelling Units
On a: Sunday

Setting/Location: Rural
Number of Studies: 3
Avg. Num. of Dwelling Units: 237
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
3.25	2.70 - 3.42	0.32

Data Plot and Equation



Fitted Curve Equation: Not Given

R^2= *

Recreational Homes
(260)

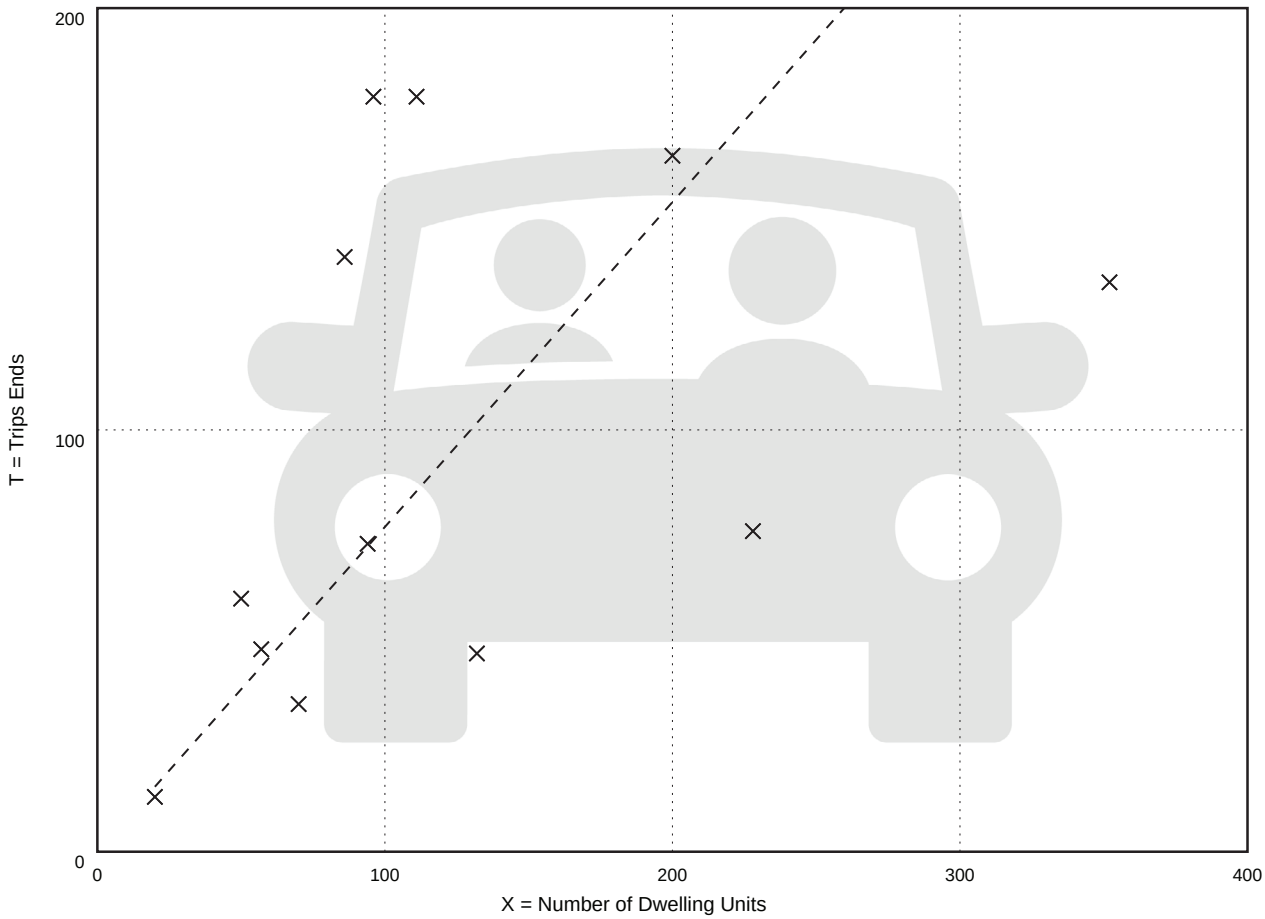
Vehicle Trip Ends vs: Dwelling Units
On a: Sunday, Peak Hour of Generator

Setting/Location: Rural
Number of Studies: 12
Avg. Num. of Dwelling Units: 125
Directional Distribution: 39% entering, 61% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.77	0.33 - 1.86	0.54

Data Plot and Equation



Fitted Curve Equation: Not Given

R^2= *

Land Use: 466
Snow Ski Area

Description

A snow ski area typically includes chair lifts, ski runs, and a lodge facility. A snow ski area may also contain equipment rental facilities, refreshment areas, locker rooms, and small commercial/office space.

Additional Data

The sites were surveyed in the 2010s and the 2020s in Maine and Montana.

Future data submissions are encouraged to provide information on lift capacity in terms of seats or persons per hour to account for singles, doubles, quads, gondolas, and high-speed lifts.

Source Numbers

723, 1085

Snow Ski Area
(466)

Vehicle Trip Ends vs: **Lifts**
On a: **Weekday,**
AM Peak Hour of Generator

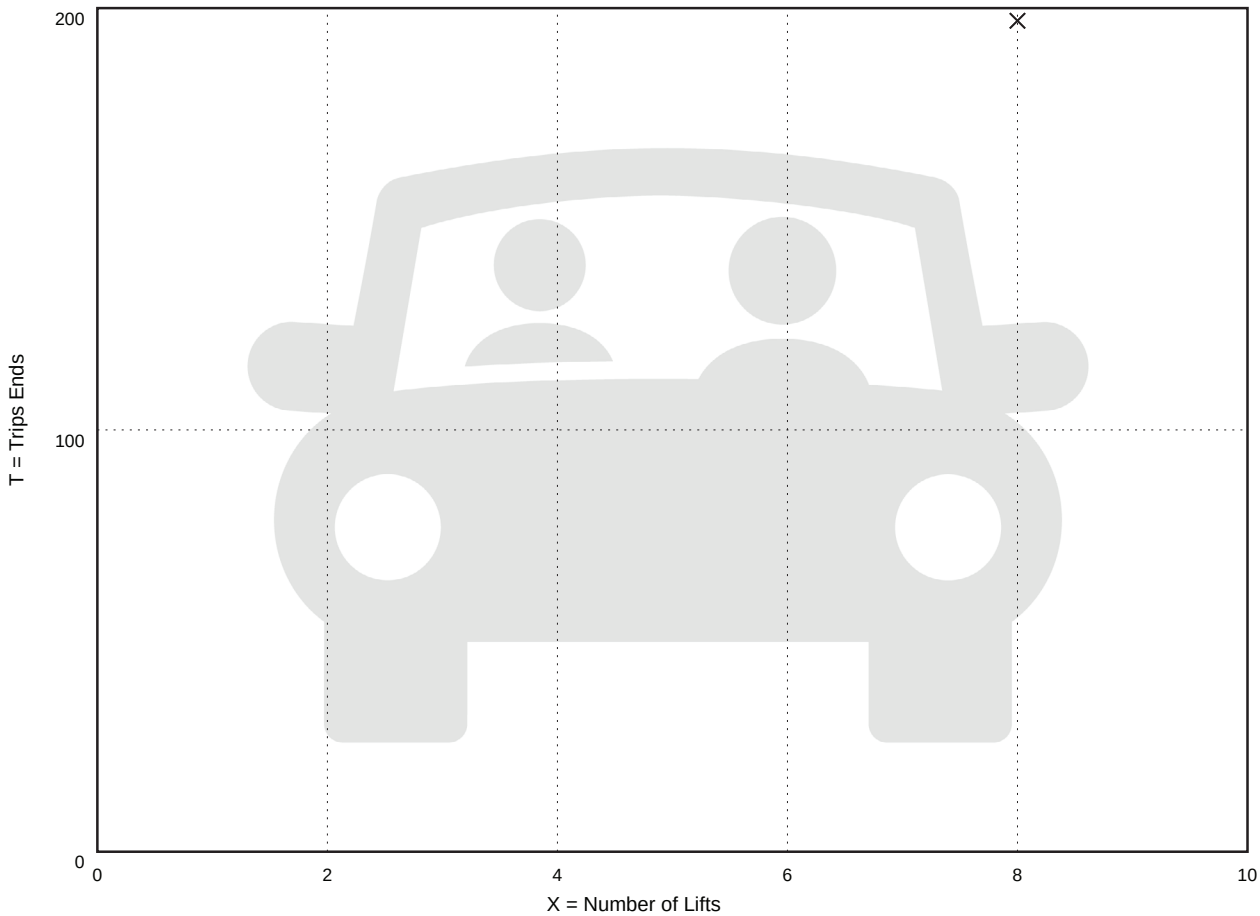
Setting/Location: **Rural**
Number of Studies: 1
Avg. Num. of Lifts: 8
Directional Distribution: 97% entering, 3% exiting

Vehicle Trip Generation per Lift

Average Rate	Range of Rates	Standard Deviation
24.63	24.63 - 24.63	***

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: Not Given

R^2= ***

Snow Ski Area
(466)

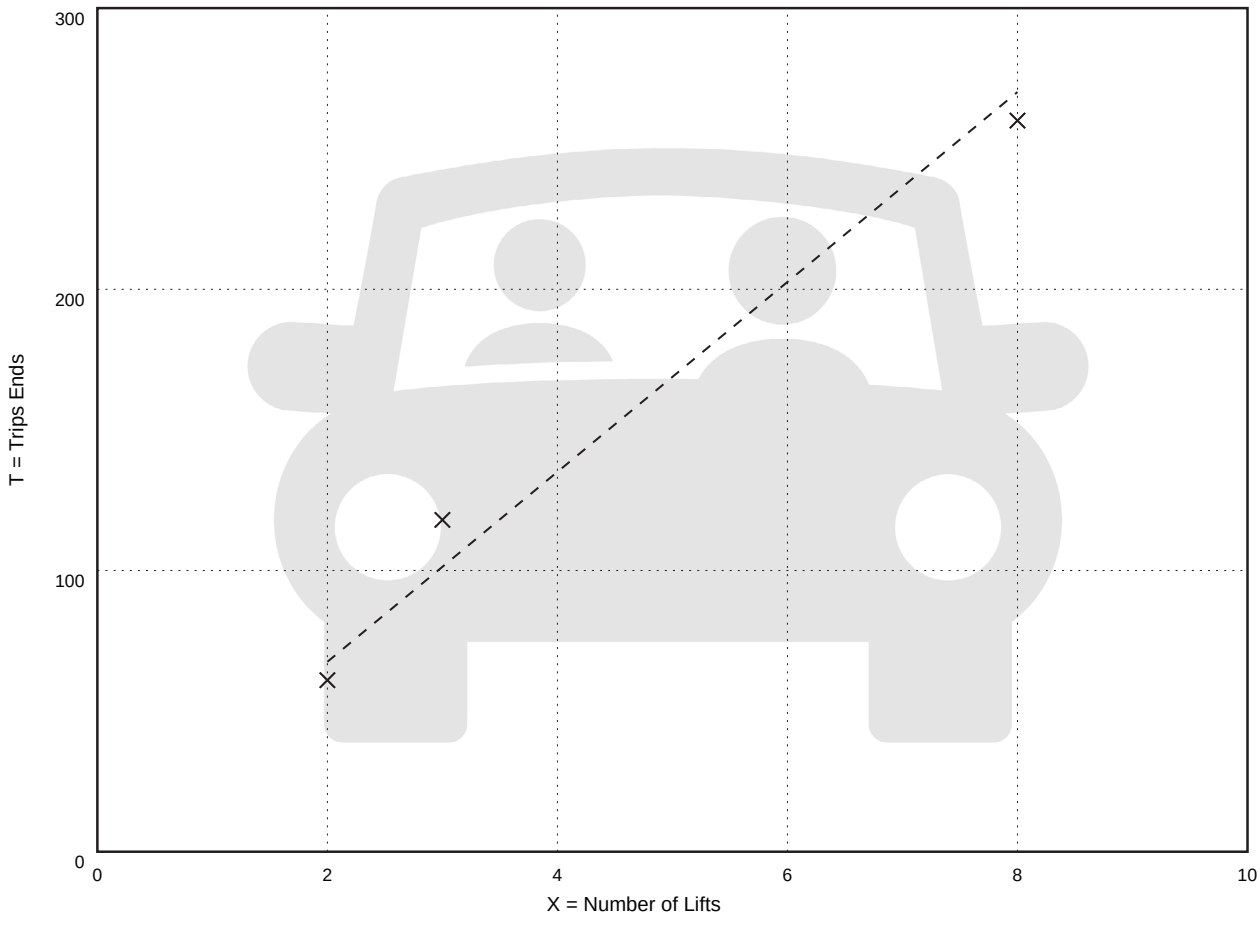
Vehicle Trip Ends vs: **Lifts**
On a: **Weekday,**
PM Peak Hour of Generator

Setting/Location: **Rural**
Number of Studies: 3
Avg. Num. of Lifts: 4
Directional Distribution: 12% entering, 88% exiting

Vehicle Trip Generation per Lift

Average Rate	Range of Rates	Standard Deviation
33.77	30.50 - 39.33	3.83

Data Plot and Equation



Fitted Curve Equation: Not Given

R^2= *

Snow Ski Area
(466)

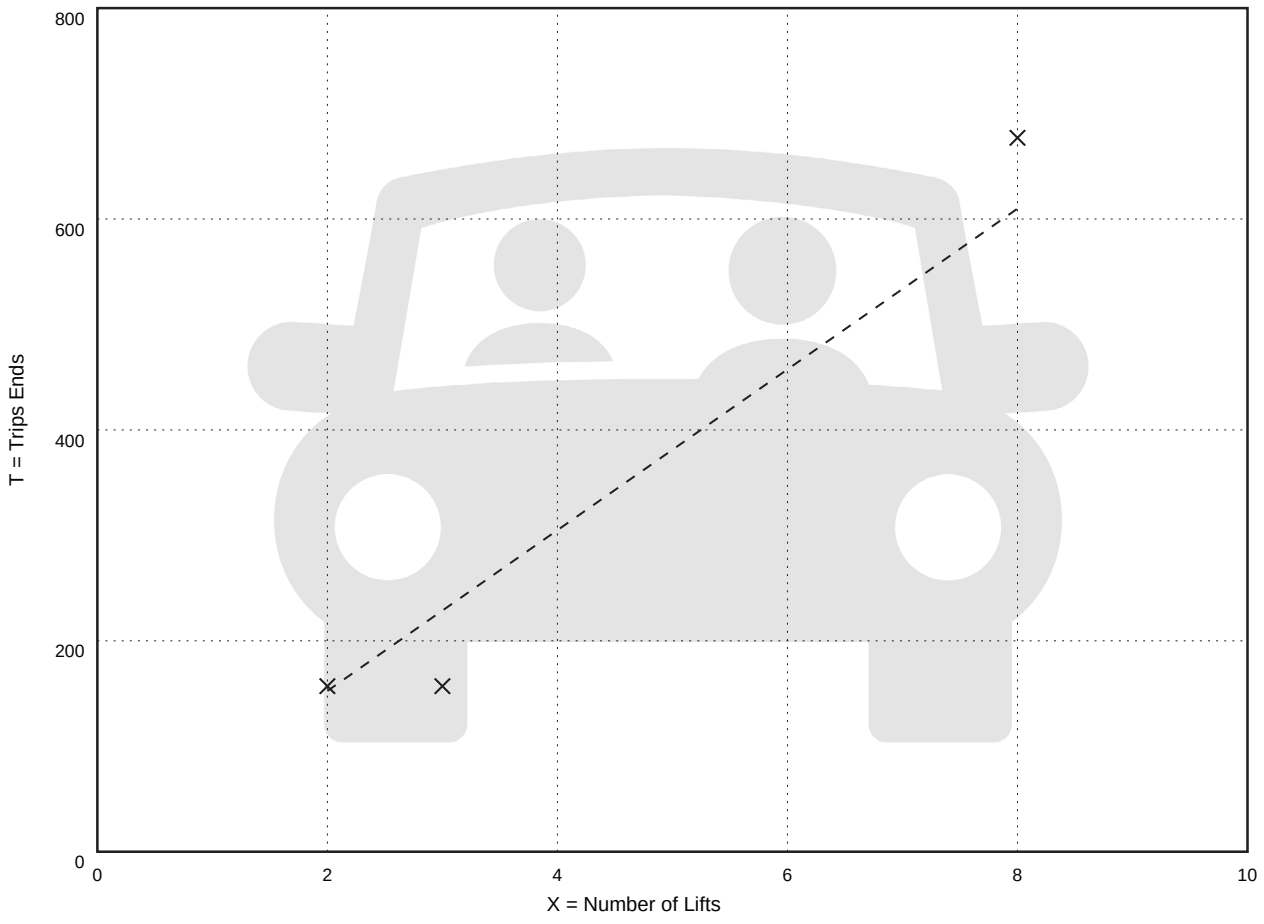
Vehicle Trip Ends vs: Lifts
On a: Saturday, Peak Hour of Generator

Setting/Location: Rural
Number of Studies: 3
Avg. Num. of Lifts: 4
Directional Distribution: 28% entering, 72% exiting

Vehicle Trip Generation per Lift

Average Rate	Range of Rates	Standard Deviation
76.23	52.33 - 84.63	16.25

Data Plot and Equation



Fitted Curve Equation: Not Given

R^2= *

Snow Ski Area
(466)

Vehicle Trip Ends vs: Lifts
On a: Sunday, Peak Hour of Generator

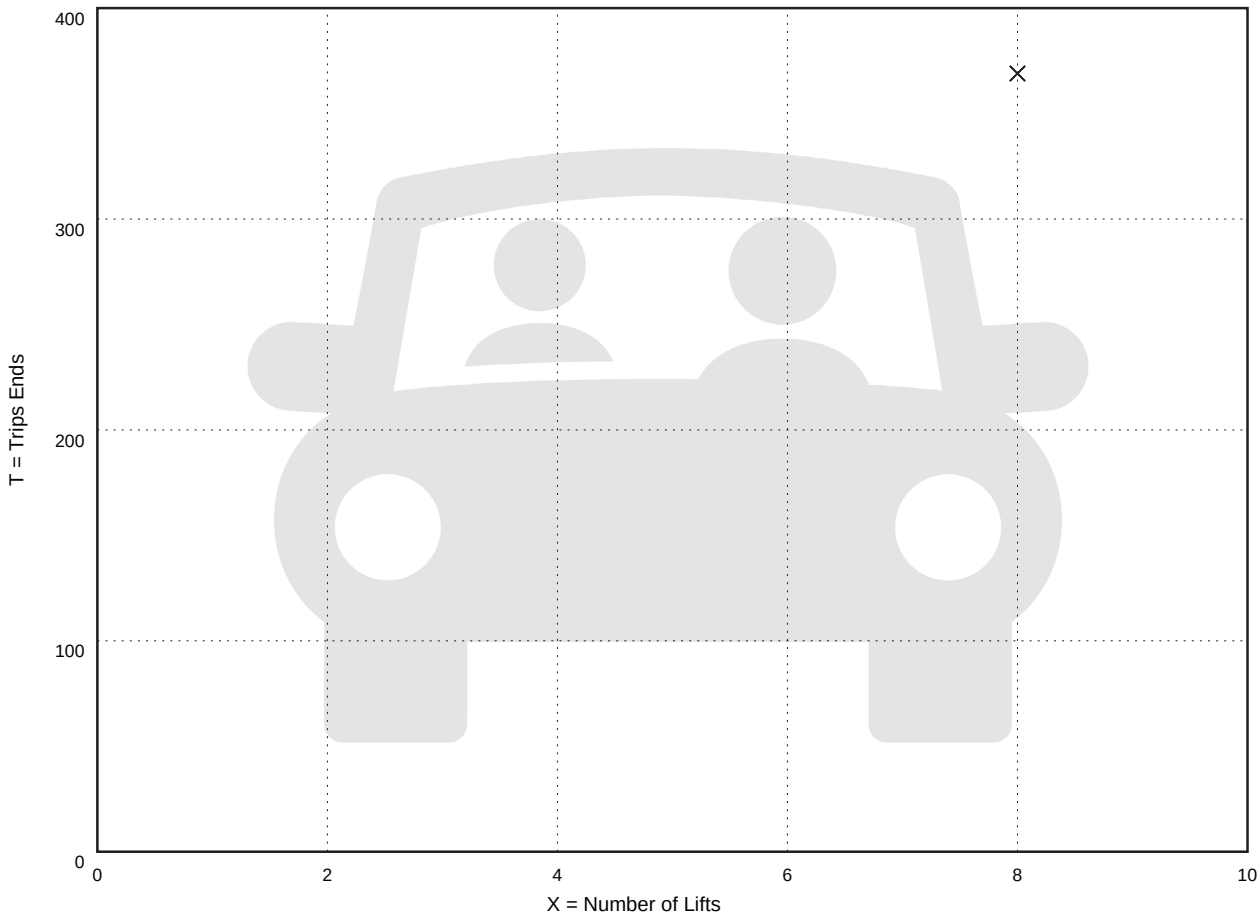
Setting/Location: Rural
Number of Studies: 1
Avg. Num. of Lifts: 8
Directional Distribution: 94% entering, 6% exiting

Vehicle Trip Generation per Lift

Average Rate	Range of Rates	Standard Deviation
46.13	46.13 - 46.13	***

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: Not Given

R^2= *

VISTRO REPORTS

Alpine Meadows TIS

Vistro File: C:\...\Alpine Meadows TIS.vistro
Report File: C:\...\1- Existing (2026) Weekday AM.pdf

Scenario 1 EX Weekday AM
2/27/2026

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	SR-143 & Steam Engine Drive	Two-way stop	HCM 7th Edition	WB Left	0.003	9.2	A

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: SR-143 & Steam Engine Drive

Control Type:	Two-way stop	Delay (sec / veh):	9.2
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.003

Intersection Setup

Name	SR-143		Steam Engine Dr		Steam Engine Dr	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	SR-143		Steam Engine Dr		Steam Engine Dr	
Base Volume Input [veh/h]	31	1	7	72	3	8
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	31	1	7	72	3	8
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	0	2	18	1	2
Total Analysis Volume [veh/h]	31	1	7	72	3	8
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	0.00	7.29	0.00	9.16	8.49
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.01	0.01	0.03	0.03
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.29	0.29	0.84	0.84
d_A, Approach Delay [s/veh]	0.00		0.65		8.68	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	1.20					
Intersection LOS	A					

Alpine Meadows TIS

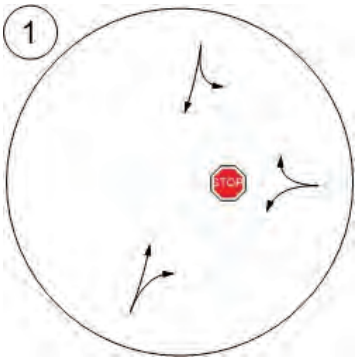
Vistro File: C:\...\Alpine Meadows TIS.vistro
Report File: C:\...\1- Existing (2026) Weekday AM.pdf

Scenario 1 EX Weekday AM
2/27/2026

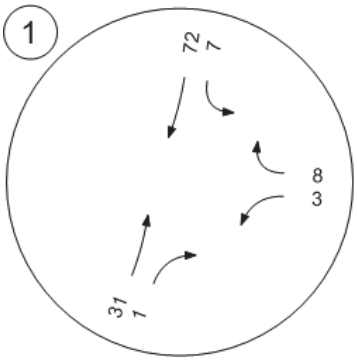
Turning Movement Volume: Summary

ID	Intersection Name	Northbound		Southbound		Westbound		Total Volume
		Thru	Right	Left	Thru	Left	Right	
1	SR-143 & Steam Engine Drive	31	1	7	72	3	8	122

Lane Configuration and Traffic Control



Traffic Volume - Base Volume



Alpine Meadows TIS

Vistro File: C:\...\Alpine Meadows TIS.vistro
Report File: C:\...\2- Existing (2026) Weekday PM.pdf

Scenario 2 EX Weekday PM
2/27/2026

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	SR-143 & Steam Engine Drive	Two-way stop	HCM 7th Edition	WB Left	0.013	10.9	B

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: SR-143 & Steam Engine Drive

Control Type:	Two-way stop	Delay (sec / veh):	10.9
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.013

Intersection Setup

Name	SR-143		Steam Engine Dr		Steam Engine Dr	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	SR-143		Steam Engine Dr		Steam Engine Dr	
Base Volume Input [veh/h]	199	7	17	118	8	31
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	199	7	17	118	8	31
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	50	2	4	30	2	8
Total Analysis Volume [veh/h]	199	7	17	118	8	31
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.01	0.00	0.01	0.04
d_M, Delay for Movement [s/veh]	0.00	0.00	7.66	0.00	10.91	9.53
Movement LOS	A	A	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.03	0.03	0.16	0.16
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.71	0.71	3.91	3.91
d_A, Approach Delay [s/veh]	0.00		0.96		9.82	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	1.35					
Intersection LOS	B					

Alpine Meadows TIS

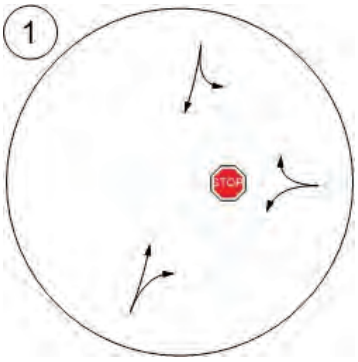
Vistro File: C:\...\Alpine Meadows TIS.vistro
Report File: C:\...\2- Existing (2026) Weekday PM.pdf

Scenario 2 EX Weekday PM
2/27/2026

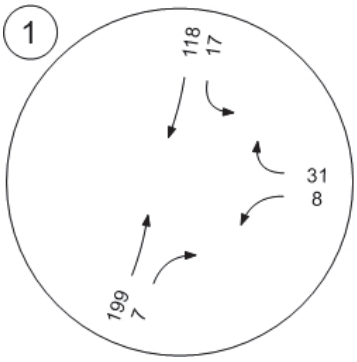
Turning Movement Volume: Summary

ID	Intersection Name	Northbound		Southbound		Westbound		Total Volume
		Thru	Right	Left	Thru	Left	Right	
1	SR-143 & Steam Engine Drive	199	7	17	118	8	31	380

Lane Configuration and Traffic Control



Traffic Volume - Base Volume



Alpine Meadows TIS

Vistro File: C:\...\Alpine Meadows TIS.vistro
Report File: C:\...\3- Existing (2026) Weekend Peak.pdf

Scenario 4 EX Weekend PM
2/27/2026

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	SR-143 & Steam Engine Drive	Two-way stop	HCM 7th Edition	WB Left	0.018	12.2	B

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: SR-143 & Steam Engine Drive

Control Type:	Two-way stop	Delay (sec / veh):	12.2
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.018

Intersection Setup

Name	SR-143		Steam Engine Dr		Steam Engine Dr	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	SR-143		Steam Engine Dr		Steam Engine Dr	
Base Volume Input [veh/h]	312	19	14	125	10	50
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	312	19	14	125	10	50
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	78	5	4	31	3	13
Total Analysis Volume [veh/h]	312	19	14	125	10	50
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.01	0.00	0.02	0.07
d_M, Delay for Movement [s/veh]	0.00	0.00	7.95	0.00	12.15	10.51
Movement LOS	A	A	A	A	B	B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.02	0.02	0.29	0.29
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.59	0.59	7.21	7.21
d_A, Approach Delay [s/veh]	0.00		0.80		10.79	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	1.43					
Intersection LOS	B					

Alpine Meadows TIS

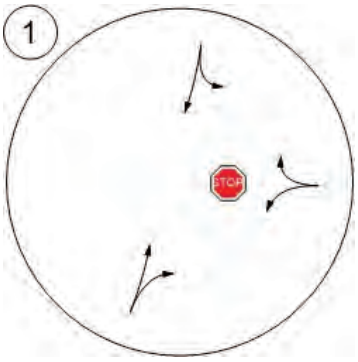
Vistro File: C:\...\Alpine Meadows TIS.vistro
Report File: C:\...\3- Existing (2026) Weekend Peak.pdf

Scenario 4 EX Weekend PM
2/27/2026

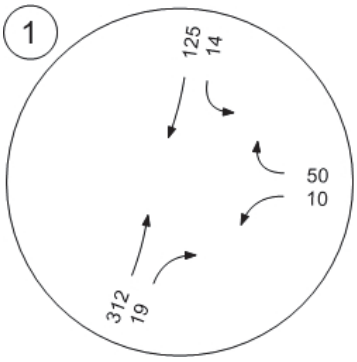
Turning Movement Volume: Summary

ID	Intersection Name	Northbound		Southbound		Westbound		Total Volume
		Thru	Right	Left	Thru	Left	Right	
1	SR-143 & Steam Engine Drive	312	19	14	125	10	50	530

Lane Configuration and Traffic Control



Traffic Volume - Base Volume



Alpine Meadows TIS

Vistro File: C:\...\Alpine Meadows TIS.vistro
Report File: C:\...\4- 2027 Background Weekday AM.pdf

Scenario 5 2027 Back Weekday AM
2/27/2026

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	SR-143 & Steam Engine Drive	Two-way stop	HCM 7th Edition	WB Left	0.003	9.2	A

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: SR-143 & Steam Engine Drive

Control Type:	Two-way stop	Delay (sec / veh):	9.2
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.003

Intersection Setup

Name	SR-143		Steam Engine Dr		Steam Engine Dr	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	SR-143		Steam Engine Dr		Steam Engine Dr	
Base Volume Input [veh/h]	31	1	7	72	3	8
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0350	1.0350	1.0350	1.0350	1.0350	1.0350
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	32	1	7	75	3	8
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	0	2	19	1	2
Total Analysis Volume [veh/h]	32	1	7	75	3	8
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	0.00	7.29	0.00	9.18	8.50
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.01	0.01	0.03	0.03
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.29	0.29	0.84	0.84
d_A, Approach Delay [s/veh]	0.00		0.62		8.68	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	1.16					
Intersection LOS	A					

Alpine Meadows TIS

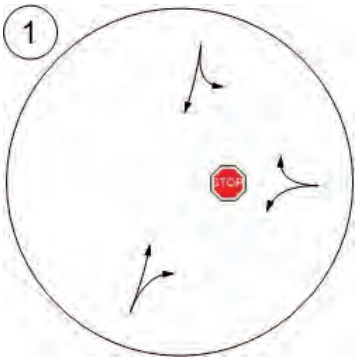
Vistro File: C:\...\Alpine Meadows TIS.vistro
Report File: C:\...\4- 2027 Background Weekday AM.pdf

Scenario 5 2027 Back Weekday AM
2/27/2026

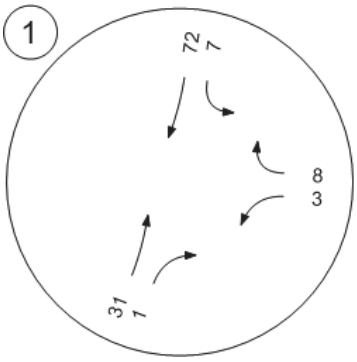
Turning Movement Volume: Summary

ID	Intersection Name	Northbound		Southbound		Westbound		Total Volume
		Thru	Right	Left	Thru	Left	Right	
1	SR-143 & Steam Engine Drive	32	1	7	75	3	8	126

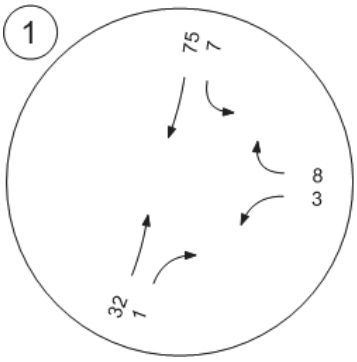
Lane Configuration and Traffic Control



Traffic Volume - Base Volume



Traffic Volume - Future Total Volume



Alpine Meadows TIS

Vistro File: C:\...\Alpine Meadows TIS.vistro
Report File: C:\...\5- 2027 Background Weekday PM.pdf

Scenario 6 2027 Back Weekday PM
2/27/2026

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	SR-143 & Steam Engine Drive	Two-way stop	HCM 7th Edition	WB Left	0.013	11.0	B

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: SR-143 & Steam Engine Drive

Control Type:	Two-way stop	Delay (sec / veh):	11.0
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.013

Intersection Setup

Name	SR-143		Steam Engine Dr		Steam Engine Dr	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	SR-143		Steam Engine Dr		Steam Engine Dr	
Base Volume Input [veh/h]	199	7	17	118	8	31
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0350	1.0350	1.0350	1.0350	1.0350	1.0350
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	206	7	18	122	8	32
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	52	2	5	31	2	8
Total Analysis Volume [veh/h]	206	7	18	122	8	32
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.01	0.00	0.01	0.04
d_M, Delay for Movement [s/veh]	0.00	0.00	7.67	0.00	11.02	9.58
Movement LOS	A	A	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.03	0.03	0.16	0.16
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.76	0.76	4.05	4.05
d_A, Approach Delay [s/veh]	0.00		0.99		9.87	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	1.36					
Intersection LOS	B					

Alpine Meadows TIS

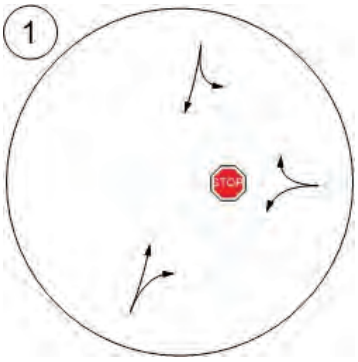
Vistro File: C:\...\Alpine Meadows TIS.vistro
Report File: C:\...\5- 2027 Background Weekday PM.pdf

Scenario 6 2027 Back Weekday PM
2/27/2026

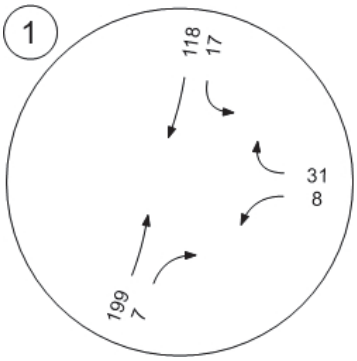
Turning Movement Volume: Summary

ID	Intersection Name	Northbound		Southbound		Westbound		Total Volume
		Thru	Right	Left	Thru	Left	Right	
1	SR-143 & Steam Engine Drive	206	7	18	122	8	32	393

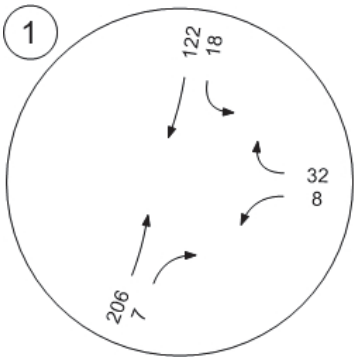
Lane Configuration and Traffic Control



Traffic Volume - Base Volume



Traffic Volume - Future Total Volume



Alpine Meadows TIS

Vistro File: C:\...\Alpine Meadows TIS.vistro
Report File: C:\...\6- 2027 Background Weekend Peak.pdf

Scenario 7 2027 Back Weekend PM
2/27/2026

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	SR-143 & Steam Engine Drive	Two-way stop	HCM 7th Edition	WB Left	0.019	12.3	B

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: SR-143 & Steam Engine Drive

Control Type:	Two-way stop	Delay (sec / veh):	12.3
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.019

Intersection Setup

Name	SR-143		Steam Engine Dr		Steam Engine Dr	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	SR-143		Steam Engine Dr		Steam Engine Dr	
Base Volume Input [veh/h]	312	19	14	125	10	50
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0350	1.0350	1.0350	1.0350	1.0350	1.0350
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	323	20	14	129	10	52
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	81	5	4	32	3	13
Total Analysis Volume [veh/h]	323	20	14	129	10	52
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.01	0.00	0.02	0.07
d_M, Delay for Movement [s/veh]	0.00	0.00	7.98	0.00	12.33	10.62
Movement LOS	A	A	A	A	B	B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.02	0.02	0.30	0.30
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.59	0.59	7.59	7.59
d_A, Approach Delay [s/veh]	0.00		0.78		10.90	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	1.44					
Intersection LOS	B					

Alpine Meadows TIS

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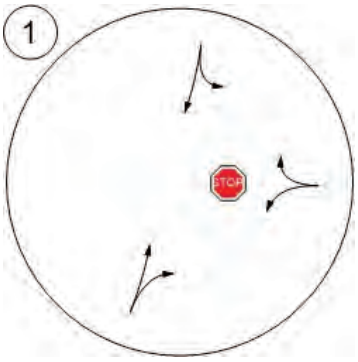
Report File: C:\...\6- 2027 Background Weekend Peak.pdf

Scenario 7 2027 Back Weekend PM
2/27/2026

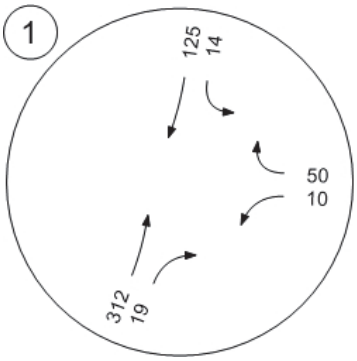
Turning Movement Volume: Summary

ID	Intersection Name	Northbound		Southbound		Westbound		Total Volume
		Thru	Right	Left	Thru	Left	Right	
1	SR-143 & Steam Engine Drive	323	20	14	129	10	52	548

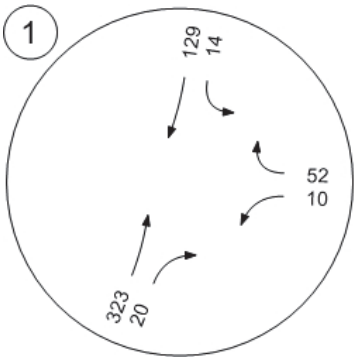
Lane Configuration and Traffic Control



Traffic Volume - Base Volume



Traffic Volume - Future Total Volume



Alpine Meadows TIS

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Report File: C:\...\7- 2027 Background + Project Weekday AM.pdf

Scenario 8 2027 Back + Proj Weekday AM
3/2/2026

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	SR-143 & Steam Engine Drive	Two-way stop	HCM 7th Edition	WB Left	0.005	9.4	A

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: SR-143 & Steam Engine Drive

Control Type:	Two-way stop	Delay (sec / veh):	9.4
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.005

Intersection Setup

Name	SR-143		Steam Engine Dr		Steam Engine Dr	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	SR-143		Steam Engine Dr		Steam Engine Dr	
Base Volume Input [veh/h]	31	1	7	72	3	8
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0350	1.0350	1.0350	1.0350	1.0350	1.0350
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	6	16	0	1	2
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	32	7	23	75	4	10
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	2	6	19	1	3
Total Analysis Volume [veh/h]	32	7	23	75	4	10
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.01	0.00	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	0.00	7.32	0.00	9.43	8.53
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.04	0.04	0.04	0.04
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.97	0.97	1.10	1.10
d_A, Approach Delay [s/veh]	0.00		1.72		8.79	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	1.93					
Intersection LOS	A					

Alpine Meadows TIS

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Report File: C:\...\7- 2027 Background + Project Weekday AM.pdf

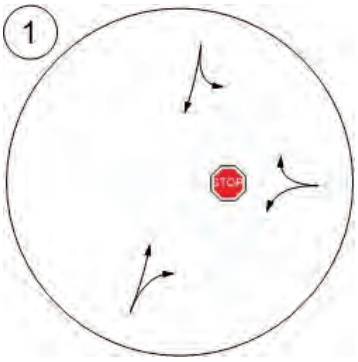
Scenario 8 2027 Back + Proj Weekday AM
3/2/2026

Turning Movement Volume: Summary

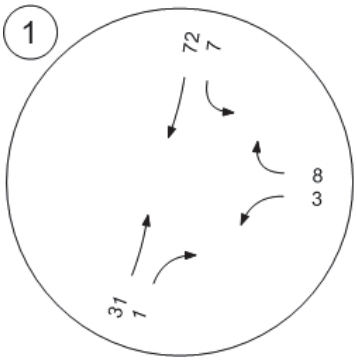
ID	Intersection Name	Northbound		Southbound		Westbound		Total Volume
		Thru	Right	Left	Thru	Left	Right	
1	SR-143 & Steam Engine Drive	32	7	23	75	4	10	151

Study Intersections

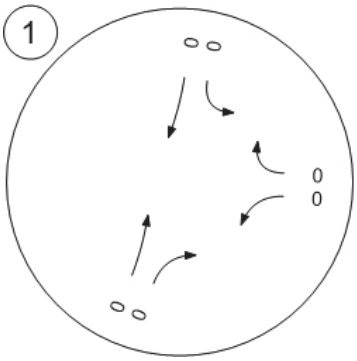
Lane Configuration and Traffic Control



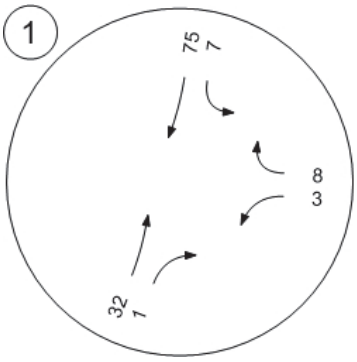
Traffic Volume - Base Volume



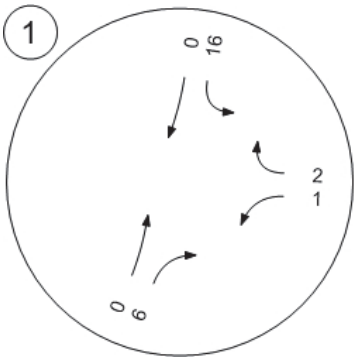
Traffic Volume - In-Process Volume



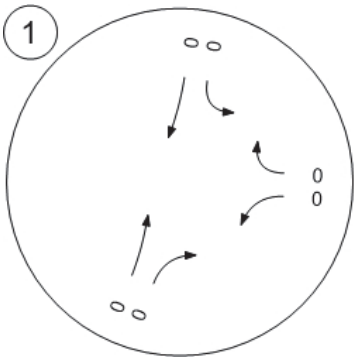
Traffic Volume - Future Background Volume



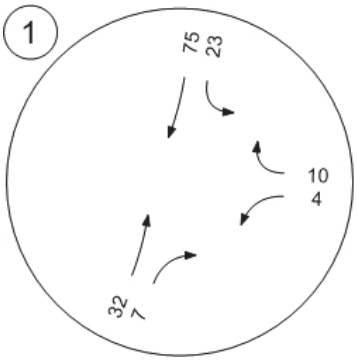
Traffic Volume - Net New Site Trips



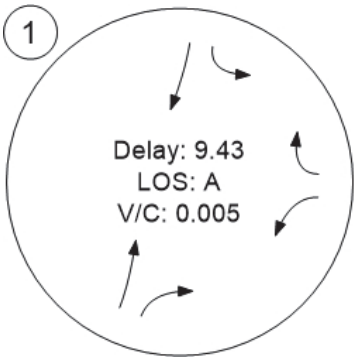
Traffic Volume - Other Volume



Traffic Volume - Future Total Volume



Traffic Conditions



Alpine Meadows TIS

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Scenario 9 2027 Back + Proj Weekday PM
3/2/2026

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	SR-143 & Steam Engine Drive	Two-way stop	HCM 7th Edition	WB Left	0.026	11.3	B

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: SR-143 & Steam Engine Drive

Control Type:	Two-way stop	Delay (sec / veh):	11.3
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.026

Intersection Setup

Name	SR-143		Steam Engine Dr		Steam Engine Dr	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	SR-143		Steam Engine Dr		Steam Engine Dr	
Base Volume Input [veh/h]	199	7	17	118	8	31
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0350	1.0350	1.0350	1.0350	1.0350	1.0350
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	2	4	0	8	20
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	206	9	22	122	16	52
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	52	2	6	31	4	13
Total Analysis Volume [veh/h]	206	9	22	122	16	52
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.02	0.00	0.03	0.06
d_M, Delay for Movement [s/veh]	0.00	0.00	7.68	0.00	11.32	9.80
Movement LOS	A	A	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.04	0.04	0.29	0.29
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.93	0.93	7.28	7.28
d_A, Approach Delay [s/veh]	0.00		1.17		10.15	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	2.01					
Intersection LOS	B					

Alpine Meadows TIS

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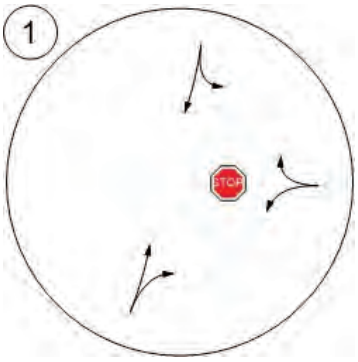
Scenario 9 2027 Back + Proj Weekday PM
3/2/2026

Turning Movement Volume: Summary

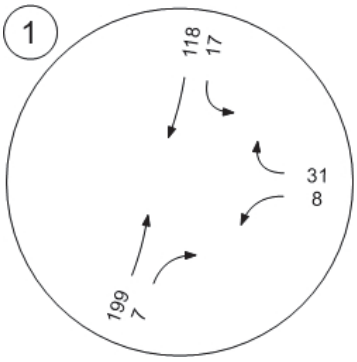
ID	Intersection Name	Northbound		Southbound		Westbound		Total Volume
		Thru	Right	Left	Thru	Left	Right	
1	SR-143 & Steam Engine Drive	206	9	22	122	16	52	427

Study Intersections

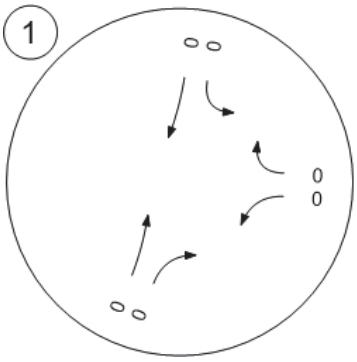
Lane Configuration and Traffic Control



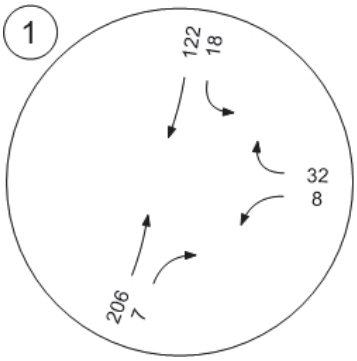
Traffic Volume - Base Volume



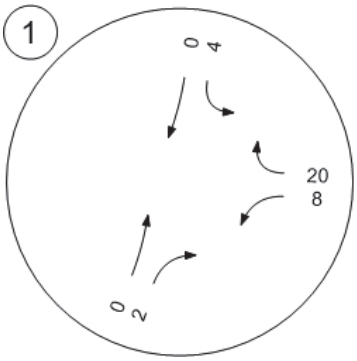
Traffic Volume - In-Process Volume



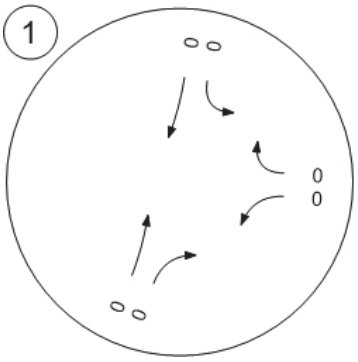
Traffic Volume - Future Background Volume



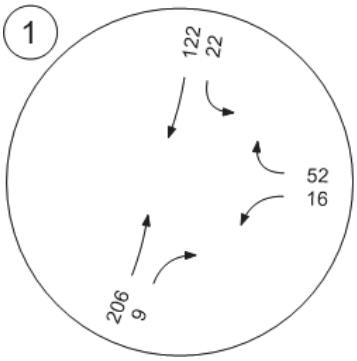
Traffic Volume - Net New Site Trips



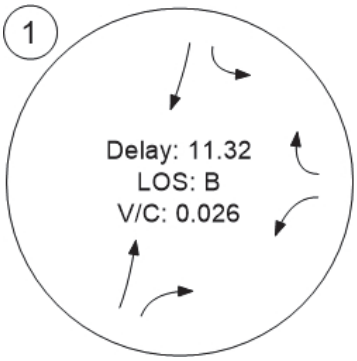
Traffic Volume - Other Volume



Traffic Volume - Future Total Volume



Traffic Conditions



Alpine Meadows TIS

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Scenario 10 2027 Back + Proj Weekend PM
3/2/2026

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	SR-143 & Steam Engine Drive	Two-way stop	HCM 7th Edition	WB Left	0.048	13.3	B

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: SR-143 & Steam Engine Drive

Control Type:	Two-way stop	Delay (sec / veh):	13.3
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.048

Intersection Setup

Name	SR-143		Steam Engine Dr		Steam Engine Dr	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	SR-143		Steam Engine Dr		Steam Engine Dr	
Base Volume Input [veh/h]	312	19	14	125	10	50
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0350	1.0350	1.0350	1.0350	1.0350	1.0350
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	5	15	0	14	36
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	323	25	29	129	24	88
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	81	6	7	32	6	22
Total Analysis Volume [veh/h]	323	25	29	129	24	88
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.02	0.00	0.05	0.12
d_M, Delay for Movement [s/veh]	0.00	0.00	8.01	0.00	13.33	11.25
Movement LOS	A	A	A	A	B	B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.05	0.05	0.62	0.62
95th-Percentile Queue Length [ft/ln]	0.00	0.00	1.23	1.23	15.48	15.48
d_A, Approach Delay [s/veh]	0.00		1.47		11.69	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	2.49					
Intersection LOS	B					

Alpine Meadows TIS

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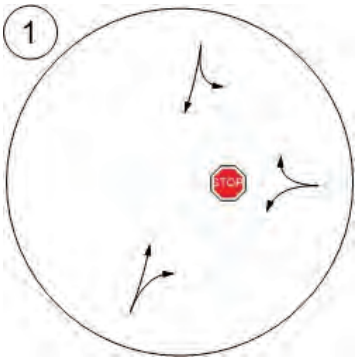
Scenario 10 2027 Back + Proj Weekend PM
3/2/2026

Turning Movement Volume: Summary

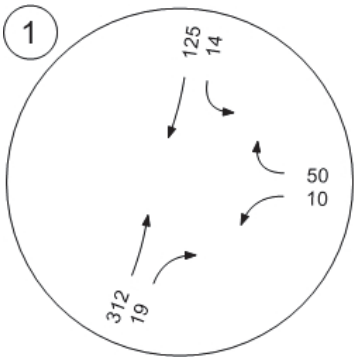
ID	Intersection Name	Northbound		Southbound		Westbound		Total Volume
		Thru	Right	Left	Thru	Left	Right	
1	SR-143 & Steam Engine Drive	323	25	29	129	24	88	618

Study Intersections

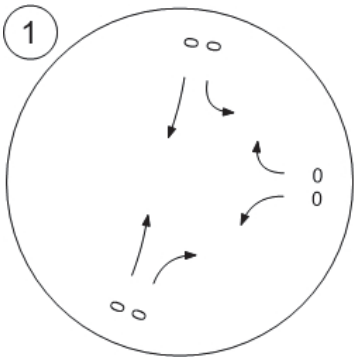
Lane Configuration and Traffic Control



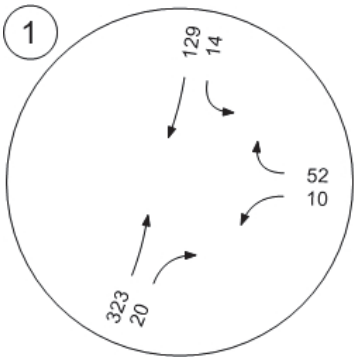
Traffic Volume - Base Volume



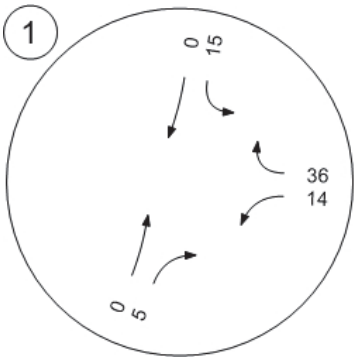
Traffic Volume - In-Process Volume



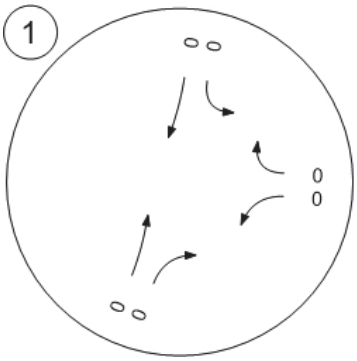
Traffic Volume - Future Background Volume



Traffic Volume - Net New Site Trips



Traffic Volume - Other Volume



Traffic Volume - Future Total Volume