ALPINE CITY COUNCIL AGENDA

NOTICE is hereby given that the **CITY COUNCIL** of Alpine City, Utah, will hold a Public Meeting on **Tuesday, October 13, 2026, at 6:00 pm,** at 20 North Main Street. This meeting can be viewed on the **Alpine City YouTube Channel**. A direct link to the channel can be found on the home page of the Alpine City website: **alpineut.gov**. Public comments will be accepted during the Public Comment portion of the meeting.

I. CALL MEETING TO ORDER

- **A. Roll Call** — **Mayor Carla Merrill**
- **B. Prayer** — **Jessica Smuin**
- **C. Pledge** — **Brent Rummler**

II. CONSENT CALENDAR

- **A. Approval of Minutes of September 22nd City Council Meeting**
- **B. Approval to Declare Equipment as Surplus- 2010 Jacobsen 9016 Mower**
- **C. Approval of Contract for Trip Hazard Removal Services, Precision Concrete Cutting: $39,117.07**
- **D. Approval of Payment No. 3, Alpine Fire Station Project – SIRQ Construction: $373,609.14**

III. PUBLIC COMMENT

IV. REPORTS & PRESENTATIONS

- **A. ULCT Presentation – Justin Lee / Jessica Egbert**
- **B. 2026 Wellbeing Survey Report - Dr. Courtney Flint, Utah State University**
- **C. Quarterly Financial Report – 1st Quarter FY2027**
- **D. Report on Main Street Traffic Changes – Jason Judd, City Engineer**

V. ACTION ITEMS

- **A. Consideration for Approval of Alpine Cove Subdivision Plat Amendment**
- **B. Resolution R2026-27: Approval of Main Street and Gateway Corridor Small Area Plan**
- **C. Resolution R2026-28: Approval of Agreement with Alpine Arts Foundation for Sculpture Garden Project**
- **D. Consideration for Approval of a Roundabout at the Intersection of Canyon Crest Road and Ridge Drive/Approval of Contract with Consor for Roundabout Design**
- **E. Ratification of Main Street Traffic Changes**
- **F. Request for PARC Tax Funds for Baseball Field Improvements**
- **G. Ordinance 2026-18: Fence Ordinance**

VI. STAFF REPORTS

VII. COUNCIL COMMUNICATION

VIII. CLOSED MEETING

Mayor Carla Merrill
October 12, 2026

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

PUBLIC MEETING AND PUBLIC HEARING ETIQUETTE

Please remember all public meetings and public hearings are recorded.

- All commenters **must** be recognized by the Chairperson before speaking.
- When speaking to the Planning Commission/City Council, please stand, speak slowly and clearly into the microphone, and state your name and street name (not house number) for the record.
- Be respectful to others and refrain from disruptions during the meeting. Please do not have conversations with other audience members as the microphones are very sensitive and can pick up whispers in the back of the room.
- Avoid expressing verbal approval or disapproval of the ongoing discussion (i.e., booing or applauding).
- Exhibits (photos, petitions, etc.) given to the City become the property of the City.
- Please silence all cellular phones, beepers, pagers, or other noise making devices.
- Be considerate of others who wish to speak by being concise and avoid repetition of what has already been said. Comments are typically limited to 2 or 3 minutes, and group representatives may be limited to 5 minutes. Please keep your comments constructive.
- Refrain from holding discussions near the doors or in the lobby area outside the council room as it can be very noisy and disruptive. If you must have conversations in this area, please be as quiet as possible. (The doors must remain open during a public meeting/hearing.)

Public Hearing vs. Public Meeting

If the meeting is a **public hearing**, the public may participate during that time and may present opinions and evidence about the issue for which the hearing is being held. In a public hearing there may be some restrictions on participation, such as time limits.

Anyone can observe a **public meeting**, but there is no right to speak or be heard there. The public may participate in presenting opinions and evidence at the pleasure of the Chairperson conducting

ALPINE CITY COUNCIL MEETING

September 22, 2026

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

I. CALL MEETING TO ORDER

A. Roll Call Mayor Carla Merrill

The following were in attendance at the anchor location, which constituted a quorum: Sarah Blackwell, Andrew Young, Jessica Smuin, and Chrissy Hannemann. Brent Rummler attended by Zoom.
Staff: Shane Sorensen, Caden Lyon, Steve Doxey, Jason Judd, Chief Brian Gwilliam, DeAnn Parry
Others: Zach Schrock, Todd G., Rachel Godfrey, Debby Llewelyn, Julianne Rowley, Kristen Trelz, Jenny Bautista, Mike Pincock, Clayton Perry, Victoria O'Hare, Veronica Hanson, Brad Hanson, Lola Hanson, Tami Seipert, Jill Nilson, Timmie Lynn Webster, Kari Parker, Adrienne Werner, Tony Werner, Wesley Herzog, Brad Herzog, Celeste Basker, Trent Hudson, Wayne Sleight, Memphis, Barrett Schmidt, Carla Sleight, Jeffrey L., Kathleen Lewis, Richard Ashcraft, Julie Wessman, Brett Lovell, Celeste Eaton, Steve Burrows, Ivy Brasfield, Jennie Brasfield, Leonard Hannemann, Greg Smith, Michelle Smith, Kent Parry

B. Prayer Sarah Blackwell

C. Pledge Andrew Young

II. CONSENT CALENDAR

A. Approval of Minutes of September 8th City Council Meeting

B. Approval of Partial Payment No. 2, Alpine Fire Station Project – SIRQ Construction: $320,322.33

C. Approval of Payment, Alpine Fire Station Project – Babcock Design: $20,970.72

Chrissy Hannemann submitted a correction to her meeting location in the minutes for September 8.

Motion: Jessica Smuin moved to approve the Consent Calendar with Chrissy Hannemann's edit. The motion was seconded by Sarah Blackwell. There were 4 yes votes and 1 no vote, as recorded below. The motion passed.

Yes	No	Excused
Sarah Blackwell	Andrew Young	
Brent Rummler		
Jessica Smuin		
Chrissy Hannemann		

Motion: Andrew Young moved that Item VI. A. Discussion about Mountainville Academy Parking and Traffic be heard before the Action Items so that interested residents in attendance do not have to wait through the entire meeting. Jessica Smuin seconded the motion.

Police Chief Brian Gwilliam explained that he delayed his trip to St. George for this meeting and needs to leave immediately after but wanted to be here for the Flock Safety contract item.

Mayor Carla Merrill expressed appreciation for the Chief adjusting his travel schedule to be here. She asked Andrew Young if he was amenable to having the Mountainville Academy discussion after Action Item A. Andrew agreed. Jessica Smuin also agreed to that change. There were 5 yes votes and 0 no votes, as recorded below. The motion passed unanimously.

Yes	No	Excused
Sarah Blackwell		
Andrew Young		
Brent Rummler		
Jessica Smuin		
Chrissy Hannemann		

Mayor Carla Merrill explained that she has read over the Public Comment cards that were submitted and she will not be taking public comments about items on the agenda tonight. If someone wants to speak about items not on the agenda, they are invited to fill out a comment card

III. PUBLIC COMMENT

No public comments were offered.

IV. REPORTS & PRESENTATIONS

A. Report on the Use of Flock Cameras

Police Chief Brian Gwilliam said he appreciated the opportunity to provide a presentation on the city's use of Flock Safety automated license plate readers (ALPRs). He explained that Alpine entered into a contract with Flock Safety over three years ago. He clarified that ALPR technology reads license plates, gathers objective evidence about vehicles (not people), alerts police of wanted vehicles, and is used to solve crime, adhering to all State laws. He emphasized that the technology is not tied to personally identifiable information (PII), is not used for traffic enforcement, does not store data for more than 30 days, and does not use facial recognition.

The system works by capturing still images of vehicles, indexing and encrypting them into cloud storage, and making them searchable by trained law enforcement officers with valid credentials and purposes. Human verification is required after any "hit." The ALPRs are used to investigate the following: stolen vehicles, missing or endangered persons, wanted persons, active criminal investigations, and cross-jurisdiction cases. Data is shared only with other Utah agencies using the same vendor system. The Lone Peak Police Department owns and controls its data and access settings and conducts internal audits to ensure lawful use.

The department uses stationary "Falcons," which are cameras that do not use audio detection. Data is stored on an AES-encrypted AWS government cloud server. Chief Gwilliam outlined guardrails, including authorized uses (criminal activity, warrants, missing persons, stolen vehicles) and accountability measures (credentials, training, verification, official use, safeguarding, warrants for non-governmental data, internal audits). He presented data from the public-facing transparency portal, showing 10 searches and 123 "hot list" hits in the last 30 days across 12 cameras (six in Alpine, six in Highland). He provided examples of successes, including recovered stolen property and vehicles, solving a hit-and-run accident and a sexual assault, and tracking individuals involved in serious crimes outside the city.

Brent Rummler, referring to his 24-year career in federal law enforcement, asked about consequences for misuse of the database.

Chief Gwilliam confirmed that consequences range from counseling to termination and could include criminal penalties for misusing personal identity information.

Brent Rummler also confirmed the constitutionality of ALPRs, noting there is no reasonable expectation of privacy for vehicles in the public view. He provided an example of child abduction investigations where canvassing private cameras is a common practice, which is similar to using ALPRs.

Sarah Blackwell confirmed that data sharing is restricted within Utah. She then asked if data is ever needed after the 30-day retention period; inquired about State legislation regarding ALPRs; and wondered about reducing from six to three cameras.

Chief Gwilliam replied that after 30 days the data would already be purged and unrecoverable; multiple bills are currently being drafted in the legislature; and he explained that three north-facing cameras would work to capture vehicles entering Alpine.

Jessica Smuin clarified that the three north-facing cameras would capture rear license plates.

Chief Gwilliam said that is correct.

Brent Rummler suggested that the recommendation that we do not need cameras for vehicles leaving Alpine, as Highland City's cameras would capture that information.

Chief Gwilliam confirmed this, explaining that collaboration with Highland City provides coverage for vehicles leaving Alpine. His recommendation focused on installing cameras to capture vehicles entering the city to ensure comprehensive coverage without added expense.

B. UC3 Presentation

Sarah Davenport-Smith, Saratoga Springs resident and representative of the Utah Coalition of Cities and Counties (UC3), presented on the purpose of the Coalition. She said it complements existing associations like the Utah League of Cities and Towns (ULCT) and the Utah Association of Counties. UC3's mission is to help elected officials uphold their oath of office by using State and federal constitutions and case law as a lens to analyze legislation and current policy, particularly regarding local authority and governance shifts. The UC3 provides local authority and governance analysis, strategic advocacy at the Capitol (including weekly updates to legislators with tailored positions and solutions), implementation and decision support (such as post-session checklists for new legislation), and education and training (through webinars and newsletters).

Chrissy Hanneman asked about UC3's timeline of interactions.

Sarah explained their weekly engagement during legislative sessions and ongoing training and proactive legislative work during the interim.

Andrew Young expressed strong support for UC3's work at the Capitol, particularly in addressing State bills that lead to compliance for cities. He requested an email with information on costs and program details.

Mayor Carla Merrill inquired about who provides UC3's constitutional and legal analysis.

Sarah stated they contract with a constitutional expert and an attorney, Laura Swenson.

Mayor Merrill also asked how UC3 determines its position on bills.

Sarah said their position is based on alignment with the Constitution and case law, often looking at the cumulative effects of related bills. She confirmed UC3's staff included herself, Heather Eder, Bill Lee (advisor), and a former Utah County Commissioner.

Mayor Merrill asked about UC3's relationships with State legislators and the Governor's office, including leadership in the House and Senate.

Sarah noted limited inroads with the Governor's office but mentioned over 80 individual meetings with State legislators, including House and Senate leadership.

Mayor Merrill thanked Ms. Davenport-Smith for her presentation.

Mayor Carla Merrill then addressed Andrew Young, noting that future presentations must be submitted to staff a week ahead so they can be in the packet. Anything that will be shown in a public meeting should be included in the packet.

C. Eagle Scout Project Presentations

Tony Werner, who lives on 1300 West in Pleasant Grove, stated he is a member of Troop 10 in Alpine and proposed an Eagle Scout project to replace a deteriorated footbridge on the River Trail at Lambert Park. He described the bridge as having rotted deck boards, exposed fasteners, loose handrails, and

visible rot/insect damage, with an estimated 100 crossings per day. He provided estimated dimensions for a replacement bridge.

Tony requested that the city provide materials (estimated at $3,200 for lumber, hardware, and concrete), site access, and Parks Department sign-off. His troop will design, plan, demolish, haul away the old bridge, recruit 20 volunteers, and provide tools. His plan includes building the new bridge off-site in a barn over several weeks, followed by installation and city sign-off.

Mayor Merrill agreed with Tony's assessment of the bridge's bad condition.

City Administrator Shane Sorensen noted that recent city-built bridges do not include handrails and that the Trails Committee has a standard design.

Mayor Carla Merrill recommended that Tony work with Will Jones of the Trails Committee to ensure uniformity in design and materials and suggested applying linseed oil to the new bridge before installation. She explained that a council vote was not required as this is a replacement project.

Wesley Herzog then presented his Eagle Scout project to build a bridge on the Middle Trail in Lambert Park. He identified a 3-foot ditch as a safety hazard for elderly people and bikers. His plan involves building a sturdy wooden bridge, making the surrounding area safe with gravel, and completing the project within five to six weeks. He requested the city approve the project and provide materials (estimated at $3,100). He proposed a 10-foot long, 3-foot-wide bridge without handrails, using pressure-treated wood, gravel, bolts, and sealant.

Mayor Carla Merrill reiterated the need for both scouts to meet with Will Jones of the Trails Committee to standardize their design and materials list.

Shane Sorensen noted that the ditch in the Middle Trail is part of a flood control program and a 10-foot long bridge might be too low, potentially redirecting flood waters.

Wesley said he can be flexible about the dimensions.

Mayor Merrill suggested a concrete build-up similar to those on other trails and emphasized that the first step in both projects was to meet with Will Jones.

Mayor Merrill thanked the two scouts for their presentations.

V. ACTION ITEMS

A. Consideration for Continued Use of Flock Cameras

Shane Sorensen said that Chief Gwilliam gave a good presentation on Flock Safety cameras and how they are used. Previous motions regarding the cameras were included in the packet. Flock Safety cameras are a license plate reader that has been used by law enforcement as a tool for solving crimes. The City Council first considered the implementation of Flock Safety cameras in Alpine in late 2022. On January 10, 2023, the City Council approved the purchase of six cameras with the following motion:

Motion: Lon Lott moved to approve the purchase of six Flock Safety cameras at a cost not to exceed $15,000 per year, and that the cameras be placed at the city limits on Canyon Crest Road, Alpine Highway, and Westfield Road. Shane Sorensen can sign the contract. Greg Gordon seconded the motion. There were 3 yes votes and 1 no vote. The motion passed.

The agreement with Flock Safety was approved at the January 24, 2023, City Council meeting with the following motion:

Motion: Jason Thelin moved to approve that Chief Brian Gwilliam be authorized to sign the contract for the purchase of six Flock Safety cameras at a cost not to exceed $15,000 per year and that the cameras be placed at the city limits on Canyon Crest Road, Alpine Highway, and Westfield Road, with the inclusion

of a one-time implementation fee of $2,100 and the approval of the Alpine City Legal Department. Greg Gordon seconded the motion. There were 4 yes votes and 1 no vote. The motion passed.

The three-year term of the agreement has expired. However, the agreement has an automatic renewal clause. The city recently received the invoice for the 2026-2027 period. The cost increased from $15,000 to $18,000 ($3,000 per camera each year). If the city continues with the use of Flock Safety cameras, Chief Gwilliam recommends a reduction from six to three cameras.

An attendee stated a formal objection to the removal of public comments.

Mayor Carla Merrill noted the formal objection and asked her to be seated.

If the city chooses to discontinue the use of the Flock cameras, there is a Termination for Convenience clause in the agreement. The cost to terminate the agreement is $500 per camera, which covers their cost to remove the cameras. Shane explained that our cost would drop $9,000 if we go to three cameras, but there would be a $1,500 fee to remove the other three and end that part of the contract.

There have been reports in the media recently concerning the unauthorized use of the Flock cameras, which has prompted the governor to request a review of their use. With these things in motion, city staff request that the City Council determine if the city will continue to make use of Flock Safety cameras through the Lone Peak Police Department, prior to paying the annual fee.

Mayor Carla Merrill asked when the original contract expired.

Shane Sorensen said the original contract had an automatic renewal clause and most recently renewed in April of 2026 for an additional three-year term.

City Attorney Steve Doxey added that the city could partially terminate some terms of the contract to remove cameras or terminate the contract entirely.

Mayor Merrill cited rumors that newer contracts had been executed earlier this year and asked for confirmation that the terms of the original contract are still intact.

Shane Sorensen and Steve Doxey both confirmed that Chief Gwilliam has not executed any agreement other than the original agreement with the automatic April renewal.

Council members discussed the following:

Sarah Blackwell suggested tabling the decision until after the next legislative session due to numerous pending State bills on ALPRs. She clarified that if it is not tabled, she would support reducing the number to three cameras, noting the contract's Convenience Clause which allows for future termination.

Chrissy Hanneman stated that if the law changes, the agreement would need to be updated because the city cannot have an agreement that violates a State law.

Andrew Young voiced his opposition to the cameras, citing concerns about potential misuse of technology and the number of State bills likely to restrict their use. He wanted to deny the contract, wait for State legislation, and then reconsider. Andrew prefers to utilize residents' doorbell cameras. He speculated that Flock's business model might involve selling data.

Steve Doxey clarified that terminating the agreement would mean that a new agreement would be required if the city decided to re-engage later.

Another attendee offered a formal complaint and asked for a public hearing. He wants the public to hear what is happening because there is more information.

Jessica Smuin asked Police Chief Gwilliam if internal audits had found any abuses of the Flock camera system in Alpine or Highland.

Chief Gwilliam replied that no abuses were found in random searches.

Brent Rummler said he supported the continued use of the cameras, emphasizing that ALPRs are a minimally intrusive tool that collects publicly available information, with safeguards and consequences for misuse. He noted that other entities have access to far more sensitive personally identifying information (PII).

Chrissy Hannemann echoed Brent Rummler's points, highlighting the greater risks associated with other forms of data access (e.g., tax preparation) and expressed concern that removing the cameras would make Alpine a target for criminals.

Motion: Jessica Smuin moved to continue the use of Flock Safety cameras and authorized the staff to make a payment for the annual fee of $9,000 with the reduction from six to three cameras, based on convenience, and conditioned on the review of the contract to confirm that we are operating under the original signed contract. Chrissy Hannemann seconded the motion.

Andrew Young suggested delaying this vote until after a public hearing to gather more information. He did not feel that the council had time to hear from the residents.

Jessica Smuin replied that this is not a public hearing.

Sarah Blackwell asked if Jessica would be open to an amendment to revisit this after the next legislative session to have a discussion at that point.

Jessica Smuin explained that if something comes from the legislature, our common practice is to address it then.

The council voted. There were 4 yes votes and 1 no vote, as recorded below. The motion passed.

Yes	**No**	**Excused**
Sarah Blackwell	Andrew Young	
Brent Rummler		
Jessica Smuin		
Chrissy Hannemann		

Mayor Carla Merrill thanked Chief Brian Gwilliam for his presentation and attendance tonight.

VI. DISCUSSION ITEMS

A. Mountainville Academy Parking and Traffic: Responses to parent and school Q&A about Mountainville Academy parking and traffic

Council members Andrew Young and Jessica Smuin requested a discussion item on the City Council agenda to review the following:

- The purpose, duration, and status of the barricades in front of the school
- Lawful parking and access near Legacy Park
- Crossing-guard locations and coverage
- Any proposed alternative staging location, including Red Pine Drive
- The final routing map and updated instructions for families

- Carpooling
- The city and school's main priorities with attached image
- Possible solutions for Legacy Park parking, including making the easement area.
- Items from Jessica.
- Outlining the path forward with the new Safe Routes plan and committee and getting input from the council on what they would like to see done next
- Bike lanes

Mayor Merrill introduced the discussion item regarding parking and traffic at Mountainville Academy, noting it was placed on the agenda by council members Smuin and Young. She clarified that staff had not prepared a formal presentation, as her preference was for the City Engineer to first observe the current traffic situation before the council held a detailed discussion on potential solutions.

Andrew Young presented notes from recent meetings with Mountainville Academy where they outlined city and school priorities. City priorities included carpooling/buses, the Safe Routes plan, on-site pickup, and no parking on Main Street. School priorities focused on education, crossing guards, changing "no left turn" dividers, and parking on Main Street. He highlighted areas of agreement (Safe Routes has a plan underway), and opportunities for collaboration (additional crossing guards, exploring pickup options, and reviewing the no-left-turn dividers). He identified "no parking on Main" versus "parking on Main" as a key area of gridlock, suggesting creative "win-win" solutions like expanded sidewalks and new parking at Legacy Park or off-site gravel parking on 100 South. He suggested actions for the police, city, and the school, with City Engineer Jason Judd leading investigations into barricades, staging, and parking solutions. He hoped the issues could be solved by Christmas time through collaboration.

During the discussion, Mayor Merrill suggested the school consider a sidewalk on the south end of their property for access to Red Pine Drive, staggered pickup times, and utilizing existing closed-off parking (currently used as a playground) to comply with parking ordinances.

Chrissy Hanneman clarified that "park and walk" involves parents parking and walking to meet their children and noted there is ample parking available for Legacy Park access.

Jessica Smuin emphasized following the recommendations of the engineering studies, particularly Option 2A (egress access to 100 South), stating that a full implementation of the plan is necessary before evaluating effectiveness.

Chrissy Hanneman suggested that many decisions are administrative and should be led by the principal at the school, not the council.

City Engineer Jason Judd explained his plan to observe current traffic, review existing studies, and evaluate the effectiveness of the current changes.

Shane Sorensen added that previous studies of the area assumed a new STEM building, which is no longer planned, and would potentially alter some recommendations. He also stated that the city would not approve a Main Street drop-off/pickup for a new school today.

Chrissy Hanneman shared data from the task force, noting the 300 cars in the morning and 150 in the afternoon, with afternoon pickup causing more public street congestion. She discussed efforts to route traffic south via Red Pine Drive and shared her experience with Timberline Elementary's traffic issues being resolved by the principal. She argued that a 3-minute traffic delay is not a crisis and that congestion is a part of living near a school.

Mayor Carla Merrill clarified that the goal is to improve safety for student pedestrians, acknowledging that a complete solution for traffic congestion is unlikely without a significant investment.

Sarah Blackwell asked about the timeline for evaluating current measures and suggested exploring the church by the roundabout as a potential gathering spot.

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Mike Pincock, Mountainville Academy Facilities Manager, addressed the council's questions. He explained that adding a sidewalk on the south side would require a costly shift in their ingress/egress. He stated the school received no prior communication about the "no left turn" barricades. He expressed the school's view that the traffic problem is primarily a city issue, as the school is efficient at moving cars off-site. He noted that busing is not financially feasible for the school and that off-site pickup in another city (Highland) is problematic. He also clarified that the school's decision not to pursue the property purchase was due to the city's unreasonable contingencies, including a proposed repurchase right tied to traffic volume. He stated the school is open to reasonable and realistic ideas and goals but is not willing to fund further solutions.

Addy Squires insisted on speaking to the council.

Mayor Carla Merrill asked her repeatedly to sit down. The mayor explained that public comment is for issues that are not on the agenda.

Mountainville Academy Board President Wayne Sleight confirmed the school's willingness to implement a 100 South egress pilot but cited the high cost and risk for a short-term trial as reasons for not proceeding previously. He reiterated that the city's proposed repurchase right based on traffic volume was a non-starter.

Mayor Carla Merrill acknowledged communication issues and emphasized the common goal of student safety. She said that the city needs time to conduct its study properly and confirmed that Jason Judd would provide updates at the next council meeting, scheduled for October 13th.

V. ACTION ITEMS

B. Ordinance 2026-18: Consideration for Approval of Development Agreement for Development of Property Located at Approximately 450 E. Healey Blvd – Lovell Development Group

City Planner Caden Lyon explained that the Lovell Development Group has approached the city with a proposal to enter into a development agreement to develop parcels 11:054:0449 and 37:280:0001 on the south side of Healey Boulevard and west of the Healey Well. These properties are located in the CR-40,000 Zone.

The proposal includes developing five lots with the lots fronting on a private road. Private roads are not currently allowed in the Alpine City Development Code (DCA). In addition, all lots are required to meet the frontage requirements on a public street. The developer is seeking an exception to these provisions through a development agreement. Utah State Code allows a city to grant exceptions to city code requirements through a development agreement, with the requirement that the development agreement go through the same approval process required for adopting a new land use regulation (i.e., public hearing, Planning Commission recommendation, and a City Council vote). (See Utah Code 10-20-Part 5).

Since the Work Session discussion on this item (August 25, 2026) there have been updates to what the developer is willing to commit to providing. Initially, it was:

- A 15-foot wide storm drain easement along the south and west boundaries of the development.
- A 15-foot wide water line easement along the east boundary of the development.
- The developer is proposing to install a storm drain line and pressurized irrigation line within the easement, with the city reimbursing the developer for the cost of the improvements, less a $100,000 contribution from the developer towards the cost of the improvements.

Now, the developer is committing to provide (comments from developer in italics):

- **A 5-foot dedication to the City:** *We would dedicate 5 feet of our property to the city to provide the additional room needed for the city's water lines. Based on what we paid for the property, we estimate the value of this ground at approximately $50,000. Previously, we were proposing an easement, but*

we thought dedicating the ground to the city would be more beneficial long term rather than having the water lines located within an easement.

- **A 24-inch water line:** *We would install the 24-inch water line adjacent to our property while the area is still open and before homes and fences are constructed. We originally proposed contributing $100,000 toward this improvement but based on the feedback we received from the City Council during the work session, we have increased our contribution to $180,000. The city would reimburse us for the remaining cost. Before beginning construction, we would provide the city with our contractor's pricing. If the city is not comfortable with that pricing, we would instead pay the $180,000 directly to the city as a fee in lieu of constructing the line.*
- **Drainage/swale protection:** *We would include a swale along the rear of the lots to provide additional protection to the neighboring properties in the event the pump station experiences another issue. This would be incorporated into the development plans.*
- **Private lane maintenance:** *The private lane would be maintained by the HOA, so there would be no ongoing maintenance responsibility or additional burden on the city.*
- **Park strip maintenance:** *The HOA would maintain weed control for any park strip areas that are currently not being maintained, extending down to Canyon Crest.*
- **Healey Boulevard access:** *Instead of four individual driveways accessing Healey Boulevard, the development would have a single access point. The homes would also be designed so vehicles can pull forward onto Healey Boulevard rather than backing onto the road.*
- **Fence and park strip:** *We would install a fence along Healey Boulevard where it borders our property, and the HOA would be responsible for maintaining the park strip along our frontage.*

These improvements are desired by the city. The pressurized irrigation line would complete a portion of the master planned 24" line in the irrigation system.

The following list of perceived benefits for the 5-lot plan was provided by developer:

We continue to believe the private lane concept provides several meaningful benefits when compared to the traditional four-lot layout, including:

- *Reduced driveway cuts along Healey Boulevard, improving traffic flow and safety.*
- *Improved ingress and egress through a consolidated access point.*
- *A cleaner and more attractive streetscape.*
- *Enhanced frontage landscaping and improvements that would be privately maintained.*
- *Additional infrastructure benefits to the city through the proposed storm drain and water line easements.*
- *A planning outcome that we believe better fits the property while minimizing impacts to the surrounding neighborhood.*

Additionally, it is important to note that the proposed storm drain and water line easements would not be provided under the traditional four-lot code-compliant layout. We believe the development agreement approach creates an opportunity for the city to receive meaningful infrastructure benefits while also achieving what we feel is a superior planning outcome for the property and surrounding neighborhood.

Below are the Planning Commission motions:

Motion**:** Planning Commission member John MacKay moved to recommend approval of the development agreement for the new subdivision proposal on Healey Boulevard as proposed finding that:

1. It benefits the city in making a water connection that would otherwise be very difficult.
2. It is a well thought out plat.
3. It would add value to the city in the way of additional tax revenues.

The motion died because of a lack of a second.

Motion**:** Greg Butterfield moved to recommend denial of the development agreement for the new subdivision proposal on Healey Boulevard as proposed based on the following:

1. Safety concerns.
2. We want to stay with our ordinances.

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3. We want few exceptions.

Susan Whittenburg seconded the motion. There were 4 Ayes and 2 Nays. The motion passed.

STAFF RECOMMENDATION
Staff recommend that the City Council consider the development agreement provided which includes the proposal to allow a private lane and five-lot plan for the Development Group mentioned, in exchange for help in completing important city improvements to the Public Works system. Staff suggest that the City Council review and understand the Planning Commission's reasons for recommending denial.

If the development agreement is found satisfactory, the City Council is encouraged to: 1) consider approving the proposal as is, subject to legal review; or 2) consider approving the contract to allow the development as proposed, but to request seeing the final development agreement with all legal descriptions, exhibits, attachments, etc., before granting final approval of the agreement.

The mayor, council, and staff engaged in a detailed discussion regarding the proposed terms of the development agreement.

Mayor Carla Merrill initiated the conversation by inquiring about the width of the access road.

Caden Lyon said it is 26 feet wide and would meet road standard requirements.

Brent Rummler raised a specific concern about the adequacy of the access lane for emergency vehicles, questioning whether the fire department had confirmed the turning radius was sufficient for a ladder truck. He stated that modern land use planning for collector roads typically incorporates wider dimensions to ensure sufficient clearance for such vehicles.

Sarah Blackwell echoed this concern, emphasizing the importance of facilitating emergency response.

Attorney Steve Doxey advised that while the draft agreement was solid, it required a final legal review to add more robust language regarding indemnification and to clarify long-term maintenance responsibilities to protect the city's interests.

Caden Lyon also noted that staff need to perform a final verification of all technical specifications against City Code before recommending final approval.

Motion: Brent Rummler moved to approve the development agreement for the new subdivision on Healey Blvd as proposed, subject to a legal and staff review of the final development agreement, and on the condition that the police and fire departments agree that the planned lane is sufficient for emergency response to the development. Chrissy Hannemann seconded the motion.

Sarah Blackwell reported on a cost-benefit analysis she conducted with the City Engineer. She estimated the value of the developer's proposed concessions to the city, including a 5-foot dedication (~$50,000), a 505-foot, 24-inch water line (~$200,000+), and a steel loop (~$30,000-$50,000). She also expressed concern about adequate space for emergency response on private roads but was not opposed to the five-lot plan.

Shane Sorensen confirmed that the city does have some 26-foot public roads in limited situations.

Brent Rumler added that the five-lot plan would likely generate greater property tax revenue and that the city would not bear the cost of maintaining the private lane, including paving and snow removal. He characterized the proposed lane as a long, shared driveway or "pipestem."

Mayor Carla Merrill noted that a resident had recently contacted her about a homeowner's association (HOA) in a similar situation that was not maintaining its road. However, she believed that with these lot prices around $1 million and future homes valued at $4-8 million, the homeowners in this

development would not allow the infrastructure to deteriorate. She questioned how the development agreement could ensure that the HOA is properly established and maintained.

Attorney Doxey explained that the developer had agreed conceptually to include language in the Covenants, Conditions, and Restrictions (CCRs) that would make the city a third-party beneficiary. This would grant the city the right to enforce any violations and would require the city's consent to amend or abandon the CCRs.

Chrissy Hanneman viewed the proposal as a "win-win" due to the developer's concessions. While she does not typically favor exceptions, she felt this unique situation warranted one. She also thought that a single entrance where cars enter the road in a forward motion is safer than multiple driveways backing out onto the curve of a fast road.

Andrew Young voiced strong opposition, arguing that granting an exception for a private drive would set a negative precedent and undermine Alpine's residential character by segmenting the city. He stated that if this exception were granted it would be difficult to deny future requests. He reported that he had spoken with nearby neighbors who prefer the four-lot plan with individual driveways, believing it would make the road feel more residential and help slow traffic. He contended that a private road would maintain the street's high speed, making it more of a dangerous corridor.

Brent Rumler countered that the road is already very fast, describing it as a steep hill where cars often do not brake, and that adding four driveways would not slow the traffic. He said that the city's standard reasons for preferring public streets do not apply in this specific case and that land use ordinances cannot anticipate every unique lot configuration, making exceptions appropriate at times.

Sarah Blackwell asked if width was the reason this is designated as a private road.

Shane Sorensen explained that a public road requires a 60-foot radius on a cul-de-sac. This would be a 54-foot street, and adding the 60-foot radius would take up too much space. Shane confirmed that the developers show curb and gutter on their plan.

Mayor Carla Merrill asked for a vote. There were 3 yes votes and 2 no votes, as recorded below. The motion passed.

Yes	**No**	**Excused**
Brent Rummler	Sarah Blackwell	
Jessica Smuin	Andrew Young	
Chrissy Hannemann		

Motion: Chrissy Hannemann moved to extend the meeting past 9:00 pm after a 10-minute break, and then to return promptly because the Smiths have been patiently waiting all evening for their agenda item. The city business will hopefully be concluded before 10:00 pm. Jessica Smuin seconded the motion. There were 5 yes votes and 0 no votes, as recorded below. The motion passed unanimously.

Yes	**No**	**Excused**
Sarah Blackwell		
Andrew Young		
Brent Rummler		
Jessica Smuin		
Chrissy Hannemann		

The meeting was paused at 9:07 pm for a break.

The meeting resumed at 9:16 pm.

Mayor Carla Merrill clarified that when Andrew Young insisted that he wanted the Mountainville Academy traffic discussion on tonight's agenda she made it very clear to him that this would not be a public hearing and there would be no public comment on the topic. She asked him to let the public know. She was disappointed that he did not make that clear to the attendees. She wanted to delay the traffic item until we had data back from our engineer.

Andrew Young replied he did not indicate that the public would be speaking, and he would never assume that people can speak during a discussion item.

C. Consideration of Request for Easement on City Property at Approximately 1361 Box Elder Drive – Greg & Michelle Smith

Caden Lyon explained that the Smiths desire to build a wall across the front of their property (10 feet back as required in city code), in order to block traffic noise from cars using the public street in front of their home. To build the wall as they would like will require the wall to be placed in a location that is currently city property dedicated for a pump station.

The rough estimate of the wall's location is portrayed in the aerial view below:



As can be seen, the wall as proposed would encroach onto the city pump dedication parcel by abutting the concrete walk-up that provides an entrance into the pump station. After evaluation and discussion with the City Attorney, staff has concluded that any use of the city property would need to stay on the east side of the pump house at least a foot or two away from the existing concrete retaining wall/walk-in and would not include any city property north of the structure.

The aerial view below shows where staff designated appropriate areas for the wall on city property:



At a City Council work session (August 25, 2026), a discussion was held about the petition, and it was determined that the council would consider a formal action item on the request. The work session discussion seemed to indicate that City Council members favored a revocable easement on city property instead of disposing of city property. Rationale for this was based on staff input that future needs for the pump house site are uncertain at this time, but the need for expansion may arise at a future date. The discussion leaned towards the city retaining the property but figuring out a proper legal method to grant wall access to the property owner.

It is important to note that the property owners have submitted an updated fence permit with their 8 ft wall on their personal property which meets all the required codes for 3.21.060. Because of this, the city has granted them a fence permit to build the 8 ft wall according to code standards.

The City Council should make a formal decision pertaining to this petition so that both the city and the property owners know what to expect. If the City Council has determined that disposition of the property is no longer an option, there are a few other options that council could deliberate on. They are:

1. **No change** to the city property and cause the property owner to remain on their private land.
2. Pursue a **revocable encroachment license or permit** recorded with the County that would be put together by staff and presented for final approval at a later date.
3. Pursue a **revocable easement** recorded with the County that would be put together by staff and presented for final approval at a later date.

To ensure revocability, the document produced by staff would include language similar to the following (language suggestion from council member Brent Rummler and modified by staff):

The revocable easement (or license) is revocable by the city with 90-day written notice of revocation to the easement (license) holder for any public purpose identified by the city that would require the wall to be removed from the city property."

The City Council will determine if there is interest in granting the property owners the ability to build their wall as petitioned, or with a modification of the petition. If there is interest, staff request that the council determine which option they would like to pursue. Depending on what the council decides, a document containing all legal language necessary to preserve the city's interest in its own property will be produced and presented to the council to formalize the agreement.

Caden Lyon said that in discussing it with Steve Doxey, an easement would qualify as a disposal of property, so we probably need a 45-day notice period and a public hearing.

Steve Doxey clarified that the statute is not completely clear, as it says, "…the sale or lease of real property or a joint venture agreement regarding real property." An easement is part of the entire parcel of real property rights, so the conservative approach would be to go through the process, so it is not challenged later. In the meantime, there is a proposed easement document for the council to approve.

Jessica Smuin sought clarification on the new State statute regarding "disposition" of property rights, confirming that an easement falls under this.

Attorney Doxey provided the State Code Citation as 10-8-2(4).

Andrew Young expressed support for the request, wanting to expedite the process for the residents.

Brent Rummler outlined the conditions for a revocable easement: it is revocable at the city's sole discretion, the resident bears 100 percent of the financial risk (including removal and restoration), the city reserves removal rights (with the ability to lien the property for costs), the easement is recorded against the resident's deed, and the city requires liability insurance and an engineering review. He questioned the proposed 90-day notice period for removal, suggesting six months might be more appropriate.

Mayor Carla Merrill noted that 90 days is sufficient given the pump house's critical infrastructure status.

Jessica Smuin asked if the transaction is a 'conveyance' or 'disposition'.

Steve Doxey stated he would define the transaction as a disposition of a real property right.

Jessica Smuin then asked why the wall needed to outline the pump house.

Homeowner Greg Smith stated that the wall would be a continuation of the noise barrier and would offer deer control.

Sarah Blackwell expressed concern about setting a precedent for other residents to request easements for private use, noting that she had received similar inquiries.

Steve Doxey said he is not aware of any other similar requests that have been granted.

Andrew Young said that this situation is unique due to a dirt road on the Master Plan and the residents' existing burden.

Mayor Carla Merrill addressed Andrew Young, stating she had received calls from two residents (not the Smiths) who said a male council member told them they could either buy or get an easement on city open space or park land. The mayor noted she now has appointments with these two residents who want to ask for city property. She expressed discomfort with giving up city land without a clear advantage to the city, citing a past example of lost trail access in Hog Hollow due to easements granted by Highland City. She also preferred landscaping over a solid wall.

Andrew Young responded that he did not think it was inappropriate for residents to reach out about acquiring city property to improve their quality of life.

Chrissy Hanneman argued that this situation is unique, the land is currently unused by the public, and easements are a valid tool for such circumstances. She added that the council approved an easement on private land at a recent meeting.

Motion: Brent Rummler moved that the City Council direct staff to begin the 45-day notice process for disposition of city property with the understanding that a majority of the City Council is okay with granting a revocable easement to the Smiths (the current owners of the property), for the proposed wall with the conditions that were discussed during the meeting: revocability, the resident bears 100 percent of the financial risk, the

city has removal rights, the easement is recorded against the resident's property, and the owners indemnify the city for any liability or injury. Andrew Young seconded the motion.

Steve Doxey suggested that the motion should include that the City Council will give final approval of the easement document.

Brent Rummler agreed to that addition. Andrew Young agreed as well.

Shane Sorensen clarified that staff had one proposal and the Smith's proposal encroached a little bit more on the north side. If the city needed access to the power panel or to re-roof the building, it would be best if the wall followed the property line on the north.

Brent Rummler agreed to that stipulation. Andrew Young also agreed.

Amended Motion: Brent Rummler moved that the City Council direct staff to begin the 45-day notice process for disposition of city property with the understanding that a majority of the City Council is okay with granting a revocable easement to the Smiths (the current owners of the property), for the proposed wall with the conditions that were discussed during the meeting: revocability, the resident bears 100 percent of the financial risk, the city has removal rights, the easement is recorded against the resident's property, the owners indemnify the city for any liability or any injury, an engineering review of the wall is required, the City Council will give final approval of the easement document, and the wall will follow the property line on the north side of the pump house. Andrew Young seconded the motion. There were 4 yes votes and 1 no vote, as recorded below. The motion passed.

Yes	**No**	**Excused**
Andrew Young	Sarah Blackwell	
Brent Rummler		
Jessica Smuin		
Chrissy Hannemann		

D. Ordinance 2026-17: Adopt Wildland Urban Interface Map and Code Amendments

Caden Lyon explained that during the 2025 General Session, the Utah Legislature adopted HB 48 concerning wildfire and the Wildland-Urban Interface (WUI). Among other provisions, the legislation established requirements for State and local governments to identify and address wildfire-risk areas within their jurisdictions and tied certain State assistance and funding for wildfire preparation, mitigation, and firefighting efforts to compliance with State WUI requirements. In January 2026, the city adopted the required WUI regulations in order to remain in compliance with State law and maintain eligibility for applicable State assistance and funding.

Since that time, the Utah Legislature adopted HB 41 during the 2026 General Session. This bill updates the State's adopted WUI standards from the 2006 Utah Wildland Urban Interface Code to the 2024 International Wildland-Urban Interface Code (IWUI). The legislation also establishes requirements concerning the designation of WUI areas on local WUI maps.

Under the updated State requirements, areas designated on a local WUI map generally must meet the applicable wildfire-risk threshold established by the State's Smoothed Structure Exposure Score mapping (meeting or exceeding a score of 5). Areas below the applicable threshold may not be designated as WUI areas unless the approval requirements are satisfied through the Division of Forestry, Fire, and State Lands (FFSL).

The State's wildfire-risk mapping identifies varying levels of wildfire exposure throughout Alpine City. While much of the city falls below the State's applicable threshold, significant portions of Alpine have exposure scores that meet or exceed the Level 5 threshold established under the updated State requirements.

These higher-risk locations are generally concentrated in portions of north Alpine near the city's foothills and wildland areas. These areas are more directly exposed to wildfire hazards because of their proximity to undeveloped vegetation, steep terrain, and other conditions associated with the WUI.

City staff have reviewed the State's Smoothed Structure Exposure Score map and prepared a proposed WUI map for Alpine City. The proposed map generally limits the city's WUI designation to those areas that meet the State's Level 5 and higher exposure threshold.

Staff do not currently recommend designating additional areas below the State's Level 5 threshold. Limiting the initial designation to areas meeting the State's established threshold provides a clear and defensible basis for the city's WUI map while avoiding the need to seek additional State approval for lower-risk areas.

Being designated as WUI means there will be additional wildfire-resistant requirements for new homes which can affect patterns for new development in the WUI. It also requires maintaining defensible space around structures for existing homes.

The State's new WUI requirements are scheduled to take effect **January 1, 2027**. Updating the city's code and adopting the WUI map in advance of that date will allow the city and affected property owners to prepare for implementation of the new requirements.

Accordingly, the proposed ordinance would accomplish the following:

- Update the City's WUI provisions in 3.12 of DCA to reference and implement the 2024 International Wildland-Urban Interface Code, effective January 1, 2027, consistent with the effective date established by State law; and
- Adopt the Alpine City WUI map, identifying those areas that meet the State's applicable Level 5 or higher wildfire exposure threshold.

Planning Commission Motion:

MOTION: Planning Commissioner Susan Whittenburg moved to recommend approval of the amended Wildland-Urban Interface provisions in Alpine Development Code and recommend adoption of the proposed Wildland-Urban Interface (WUI) map, as proposed. Michelle Schirmer seconded the motion. There were 6 Ayes and 0 Nays. The motion passed unanimously.

Andrew Young noted that the map showed exposure scores up to eight in Alpine, with five being the trigger for WUI designation.

Mayor Carla Merrill commented that this will likely increase residents' insurance costs.

Chrissy Hanneman asked about enforcement of vegetation management and defensible space requirements, and whether sprinklers would be mandated.

Caden Lyon stated that the International Wildland Urban Interface (IWUI) code would apply.

Shane Sorensen said that we will need significant public education, which may require a dedicated staff person. This led to high level discussion about which authority in the city would be responsible for enforcement of the proposed ordinance, or whether that responsibility could be outsourced.

Jessica Smuin suggested that insurance companies would likely drive compliance. She also asked if the expanding WUI would impact the city's water pressure or Level of Service (LOS).

Shane Sorensen said that it should not affect it, as the LOS already accounts for fire flow.

Mayor Carla Merrill noted that the State code is a response to insurance company pressures following large fires and is likely to evolve over the next few years. She requested that staff adjust the WUI map to use more contrasting colors to make it easier for residents to locate their homes.

Andrew Young suggested that some neighborhoods in the middle of town with gullies full of deadwood might pose a greater fire danger than mountain areas, despite the map's elevation-based scoring.

Caden Lyon clarified that the map reflects the State's Smoothed Structure Exposure Score.

Motion: Sarah Blackwell moved to approve the amended Wildland-Urban Interface provisions in Alpine Development Code 3.12 and recommended adoption of the Wildland-Urban Interface (WUI) map, as proposed. Andrew Young seconded the motion. There were 5 yes votes and 0 no votes. The motion passed unanimously.

Yes	No	Excused
Sarah Blackwell		
Andrew Young		
Brent Rummler		
Jessica Smuin		
Chrissy Hannemann		

Because of the late hour the Staff Reports and Council Communications were not given during the meeting.

Motion: Sarah Blackwell moved to go to a closed meeting in the Conference Room at City Hall to discuss the purchase or disposition of real property, and that at the end of the closed meeting the open City Council meeting will be adjourned. Andrew Young seconded the motion. There were 5 yes votes and 0 no votes, as recorded below. The motion passed unanimously.

Yes	No	Excused
Sarah Blackwell		
Andrew Young		
Brent Rummler		
Jessica Smuin		
Chrissy Hannemann		

VIII. CLOSED MEETING

The public meeting was paused at 10:06 pm.

The closed meeting began at 10:10 pm and concluded at 10:32 pm. This also adjourned the open public meeting.

ALPINE CITY COUNCIL AGENDA

SUBJECT: Approval to Declare Equipment as Surplus – 2010 Jacobsen 9016 Mower

FOR CONSIDERATION ON: October 13, 2026

PETITIONER: City Staff

ACTION REQUESTED BY PETITIONER: Declare equipment as surplus.

BACKGROUND INFORMATION:

With the purchase of a new mower in the FY2027 budget, City staff requests the City Council to declare the 2010 Jacobsen 9016 mower as surplus equipment so that it can be sold. The mower will be sold on the Public Surplus website.

STAFF RECOMMENDATION:
As part of the consent calendar, declare the items listed as surplus so they can be sold on Public Surplus.

ALPINE CITY COUNCIL AGENDA

SUBJECT: **Approval of Contract for Trip Hazard Removal Services - Precision Concrete Cutting**

FOR CONSIDERATION ON: **October 13, 2026**

PETITIONER: City Staff

ACTION REQUESTED BY PETITIONER: **Approve contract with Precision Concrete Cutting for trip hazard removal services.**

BACKGROUND INFORMATION:

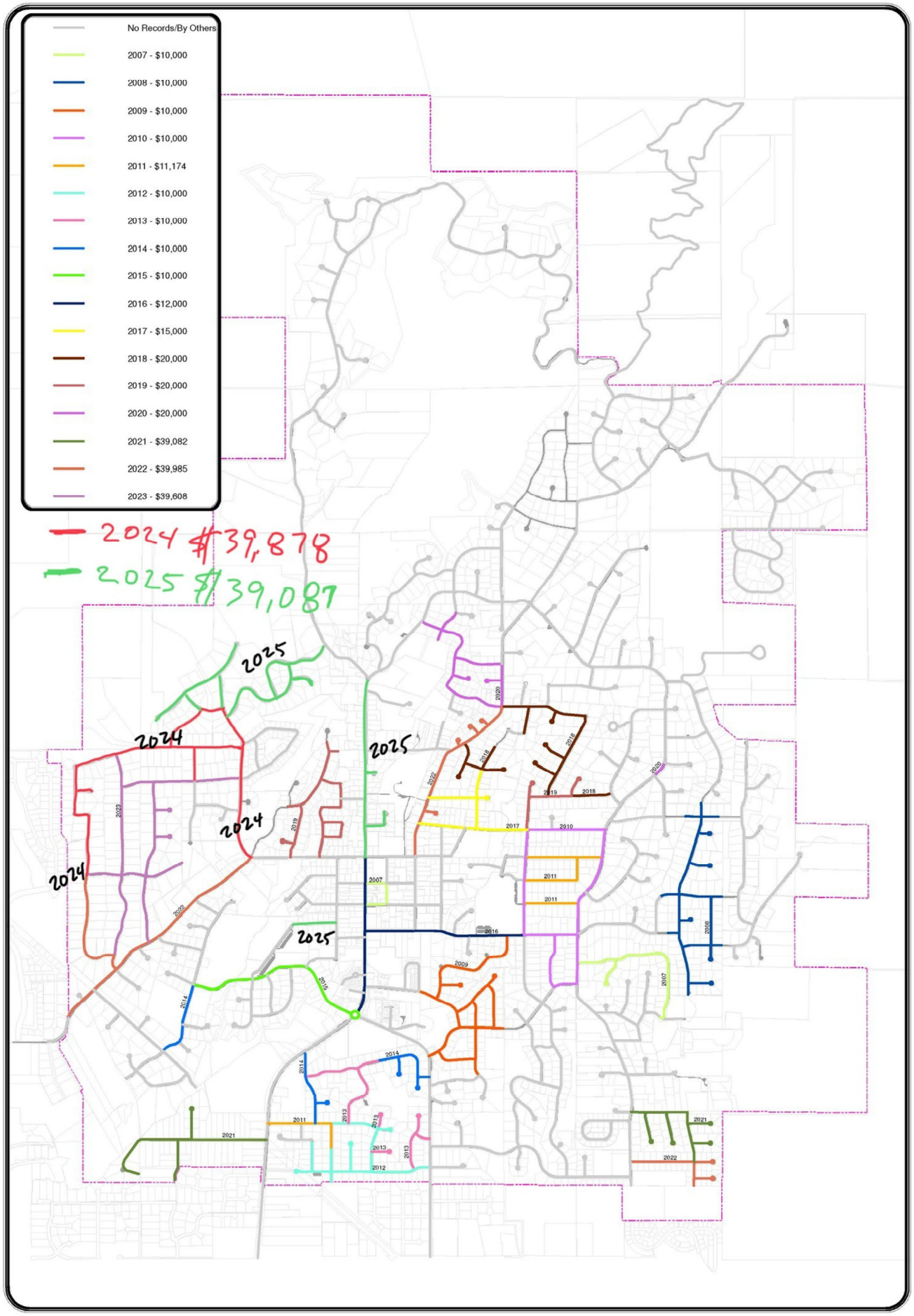
Since 2007, the city has selected an area to remove trip hazards from sidewalks. Included in the packet are maps showing areas that have been addressed in past years. The purpose is to remove the trip hazards in a less expansive manner than removing and replacing the sidewalk. For FY2027, approximately $40,000 of the $1M dollars budgeted for street maintenance was planned for trip hazard removal to improve pedestrian safety. The city has selected the following streets for the project this year:

- Long Drive
- W. Canyon Crest Road
- Main Street
- 100 South
- 200 North

The contractor, Precision Concrete Cutting sent a team out to survey trip hazards in the area. They have provided the city with a spreadsheet and map identifying the details of each hazard, which has been included in the packet. If a hazard is found that cannot be fixed by cutting the raised portion of the sidewalk, it will be noted on the spreadsheet. City crews add these hazards to a list for replacement and make the repairs each year by removing and replacing the sidewalk.

The contract for trip hazard removal services for FY2027 from Precision Concrete Cutting is in the amount of $39,117.07.

STAFF RECOMMENDATION:
As part of the consent calendar, approve the contract with Precision Concrete Cutting in the amount of $39,117.07.



ALPINE 1850

TRIP HAZARD REMOVAL HISTORY/TRACKING

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PRECISION CONCRETE CUTTING
Trip Hazard Removal Specialists

Precision Concrete Cutting
3191 North Canyon Road
Provo, Utah 84604
(801) 224-0025 - phone
(801) 224-0062 - fax
Federal ID #: 04-3800739
Bryson Larsen
(801) 310-5101 - cell

Alpine City
Shane Sorensen
AlpineSummer2026
20 N. Main Street
Alpine, Utah 84004
ssorensen@alpinecity.gov
8014202962

Date: September 14, 2026
Bid #: UT57752UM
Expiration Date: December 14, 2026

Full Risk Assessment

Total Ln. Ft.
1,602.5

Total In. Ft.
814.939

PRECISION CONCRETE CUTTING

No.	Size	Size	Lineal Feet	Location	Map Pin	Inch Feet
1	**Out of Scope**			ADA RAMP, CANNOT CUT THROUGH TRUNCATED DOMES SE corner of canyon crest and long drive	**Out of Scope**	-
2	0.5	0	4	Across street from 605 W Willow Way by church parking lot	Cross Cut	1.000
3	0.75	0.625	4	E side of Long drive by church building		2.750
4	1.125	0.5	4	E side of Long drive by church building	**Recut**	3.250
5	0.5	0.25	4	614 S Long Dr		1.500
6	0.625	0	3	614 S Long Dr		0.938
7	1	0.375	3.5	1 of 3 614 S Long Dr	Cracks	2.406
8	0.75	0.5	2.5	RECUT 2 of 3 614 S Long Dr	**L Cut**	1.563
9	1	0.125	2	3 of 3 614 S Long Dr	**L Cut**	1.125
10	0.75	0	4	614 S Long Drby driveway	Cross Cut	1.500
11	0.5	0.375	4	614 S Long Dr by ramp		1.750
12	0.75	0	7	614 S Long Dr by ramp	Cross Cut	2.625
13	0.625	0	3	CURB CUT 1 of 2 611 S Long Dr	ADA Ramp	0.938
14	1	0.5	3	CURB CUT 2 of 2 611 S Long Dr	ADA Ramp	2.250
15	1.25	0.75	4	611 S Long Dr by mailbox		4.000
16	0.625	0	4	611 S Long Dr by driveway	Cross Cut	1.250
17	1.375	0	4.5	611 S Long Dr by driveway	Cross Cut	3.094
18	2	0	5	RECUT 611 S Long Dr by driveway	Cross Cut	5.000
19	0.875	0.5	4	492 S Hayley Ct		2.750
20	0.625	0	4	RECUT 492 S Hayley Ct by electrical box	Cross Cut	1.250
21	0.625	0	4	492 S Hayley Ct	Cross Cut	1.250
22	0.5	0.25	4	492 S Hayley Ct by ramp by hydrant		1.500
23	0.625	0.125	6	1 of 3 492 S Hayley Ct by ramp	Extended Cut	2.250
24	0.375	0	1.5	2 of 3 492 S Hayley Ct by ramp		0.281
25	0.375	0	4	L CUT 3 of 3 492 S Hayley Ct by ramp	Cross Cut	0.750
26	1	0.25	4.5	ADA RAMP CURB CUT 497 W Long Dr SPALLING ALONG SEAM AND POOLING ISSUE	Review	2.813

27	0.625	0	4	Eastern most corner area of long and ranch dr	Cross Cut	1.250
28	0.5	0	4	Eastern most corner area of long and ranch dr by ramp	Cross Cut	1.000
29	1.25	0.625	6.5	Eastern most corner area of long and ranch dr on ramp	ADA Ramp	6.094
30	1.25	0.875	4	484 S Ranch Dr by green electrical box	**Recut**	4.250
31	0.625	0	4	South side of West field by fire hydrant	Cross Cut	1.250
32	0.625	0	4	NW of School by green electrical box	Cross Cut	1.250
33	0.625	0.375	4	605 W Willow Way by electrical box		2.000
34	0.5	0.25	4	602 W Willow Way by electrical box		1.500
35	0.625	0	4	218 S Long Dr by driveway		1.250
36	0.625	0	4	575 W Sycamore Ln by ramp by stop sign	Cross Cut	1.250
37	0.5	0.25	4	NW of middle school by stop sign		1.500
38	0.875	0.25	4	NW of middle school by electrical boxes		2.250
39	0.625	0	4	NW of middle school	Cross Cut	1.250
40	0.5	0	4	NW of middle school by electrical boxes	Cross Cut	1.000
41	0.75	0.375	4	NW of middle school by electrical boxes		2.250
42	0.75	0.5	4	NW of middle school by electrical boxes		2.500
43	0.5	0.375	4	W of middle school		1.750
44	0.625	0.25	4	S of middle school by den of grizzlies sign		1.750
45	1.5	0.75	4	S of middle school	**Recut**	4.500
46	0.625	0	4	S of middle school	Cross Cut	1.250
47	0.5	0	4	S of middle school		1.000
48	0.75	0.5	4	S of middle school by hydrant		2.500
49	0.875	0	7.5	RECUT SW of park	Cross Cut	3.281
50	0.875	0	5	S of park	**Recut**	2.188
51	2	0.125	8	S of field 5 by curb drain		8.500
52	0.75	0.125	6	S of field 5		2.625
53	1	0.375	3	204 W Canyon Crest Rd by ramp		2.063
54	1.25	0	4.5	182 W Canyon Crest Rd by electrical boxes		2.813
55	1.375	0	4.5	CROSSCUT 182 W Canyon Crest Rd by electrical boxes and by driveway	**Recut**	3.094
56	0.5	0	4	182 W Canyon Crest Rd by irrigation cover and by driveway	Cross Cut	1.000
57	****Out of Scope****			H1 19 H2 15 LF 4	**Out of Scope**	-
58	1.125	0.75	4	182 W Canyon Crest Rd MISSING CHUNKS ON SEAM		3.750
59	0.625	0.25	4	170 W Canyon Crest Rd by curb drain by drive way		1.750
60	1.25	0	6	170 W Canyon Crest Rd by curb drain by drive way	**Recut**	3.750
61	0.75	0	7	RECUT 170 W Canyon Crest Rd by curb drain by drive way	Cross Cut	2.625

62	0.625	0	1	ON BRIDGE East side of Canyon crest Rd	Review	0.313
63	0.625	0	4.5	160 W Canyon Crest Rd	Cross Cut	1.406
64	0.625	0.25	4	160 W Canyon Crest Rd by drive way		1.750
65	**Out of Scope**			CRACKS HAZARD 100 W Canyon Crest Rd	Out of Scope	-
66	2	0.25	5	100 W Canyon Crest Rd by electrical box		5.625
67	**Out of Scope**			CRACKS HAZARD 100 W Canyon Crest Rd by electrical box	Out of Scope	-
68	1.375	0	4.5	RECUT 100 W Canyon Crest Rd	Cross Cut	3.094
69	0.875	0	4	RECUT 100 W Canyon Crest Rd	Cross Cut	1.750
70	0.5	0	4	100 W Canyon Crest Rd by irrigation cover	Cross Cut	1.000
71	0.875	0	4	RECUT 100 W Canyon Crest Rd by irrigation cover	Cross Cut	1.750
72	0.875	0	2.5	400 S Main St by irrigation cover		1.094
73	1.875	0.5	4.5	400 S Main St	Recut	5.344
74	2	1	4.5	60 W Canyon Crest Rd	Recut	6.750
75	1.5	1.25	4	60 W Canyon Crest Rd	Recut	5.500
76	**Out of Scope**			CRACKS 372 S Main St	Out of Scope	-
77	**Out of Scope**			TOO TALL 372 S Main St	Out of Scope	-
78	**Out of Scope**			CRACKS 372 S Main St	Out of Scope	-
79	1.125	0.375	3.5	1 OF 3 372 S Main St by ramp	Recut	2.625
80	0.875	0.625	7.5	RECUT 2 OF 3 372 S Main St by ramp	L Cut	5.625
81	0.75	0	3.5	RECUT LCUT 3 OF 3 372 S Main St by ramp	Cross Cut	1.313
82	1.25	0	4.5	RECUT South side of Canyon Crest Dr by steeple of church	Cross Cut	2.813
83	0.625	0	4	South side of Canyon Crest Dr by church	Cross Cut	1.250
84	0.75	0	3.5	South side of Canyon Crest Dr by church at intersection of walks		1.313
85	0.75	0.625	4	South side of Canyon Crest Dr by church driveway		2.750
86	0.625	0.125	5	South side of Canyon Crest Dr across from Timber Middle by asphalt walk		1.875
87	1.125	0	5.5	RECUT South side of Canyon Crest Dr across from Timber Middle by curb drain	Cross Cut	3.094
88	0.75	0.25	6.5	South side of Canyon Crest Dr across from Timber Middle by ramp		3.250
89	0.875	0.5	8	ADA RAMP South side of Canyon Crest Dr across from Timber Middle	Curb Cut	5.500
90	0.625	0.25	7	South side of Canyon Crest Dr across from Timber Middle by wash		3.063
91	0.75	0	4	RECUT 280 S River Rd	Cross Cut	1.500
92	0.5	0	2.5	280 S River Rd		0.625
93	0.5	0	4	RECUT 280 S River Rd	Cross Cut	1.000

94	**Out of Scope**			ADA RAMP 280 S River Rd street corner CANT CUT DUE TO TRUNCATED DOMES	Out of Scope	-
95	**Out of Scope**			ADA RAMP 283 S River Rd street corner CANT CUT DUE TO TRUNCATED DOMES	Out of Scope	-
96	0.625	0	4	283 S River Rd	Cross Cut	1.250
97	0.875	0	4	283 S River Rd	Cross Cut	1.750
98	1.5	0	5	283 S River Rd	Cross Cut	3.750
99	0.5	0.375	4	268 S River View Dr		1.750
100	0.625	0.125	4.5	268 S River View Dr		1.688
101	0.75	0	4	255 S River View Dr	Cross Cut	1.500
102	0.5	0	3	255 S River View Dr		0.750
103	0.625	0	4	277 W Canyon Crest Rd	Cross Cut	1.250
104	0.5	0	4	277 W Canyon Crest Rd	Cross Cut	1.000
105	0.625	0.125	4	277 W Canyon Crest Rd by no parking sign		1.500
106	**Out of Scope**			ADA RAMP 277 W Canyon Crest Rd street corner CANT CUT DUE TO TRUNCATED DOMES	Out of Scope	-
107	0.75	0.5	5	235 S Twin River Loop		3.125
108	0.5	0.125	5	235 S Twin River Loop		1.563
109	1.5	0.625	5	235 S Twin River Loop		5.313
110	0.75	0	5	207 W Canyon Crest Rd by electrical box	Cross Cut	1.875
111	0.5	0.125	5	177 W Canyon Crest Rd		1.563
112	**Out of Scope**			175 W Canyon Crest Rd by bridge MISSING CHUNKS	Out of Scope	-
113	0.625	0	8.5	175 W Canyon Crest Rd	Cross Cut	2.656
114	0.5	0	6.5	175 W Canyon Crest Rd		1.625
115	1.125	0.625	4	175 W Canyon Crest Rd	Recut	3.500
116	0.625	0.5	4	165 W Canyon Crest Rd		2.250
117	**Out of Scope**			SPALLING 165 W Canyon Crest Rd driveway	Out of Scope	-
118	0.75	0.25	4	155 W Canyon Crest Rd		2.000
119	0.625	0.375	4	155 W Canyon Crest Rd MISSING CHUNKS ON SEAM	Review	2.000
120	0.625	0.125	4	155 W Canyon Crest Rd	Cracks	1.500
121	**Out of Scope**			CRACKS 111 W Canyon Crest Rd driveway	Out of Scope	-
122	**Out of Scope**			TOO TALL 111 W Canyon Crest Rd by water cover	Out of Scope	-
123	0.75	0	3.5	BY HAZARD 122 111 W Canyon Crest Rd by mailbox	Review	1.313
124	0	0	0.0	CRACKS 95 W Canyon Crest Rd driveway	Out of Scope	-
125	0.875	0	4	95 W Canyon Crest Rd by hydrant	Cross Cut	1.750
126	**Out of Scope**			TOO TALL 400 S Main St by stairs RECUT H1 19 H2 8 LNL FT 4.5	Out of Scope	-

127	**Out of Scope**			ONLY CUT IF HAZARD 126 IS CUT 400 S Main St by stairs RECUT CROSSCUT H1 11 H2 0 LNL FT 5.5	**Out of Scope**	-
128	**Out of Scope**			SPALLING 400 S Main St driveway	**Out of Scope**	-
129	1	0.25	7	1 OF 2 400 S Main St by NW crosswalk of roundabout	Cracks	4.375
130	0.625	0.375	3	L CUT 2 OF 2 400 S Main St by NW crosswalk of roundabout	**Recut**	1.500
131	0.375	0	2	1 OF 3 400 S Main St by NW crosswalk of roundabout	Extended Cut	0.375
132	0.75	0.5	5	2 OF 3 400 S Main St by NW crosswalk of roundabout	**L Cut**	3.125
133	0.75	0	7	3 OF 3 400 S Main St by NW crosswalk of roundabout	Cross Cut	2.625
134	0.875	0.25	10	400 S Main St by between west crosswalks of roundabout		5.625
135	0.5	0	10	400 S Main St by between west crosswalks of roundabout	Cross Cut	2.500
136	0.625	0	10	400 S Main St by SW crosswalk of roundabout	Cross Cut	3.125
137	0.5	0	5	400 S Main St by SW crosswalk of roundabout		1.250
138	1	0.75	3.5	ADA RAMP 1 OF 2 SW of Main St roundabout at crosswalk	**Curb Cut**	3.063
139	0.625	0	2.5	ADA RAMP 2 OF 2 SW of Main St roundabout at crosswalk	**Curb Cut**	0.781
140	0.5	0	3.5	ADA RAMP 1 OF 2 SE of Main St roundabout at crosswalk	**Curb Cut**	0.875
141	0.75	0.25	5.5	ADA RAMP 2 OF 2 SE of Main St roundabout at crosswalk	Curb Cut	2.750
142	0.875	0.25	2.5	ADA RAMP 1 OF 3 East of Main St roundabout at crosswalk	Curb Cut	1.406
143	0.75	0.25	2.5	ADA RAMP 2 OF 3 East of Main St roundabout at crosswalk	**Curb Cut**	1.250
144	0.5	0.25	4.5	ADA RAMP 3 OF 3 East of Main St roundabout at crosswalk	**Curb Cut**	1.688
145	1	0.25	4.5	East of Main St roundabout at crosswalk	ADA Ramp	2.813
146	0.5	0.25	7	1 OF 3 375 S Main St	Extended Cut	2.625
147	0.5	0	3	2 OF 3 375 S Main St	Cross Cut	0.750
148	0.5	0.125	4.5	L CUT 3 OF 3 375 S Main St	Cracks	1.406
149	0.75	0	10	CROSSCUT 375 S Main St BY CRACKS HAZARD 150	Review	3.750
150	**Out of Scope**			CRACKS 375 S Main St	**Out of Scope**	-
151	1	0	3	CRACKS 1 OF 6 375 S Main St BY CRACKS HAZARD 150	Review	1.500
152	1.125	1	2	L CUT RECUT 2 OF 6 375 S Main St BY CRACKS HAZARD 150	Review	2.125
153	0.375	0	3	3 OF 6 375 S Main St	Extended Cut	0.563

154	1.25	1.125	11	RECUT 4 OF 6 375 S Main St	L Cut	13.063
155	1.25	0	5	5 OF 6 375 S Main St	Cross Cut	3.125
156	1.375	0	5.5	L CUT RECUT 6 OF 6 375 S Main St	Cross Cut	3.781
157	0.875	0.625	11.5	375 S Main St by crosswalk	Recut	8.625
158	0.875	0.75	9	ADA RAMP SPECIALTY CUT 375 S Main St	Review	7.313
159	1.625	0.625	5.5	375 S Main St by sewer cover	Recut	6.188
160	0.625	0	5	375 S Main St	Cross Cut	1.563
161	0.75	0	4	375 S Main St		1.500
162	1.5	1.375	4	50 E Red Pine Dr	Recut	5.750
163	0.875	0.5	4	273 S Main St	Recut	2.750
164	0.625	0.25	4	255 S Main St		1.750
165	0.875	0	4	235 S Main St	Cross Cut	1.750
166	1	0.125	4	235 S Main St		2.250
167	0.5	0	2	235 S Main St		0.500
168	1.125	0	4.5	235 S Main St by drain	Cross Cut	2.531
169	1.125	0.5	4	235 S Main St	Recut	3.250
170	**Out of Scope**			CRACKS 113 S Main St south property line	Out of Scope	-
171	1	0.875	5.5	113 S Main St	Recut	5.156
172	0.75	0.375	5.5	113 S Main St		3.094
173	0.625	0.375	5.5	113 S Main St		2.750
174	**Out of Scope**			ADA RAMP 113 S Main St street corner RAMP CONNECTION POINT TO GUTTER HAZARDOUS CANT CUT DUE TO TRUNCATED DOMES	Out of Scope	-
175	0.5	0	5	113 S Main St		1.250
176	0.5	0	4	113 S Main St		1.000
177	0.75	0	5.5	113 S Main St	Cross Cut	2.063
178	**Out of Scope**			GRATE HAZARDOUS 113 S Main St	Out of Scope	-
179	0.5	0	5	86 E 100 S	Cross Cut	1.250
180	0.625	0	5	86 E 100 S east property line	Cross Cut	1.563
181	1.25	0	5.5	RECUT 124 E 100 S east property line	Cross Cut	3.438
182	1.125	0	5.5	RECUT 168 E 100 S east property line	Cross Cut	3.094
183	0.75	0	5	Across street from 217 S 200 E and mailboxes	Cross Cut	1.875
184	**Out of Scope**			CRACKS 236 S 200 E	Out of Scope	-
185	0.75	0	5	236 S 200 E	Cross Cut	1.875
186	1.25	0	5.5	RECUT 236 S 200 E by curb drain	Cross Cut	3.438
187	0.625	0	5	236 S 200 E by curb drain	Cross Cut	1.563
188	0.875	0	5	236 S 200 E by wire pole	Cross Cut	2.188
189	1.125	0	6.5	RECUT 236 S 200 E by wire pole	Cross Cut	3.656
190	0.625	0	5	282 E 100 S		1.563
191	1	0.5	5.5	310 E 100 S	Recut	4.125
192	0.75	0.25	6.5	436 E 100 S		3.250
193	1	0.125	6.5	436 E 100 S		3.656
194	0.625	0.5	6.5	436 E 100 S		3.656
195	0.875	0.5	8	436 E 100 S		5.500

196	1.125	0	6.5	436 E 100 S		3.656
197	0.75	0	8	468 E 100 S east property line	Cross Cut	3.000
198	0.625	0	6.5	480 E 100 S	Cross Cut	2.031
199	0.75	0.125	6.5	500 E 100 S		2.844
200	0.75	0	6.5	500 E 100 S		2.438
201	0.625	0	5.5	518 E 100 S		1.719
202	0.625	0	8	518 E 100 S	Cross Cut	2.500
203	1.125	0	7	518 E 100 S	Cross Cut	3.938
204	0.5	0.25	3	1 OF 6 568 E River Meadows Dr	Extended Cut	1.125
205	0.375	0.125	10.5	L CUT 2 OF 6 568 E River Meadows Dr	Cracks	2.625
206	0.75	0.375	3	3 OF 6 568 E River Meadows Dr	**L Cut**	1.688
207	0.75	0.625	13	L CUT 4 OF 6 568 E River Meadows Dr	Cracks	8.938
208	0.75	0.375	4	5 OF 6 568 E River Meadows Dr	**L Cut**	2.250
209	0.625	0.375	3.5	6 OF 6 568 E River Meadows Dr	Extended Cut	1.750
210	0.75	0	2	568 E River Meadows Dr		0.750
211	0.625	0.125	6	1 OF 3 582 S 600 E	Extended Cut	2.250
212	0.875	0	10	L CUT CROSSCUT 2 OF 3 582 S 600 E	Cracks	4.375
213	0.875	0.375	1.5	3 OF 3 582 S 600 E	**L Cut**	0.938
214	1	0	6.5	582 S 600 E by mailbox	Cross Cut	3.250
215	0.75	0	6.5	582 S 600 E		2.438
216	0.875	0.5	6.5	582 S 600 E by water cover		4.469
217	0.75	0	6.5	582 S 600 E	Cross Cut	2.438
218	0.75	0	6.5	582 S 600 E	Cross Cut	2.438
219	1.125	0.5	6.5	582 S 600 E		5.281
220	0.5	0	4.5	582 S 600 E		1.125
221	0.375	0.25	3.5	ADA RAMP 1 OF 3 Across street from 480 E 100 S by park	Cracks	1.094
222	0.375	0.375	2	ADA RAMP 2 OF 3 Across street from 480 E 100 S by park	**L Cut**	0.750
223	0.75	0	9	ADA RAMP L CUT 3 OF 3 Across street from 480 E 100 S by park	Cross Cut	3.375
224	0.625	0.25	2.5	ADA RAMP 1 OF 2 Across street from 436 E 100 S by park sign	Cracks	1.094
225	0.75	0.375	2.5	ADA RAMP 2 OF 2 Across street from 436 E 100 S by park sign	**L Cut**	1.406
226	0.75	0.375	3	Across street from 436 E 100 S by park sign	ADA Ramp	1.688
227	****Out of Scope****			ADA RAMP Across street from 422 E 100 S by park sign CANT CUT DUE TO TRUNCATED DOMES	**Out of Scope**	-
228	0.75	0	6.5	East of 411 E 100 South St	Cross Cut	2.438
229	0.75	0.25	6	411 E 100 S by electrical box		3.000
230	0.375	0	2	ADA RAMP 1 OF 2 SE of 88 S Piccadilly Cir at street corner	**Curb Cut**	0.375
231	0.625	0.375	2.5	ADA RAMP 2 OF 2 SE of 88 S Piccadilly Cir at street corner	**Curb Cut**	1.250

232	**Out of Scope**			ADA RAMP NE corner of 100S and 300E CANT CUT DUE TO TRUNCATED DOMES	Out of Scope	-
233	0.5	0.25	4	217 S 200 E		1.500
234	0.625	0.25	4	217 S 200 E		1.750
235	**Out of Scope**			ADA RAMP 217 S 200 E street corner CANT CUT DUE TO TRUNCATED DOMES	Out of Scope	-
236	**Out of Scope**			TOO TALL 77 E 100 S	Out of Scope	-
237	0	0	0.0	BY HAZARD 236 77 E 100 S RECUT H1 13 H2 7 LNL FT 4	Review	0.000
238	**Out of Scope**			TOO TALL 77 E 100 S	Out of Scope	-
239	0	0	0.0	BY HAZARD 238 77 E 100 S CROSSCUT RECUT H1 11 H2 0 LNL FT 4.5	Review	0.000
240	1	0	4	RECUT 77 E 100 S	Cross Cut	2.000
241	0.5	0.375	4	65 E 100 S		1.750
242	1.375	0	4.5	65 E 100 S	Cross Cut	3.094
243	1.625	0.5	4.5	65 E 100 S		4.781
244	0.75	0.25	4	65 E 100 S		2.000
245	0.5	0	5	SE corner area of Main and Center St	Cross Cut	1.250
246	0.5	0.125	5.5	20 N Main St		1.719
247	0.875	0.125	4.5	188 N Main St	Recut	2.250
248	0.625	0	4.5	188 N Main St	Cross Cut	1.406
249	0.625	0	1.5	187 N Main St		0.469
250	0.625	0	4.5	169 N Main St	Cross Cut	1.406
251	0.625	0.375	4.5	155 N Main St by pedestrian sign		2.250
252	0.75	0.125	3.5	1 of 3 121 N Main St by pedestrian sign	Extended Cut	1.531
253	0.75	0.375	3.5	LCUT 2 of 3 121 N Main St by pedestrian sign	Cracks	1.969
254	1.5	0.5	3	LCUT 3 of 3 121 N Main St by pedestrian sign	Recut	3.000
255	0.625	0	4.5	121 N Main St	Cross Cut	1.406
256	0.5	0.25	4.5	53 N Main St		1.688
257	1	0.625	4.5	17 N Main St by irrigation cover	Recut	3.656
258	0.5	0	4.5	20 N Main St	Cross Cut	1.125
259	0.625	0	5	62 S Main St by store front		1.563
260	1.5	1.125	4.5	105 S Main St by stop sign and crosswalk	Recut	5.906
261	1	0.5	4	105 S Main St by water cover		3.000
262	0.625	0	4	South of 144 S Main St	Cross Cut	1.250
263	1.25	0	4	CROSSCUT 235 S Main St by curb drain	Review	2.500
264	**Out of Scope**			CRACKS 170 S Main St	Out of Scope	-
265	0.625	0.125	4	170 S Main St		1.500
266	0.5	0	2	170 S Main St	Cracks	0.500
267	0.5	0	3.5	170 S Main St		0.875
268	1	0.25	4.5	273 S Main St by ramp and mondella sign		2.813

269	**Out of Scope**			MISSING CHUNKS 50 E Red Pine Dr by irrigation cover	Out of Scope	-
270	0.5	0.375	3.5	1 of 3 372 S Main St by electrical box	Cracks	1.531
271	0.75	0.25	4.5	LCUT 2 of 3 372 S Main St by electrical box	Cracks	2.250
272	0.625	0	2.5	LCUT 3 of 3 372 S Main St by electrical box	Cross Cut	0.781
273	0.875	0	10.5	RECUT North of roundabout by Pine Valley	Cross Cut	4.594
274	0.625	0.5	10	North of roundabout by Pine Valley		5.625
275	1.25	0	10.5	RECUT North of roundabout by Pine Valley	Cross Cut	6.563
276	1.125	0.5	5	1 of 4 North of roundabout by Pine Valley by ramp	Recut	4.063
277	1.25	0.625	7	LCUT 2 of 4 North of roundabout by Pine Valley by ramp	Recut	6.563
278	1.375	0.875	6	3 of 4 North of roundabout by Pine Valley by ramp	Recut	6.750
279	1	0.625	4	4 of 4 North of roundabout by Pine Valley by ramp	Recut	3.250
280	0.625	0.375	4	233 N Main St		2.000
281	0.5	0	4	74 W 200 N by driveway	Cross Cut	1.000
282	0.5	0	4	88 W 200 N	Cross Cut	1.000
283	0.75	0	2.5	88 W 200 N by hydrant		0.938
284	1.125	0.5	4	102 W 200 N by green electrical box		3.250
285	0.5	0.25	4	102 W 200 N by driveway		1.500
286	0.625	0.25	4	102 W 200 N by driveway by mailbox		1.750
287	0.625	0	4	126 W 200 N by driveway	Cross Cut	1.250
288	0.75	0.25	4	126 W 200 N by green electrical box		2.000
289	**Out of Scope**			226 N Matisse Ln 2 hazards TOO TALL	Out of Scope	-
290	1	0	4	226 N Matisse Ln by hydrant	Cross Cut	2.000
291	1.5	0	5	226 N Matisse Ln by hydrant	Cross Cut	3.750
292	1.125	0	4.5	226 N Matisse Ln	Cross Cut	2.531
293	0.625	0	7	226 N Matisse Ln	Cross Cut	2.188
294	1	0.375	4.5	226 N Matisse Ln on ramp	ADA Ramp	3.094
295	0.5	0.25	3	1 of 3 Across from 226 N Matisse Ln on ramp	ADA Ramp	1.125
296	0.625	0.375	1.5	LCUT 2 of 3 Across from 226 N Matisse Ln on ramp	ADA Ramp	0.750
297	0.375	0	9.5	LCUT 3 of 3 Across from 226 N Matisse Ln on ramp	Cross Cut	1.781
298	0.875	0	4	168 W 200 North St by drain		1.750
299	0.625	0.5	4	168 W 200 North St		2.250
300	0.875	0.625	4	168 W 200 North St by driveway		3.000
301	0.875	0	4	226 W 200 N by speed limit sign	Cross Cut	1.750
302	0.625	0.125	8.5	226 W 200 N on bridge		3.188
303	0.625	0	4	226 W 200 N	Cross Cut	1.250
304	0.5	0.375	4	226 W 200 N		1.750

305	0.5	0.25	4	226 W 200 N by driveway and curb drain		1.500
306	0.625	0	4	226 W 200 N by chicken coop	Cross Cut	1.250
307	0.75	0.375	3	1 of 2 226 W 200 N by chicken coop	ADA Ramp	1.688
308	1	0.625	3.5	2 of 2 226 W 200 N by chicken coop	ADA Ramp	2.844
309	0.625	0	5	217 N Deerfield Dr on ramp	ADA Ramp	1.563
310	0.75	0.375	5.5	217 N Deerfield Dr by ramp by stop sign		3.094
311	0.75	0	3.5	217 N Deerfield Dr by curb drain		1.313
312	**Out of Scope**			SPALLING	**Out of Scope**	-
313	1.25	0	2	288 W 200 N at water cover	Review	1.250
314	0.625	0	1	288 W 200 N at water cover	Review	0.313
315	0.5	0	4.5	288 W 200 N by driveway		1.125
316	0.5	0.125	4	288 W 200 N		1.250
317	0.625	0	4	332 W 200 N	Cross Cut	1.250
318	0.625	0	3	332 W 200 N by hydrant		0.938
319	1.5	0.625	4	332 W 200 N by hydrant		4.250
320	0.875	0	4	332 W 200 N by telephone pole	Cross Cut	1.750
321	0.625	0	4	332 W 200 N	Cross Cut	1.250
322	0.625	0.5	4	332 W 200 N by electrical boxes		2.250
323	0.625	0.25	4	332 W 200 N		1.750
324	0.5	0.375	4	332 W 200 N		1.750
325	0.5	0	3.5	381 W Westfield Rd by telephone pole		0.875
326	0.5	0.375	5	381 W Westfield Rd by driveway		2.188
327	0.875	0	5	381 W Westfield Rd	Cross Cut	2.188
328	0.5	0	5	332 W 200 N by speed limit sign	Cross Cut	1.250
329	0.875	0.625	5	332 W 200 N		3.750
330	0.75	0	5	332 W 200 N	Cross Cut	1.875
331	0.75	0	5	332 W 200 N	Cross Cut	1.875
332	0.625	0.375	5	309 W 200 N		2.500
333	0.5	0	2	309 W 200 N by mailbox		0.500
334	0.5	0	5	309 W 200 N	Cross Cut	1.250
335	0.75	0	5	309 W 200 N on driveway	Cross Cut	1.875
336	1.375	0	5.5	309 W 200 N by driveway	Cross Cut	3.781
337	0.75	0	5	309 W 200 N by driveway	Cross Cut	1.875
338	1.125	0	5.5	309 W 200 N	Cross Cut	3.094
339	0.75	0	4	241 W 200 N	Cross Cut	1.500
340	0.75	0.5	5	241 W 200 N		3.125
341	0.75	0	5	241 W 200 N	Cross Cut	1.875
342	0.625	0.25	4.5	191 W 200 N by driveway		1.969
343	0.875	0	4.5	191 W 200 N by driveway	Cross Cut	1.969
344	0.75	0	3.5	191 W 200 N		1.313
345	0.625	0	4	191 W 200 N	Cross Cut	1.250
346	0.625	0	4	191 W 200 N	Cross Cut	1.250
347	0.5	0.375	4	191 W 200 N by water cover		1.750
348	0.5	0	4.5	248 N Deerfield Dr by speed limit sign		1.125
349	0.625	0.125	4	248 N Deerfield Dr		1.500
350	1	0.75	4	248 N Deerfield Dr by telephone pole		3.500
351	1	0	4	248 N Deerfield Dr by water covers		2.000
352	0.875	0	4	248 N Deerfield Dr by driveway	Cross Cut	1.750

353	0.625	0	2.5	153 W 200 N		0.781
354	0.625	0	3	129 W 200 N		0.938
355	1	0	3.5	129 W 200 N		1.750
356	1	0.75	4	129 W 200 N		3.500
357	0.625	0.375	4	129 W 200 N by water cover		2.000
358	0	0	0.0	CRACKS 129 W 200 N by driveway	Review	0.000
359	0.5	0.125	4	129 W 200 N by second driveway		1.250
360	0.625	0	5	129 W 200 N by second driveway	Cross Cut	1.563
361	0.5	0	5	129 W 200 N by second driveway	Cross Cut	1.250
362	0.625	0	4	102 W 200 N	Cross Cut	1.250
363	0.875	0	5	102 W 200 N on driveway	Cross Cut	2.188
364	1.5	0	6	102 W 200 N by driveway	Cross Cut	4.500
365	0.625	0.5	5	102 W 200 N		2.813
366	1.375	0.75	5	102 W 200 N by electrical box		5.313
367	0.75	0	4.5	102 W 200 N by ramp		1.688
368	0.75	0	3.5	1 of 3 190 W 200 N	**L Cut**	1.313
369	0.625	0.25	4.5	2 of 3 190 W 200 N by stop sign	ADA Ramp	1.969
370	0.75	0	4	CROSS CUT 3 of 3 190 W 200 N by stop sign	Cracks	1.500
371	1	0.75	4	190 W 200 N by driveway		3.500
372	0.625	0.125	4	190 W 200 N by driveway		1.500
373	0.875	0.375	4	190 W 200 N		2.500
374	0.5	0	4	190 W 200 N	Cross Cut	1.000
375	0.625	0.25	4	190 W 200 N OVERGROWN	**Plan Access**	1.750
376	0.75	0	2.5	71 W 200 N	Cracks	0.938
377	1.375	1.125	4	71 W 200 N by mailbox		5.000
378	****Out of Scope****			CRACKS 71 W 200 N	**Out of Scope**	-
379	1.25	0	4.5	50 W 200 N	Cross Cut	2.813
380	1	0.375	4	50 W 200 N		2.750
381	0.5	0.25	4	50 W 200 N		1.500
		Totals:	**1,602.5**			**814.939**
Total Cost for Trip Hazard Repair:					**$39,117.07**	

**All Bids and Proposals from Precision Concrete Cutting are valid for 90 days. After 90 days the scope or pricing may need to be adjusted, please contact your sales rep for a new bid with current pricing.*

**Precision Concrete Cutting has a project minimum of $1,000.00*

**Bids are proprietary to Precision Concrete Cutting & should not be shared with other contractors without permission*

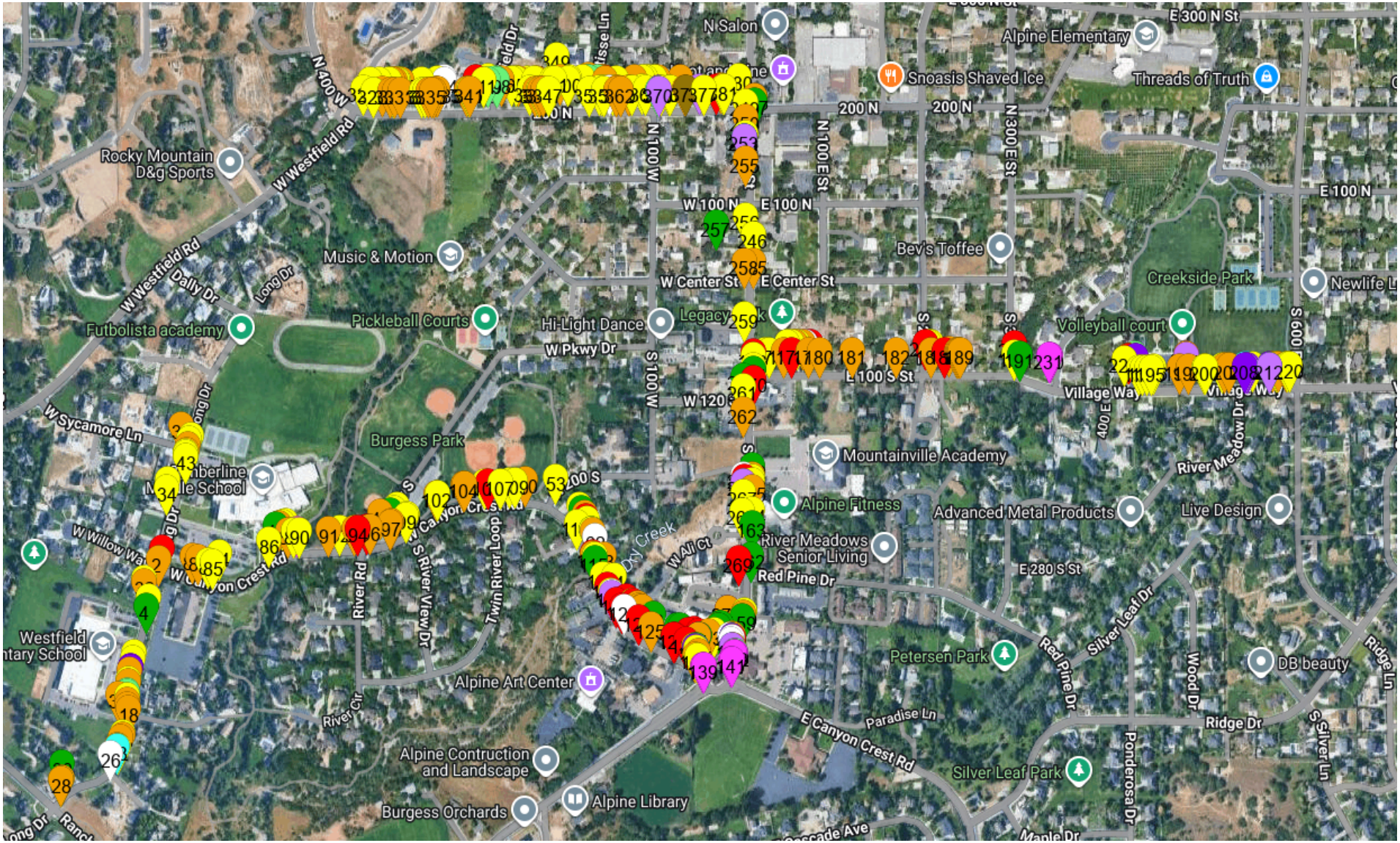
**Precision Concrete Cutting will identify panels that need replacement but we do not do replacement*

**Precision Concrete Cutting (PCC) repairs only those uneven sidewalks specifically requested by the client and therefore makes no guarantee that the property is free of uneven sidewalk hazards (trip hazards). After the project is completed, sidewalks will continue to shift due to tree roots, water, settling, and other natural and man-made causes outside of PCC's control. PCC is not liable for any related claims, losses, or damages related to future trip hazards or hazards that were not addressed by this project.*

At the time of completion, PCC warranties that the trip hazard repairs are ADA Compliant, specifically with regard to the ADA Change in Level standard. Upon completion you agree to inspect the work, payment of your invoice is indication that you have inspected the property and the work has been done to your satisfaction.

If any repair locations are inaccessible during our repair process, and an additional trip is needed, a $250 mobilization fee will be added to the invoice. Invoice is due upon receipt, if not paid in full within 30 days of the invoice date a 5% late fee will be assessed every 15 days until it is paid.

If credit card payment is used, 3% service fee will apply.


N Salon
Alpine Elementary
E 300 N St
Snoasis Shaved Ice
Threads of Truth
200 N
N 400 W
W Westfield Rd
Rocky Mountain D&g Sports
N 100 W
N 100 E St
N 300 E St
E 100 N
W 100 N
Music & Motion
Bev's Toffee
W Center St
E Center St
Creekside Park
Newlife L
Futbolista academy
Pickleball Courts
Hi-Light Dance
Legacy
Volleyball court
W Pkwy Dr
E 100 S St
S 600 E
Village Way
W Sycamore Ln
Burgess Park
Mountainville Academy
River Meadow Dr
Alpine Fitness
Advanced Metal Products
Live Design
River Meadows Senior Living
W Willow Way
W Canyon Crest Rd
River Rd
S River View Dr
Twin River Loop
Dry Creek
W Alt Ct
Red Pine Dr
E 280 S St
Silver Leaf Dr
Westfield
Petersen Park
DB beauty
Alpine Art Center
River Cir
Paradise Ln
E Canyon Crest Rd
Wood Dr
Ridge Dr
Ridge Ln
Alpine Contruction and Landscape
Silver Leaf Park
Ponderosa Dr
S Silver Ln
Burgess Orchards
Alpine Library
Maple Dr

Docusign Envelope ID: 265F121B-01EA-87B0-8175-B540929434DE

SIRQ construction

080-21 Alpine Fire 202
09/01/26 - 09/30/26

APPLICATION AND CERTIFICATE FOR PAYMENT

DOCUMENT SUMMARY SHEET

TO OWNER/CLIENT:
Alpine City
20 N Main Street
Alpine , Utah 84004

PROJECT:
Alpine Fire 202
50 E 100 N
Alpine, Utah 84004

APPLICATION NO: 3
INVOICE NO: 3
PERIOD: 09/01/26 - 09/30/26
PROJECT NO: 080-21
CONTRACT DATE: 6/23/2026

FROM CONTRACTOR:
SIRQ, Inc.
3900 N. Traverse Mtn Blvd., Suite 202
Lehi, Utah 84048

VIA ARCHITECT/ENGINEER:
Chad Littlewood (Babcock Design)
52 Exchange Place
Salt Lake City, Utah 84111

CONTRACT FOR: Alpine Fire 202

10/6/2026

CONTRACTOR'S APPLICATION FOR PAYMENT

Application is made for payment, as shown below, in connection with the Contract. Continuation Sheet is attached.

1.	Original Contract Sum		$5,108,065.00
2.	Net change by change orders		$61,576.25
3.	Contract Sum to date (Line 1 ± 2)		$5,169,641.25
4.	Total completed and stored to date (Column G on detail sheet)		$972,440.00
5.	Retainage:		
	a. 4.63% of completed work	$45,019.57	
	b. 0.00% of stored material	$0.00	
	Total retainage (Line 5a + 5b or total in column I of detail sheet)		$45,019.57
6.	Total earned less retainage (Line 4 less Line 5 Total)		$927,420.43
7.	Less previous certificates for payment (Line 6 from prior certificate)		$553,811.29
8.	Current payment due:		$373,609.14
9.	Balance to finish, including retainage (Line 3 less Line 6)		$4,242,220.82

CHANGE ORDER SUMMARY	ADDITIONS	DEDUCTIONS
Total changes approved in previous months by Owner/Client:	$111,614.09	$(72,664.50)
Total approved this month:	$27,158.06	$(4,531.40)
Totals:	$138,772.15	$(77,195.90)
Net change by change orders:	$61,576.25	

The undersigned certifies that to the best of the Contractor's knowledge, information and belief, the Work covered by this Application for Payment has been completed in accordance with the Contract Documents, that all amounts have been paid by the Contractor for Work which previous Certificates for payment were issued and payments received from the Owner/Client, and that current payments shown herein is now due.

CONTRACTOR: SIRQ, Inc.

By: _____ Date: 10-2-26

State of: UTAH
County of: UTAH
Subscribed and sworn to before me this 2ND day of OCTOBER
Notary Public:
My commission expires: 8/8/29

COLTON PETERSON
NOTARY PUBLIC-STATE OF UTAH
COMMISSION # 744470
Comm. Expires: 08-08-2029

ARCHITECT'S/ENGINEER'S CERTIFICATE FOR PAYMENT

In accordance with the Contract Documents, based on the on-site observations and the data comprising this application, the Architect/Engineer certifies to the Owner/Client that to the best of the Architect's/Engineer's knowledge, information and belief that Work is in accordance with the Contract Documents, and the Contractor is entitled to payment of the AMOUNT CERTIFIED.

AMOUNT CERTIFIED: $373,609.14

(Attach explanation if amount certified differs from the amount applied for. Initial all figures on this Application and on the Continuation Sheet that are changed to confirm the amount certified.)

ARCHITECT/ENGINEER:

By: _____ Date: 10/7/2026

This certificate is not negotiable. The amount certified is payable only to the Contractor named herein. Issuance, payment and acceptance of payment are without prejudice to the rights of the Owner/Client or Contractor under this Contract.

Docusign Envelope ID: 265F121B-01EA-87B0-8175-B540929434DE

SIRQ construction

UTAH CONDITIONAL WAIVER AND RELEASE UPON PROGRESS PAYMENT

Property Name: Alpine Fire Station 202
Property Location: 50 E 100 N, Alpine Utah 84004
Undersigned's Customer: Alpine City
Invoice/Payment Application Number: 3
Payment Amount: $373,609.14
Payment Period: Sept :r 2026

To the extent provided below, this document becomes effective to release and the undersigned is considered to waive any contract right, any notice of lien or right under Utah Code Ann., Title 38, Chapter 1a, Preconstruction and Construction Liens, and any bond right under Utah Code Ann., Title 14, Contractors' Bonds, or Section 63G-6a-1103 related to payment rights the undersigned has on the above described Property once:

(1) the undersigned endorses a check in the above referenced Payment Amount payable to the undersigned; and
(2) the check is paid by the depository institution on which it is drawn.

This waiver and release applies to a progress payment for the work, materials, equipment, or a combination of work, materials, and equipment furnished by the undersigned to the Property or to the Undersigned's Customer which are the subject of the Invoice or Payment Application, but only to the extent of the Payment Amount. This waiver and release does not apply to any retention withheld; any items, modifications, or changes pending approval; disputed items and claims; or items furnished or invoiced after the Payment Period.

The undersigned warrants that the undersigned either has already paid or will use the money the undersigned receives from this progress payment promptly to pay in full all the undersigned's laborers, subcontractors, materialmen, and suppliers for all work, materials, equipment, or combination of work, materials, and equipment that are the subject of this waiver and release.

(Acknowledged, affirmed and subscribed by the undersigned.)
Dated: 10-02-26

SIRQ, Inc.
(Print Company Name)

Andrew Adams
(Print Name of Authorized Individual Signing this Document)

(Signature)

Docusign Envelope ID: 265F121B-01EA-87B0-8175-B540929434DE

A	B	C			D	E	F	G		H	I
Item No.	Description of Work	Scheduled Value	Approved Changes	Revised Scheduled Value	Work Completed		Materials Presently Stored	Total Completed and Stored to Date (D + E + F)	% (G/C)	Balance to Finish (C-G)	Retainage
					From Previous (D+E)	This Period					
01 - GENERAL CONDITIONS		$398,229.38	$101.12	$398,330.50	$98,084.00	$39,042.00	$0.00	$137,126.00	34.43%	$261,204.50	$6,856.30
02 - EXISTING CONDITIONS		$70,920.00	($675.00)	$70,245.00	$5,300.00	$21,355.00	$0.00	$26,655.00	37.95%	$43,590.00	$1,332.75
— 02-210000 - Surveys		$13,585.00	$0.00	$13,585.00	$5,300.00	$7,155.00	$0.00	$12,455.00	91.68%	$1,130.00	$622.75
— 02-410000 - Demolition		$57,335.00	($675.00)	$56,660.00	$0.00	$14,200.00	$0.00	$14,200.00	25.06%	$42,460.00	$710.00
03 - CONCRETE		$257,849.00	$8,037.00	$265,886.00	$92,862.03	$102,511.94	$0.00	$195,373.97	73.48%	$70,512.03	$9,768.70
— 03-300000 - Cast in Place Concrete		$257,849.00	$8,037.00	$265,886.00	$92,862.03	$102,511.94	$0.00	$195,373.97	73.48%	$70,512.03	$9,768.70
04 - MASONRY		$205,300.00	$26,700.00	$232,000.00	$0.00	$0.00	$0.00	$0.00	0.00%	$232,000.00	$0.00
— 04-200000 - Unit Masonry		$205,300.00	$26,700.00	$232,000.00	$0.00	$0.00	$0.00	$0.00	0.00%	$232,000.00	$0.00
05 - METALS		$115,416.00	$0.00	$115,416.00	$0.00	$45,620.27	$0.00	$45,620.27	39.53%	$69,795.73	$2,281.01
— 05-500000 - Metal Fabrications		$115,416.00	$0.00	$115,416.00	$0.00	$45,620.27	$0.00	$45,620.27	39.53%	$69,795.73	$2,281.01
06 - WOOD, PLASTICS, COMPOSITES		$432,210.00	$0.00	$432,210.00	$0.00	$0.00	$0.00	$0.00	0.00%	$432,210.00	$0.00
— 06-110000 - Wood Framing		$250,000.00	$0.00	$250,000.00	$0.00	$0.00	$0.00	$0.00	0.00%	$250,000.00	$0.00
— 06-200000 - Finish Carpentry		$182,210.00	$0.00	$182,210.00	$0.00	$0.00	$0.00	$0.00	0.00%	$182,210.00	$0.00
07 - THERMAL AND MOISTURE PROT		$386,241.00	($8,118.00)	$378,123.00	$0.00	$0.00	$0.00	$0.00	0.00%	$378,123.00	$0.00
— 07-100000 - Dampproofing and Waterproofing		$20,850.00	$0.00	$20,850.00	$0.00	$0.00	$0.00	$0.00	0.00%	$20,850.00	$0.00
— 07-210000 - Thermal Insulation		$10,306.00	($1,348.00)	$8,958.00	$0.00	$0.00	$0.00	$0.00	0.00%	$8,958.00	$0.00
— 07-460000 - Siding		$124,809.00	($5,670.00)	$119,139.00	$0.00	$0.00	$0.00	$0.00	0.00%	$119,139.00	$0.00
— 07-500000 - Membrane Roofing		$230,276.00	($1,100.00)	$229,176.00	$0.00	$0.00	$0.00	$0.00	0.00%	$229,176.00	$0.00
08 - OPENINGS		$383,634.00	$0.00	$383,634.00	$0.00	$0.00	$0.00	$0.00	0.00%	$383,634.00	$0.00
— 08-100000 - Doors and Frames		$65,534.00	$0.00	$65,534.00	$0.00	$0.00	$0.00	$0.00	0.00%	$65,534.00	$0.00
— 08-300000 - Specialty Doors and Frames		$148,865.00	$0.00	$148,865.00	$0.00	$0.00	$0.00	$0.00	0.00%	$148,865.00	$0.00
— 08-800000 - Glazing		$169,235.00	$0.00	$169,235.00	$0.00	$0.00	$0.00	$0.00	0.00%	$169,235.00	$0.00
09 - FINISHES		$238,765.89	$0.00	$238,765.89	$0.00	$0.00	$0.00	$0.00	0.00%	$238,765.89	$0.00
— 09-211600 - Gypsum Board Assemblies		$73,781.00	$0.00	$73,781.00	$0.00	$0.00	$0.00	$0.00	0.00%	$73,781.00	$0.00
— 09-600000 - Flooring		$128,150.89	$0.00	$128,150.89	$0.00	$0.00	$0.00	$0.00	0.00%	$128,150.89	$0.00

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A	B	C			D	E	F	G		H	I
Item No.	Description of Work	Scheduled Value	Approved Changes	Revised Scheduled Value	Work Completed		Materials Presently Stored	Total Completed and Stored to Date (D + E + F)	% (G/C)	Balance to Finish (C-G)	Retainage
					From Previous (D+E)	This Period					
— 09-900000 - Painting and Coating		$36,834.00	$0.00	$36,834.00	$0.00	$0.00	$0.00	$0.00	0.00%	$36,834.00	$0.00
10 - SPECIALTIES		$79,366.07	($36,585.00)	$42,781.07	$0.00	$0.00	$0.00	$0.00	0.00%	$42,781.07	$0.00
— 10-010000 - Interior Specialties		$14,361.00	$0.00	$14,361.00	$0.00	$0.00	$0.00	$0.00	0.00%	$14,361.00	$0.00
— 10-140000 - Signage		$65,005.07	($36,585.00)	$28,420.07	$0.00	$0.00	$0.00	$0.00	0.00%	$28,420.07	$0.00
11 - EQUIPMENT		$23,950.00	$0.00	$23,950.00	$0.00	$0.00	$0.00	$0.00	0.00%	$23,950.00	$0.00
— 11-310000 - Residential Appliances		$23,950.00	$0.00	$23,950.00	$0.00	$0.00	$0.00	$0.00	0.00%	$23,950.00	$0.00
12 - FURNISHINGS		$3,660.00	$0.00	$3,660.00	$0.00	$0.00	$0.00	$0.00	0.00%	$3,660.00	$0.00
— 12-240000 - Window Shades		$3,660.00	$0.00	$3,660.00	$0.00	$0.00	$0.00	$0.00	0.00%	$3,660.00	$0.00
17 - MISC. OWNER COSTS		$322,210.71	$1,086.00	$323,296.71	$71,081.78	$967.00	$0.00	$72,048.78	22.29%	$251,247.93	$0.00
— 17-066000 - Final Clean-Up		$6,043.31	$0.00	$6,043.31	$0.00	$0.00	$0.00	$0.00	0.00%	$6,043.31	$0.00
— 17-150000 - Weather Conditions		$80,508.50	$0.00	$80,508.50	$0.00	$0.00	$0.00	$0.00	0.00%	$80,508.50	$0.00
— 17-178000 - Project Software Allocation		$0.00	$92.79	$92.79	$0.00	$0.00	$0.00	$0.00	0.00%	$92.79	$0.00
— 17-200000 - Builders Risk		$18,389.03	$221.67	$18,610.70	$18,389.03	$0.00	$0.00	$18,389.03	98.81%	$221.67	$0.00
— 17-202000 - Bonds		$33,890.33	$408.25	$34,298.58	$33,890.33	$0.00	$0.00	$33,890.33	98.81%	$408.25	$0.00
— 17-203000 - GL Insurance		$17,367.42	$209.36	$17,576.78	$17,367.42	$0.00	$0.00	$17,367.42	98.81%	$209.36	$0.00
— 17-783600 - Post Construction Services		$12,770.16	$153.93	$12,924.09	$1,435.00	$967.00	$0.00	$2,402.00	18.59%	$10,522.09	$0.00
— 17-999700 - Contingency		$153,241.96	$0.00	$153,241.96	$0.00	$0.00	$0.00	$0.00	0.00%	$153,241.96	$0.00
21 - FIRE SUPPRESSION		$48,925.77	$0.00	$48,925.77	$0.00	$4,080.00	$0.00	$4,080.00	8.34%	$44,845.77	$204.00
— 21-100000 - Water-Based Fire Suppression		$48,925.77	$0.00	$48,925.77	$0.00	$4,080.00	$0.00	$4,080.00	8.34%	$44,845.77	$204.00
22 - PLUMBING		$730,436.00	($8,166.99)	$722,269.01	$0.00	$27,210.00	$0.00	$27,210.00	3.77%	$695,059.01	$1,360.50
— 22-010000 - Basic Plumbing		$730,436.00	($8,166.99)	$722,269.01	$0.00	$27,210.00	$0.00	$27,210.00	3.77%	$695,059.01	$1,360.50
26 - ELECTRICAL		$667,196.51	$68,445.24	$735,641.75	$23,800.10	$43,171.50	$0.00	$66,971.60	9.10%	$668,670.15	$3,348.58
— 26-010000 - Basic Electrical		$667,196.51	$68,445.24	$735,641.75	$23,800.10	$43,171.50	$0.00	$66,971.60	9.10%	$668,670.15	$3,348.58
31 - EARTHWORK		$412,217.50	$7,547.29	$419,764.79	$258,190.20	$89,164.18	$0.00	$347,354.38	82.75%	$72,410.41	$17,367.73
— 31-200000 - Earth Moving		$405,290.00	$7,547.29	$412,837.29	$255,372.70	$88,814.18	$0.00	$344,186.88	83.37%	$68,650.41	$17,209.35
— 31-250000 - Erosion and Sedimentation Cont		$6,927.50	$0.00	$6,927.50	$2,817.50	$350.00	$0.00	$3,167.50	45.72%	$3,760.00	$158.38

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A	B	C			D	E	F	G		H	I
Item No.	Description of Work	Scheduled Value	Approved Changes	Revised Scheduled Value	Work Completed		Materials Presently Stored	Total Completed and Stored to Date (D + E + F)	% (G/C)	Balance to Finish (C-G)	Retainage
					From Previous (D+E)	This Period					
32 - EXTERIOR IMPROVEMENTS		$65,698.91	$0.00	$65,698.91	$0.00	$0.00	$0.00	$0.00	0.00%	$65,698.91	$0.00
— 32-121600 - Asphalt Paving		$65,698.91	$0.00	$65,698.91	$0.00	$0.00	$0.00	$0.00	0.00%	$65,698.91	$0.00
99 - JOB CONTINGENCY/PROFIT		$265,838.26	$3,204.59	$269,042.85	$29,900.00	$20,100.00	$0.00	$50,000.00	18.58%	$219,042.85	$2,500.00
(Unspecified Cost Code Tier 1)		$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	100.00%	$0.00	$0.00
	Grand Total:	$5,108,065.00	$61,576.25	$5,169,641.25	$579,218.11	$393,221.89	$0.00	$972,440.00	18.81%	$4,197,201.25	$45,019.57

Docusign Envelope ID: 265F121B-01EA-87B0-8175-B540929434DE

SIRQ construction

EXHIBIT 5 to Subcontract Agreement APPLICATION FOR PAYMENT

080-21 Alpine Fire 202
Ensign Engineering

TO CONTRACTOR:

SIRQ Construction
3900 N. Traverse Mtn Blvd., Suite 202
Lehi, Utah 84043

PROJECT:

Alpine Fire 202
50 E 100 N
Alpine, Utah 84004

APPLICATION NO: 2
INVOICE NO: 08021-02210-002
PERIOD: 09/01/26 - 09/30/26
PROJECT NO: 080-21
CONTRACT NO: 08021-022100
CONTRACT DATE: 08/27/2026
CERTIFICATE DATE: 09/21/2026
SUBMITTED DATE: 09/16/2026

2nd Tier Releases Required

N/A

FROM SUBCONTRACTOR:

Ensign Engineering
45 West 10000 South STE 500
Sandy, Utah 84095

SUBCONTRACT FOR: Ensign/Survey

SUBCONTRACTOR'S APPLICATION FOR PAYMENT

Application is made for payment, as shown below, in connection with the Subcontract. Continuation Sheet is attached.

1.	Original Contract Sum		$13,585.00
2.	Net change by change orders		$0.00
3.	Contract Sum to date (Line 1 ± 2)		$13,585.00
4.	Total completed and stored to date (Column G on detail sheet)	91.68%	$12,455.00
5.	Retainage:		
	a. 5.00% of completed work	$622.75	
	b. 0.00% of stored material	$0.00	
	Total retainage (Line 5a + 5b or total in column I of detail sheet)		$622.75
6.	Total earned less retainage (Line 4 less Line 5 Total)		$11,832.25
7.	Less previous certificates for payment (Line 6 from prior certificate)		$5,035.00
8.	Current payment due:		$6,797.25
9.	Total Completed and Stored this period		$7,155.00
10.	Balance to finish, including retainage (Line 3 less Line 6)		$1,752.75

CHANGE ORDER SUMMARY	ADDITIONS	DEDUCTIONS
Total changes approved in previous months by Owner/Client:	$0.00	$0.00
Total approved this month:	$0.00	$0.00
Totals:	$0.00	$0.00
Net change by change orders:	$0.00	

CERTIFICATION AND WAIVER OF THE SUBCONTRACTOR

The undersigned hereby certifies that the work performed and the materials supplied as of the ending date of the period shown above, represents the actual value of all work performed and materials supplied under the terms of the Contract (including all authorized changes thereto) between SIRQ, Inc. (Contractor) and the undersigned, relating to the above referenced project.

To the extent provided below, this document becomes effective to release and the undersigned is considered to waive any and all claims, demands, actions, causes of action, or other rights at law, in contract, tort, equity or otherwise against Contractor, along with any notice of lien or right under Utah Code Ann., Title 38, Chapter 1a, Preconstruction and Construction Liens, and any bond right under Utah Code Ann., Title 14, Contractors' Bonds, or Utah Code Ann. 63G-6-505 related to payment rights the undersigned has on the above described Property once:

(1) the undersigned endorses a check in the above referenced Payment Amount payable to the undersigned; and

(2) the check is paid by the depository institution on which it is drawn.

This waiver and release applies to a progress payment for the work, materials, equipment, or a combination of work, materials, and equipment furnished by the undersigned to the Property or to the undersigned's customer which are the subject of the any invoice or payment application, but only to the extent of the Payment Amount. This waiver and release does not apply to any retention withheld; any pending modifications, claims or changes as specifically reserved and previously submitted in writing to Contractor by the undersigned; or items furnished or invoiced after the Payment Period.

The undersigned warrants and represents that the undersigned either has already paid or will use the money the undersigned has received from this progress payment promptly to pay in full all the undersigned's laborers, subcontractors, materialmen, and suppliers for all work, materials, equipment, or combination of work, materials, and equipment that are the subject of this waiver and release.

The undersigned also certifies that payments in full, less applicable retention, have been made through the period covered by the previous payments received from the Contractor to all the undersigned's subcontractors, lessors, consultants, vendors, suppliers and others for all materials and labor used in or in connection with the performance of the Contract or work provided on the Property. The undersigned further certifies that it has complied with all Federal, State, and local laws, including Social Security laws, Unemployment Compensation laws and tax laws insofar as applicable to the performance of the Contract.

Signature: _____ **Date:** 9/21/2026

Print Name: Ruth Larsen **Title:** Admin Assistant

SIRQ Approval _____ **Project Manager** _____ **Superintendent**

Docusign Envelope ID: 265F121B-01EA-87B0-8175-B540929434DE

Document SUMMARY SHEET, APPLICATION AND CERTIFICATE FOR PAYMENT, containing
Contractor's signed Certification is attached.
Use Column I on Contracts where variable retainage for line items apply.

APPLICATION NUMBER: 2
APPLICATION DATE: 09/23/2026
PERIOD: 09/01/26 - 09/30/26

Contract Lines

A		B	C	D	E	F	G		H	I
ITEM NO.	BUDGET CODE	DESCRIPTION OF WORK	SCHEDULED VALUE	WORK COMPLETED		MATERIALS PRESENTLY STORED (NOT IN D OR E)	TOTAL COMPLETED AND STORED TO DATE (D + E + F)	% (G / C)	BALANCE TO FINISH (C - G)	RETAINAGE
				FROM PREVIOUS APPLICATION (D + E)	THIS PERIOD					
1	02-210000.SU Survey	Site Control and Benchmark	$1,150.00	$1,150.00	$0.00	$0.00	$1,150.00	100.00%	$0.00	$57.50
2	02-210000.SU Survey	Concrete/Curb Staking	$4,500.00	$600.00	$3,900.00	$0.00	$4,500.00	100.00%	$0.00	$225.00
3	02-210000.SU Survey	Building Staking	$1,900.00	$1,900.00	$0.00	$0.00	$1,900.00	100.00%	$0.00	$95.00
4	02-210000.SU Survey	Storm Drain Staking	$1,975.00	$800.00	$1,175.00	$0.00	$1,975.00	100.00%	$0.00	$98.75
5	02-210000.SU Survey	Sewer Staking	$850.00	$0.00	$850.00	$0.00	$850.00	100.00%	$0.00	$42.50
6	02-210000.SU Survey	Water Staking	$850.00	$850.00	$0.00	$0.00	$850.00	100.00%	$0.00	$42.50
7	02-210000.SU Survey	Electric Staking	$1,130.00	$0.00	$0.00	$0.00	$0.00	0.00%	$1,130.00	$0.00
8	02-210000.SU Survey	Office Calculation	$1,230.00	$0.00	$1,230.00	$0.00	$1,230.00	100.00%	$0.00	$61.50
		TOTALS:	**$13,585.00**	**$5,300.00**	**$7,155.00**	**$0.00**	**$12,455.00**	**91.68%**	**$1,130.00**	**$622.75**

Grand Totals

A	B	C	D	E	F	G		H	I
ITEM NO.	DESCRIPTION OF WORK	SCHEDULED VALUE	WORK COMPLETED		MATERIALS PRESENTLY STORED (NOT IN D OR E)	TOTAL COMPLETED AND STORED TO DATE (D + E + F)	% (G / C)	BALANCE TO FINISH (C - G)	RETAINAGE
			FROM PREVIOUS APPLICATION (D + E)	THIS PERIOD					
	GRAND TOTALS:	**$13,585.00**	**$5,300.00**	**$7,155.00**	**$0.00**	**$12,455.00**	**91.68%**	**$1,130.00**	**$622.75**

UTAH LEAGUE OF CITIES AND TOWNS

Alpine City Council

#CitiesWork

About ULCT

First organized in 1907, the Utah League of Cities and Towns serves Utah's 257 cities and towns.

Advocacy

represents cities and towns with a **strong, unified voice** at the state & federal levels.

Engagement

provides information and training, **connects** members, **facilitates** technical assistance and communications.

Operations

membership organization; non-partisan, inter-local entity.

Board of Directors

Executive Board

Mayor Kate Bradshaw, *President; Bountiful*
Council Member Christ Hinton, *1st Vice President; Santa Clara*
Mayor Lorin Palmer, *2nd Vice President; Herriman*
Mayor Troy Walker, *Immediate Past President; Draper*
City Manager Seth Perrins, *Utah City Managers Association Representative; Spanish Fork*

Board of Directors

Mayor Dirk Burton, *West Jordan*
Council Member Dan Dugan, *Salt Lake City*
Council Member Jessica Egbert, *Mapleton*
Council Member Audrey Goodrich, *Roosevelt*
Mayor Barbara Bruno, *Springdale*
Council Member Clint Morris, *Layton*
Mayor Ben Nadolski, *Ogden*
Mayor Lyndsay Peterson, *North Logan*
Mayor Mark Shepherd, *Clearfield City*
Council Member Amy Shumway, *Farmington*
Council Member Tana Toly, *Park City*
Mayor Tamara Tran, *Kaysville*
Mayor Danny Van Wagoner, *Castle Dale*
Mayor Mary Wintch, *Manti*
Mayor Bill Wright, *Payson*
Mayor Mickey Wright, *Torrey*

Ex-Officio Board Members

Mayor Brett Hales, *Treasurer; Murray*
Kim Crane, *President, Utah Municipal Clerks Association; Springville*
Roger O. Tew, *General Counsel, Senior Policy Advisor*
Mayor Mike Mendenhall, *Past President; Spanish Fork*
Mayor Dawn Ramsey, *Past President; South Jordan*

ULCT Principles



ULCT urges state leaders to **respect** the role of local government as we respect their role and **collaborate** with local governments to achieve **outcomes** that make a positive difference for our collective constituents.

Legally, what we are and what we are not

Dillon's Rule

"Local governments may exercise only powers that the state specifically grants to them, to determine the bounds of a municipal government's legal authority

Home Rule (charter)

More flexibility in how city operates, but still subject to state law

Legally, what we are and what we are not

Art. VI. Sec. 28 *ripper*

*"**Legislature shall not delegate to any commission**, private corp., or assoc., any power to make, supervise, or **interfere with any municipal improvement, money, property or effects**, whether held in trust or otherwise, to levy taxes, to select a capitol site, or **to perform any municipal functions**"*

10-8-84 *general welfare*

*"muni legislative body may pass all ordinances and regs … **necessary and proper to provide for the safety and preserve the health, and promote the prosperity**, improve the morals, peace, and good order, comfort, convenience of city and its inhabitants and protection of property in the city"*

Legally, what we are and what we are not

Hutchinson case, 1980 *Utah Supreme Court*:

1) City can't pass ordinance in conflict with or preempted by state law

2) "Broadly construe" gen'l welfare to enable city to act in reasonable, necessary, & appropriate way

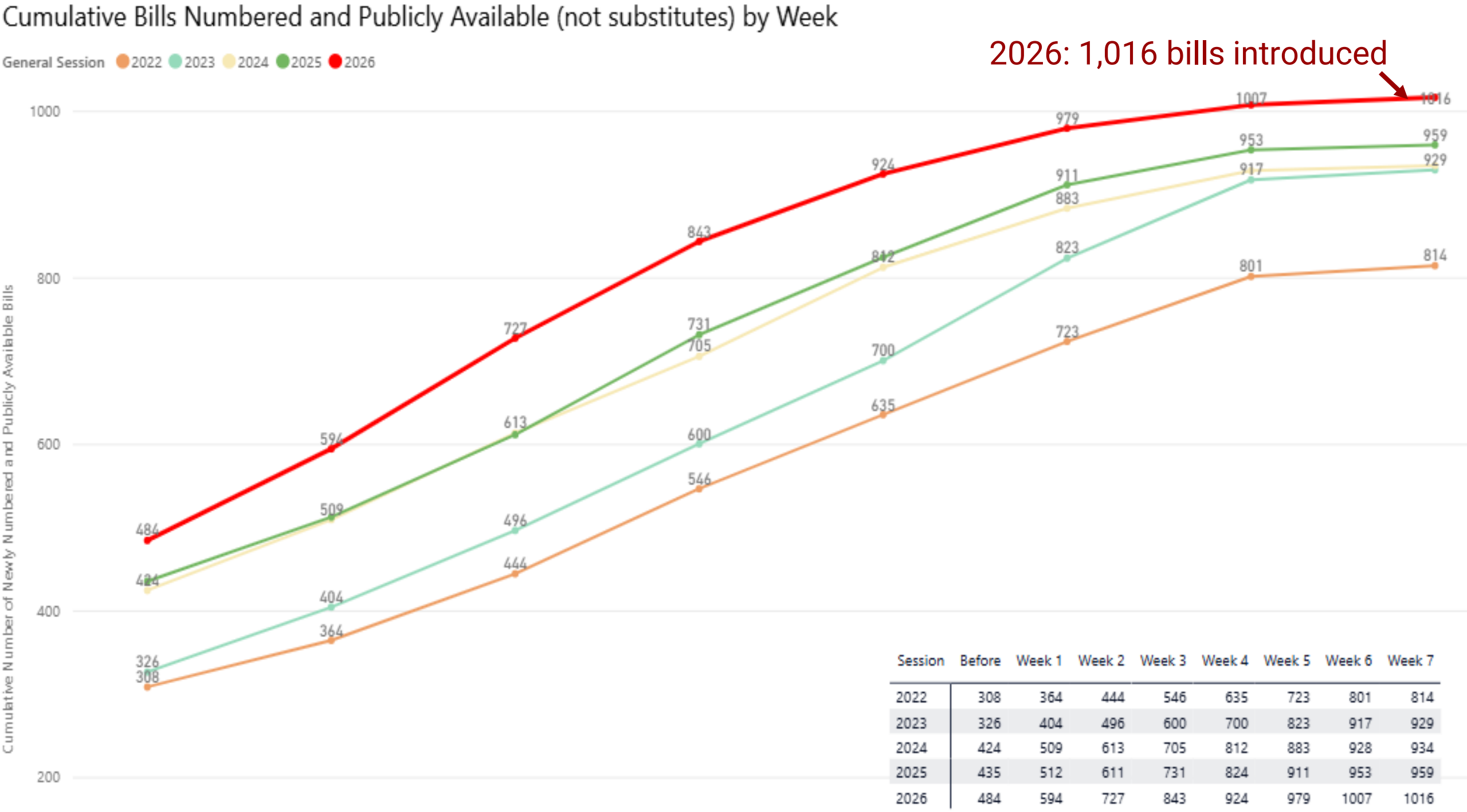
3) Protection against "abuse of power" by city is by
a) electorate, b) state supervisory control, c) judicial review

4) Diversity of problems at city level cannot realistically be effectively dealt w/by state legislature that only meets annually



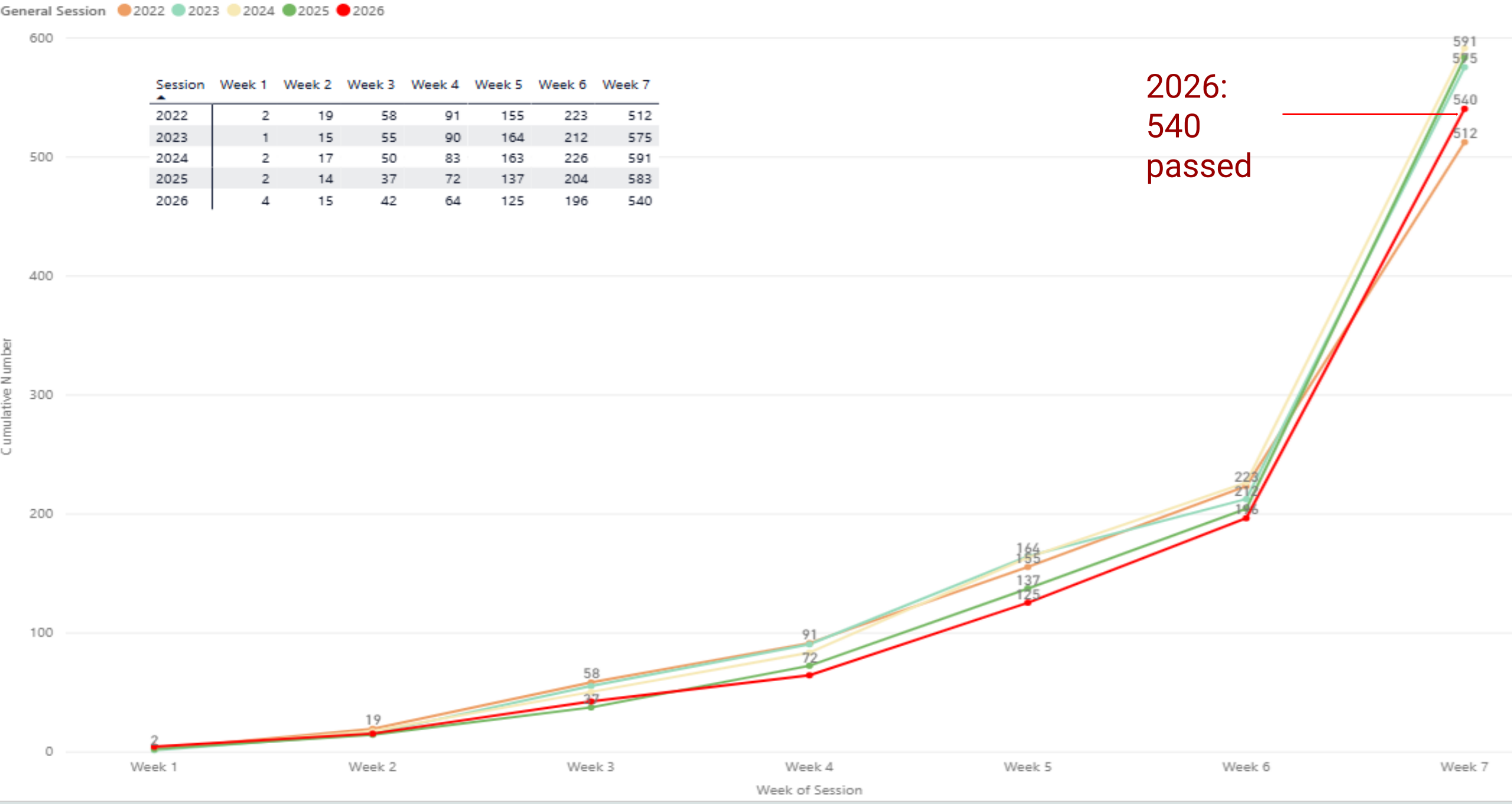
THE STRENGTH OF THE LEAGUE IS ITS MEMBERSHIP

Cumulative Bills Numbered and Publicly Available (not substitutes) by Week



Session	Before	Week 1	Week 2	Week 3	Week 4	Week 5	Week 6	Week 7
2022	308	364	444	546	635	723	801	814
2023	326	404	496	600	700	823	917	929
2024	424	509	613	705	812	883	928	934
2025	435	512	611	731	824	911	953	959
2026	484	594	727	843	924	979	1007	1016

Cumulative Bills Passed Legislature by Week



Session	Week 1	Week 2	Week 3	Week 4	Week 5	Week 6	Week 7
2022	2	19	58	91	155	223	512
2023	1	15	55	90	164	212	575
2024	2	17	50	83	163	226	591
2025	2	14	37	72	137	204	583
2026	4	15	42	64	125	196	540

What does “strength of the League is the membership” mean?

Advocacy

Engagement

ADVOCACY

- One size misfits all
- Partnership, not preemption
- CitiesWork

#CitiesWork

RESPECT COLLABORATION OUTCOMES

What does “strength of the League is the membership” mean?

Advocacy

Engagement

- Participate in the Legislative Policy Committee (LPC)
- We welcome the voices of ALL cities and towns
  - Surveys
  - Slido
- **Next LPC: October 19 in Manti**

#CitiesWork

RESPECT COLLABORATION OUTCOMES

What does 2026-2027 hold for ULCT?

Advocacy

Engagement

ADVOCACY

- **Legislative Session will begin on January 19**
  - Weekly LPC
  - Daily Briefings
  - Nightly recap emails
  - Action alerts
  - We expect 250ish bills that impact cities & towns
  - $30 billion budget
- **League Army: relationships of trust with your legislators**

What does 2026-2027 hold for ULCT?

Advocacy

Engagement

ADVOCACY

- **Land Use & Housing**
  - MIHP, annexations
- **Revenue**
  - Property tax, impact fees
- **Water**
  - Conservation, fees
- **Transportation & infrastructure**
- **Homelessness**
- **Public Safety**
- **Data Centers**
- **AI**

What does “strength of the League is the membership” mean?

Advocacy

Engagement

ENGAGEMENT

- **Professional development**
- **Conflict Competence**
- **Conferences & events**
- **Local Administrative Advisor/Community Advisor**
  - Fills gaps for rural communities by providing vital **administrative and technical support** .

LOCAL ADMINISTRATIVE ADVISOR

What does 2026-2027 hold for ULCT?

Advocacy

Engagement

ENGAGEMENT

- **Training & Education**
  - Elected Officials Essentials
  - Webinars & Q&A service
  - Post-session "spring trainings”
    - Property tax video series



‘What are Property Taxes?’

Getting Involved:
Upcoming Events

2026 Annual Convention
October 27-28, 2026 | Salt Palace, Salt Lake City

Registration is **now open!**

2027 Local Officials Day
January 20, 2027 | Utah State Capitol Building

2027 Midyear Conference
April 14 - 16, 2027 | St. George, UT

Scan to register for annual.

Getting Involved: Legislative Policy Committee (LPC)



Next LPC Meeting

Monday, October 19 12:00 pm – 1:30 pm
Manti City Hall (and via Zoom)

What is the LPC?

- LPC provides general legislative policy to league staff.
- Every city and town can elect *three* voting members (four if city is also represented on the ULCT board).
- LPC takes positions on legislation by a *60% consensus vote*.
- Meets weekly during legislative session on Capitol Hill to evaluate bills and *determine official ULCT positions on legislation.*

LPC policy subgroups

- Deep dives into specific topics (e.g., housing, homelessness)
- Reports back to main LPC to guide local government advocacy

All are welcome to attend!

You can attend as a **non-voting member**, and your municipality can participate as a voting member if they've paid their ULCT dues.

Have any legislative questions?

We have staff available on call!



Questions?



Wellbeing in Alpine



Utah WELLBEING SURVEY

UtahStateUniversity

Dr. Courtney Flint

October 13, 2026

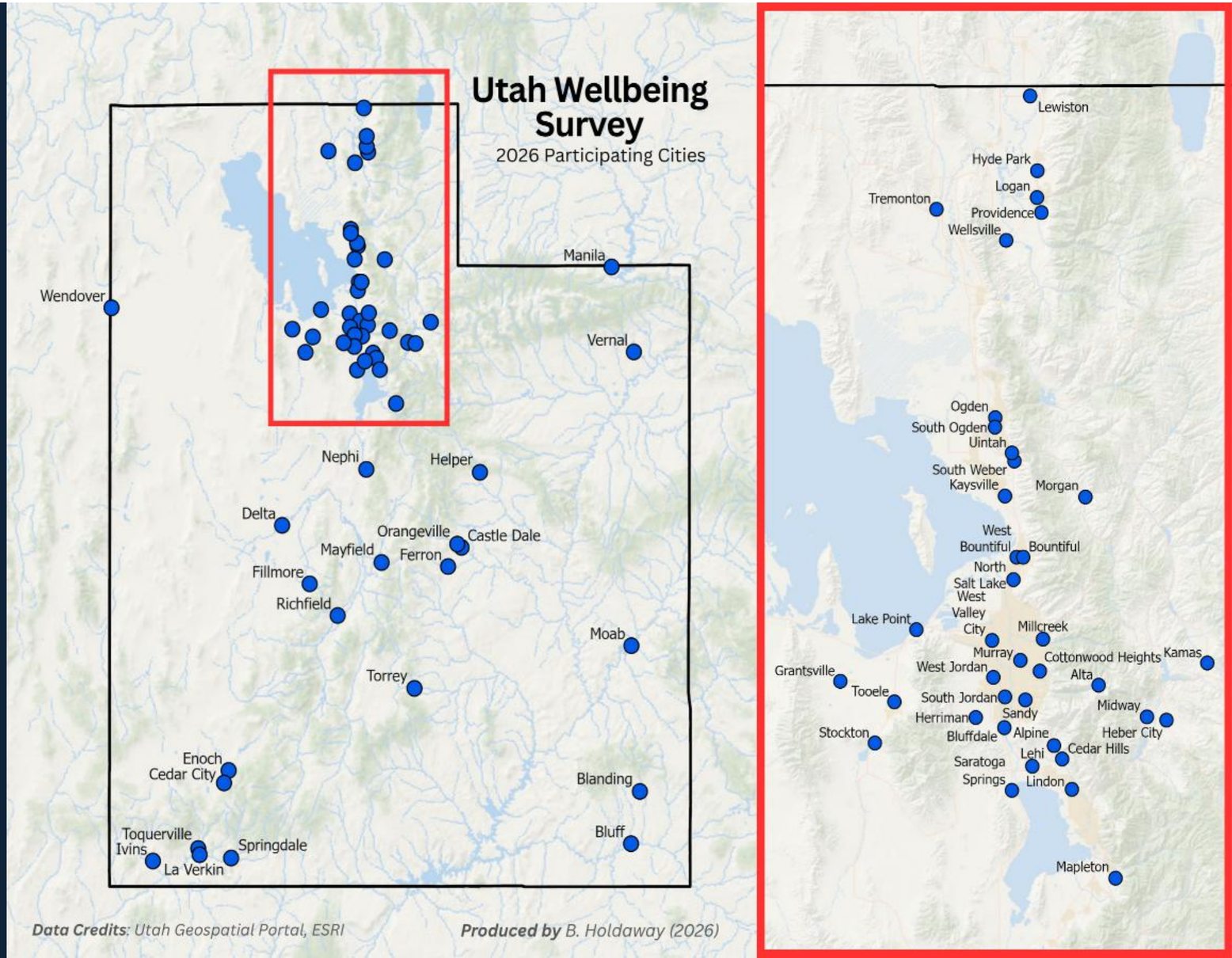
ALPINE 1850

Wellbeing Survey Goals

1. To provide Utah city and town leaders with information on the wellbeing and perspectives of residents to inform local planning processes and decision making.

2. To support comparative research on community wellbeing.

3. To support statewide and regional policy and planning efforts with data representing the lives of Utahns.



City Reports Are Online Now!

www.usu.edu/utah-wellbeing-project/

Utah WELLBEING SURVEY

Alpine Wellbeing Survey

- Online Qualtrics Survey: Conducted in Spring 2026
- Survey recruitment led by Alpine City

Participation

2026: 190 responses received

Adult population estimate: 7,353
Margin of error: 7.02%

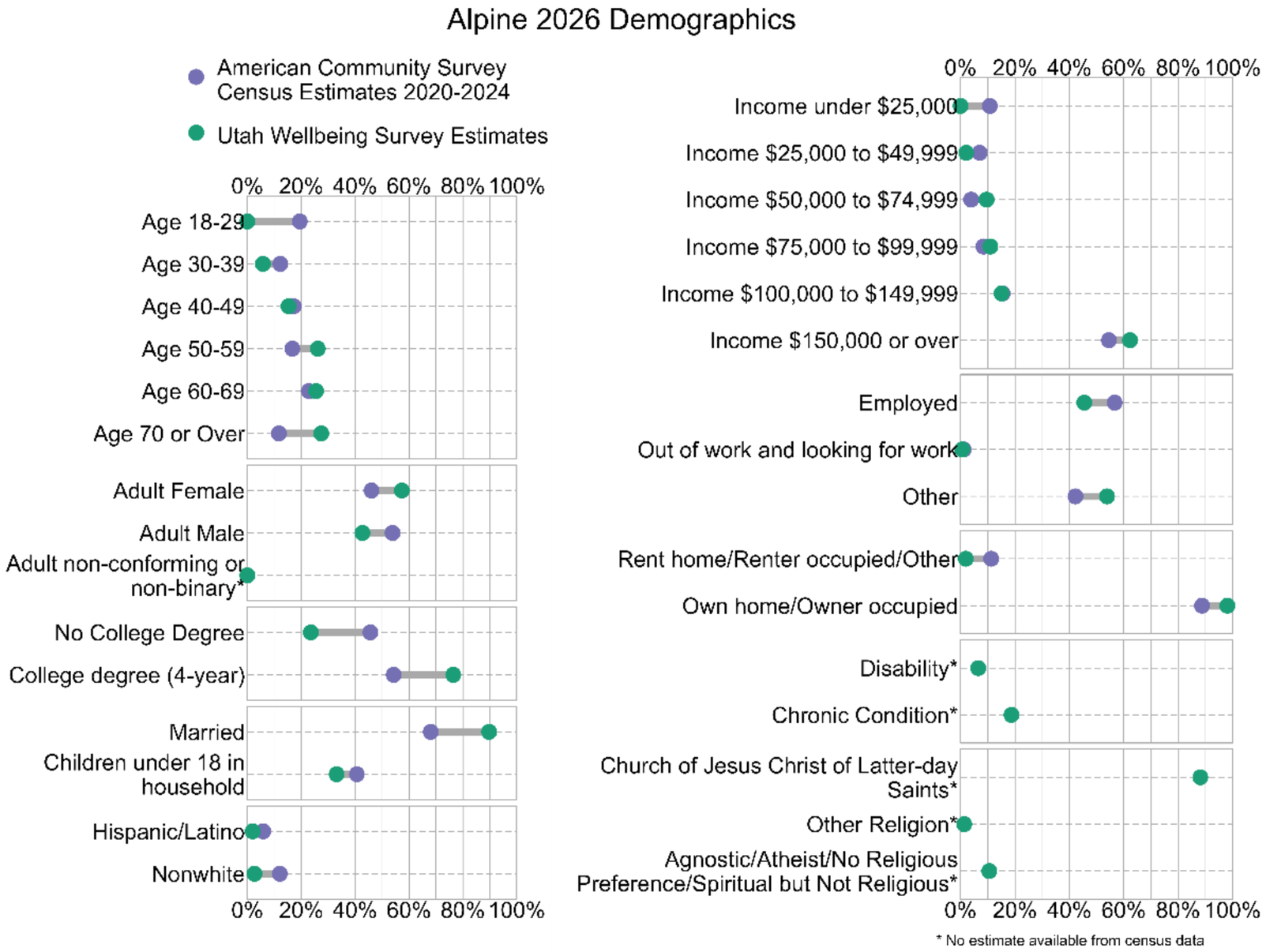
2024: 399 responses received

Demographics

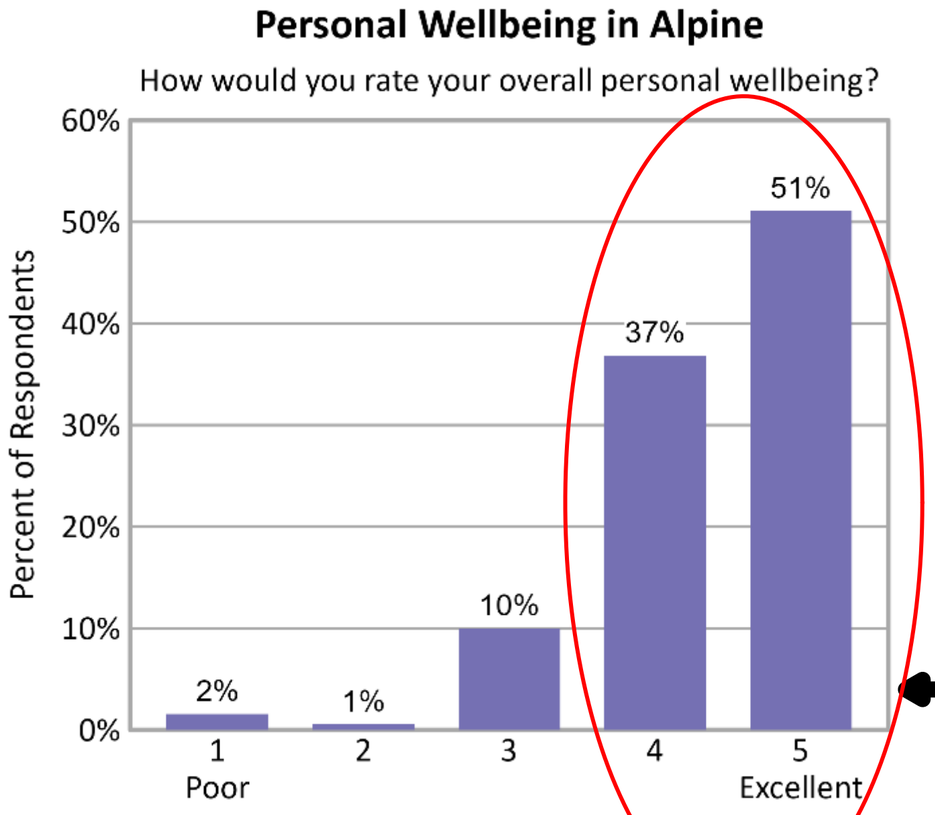
- **99.5%** Full-Time Residents
- Length of residence: **1-76 years**
- **14.7%** Lived in Alpine 5 Years or Less

<u>Survey **underrepresents:**</u>
- No College Degree
- Age 18-29

<u>Survey **overrepresents:**</u>
- Age 70+
- College degree (4-year)
- Married

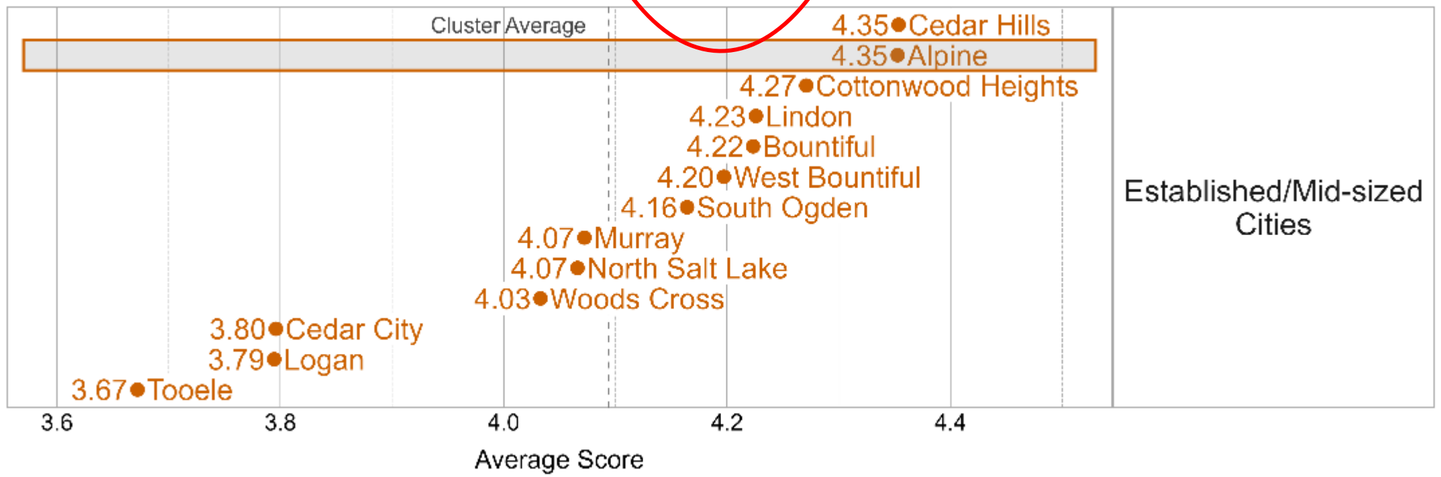


Personal Wellbeing in Alpine

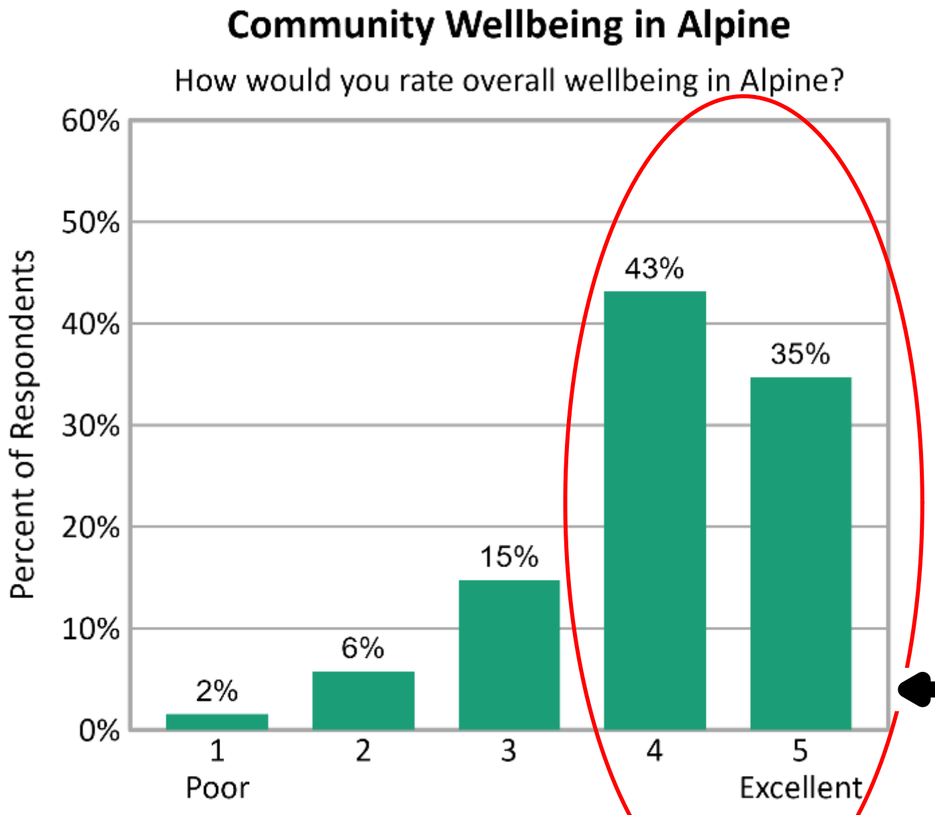


Average
4.35

88%
4 or 5

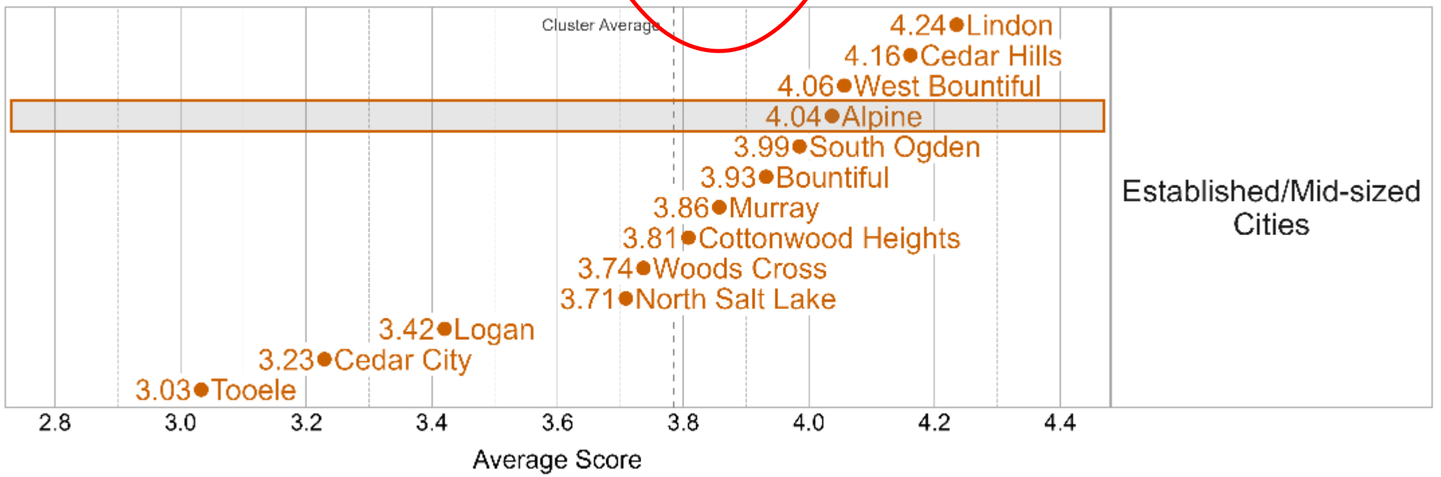


Community Wellbeing in Alpine

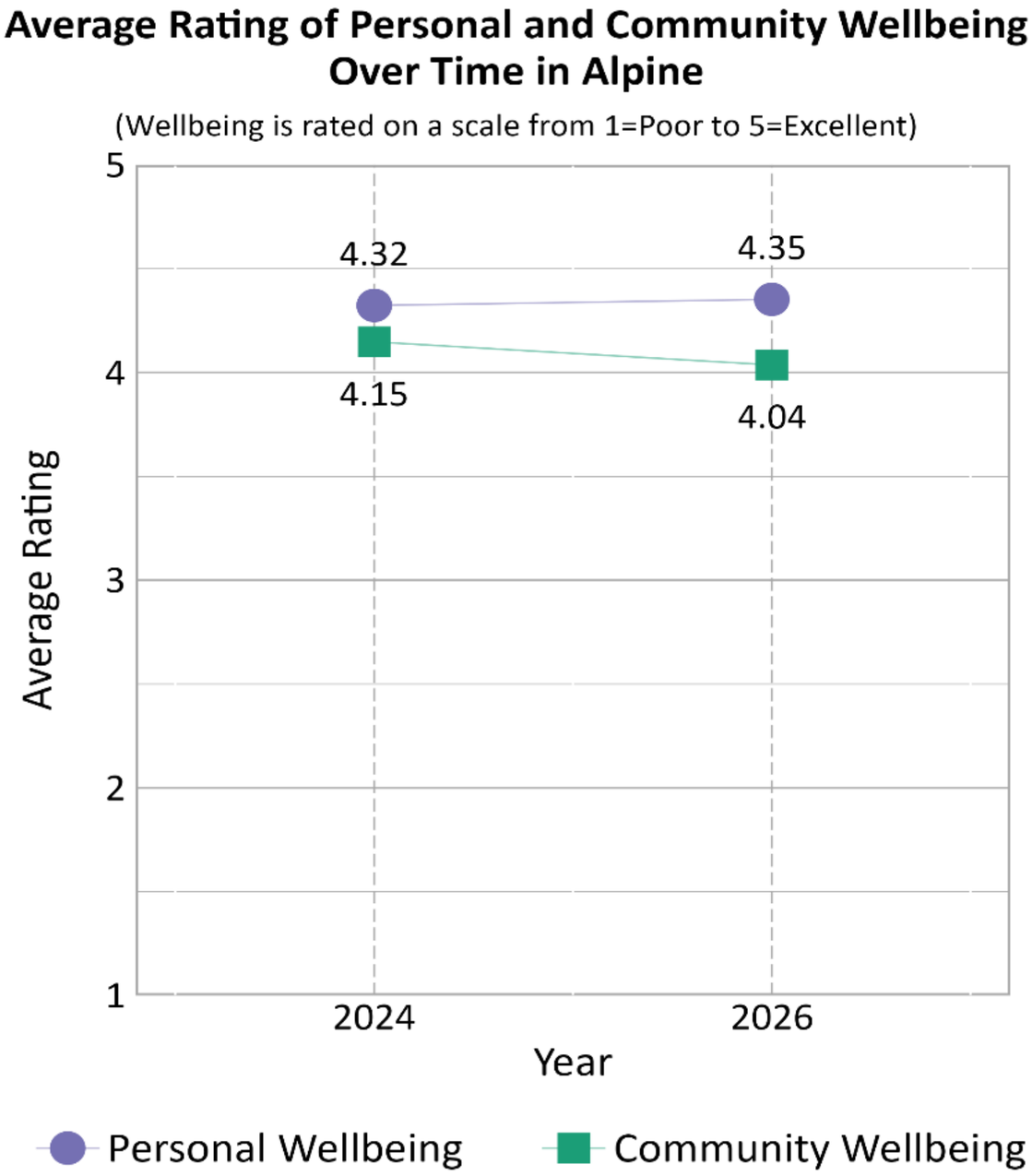


Average
4.04

78%
4 or 5



Change Over Time



Since 2024

Personal Wellbeing **remained nearly the same**

Community Wellbeing **declined**

Most Important Domains

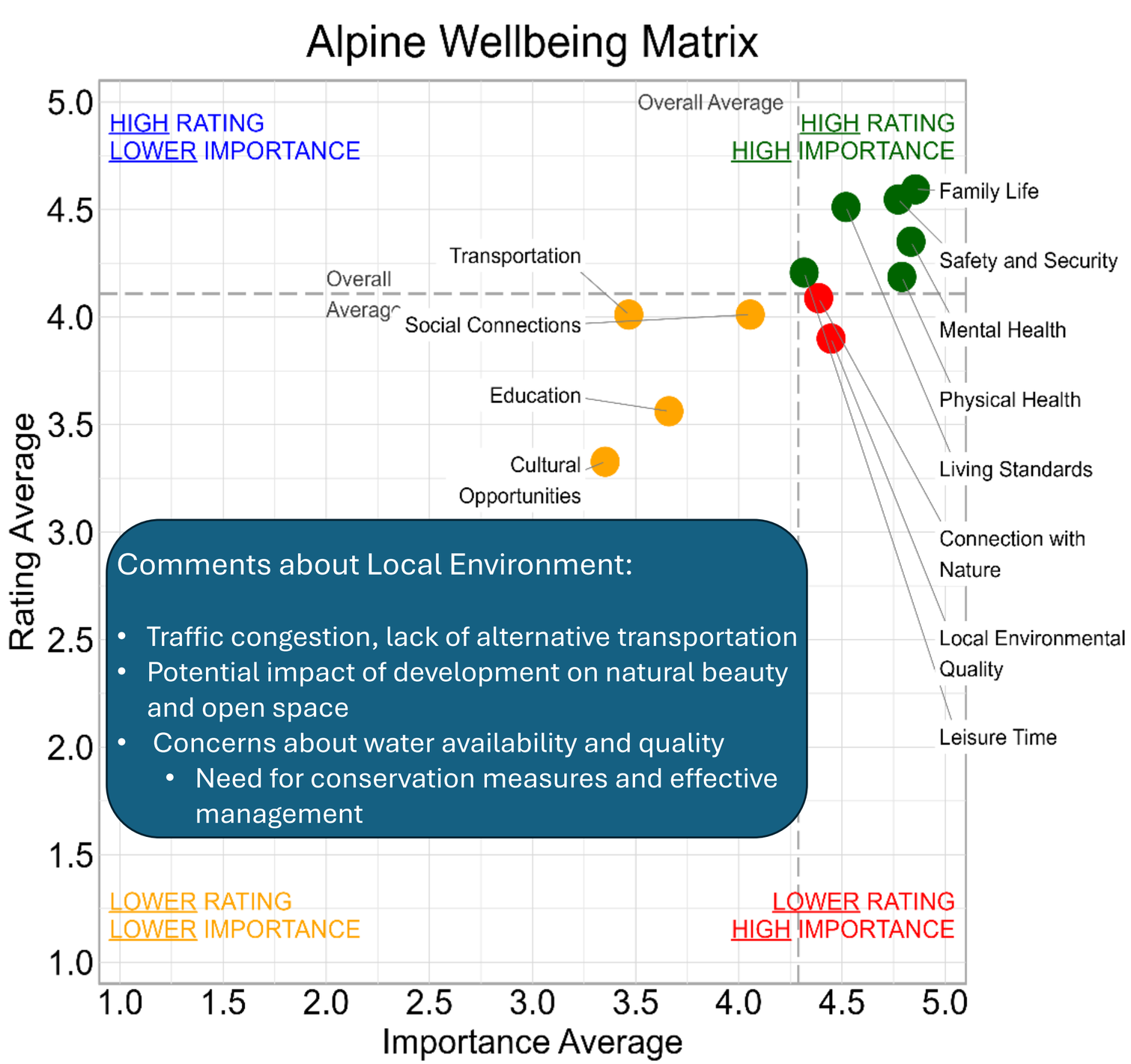
- Family Life
- Physical Health
- Mental Health
- Safety and Security

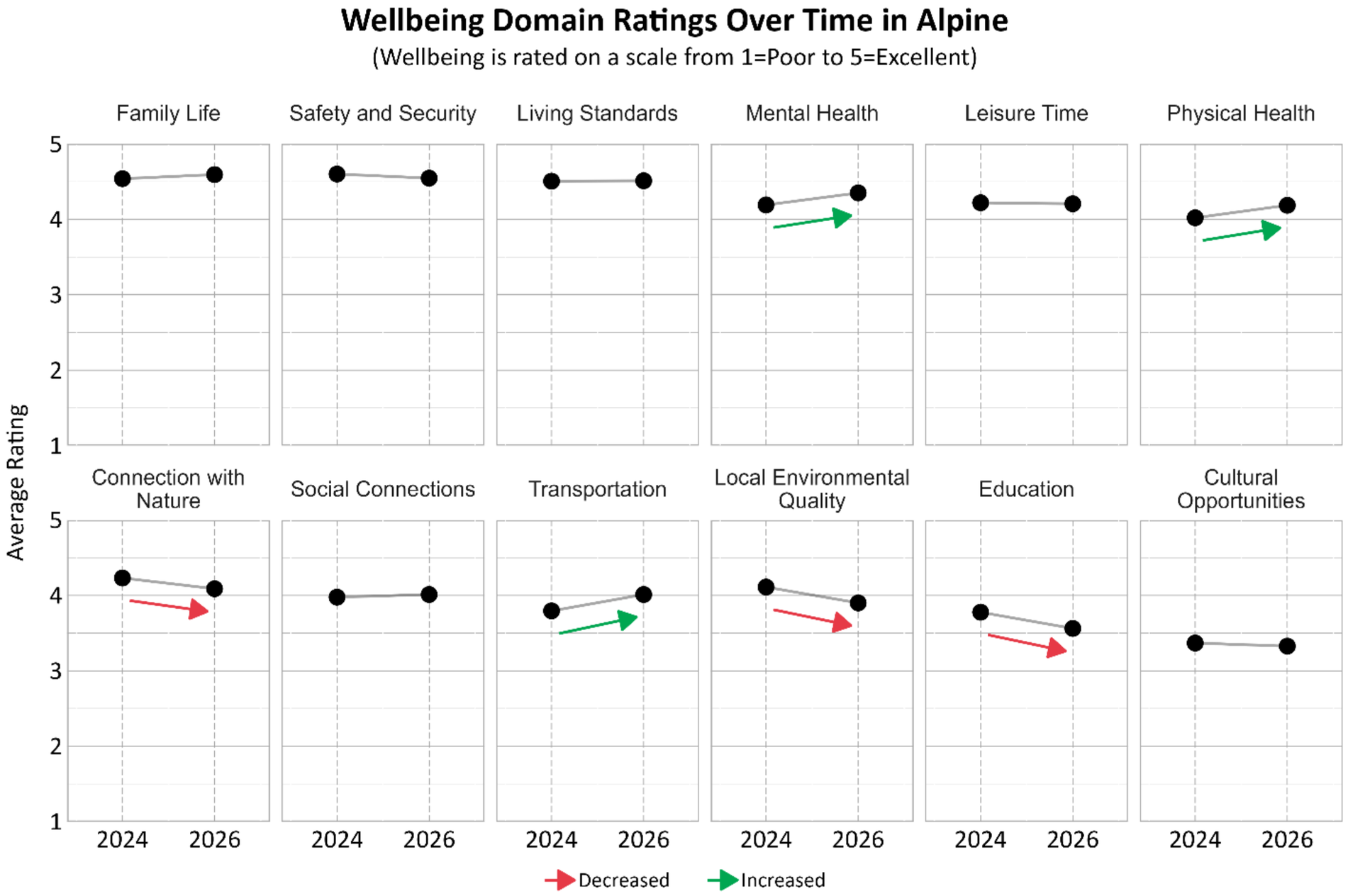
Highest Rated Domains

- Safety and Security
- Family Life
- Living Standards

"Red Zone"

- Connection w/ Nature
- Local Environmental Quality





Since 2024

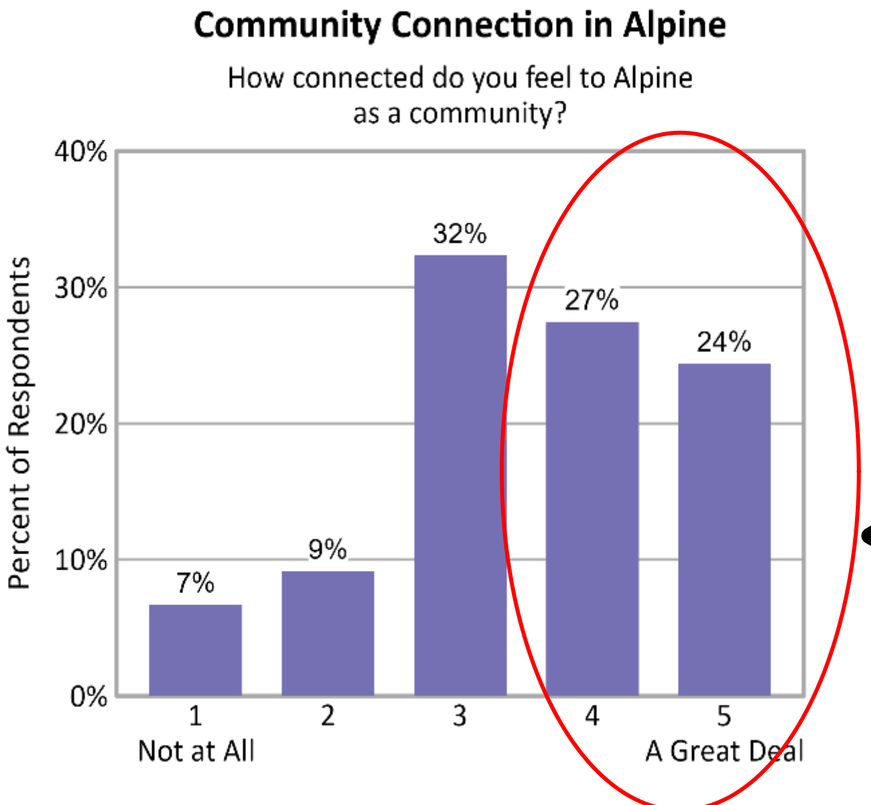
Increased:

- Mental Health
- Physical Health
- Transportation

Decreased:

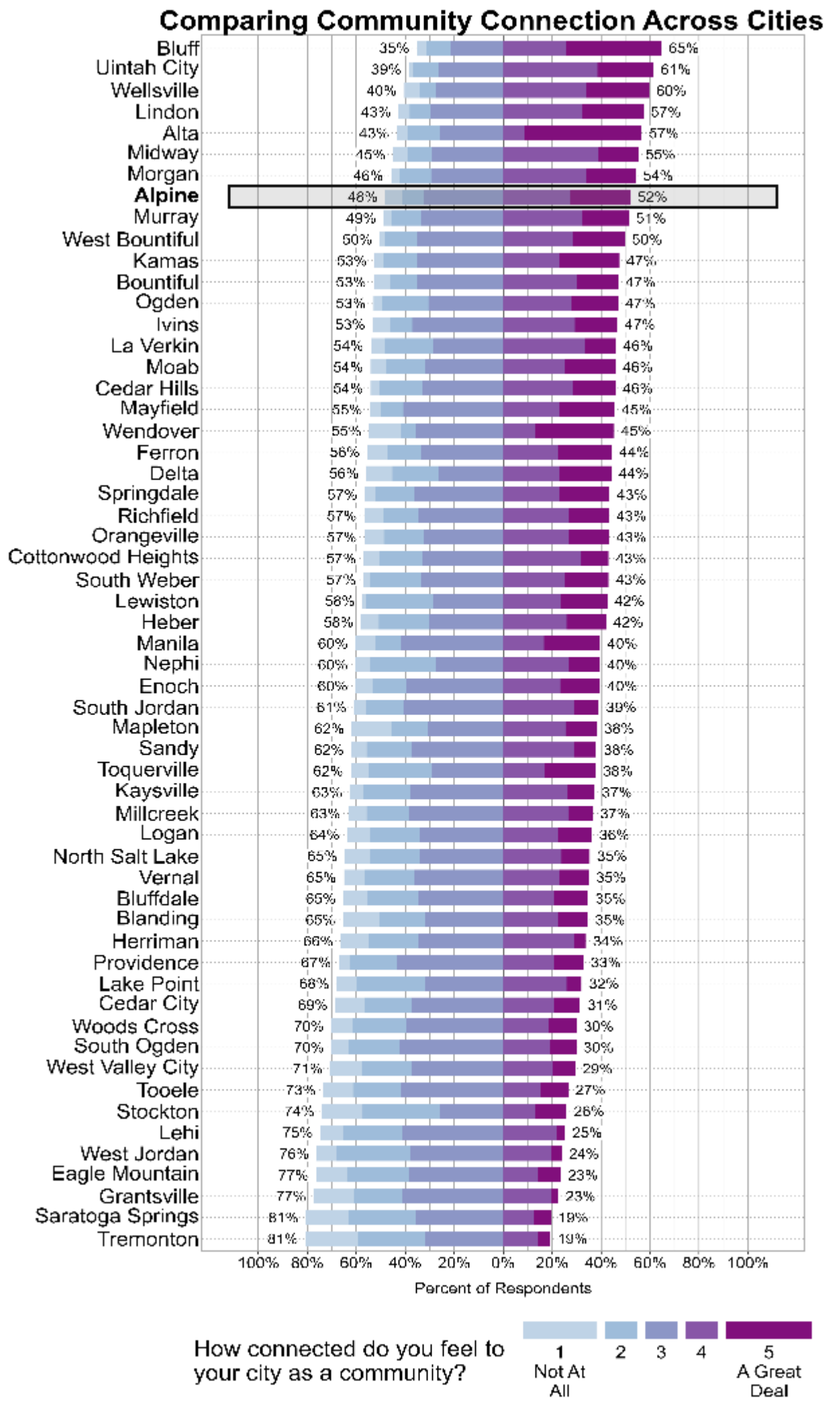
- Connection with Nature
- Local Environmental Quality
- Education

Community Connection in Alpine

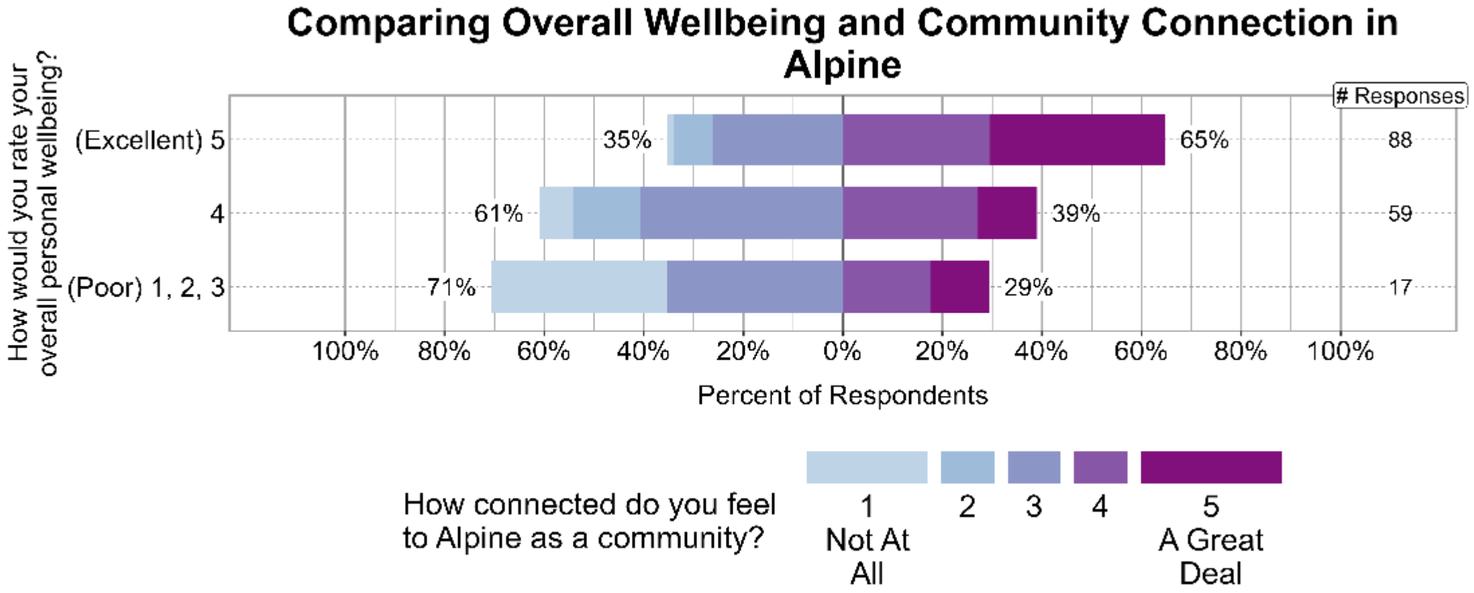


Average
3.54

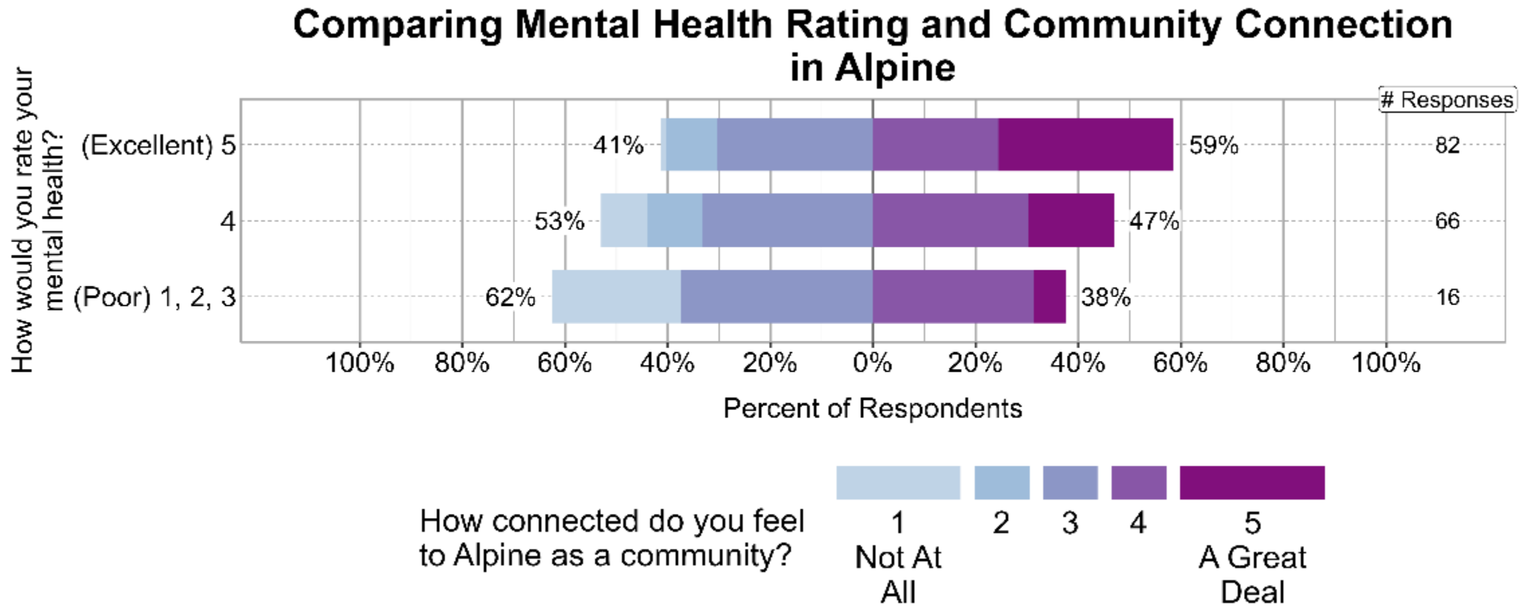
52%
4 or 5



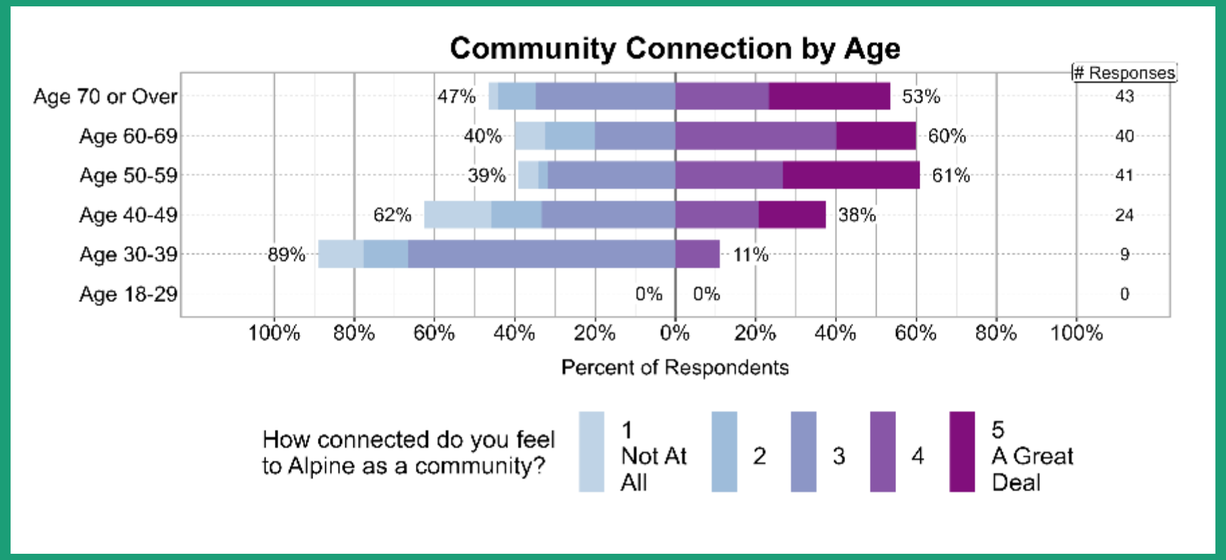
Community Connection and Personal Wellbeing

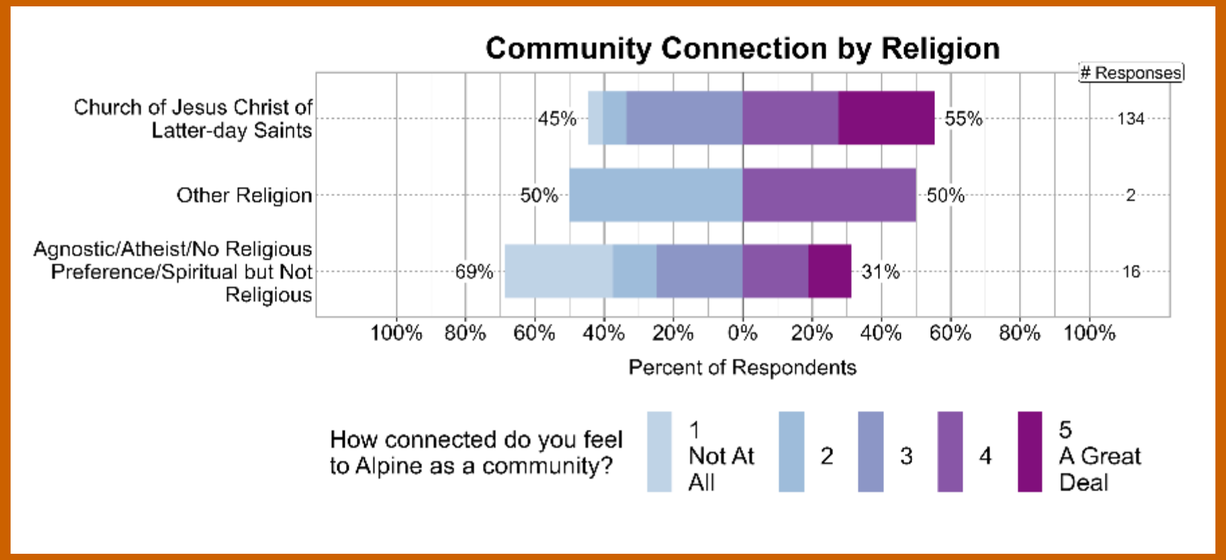


Community Connection and Mental Health

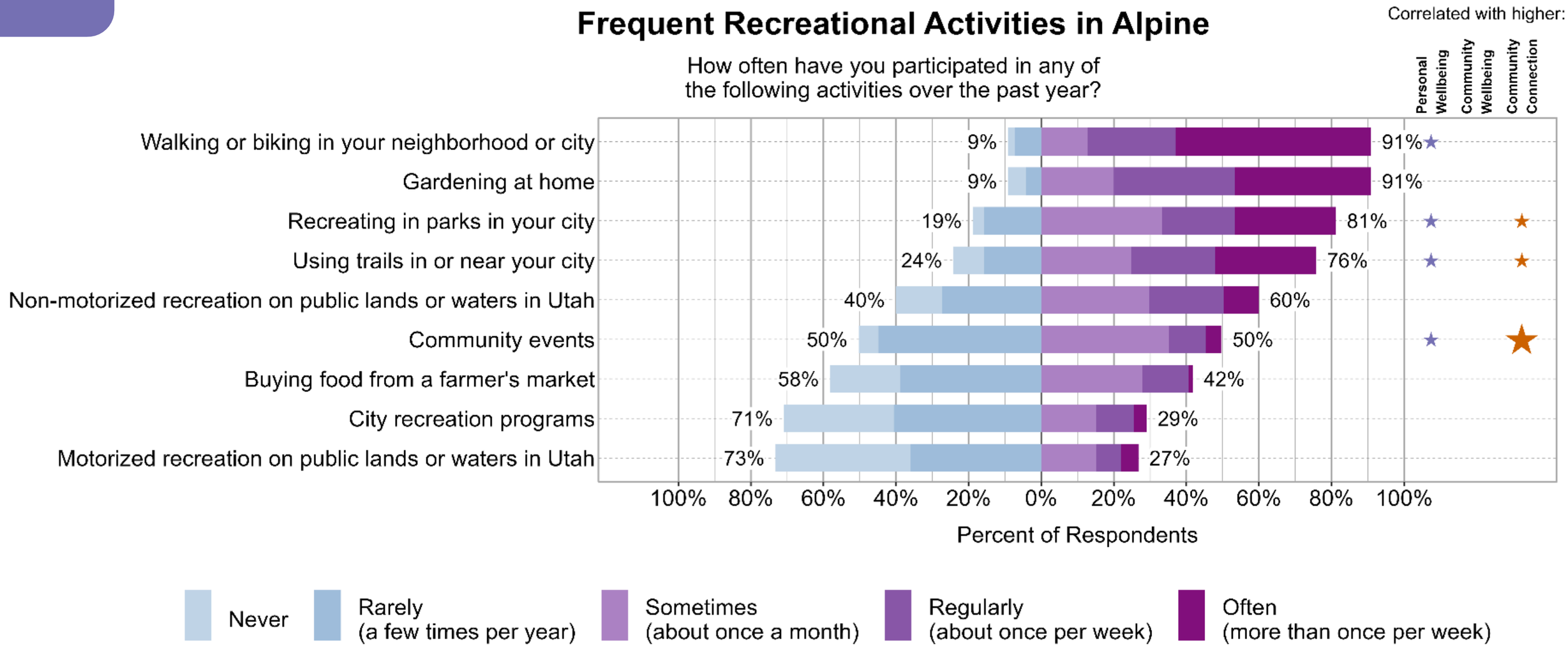


Community Connection by Age & Religion



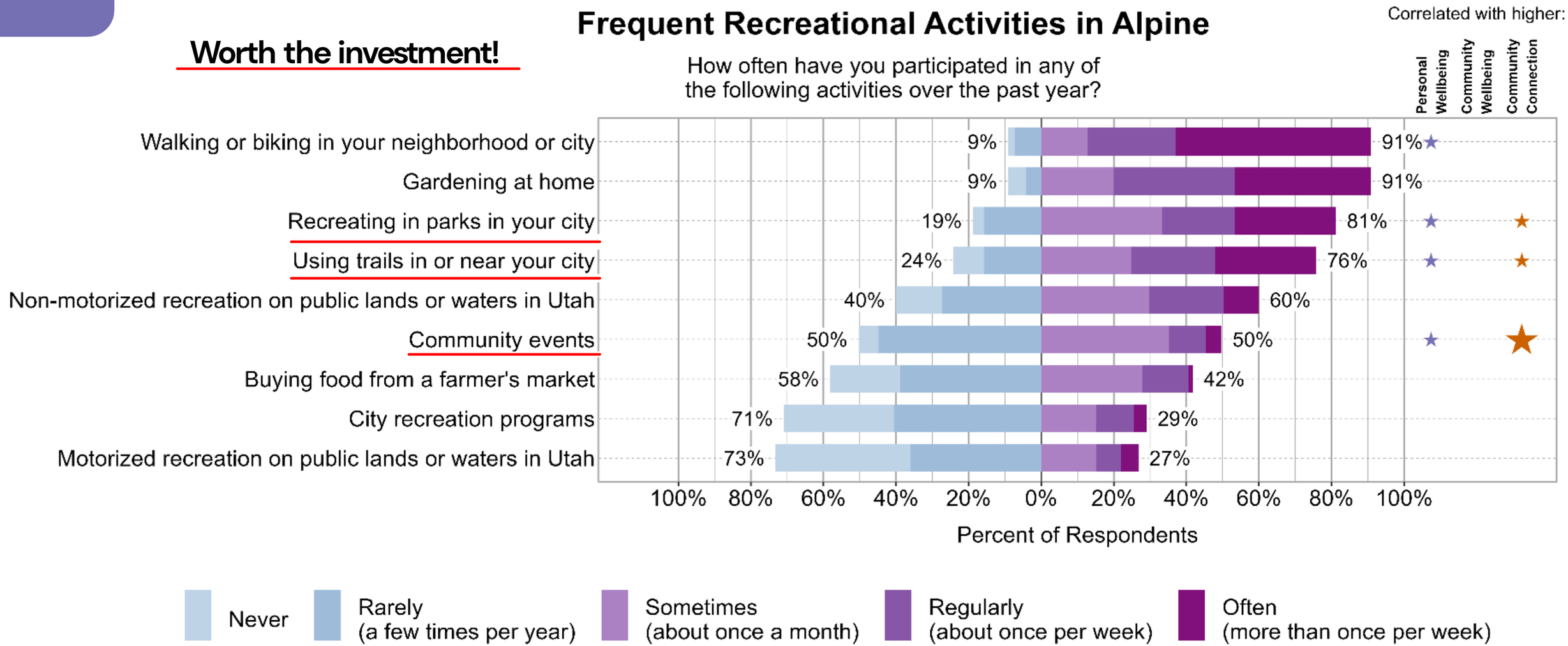


Recreational Activities



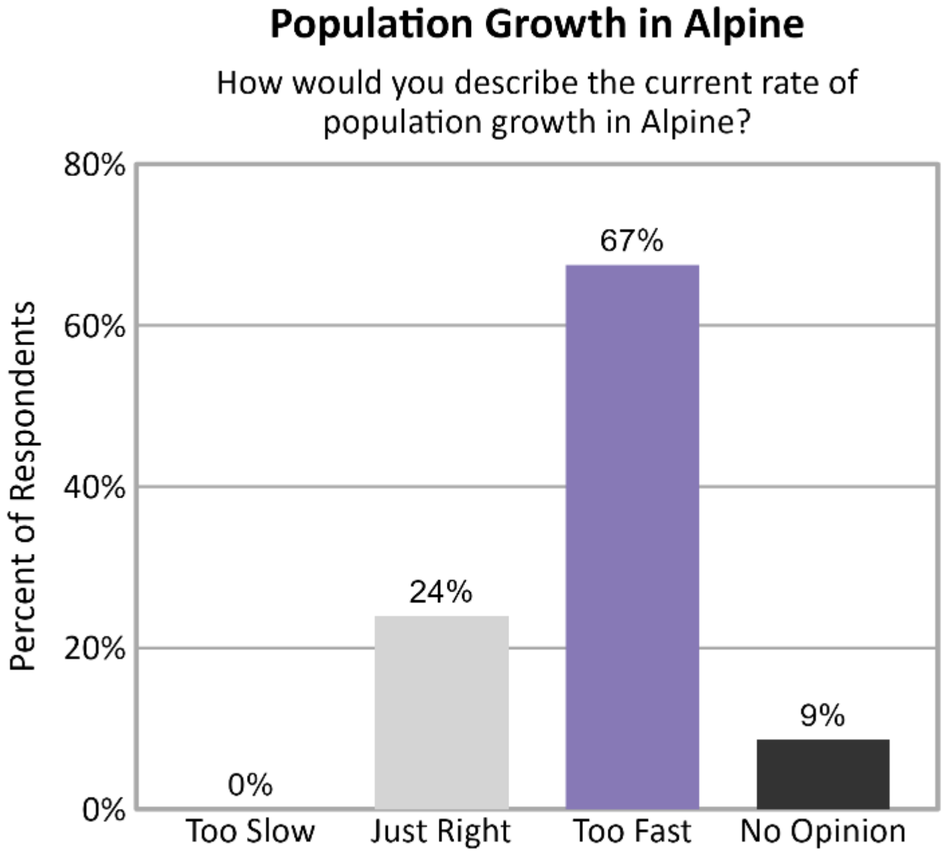
Recreational Activities

Worth the investment!

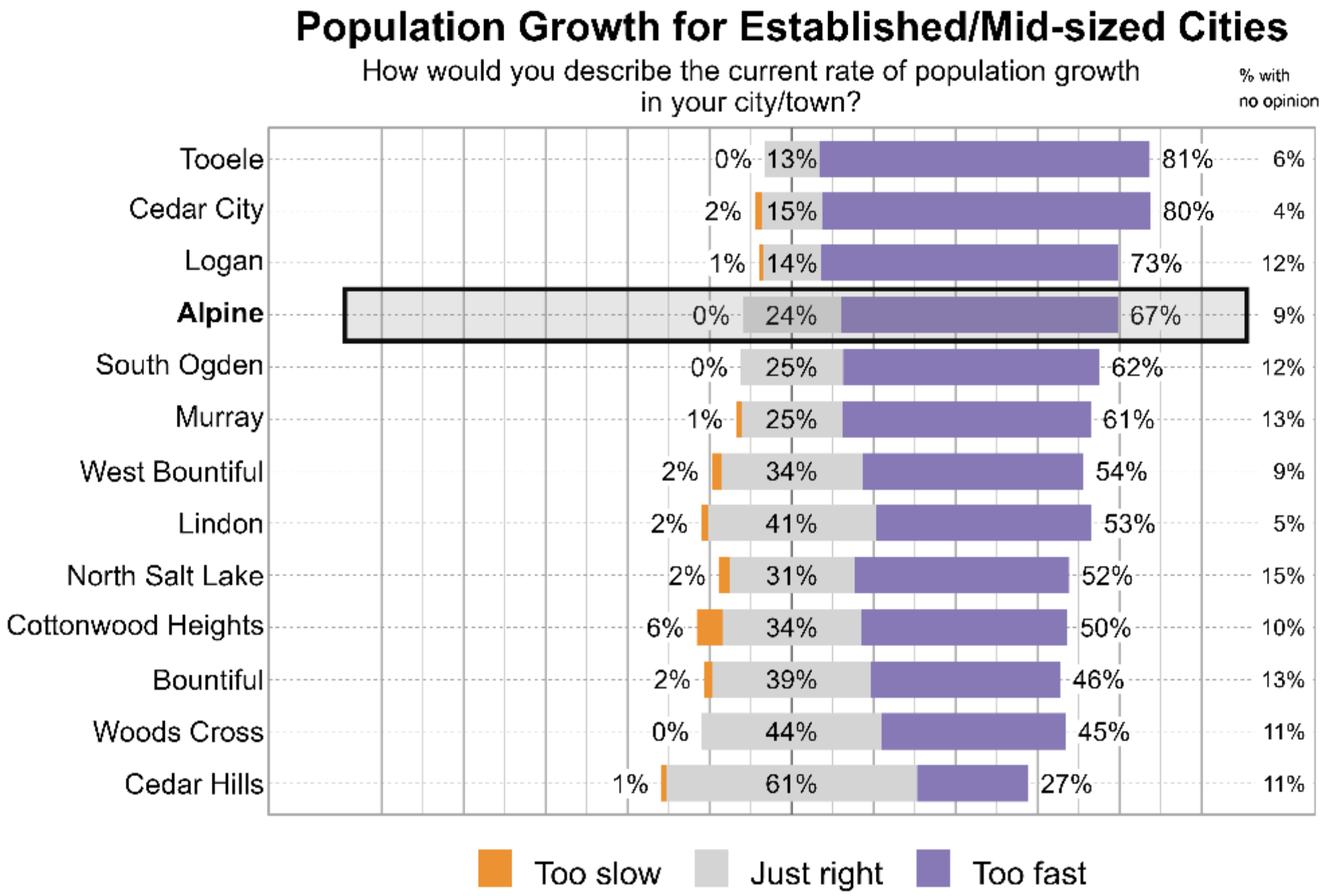


Population Growth

7% Growth
2010-2020



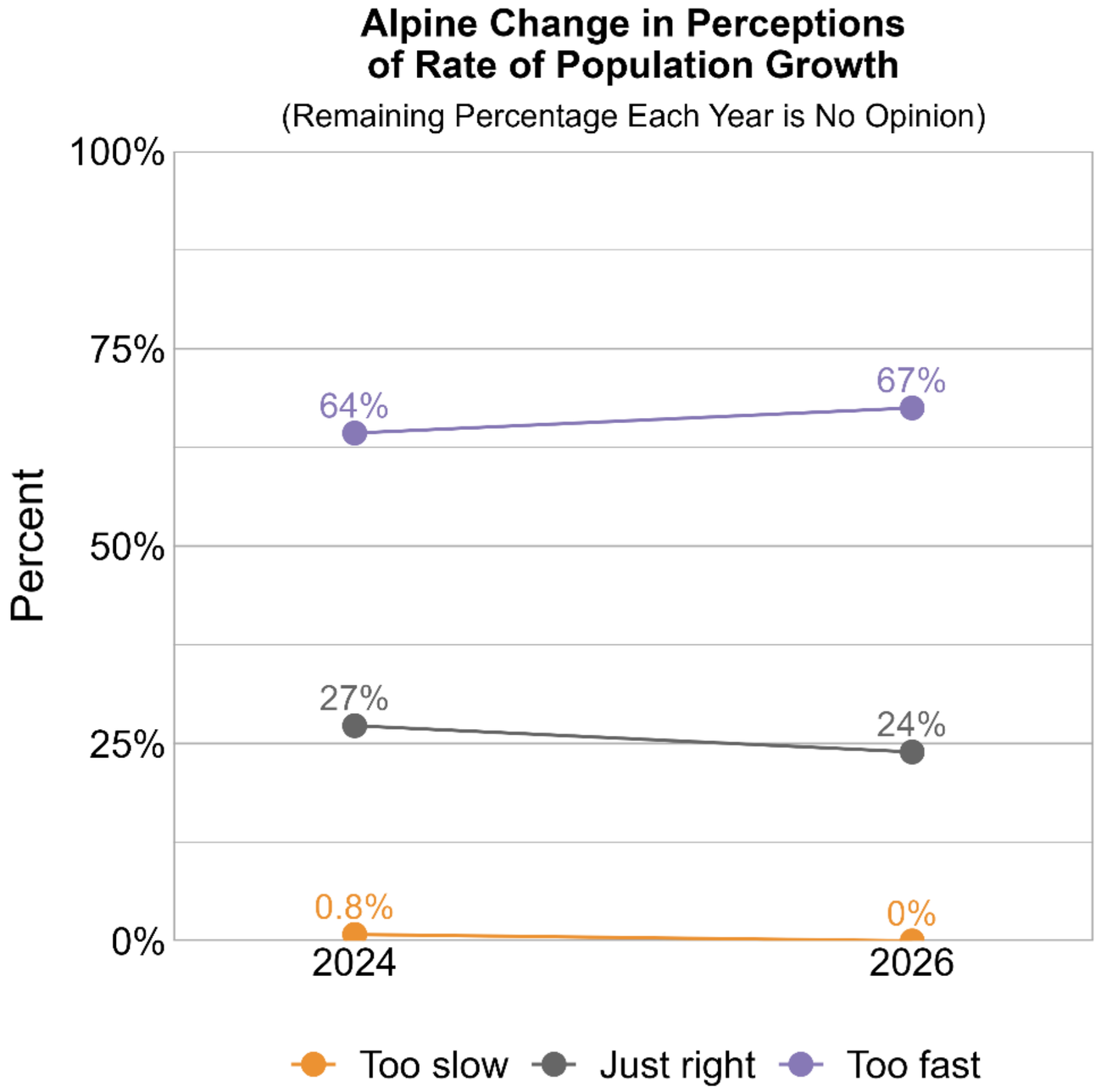
67% said **too fast**



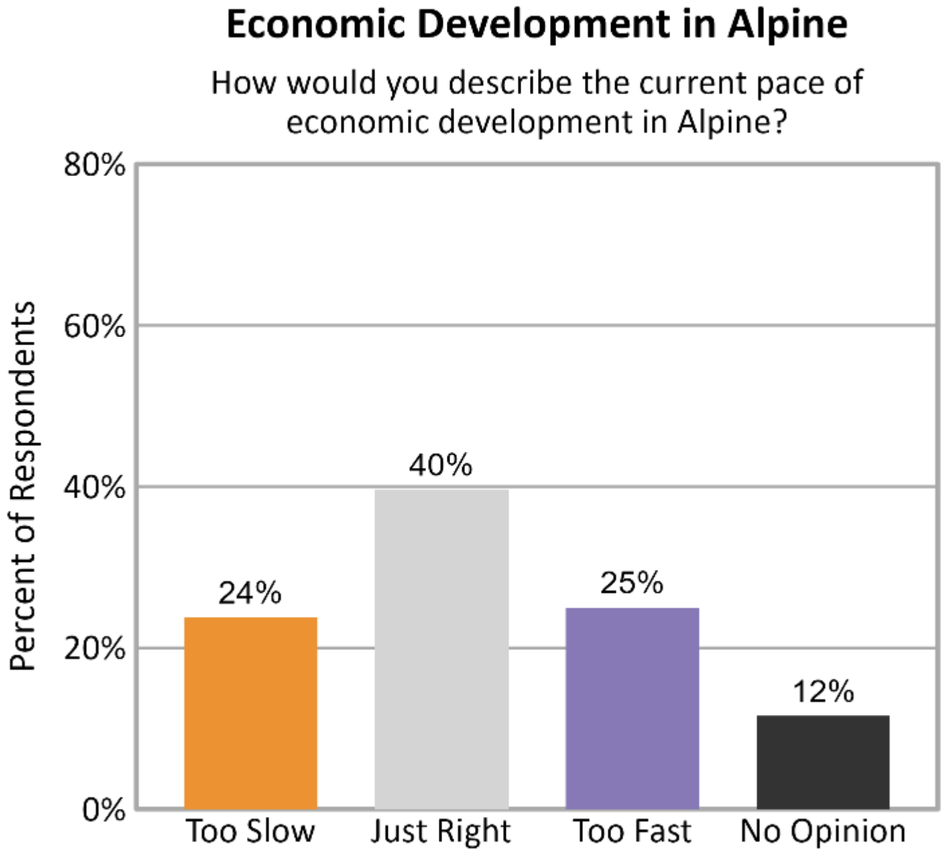
Change in Population Growth Perception

Since 2024

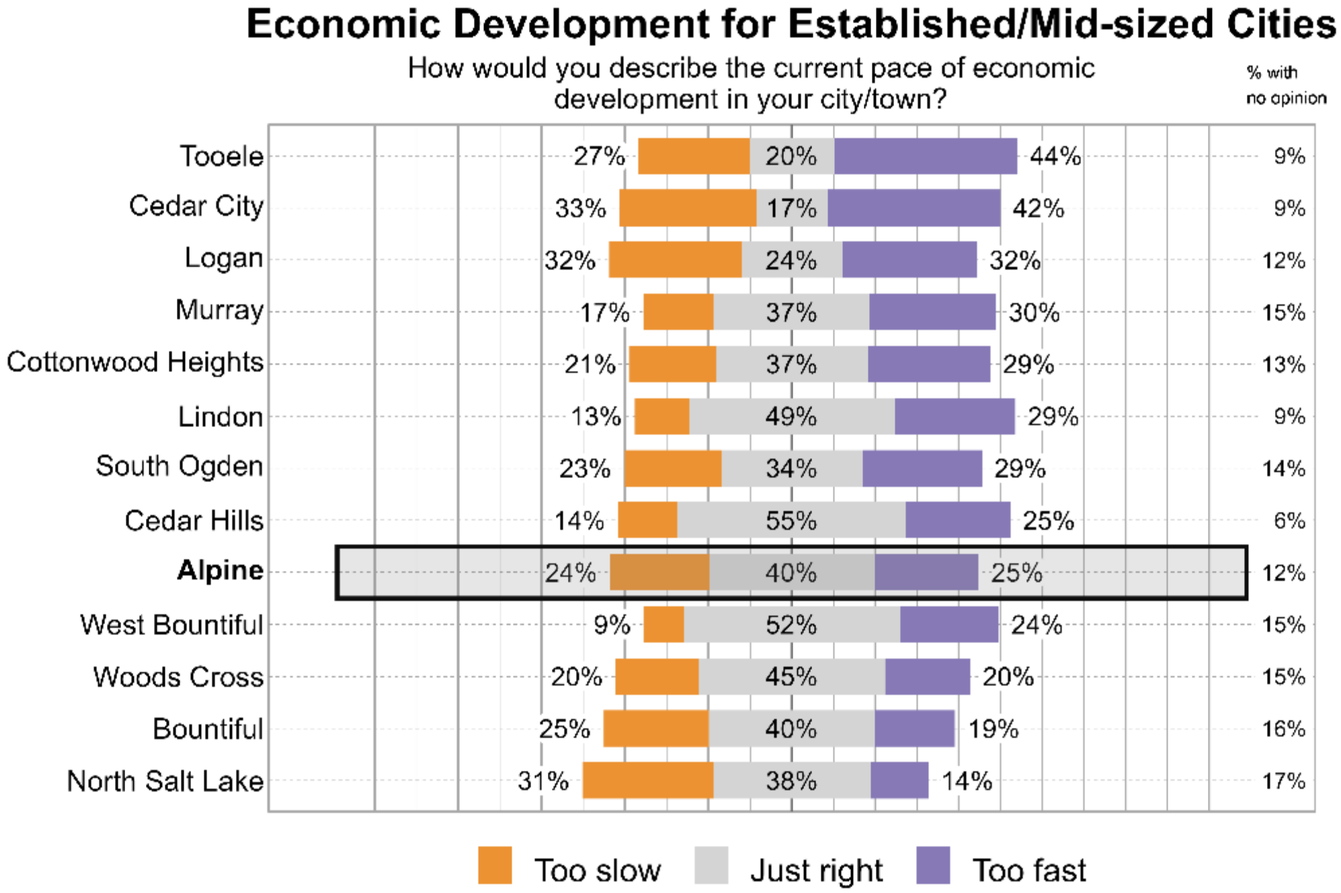
- Little or no change



Economic Development



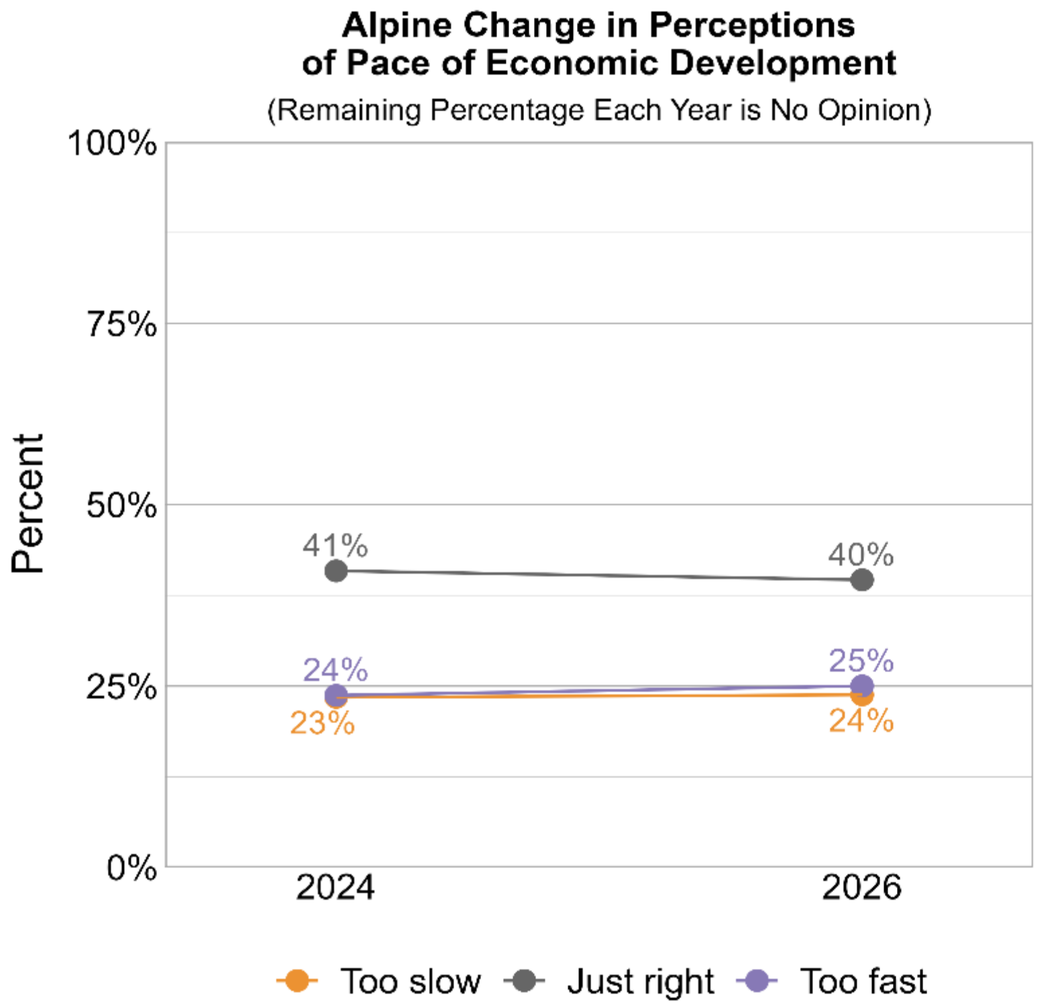
40% said **just right**



Change in Economic Development Perception

Since 2024

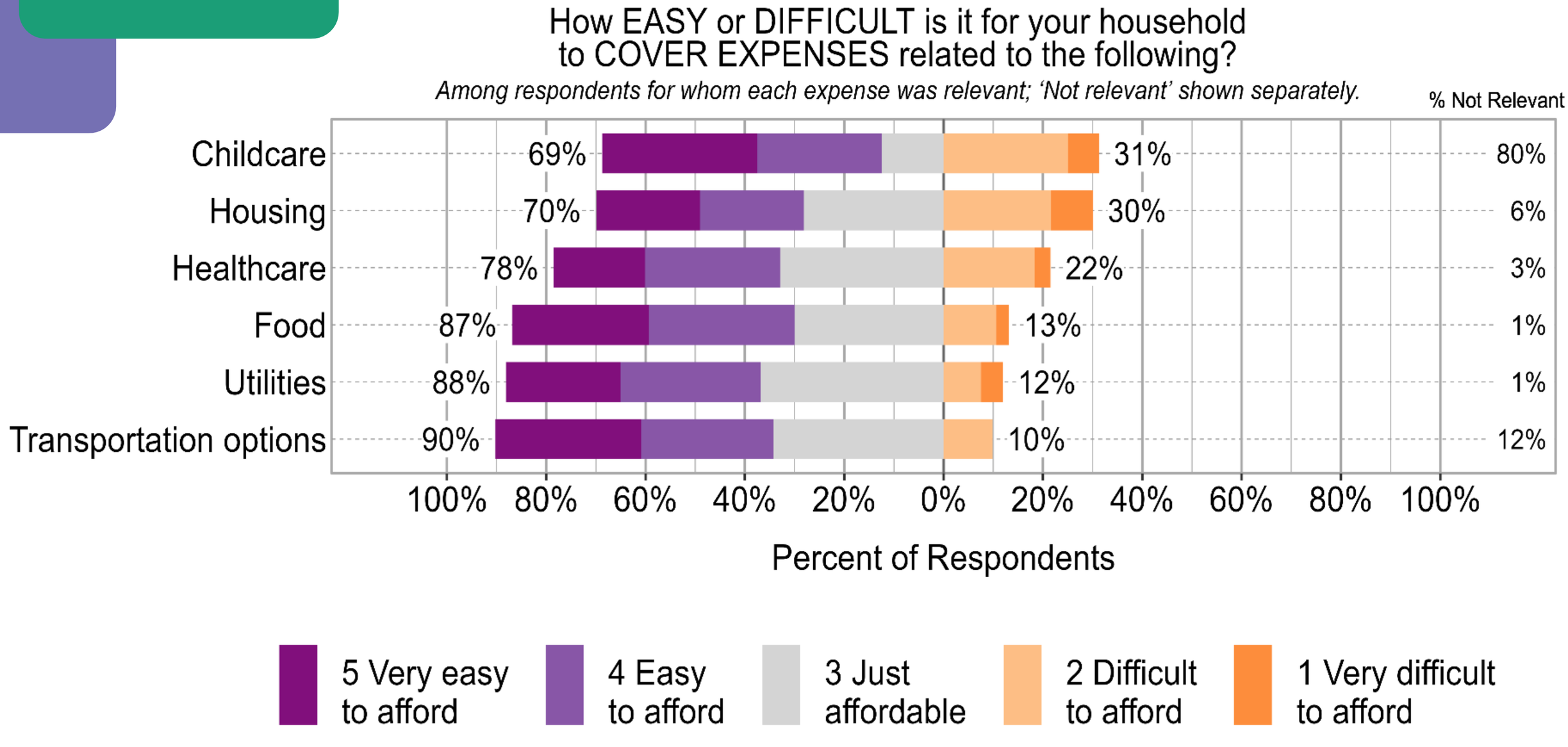
- Little or no change



On economic development:

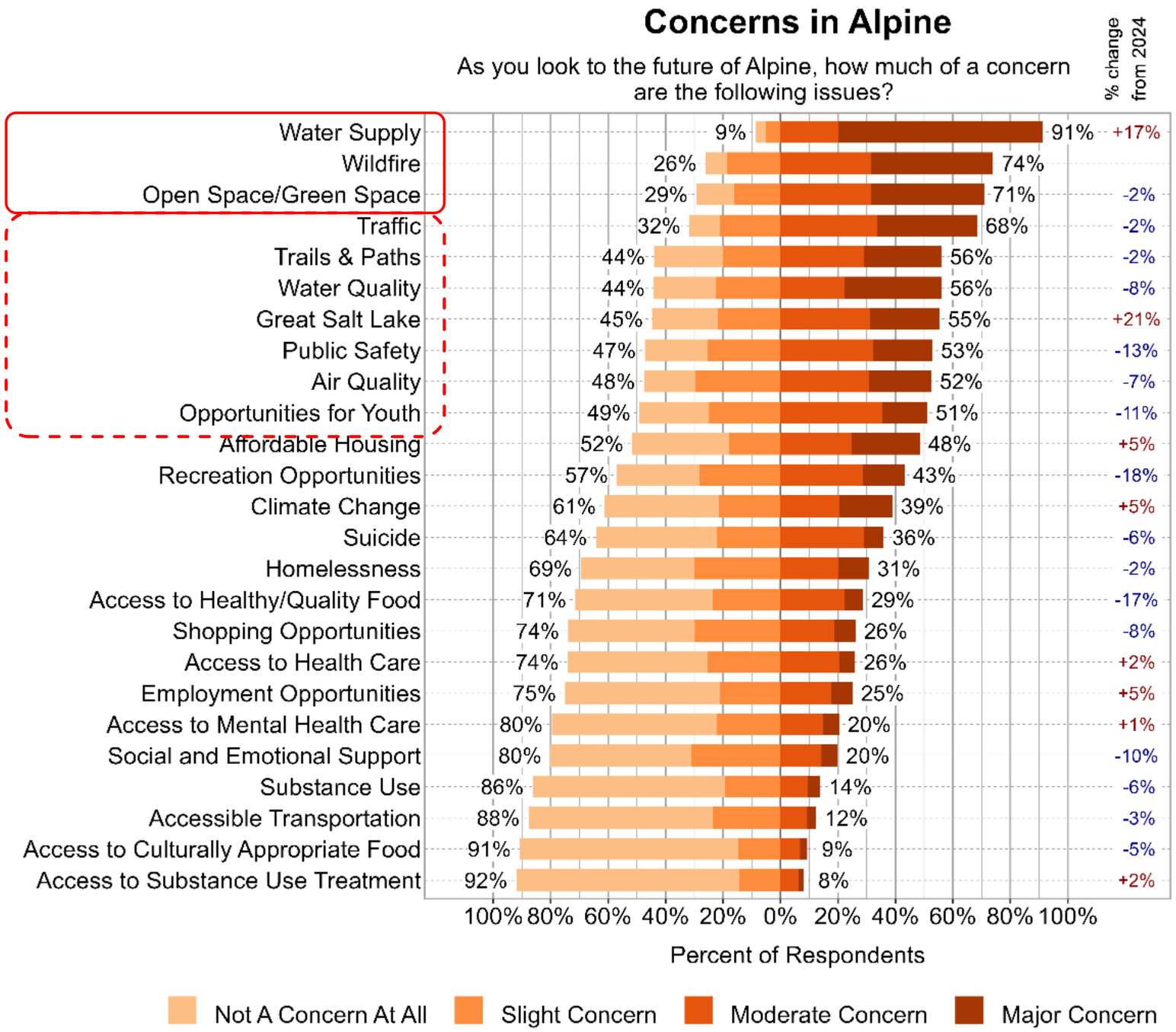
- Residents would like to see a walkable downtown area with a variety of local businesses
- Some see over-commercialization/growth as a threat to small-town character
- Sense that Alpine should prioritize its uniqueness and not sacrifice its charm for rapid development

Cost of Living in Alpine



Alpine's Top Concerns

1. Water Supply
2. Wildfire
3. Open Space/Green Space



What do people value about Alpine?

"The **small town atmosphere** and the beautiful location at the base of the mountains."

"The **people**, the **trails**, the **community events**, and the overall **safety and beauty**."

"The **openness** and **friendliness**."

"I love that **I can walk around Alpine** and not experience a lot of traffic."

"**Peaceful and serene** setting..."



What would improve wellbeing in Alpine?

“More **interconnected systems of trails** and parks…”

“**We have no city-sponsored library, rec center, senior center, or community gathering space of any kind**, other than the three city parks which do not host programs for community education or gathering.”

“**Better sidewalks and streets for kids** on bikes and small motorized vehicles to get around safely on.”

“**Better traffic management.** Increased focus on maintaining our infrastructure…”

Thank You!

Questions?
Comments?
Feedback?

Contact
Courtney Flint
courtney.flint@usu.edu
435-797-8635

Utah WELLBEING SURVEY

UtahStateUniversity



Financial Report

as of September 30, 2026

Presented at the October 13, 2026, City Council Meeting

ALPINE
1850

ALPINE CITY CORPORATION
COMBINED CASH INVESTMENT
JUNE 30, 2026

COMBINED CASH ACCOUNTS

01-1111	CASH IN BANK, ALTA BANK	215,638.80
01-1112	XPRESS BILL PAY	2,126.06
01-1131	PETTY CASH	1,000.00
01-1154	SAVINGS PTIF #158	30,148,055.51
	TOTAL COMBINED CASH	30,366,820.37
01-1190	CASH - ALLOCATION TO OTHER FUN	(30,366,820.37)
	TOTAL GENERAL FUND CASH	.00

CASH ALLOCATION RECONCILIATION

10	ALLOCATION TO GENERAL FUND	3,766,892.95
11	ALLOCATION TO CLASS C ROADS	1,307,088.62
15	ALLOCATION TO RECREATION IMPACT FEES	464,101.35
16	ALLOCATION TO STREET IMPACT FEES	173,050.13
44	ALLOCATION TO PARC FUND	171,417.78
45	ALLOCATION TO CAPITAL IMPROVEMENTS FUND	8,277,102.21
46	ALLOCATION TO CAPITAL PROJECT - BOND ACCOUNT	2,021,558.41
51	ALLOCATION TO WATER FUND	3,900,509.52
52	ALLOCATION TO SEWER FUND	3,253,051.01
55	ALLOCATION TO PRESSURIZED IRRIGATION FUND	1,604,277.68
56	ALLOCATION TO STORM DRAIN FUND	860,073.92
70	ALLOCATION TO TRUST AND AGENCY FUND	763,998.51
71	ALLOCATION TO CEMETERY PERPETUAL CARE FUND	1,937,567.60
81	ALLOCATION TO WATER IMPACT FEES	854,166.11
82	ALLOCATION TO SEWER IMPACT FEES	169,934.80
85	ALLOCATION TO PI IMPACT FEES	720,203.05
86	ALLOCATION TO STORM DRAIN IMPACT FEES	121,826.72
	TOTAL ALLOCATIONS TO OTHER FUNDS	30,366,820.37
	ALLOCATION FROM COMBINED CASH FUND - 01-1190	(30,366,820.37)
	ZERO PROOF IF ALLOCATIONS BALANCE	.00

FY2027 1st Quarter Highlights

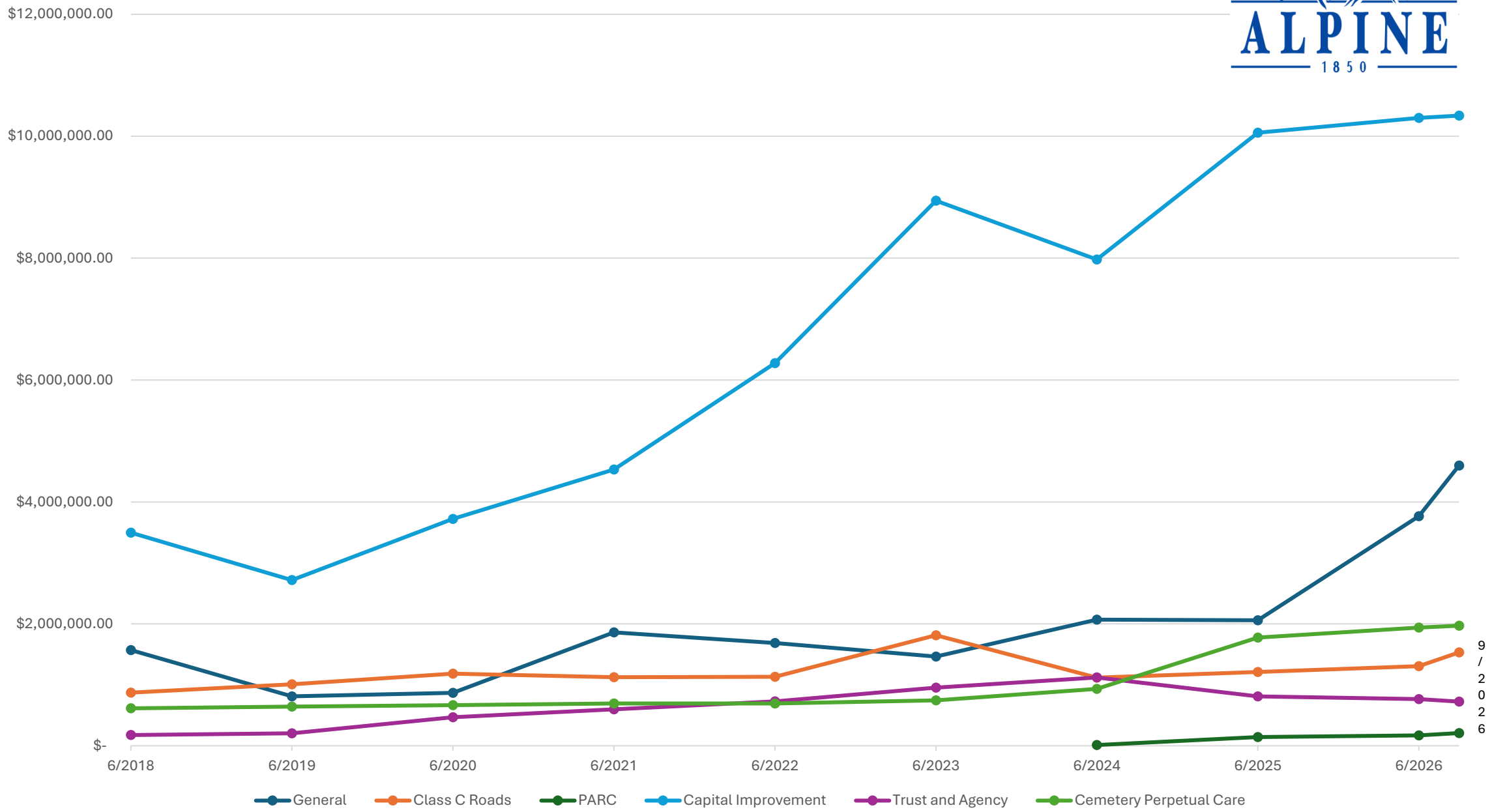
- Revenue
  - July 2026 - highest monthly sales tax revenue in the last 8 years
- Expenditures
  - Fire Station Progress Payments

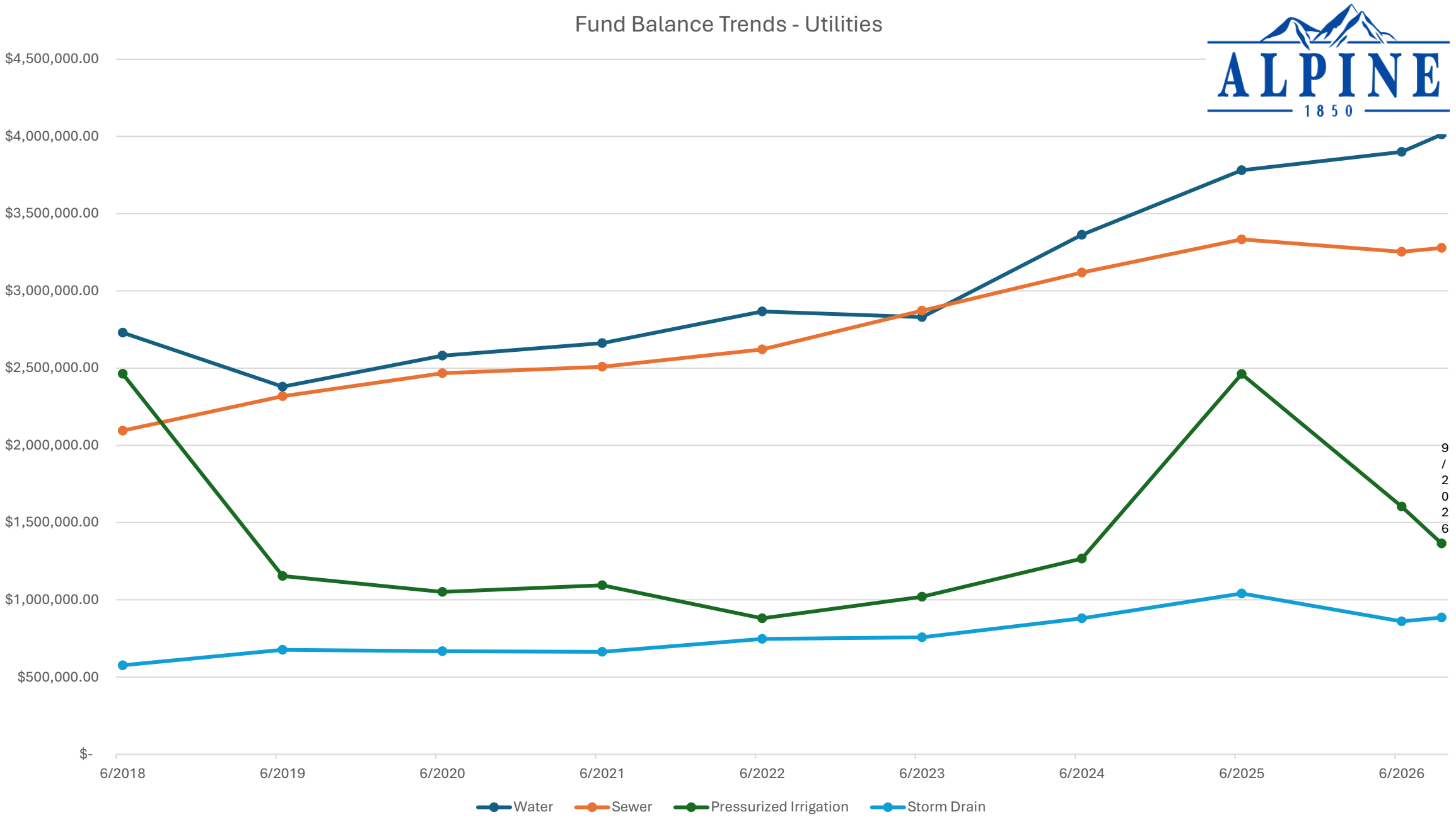
ALPINE
1850

Historical Fund Balance Trends

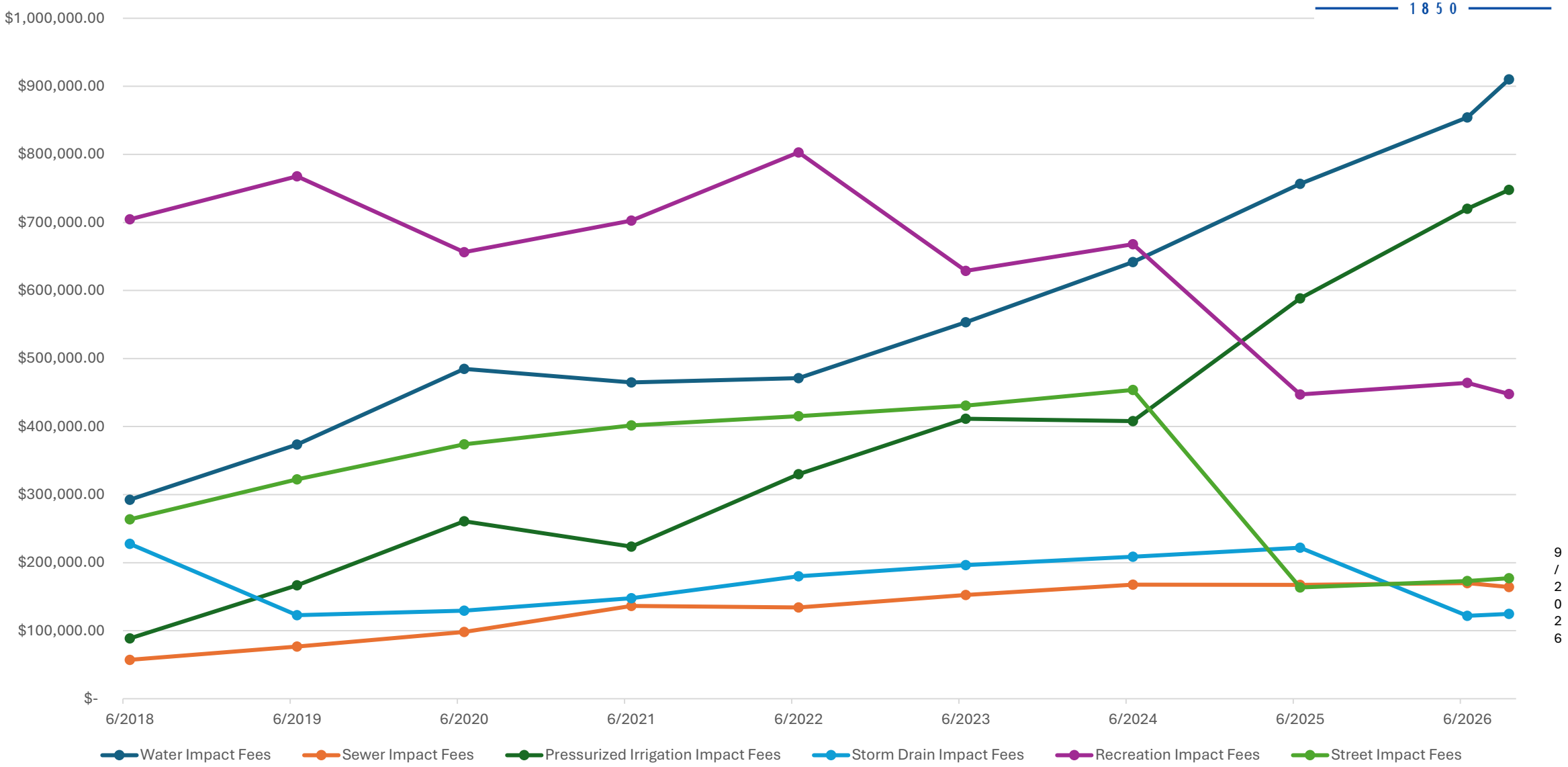
	Fund Balance (based on EOY fund balance)									
Fund	**6/30/2018**	**6/30/2019**	**6/30/2020**	**6/30/2021**	**6/30/2022**	**6/30/2023**	**6/30/2024**	**6/30/2025**	**6/30/2026**	**9/30/2026**
General	$ 1,570,685.36	$ 810,809.31	$ 868,135.61	$ 1,861,558.34	$ 1,687,206.64	$ 1,464,080.79	$ 2,067,757.61	$ 2,057,173.57	$ 3,766,892.95	$ 4,598,216.34
Class C Roads	$ 871,638.29	$ 1,009,431.75	$ 1,182,219.50	$ 1,123,346.55	$ 1,131,279.68	$ 1,813,199.69	$ 1,116,569.15	$ 1,209,221.23	$ 1,307,088.62	$ 1,530,281.31
PARC							$ 11,724.39	$ 142,101.42	$ 171,417.78	$ 208,116.95
Capital Improvement	$ 3,495,391.32	$ 2,717,533.22	$ 3,720,864.78	$ 4,530,898.83	$ 6,275,987.85	$ 8,940,728.93	$ 7,977,369.73	$10,056,315.46	$10,298,660.62	$10,337,770.47
Trust and Agency	$ 175,841.18	$ 205,304.18	$ 468,920.05	$ 596,642.33	$ 727,132.30	$ 953,415.35	$ 1,119,777.48	$ 810,443.12	$ 763,998.51	$ 722,838.38
Cemetery Perpetual Care	$ 614,030.74	$ 642,634.99	$ 667,780.99	$ 691,834.74	$ 692,871.99	$ 745,970.49	$ 932,925.74	$ 1,773,567.67	$ 1,937,567.60	$ 1,969,462.83
Fund	**6/30/2018**	**6/30/2019**	**6/30/2020**	**6/30/2021**	**6/30/2022**	**6/30/2023**	**6/30/2024**	**6/30/2025**	**6/30/2026**	**9/30/2026**
Water	$ 2,730,121.61	$ 2,379,936.56	$ 2,580,896.16	$ 2,661,881.33	$ 2,866,646.65	$ 2,829,628.96	$ 3,362,827.99	$ 3,781,245.73	$ 3,900,509.52	$ 4,012,012.25
Sewer	$ 2,095,400.62	$ 2,318,088.55	$ 2,466,772.34	$ 2,508,328.96	$ 2,620,750.12	$ 2,872,224.02	$ 3,118,368.55	$ 3,333,601.78	$ 3,253,051.01	$ 3,278,061.49
Pressurized Irrigation	$ 2,462,768.52	$ 1,154,286.07	$ 1,050,534.41	$ 1,094,277.63	$ 880,115.94	$ 1,019,172.72	$ 1,266,039.38	$ 2,461,285.04	$ 1,604,277.68	$ 1,364,880.46
Storm Drain	$ 576,203.12	$ 676,090.77	$ 667,622.67	$ 663,658.96	$ 747,041.71	$ 757,773.60	$ 880,176.76	$ 1,041,123.59	$ 860,073.92	$ 884,755.39
Fund	**6/30/2018**	**6/30/2019**	**6/30/2020**	**6/30/2021**	**6/30/2022**	**6/30/2023**	**6/30/2024**	**6/30/2025**	**6/30/2026**	**9/30/2026**
Water Impact Fees	$ 292,553.93	$ 373,676.93	$ 484,678.07	$ 464,721.28	$ 471,243.64	$ 553,323.82	$ 641,760.33	$ 756,692.78	$ 854,166.11	$ 910,286.90
Sewer Impact Fees	$ 57,176.98	$ 76,805.08	$ 98,281.48	$ 136,396.64	$ 134,115.02	$ 152,627.06	$ 167,657.12	$ 167,430.41	$ 169,934.80	$ 164,068.98
Pressurized Irrigation Impact Fee	$ 88,682.44	$ 166,589.73	$ 260,690.05	$ 223,420.31	$ 329,912.05	$ 411,475.83	$ 407,848.61	$ 588,447.91	$ 720,203.05	$ 747,874.48
Storm Drain Impact Fees	$ 227,551.53	$ 122,810.87	$ 129,442.70	$ 147,719.70	$ 179,798.70	$ 196,359.94	$ 208,568.94	$ 221,917.86	$ 121,826.72	$ 124,622.07
Recreation Impact Fees	$ 704,726.99	$ 767,887.39	$ 656,237.39	$ 702,776.41	$ 802,951.05	$ 628,914.38	$ 668,101.38	$ 447,207.36	$ 464,101.35	$ 447,900.31
Street Impact Fees	$ 263,692.80	$ 322,383.46	$ 373,764.88	$ 401,672.92	$ 415,407.08	$ 430,816.08	$ 453,828.08	$ 163,536.55	$ 173,050.13	$ 177,115.00
Totals	$ 16,226,465.43	$ 13,744,268.86	$ 15,676,841.08	$ 17,809,134.93	$ 19,962,460.42	$ 23,769,711.66	$ 24,401,301.24	$29,011,311.48	$30,366,820.37	$31,478,263.61

Fund Balance Trends - General Funds

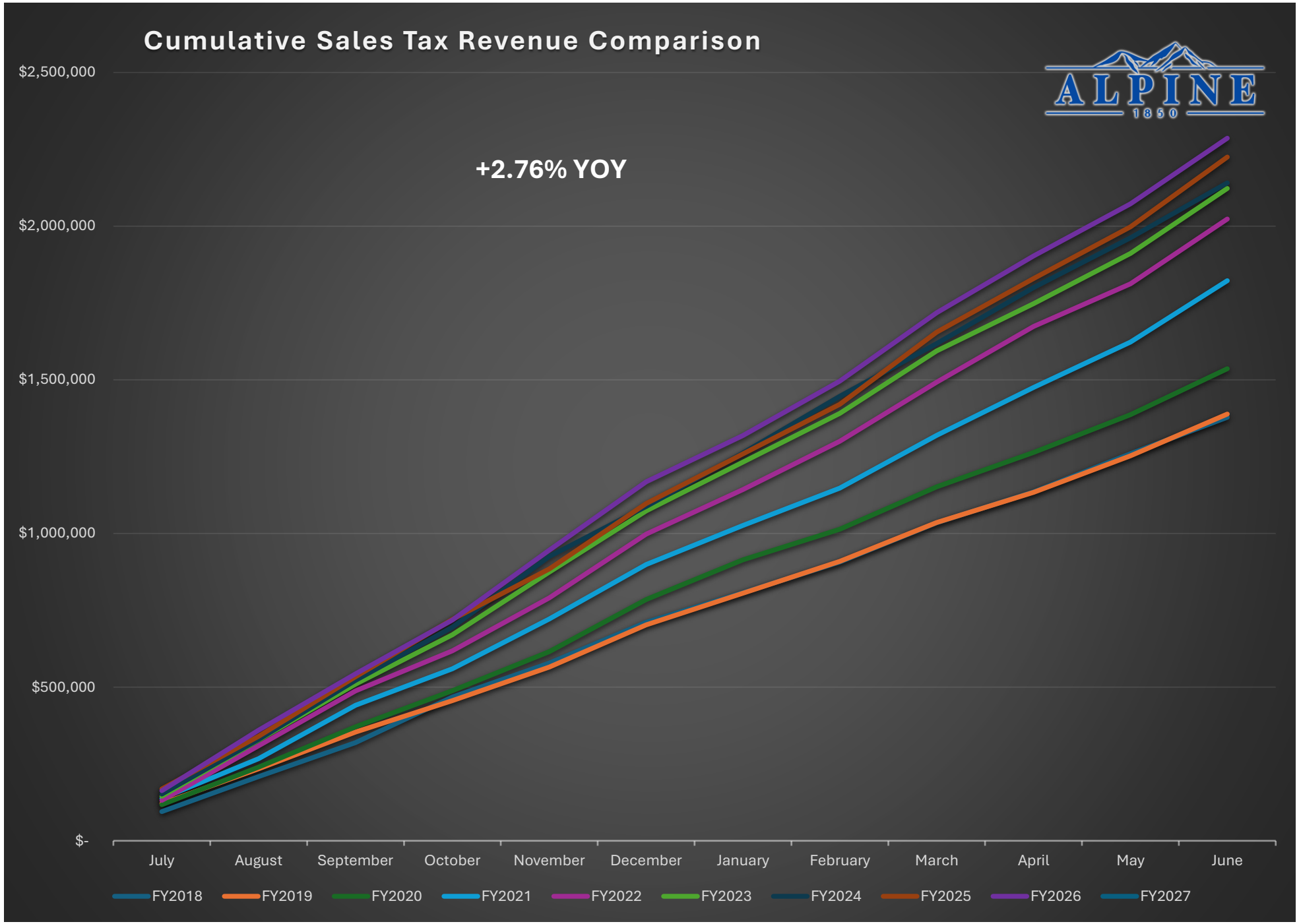


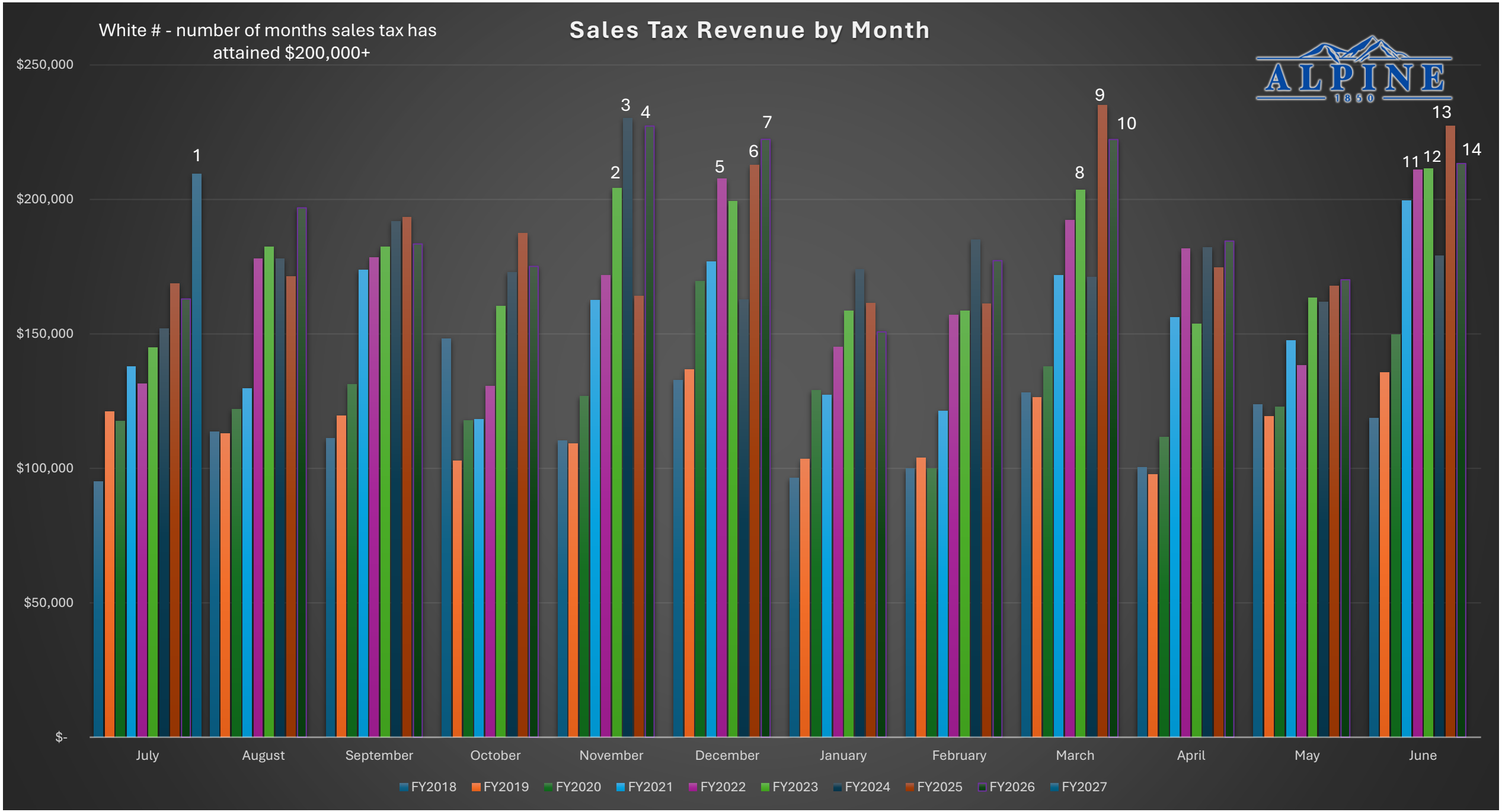

Fund Balance Trends - Utilities
$4,500,000.00
$4,000,000.00
$3,500,000.00
$3,000,000.00
$2,500,000.00
$2,000,000.00
$1,500,000.00
$1,000,000.00
$500,000.00
$-
6/2018
6/2019
6/2020
6/2021
6/2022
6/2023
6/2024
6/2025
6/2026
Water
Sewer
Pressurized Irrigation
Storm Drain
9/2026

Fund Balance Trends - Impact Fees



9/2026


Cumulative Sales Tax Revenue Comparison
ALPINE
1850
+2.76% YOY
$2,500,000
$2,000,000
$1,500,000
$1,000,000
$500,000
$-
July
August
September
October
November
December
January
February
March
April
May
June
FY2018
FY2019
FY2020
FY2021
FY2022
FY2023
FY2024
FY2025
FY2026
FY2027


White # - number of months sales tax has attained $200,000+
Sales Tax Revenue by Month
ALPINE
1850
$250,000
$200,000
$150,000
$100,000
$50,000
$-
1
2
3
4
5
6
7
8
9
10
11
12
13
14
July
August
September
October
November
December
January
February
March
April
May
June
FY2018
FY2019
FY2020
FY2021
FY2022
FY2023
FY2024
FY2025
FY2026
FY2027

Upcoming Expenses

- Fire Station – currently slightly ahead of schedule
- Water Projects Bond Package is being finalized and will come before City Council soon

Main Street Traffic Changes

Hales Traffic Impact Study Recommendations

Option 2a – Preferred Option

Shift Access Point to the North

This allows more vehicles to queue in a larger lot. This also upgrades gravel parking area to a formal loop.

Add Egress to 100 South

This access would allow vehicles to travel northward through school property to 100 South, lessening the cars exiting onto Main Street. This would also increase queue length on school property

Install Raised Median

The Median would require right-in / right-out at the school restricting unsafe movements at the school access.

Move Crosswalk to Mid-block with Danish Offset

The crosswalk move and Danish offset increases the safety of the road crossing.

Traffic Signal at 100 South / Main Street

According to the study the signal was not yet warranted, however it would help with traffic congestion.

Staggering Release Time

The school could consider staggering release times by at least 15 minutes to reduce the queue to handle all pick-up onsite.

Fehr & Peers Re-Routing Scenarios Assessment and Crossing Warrant

Add Egress to 100 South, Limit Left-out Movements

This egress would allow vehicles to travel northward through school property to 100 South. Limiting left out movements would reduce vehicles at the main street 100 South intersection and reduce vehicles on Main Street. If left turns are not allowed increased traffic is expected at the Canyon Crest and Ridge Drive intersection.

Limit Left-in and Left-out Movements with Cones During Pick-up and Drop-off

Requiring right-in / right-out at the school restricting unsafe movements at the school access.

On-Street Staging on Red Pine Drive

Vehicles can wait on Red Pine Drive during the pick-up period. City would add signs identifying appropriate staging on Red Pine and "No Parking" signage along Main Street, 100 South, and 120 South. School would provide instructions to parents to use Red Pine and not the other streets listed.

Main Street Shoulder Storage

Continue to allow queue spillback from the school site ingress to utilize the northbound Main Street shoulder.

Move Crosswalk to Front of School is Warranted

The cross walk directly in front of the school is warranted, as long as turns out of school are restricted to right turn only.

Main Street and 100 South Crosswalk

At the city's discretion a crosswalk is recommended on the north leg of the Main Street and 100 South intersection to facilitate access to the park and businesses.

Crosswalk Striping

Renew striping at Main Street and 120 South and add "zebra" striping at the east leg of the Main Street and 100 South intersection.

The City proceeded with the following measures to improve safety on and around Main Street:

- Installation of a temporary median along Main Street to restrict movements at the MVA access in accordance with the study recommendations.
- Relocation of the pedestrian crosswalk to a location directly in front of MVA.
- Temporary restrictions on parking and on-street staging in the areas identified in the traffic studies.



Observed Results

Traffic flow is more consistent along Main Street

Congestion reduction

- 100 South and Main Street
- 120 South and Main Street

Additional vehicles turning west on 120 South

Longer wait times on MVA site

More time waiting to turn in MVA site

Fewer adverse interactions between vehicles

Fewer non-protected interactions between vehicles and pedestrians



Recommendations

- Continue with the pilot program keeping the temporary median along Main street
- Continue to restrict parking and on-street staging at Legacy Park
- Keep the relocated pedestrian crosswalk
- Extend temporary median and restrict west turning movements onto 120 South from northbound Main Street
- Add additional parking restrictions to include Center Street and 100 South at Legacy Park per Fehr & Peers Assessment
- Pilot Red Pine as an on-street staging area and for parking
- Renew striping at crosswalks as recommended in Fehr & Peers Assessment
- Work with MVA to create access from school property to 100 South

Mountainville Academy Parking

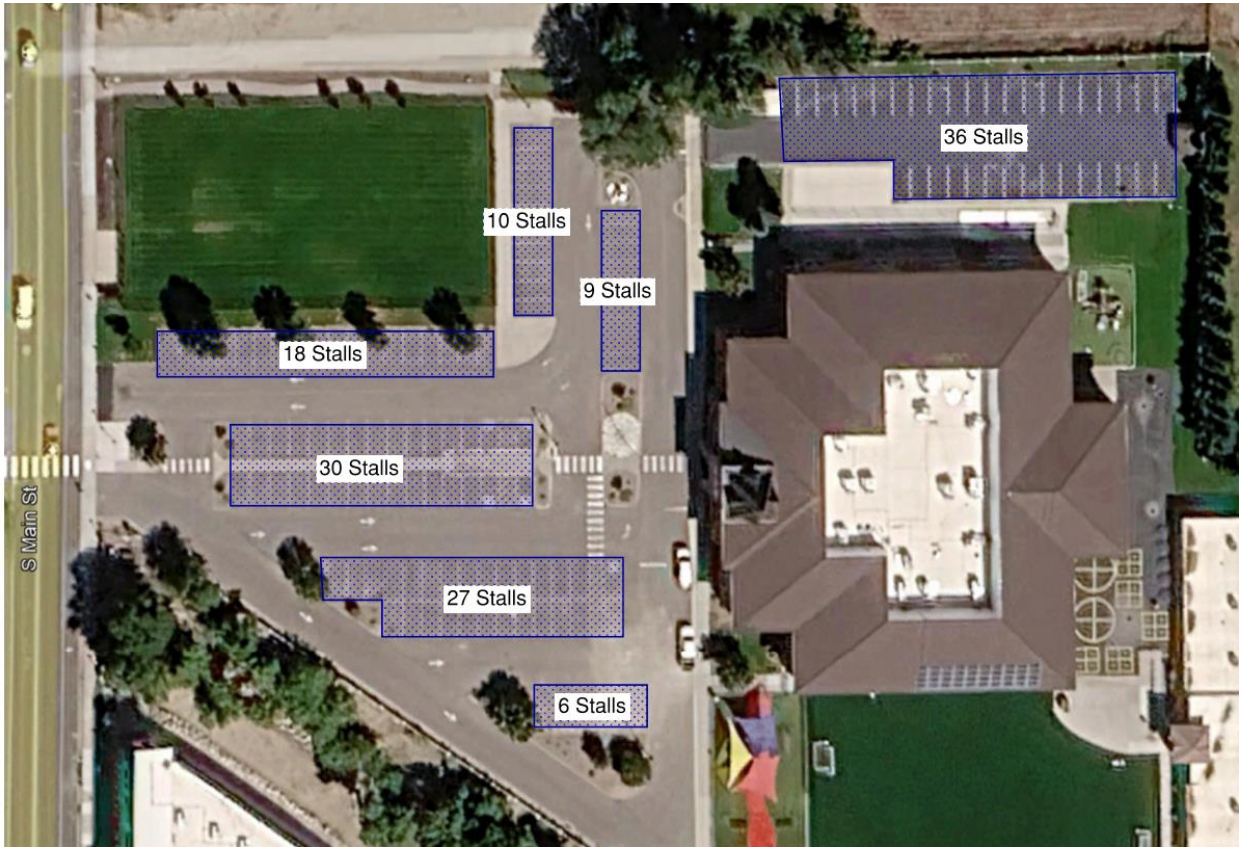
School Parking Requirements – DCA 3.24.040

Parking for schools serving grades below Kindergarten shall provide parking at a rate of 2 stalls per employee

Parking for schools serving grades K-9 shall provide parking at a rate of 0.20 stalls per person (total of students and staff)

Existing Parking Stalls - 136
Required Parking Stalls - 165

Follows state code 10-20-304(2ab;7c)





Questions

ALPINE CITY COUNCIL AGENDA

SUBJECT: **Proposed Plat Amendment in Alpine Cove**

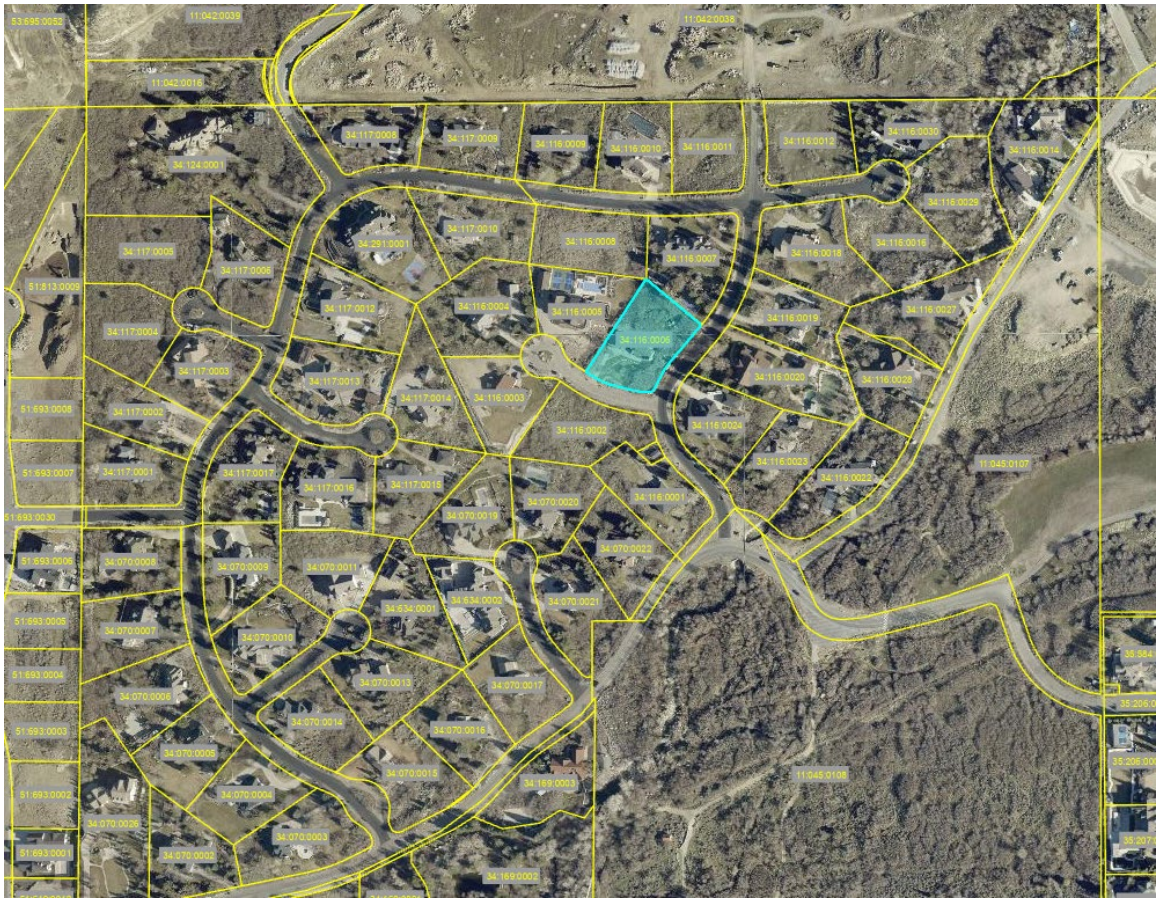
FOR CONSIDERATION ON: **October 13, 2026**

PETITIONER: **Mr. Robert Antrim**

ACTION REQUESTED BY PETITIONER: **Review proposed plat amendment in Alpine Cove**

BACKGROUND INFORMATION:

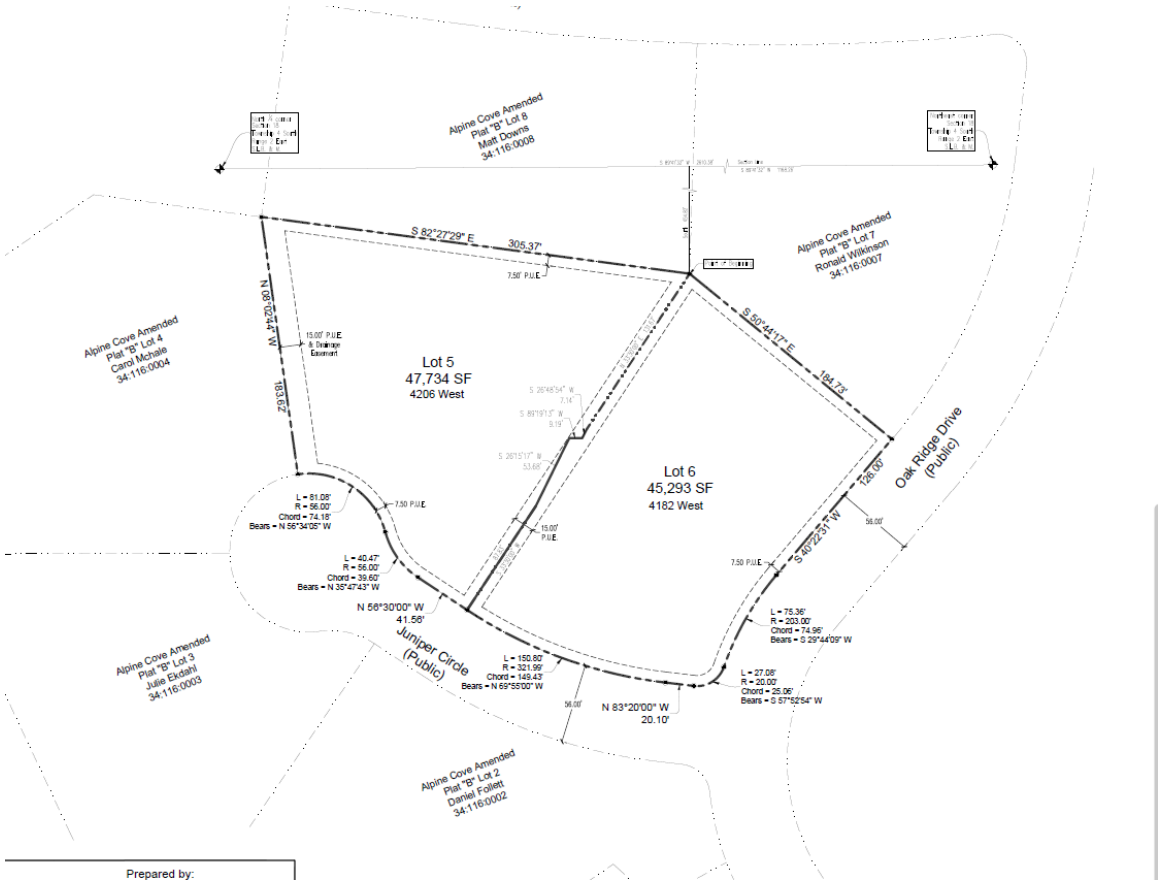
Mr. Robert Antrim is requesting a subdivision plat amendment to his lot as 4182 W Juniper Circle, pictured below. As part of this adjustment his west neighbor's property would also be affected at 4206 W Juniper Circle, which is the Decker family. Both of the homeowners have agreed to this plat amendment and will be required to sign the final plat before it is able to be recorded.



The amendment requested is to shift slightly the boundary line between the two properties in order to allow Mr. Antrim to retain the entirety of his existing driveway on his own property. At some point the driveway was built in such a way that it crossed a property line in the northwestern corner. To remedy this, the neighbors have agreed that a property boundary shift is the best solution. Lot 5, which is the Decker Family, would change from 1.1 acres to 1.096, and Lot 6, Mr. Antrim's property, would change from 1.035 to 1.04.

The reason this is coming before the City Council is because with this change, both Lot 5 and Lot 6 would have more than five sides. DCA definition of "Lot" states that *"Lots shall be generally rectangular in nature, and shall have no more than five sides without an exception being recommended by the Planning Commission and approved by the City Council; the front of a property, located at the front right of way, does not count against this requirement."* Without this provision, this would have been an administrative plat amendment approval. The motion from Planning Commission on October 6, 2026, is included below.

Motion: Planning Commissioner Susan Whittenburg moved to recommend approval of the Plat Amendment to Lots 5 and 6 of Alpine Cove as proposed. Jeff Davis seconded the motion. There were 5 Ayes and 0 Nays. The motion passed.



STAFF RECOMMENDATION

Staff recommend that the City Council review the proposed plat amendment and consider approving the amendment.

Motion to Approve:
I move to approve the Plat Amendment to Lots 5 and 6 of Alpine Cove as proposed.

Motion to Approve with Conditions:
I move to approve the Plat Amendment to Lots 5 and 6 of Alpine Cove as proposed, subject to the following conditions:
*Insert Proposed Conditions

Motion to Table:
I move to table consideration of the Plat Amendment to Lots 5 and 6 of Alpine Cove as proposed to a future meeting in order to allow additional time for revisions and/or additional information, including:
*Insert additional information needed.

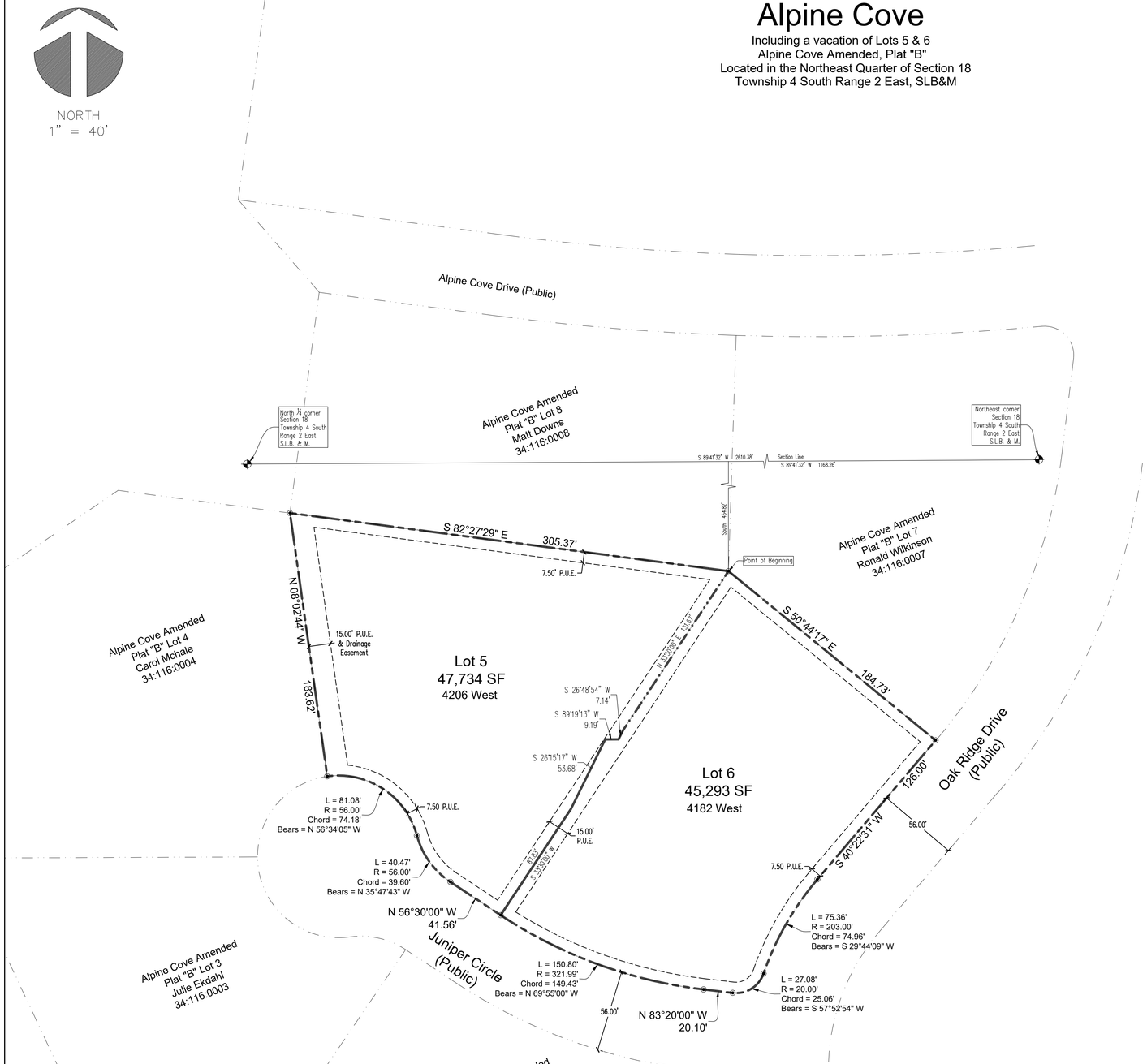
Motion to Deny:
I move to deny the Plat Amendment to Lots 5 and 6 of Alpine Cove as proposed based on the following findings:
*Insert findings

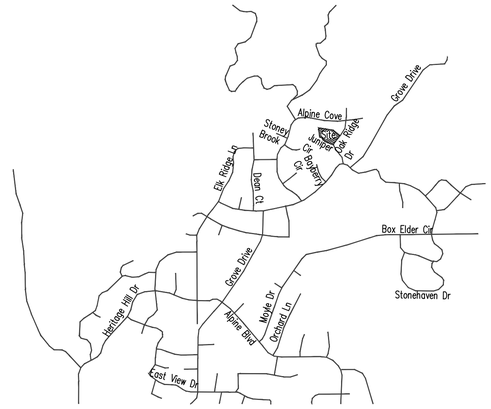
NORTH
1" = 40'

Plat " H "

Alpine Cove

Including a vacation of Lots 5 & 6
Alpine Cove Amended, Plat "B"
Located in the Northeast Quarter of Section 18
Township 4 South Range 2 East, SLB&M





Vicinity Map

Legend

- Outside Boundary line
- Lot Line
- Public Utility Easement
- Section Line
- Section Corner
- Property Corner

GRAPHIC SCALE

40 0 20 40 80 160

(IN FEET)
1 inch = 40 ft.

Surveyor's Certificate

I, Roger D. Dudley , do hereby Certify that I am a Professional Land Surveyor, and that I hold Certificate No. 147089 as prescribed under the laws of the State of Utah. I further certify by authority of the owners, I have made a survey of the tract of land shown on this plat and described below, and have subdivided said tract of land into Lots, Blocks, Streets, and Easements and the same has been correctly surveyed and staked on the ground as shown on this plat and that this plat is true and correct.

Boundary Description

Commencing at the Northwest corner of Lot 6, Plat "B", Alpine Cove Amended Subdivision, Alpine, Utah said point being located South 89°41'32" West along the Section line 1168.26 feet and South 454.82 feet from the Northeast corner of Section 18, Township 4 South, Range 2 East, Salt Lake Base and Meridian; thence South 50°44'17" East 184.73 feet to the Northeast corner of said Lot 6; thence South 40°22'31" West 126.00 feet; thence along the arc of a 203.00 foot radius curve to the left 75.36 feet (chord bears South 29°44'09" West 74.96 feet); thence along the arc of a 20.00 foot radius curve to the right 27.08 feet (chord bears South 57°52'54" West 25.06 feet); thence North 83°20'00" West 20.10 feet; thence along the arc of a 321.99 foot radius curve to the right 150.80 feet (chord bears North 69°55'00" West 149.43 feet); thence North 56°30'00" West 41.56 feet; thence along the arc of a 56.00 foot radius curve to the right 40.47 feet (chord bears North 35°47'43" West 39.60 feet); thence along the arc of a 56.00 foot radius curve to the left 81.08 feet (chord bears North 56°34'05" West 74.18 feet) to the Southwest corner of Lot 5, Plat "B", said Alpine Cove Amended Subdivision; thence North 08°02'44" West 183.62 feet to the Northwest corner of said Lot 5; thence South 82°27'29" East 305.37 feet to the point of beginning.

AREA=93,027 sq. ft. or 2.136 acres

BASIS OF BEARING South 89°41'32" West along the Section line 1168.26 feet and South 454.82 feet from the Northeast corner of Section 18, Township 4 South, Range 2 East, Salt Lake Base and Meridian

July 16, 2026
Date

Surveyor
(See Seal Below)

Owner's Dedication

Know all men by these presents that we, all of the undersigned owners of all the property described in the Surveyor's Certificate hereon and shown on this map, have caused the same to be subdivided into Lots, Blocks, Streets, and Easements and do hereby dedicate the streets and other public areas as indicated hereon for perpetual use of the public.

In witness hereof we have hereunto set our hands this _____ day of _____, A.D. 20___.

Acknowledgement

STATE OF UTAH }
COUNTY OF UTAH } S.S.

The foregoing instrument was acknowledged before me this_____day of_____, 20____ by _____, who represented that he is the _____ of the _____ and has the authority to execute this instrument.

My Commission Number _____
Signed (a Notary Public Commissioned in Utah)

My Commission Expires _____
Print name of Notary

Acceptance by Legislative Body

The City of Alpine, County of Utah, approves this subdivision and hereby accepts the dedication of all Streets, Easements, and other parcels of land intended for public purposes for the perpetual use of the public. Signed this _____ day of _____ A.D. 20___.

Approved: _____ City Engineer

Attest: _____ City Recorder

Planning Commission Approval

Approved this _____ day of _____ , 20____ by the City of Alpine Planning Commission.

_____ Director-Secretary

_____ Chairperson, Planning Commission

County Recorder

Plat " H "

Alpine Cove

Including a vacation of Lots 5 & 6
Alpine Cove Amended, Plat "B"
Located in the Northeast Quarter of Section 18
Township 4 South Range 2 East, SLB&M

ALPINE CITY, _____ Subdivision UTAH COUNTY, UTAH

SCALE: 1" = 40 Feet

SURVEYOR'S SEAL	NOTARY PUBLIC SEAL	CITY-COUNTY ENGINEER SEAL	CLERK-RECORDER SEAL
PROFESSIONAL LAND SURVEYOR No. 147089 Roger D. Dudley STATE OF UTAH			

Approved as to Form

_____ City Attorney Date

Prepared by:

Dudley and Associates, Inc.
353 East 1200 South
Orem, Utah 84058
office 801-224-1252
fax 801-224-1264

Antrim / Decker Property Line Adjustment

I have always believed that the property line between our properties ran along the outside of the rocks near my driveway. Below are images downloaded from the Utah County Parcel map. On the left hand side is the Decker property, on the right hand side is the Antrim property. The property line is depicted in green, starts from the road, and as it continues north the property line runs up along the drive way eclipsing it on the northwest corner. The two images below shows the property line in varying degrees of magnification. The closer view more clearly shows how the line clips the northwestern part of the drive way. The survey stake in the third image provides another view of how the property line intersects the driveway.

Note: The subsequent images where obtained from the online Utah Parcel Map.



Utah County Parcel Map

Parcel Map

1 inch equals 94 feet

Date: 9/19/2026

This cadastral map is generated from Utah County Recorder data. It is for reference only and no liability is assumed for any inaccuracies, incorrect data or variations with an actual survey.

Expanded view of the lot line.



Photograph of surveyor stake near edge of driveway.



Plat " H "

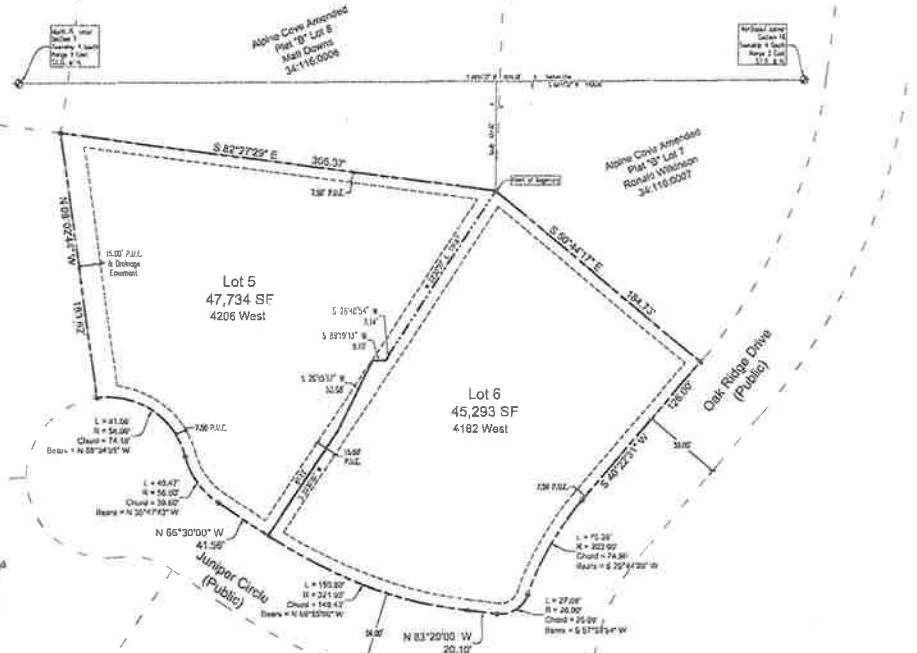
Alpine Cove

Including a vacation of Lots 5 & 6
Alpine Cove Amended, Plat "B"
Located in the Northeast Quarter of Section 18
Township 4 South Range 2 East, SLB&M

NORTH
1" = 40'



Vicinity Map



Legend

- Outside Boundary line
- Lot Line
- Public Utility Easement
- Section Line
- Section Corner
- Property Corner

GRAPHIC SCALE
(IN FEET)
1 inch = 40 ft.

Surveyor's Certificate

I, Ryan D. Dudley, do hereby Certify that I am a Professional Land Surveyor, and that I hold Certificate No. 147009 as prescribed under the laws of the State of Utah. I further certify by authority of the owners, I have made a survey of the tract of land shown on this plat and described below, and have subdivided said tract of land into Lots, Blocks, Streets, and Easements and the same has been correctly surveyed and staked on the ground as shown on this plat and that this plat is true and correct.

Boundary Description

Commencing at the Northeast corner of Lot 6, Plat "B", Alpine Cove Amended Subdivision, Alpine, Utah said point being located South 89°41'32" West along the Section line 1168.26 feet and South 454.82 feet from the Northeast corner of Section 18, Township 4 South, Range 2 East, Salt Lake Base and Meridian, thence South 52°44'17" East 184.73 feet to the Northeast corner of said Lot 6; thence South 40°22'31" West 126.00 feet; thence along the arc of a 243.00 foot radius curve to the left 75.36 feet (chord bears South 29°49'08" West 74.96 feet), thence along the arc of a 20.00 foot radius curve to the right 22.00 feet (chord bears South 57°52'54" West 20.96 feet), thence North 83°20'00" West 20.10 feet; thence along the arc of a 321.99 foot radius curve to the right 156.80 feet (chord bears North 69°35'00" West 149.43 feet), thence North 56°30'00" West 41.56 feet; thence along the arc of a 56.00 foot radius curve to the right 40.47 feet (chord bears North 35°47'43" West 39.60 feet); thence along the arc of a 56.00 foot radius curve to the left 84.08 feet (chord bears North 56°34'05" West 76.38 feet) to the Southeast corner of Lot 3, Plat "B", said Alpine Cove Amended Subdivision; thence North 88°02'44" West 183.69 feet to the Northwest corner of said Lot 3; thence South 82°27'29" East 305.37 feet to the point of beginning.

AREA=83,027 sq. ft. or 2.136 acres

BASIS OF BEARING South 89°41'32" West along the Section line 1168.26 feet and South 454.82 feet from the Northeast corner of Section 18, Township 4 South, Range 2 East, Salt Lake Base and Meridian

July 16, 2026
Date

(See seal below)

Owner's Dedication

Know all men by these presents that we, all of the undersigned owners of all the property described in the Surveyor's Certificate hereon and shown on the map, have caused the same to be subdivided into Lots, Blocks, Streets, and Easements and do hereby dedicate the streets and other public areas as indicated hereon for perpetual use of the public.

In witness hereof we have hereunto set our hands this _____ day of _____ A.D. 20___

Acknowledgement

STATE OF UTAH } S.S.
COUNTY OF UTAH }

The foregoing instrument was acknowledged before me this _____ day of _____ 20___ by _____ who represented that he is the _____ of the _____ and has the authority to execute this instrument

My Commission Number _____

Signed (a Notary Public Commissioned in Utah)

My Commission Expires _____

Print name of Notary

Acceptance by Legislative Body

The City of Alpine, County of Utah, approves this subdivision and hereby accepts the dedication of all Streets, Easements, and other parcels of land intended for public purposes for the perpetual use of the public. Signed this _____ day of _____ A.D. 20___

Approved _____ City Engineer

Attest: _____ City Recorder

Planning Commission Approval

Approved this _____ day of _____ 20___ by the City of Alpine Planning Commission.

_____ Director-Secretary

_____ Chairperson, Planning Commission

County Recorder

Plat " H "

Alpine Cove

Including a vacation of Lots 5 & 6
Alpine Cove Amended, Plat "B"
Located in the Northeast Quarter of Section 18
Township 4 South Range 2 East, SLB&M

Subdivision

ALPINE CITY, _____ UTAH COUNTY, UTAH

SCALE: 1" = 40 Feet

Prepared by:

Dudley and Associates, Inc.
353 East 1200 South
Orem, Utah 84058
office 801-224-1252
fax 801-224-1264

Approved as to Form

_____ City Attorney Date

PROFESSIONAL LAND SURVEYOR No. 147009 Ryan D. Dudley

ROBERT ANTRIM
PROPERTY DESCRIPTIONS
ALPINE, UTAH
JULY 22, 2026

LOT 5 PLAT 'B' – BEFORE BOUNDARY LINE ADJUSTMENT

All of Lot 5, Plat "B", Alpine Cove Amended Subdivision, Alpine, Utah, according to the official plat thereof on file in the Office of the Recorder, Utah County, Utah.

LOT 6 PLAT 'B' – BEFORE BOUNDARY LINE ADJUSTMENT

All of Lot 6, Plat "B", Alpine Cove Amended Subdivision, Alpine, Utah, according to the official plat thereof on file in the Office of the Recorder, Utah County, Utah.

LOT 5 PLAT 'B' – AFTER BOUNDARY LINE ADJUSTMENT

Commencing at the Northeast corner of Lot 5, Plat "B", Alpine Cove Amended Subdivision, Alpine, Utah said point being located South 89°41'32" West along the Section line 1168.26 feet and South 454.82 feet from the Northeast corner of Section 18, Township 4 South, Range 2 East, Salt Lake Base and Meridian; thence South 33°30'00" West 131.67 feet; thence South 26°48'54" West 7.14; thence South 89°19'13" West 9.19 feet; thence South 26°15'17" West 53.68 feet; thence South 33°30'00" West 87.83 feet to the Southeast corner of said Lot 5; thence North 56°30'00" West 41.56 feet; thence along the arc of a 56.00 foot radius curve to the right 40.48 feet (chord bears North 35°47'43" West 39.60 feet); thence along the arc of a 56.00 foot radius curve to the left 81.08 feet (chord bears North 56°34'05" West 74.18 feet); thence North 08°02'44" West 183.62 feet to the Northwest corner of said Lot 5; thence South 82°27'29" East 305.37 feet to the point of beginning.

AREA=47,734 sq. ft. or 1.096 acres

LOT 6 PLAT 'B' – AFTER BOUNDARY LINE ADJUSTMENT

Commencing at the Northwest corner of Lot 6, Plat "B", Alpine Cove Amended Subdivision, Alpine, Utah said point being located South 89°41'32" West along the Section line 1168.26 feet and South 454.82 feet from the Northeast corner of Section 18, Township 4 South, Range 2 East, Salt Lake Base and Meridian; thence South 50°44'17" East 184.73 feet to the Northeast corner of said Lot 6; thence South 40°22'31" West 126.00 feet; thence along the arc of a 203.00 foot radius curve to the left 75.36 feet (chord bears South 29°44'09" West 74.93 feet); thence along the arc of a 20.00 foot radius curve to the right 27.08 feet (chord bears South 57°52'54" West 25.06 feet); thence North 83°20'00" West 20.10 feet; thence along the arc of a 321.99 foot radius curve to the right 150.80 feet (chord bears North 69°55'00" West 149.43 feet); thence North 33°30'00" East 87.83 feet; thence North 26°15'17" East 53.68 feet; thence North 89°19'13" East 9.19 feet; North 26°48'54" East 7.14 feet; thence North 33°30'00" East 131.67 feet to the point of beginning.

AREA=45,293 sq. ft. or 1.04 acres

TOTAL PARCEL

Commencing at the Northwest corner of Lot 6, Plat "B", Alpine Cove Amended Subdivision, Alpine, Utah said point being located South 89°41'32" West along the Section line 1168.26 feet and South 454.82 feet from the Northeast corner of Section 18, Township 4 South, Range 2 East, Salt Lake Base and Meridian; thence South 50°44'17" East 184.73 feet to the Northeast corner of said Lot 6; thence South 40°22'31" West 126.00 feet; thence along the arc of a 203.00 foot radius curve to the left 75.36 feet (chord bears South 29°44'09" West 74.96 feet); thence along the arc of a 20.00 foot radius curve to the right 27.08 feet (chord bears South 57°52'54" West 25.06 feet); thence North 83°20'00" West 20.10 feet; thence along the arc of a 321.99 foot radius curve to the right 150.80 feet (chord bears North 69°55'00" West 149.43 feet); thence North 56°30'00" West 41.56 feet; thence along the arc of a 56.00 foot radius curve to the right 40.47 feet (chord bears North 35°47'43" West 39.60 feet); thence along the arc of a 56.00 foot radius curve to the left 81.08 feet (chord bears North 56°34'05" West 74.18 feet) to the Southwest corner of Lot 5, Plat "B", said Alpine Cove Amended Subdivision; thence North 08°02'44" West 183.62 feet to the Northwest corner of said Lot 5; thence South 82°27'29" East 305.37 feet to the point of beginning.

AREA=93,027 sq. ft. or 2.136 acres

“PARCEL A” - TO BE DEEDED FROM DECKER TO ANTRIM

Commencing at a point located North 33°30’00” East along the lot line 87.83 feet from the Southwest corner of Lot 6, Plat “B”, Amended Alpine Cove Subdivision, Alpine, Utah; thence North 26°15’17” East 53.68 feet; thence North 89°19’13” East 8.18 feet; thence South 33°30’00” West 57.85 feet to the point of beginning.

AREA=196 sq. ft.

PARCEL “B” - TO BE DEEDED FROM ANTRIM TO DECKER

Commencing at a point located North 33°30’00” East along the lot line 145.67 feet from the Southwest corner of Lot 6, Plat “B”, Amended Alpine Cove Subdivision, Alpine, Utah; thence North 33°30’00” East along the lot line 7.66 feet; thence South 26°48’54” West 7.14 feet; thence South 89°19’13” West 1.01 feet to the point of beginning.

AREA=3 sq. ft.

ALPINE CITY COUNCIL AGENDA

SUBJECT: **Resolution R2026-27: Adoption of Main Street and Gateway Corridors Small Area Plan**

FOR CONSIDERATION ON: **October 13, 2026**

PETITIONER: **City Staff**

ACTION REQUESTED BY PETITIONER: **Review and adopt Resolution R2026-20 FY2027 Tentative Budget**

BACKGROUND INFORMATION:

The moment has finally arrived! The City Council is recommended to formally adopt the Main Street and Gateway Corridors Small Area Plan. If there are any outstanding questions or suggestions, the City Council can discuss and provide those now.

STAFF RECOMMENDATION

Review and approve the Main Street and Gateway Corridors Small Area Plan.

SAMPLE MOTION TO APPROVE:
I move to approve Resolution R2026-27 adopting the Main Street and Gateway Corridors Small Area Plan.

- **Insert motion to approve**

SAMPLE MOTION TO APPROVE WITH CONDITIONS:
I move to approve Resolution R2026-27 adopting the Main Street and Gateway Corridors Small Area Plan, with the following conditions/changes:

- **insert finding**

SAMPLE MOTION TO TABLE:
I move to table Resolution R2026-27 adopting the Main Street and Gateway Corridors Small Area Plan to a future meeting in order to allow more time for the following changes/edits:

- **insert changes/edits**

RESOLUTION NO. R2026-27

A RESOLUTION AUTHORIZING THE ADOPTION OF THE MAIN STREET AND GATEWAY CORRIDORS SMALL AREA PLAN FOR ALPINE CITY

WHEREAS, Alpine City has intentions to adopt a plan for its gateway and main street corridors leading in and out of Alpine City; and

WHEREAS, a plan was prepared for these areas with the help of Design Workshop consulting services, and Mountainland Association of Governments (MAG), alongside work involving the public of Alpine City; and

WHEREAS, the Planning Commission and City Council of Alpine City have both done thorough reviews of the Small Area Plan and provided suggestions for improvement, and have participated in review committees to devise a unified final edit of the Small Area Plan; and

WHEREAS, the City Council has determined that the final edit of the Small Area Plan is found satisfactory and beneficial to the health, safety, and welfare of Alpine City Residents;

Now, THEREFORE, BE IT RESOLVED by the City Council of Alpine City hereby adopts the Main Street and Gateway Corridor Small Area Plan attached hereto.

PASSED AND APPROVED this 13th day of October, 2026.

ALPINE CITY COUNCIL

SEAL] Alpine City CORPORATE Seal Utah County, Utah

Carla Merrill, Alpine City Mayor

VOTING:

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

ATTEST:

DeAnn Parry
City Recorder

DEPOSITED in the office of the City Recorder this 13th day of October, 2026.

RECORDED this 13th day of October, 2026



ALPINE CITY MAIN STREET AND GATEWAY CORRIDORS SMALL AREA PLAN

October 2026

ACKNOWLEDGEMENT

PREPARED FOR

Alpine City Mountainland Association of Governments

ALPINE CITY

Ryan Robinson, Assistant City Administrator/ Planning and Zoning

MOUNTAINLAND ASSOCIATIONS OF GOVERNMENTS

Daniel Wayne

ALPINE CITY COUNCIL

Carla Merrill, Mayor

Chrissy Hannemann, Council Member

Jessica Smuin, Council Member

Brent Rummler, Council Member

Andy Spencer, Alpine Resident

PREPARED BY

DESIGN WORKSHOP

Chris Geddes, Principal-in-Charge

Marianne Stuck, Project Manager

Aishwarya Parab, Planner

Christian Weber, Market Analysis

OPTICOS DESIGN

Drew Finke

Stefan Pellegrini

TRAFFIC ENGINEERING

Michael Moule

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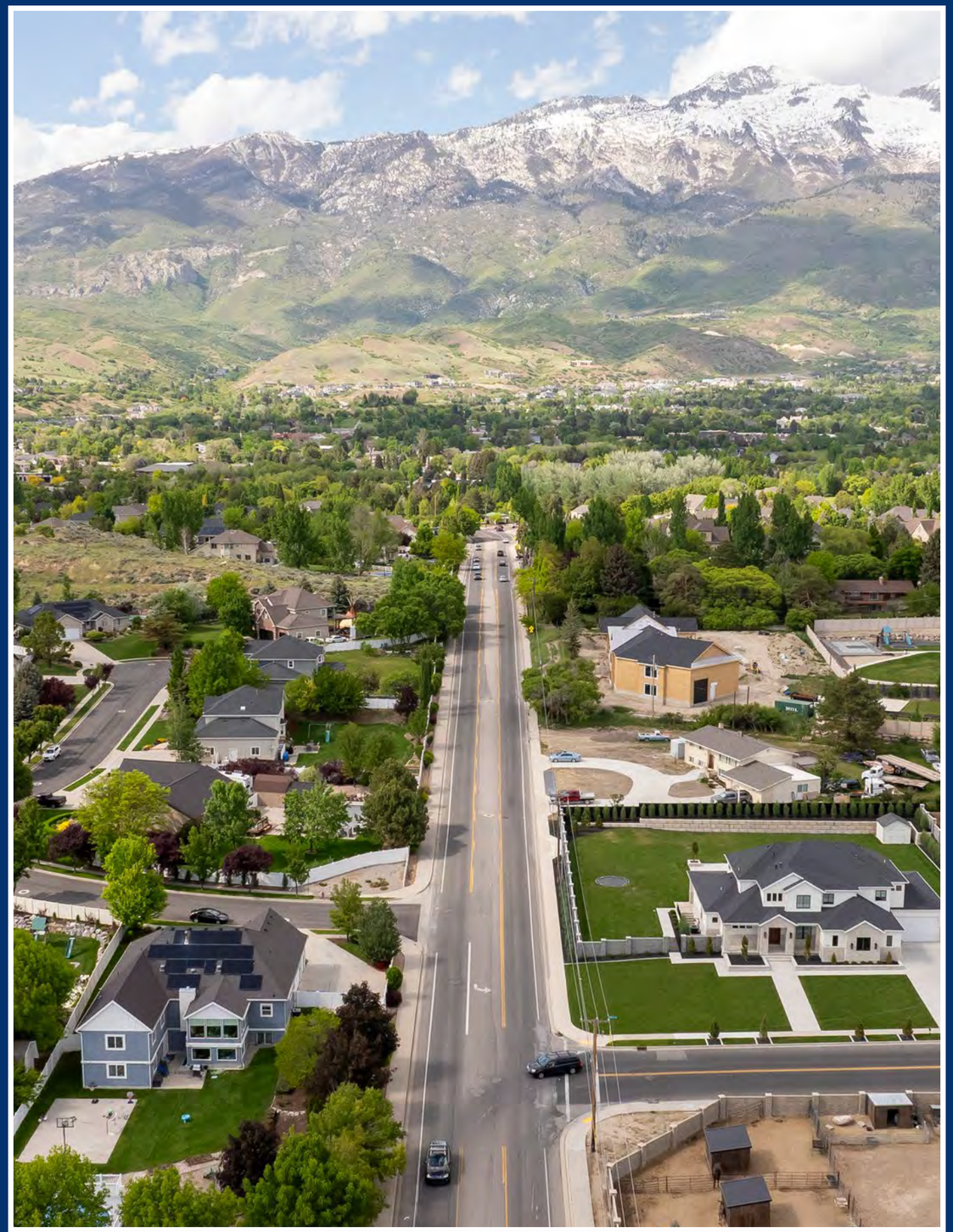
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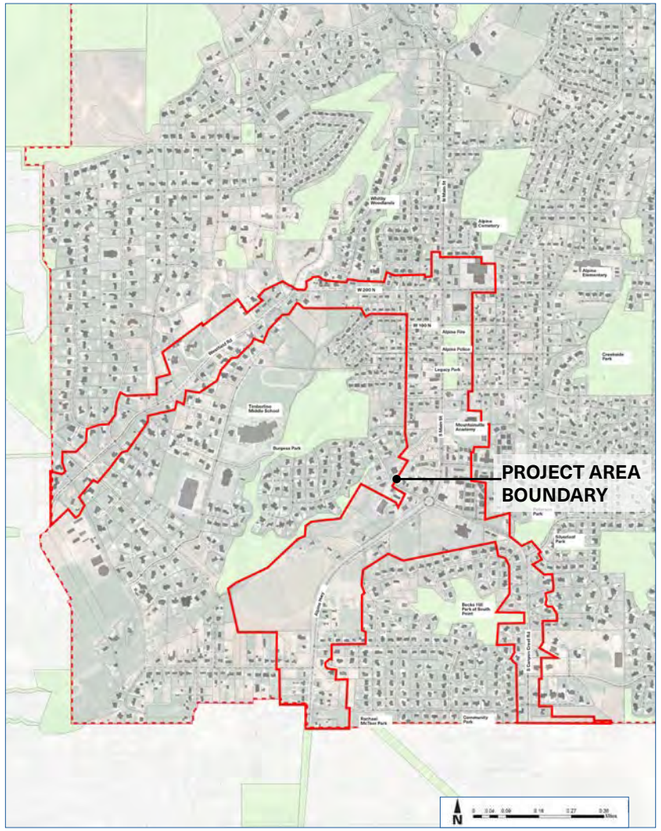


Aerial View of Alpine City

A VISION FOR ALPINE CITY'S GATEWAY CORRIDORS

PROJECT OVERVIEW

The Alpine City Gateway Corridors Small Area Plan enhances three primary gateways to the city, along with the Main Street and downtown districts, to strengthen accessibility, design quality, and community character. The plan integrates revisions to the Historic District Design Guidelines, aligning them with current urban design goals and development needs within the Business Commercial zone. With a multidisciplinary team, this effort includes a comprehensive review and update of design standards and zoning recommendations to support cohesive growth, preservation, and revitalization in these key areas of the City, while addressing traffic management and mobility. The plan establishes a unified framework to guide development, improve connectivity, and reinforce the city's distinctive identity.



PROJECT VISION

This project creates a community-driven plan for Alpine City's Downtown and Gateway Corridors, enhances the existing Historic Downtown Gateway Design Guidelines, and provides a framework to guide growth and development. A key focus involves establishing a safe, multi-modal transportation network that emphasizes pedestrian and cyclist-friendly infrastructure.

INTRODUCTION

Alpine City is a small, picturesque community located in northern Utah County, nestled at the foot of the Wasatch Mountains. Characterized by its scenic natural setting and proximity to major recreational destinations like American Fork Canyon, Tibble Fork Reservoir, and the Lone Peak Wilderness, Alpine City offers residents immediate access to hiking, biking, and outdoor activities while maintaining a distinctly rural and small-town atmosphere. The city is located roughly 30 miles south of Salt Lake City, providing convenient access to the broader Wasatch Front metro area. Alpine retains a close-knit, family-oriented community identity shaped by its faith-filled heritage, historic preservation, local agriculture, and an active outdoor lifestyle. The Main Street area and Gateway Corridors embody Alpine's commitment to a walkable, connected downtown that blends historic character with thoughtful, community-driven growth. As a primarily residential city with limited commercial corridors, Alpine places a high value on maintaining its distinct image and village-like charm amidst measured, planned development.

PURPOSE OF THE PLAN

PURPOSE

The plan provides a comprehensive framework for the growth and development of Alpine City's Main Street and Gateway Corridors, integrating community vision to balance historic preservation, economic vitality, and quality of life. It addresses land use, transportation, housing—including missing middle options—and economic strategies to create a vibrant, accessible, and sustainable downtown and gateways.

Aligned with this over arching vision, the updated Design Guidelines will provide clear, actionable standards rooted in best practices to guide development within the Business Commercial zone. The guidelines clarify language by incorporating dimensional standards to enhance usability and user-friendliness, and introduce graphics that effectively communicate the intended character and desired outcomes. Preservation of the historic character is supported through thoughtful modifications to requirements such as setbacks and parking lot standards.



PLAN ELEMENTS

ENHANCEMENT OF HISTORIC CHARACTER

The plan updates and expands the existing Historic Downtown Gateway Design Guidelines, to preserve and enhance the area's historic character while supporting appropriate development.

ECONOMIC DEVELOPMENT

The plan incorporates a Main Street economic opportunity assessment, aiming to stimulate economic growth and vitality in the downtown area.

HOUSING STRATEGY

The plan develops a housing strategy that addresses diverse housing needs and promotes a range of housing options within the area.

TRANSPORTATION IMPROVEMENTS

The plan establishes a safe, multi-modal transportation network with a strong emphasis on pedestrian and cyclist-friendly infrastructure, supporting a walkable and accessible downtown environment.

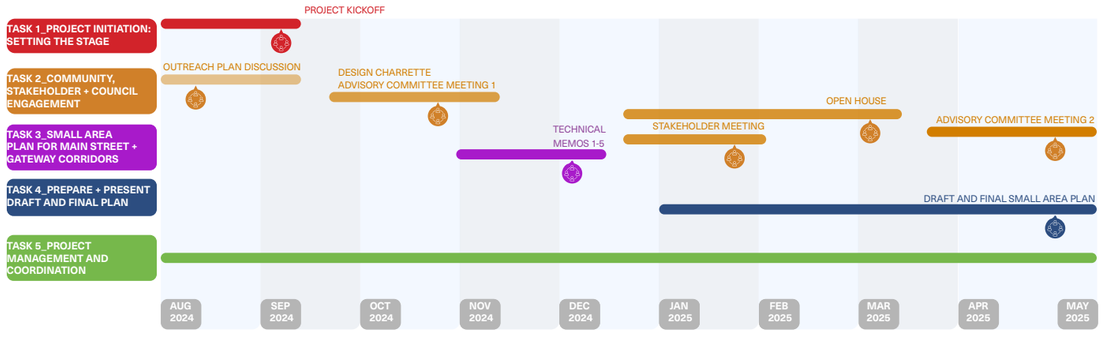
PROJECT PROCESS

OVERALL PROCESS

The Alpine City Gateway Corridors Small Area Plan development actively engaged the Alpine City community through diverse, inclusive methods such as a hands-on Workshop, focus group meetings, site visits, and two Open Houses. The community first gathered at a Design Charrette, providing broad input on key topics, including transportation, public spaces, and growth, fostering meaningful participation and dialogue.

The Workshop refined feedback and built consensus around the vision for Main Street and the Gateway Corridors. This iterative, transparent process ensured that community values and priorities directly shaped the plan, strengthened stakeholder ownership, and enabled equitable, informed decision-making.

TIMELINE



The Alpine City planning process engaged residents and stakeholders through a series of focused events. It began with a two-day Design Charrette, held as part of Workshop 1 on November 14th–15th, continued with a dedicated Stakeholder Meeting on January 30th, and culminated in an Open House on March 12th. Each milestone fostered hands-on collaboration, transparent dialogue, and direct community feedback to guide future planning, ensuring that the outcomes reflect Alpine's priorities and distinct character.



WORKSHOP 1 STAKEHOLDERS AND TECHNICAL ADVISORY COMMITTEE MEMBERS BREAKOUT SESSIONS: MAIN STREET AND CORRIDORS

1. TRANSPORTATION AND MOBILITY
2. CATALYTIC SITES AND HOUSING
3. LAND USE AND DEVELOPMENT OPPORTUNITIES
4. PLACEMAKING AND PUBLIC SPACE DESIGN

WORKSHOP 1: ASSESS COMMUNITY PRIORITIES

Workshop 1 was a two-day, in-person Design Charrette held in November 2024 that actively engaged the Alpine City community in the visioning process for the Alpine City Gateway Corridors Small Area Plan. It promoted broad participation through meetings, presentations and Open House with the design team.

Day 1 featured Stakeholder and Technical Committee focus group meetings, a walking tour, and an evening community Open House. Existing conditions and initial concept ideas were presented, and interactive visioning exercises helped establish design goals and priorities. Day 2 involved developing design concepts and gathering community feedback through a mid-point pinup, and a closing presentation. The team collaboratively produced preliminary urban design, placemaking, and multi modal transportation frameworks and illustrative plans which were refined based on community input.

Active listening and robust participation revealed diverse opinions and helped identify shared community values. Guided exercises addressed challenges and aspirations related to transportation, public spaces, catalyst sites, and growth. Multiple feedback loops allowed iterative revisions to build consensus. All outcomes were compiled into a Community Priorities Memo summarizing key findings and values.

This process followed best practices for charrettes, which included intensive, collaborative workshops that unite stakeholders, experts, and community members to rapidly co-create design solutions through cycles of proposing, listening, and refining. It enhanced community trust, helped visualize complex issues, and translated ideas into actionable plans efficiently and inclusively.

In summary, Workshop 1 combined structured stakeholder engagement and public participation through hands-on design activities and iterative feedback, resulting in a shared community vision and initial design frameworks for the Alpine City Gateway Corridors Small Area Plan.

KEY TAKEAWAYS:

Workshop 1 focused on four key areas to understand community values and priorities for the Alpine City Gateway Corridors Small Area Plan. Stakeholders participated in the following breakout sessions and gave feedback on the following key areas: Transportation and Mobility, Catalytic Sites and Housing, Land Use and Development Opportunities, and Placemaking & Public Space Design. Interactive mapping and prioritization activities highlighted a strong community preference for focusing development in the southwest Gateway area, alongside infill housing and retail along Main Street. Transportation priorities emphasized enhancing multimodal connections, including bike lanes, shared-use paths and intersection improvements to boost safety and efficiency. Additionally, participants stressed the importance of preserving natural landscapes while accommodating growth.

In terms of placemaking, attendees identified opportunities to improve public spaces by adding shade structures, creating a local library, and developing nature play areas within the Gateway Corridors. Overall, Workshop 1 fostered collaboration and accelerated consensus-building among participants, establishing a clear, community-grounded foundation for the Alpine City Gateway Corridors Small Area Plan. This collaborative process set the stage for thoughtful, inclusive growth that balances development with Alpine's distinct character and sense of place. The outcomes from Workshop 1 provided a strong framework to guide subsequent planning phases and community engagement efforts.

COMMUNITY VALUES

Based on feedback received during the Workshop 1, the Project Team distilled the following Community Values to guide further refinement of the Alpine Main Street + Gateways Plan.

These community values represent key priorities that residents want reflected in the plan. They include celebrating and protecting the history of Alpine City, fostering an active and outdoor-oriented lifestyle, preserving family traditions, encouraging thoughtful and distinctive growth, maintaining a distinct image and agricultural identity, creating a community for all ages, supporting connectivity and walkability, and preserving the small-town feel.



HISTORY: CELEBRATE AND PROTECT

Preserve and honor Alpine's unique historical character and heritage.

ACTIVE/OUTDOOR-ORIENTED LIFESTYLE

Support a lifestyle embracing outdoor activities and wellness while preserving the small-town rural character amid thoughtful growth.

FAMILY ORIENTED

Prioritize family-friendly traditions and events that strengthen community bonds.

GROW DIFFERENTLY

Encourage thoughtful, community-aligned development that respects local character.

UNIQUE IMAGE AND AGRICULTURAL IDENTITY

Protect and promote Alpine's agricultural roots and preserve natural open spaces.

COMMUNITY FOR ALL AGES

Ensure amenities and activities serve residents across all age groups.

CONNECTED AND WALKABLE

Develop safe, convenient, and accessible pedestrian and bike networks.

SMALL TOWN FEEL

Foster a welcoming, close-knit community atmosphere.

STAKEHOLDER MEETING WITH ALPINE HIGHWAY RESIDENTS

This focused Stakeholder meeting engaged Alpine Highway residents in an in-depth discussion on existing roadway conditions and opportunities to enhance safety, character, and accessibility along the corridor. The conversation centered on shaping a street that feels safer and more connected while maintaining Alpine's small-town character.

Residents identified critical issues such as limited crossing opportunities, high vehicle speeds, and unsafe conditions for children, pedestrians, and cyclists. While recent widening and turn-lane improvements were appreciated, participants expressed a preference for a more context-sensitive cross section that accommodates all users without further expansion. They supported designs that visually slow traffic and reinforce a neighborhood-scale environment.

The group identified the southern approach as a key gateway opportunity, recommending that it begin nearer to the city boundary. Desired design elements included reduced speed limits, dark-sky-compliant lighting to improve visibility and safety, and distinctive "Welcome to Alpine" signage. Lighting improvements were considered especially important given frequent nighttime activity by cyclists and runners.

Residents also voiced openness to limited rezoning—allowing accessory dwelling units, lot splits, and small-scale commercial uses—provided that new development respects existing character. Maintaining the area's eclectic mix and promoting adaptive reuse over demolition were recurring themes. Participants supported closing sidewalk gaps but preferred minimizing park strips requiring homeowner maintenance.

Additional discussions included potential for a roundabout near the future Ranch Drive connection, resolution of nonfunctional irrigation ditches, and ensuring equitable city investment across neighborhoods. Overall, the meeting revealed strong alignment around creating a safer, more cohesive, and distinctly Alpine corridor identity.

KEY TAKEAWAYS:

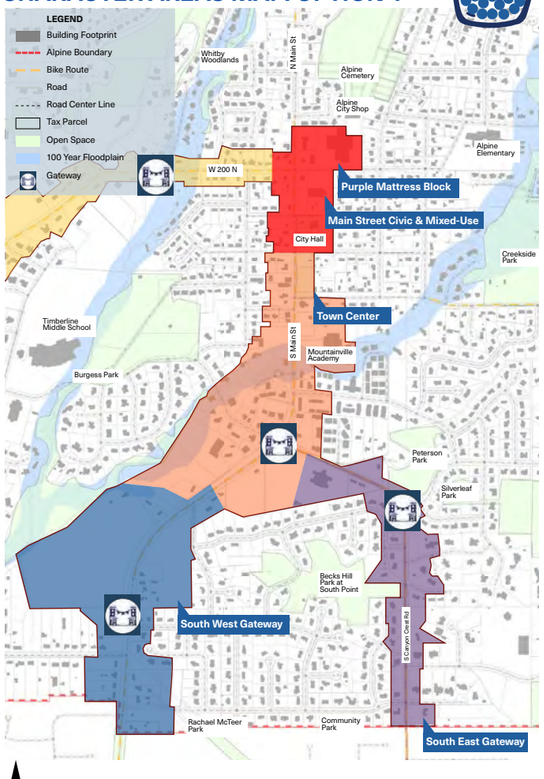
- Desire to reduce travel speeds to better reflect neighborhood context and improve safety for all users.
- Interest in a more balanced street design that maintains existing width while reallocating space for pedestrians, cyclists, and local access.
- Support for defining a stronger southern gateway with coordinated landscaping, lighting, and signage elements.
- Openness to limited rezoning for ADUs, lot splits, and small-scale commercial uses that complement existing character.
- Preference for maintaining the unique, eclectic mix of homes and adaptive reuse of older properties.
- Concern about pedestrian safety and lighting at night, particularly given increased e-bike and runner activity.
- Recognition of the need for equitable city investment and sensitivity to community diversity along the corridor.

OPEN HOUSE: COMMUNITY CONSENSUS BUILDING

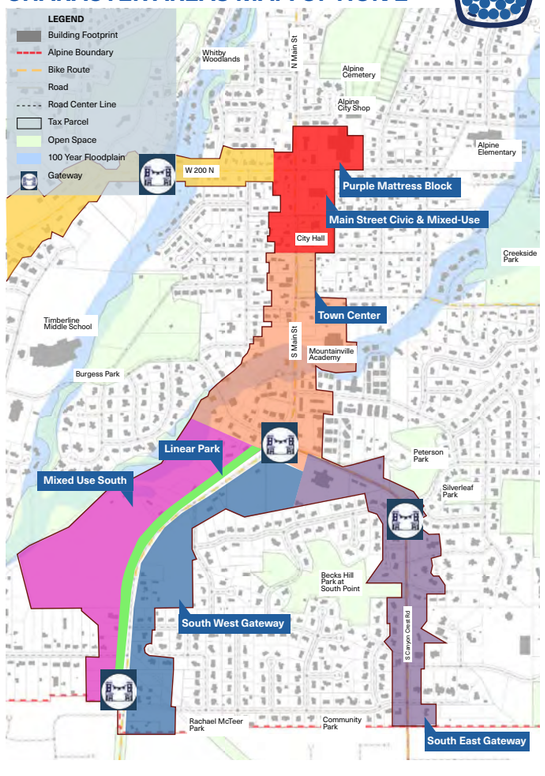
This second community engagement event held in March 2025 included an evening public presentation and a daytime Open House featuring informational boards that allowed community members to drop by, review materials, ask questions, and provide feedback directly to the team. This format encouraged broad participation and in-depth discussion. The Open House focused on a vision and goals, defined character areas, enhanced mobility and connectivity strategies, a growth strategy that is unique to Alpine city and an updated approach to Utah's Missing Middle housing initiatives.

These elements collectively established a framework to sustain Alpine City's unique identity while promoting walkable, mixed-use, and accessible downtown and Gateway Corridors. The workshop also provided a crucial opportunity to build consensus around the vision for Main Street and the Gateway Corridors, incorporating feedback received during Workshop 1. This process helped refine and finalize the Alpine City Gateway Corridors Small Area Plan to reflect community values and priorities effectively.

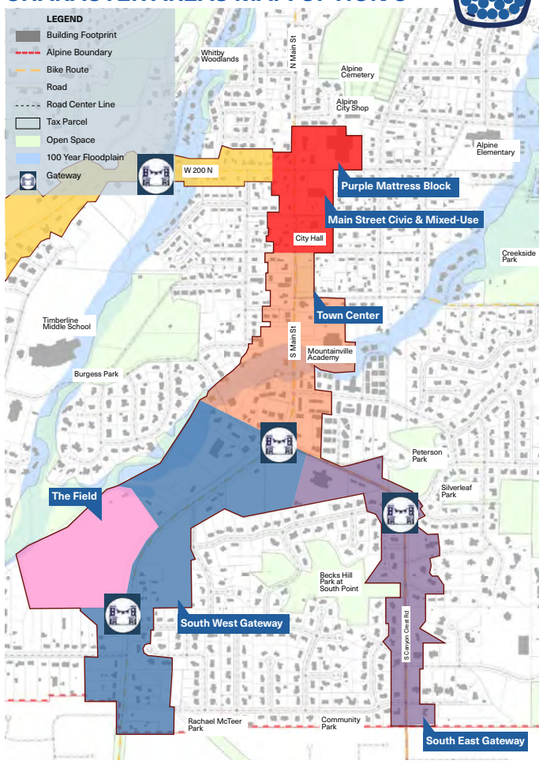
CHARACTER AREAS MAP: OPTION 1



CHARACTER AREAS MAP: OPTION 2



CHARACTER AREAS MAP: OPTION 3



N 0 0.04 0.18 0.27 Miles

Three character area options were presented, and attendees were asked to choose their preferred one. Each option outlined different spatial and development considerations.

Option 1 delineated five distinct character areas responding to existing conditions, including the Main Street Civic & Mixed Use area as a transition zone, a Town Center as the commercial core, Southwest and Southeast Gateways that preserve agricultural character and pedestrian infrastructure, and a Northwest Gateway focused on residential and connectivity improvements.

Option 2 retained the five areas from Option 1 but added a sixth character area called Mixed-Use South along the southwest corridor. This new area introduced opportunities for mixed-use development with cultural, retail, commercial, and medium-density residential uses. A linear park was proposed to buffer between Alpine Highway and the new mixed-use area, while agricultural preservation continued east of Alpine Highway.

Option 3 was similar to Option 2 but refined the Southwest character area into a smaller new area called The Field. This gateway to Alpine City is characterized by broad views, a mix of low to medium-density residential lot types (single-family, duplex, townhome), and limited retail/services.

The exercise to gather feedback on these options resulted in Option 3 being chosen as the preferred one, reflecting community preference for including The Field as a key gateway area while maintaining a focused Town Center core north of the roundabout and balancing development with preservation.

KEY TAKEAWAYS:

Residents were interested in maintaining the character of Alpine Highway, but many understood that change may come and the community should describe a vision before hand rather than react to proposals that weren't informed by public input during this process.

There is support for community services and human comfort elements along Main Street to build on the character of the town center.



Workshop 1 served as the first opportunity to engage project stakeholders and the broader Alpine community. The session provided a platform to explore and define the shared values that make Alpine distinct. Key takeaways from Workshop 1 are summarized below.

DESIGN CHARRETTE AND OPEN HOUSE

As part of the Design Charrette, the team facilitated a series of guided exercises with stakeholders and community members to better understand challenges and aspirations related to transportation and mobility, public space design, catalyst sites, and future growth and development.



Library



Ice Rink



Bike Path



Disc Golf



Community Center



Tree Shade



Dog Park



Playground



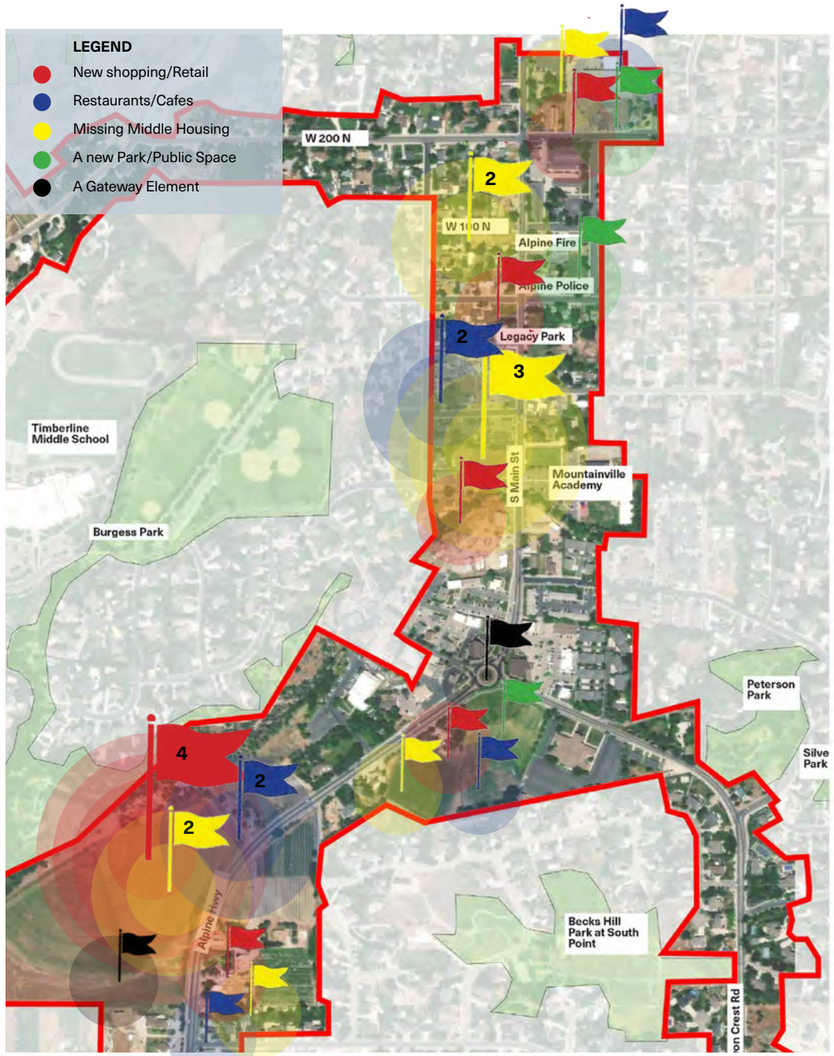
Nature Play

LEGEND

- Design Charrette
- Open House

COMMUNITY PREFERENCES FOR PLACEMAKING AND PUBLIC SPACES

Participants identified the types of public spaces and amenities that could best enhance community life in Alpine City. Through a dot-voting exercise and idea sharing, residents expressed strong support for spaces that promote gathering, recreation, and cultural activities. Several options emerged as top priorities, including shade trees, trails, and other outdoor amenities. However, a community library was also recognized as a highly valued feature that could strengthen social connections and provide learning opportunities.



COMMUNITY PRIORITIES: LAND USE AND DEVELOPMENT OPPORTUNITIES

The “Pin Game” exercise involved stakeholders placing color-coded pins on a map to identify preferred land uses in the Gateways Corridor, such as retail, housing, parks, and public spaces. The feedback emphasized development opportunities in the southwest gateway, roundabout, and Main Street areas.



Community Mapping Activity - Workshop 1

ALPINE CITY GATEWAY CORRIDORS TODAY

EXISTING CONDITIONS

ZONING

Alpine City's current zoning map identifies the Main Street area as the major commercial district in the city, with three residential areas that vary in density surrounding the core. Below are the key zoning districts that are part of the Alpine City Gateway Corridors Small Area Plan project boundary:

RESIDENTIAL:

The vast majority of land in Alpine City is zoned for residential purposes, mainly low-density single-family homes. There are specific zones such as CR-20,000 (half-acre lots), CR-40,000 (one-acre lots), and CE-5 (five-acre lots) that specify minimum lot sizes and densities. There is limited multi-family housing, with multi-family dwellings making up only a very small portion of land use.

BUSINESS COMMERCIAL:

Alpine has some areas designated for commercial uses including retail, offices, and services, but this category is relatively limited compared to residential and agricultural uses. Business Commercial zones are typically clustered in designated business areas, serving community needs without dominating the city's land area.

SENIOR HOUSING OVERLAY:

The Senior Housing Overlay is established to provide opportunities for housing specifically designed for seniors within Alpine City, while preserving the city's predominantly residential character. This overlay allows for thoughtfully integrated senior living developments, such as independent living, assisted living, or age-restricted communities, within designated areas that are otherwise zoned for residential use.

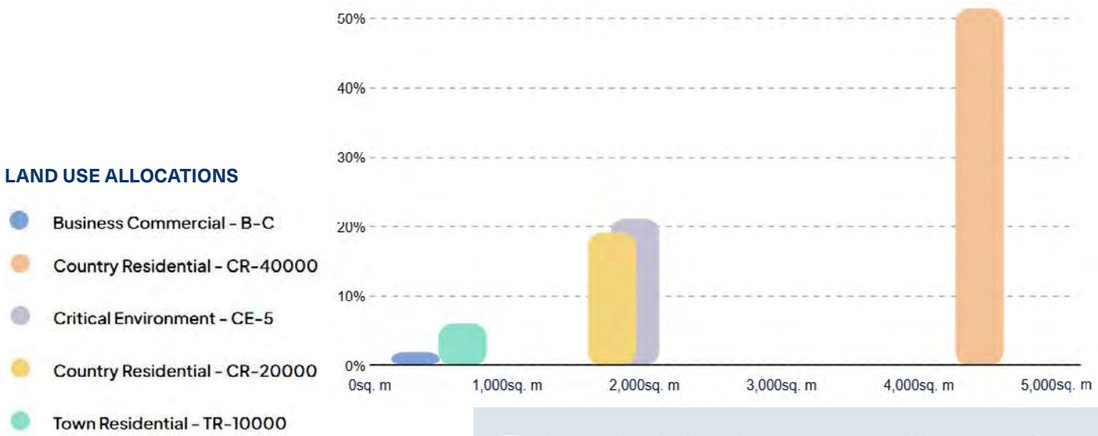
ACCESSORY AND MIXED USES:

Properties may include accessory dwelling units and other permitted secondary uses as defined by code, especially within residential zones. There are also conditional uses where the Planning Commission may grant special permission, subject to compatibility reviews.

TOWN RESIDENTIAL:

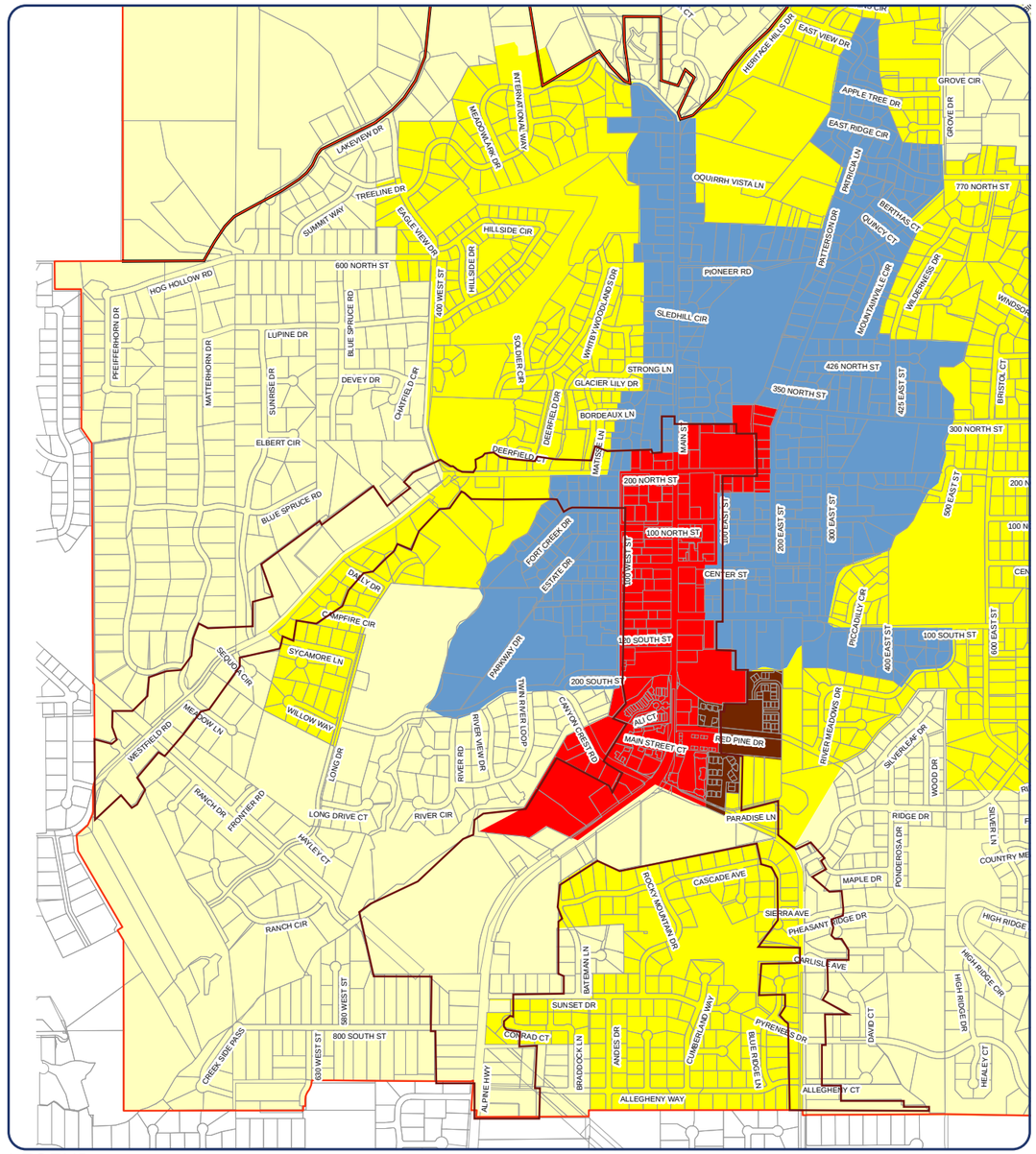
The TR-10,000 zone in Alpine City, Utah, is a Town Residential district intended for higher-density single-family residential development in the historic town center area. The district requires a minimum lot size of 10,000 square feet, a 30-foot front setback, and a 20-foot rear setback. Aggregate side setbacks must total at least 22 feet for interior lots and 30 feet for corner lots, with at least one side setback measuring a minimum of 10 feet.

LAND USE ALLOCATIONS



Source: Alpine, Utah Zoning Map and Land Use Data - Zoneomics

The largest land allocations as measured by area are for residential and agricultural uses, which together make up over 90% of total land in Alpine City.



ZONING MAP

LAND USE MAP

The Alpine City land use plan is a comprehensive framework guiding current and future development while preserving the city's character and quality of life. Incorporated within Alpine's 2021–2041 General Plan, it is implemented through zoning ordinances and development codes.

The plan features a detailed Land Use Map designating areas for residential, commercial, industrial, agricultural, recreational, public, and open space uses, each with specific goals for density, building form, and neighborhood character. These designations reflect Alpine's community values, geography, and lifestyle, shaping how different parts of the city function and grow over the long term.

NEIGHBORHOOD LIVING

Most of Alpine is comprised of established neighborhoods with spacious homes, quiet streets, and mature landscaping. The community's layout emphasizes privacy, scenic views, and an overall suburban-rural feel, with houses often surrounded by natural open space or agricultural lands. Multi-family housing is rare, so the city retains a distinctive low-density character.

RURAL LANDSCAPE AND HERITAGE

Much of Alpine's land supports low-density agriculture, hobby farms, orchards, and gardens, often interwoven with residential areas. These green spaces create buffers between neighborhoods, preserve the city's rural roots, and sustain habitats for local wildlife.

RECREATION AND OUTDOOR ACCESS

Open space in Alpine is not merely preserved; it is actively utilized. The city is well known for its trails, parks, and access points to mountains and creeks. Residents benefit from a network of walkable green corridors connecting neighborhoods, playgrounds, sports fields, and hiking/biking trails that extend into the foothills or toward Main Street.

COMMUNITY GATHERING SPACES AND COMMERCE

While business districts are modest, they serve as important gathering places. Main Street and select areas host local shops, and services that provide essentials and create community hubs, particularly for social events and small-town celebrations.

CIVIC AND EDUCATIONAL ANCHORS

Schools, city buildings, and churches are integrated into the fabric of Alpine, acting not just as functional facilities but as centers of civic life. These institutions host community events, youth activities, and emergency services, fostering a strong local identity.

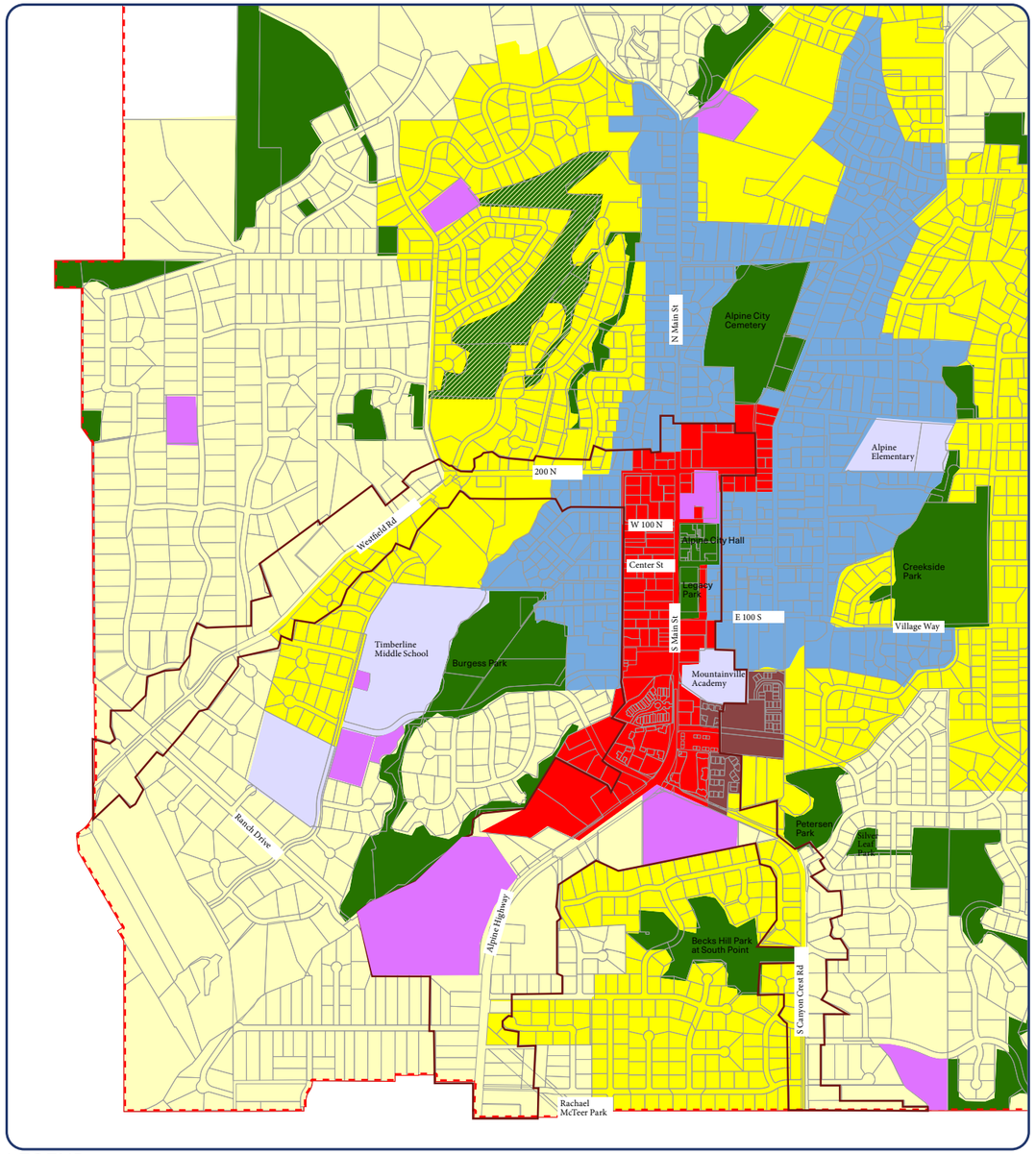
PRESERVED NATURAL FEATURES

Alpine's land use deliberately protects creeks, hillsides, and view corridors. Sensitive environmental areas, like floodplains and steep slopes are left undeveloped or incorporated into the open space network, enhancing resilience and natural beauty.

EMERGING TRENDS

The city is gradually enhancing walkability and bike access, with new paths planned to connect homes to Main Street and other community destinations, addressing evolving mobility patterns while ensuring growth remains in harmony with Alpine's established character.

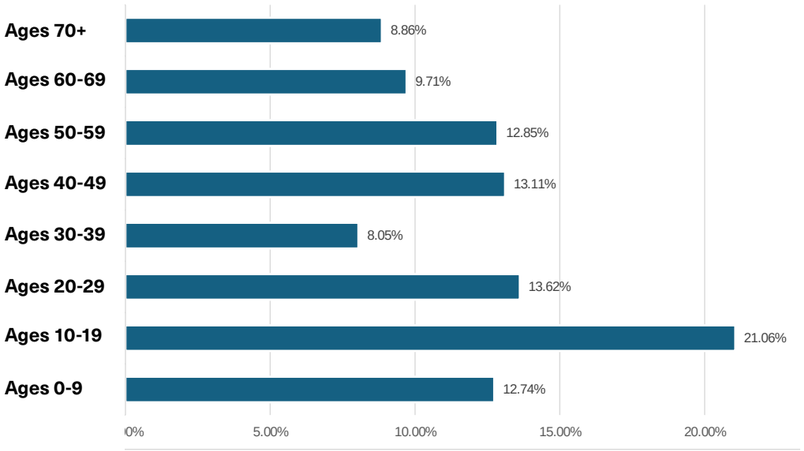
In summary, land use in Alpine goes far beyond regulatory zoning. It's about how land supports community life, rural heritage, outdoor living, low-density commerce, and environmental stewardship—all working together to define what makes Alpine unique.



LAND USE MAP

DEMOGRAPHIC ANALYSIS

Alpine City's demographic profile reveals a young population, with the largest age groups falling between 10–19 (21%) and 20–29 (13.6%), reinforcing the community's family-oriented character. The concentration of children, teenagers, and young adults suggests a stable base of active households with consistent needs for recreation, education, and family services.



Source: ESRI Business Analyst

2024 RACE AND ETHNICITY

Alpine City's population is predominantly White, accounting for 90.71% of residents. Hispanic residents make up 4.55%, while those identifying as two or more races represent 5.73%.

MEDIAN HOUSEHOLD INCOME

$168,392



Alpine City's median household income is $168,392, significantly higher than Utah County's median of about $100,617 and the state median. This indicates a notably affluent community with strong purchasing power supporting upscale retail demand.

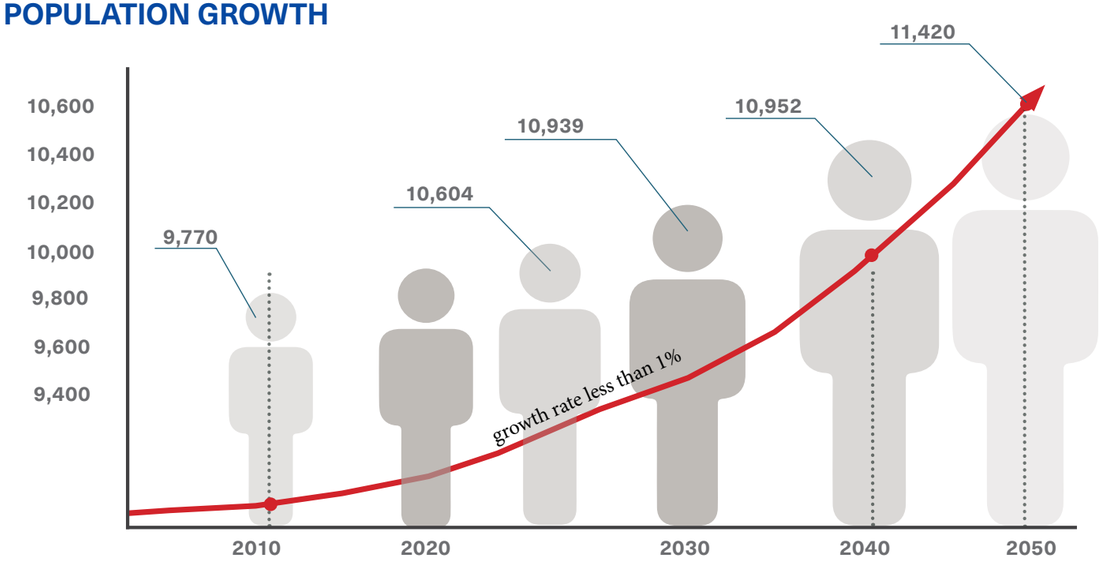
OVER 135,000 SF RETAIL CAPTURABLE DEMAND

(60%)



Based on current leakage of nearly $95.4 million, Alpine City could realistically support at least 137,990 square feet of new retail space even at a conservative 60% capture rate. This indicates clear market potential for well-planned retail development that aligns with the city's demographics and consumer preferences.

POPULATION GROWTH



Source: Mountainland Associations of Governments (MAG)

Alpine City's population growth is slow but steady, increasing from 10,604 residents in 2024 to a projected 11,420 by 2050, with an annual growth rate of less than 1 percent. This pace indicates that while the community continues to experience stable household formation, it will not face rapid or expansive development pressures.

KEY TAKEAWAYS:

The city's demographic patterns should inform future planning and guide the inclusion of amenities that cater to families and youth, such as safe and accessible pedestrian routes, informal gathering areas, playground elements, and a variety of casual dining and recreation options. Similarly, gateways should project a welcoming, community-centered identity that reflects Alpine's family-focused environment. Design elements that highlight parks, schools, trail systems, and outdoor amenities can help reinforce this sense of place and communicate the city's values to residents and visitors alike.

The current economic profile supports a downtown environment that prioritizes high-quality materials, refined architectural character, and thoughtful aesthetics. It also indicates market capacity for upscale retail, boutique shops, quality dining, and lifestyle-oriented services.

As a result of population growth projections, planning efforts should emphasize quality over quantity, focusing on timeless design, durable materials, walkable environments, and a human-scale built form. With limited growth opportunities, each development parcel becomes especially significant in shaping the city's long-term character and identity.

Alpine City is an affluent, family-centered, steadily growing community with substantial unmet retail demand. Therefore, the Small Area Plan should emphasize quality, identity, walkability, and experiences rather than rapid density or large-scale expansion. Gateways should provide strong visual cues about Alpine's character, and downtown should evolve into a vibrant, upscale community core.

RETAIL ANALYSIS

Alpine City, situated in Utah County along the Wasatch Front, remains predominantly residential, with limited commercial zoning and only a small collection of retail and restaurant establishments. This constrained commercial footprint has resulted in significant retail leakage—an estimated $95M annually—as residents frequently shop in neighboring cities due to insufficient local options. With only $9M in annual retail sales retained in the city, Alpine loses both economic activity and potential sales-tax revenue that could otherwise support local services and improve community vitality.

Retail Leakage Findings & Demand Potential

The city's Business Commercial District contains just 12 retail and businesses, creating a mismatch between local demand and available offerings. Analysis shows the highest leakage occurring in:

- General Merchandise ($22M)
- Food & Beverage ($28M)
- Food Services & Drinking Places ($21M)
- Health/Personal Care ($3M)

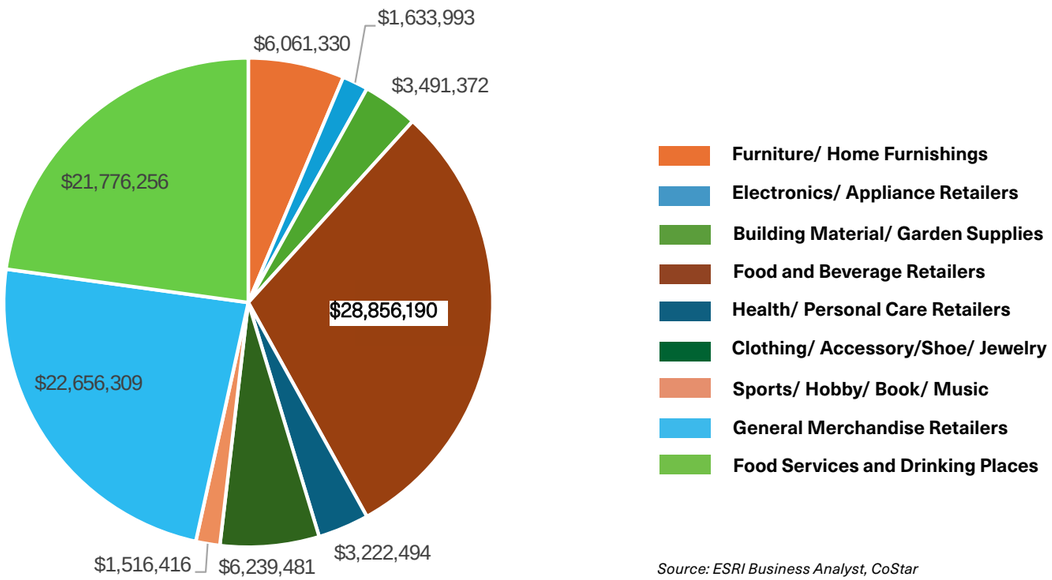
Based on standard capture rates, Alpine could reasonably support approximately 137,000 SF of retail space, demonstrating a strong capacity to absorb new retail development.

ANNUAL RETAIL SALES: $9M

ANNUAL RETAIL LEAKAGE: $95M

RETAIL SF CAPTURABLE DEMAND (60%) : 137,000 SF

The market study (see Appendix x) identifies a variety of potential tenants suited to either an experiential retail environment or as stand-alone destinations. Experiential retail—defined by a mix of restaurants, boutiques, services, and activity-oriented tenants—requires a large, cohesive footprint that allows complementary uses to co-locate. This collocation benefits businesses by encouraging longer dwell times, cross-shopping, and creating an environment where residents can accomplish multiple activities in a single trip.



Source: ESRI Business Analyst, CoStar

Given the scale of retail space Alpine could support, the city has a realistic opportunity to pursue a 100,000+ SF experiential retail development. Two areas within the city's commercial district stand out as strong candidates for redevelopment:

1. FORMER PURPLE MATTRESS FACTORY PROPERTY

If not converted to housing, this aging industrial site offers a large footprint with the potential to be repurposed into a mixed-tenant experiential center. Its existing scale makes it suitable for redevelopment without requiring significant parcel consolidation.

2. SOUTHWEST GATEWAY PARCELS

This cluster presents one of the most compelling opportunities for a master-planned retail destination. Some of the potential benefits include:

- Existing commercial zoning, minimizing entitlement hurdles
- Visibility and access from Alpine Highway, drawing customers from outside the city
- No added traffic burden on S. Main Street
- The ability to connect parking lots to neighboring office properties, enabling improved circulation and an additional access point on W Canyon Crest Road



Dentist in Alpine City



Gym in Alpine City



Aerial view of Alpine City looking toward S Main Street

ALPINE CITY MAIN STREET AND GATEWAY CORRIDORS SMALL AREA PLAN

INTRODUCTION

Alpine City envisions a future that celebrates its rural roots, faith-filled heritage, historic character, and strong community identity, while thoughtfully guiding growth to meet future needs. The Alpine Gateways Project Plan is defined by six distinct Character Areas that respond to existing conditions and create new opportunities to create a walkable and diverse community.

The following recommendations provide a strategic framework to guide the growth and development of Alpine City's Gateways. They are the product of an iterative public engagement process, with recommendations that clearly reflect the values, priorities, and concerns expressed by residents throughout Workshop 1, stakeholder meetings, and the citywide Open House. From the earliest phases of outreach, the planning team centered community participation as the guiding force in shaping the plan's development, and the resulting strategies closely mirror the themes that emerged from this dialogue.

During Workshop 1, residents and stakeholders articulated a set of core community values that created the foundation for the plan's direction. These values emphasized protecting Alpine's historic and agricultural character, maintaining the small-town feel, promoting an active and outdoor-oriented lifestyle, supporting family traditions, and encouraging distinctive, thoughtful growth. Additionally, participants stressed the importance of enhancing walkability, improving multi modal transportation options, and strengthening community connectivity. The project team distilled these themes into a series of Guiding Principles:

- Context-Sensitive Design: new development will respond to the scale, form, and character of surrounding areas.
- Walkability and Connectivity: sidewalks, trails, and bike infrastructure will connect all character areas and provide multi modal transportation alternatives.
- Gateway Identity: each entrance Corridor to the city will offer a unique experience, focusing on identity and placemaking to create recognizable gateways.



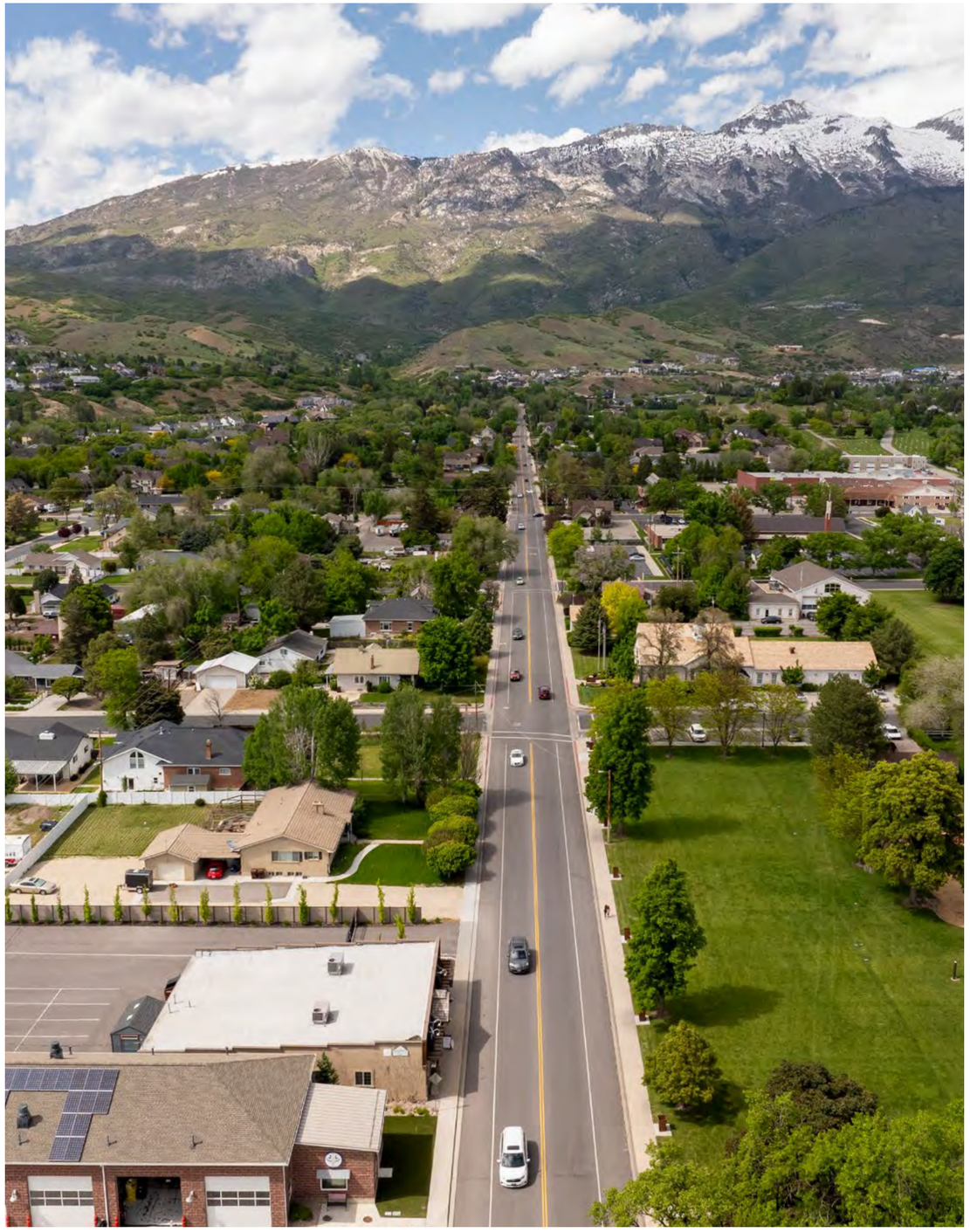
CONTEXT-SENSITIVE DESIGN



WALKABILITY AND CONNECTIVITY



GATEWAY IDENTITY



RECOMMENDATIONS

1. SUPPORT BALANCED GROWTH IN A NEW MIXED-USE CHARACTER AREA (THE FIELD)

The new Mixed-Use South area introduces a strategic development opportunity along the southwest corridor of Alpine Highway. It will encourage a blend of medium-density housing, neighborhood-serving retail, and cultural venues, while creating an identifiable gateway to the city. Walkable design will be prioritized, complementing existing neighborhoods and green infrastructure can be incorporated along Alpine Highway, including a low-impact stormwater system and bike lanes. This area will complement Town Center and create a smaller activity node within the city.



2. STRENGTHEN THE ROLE OF THE TOWN CENTER AREA

As the primary commercial heart of the city, Town Center will expand its offerings focusing on small business and community-focused retail, including mixed-use development with residential units above ground-floor retail or office spaces. Placemaking initiatives such as public art, event spaces, and pedestrian-friendly streetscapes should be prioritized.



3. ENHANCE MAIN STREET CIVIC AND MIXED-USE AREA

This area remains as the key civic and cultural core of Alpine City and creates a transition zone between the Town center commercial area and residential neighborhoods to the north. Historic structures and character should be maintained, and new development will follow the revised Design Guidelines being consistent with Alpine's traditional character. A mix of housing options should be promoted to support housing diversity. Civic programming should be encouraged to activate the area year-round and strengthen Alpine's community identity.



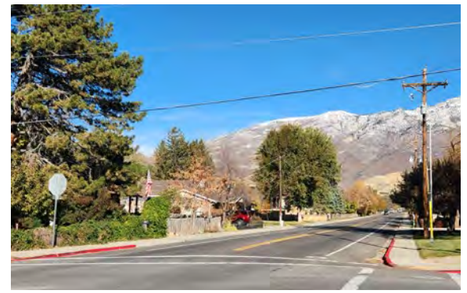
4. PRESERVE THE AGRICULTURAL AND OPEN SPACE CHARACTER OF THE SOUTHWEST GATEWAY

This area should celebrate and protect Alpine's agricultural roots, maintaining open space and low density development. New development should focus on residential uses and be sensitive to the existing rural character. Opportunities for community gardens, local markets, or agricultural education spaces can be explored that can complement the new Mixed-Use South area.



5. MAINTAIN EXISTING CONDITIONS IN THE NORTHWEST GATEWAY AND THE SOUTHEAST GATEWAY

These areas should be maintained, and limited change is proposed. As transition zones from the city's core to suburban neighborhoods, opportunities for connectivity improvements should be considered (such as new bike lanes) that provide easy access to nearby destinations and public spaces. Any future development along these two Corridors should respect the current scale and use and align with the community's vision. A new gateway feature should be considered at the west end of 200N and the south end of S Canyon Crest Rd.



6. ENHANCE THE AESTHETICS AND CHARACTER OF ALPINE HIGHWAY AS THE MAIN CORRIDOR INTO THE CITY CORE

A new Linear Park along Alpine Highway will create an inviting and visually pleasing entrance to the city, where a cohesive planting palette can provide a special character and opportunities for public art can be explored. Native landscaping, shade trees, benches, and lighting can make this park a new feature of Alpine City while incorporating a continuous multi-use trail that connects key areas across the city



7. IMPLEMENT A UNIFIED WAYFINDING AND GATEWAY IDENTITY SYSTEM

Across all gateway areas signage, branding, and wayfinding elements should be developed that reinforce Alpine's identity and enhance navigation. Gateway features like monuments, landscaping, and public art should be prioritized at the key entry points and the roundabout.

PREFERRED CONCEPT - CHARACTER AREAS MAP

The Guiding Principles shaped the development of the Character Areas, each of which corresponds strongly to feedback gathered during mapping exercises and breakout discussions. Public input consistently highlighted the Southwest Gateway as a preferred location for accommodating new growth, particularly if the area could maintain its rural character and transition sensitively into surrounding residential neighborhoods. This direction is reflected in the plan's characterization of the Southwest Gateway as a low-density, agriculturally influenced entry corridor with expanded green buffers, detached sidewalks, and sensitive residential infill. Concerns about pedestrian and cyclist safety, repeated throughout Workshop and Stakeholder sessions, shaped mobility and public-realm recommendations across all Character Areas. The Southeast and Northwest Gateways emphasize safer crossings, trail linkages, and traffic calming, reflecting residents' priorities for improving daily mobility and creating safer routes to school. In the Town Center and along Main Street, the plan strengthens walkability, plaza spaces, and street activation to support community gathering and local businesses.

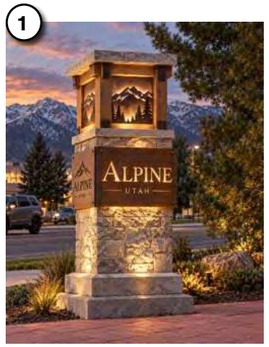
Community feedback also underscored the importance of preserving Alpine's historic identity and enhancing family-oriented amenities. Residents voiced strong support for protecting historic buildings, maintaining Main Street's traditional scale, and preserving mountain views, which directly influenced the Main Street Civic and Mixed-Use recommendations. Similarly, desires for civic gathering areas shaped the Town Center strategy, resulting in proposals for enhanced public spaces, community events, public art, and small-scale commercial offerings that reinforce Alpine's community-first character.

PROPOSED GATEWAY MONUMENT ITERATIONS

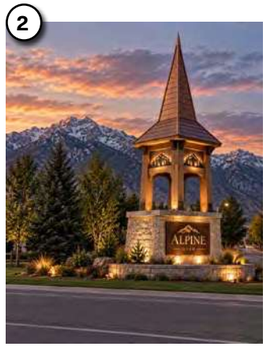
The proposed gateways mark key points where people enter Alpine or move between the city's distinct character areas. Located along major approaches and near Main Street, they can make these transitions easier to recognize and create a stronger sense of arrival. A coordinated approach to signage, landscaping, public art, and wayfinding would give the gateways a shared Alpine identity while allowing each location to reflect its surroundings. Together, they can connect the city's corridors and gathering places, celebrate its mountain views and agricultural heritage, and help residents and visitors understand what makes Alpine distinctive.

The conceptual images that follow illustrate how gateway monuments could express this identity at different locations. They are intended to show possibilities for their form, materials, and overall setting and to support further discussion as designs develop.

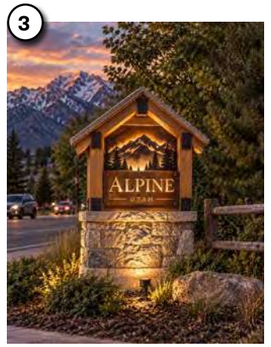
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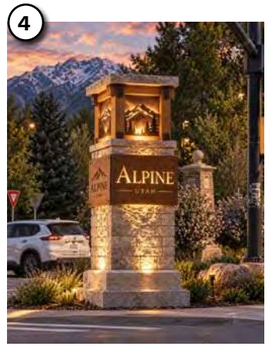
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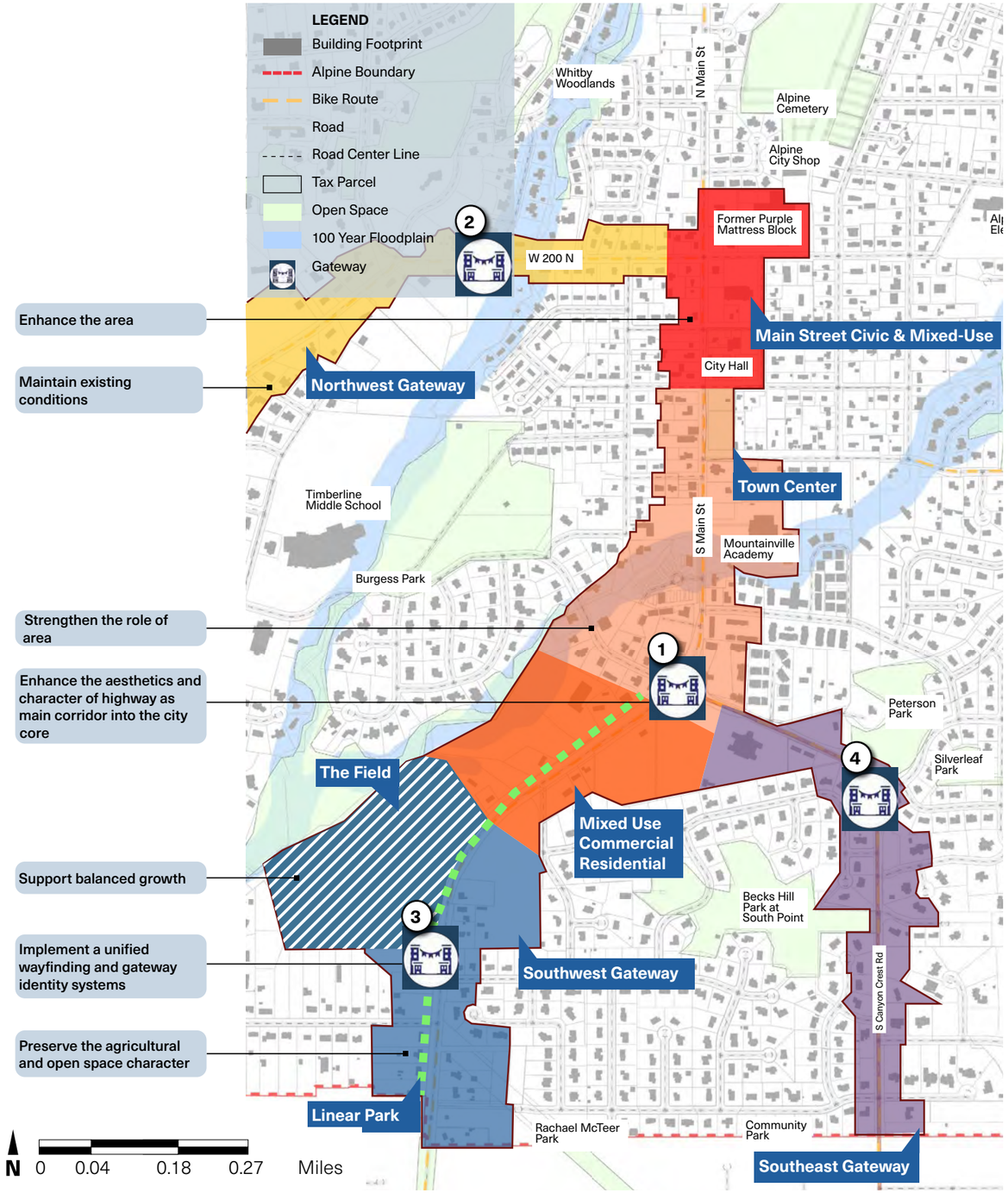


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CHARACTER AREAS

The proposed character areas for the Alpine Gateways project define distinct zones reflecting Alpine City's current scale, land uses, and historic identity to guide balanced growth and preservation. Core areas include: Town Center; Main Street Civic and Mixed Use; Mixed Use Commercial Residential; The Field; Southwest Gateway; Southeast Gateway; Northwest Gateway

MAIN STREET CIVIC AND MIXED USE

This area acts as the civic and cultural core of the city, creating a transition between the more traditional residential neighborhoods in the north and the commercial/mixed-use core in the south. Development in this zone should include a mix of housing types and civic and cultural uses that provide a Main Street experience that aligns in character with the scale and cadence of historic development patterns.

KEY ELEMENTS:

- Land Use Mix: Mix of housing types, low-density retail, civic buildings, and community-oriented cultural uses.
- Built Form: Smaller blocks, buildings close to the street with pedestrian-scale setbacks; storefronts, porches, and civic facades oriented towards the sidewalk.
- Overall Character: Reflective of Alpine's historic development—pitched roofs, traditional materials, and articulated façades.
- Public Realm: Pedestrian-friendly design with enhanced streetscapes, potential incorporation on planted buffers and street trees.
- Key Feature: Purple Mattress opportunity site and proximity to public facilities.
- Development Goal: Maintain small town scale, enhance connectivity, and preserve architectural consistency.







CHARACTER AREAS

TOWN CENTER

Along Main Street and as part of the downtown core, this area is intended to serve as the commercial and social heart of Alpine, promoting vibrancy and gathering. It will strengthen its role as a dynamic, walkable district with a mix of cultural, civic, and commercial spaces. It will also include medium-density residential development.

KEY ELEMENTS:

- Land Use Mix: Retail, restaurants, office spaces, services and potential for vertical mixed-use development.
- Built Form: Compact development, first-floor activation, street-oriented buildings, public gathering spaces.
- Overall Character: Alpine's Town Center is a walkable, vibrant hub for retail, dining, and community gathering, defined by activated streetscapes and a welcoming gateway feature.
- Public Realm: Wider sidewalks that support first floor activation, street trees, traffic calming at intersections and enhanced pedestrian crossings, bicycle parking
- Development Goal: Enhance placemaking, encourage mixed-use infill, and support year-round activity.
- Wayfinding & Identity: Gateway element at the roundabout that reinforces this area as the recognizable "town center" of Alpine.





CHARACTER AREAS

MIXED USE COMMERCIAL RESIDENTIAL

The Mixed Use Commercial Residential area forms a transition between the open, rural character of The Field and the more active Town Center core. It brings homes, shops, and services together at a scale that feels appropriate for Alpine. Commercial activity has a more visible role here than in The Field, especially along key streets, while housing remains an essential part of the area. Buildings, landscaping, and public spaces should create a welcoming approach to the Town Center and support places where residents can walk, gather, and meet everyday needs.

KEY ELEMENTS:

- Land Use Mix: A combination of housing, neighborhood-serving shops, offices, and services, with a somewhat greater emphasis on commercial uses than in The Field.
- Built Form: Low to medium scale buildings that may place homes above, beside, or behind commercial spaces. Building scale and placement should provide a gradual transition toward the Town Center.
- Overall Character: An Alpine setting that balances greenery and mountain views with more visible storefronts and activity.
- Public Realm: Comfortable sidewalks, street trees, safe crossings, and bicycle connections that make it easy to travel between The Field, this area, and the Town Center.
- Development Goal: Add housing choices and space for local businesses while strengthening the connection between Alpine's gateway and its civic and commercial heart.
- Wayfinding & Identity: Coordinated signage, landscaping, and streetscape features that signal the approach to the Town Center.







CHARACTER AREAS

THE FIELD

Taking advantage of a large opportunity site, The Field represents the gateway to Alpine City, with broad vistas to the Wasatch range beyond. With topography that falls from Alpine Highway towards the river, it preserves the existing character of the Alpine Highway frontage while allowing for additional infill development on the western portion of the property. Low to medium density development is anticipated, making room for missing middle housing typologies as well as some retail. This area is envisioned as a rural-inspired entrance to the city that protects open views and farming heritage.

KEY ELEMENTS:

- Land Use Mix: Clustered development, medium density housing and local-serving retail.
- Built Form: Clustered development, larger setbacks from roads; emphasis on preserving mountain views and low-profile structures.
- Overall Character: Fields and open space preserved along roadways; potential for community gardens or heritage farms.
- Public Realm: Residential roads with large green buffers and detached sidewalks, street trees, bike paths. Integrate a trail system along the edge and connect to the downtown area and other destinations in Alpine City.
- Development Goal: Incorporate housing diversity and some density while respecting the natural and agricultural character of Alpine City.
- Wayfinding & Identity: Rustic signage, native landscaping, and rural fencing to create a distinct entry into Alpine.







CHARACTER AREAS

SOUTHWEST GATEWAY

The Southwest Gateway defines one the main entrances to the city, preserving and celebrating its agricultural character, with open spaces and broad development setbacks reinforcing Alpine's traditional development pattern. New residential development could include single-family or divided entry twin homes.

KEY ELEMENTS:

- Land Use Mix: Large-lot single-family homes.
- Built Form: Homes oriented towards the street, garages minimized in front setbacks.
- Overall Character: Traditional residential neighborhood with agricultural character.
- Public Realm: Large green buffers and detached sidewalks, street trees, bike paths.
- Development Goal: Emphasis on single-family development and large lot development.
- Wayfinding & Identity: Cohesive planting palette along the Corridor including large street trees. Gateway monument at the future intersection of Ranch Drive and Alpine Highway.

SOUTHEAST GATEWAY

The Southeast Gateway will continue existing development patterns respecting the low-density residential character, while enhancing neighborhood connectivity with pedestrian- and bike-friendly infrastructure.

KEY ELEMENTS:

- Land Use Mix: Single-family residential, infill development that matches existing single-family scale; opportunities for townhomes and accessory dwelling units (ADUs).
- Built Form: Homes oriented towards the street, garages minimized in front setbacks.
- Overall Character: Traditional residential neighborhood.
- Public Realm: Detached sidewalks, green buffers, street trees, safe crossings, and traffic calming to support walking and biking. Pocket parks and gathering areas are integrated into new development. Trails connecting the Corridor with adjacent parks.
- Development Goal: Emphasis on low-density, single-family development and limited infill development.
- Wayfinding & Identity: Gateway element at the south end of the Corridor.







CHARACTER AREAS

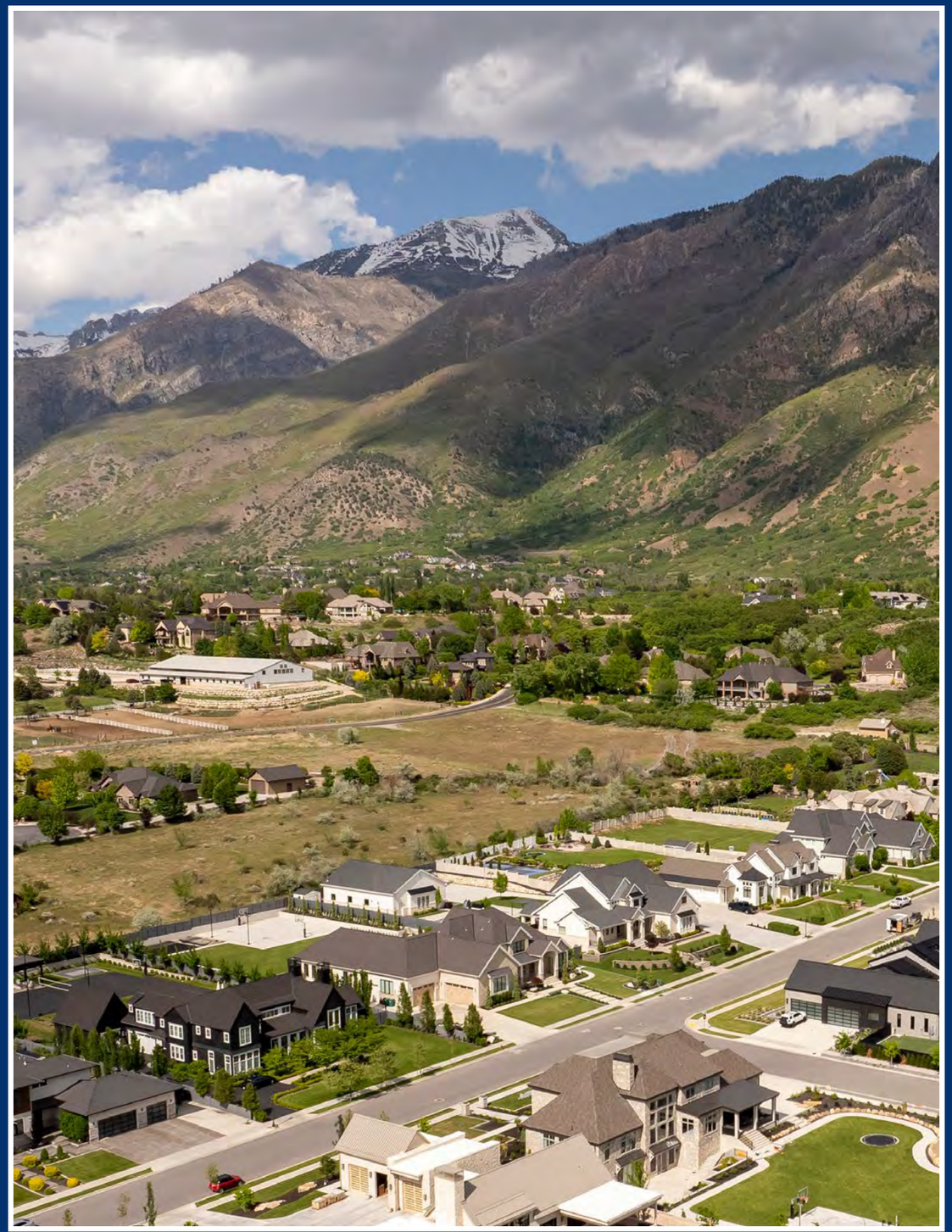
NORTHWEST GATEWAY

This area will maintain its residential identity, focusing on improved walkability and bike access to Main Street. Emphasis will be placed on walkability, trail linkages, and residential development that responds to existing scale and typologies.

KEY ELEMENTS:

- Land Use Mix: Single-family residential.
- Built Form: Larger lots, detached houses, larger setbacks.
- Overall Character: Low density traditional residential neighborhood.
- Public Realm: New or improved trail and sidewalk networks linking neighborhoods to schools, parks, and Main Street. Dedicated bike lanes and safe routes for children to schools or recreational areas.
- Development Goal: Emphasis on single-family development that celebrates the neighborhood character and identity.
- Wayfinding & Identity: Gateway element at the west end of the Corridor.





Aerial View of Alpine City

LAND ACQUISITION POLICY

LAND ACQUISITION POLICY

The Land Acquisition Strategy is a fundamental component of urban planning designed to systematically identify, prioritize, and secure land parcels that support the community's long-term vision and development objectives. By adopting a structured and proactive approach, the strategy ensures that land purchases align with community growth and revitalization priorities, enabling future development opportunities that benefit the entire area. Establishing clear goals across short-, mid-, and long-term horizons provides guidance for implementation, accountability, and progress measurement. This approach also facilitates the prioritization of properties, identification of funding mechanisms, and cultivation of relationships with property owners, setting the stage for successful acquisition and development readiness. Underpinning this strategy, tools like a land acquisition matrix enable decision-makers to evaluate properties against transparent criteria reflecting strategic alignment, cost, feasibility, market demand, economic impact, environmental considerations, and regulatory factors, thereby promoting informed, consistent, and sustainable land procurement decisions

GOALS

The Land Acquisition Strategy aims to establish a structured, proactive approach to identifying and securing land parcels that align with the community's long-term vision and land use objectives. By strategically purchasing key properties, the program supports future development opportunities consistent with the community's growth and revitalization goals. While the overarching intent centers on aligning land purchases with community priorities, defining clear short-, mid-, and long-term goals helps guide implementation, ensure accountability, and measure progress. These goals provide a roadmap for prioritizing properties, identifying funding mechanisms, and advancing toward acquisition and development readiness.

SHORT-TERM GOAL:

a. To identify a short list of highest priority properties to purchase

b. Identify funding mechanisms to help with the purchase of these priority properties (i.e. increase sales/lodging tax by fraction of %) ,

c. Begin building relationship with priority property owners and demonstrate interest

MID-TERM GOAL:

a. Implementing new funding mechanisms as needed

b. Identifying potential planning/ development partners for various planned projects

LONG-TERM GOAL:

a. Execute the purchase of priority properties

b. Begin preparing development application materials

LAND ACQUISITION MATRIX

This land acquisition matrix was developed for Alpine City as a tool to guide decision-making in the acquisition of land parcels for redevelopment. As opportunities arise to revitalize the town's urban areas, it becomes essential to evaluate potential land purchases systematically to ensure they align with broader community goals. The matrix helps prioritize acquisitions that support city objectives and ensures that decisions are not made arbitrarily but based on consistent, transparent criteria that reflect long-term benefits and feasibility.

CRITERIA

The matrix evaluates each property based on seven key criteria, each addressing an aspect of successful redevelopment. These include:

- **Strategic Alignment (20%):** Assesses how well the acquisition supports existing city plans and priorities.
- **Cost of Acquisition and Infrastructure (20%):** Evaluates if the price and required site work are within acceptable limits.
- **Development Potential and Feasibility (15%):** Considers zoning, infrastructure access, and overall ease of development.
- **Market Demand (15%):** Analyzes the need for the proposed use based on current market conditions.
- **Economic Impact (10%):** Measures the ability to generate tax revenue, jobs, and economic stimulation.
- **Environmental Constraints (10%):** Identifies potential environmental risks that may raise costs or limit development.
- **Regulatory and Political Feasibility (10%):** Considers the ease of obtaining necessary approvals and potential for community support or opposition.

WEIGHTED SCORE

Each criterion is assigned a percentage weight based on its importance to Alpine City's redevelopment goals. When evaluating a property, each criterion is scored on a scale from 1 to 3, where 3 is excellent, 2 is neutral, and 1 is poor. The weighted score is calculated by multiplying each criterion's score by its weight and summing the results. This approach ensures that more critical factors have a larger influence on the final decision.

WHAT EACH SCORE MEANS

The final weighted score helps categorize the property's potential for acquisition:

2.5 OR HIGHER:

Recommended for Purchase. The site offers high value with minimal challenges and aligns well with city goals.

2.0 TO 2.5:

Case by Case. The property may be viable depending on project-specific factors or if mitigations are possible for noted challenges.

BELOW 2.0:

Not Recommended. The site has significant drawbacks or costs that likely outweigh its potential benefits.

LAND ACQUISITION POLICY

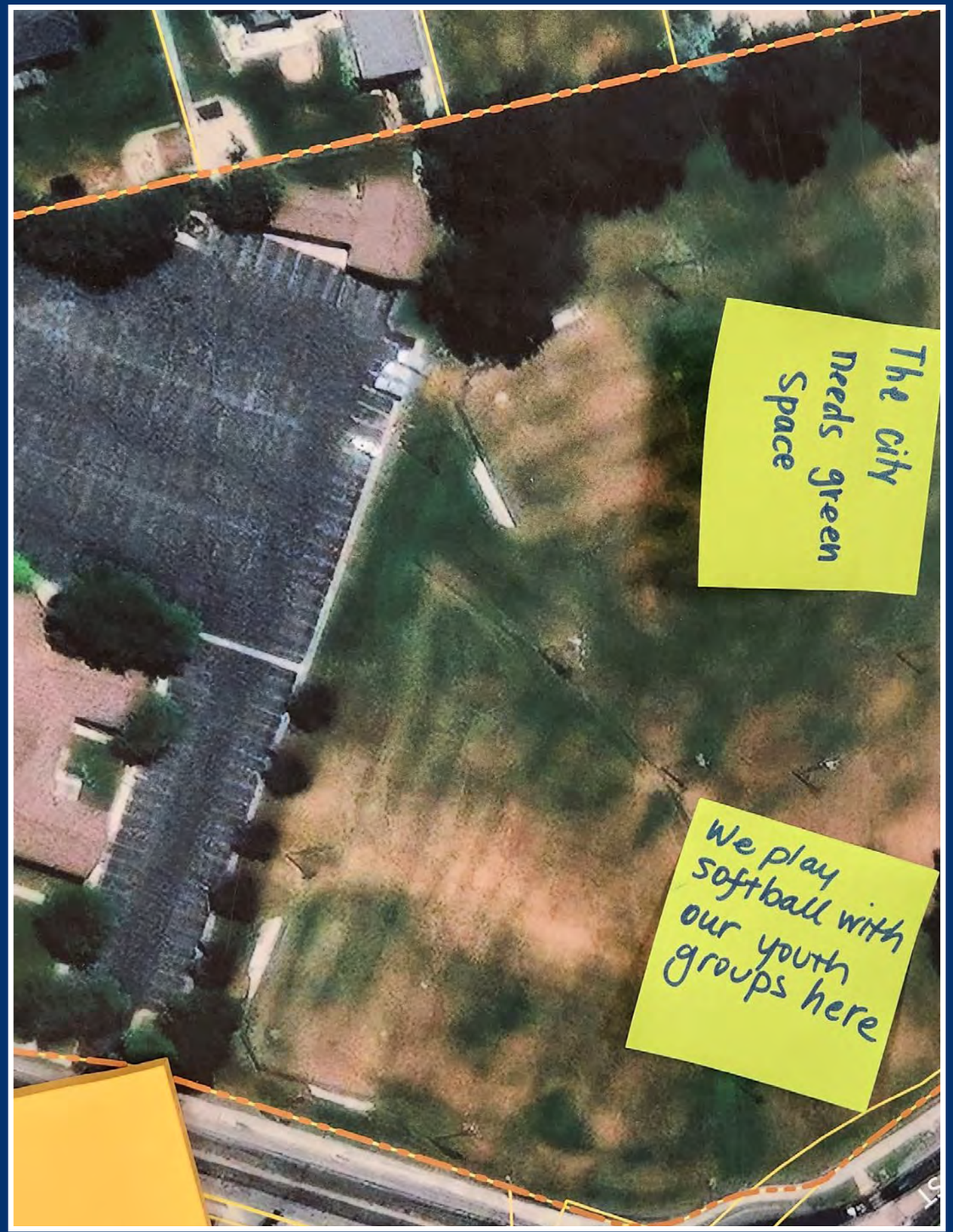
CRITERIA	WEIGHT (%)	SCORE(1-3)	WEIGHTED SCORE
Strategic Alignment Does the acquisition align with the city's comprehensive/master plan, economic development strategy, housing goals, or needs?	20%	0	0
Cost of Acquisition and Infrastructure Purchase price is within 10% of market value/ acre, limited demolition, remediation, or other site preparation costs	20%	0	0
Development Potential and Feasibility Suitability for intended use, including zoning, infrastructure availability (roads, utilities, etc.), and ease of site development.	15%	0	0
Market Demand Need for the type of development (housing, commercial, industrial, parks) based on market trends and demand analysis.	15%	0	0
Economic Impact Potential to create jobs, increase tax revenue, stimulate investment, or support local businesses.	10%	0	0
Environmental Constraints Lack of presence of wetlands, floodplains, contaminated land, or other environmental issues that could increase costs or limit development.	10%	0	0
Regulatory and Political Feasibility Likelihood of securing necessary approvals, permits, rezoning, or overcoming community opposition.	10%	0	0
Total Score	**100%**	**0**	**0**

Score
3 = Excellent (high value, minimal challenges)
2 = Neutral
1 = Poor (significant challenges, high costs, or low impact)

Weighted Score
2.5 + = Recommended for Purchase
2.0 - 2.5 = Case by Case
< 2.0 = Not Recommended

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Workshop 1 Community Engagement

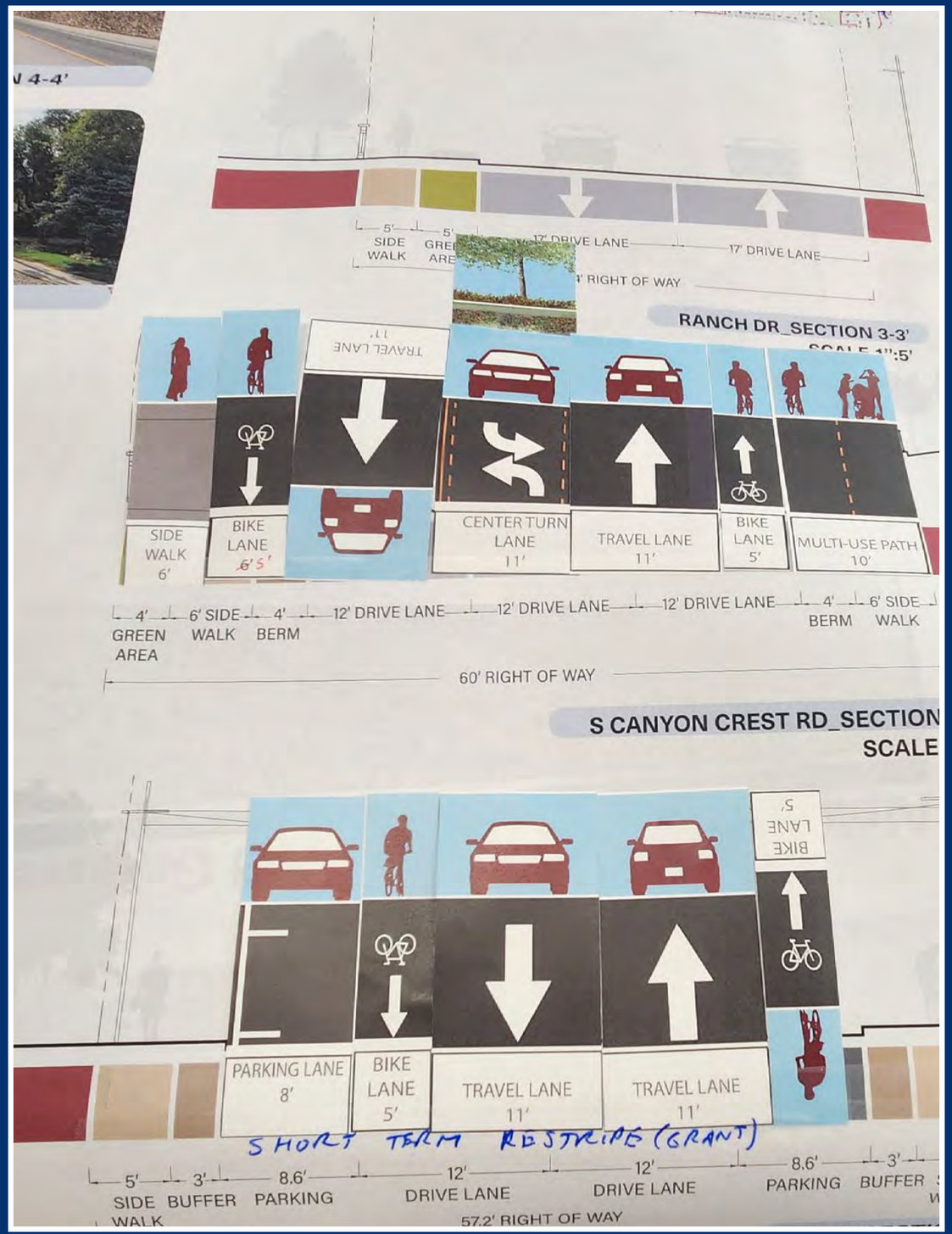
IMPLEMENTATION MATRIX

IMPLEMENTATION MATRIX

This chapter establishes a clear roadmap for transforming Alpine City's Gateway Corridors and Main Street vision into measurable outcomes. The Implementation Matrix that follows outlines priority actions and investments—covering gateway enhancements, streetscape and mobility improvements, historic preservation updates, and public realm projects—needed to fulfill the plan's objectives. Each action is organized by implementation phase and identifies responsible parties and potential funding sources. By coordinating public, private, and community initiatives, the matrix serves as a practical tool to guide city decision-making, allocate resources effectively, and phase improvements in alignment with Alpine's long-term vision and community values.

PHASE	ACTION ITEM	RESPONSIBLE PARTY	FUNDING/ FINANCING	RELATED RECOMMENDATIONS	UTA / OTHER PARTNERS
Policy and Regulatory Actions					
1	Adopt Land Use Acquisition program into city's code.	Alpine City		**1, 4**	
1	Map priority view corridors along Alpine Highway. to preserve open space and agricultural views.	Alpine City		**4, 6**	
1	Adopt updated Historic Main Street Design Guidelines.	Alpine City		**3**	
1	Evaluate zoning revisions for the different Character Areas area to align with proposed land uses and development patterns (i.e. clustered development in the Southwest Character Area)	Alpine City		**4, 5**	
2	Prepare development framework for the Mixed-Use South area integrating neighborhood-scale retail and medium-density housing.	City Economic Development, Property Owners	TIF (CRA), Private Investment	**1**	Property Owners
3	Review zoning for Town Center area to include requirements for public space amenities	Alpine City		**2**	
3	Evaluate long-term opportunities for redevelopment of underutilized parcels along Gateway Corridors.	City Council, Planning Dept.	Private Investment, EDA Grant	**2, 5**	EDA
Traffic Operations and Safety Measures:					
1	Implement restriping on Main Street to create bike lanes by narrowing travel lanes and removing on-street parking.	Alpine City, UDOT	TAP	**3**	**X**
1	Install raised median and left-turn restrictions at Mountainville Academy to address peak-hour congestion and safety.	Alpine City, UDOT	Safe Routes to School	**X**	**X**
1	Conduct feasibility study for gateway corridor enhancements, including traffic calming and landscape improvements along key entries to Alpine City.	Alpine City, UDOT	Transportation Alternatives (TAP), WFRC TLC	**6, 7**	**X**
2	Construct mini-roundabout at Main Street and 100 South to manage turning movements and improve flow.	Alpine City, UDOT	CMAQ, General Fund	**3**	**X**
Land Acquisition and Open Space:					
1	Acquire easements as needed along Alpine Highway. for trail connectivity and new Linear Park	Alpine City		**4, 6**	

PHASE	ACTION ITEM	RESPONSIBLE PARTY	FUNDING/ FINANCING	RELATED RECOMMENDATIONS	UTA / OTHER PARTNERS
Street and Pedestrian Infrastructure Improvements:					
1	Evaluate and upgrade non-compliant curb ramps and sidewalks on Main Street.	Public Works	CDBG, State ADA Grants	**3**	–
1	Add bike lane markings on recommended streets by TMP	Alpine City		**3**	
1	Improve pedestrian crossings along Main Street and Canyon Crest Rd. per TMP recommendations	Alpine City		**3**	
1	Identify missing sidewalk links along Main Street, Alpine Highway., Canyon Crest Rd., 200 N to improve walkability and access	Alpine City, UDOT, Utah Trail Network	Transportation Alternatives (TAP), State Parks Partnership	**3**	**X**
2	Add marked crosswalks and RRFBs at high-volume intersections along Main Street	Public Works	TAP, Safety Grants	**3**	**X**
3	Implement streetscape improvements for Main Street, including ADA enhancements, lighting, and street furniture.	Alpine City, Public Works	TIF (CRA), WFRC TLC	**3, 7**	–
3	Build shared use path on east side of Main Street and west side of Alpine Highway for bicycle and pedestrian access.	Alpine City, UDOT	Transportation Alternatives, CID	**3, 6**	**X**
3	Construct linear park improvements along Alpine Highway, including sidewalks, wayfinding, and native landscaping.	Alpine City, UDOT	Federal Recreational Trails Program (RTP), CID	**6, 7**	**X**
Maintenance and Program Actions:					
2	Develop design concept for gateway monument at Ranch Dr. and Alpine Highway.	Alpine City, Local Artists	Community Improvement District (CID), General Fund	**7**	Arts Council
2	Develop facade improvement program to support small businesses along Main Street.	Alpine City, Chamber of Commerce	Community Reinvestment Area Funds, General Fund	**2**	Chamber
3	Establish corridor maintenance program to ensure landscape, signage, and pedestrian infrastructure upkeep.	Public Works, City Volunteers	General Fund, Volunteer Partnerships	**6, 7**	**X**



Community Workshop 1 – "Re-Imagine the Right-of-Way"

TRAFFIC MANAGEMENT PLAN

This chapter builds on other studies and documents for the Alpine City, including the Alpine Transportation Master Plan (January 2023) and the Alpine and Highland Active Transportation Plan (May 2023). However, this traffic management plan provides a more focused look at Main Street and the three Gateway Corridors (Alpine Highway, Canyon Crest Road, and Westfield Road), providing more specificity and detailed recommendations to manage motor vehicle traffic while supporting and encouraging safe and accessible active transportation.

The traffic management plan recommendations are organized around four main areas within the project boundary: 1. Main Street; 2. Alpine Highway.; 3. Canyon Crest Road; and 4. Westfield Road and 200 W. For each area, recommendations are grouped in the various types of mobility: bicycles, pedestrians, cars, and intersection improvements.

1. MAIN STREET

Main Street is a two-lane undivided street with paved shoulders, classified as an arterial street between the existing roundabout and 200 North and as a collector street between 200 North and Fort Canyon Road, where Main Street becomes Heritage Hills Drive. It currently has lane widths 12' wide and variable width shoulders that are sometimes used for on-street parking. Between the existing roundabout and 200 North, the curb-to-curb width varies from 42' to 44', with paved shoulders varying from 9' to 10'. Between 200 North and Fort Canyon Road, the curb-to-curb width is 38', with shoulders 7' wide. The Transportation Master Plan indicates that Main Street has approximate daily traffic of 13,300 vehicles per day between the roundabout and 100 South, 10,000 vehicles between 100 South and 200 North, and 5,400 vehicles north of 200 North.

BICYCLE FACILITIES

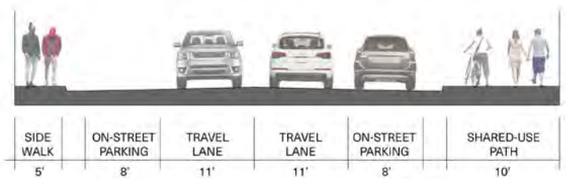
The Alpine and Highland Active Transportation Plan recommends on-street bicycle facilities on Main Street in the form of bicycle lanes. The city has funding programmed to restripe Main Street for bicycle lanes. Therefore, the short-term recommendation is to restripe to create bicycle lanes by narrowing lane widths to 11' and eliminating parking on the west side of the street. Bicycle lane widths would vary from to eight feet wide between the roundabout and 200 North and five feet wide between 200 North and Fort Canyon Road.



Maintain parking on east side by City Hall/ Park

MAIN STREET , ROUNDABOUT TO 200N (SHORT TERM)

Based on the public involvement conducted for the Alpine City Gateway Corridors Small Area Plan, the long-term recommendation for Main Street is to construct a shared use path 10' wide on the east side of Main Street between the roundabout and 200 North. The proposed short-term bicycle lanes would remain north of 200 North. The shared use path would be provided by moving the curb on the east side of the street, thereby narrowing the curb-to-curb width to 38' would allow travel lanes 11' wide and parking lanes eight feet wide. This design would restore parking on both sides of the street to be consistent with the redevelopment proposed in this Alpine City Gateway Corridors Small Area Plan.



MAIN STREET , ROUNDABOUT TO 200N (LONG TERM)

Recreational road cyclists and some bike commuters will continue to use the roadway instead of the shared use path, sharing the travel lanes with motorists; this use is compatible with target speeds of 20 to 25 miles per hour, as discussed below under speed management.

PEDESTRIAN FEATURES

The existing sidewalks on Main Street provide adequate space for walking. Long-term, the shared use path on the east side would provide additional width, albeit shared with some bicyclists. Most curb ramps and driveway approaches along Main Street are not compliant with the Americans with Disabilities Act (ADA). An evaluation of all sidewalks along Main Street is recommended to identify and catalog all non-compliant features to inform a future project to bring Main Street into compliance with the ADA.

There are existing marked crosswalks across Main Street at some intersections along Main Street, but typically only one crosswalk per intersection, except at the all-way stop at 200 North. Marked crosswalks are recommended across Main Street on both sides of the minor street at four-way intersections and at least one side of the minor street at T intersections. At the offset intersections of Main Street with 120 South and 100 South, the existing marked crosswalk on the south side of 120 South is recommended to remain, along with a new marked crosswalk on the north side of 200 South. For most of Main Street, the volumes and speeds are anticipated to be low enough such that additional crosswalk enhancements such as flashing beacons are unnecessary; However, rectangular rapid flashing beacons (RRFBs) are recommended at the crosswalks at 120 South and Red Pine Drive, due to higher motor vehicle volumes and heavier use by pedestrians.

As part of the long-term project to install a shared use path on the east side of the street, curb extensions are recommended at the intersections along Main Street from Red Pine Drive to 200 North. These curb extensions would push the curb and gutter out to the edge of the parking lane at crosswalks, reducing crossing distance and opening up sight lines between pedestrians and motorists, which are otherwise restricted by parked vehicles.

MANAGING MOTOR VEHICLE TRAFFIC

MOUNTAINVILLE ACADEMY

During the public involvement process, traffic issues on and around Main Street related to the arrival and dismissal times at Mountainville Academy were regularly mentioned as the most significant traffic congestion and traffic safety concern within Alpine. Some of the issues described or observed are as follows

- Cars queued on the northbound shoulder of Main Street, waiting to turn into the school, blocking bicycle travel and creating sight-distance issues.
- A long queue of northbound vehicles at the crosswalk at 120 South; the queue often extends past the main entrance to the school, creating a double row of stopped vehicles at the school entrance.
- A queue of southbound vehicles waiting to turn left into the school; this queue sometimes extends into and beyond the crosswalk at 120 South.
- Left-turn movements from southbound Main Street to the school turning between stopped vehicles in the northbound queue; these vehicles present a potential danger to pedestrians on the east sidewalk, since sight lines are blocked by the queued northbound vehicles.
- Left-turn movements from the school to southbound Main Street are challenging for motorists, due to the northbound and southbound queues mentioned above.
- With queues of traffic in both directions, the school crossing at 120 South can be challenging for children to use, even with the presence of the crossing guard.

PROHIBITION OF LEFT TURN MOVEMENTS

Previous traffic studies have recommended prohibiting left-turn movements in and out of the school during arrival and dismissal times. However, it is difficult to enforce time-of-day signs unless there is a police presence at all arrival and dismissal times.

A full-time prohibition of left-turn movements is recommended at the driveways to Mountainville Academy, including the main driveway as well as the smaller driveway to the north. The prohibition would need to be physically enforced by a raised median. In the short term, a plastic or rubber curb or traffic separator with flexible delineators is recommended, as shown below.



Flexible delineator with rubber curb

Flexible delineators alone would be even easier to implement, as shown below.



Flexible delineator with rubber curb

Prohibiting left-turn movements will force vehicles accessing Mountainville Academy to adjust their routes within Alpine. Since most drivers dropping or picking up students tend to go back to where they started their trip, drivers entering Mountainville Academy from the south will need to turn right to the north, then find a way to head back to the south. Similarly, drivers accessing Mountainville Academy from the north will need to find a way to turn around and access the school from the south. Some drivers will attempt to make U-turns on Main Street, which is legal under Utah Traffic Code if the U-turn can be made safely and without interfering with other traffic. Other drivers will filter through other streets within Alpine, increasing traffic volumes on some local streets in Alpine. By using temporary curbs and/or delineators, the City of Alpine can test the left-turn prohibition and make a determination as to whether increased U-turns and traffic on other streets is a reasonable trade off for reducing congestion and increasing safety on Main Street near the school.

PARK AND WALK

During dismissal times at Mountainville Academy, a significant number of school children were observed walking to Legacy Park, where they would meet parents and other caregivers parked on the streets adjacent to the park. This activity is an example of a school area congestion management strategy called “park and walk”. Park and walk is most useful during afternoon dismissal, as it allows caregivers to arrive early, park their vehicles, and relax, rather than waiting in a queue of idling vehicles. Meanwhile, their students enjoy a few minutes’ walk and fresh air, often including socializing with friends and family in the park before heading home. The fact that so many families naturally utilize this strategy is a testament to the friendly, neighborhood feel of Alpine.

Afternoon school congestion is typically worse than morning congestion because caregivers must wait until students are dismissed in large groups; therefore, park and walk is most beneficial in the afternoon, as it is being used already. However, park and walk during school arrival can also help reduce morning traffic congestion while providing students the benefits of fresh air and exercise. As an additional strategy to reduce traffic congestion on Main Street, Alpine could encourage more park and walk activity during both arrival and dismissal, via outreach to the school and its families, or by sponsoring or encouraging small events or activities in the park.

INTERSECTION IMPROVEMENTS

Except as it relates to Mountainville Academy traffic as discussed above, intersections along Main Street experience minimal congestion or other issues. However, there are some recommendations that could help manage school traffic and improve intersections overall.

MAIN STREET AT 100 SOUTH AND 120 SOUTH

These two T-intersections are less than 90’ apart, edge to edge. During school arrival and dismissal, both streets are used by drivers dropping off and picking up students. If left-turn movements are prohibited at the school entrances, these two streets will likely be most impacted by additional traffic, as they are the closest streets north of the school leading west and east.

At 120 South, the City of Alpine may want to consider prohibiting northbound left-turn and U-turn movements on Main Street at 120 South during school arrival and dismissal times. When all vehicles are forced to turn right out of the school, many drivers will want to turn left on 120 South. These left-turn movements, combined with the school crossing at the intersection, may create enough congestion to cause gridlock in front of the school. In addition, vehicles making this left turn would end up on Canyon Crest Road not far from Timberline Middle School, possibly contributing to congestion there. However, without southbound vehicles attempting to enter Mountainville Academy, it is possible that the existing congestion at 120 South will be diminished. For the initial prohibition of left-turn movements at Mountainville Academy, left-turn movements are recommended to be permitted at 120 South; however, the Main Street and 120 South intersection and nearby streets should be monitored during arrival and dismissal times to evaluate whether a part time turn prohibition is useful.

A roundabout should be considered for the intersection of Main Street and 100 South; a roundabout would manage the intersection’s traffic and provide a convenient location for drivers accessing Mountainville Academy from the south to make U-turn movements. The existing footprint of the intersection will accommodate a roundabout with an inscribed circle diameter of approximately 60’, which would allow for U-turn movements by passenger vehicles and package delivery trucks. One concern is that school traffic could back up into the roundabout, causing the roundabout to fail. However, with no left turns to the school, the primary remaining source for this backup is the school crossing at 120 South; the fact that this crosswalk has a crossing guard should help mitigate the potential for roundabout blockages. It is possible to build roundabouts using temporary materials such as rubber or plastic curbs and separators, to reduce costs and expedite implementation. However, care must be taken when using temporary materials for roundabouts; as the aesthetics of these materials have sometimes proven to be off-putting, resulting in public discontent with the installation.

MAIN STREET AT 200 NORTH

The all-way stop at this intersection works well to control existing flows of traffic and interrupt potential speeding traffic on Main Street, because the traffic volumes on all four legs are reasonably well balanced. However, as the city continues to grow and redevelop, this intersection should be monitored for increased congestion; a primary consideration is potential redevelopment of the vacant parcel one block east of the intersection. A mini-roundabout could be a good long-term solution at this intersection; an inscribed circle diameter of 70 to 75’ fits within the existing intersection footprint.

SPEED MANAGEMENT

The current posted speed limit for Main Street is 30 miles per hour between the roundabout and 200 North, and 25 miles per hour north of 200 North. The recommended target speed for Main Street is 25 miles per hour, or perhaps 20 miles per hour in the core area after redevelopment, due to additional retail businesses and denser on-street parking. The “target speed” is the preferred speed for motor vehicles to travel on a street; ideally posted speed matches target speed. For Main Street, the primary speed management recommendation is narrow lanes with bike lanes (short-term) or on-street parking (long-term), as shown in the cross sections above. Narrower travel lanes encourage slow speeds and provide space for other cross-sectional elements, while still sufficient for the mix of traffic in Alpine. These lane widths may feel uncomfortably narrow to some drivers; however, this design is intentional, as the reduced width encourages slower vehicle speeds, particularly in area adjacent to on-street parking.

The curb extensions described above for pedestrian crossing also contribute to speed management. During some times of day, parking densities might be light, negating the narrow feel created by 11-foot travel lanes and 8-foot parking lanes. Curb extensions maintain the constrained environment even when few or no vehicles are parked. Curb extensions should be placed at all intersections and other pedestrian crossing locations; on long blocks, curb extensions could also be placed mid-block to provide continuity of the road narrowing while doubling as a place for street trees, other landscaping, hardscape, or street furniture like bike racks, signs, and benches.

The proposed mini-roundabout at 120 South would also provide for traffic calming, restricting speeds to approximately 15 to 20 miles per hour at the intersection.

2. ALPINE HIGHWAY

Between the city limit and the existing roundabout, Alpine Highway is a two-lane undivided street with a center turn lane and paved shoulders, classified as an arterial street. Alpine Highway is under Utah Department of Transportation (UDOT) jurisdiction; it has generous lane and shoulder widths for a roadway within a city, with travel lanes 12 to 13' wide, a 14-foot center turn lane, and 10-foot shoulders, for approximately 60' total width. The Transportation Master Plan indicates that Alpine Highway carries approximately 14,900 to 15,800 vehicles per day within the Alpine City limits, making it the highest-volume gateway.

BICYCLE FACILITIES

The shoulders of Alpine Highway are marked as bicycle lanes, with approximate 10-foot widths and bicycle lane symbols spaced at approximately 1000' or at each intersection. Because Utah law previously did not prohibit parking in bicycle lanes, vehicles have historically been parked in the bicycle lanes, especially on the east side of the roadway. The Alpine and Highland Active Transportation Plan recommends an off-street bicycle facility on Alpine Highway. Building on this recommendation, a 12' wide shared use path is recommended to be constructed on the west side of Alpine Highway; this can be accomplished by using the existing right-of-way between the curb and the property line, and by working with UDOT to reduce travel lane and shoulder widths. In addition, restriping Alpine Highway is recommended to create buffered bike lanes.

While it may seem redundant to have both buffered bike lanes and a shared use path on Alpine Highway, these facilities are for different user groups. The buffered bike lanes would be used by recreational road cyclists, especially those in groups, as well as some commuters; the shared use path would be used by children and families traveling to school and other nearby destinations, or for more relaxed recreational riding.

A shared use path crossing of Alpine Highway is recommended on the north side of 800 South, with a raised median providing a refuge for path users. This location will connect directly with the future Power Line Trail, as recommended in the Alpine and Highland Transportation Plan.

PEDESTRIAN FEATURES

Alpine Highway has intermittent sidewalks within the City of Alpine. On the east side, the sidewalk is nearly continuous, except for a short segment at the south end, between the city limit and the power line. On the west side, there are shorter segments of sidewalk, which are recommended to be widened and connected to construct the shared use path recommended for that side of the street.

There are currently no marked pedestrian crosswalks across Alpine Highway, except the crosswalk at the existing roundabout. Additional marked crosswalks are recommended to assist pedestrians with crossing the street, as follows:

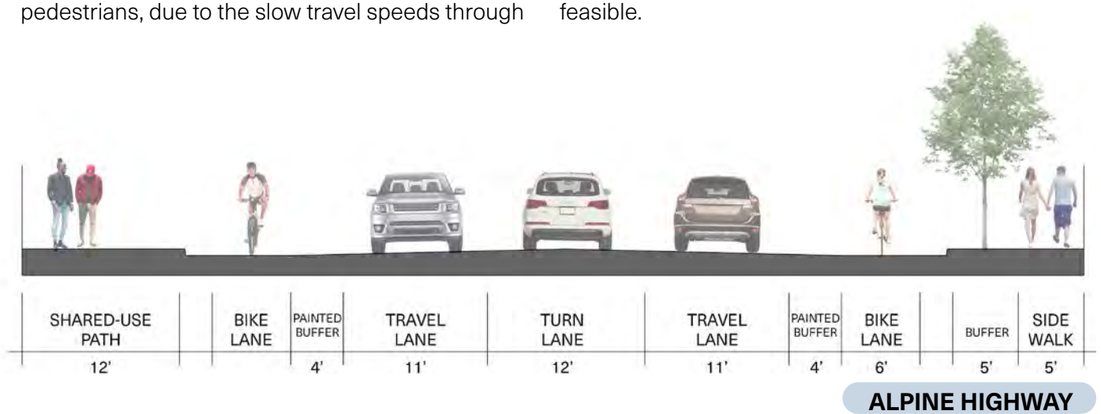
- As discussed under bicycle facilities, a raised median with shared use path crossing is recommended on the north side of 800 South. The median and crosswalk could be a short-term improvement to provide a pedestrian crossing prior to the construction of the shared use path. Raised median refuges split the crossing task into two steps, so pedestrians only need to be concerned with one direction of travel at a time; additionally, medians have been shown to reduce pedestrian crossing crashes by about 40 percent. Rectangular rapid flashing beacons (RRFBs) are recommended at this crosswalk.
- As discussed in more detail below, a roundabout is recommended at the location where the extension of Ranch Drive would connect to Alpine Highway. Marked crosswalks should be installed across all legs of this new roundabout, including both legs of Alpine Highway. Crosswalks at roundabouts are typically very safe and convenient for pedestrians, due to the slow travel speeds through the roundabout and splitter islands that act as pedestrian refuge islands.
- To provide additional crossing opportunities for pedestrians, another crosswalk is recommended at Bateman Lane. This crosswalk would provide pedestrian access between the neighborhoods served by Bateman Lane and the Alpine Art Center and nearby businesses. This crosswalk could be placed on either the north or south side of Bateman Lane; the north side would be more convenient for pedestrians, while the south side could include a median refuge, enhancing safety without blocking the left-turn lane to Bateman Lane. RRFBs are recommended at this crosswalk.

MANAGING MOTOR VEHICLE TRAFFIC

INTERSECTION IMPROVEMENTS

As shown in the Alpine Transportation Master Plan, Ranch Drive is intended to be extended across the existing agricultural parcel to Alpine Highway. A roundabout is recommended at this future intersection to manage turning movements, reduce speeds along Alpine Highway, improve safety, and create a stronger gateway to Alpine.

The Ranch Drive extension and roundabout are long-term improvements anticipated when the agricultural parcel develops. Alpine City should work with the Mountainland Association of Governments (MAG) to identify an appropriate grant opportunity and seek funding for planning, design, and construction. Early coordination with MAG can help position the project for funding when development makes the connection feasible.



ALPINE HIGHWAY

SPEED MANAGEMENT

The current posted speed limit on Alpine Highway is 45 miles per hour at the south city limit, dropping to 40 miles per hour midway between 800 South and Sunset Drive. These speeds make it challenging to provide a safe and comfortable environment for people walking and biking and are inconsistent the type of development anticipated by this Alpine City Gateway Corridors Small Area Plan. However, reducing speed limits alone is unlikely to have a measurable effect on how fast people drive on Alpine Highway, without also implementing speed management techniques.

The construction of a roundabout where Ranch Drive will connect to Alpine Highway is by far the best tool to manage speeds through this corridor, since travel speeds through roundabouts are typically 15 to 20 miles per hour. With this new roundabout and the existing roundabout bookending most of Alpine Highway within the City, a target speed of 30 to 35 miles per hour should be achievable, consistent with the development recommendations of the Alpine City Gateway Corridors Small Area Plan. However, since this roundabout is a long-term solution that won't happen until the agricultural parcel is developed, other solutions should be considered.

Because Alpine Highway is a UDOT facility, speed management will be more difficult to implement than on other streets in the City. However, UDOT would likely allow narrowing travel lanes from 12' to 11' and narrowing the center turn lane from 14' to 12'. While lanes of this width won't manage speeds as well as narrower lanes, there should be some benefit. Lane width reduction will also facilitate implementation of improved pedestrian and bicycle facilities, as discussed above. When Alpine Highway is next resurfaced, lane widths could be restriped to those shown in the cross section above, perhaps using a wider buffer for the bike lanes to use up the additional space.

Available online imagery shows that vehicles are occasionally parked along Alpine Highway, usually on the east side, apparently associated with activities at the nearby orchard and antique store. Recent State legislation prohibits parking in bicycle lanes, making this parking illegal. The properties along Alpine Highway all appear to have ample adequate space for parked vehicles.

Raised medians or short median islands are recommended to replace the center turn lane at locations where there are no left-turn movements from Alpine Highway to driveways and minor streets. Medians or islands are an effective speed management technique due to their narrowing effect, especially within curved roadways or when introduced as gateways. The following locations are recommended for consideration of raised medians or islands.

- At the north side of 800 South, extending approximately 110' north, ending before the first driveway. This median island is the best location to serve as a gateway to Alpine; it is adjacent to the existing Alpine 1850 sign; similar signage and other hardscape or landscape features could be used in the median to highlight this primary entrance to the City. As mentioned above, this median would also serve as a refuge for pedestrians crossing the street here, as well as for users of the future Power Line Trail.
- From approximately 550' north of Sunset Drive to Bateman Lane. An opening in the median would need to be provided for the private driveway that serves 526 through 542 Alpine Highway. Left-turn pockets would need to be provided for that driveway and the southernmost driveway serving Burgess Orchards. Because this median would cover most of the long curve in Alpine Highway, it would be especially effective at reducing travel speeds. At Bateman Lane, this median could also serve as a refuge for pedestrian crossings.



3. CANYON CREST ROAD

Canyon Crest Road is a two-lane undivided arterial street with paved shoulders; from the city limit to Ridge Drive, it also has a two-way left-turn lane. Canyon Crest Road has lane widths varying from 11.5 to 13' and shoulder widths varying from 4.5' to 8'. The total curb-to-curb width is 44' south of Ridge Drive and 36' northwest of Ridge Drive; additional width is provided for turn lanes approaching Ridge Drive and Main Street. The Transportation Master Plan (2023) indicates that Canyon Crest Road carries nearly as much traffic into and out of the City as Alpine Highway, with daily traffic volumes of 14,800 at the City limit, 11,700 between Healey Boulevard and Ridge Drive, and 8,500 between Ridge Drive and Main Street. All intersections along Canyon Crest Road within Alpine have one- or two-way stop control, except for the roundabout at Main Street.



BICYCLE FACILITIES

The Alpine and Highland Active Transportation Plan recommends an off-street shared use path on Canyon Crest Road, and funding for a path is being provided through MAG. The recommended width for the shared use path is 12' as measured from the back of curb, allowing necessary obstructions such as signs to be placed near the curb without making the path too narrow. Paved shoulders marked as bike lanes are also recommended, to accommodate cyclists who want to travel at higher speeds and are comfortable riding closer to motor vehicle traffic. The bike lanes will also buffer the sidewalk and shared use path from motor vehicles.

PEDESTRIAN FEATURES

The existing sidewalks on Canyon Crest Road provide adequate space for walking, and the proposed shared use path will enhance the pedestrian environment. The proposed shared use path will also fill the current pedestrian facility gap on the northeast side of the street between Ridge Drive and Paradise Cove Lane. Like Main Street, many of the curb ramps and driveway approaches along Canyon Crest Road are not ADA-compliant. Reconstruction of ramps and driveways to achieve ADA compliance is recommended with the shared use path project.

Between the city limits and Main Street, the only marked crosswalks across Canyon Crest Road are the crosswalk at the roundabout and a crosswalk at Ridge Drive. The crosswalk at the roundabout appears to be well-designed, ADA-compliant, and easy for pedestrians to use due to the low speeds and pedestrian refuge inherent at roundabouts. However, the existing crosswalk at Ridge Drive is in the middle of a curve, which limits sight distance. In addition, the lack of additional marked crosswalks makes it challenging for people to cross Canyon Crest Road. Away from signalized intersections, pedestrians are legally allowed to cross streets at any location, as long as they first yield to vehicular traffic on the roadway. However, at 8,000 to 15,000 vehicles per day, it can be challenging to find sufficient gaps in traffic. By law, motorists are required to yield to pedestrians at unmarked crosswalks, which exist at intersections along Canyon Crest Road. However, yield rates by motorists are significantly lower at unmarked crosswalks than marked crosswalks.

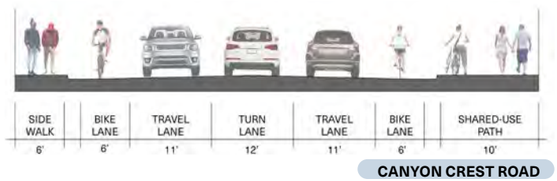
A sight distance study for the crosswalk at Ridge Drive is recommended. Ideally, the study would look at both the stopping sight distance for eastbound motorists to the crosswalk, as well as decision sight distance for pedestrians waiting to cross. At 35 miles per hour, the necessary stopping sight distance per the American Association of State Highway and Transportation Officials is 250'. Measurements in Google Earth indicate that the sight distance between the eye location of a southeast-bound driver and a pedestrian waiting at the west curb to cross the street is approximately 225'. A physical measurement by an engineer would likely confirm sight distance that is less than desirable, which is potentially a significant safety issue.

The recent installation of rectangular rapid flashing beacons (RRFBs) at this intersection helps with the sight distance concern: when a pedestrian on the west side of Canyon Crest Road activates the flashing beacons, the beacon on the east side of the intersection is in the line of sight for southeast-bound drivers well before the pedestrian is in the line of sight. The beacon warns drivers to look for pedestrians, but this leaves plenty of room for driver error. An advance warning sign with an additional RRFB is recommended on Canyon Crest Road northwest of the intersection with Ridge Drive, located approximately at the beginning of the curve. The RRFB would supplement the existing sign and plaque.

The sight distance problem at this crosswalk would also be addressed by installation of a roundabout or all-way stop control, as discussed below under intersection improvements.

Marked crosswalks are recommended at other locations on Canyon Crest Road within Alpine, to be implemented as part of the funding available through MAG. Crosswalk locations are best determined by identifying intersections that serve a larger number of houses and any other pedestrian-generating land uses, then confirming that no sight distance or other safety issues preclude a crosswalk. At T intersections south of Ridge Drive, median refuges could be provided to improve safety and ease of crossing for pedestrians. The following locations should be considered for possible marked crosswalks:

- Healey Boulevard serves a significant amount of housing and other land uses; a median refuge could be installed on the south side of the intersection, although this might make left turn movements from Healey Boulevard to Canyon Crest Road more difficult.
- A marked crosswalk was formerly located at Carlisle Avenue, but it was removed due to concerns about sight distance and vehicle speeds. A marked crosswalk just south of Carlisle Avenue would serve people that use the trail network in Beck's Hill Park, as well as residents of Carlisle Avenue and Pheasant Ridge Drive. The hill crest in this area limits sight distance, but sight distance is better at Carlisle Avenue than it is at Pheasant Ridge Drive. A median refuge could be installed at this crosswalk, which would mitigate the potential sight distance concerns. RRFBs could also mitigate the sight distance concerns and could be mounted higher than the minimum mounting height to ensure continuous visibility of the beacons for approaching motorists. A sight distance study should be conducted prior to marking this crosswalk, to measure the actual physical sight distance between motorists and pedestrians.
- Paradise Cove Lane may also be a good location for a crosswalk. Paradise Lane provides pedestrian access to Petersen Park and the church likely generates additional pedestrian traffic.



MANAGING MOTOR VEHICLE TRAFFIC

INTERSECTION IMPROVEMENTS

CANYON CREST ROAD AT RIDGE DRIVE

Based on field observations and discussions with City staff and residents, this T-intersection represents one of the more challenging traffic concerns in Alpine. At times, the left-turn movement from Ridge Drive to Canyon Crest Road is challenging to make, resulting in delays and queued traffic. In addition, as mentioned above, the sight lines are limited for pedestrians crossing from the west side of Canyon Crest Road.

In the short term, there are two possible recommendations for this intersection:

Option 1 is to provide a left turn merge lane on Canyon Crest Road for vehicles turning left from Ridge Drive, creating a "high-T" intersection, which allows drivers to make the left turn in two stages, yielding first to northbound vehicles on Canyon Crest Road, then yielding separately to southbound vehicles before merging. While drivers can currently use the two-way left-turn lane for this purpose, many drivers are waiting for gaps in both directions of travel before starting their turns. Marking channelizing lines through the intersection will encourage more drivers to use the turn lane, reducing delay. Flexible delineators or plastic curbs with delineators can be added to the channelizing lines to further encourage this movement. The image below shows this option, along with restriping the lanes on Canyon Crest Road to 11' lane widths and marking bicycle lanes on Canyon Crest Road.



Proposed high-T design at Canyon Crest Road and Ridge Drive with left-turn merge lane and restriping

Option 2 is to convert the intersection to an all-way stop. The poor sight lines for pedestrian crossings would be one of the primary reasons to make this conversion. Traffic counts should first be conducted to see if the intersection meets all-way stop warrants; even if the traffic volumes don't warrant an all-way stop, the sight distance concerns may make this a reasonable option. The drawing below shows an all-way stop with narrowed lanes and marked bicycle lanes on Canyon Crest Road.

Long term, a roundabout should be considered for this intersection. From the Transportation Master Plan, the estimated average daily traffic at this intersection was 11,800 in 2023, with 12,600 estimated in 2030; these volumes would easily be managed by a roundabout, eliminating nearly all delay for Ridge Drive. A roundabout would improve safety for all users, mitigating the safety concerns caused by the roadway curvature and pedestrian sight distance concerns. Given that the City has purchased the property on the northeast corner of the intersection, one option is to build a full-size roundabout by utilizing that parcel. A roundabout with an inscribed circle diameter of 130' is shown below. A roundabout of this size fits well in the recently purchased lot, and the the approach roadways are well-aligned for a roundabout centered as shown. However, with its large footprint, a roundabout of this size would have a relatively high cost. It would also be possible to install a mini-roundabout within the existing intersection footprint at a much lower cost, with an inscribed circle diameter of approximately 70'. This is relatively small for a mini-roundabout, so there would be concerns about turning movements by large vehicles, and other geometric challenges; for example, it may be difficult to achieve the desired speed control at the roundabout. However, at approximately 13,000 vehicles per day, a mini-roundabout would have excellent traffic operations. If the City decides to pursue a roundabout at this location in the future, a design with an inscribed circle diameter of 105' to 110' should be evaluated as a means to balance cost, usability by large vehicles, safety, and traffic operations.



All-way stop intersection

CANYON CREST ROAD AT HEALEY BOULEVARD

The Healey Boulevard intersection carries more vehicular traffic than the Ridge Drive intersection; the estimated average daily traffic at this intersection was 15,400 in 2023, with 16,000 estimated in 2030. Similar to the Ridge Drive intersection, drivers can currently use the two-way left-turn lane to make left turns from Healey Boulevard to Canyon Crest Road in two stages. In the short term, marking a dedicated left turn merge lane to create a high-T intersection here would similarly encourage two-stage turns and reduce delay. However, a high-T intersection would eliminate the possibility of adding a median refuge for pedestrians at this intersection, as discussed above.

Long term, this intersection is another candidate for a mini-roundabout. A full-size roundabout with a non-mountable central island is not feasible without taking significant property. A mini-roundabout with an inscribed circle diameter of 60 to 65' would be possible within the existing footprint of the intersection. At this size, it would be difficult to achieve speed control for southbound vehicles and turn movements by trucks would sweep across most of the roundabout. As an alternative, property could be obtained from the existing residential parcels on the northeast and southeast corners of the intersections. If the amount of property outside of the existing wall on the property on the southeast corner ("corner clips") were taken from both parcels, a mini-roundabout with an inscribed circle diameter of approximately 90' would be feasible. At this size, speed control would be more achievable, trucks would be able to turn more easily, and roundabout operations would be improved.



Proposed roundabout at Canyon Crest Road and Ridge Drive

4. WESTFIELD ROAD AND 200 NORTH

Westfield Road is a two-lane undivided collector street with paved shoulders. Parking is not currently prohibited but will be prohibited when bikes are added on Westfield Road, but there are typically no parked vehicles. The curb-to-curb width of Westfield Road varies from 38' to 40', with travel lanes 11' wide. Approximately one mile from the city limit, Westfield Road intersects 200 North, which extends this Gateway Corridor to Main Street. 200 North has a curb-to-curb width of 38', with lane widths 11' to 12' wide. Vehicles are regularly parked on the shoulders of 200 North, especially on the south side of this is the least-used Gateway Corridor in Alpine, with daily traffic volumes of 4,700 on Westfield Road and 5,400 on 200 North, according to the Transportation Master Plan (2023). There is an existing all-way stop at the intersection of Westfield Road, 200 North, and 400 West.

BICYCLE FACILITIES

The Alpine and Highland Active Transportation Plan recommends an off-street shared use path on Westfield Road and on-street bicycle lanes on 200 North. There appears to be enough street right-of-way to construct a shared use path on Westfield Road, especially on the northwest side of the street. However, Westfield Road could easily be restriped with buffered bike lanes, while focusing funds for shared use paths at other locations, for example the proposed Power Line Trail and along Canyon Crest Road, Alpine Highway, and Main Street. Buffered bike lanes are recommended for Westfield Road, with travel lanes 11' wide, bicycle lanes six feet wide, and painted buffers two to three feet wide. Delineators or other separators could be used to increase comfort for cyclists, provided that maintenance equipment is available to sweep the bicycle lane if physically separated.



WESTFIELD ROAD

On 200 North, traditional marked bicycle lanes are recommended, while retaining parking on the south side of the street.

PEDESTRIAN FEATURES

The existing sidewalks on Westfield Road and 200 North provide adequate space for walking; in some locations there is a planting strip between the roadway and the sidewalks, improving comfort for pedestrians and making it easier to comply with the Americans with Disabilities Act. Like other streets, many of the curb ramps along Westfield Road and 200 North are not compliant. Where there is a planter strip, driveway approaches on Westfield Road appear to be ADA-compliant, but where there is no planter strip, Westfield Road driveways are mostly non-compliant. On 200 North, most driveways appear to be ADA-compliant, both at locations with and without planter strips.

Along Westfield Road, there are existing uncontrolled marked crosswalks at Ranch Drive and Sycamore Lane as well as marked crosswalks across all four legs of the four-way stop at the intersection of Westfield Road and 200 North. There are no marked crosswalks across 200 North between Westfield Road and Main Street. A marked crosswalk is recommended across Westfield Road at Dally Drive, improving the network of crossing opportunities. A marked crosswalk is recommended across 200 North at the west side of its intersection with 100 West; this crosswalk would improve pedestrian access between neighborhoods north of 200 North and Burgess Park, Timberline Middle School, and Westfield Elementary School.

The crosswalk at Sycamore Lane is the primary crosswalk serving Timberline Middle School, so it is already equipped with rectangular rapid flashing beacons (RRFBs). The crosswalk at Ranch Drive is good future candidate for RRFBs, given its proximity to Westfield Elementary School and as a crossing for the Power Line Trail. Given the relatively low vehicular volumes on Westfield Road and 200 North, high-visibility markings with appropriate warning signs are sufficient for the proposed uncontrolled crosswalks at Dally Drive and 100 West. As traffic volumes continue to increase within Alpine, these crosswalks should be monitored to determine whether rectangular rapid flashing beacons should be implemented.

MANAGING MOTOR VEHICLE TRAFFIC

INTERSECTION IMPROVEMENTS

In the short term, no intersection improvements are recommended for Westfield Road or 200 North. However, as Alpine continues to grow, some intersections should be monitored for possible improvements. First, the intersection of Westfield Road and 200 North could be converted to a mini-roundabout in the future. An inscribed circle diameter of 70' could fit within the existing intersection, or a larger roundabout could be constructed by using property corner clips on each corner.

When Ranch Drive is extended to connect to Alpine Highway as part of the development of the large agricultural parcel, the intersection of Westfield Road and Ranch Drive is likely to experience significantly more traffic volume and turning movements. The traffic impact analysis for the development should analyze future conditions at this intersection and recommend possible improvements to be implemented as part of the development, including installation of all-way stop control or a roundabout. Within the existing intersection footprint, a mini-roundabout would have a diameter of just 60'. A traditional roundabout could be constructed by utilizing the power line right-of-way and possibly small amounts of property from the two adjacent properties west and south of the intersection.

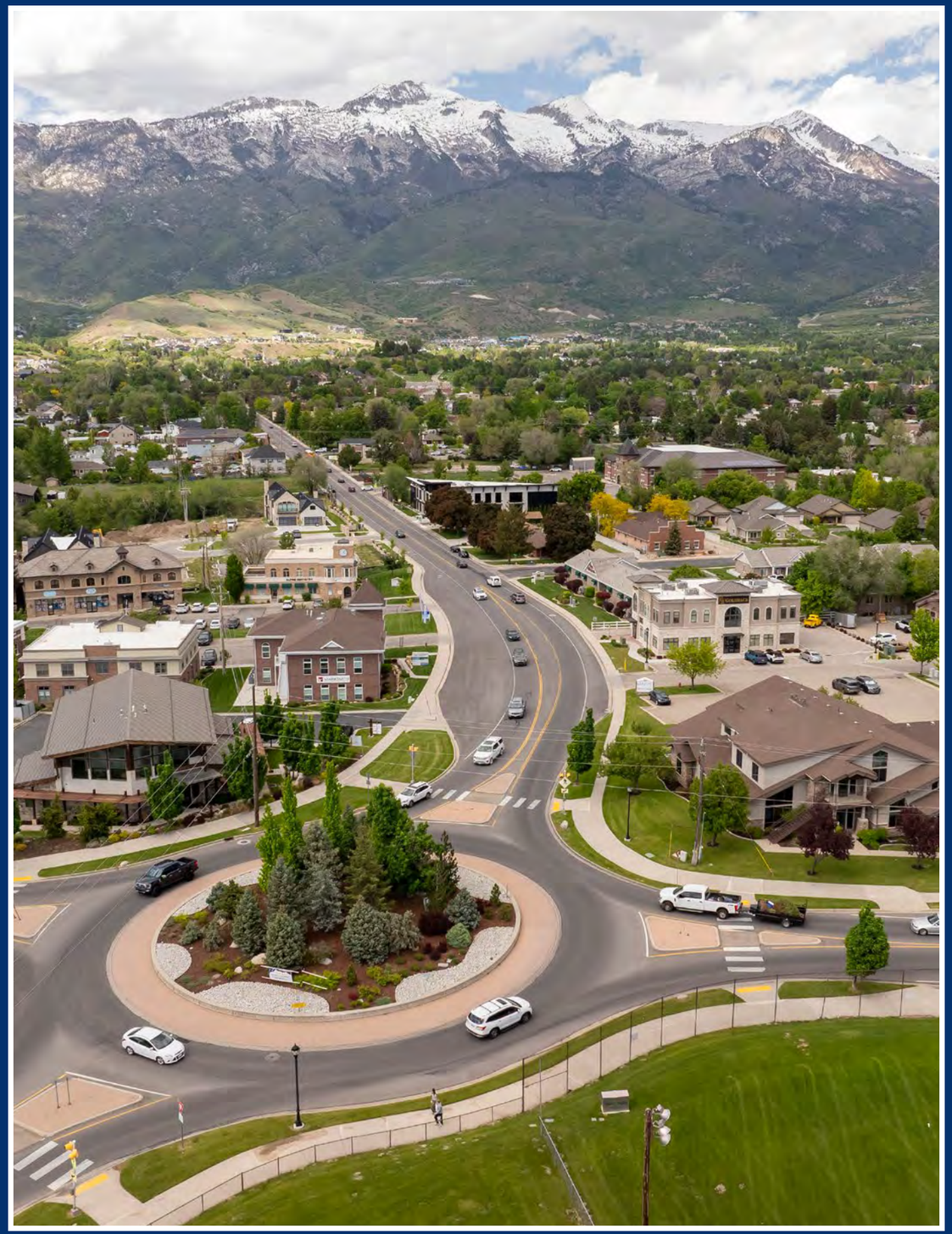
SPEED MANAGEMENT

The current posted speed limit on Westfield Road within Alpine is 35 miles per hour. The entire length of the road is in a residential zone. There are locations with limited sight distance on Westfield Road due to road curvature, including at the intersections with S. Westfield Circle, Meadow Lane, S. Matterhorn Drive, Sequoia Circle, and Sunrise Drive (as well as others to a lesser extent). Additionally, several residential driveways exist along Westfield Road. As noted previously, there are existing uncontrolled marked crosswalks at Ranch Drive and Sycamore Lane. The marked crosswalk at Sycamore Lane is the primary crosswalk serving Timberline Middle School. The marked crosswalk at Ranch Drive is in the proximity of Westfield Elementary School and it serves as a crossing for the Power Line Trail.

Slower speeds result in reduced sight distance needed for safe turning movements and street crossings. If motorists travel slower, the required sight distance is shorter and safety is improved for all users, reducing both crash likelihood and crash severity, especially for vulnerable users such as pedestrians and bicyclists. Given regular use by pedestrians and bicyclists, a target speed of 30 miles per hour is recommended for Westfield Road. However, lowering the speed is unlikely to have a measurable effect on how fast people drive on Westfield Road, without also managing speeds through physical measures.

The lane widths of 11' recommended above under bicycle facilities will help control speeds on Westfield Road and 200 North . Travel lanes 11 feet wide encourage slower speeds while providing sufficient space for occasional large vehicles A possible future roundabout at Ranch Drive would also act as a gateway to Alpine and set the tone for speeds along Westfield Road in the City of Alpine .

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Aerial view of Alpine City looking toward S Main Street

ALPINE CITY HISTORIC MAIN STREET DESIGN GUIDELINES

ABOUT THE DESIGN GUIDELINES UPDATE

The following Design Guidelines replace the existing Gateway Historic Design Standards and direct the development of properties to ensure that new projects result in high quality public realm and architectural character that is aligned with the vision of Alpine's City Main Street.

The updated Design Guidelines build upon the existing standards while expanding their content to reflect a more comprehensive urban design vision for the Gateway Historic District. Much of what defines Alpine's character remains central, including the preservation of historic building forms, materials, and architectural features, as well as a continued emphasis on creating a pedestrian-friendly environment. These long-standing priorities are a key component of the updated Guidelines that provide a framework for developers and property owners on expected character and ensure that new development remains compatible with Alpine's historic context while supporting a walkable, human-scaled public realm.

These Guidelines are also framed by the Main Street and Gateway Corridors Small Area Plan that moves beyond a purely preservation-based approach to embrace a broader, multi modal and mixed-use urban design structure that can better shape future growth. The revised Guidelines introduce clear dimensional standards, including setbacks, articulation intervals, build-to lines, and parking placement requirements, to provide clearer direction and greater consistency in how development supports the community's vision.

DEFINE ALPINE'S CITY CHARACTER

Defining the character of Main Street Alpine City by developing Design Guidelines will provide future development with form based measures that are easily understood and graphically communicated. The following Design Guidelines are intended to provide clear standards that encourage new buildings to sensitively respond to their context, local aesthetics, and existing patterns of development, while promoting consistency, structure, and character that is unique to Alpine's City Main Street area.

DESIGN GUIDELINES ARE TOOLS

Design Guidelines are tools used to ensure that development meets the intended vision for Alpine City Main Street, and that new buildings meet the performance metric of a successful town core environment. They provide clear standards for creating strong neighborhoods, setting expectations for the quality and character of the public realm and the way in which buildings interface with it. Perhaps most importantly, Design Guidelines are a way of protecting investment and the desired character of a community.

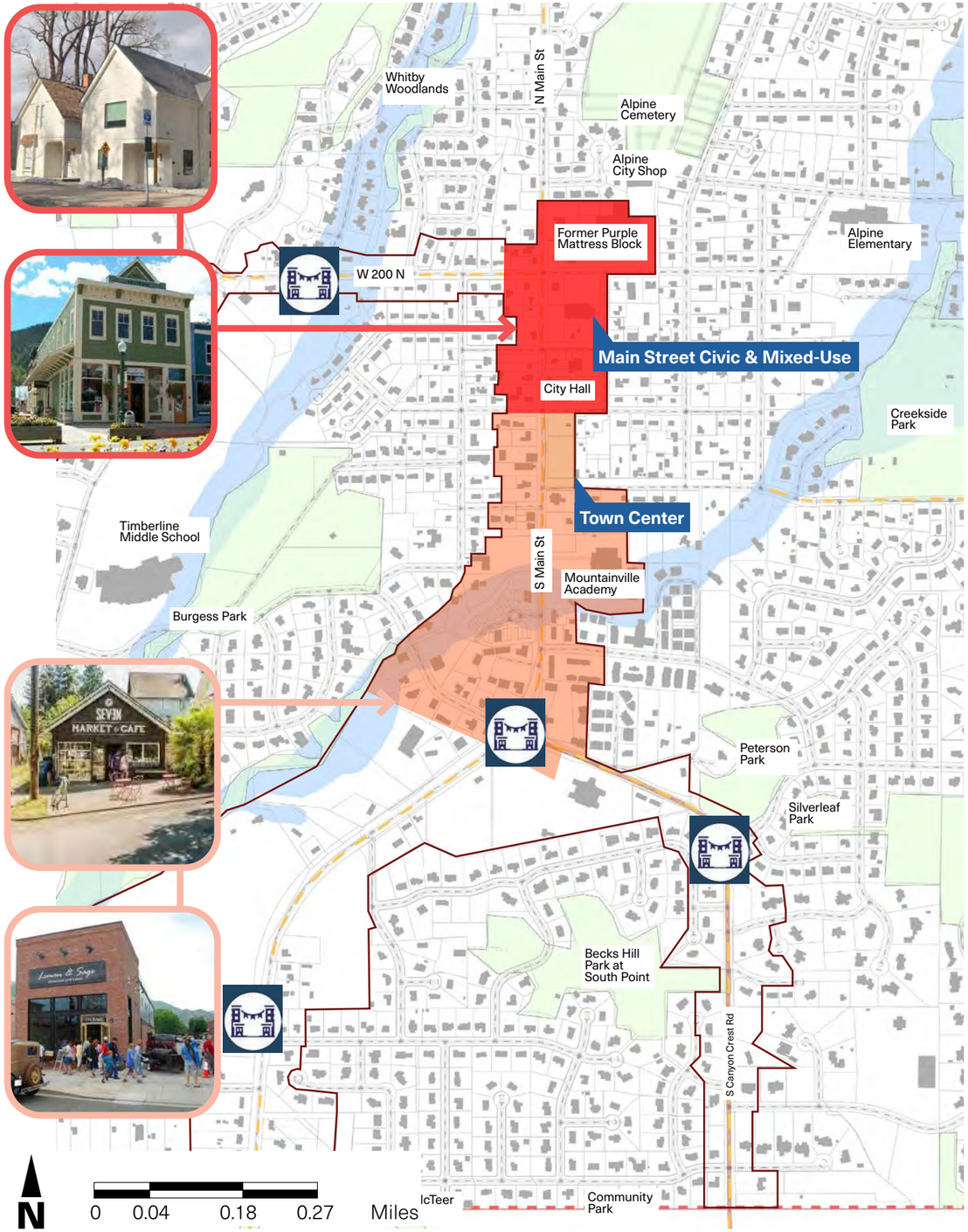
DESIRED OUTCOMES

Design Guidelines are recommended for Alpine City Main Street for a number of reasons. When properly followed and administered, they can preserve and enhance the qualities that make the town center a beloved place in the eyes of Alpine residents and a desirable destination for visitors. They can enhance property values and improve the quality of new development, and Guidelines can protect the Alpine Historic Main Street area from development that is incompatible with the goals of this Plan. These Design Guidelines encourage limited increased density when compared to surrounding residential areas of the city in the town center and are aligned with the vision for limited growth established by the Master Plan. They strive to take the qualities of the best historic buildings as a point of reference for future development. They encourage building design and massing that reflect and enhance the qualities of the built environment to which Alpine residents feel deeply connected.

HOW TO USE THESE GUIDELINES

The Design Guidelines are based on an overlay of two character areas that serve to complement the current zoning. These districts describe the character and use of different areas of downtown based on current use or function, desired type of new or redevelopment, and the way in which the scale of downtown transitions to adjacent neighborhoods. Associated illustrations are provided below to describe the character, density, and development type for each district. The Guidelines are organized in a simple matrix format that allows landowners and developers to easily discern what requirements and characteristics are associated with the particular character areas that their property occupies.

Disclaimer: Building forms shown in the following pages are not characteristic of allowed building forms. They are used simply to illustrate the features being specified in the drawing.



DESIGN GUIDELINES MATRIX

DISTRICTS		MAIN STREET CIVIC AND MIXED USE	TOWN CENTER
DESIGN GUIDELINES SECTIONS	**BUILD FORM AND MASSING**		
	Horizontal Setback - Front	20' min / 35' max If adjacent structures have a smaller setback, try to match North of 200 N: 25'-30' min	15' min. / 20' max. (build-to-line) 30' max for residential uses
	Horizontal Setback - Side	10' min Corner side yards: 20' min	6'-8' min. If same ownership min. 0' Corner side yards: 20' min
	Building Length	Max. 60' for individual buildings at front lot line	Max. 80' for individual buildings at front lot line
	Building Articulation	Required. Maximum length of blank wall: 20' Provide variation in building articulation a minimum of every 20'	Required. Maximum length of blank wall: 15'-20' on street side Provide variation in building articulation a minimum of every 30'
	Activated Ground Floor	Allowable ground floor uses: cultural, professional and personal services, office, residential, retail and restaurants	Allowable ground floor uses: retail, restaurants, cultural, civic, office. Residential: max 40% at front lot line
	Building Entries	Ground floor entries at max. every 40' on retail/ commercial frontages	Ground floor entries at max. every 30' on retail/ commercial frontages

WHAT REMAINS THE SAME

- Respect for adjacent building scale, massing, and orientation.
- Orientation towards the street.
- Avoid large uninterrupted building widths.

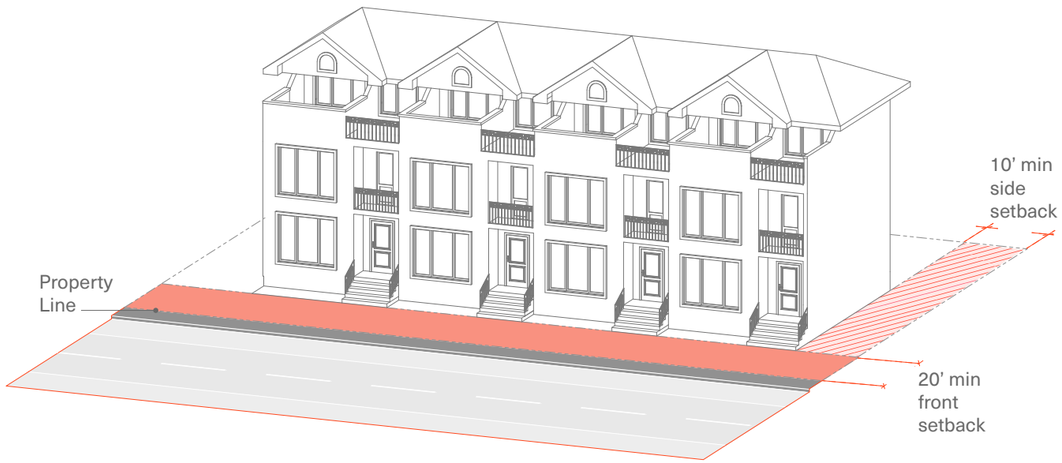
WHAT CHANGES

- Precise front and side setbacks by Character Area
- Building Length & Articulation requirements: Max building length at front lot line/ Required articulation
- Maximum distance between building entries

MAIN STREET MIXED USE FRONT AND SIDE SETBACK

The Horizontal Setback for the Front in Main Street's Civic and Mixed Use district ranges from 20 to 35', adjusted to match smaller adjacent setbacks, with a minimum of 25 to 30' north of 200 N. Side setbacks require a minimum of 10', and corner side yards have a 20-foot minimum.

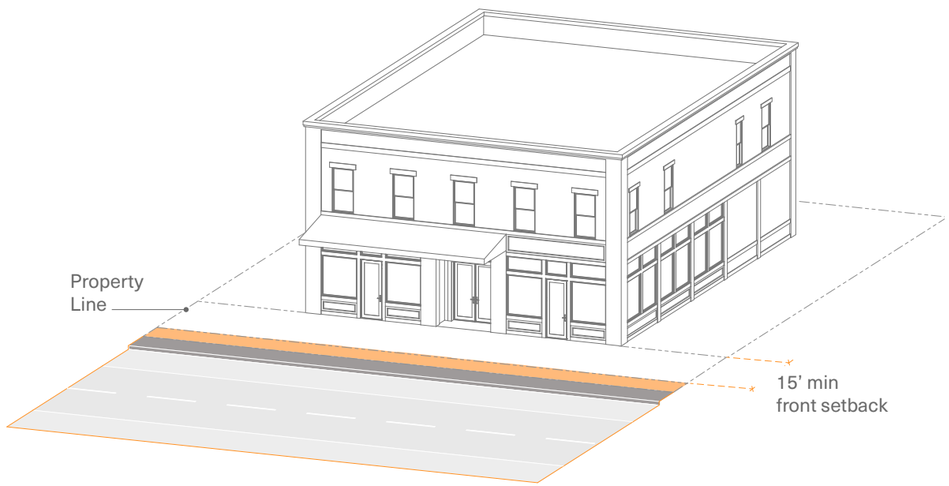
These setback requirements are part of the broader built form and massing standards intended to create a cohesive streetscape that aligns with surrounding development patterns and ensures appropriate spacing between buildings for both aesthetic and functional urban design.



TOWN CENTER FRONT AND SIDE SETBACK

The Horizontal Front Setback in Town Center district ranges from 15’ to 20’, with a build-to-line approach allowing up to 30’ for residential uses. Shared ownership can reduce the minimum front setback to zero; otherwise, it’s six to eight feet. Side setbacks require at least 20’ for corner side yards to ensure spacing.

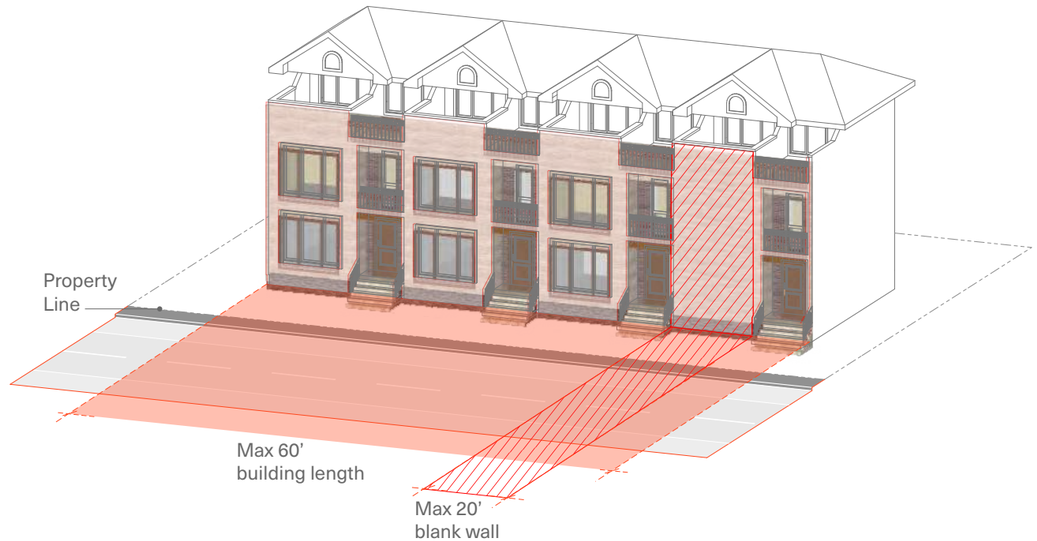
These standards support overall building form and massing, fostering a unified streetscape that respects adjacent development and provides appropriate separation for visual appeal and functional design. These guidelines also promote pedestrian-friendly environments and enhancing street-level interaction.



MAIN STREET MIXED USE BUILDING LENGTH AND ARTICULATION

The maximum building length at the front lot line in Main Street’s Civic and Mixed Use district is limited to 60’ for individual buildings. In addition, building articulation is required to ensure that no blank wall exceeds 20’ in length, with variations in building articulation provided at a minimum every 20’.

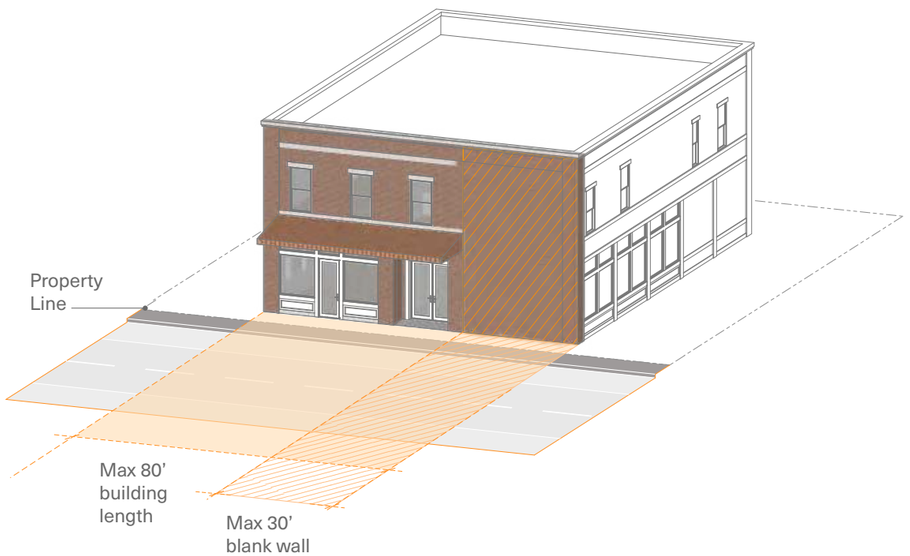
These guidelines create a cohesive streetscape with proper rhythm and scale, enhancing pedestrian comfort and promoting a vibrant, human-scale public realm. They foster social interaction and community vitality by creating accessible, attractive, engaging public spaces that support a strong sense of place.



TOWN CENTER BUILDING LENGTH AND ARTICULATION

The maximum building length at the front lot line in the designated area is limited to 80’ for each building. Building articulation is mandatory, with no blank wall exceeding 15 to 20’ along the street-facing side. Additionally, variations in articulation must appear at least every 30’.

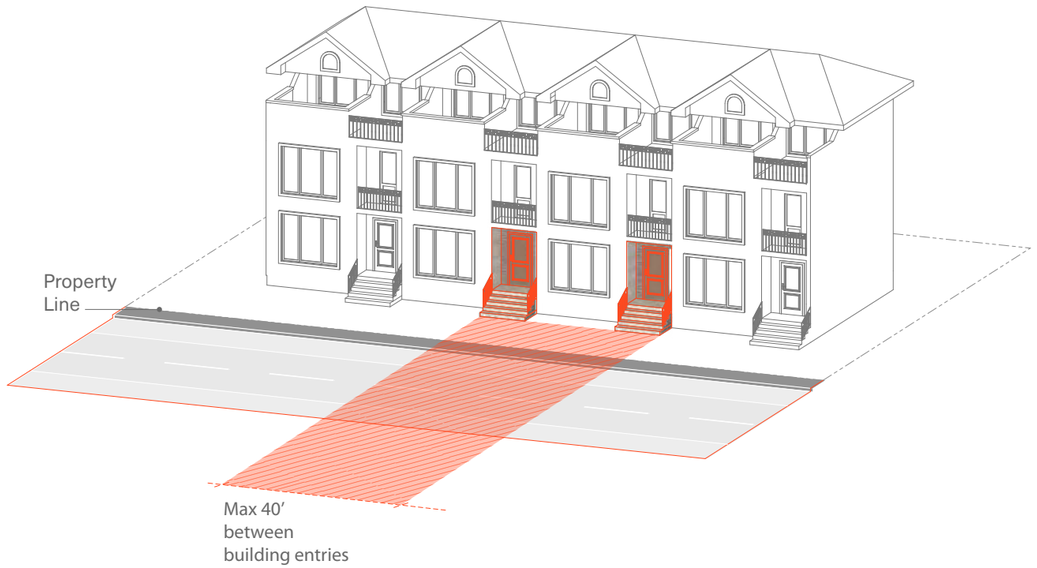
These standards establish a harmonious streetscape rhythm and scale, improving pedestrian comfort and contributing to a lively, human-scaled public environment. This approach encourages social engagement and strengthens community identity by creating inviting, accessible, and dynamic public spaces.



MAIN STREET MIXED USE BUILDING ENTRIES

Ground floor entries must be provided at intervals no greater than every 40’ along all retail and commercial frontages.

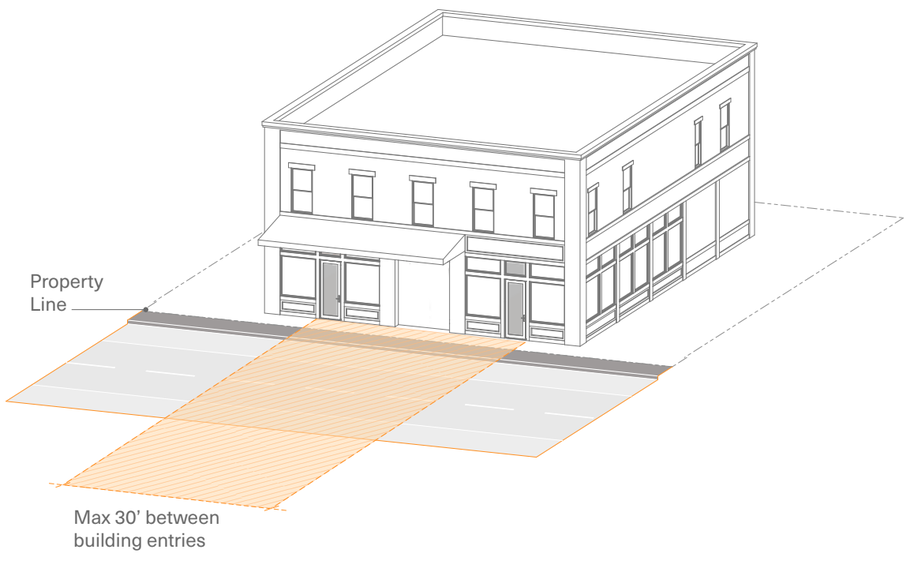
This spacing ensures active pedestrian engagement, encourages interaction between buildings and the street, and promotes a vibrant streetscape. Consistent and frequent access points support accessibility and create a welcoming environment that enhances the urban experience. Such entry placement fosters social interaction, increases business visibility, and contributes to a dynamic public realm benefiting pedestrians and the surrounding community.



TOWN CENTER BUILDING ENTRIES

Ground floor entries shall be provided at intervals not exceeding 30’ along all retail and commercial frontages.

This spacing is intended to promote active pedestrian engagement, enhance the connection between buildings and the street, and cultivate a vibrant, pedestrian-friendly streetscape characteristic of a thriving town center. Well-positioned entries foster social interaction, boost business visibility, and contribute to a dynamic public realm that supports a lively community and encourages walking, gathering, and commerce throughout the town center.



DESIGN GUIDELINES MATRIX

DISTRICTS		MAIN STREET CIVIC AND MIXED USE	TOWN CENTER
	HEIGHT		
	Maximum Height	34’ - 3 stories Min. 6’ step back after 2nd story	34’ - 3 stories Min. 6’ step back after 2nd story
	EXTERIOR WALLS AND SURFACES (INCLUDES MATERIALS)		
	Primary Materials	Wood (composite/natural), masonry, brick, stone	Wood (composite/natural), masonry, brick, stone
	Secondary Materials	Stone, stucco (non-street facing), wood (composite/natural), brick,masonry, glass	
	Accent Materials	Metal, stucco, architectural concrete	
	Prohibited Materials	Vinyl/aluminum siding	Vinyl/aluminum siding
	Glazing (Reflective Glass)	Ground floor: none allowed Upper floors: none allowed	Ground floor: none allowed Non-reflective glass storefronts encouraged Upper floors: 25% max
	Mechanical Equipment Requirements (Screening)	Required. Mechanical equipment to be placed on roof tops, side, or back of buildings	
	WINDOWS AND DOORS		
	Ground Floor Transparency	Minimum 40% for non-residential	Minimum 60% for non-residential
	Fenestration	Punched window openings required / Arched windows allowed Black window framing preferred	Match cadence and height of fenestration with adjacent buildings Black window framing preferred
	Balconies	Recessed balconies allowed on front or side. Projecting balconies allowed on rear. Balconies may not extent into the ROW. Minimum depth of 5’ and width of 6’ required for balconies	
	Fencing	Restrict vinyl, aluminum, and chain-link fencing	

WHAT REMAINS THE SAME

- New construction should respect surrounding historic building heights
- Same primary materials encouraged

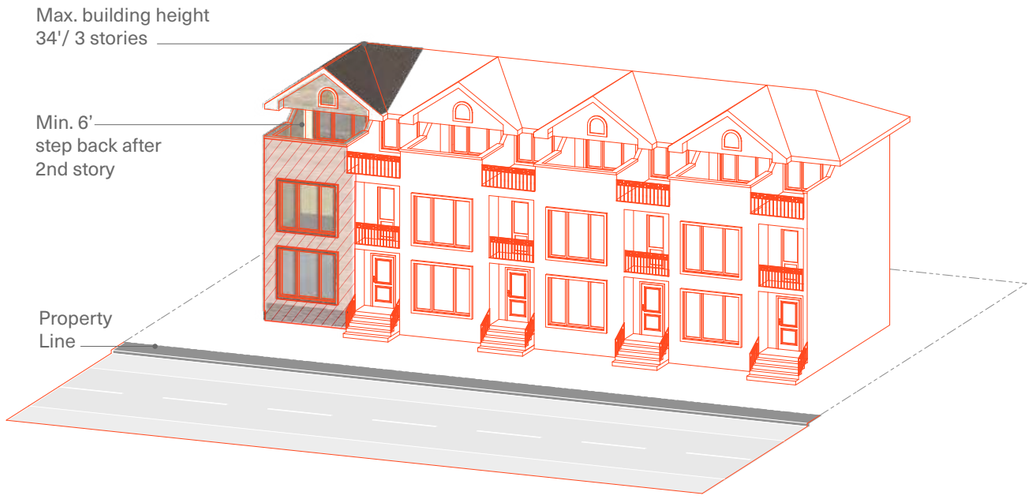
WHAT CHANGES

- Height tied to Character Areas as part of build-form expectations
- Primary and secondary materials introduced/ fenestration requirements

MAIN STREET MIXED USE BUILDING HEIGHT

Buildings along retail and commercial frontages have a maximum height of 34' (3 stories). A minimum 6-foot step-back is required after the second story to reduce visual bulk and maintain a human-scale streetscape.

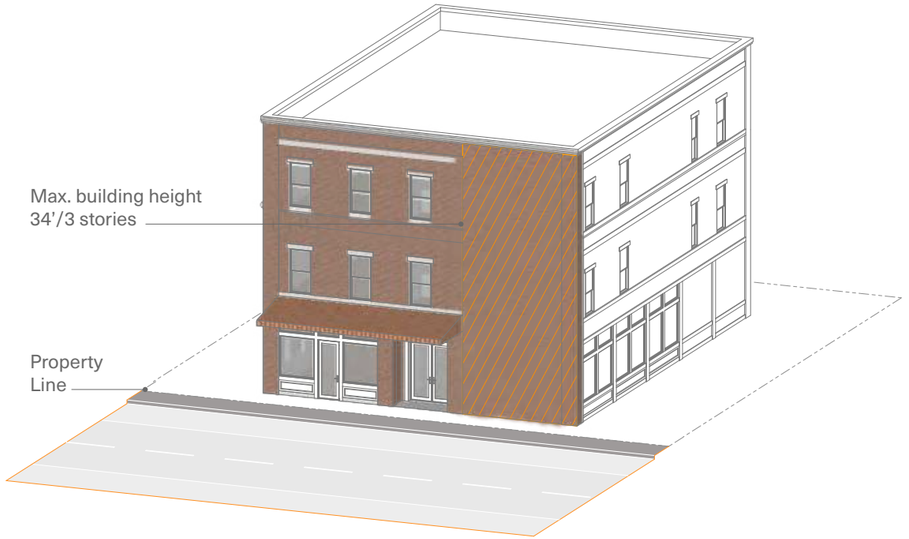
These height and step-back standards improve sunlight and air circulation at street level, creating a more comfortable and inviting urban environment. Together, they contribute to a balanced streetscape that supports both functional and aesthetic urban design goals, enhancing the overall pedestrian experience and neighborhood character.



TOWN CENTER BUILDING HEIGHT

Buildings along retail and commercial frontages in the Town Center district are restricted to a maximum height of 34' (3 stories). This reduces visual bulk and maintain a human-scale streetscape.

These height and step-back requirements ensure ample sunlight reaches the street level while promoting natural airflow, resulting in a comfortable and welcoming atmosphere for pedestrians. This design strategy cultivates a cohesive streetscape that carefully balances practical functionality with visual appeal, enriching the pedestrian experience and strengthening the unique character of the district.



TOWN CENTER GROUND FLOOR TRANSPARENCY AND FENESTRATION

The Town Center district design prioritizes ground floor transparency of at least 60% for non-residential spaces to foster visual connections and active street engagement. Windows and openings align with the rhythm, height, and proportions of adjacent buildings, ensuring architectural harmony.

This strategy creates a cohesive urban fabric, enhances the pedestrian experience, and supports vibrant commercial activity, demonstrating a balance between transparency and aesthetic integration in the district.



DESIGN GUIDELINES MATRIX

DISTRICTS		MAIN STREET CIVIC AND MIXED USE	TOWN CENTER
	ROOFING		
	Roof Types	Gabled roof forms	Gabled roofs encouraged for commercial and mixed-use buildings Flat roofs allowed only for commercial buildings. Cornice required for flat roofs
	PUBLIC REALM STANDARDS		
	Sidewalks (* see street sections for dimensions)	Min. 6'/ When possible include a 4' planted buffer	Min. 6'/ When possible include a 4' planted buffer or amenity zone
	Trees	When possible include at max. 30' O.C.	Required at max. 30' O.C. for all land use types
	Landscaping	Turf grass not allowed	Turf grass not allowed
	ACCESSORY DWELLING UNITS		
	ADU's	Allowed. Detached ADU's to be considered when aligning with MMH study and guidelines	Allowed. Detached ADU's to be considered when aligning with MMH study and guidelines
	Setbacks from Primary Structure	20' min	30' min
	Maximum ADU Height	14' - 1 story	24' - 2 stories
	Maximum Size	800 sf	800 sf Larger ADU's allowed as long as sf is less than 70% of principal dwelling unit
	LARGE LOT STANDARDS (LARGER THAN 2 ACRES)		
	Required Development	For lots larger than acres (2) acres in size the entire site should be developed. However, if an applicant is not prepared to develop the entire site at one time, the buildings shall be clustered to one portion of the lot to ensure the street wall is maintained, and to leave a portion of the lot available for potential additional phases of development	
	Setbacks	10' min	15' min

WHAT REMAINS THE SAME

- Requirement for streetscape elements (planters, furniture, trees).
- Encouragement of gathering spaces

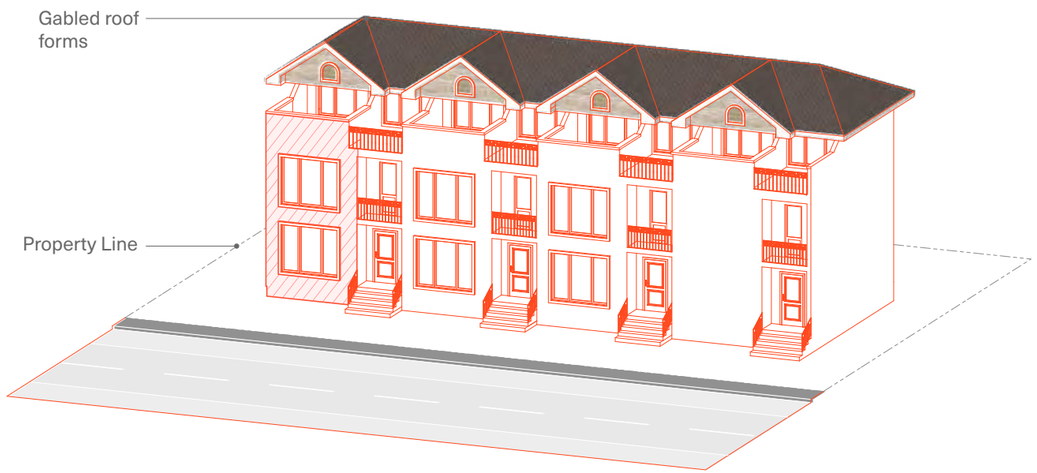
WHAT CHANGES

- Public Realm standards introduced with district specific requirements
- ADU standards/ Large Lot standards introduced

MAIN STREET MIXED USE ROOFING

In Main Street's Civic and Mixed Use district, buildings with gabled roofs greatly enhance the architectural character and pedestrian experience.

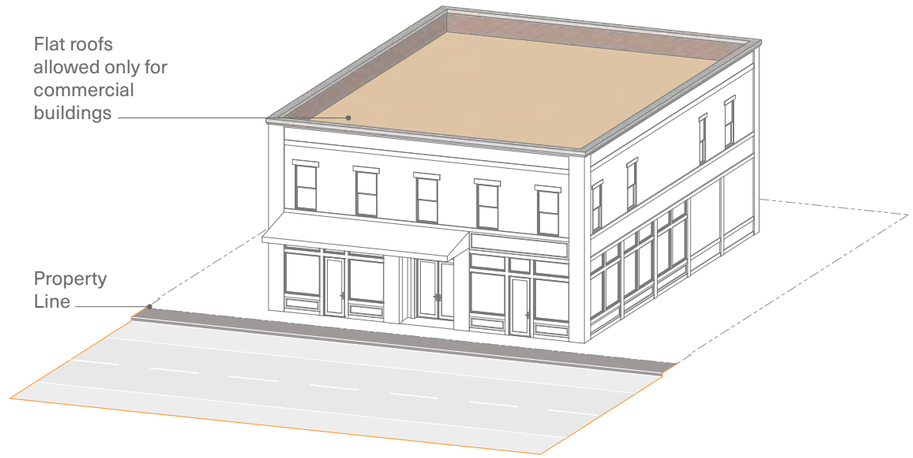
Their classic pitched forms create an engaging roofline that adds rhythm and variety to the streetscape. Gabled roofs establish a welcoming frontage that encourages pedestrian activity. They also provide flexible upper-level spaces often used for residential or office purposes above retail, supporting the mixed-use nature of the area. Overall, gable roofing fosters a balanced urban environment with visual interest, human scale, and functional diversity.



TOWN CENTER ROOFING

In the Town Center district, both gabled and flat roofs are allowed on commercial and mixed-use buildings for their significant contribution to the area's architectural character and pedestrian-friendly environment. Flat roofs can make commercial buildings easy to identify and allow for more floor heights and therefore flexible use.

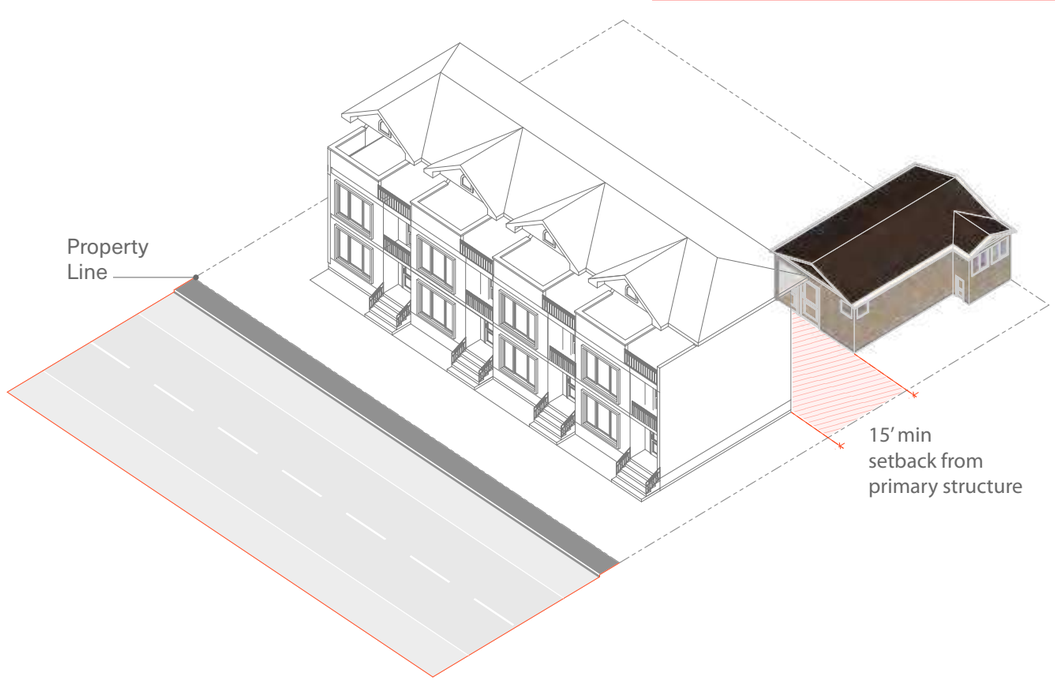
The timeless pitched form of gabled roofs brings rhythm and visual interest to the streetscape, fostering an inviting and dynamic frontage that supports active pedestrian engagement. These roof styles also create adaptable upper-floor spaces, ideal for residential or office uses above ground-floor retail, reinforcing the district's mixed-use objectives.



MAIN STREET MIXED USE SECONDARY DWELLING UNITS

In designated zones permitting Secondary Dwelling Units (ADUs), detached ADUs will be considered following alignment with the MMH study and established guidelines.

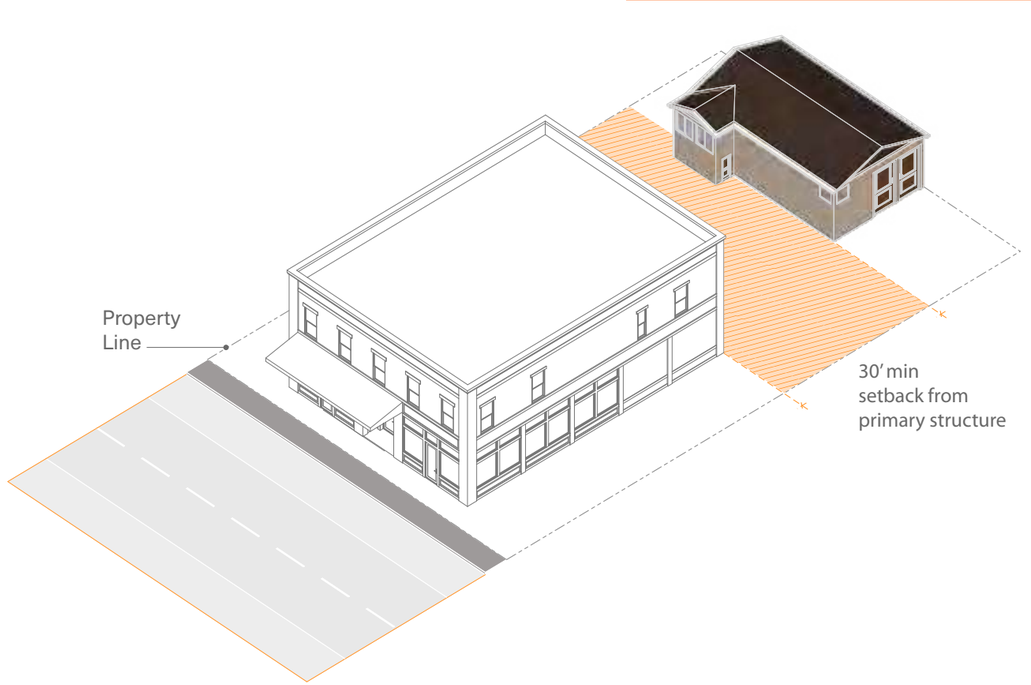
A minimum setback of 15’ from the primary structure is required to ensure adequate separation, privacy, and safety. These provisions support diverse housing options while maintaining neighborhood character and community values effectively. Detached ADUs contribute to increased density and offer flexible, affordable, and sustainable living arrangements.



TOWN CENTER SECONDARY DWELLING UNITS

In designated zones permitting Secondary Dwelling Units (ADUs), detached ADUs will be considered following alignment with the MMH study and established guidelines.

A minimum setback of 30’ from the primary structure is mandated to ensure adequate separation, privacy, and safety. These requirements promote a variety of housing options while maintaining the character and values of the town center community. Detached ADUs enable increased density without sacrificing open space, supporting flexible, affordable, and sustainable living solutions.



MAIN STREET MIXED USE LARGE LOT STANDARDS

For lots larger than two acres, development standards require the entire site to be developed, but if not done all at once, buildings must be clustered in one area to maintain a consistent street wall and preserve space for future phases.

This clustering enhances urban design by ensuring a cohesive street front that improves pedestrian experience and visual continuity while allowing adaptability. For Main Street Mixed Use district large lots, a minimum 40% lot coverage ensures efficient land use without sacrificing flexibility, balancing walkability, growth potential, and a unified streetscape.



DESIGN GUIDELINES MATRIX

DISTRICTS		MAIN STREET CIVIC AND MIXED USE	TOWN CENTER
	PARKING		
	Location	Should be placed on the side or behind buildings No surface parking allowed at front lot line	Should be placed on the side or behind buildings. Max. 35% surface parking allowed at front lot line
	Driveways	Maximum 15' wide on one side of lot	Maximum 24' wide on one side of lot
	Setbacks and Screening	Follow existing code	Min. 15' planted buffer from adjacent sidewalk or street
	SIGNAGE AND WAYFINDING		
	Materials	Sign materials should be sturdy and generally match the materiality and character of the building. Wood is encouraged. Plastic, vinyl, and similar materials are prohibited Allowed	
	Aesthetics	Signage is to be developed with a pedestrian focus; should be aesthetically pleasing; and support the overall character of Alpine City's Main Street district.	

WHAT REMAINS THE SAME

- New construction should respect surrounding historic building heights
- Same primary materials encouraged

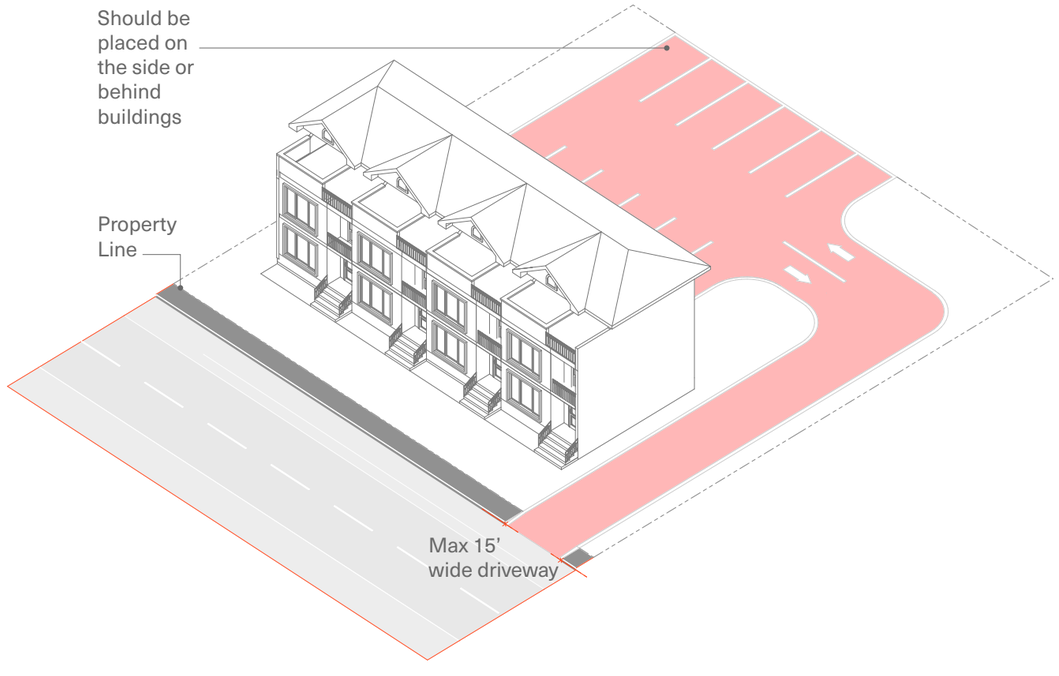
WHAT CHANGES

- Height tied to Character Areas as part of build-form expectations
- Primary and secondary materials introduced/ fenestration requirements

MAIN STREET MIXED USE PARKING

The parking approach for Main Street Civic and Mixed Use District emphasizes placing surface parking on building sides or rear, with no parking at the front lot line, and limiting driveways to 15’ on one side. Setbacks and screening follow existing codes.

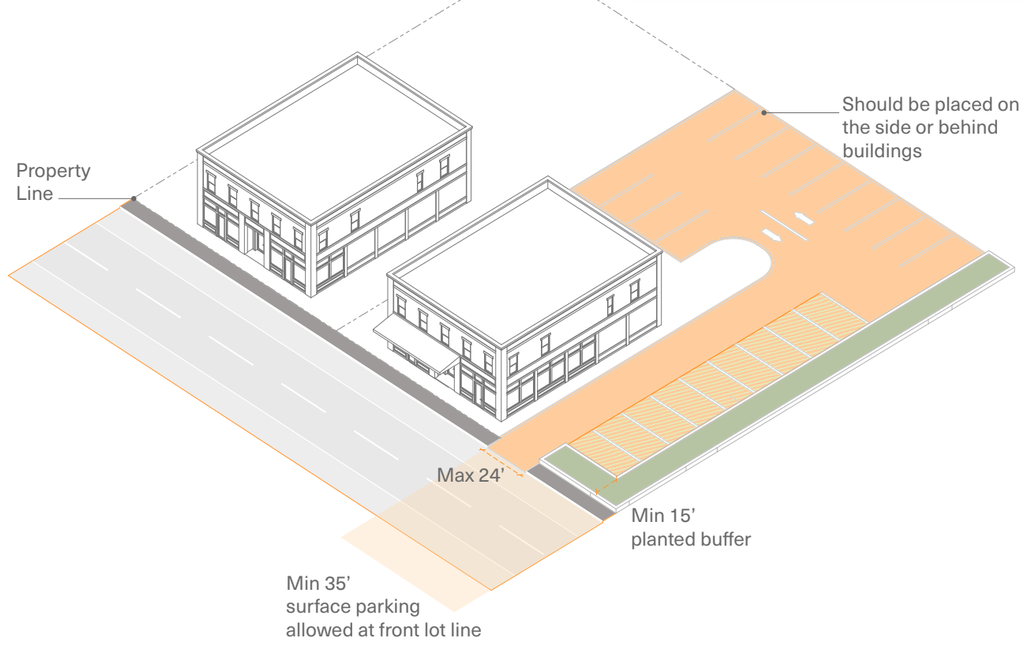
This enhances urban design by prioritizing pedestrian-friendly streetscapes, reducing visual clutter and pedestrian-vehicle conflicts. Avoiding front parking encourages active building frontages and safer, attractive urban environments, supporting sustainable, mixed-use development. This design promotes better access, aesthetics, and functionality in urban planning.



TOWN CENTER PARKING

The Town Center district parking approach locates surface parking to the side or rear of buildings, limiting front lot line parking to 35% or less. Driveways are restricted to 24’ wide on one side. A minimum 15-foot planted buffer separates parking from sidewalks or streets, following setback and screening requirements.

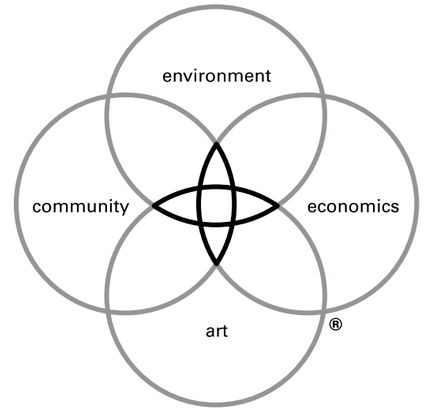
This design reduces visual clutter and pedestrian-vehicle conflicts, enhances active building frontages, and creates safer, more attractive public spaces, fostering a vibrant, functional urban environment that encourages community interaction and improves overall streetscape quality.



APPENDIX A - MARKET ANALYSIS MEMO

APPENDIX B - DESIGN GUIDELINES REVIEW MEMO

APPENDIX C - COMMUNITY PRIORITIES MEMO



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ALPINE CITY COUNCIL AGENDA

SUBJECT: **Resolution R2026-28: Approval of the Gift and Charitable Project Agreement with Heritage Arts Foundation for the Alpine Sculpture and Gathering Garden**

FOR CONSIDERATION ON: **October 13, 2026**

PETITIONER: Heritage Arts Foundation

ACTION REQUESTED BY PETITIONER: **Consider approval of the agreement with the Heritage Arts Foundation for the Alpine Sculpture Garden and Gathering Garden.**

BACKGROUND INFORMATION:

Heritage Arts Foundation (HAF) has submitted for consideration a "Gift and Charitable Project Agreement." The agreement includes the following Exhibits:

- Exhibit A – Asset Acceptance and Turnover Certificate
- Exhibit B – Naming and Donor Recognition Policy
- Exhibit C – Approved Plan Baseline & Defining Features

The agreement and exhibits were prepared by HAF and their legal counsel. Steve Doxey and staff have performed an initial review and have provided some comments that have been provided to HAF. If the City Council considers approval of the agreement at this time, we recommend that it be subject to final legal review.

The agreement is structured so that all donations and gifts will be made to HAF. HAF will then make the transfer to the city. This arrangement will put any tax liability coordination between HAF and the donor, leaving the city out of the equation.

The proposed agreement outlines gift opportunities; various recognition classes and the related term; who leads various aspects of the project; and information concerning an endowment.

It should be noted that paragraphs 9 and 14 were modified after Steve Doxey reviewed the agreement. Staff will seek his review on the revisions prior to the meeting. A copy of the revisions has been included in the packet.

Robert Hanson with HAF will be in attendance at the meeting and will provide a presentation related to this agenda item.

STAFF RECOMMENDATION:
Review and consider approval of the proposed agreement between Heritage Arts Foundation and Alpine City for the Sculpture Garden and Gathering Garden, subject to final legal review.

SAMPLE MOTION TO APPROVE:
I move to approve Resolution R2026-28 approving the Gift and Charitable Projects Agreement between Alpine City and the Heritage Arts Foundation for the Alpine Sculpture and Gathering Garden, subject to final legal review, and authorize Mayor Merrill to sign the agreement**.**

SAMPLE MOTION TO APPROVE WITH CONDITIONS:
I move to approve Resolution R2026-28 approving the Gift and Charitable Projects Agreement between Alpine City and the Heritage Arts Foundation for the Alpine Sculpture and Gathering Garden, subject to final legal review, and authorize Mayor Merrill to sign the agreement, subject to the following conditions/changes:
insert finding

SAMPLE MOTION TO TABLE/DENY:
I move to table/deny Resolution 2026-28 based on the following:
insert finding

An Update & Requested Vote



City Council Meeting
October 13, 2026 • 6:00 p.m.
Alpine City Hall

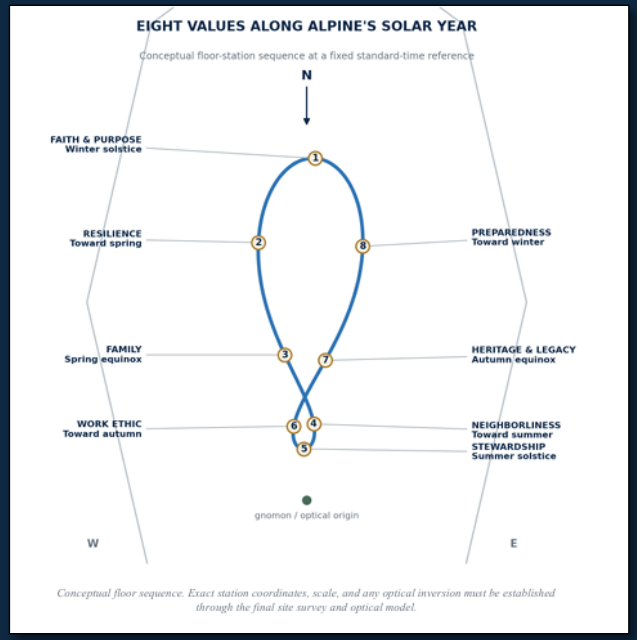
Status of the Pavilion . . .

Alpine’s Story in Light
(Real Sunlight as an Artistic Medium)



- Collect sunlight at the pinnacle.
- Route seasonal light to 1 of 8 transom crystals, paired to a floor mosaic.
- Invite visitors to return as a different community value comes into focus.

An annual journey through eight values





Open arches frame the mountains and welcome conversation across generations.

Stone, stained glass and floor mosaics make Alpine’s history part of the experience.

Pavilion & Artistry Supported by Technical Expertise

Three Accomplished Specialty Builders + BYU Faculty + Students

- Raed Salem, Petra Rock (here)
- Steve Teik, Teik Design (here)
- Frank Linthorst, Edge Wood (did custom work at Bridle-up Hope) (here)

- Allyson Gibson *(BYU Capstone Projects)* is working with us to identify faculty & students for the *(physics, astronomy, applied & computational mathematics, electrical, structural, civil/construction engineering)*.

Tom Holdman's artistic concept guides coordination between glass, light and architecture.

Now . . . Gift Opportunities with Personal meaning

Opportunity	Examples
Major Features	Entire pavilion, full sculpture collection, Eden’s Cove
Significant elements	Individual sculptures, dormers, floor mosaics, solar calendar
Individual features	Benches, trees, stone pavers and standard acknowledgments
Endowed and program support	Garden care, interpretation and seasonal planting support

Different gift combinations can fund the Garden without naming every feature.

And . . . Recognition that Honors the Public Setting

Recognition Class	Default Maximum Term
Major Feature	50 years or useful life
Approved named asset	30 years or useful life
Minor feature	20 years or useful life; bench may be 25

- **HAF handles routine approved gifts.**
- **Council involved w/"reserved“ & “major”**
- **The official Garden name stays reserved.**
- **Recognition remains subordinate to the art.**

Gifts convey recognition only. Public ownership, access and City authority remain intact.

Priced . . . So Each Naming Gift Contributes to the Garden

The named artwork

Acquisition or fabrication, foundation and installation.

Its complete setting

Paths, landscape, lighting, design and project coordination.

Delivery and lasting care

Campaign costs, contingency and stewardship support.

Recognition value

Visibility, donor appeal and available opportunities inform gift ranges.

Now . . . An Agreement Supporting Our Next Phase

HAF leads	Alpine City leads
Fundraising, donor agreements and stewardship	City property decisions and required approvals
Design, contractors and installation management	Inspection and formal acceptance of assets
Pre-acceptance responsibility and endowed support	Ownership, operations and maintenance after acceptance

Both entities are reviewing the final draft. Signatures will establish the binding agreement.

Including . . . An Endowment for a Living, Lasting Garden

MINIMUMS

≈ $150K

- Initial endowment target

≈ $7,500 annually

- Intended distribution

POTENTIAL

≈ $1.3M

- Initial endowment target

≈ $65,000 annually

- Intended distribution

Care today and improvements over time

Maintenance and repairs, enhancements, and project-related insurance premiums.

Similar to other assets . . . a planned transition to City

Establish HAF builds and administers the endowment, investments and annual distributions.

Operate Use the years following project completion to establish dependable practices

Transition Transfer to a charitable organization or fund created and controlled by Alpine City, preserving the endowed purpose.

Clear approvals and continuing accountability

Council Authority

Major changes and reserved naming, new significant assets, or expansion of target garden area must all return for city approval.

Public Stewardship

Formal asset acceptance, annual financial and care reporting, and quarterly recognition updates keep responsibilities visible.

The agreement preserves the City’s public-safety, property and budget authority.

Suggested Council motion

Move to approve the Gift and Charitable Project Agreement between Alpine City and Heritage Arts Foundation, including named exhibits.

Further move to authorize the appropriate City signatory to execute the final documents following City Attorney confirmation that they reflect the Council’s action.

Approval is contingent upon both entities signing the same final agreement, which shall take effect only after both signatures. Any material change shall return to the Council.

RESOLUTION NO. R2026-28

A RESOLUTION AUTHORIZING THE MAYOR TO SIGN THE AGREEMENT BETWEEN ALPINE CITY AND THE HERITAGE ARTS FOUNDATION FOR THE ALPINE SCULPTURE AND GATHERING GARDEN

WHEREAS, the Alpine City Council has received a proposal from the Heritage Arts Foundation, represented by Bob Hanson, in coordination with Alpine residents, for the creation of the Alpine Sculpture and Gathering Garden on the City Hall Block; and

WHEREAS, the proposal was reviewed in accordance with Alpine Development Code § 3.16.040 and § 3.16.090, which require Planning Commission recommendation and City Council approval for any material changes to city-owned property; and

WHEREAS, the Planning Commission held a duly noticed public hearing on April 29, 2025, to consider the proposal and recommended approval of the Sculpture Garden limited to the designated area, contingent upon final fire station design; and

WHEREAS, the proposed Sculpture Garden is consistent with Alpine's General Plan, public space priorities, and cultural objectives, and is intended to enhance civic identity, community engagement, and historical appreciation through art; and

WHEREAS, the project is proposed to be privately funded, and has addressed community concerns including open space preservation, maintenance planning, ADA accessibility, and coordination with the fire station expansion; and

WHEREAS, an agreement is necessary to outline the responsibilities of each part and other aspects of the project.

NOW, THEREFORE, BE IT RESOLVED by the City Council of Alpine City hereby agrees to the terms of the Gift and Charitable Project Agreement and authorizes the Mayor of the City to sign the agreement with Heritage Arts Foundation in the form as shown in Exhibit A hereto.

PASSED AND APPROVED this 13th day of October, 2026.

ALPINE CITY COUNCIL

By: _____
Carla Merrill, Mayor

[SEAL]

VOTING:

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

ATTEST:

_____
DeAnn Parry
City Recorder

DEPOSITED in the office of the City Recorder this 13th day of October, 2026.

RECORDED this 13th day of October, 2026.

Exhibit A

Gift and Charitable Project Agreement between Alpine City and the Heritage Arts Foundation

Note: Revisions to these paragraphs were provided by HAF after Steve Doxey reviewed the agreement document. Staff will try to get Steve's review of the changes prior to the meeting.

9. Endowment Fund and Annual Distributions. It is intended that Endowed Funds shall be created primarily for purposes of maintaining the Project or its component parts, consistent with Section 14 below. An Endowment Fund and any endowed gift or other gift providing for holding by HAF of funds for the Project will be governed by an endowment agreement (each, an "Endowment Agreement"). HAF will seek to establish an initial amount of Endowed Funds so as to produce an annual distribution of approximately $7,500.00, which would be approximately $150,000.00 of Endowed Funds (the "Minimum Endowment"). HAF may hold an Endowment Fund directly or through a designated custodian, subject to the applicable Endowment Agreement, and HAF or the custodian will invest and administer it under a written investment and spending policy. Each Endowment Fund will remain restricted to the Project or a comparable public arts or park purpose permitted by the Reversion and Repurposing provisions of this Agreement. Annual distributions will follow a written schedule aligned with the City's budget and fiscal-year cycle, and HAF will give the City a projected-distribution notice sufficiently in advance of the City's tentative budget. Distributions are subject to available amounts, prudent spending, expenses, reserves, investment performance, and shortfalls, and no amount is guaranteed. HAF may exercise variance or cy-près authority when necessary to further the restricted purpose. If HAF dissolves or cannot perform, it will use a lawful successor or redirect the funds to a comparable public purpose consistent with the Exempt Purposes, subject to applicable donor restrictions and law. Once established and operated by HAF for a period of time, the Endowed Fund(s) comprising Minimum Endowment may be transferred to a charitable organization or fund created and controlled by the City for the purposes of the Endowed Fund(s).

14. Maintenance and Repair. Endowed Funds or other donations shall provide funding for the maintenance and repair of the Project, which funds will be distributed to the City so that it can perform the actual maintenance of an Installation and the Project Area. Such funds may be expended for maintenance, repairs, enhancements, and premiums for Project-related insurance. As noted in Section 9 above, HAF will seek to establish the Minimum Endowment as soon as possible, which amount may be increased from time to time by the mutual agreement of the Parties. If contributions of Endowed Fund distributions are insufficient, the City will notify HAF and the Parties will confer in good faith; if the shortfall is not cured within 60 days after notice, the City may reduce maintenance to the level available funds support or address the affected asset under the Modification and Removal or Reversion and Repurposing provisions of this Agreement until such time as sufficient funds are secured by HAF. By [May 1] each year, the City will deliver to HAF a good-faith estimated budget for maintaining and repairing the accepted Installations and the Project Area for the coming fiscal year (the "Annual Maintenance Budget"), covering the reasonably anticipated costs of ordinary landscape and grounds care, irrigation and lighting operation and repair, utilities, snow removal and grounds impacts, vandalism and casualty repair, specialized art conservation, and capital repair or replacement reserves, including related staff, contractor, and material costs. The City will promptly deliver a revised estimate if circumstances materially change during the fiscal year, including acceptance of a new Installation, a casualty, or a material cost increase. HAF receives each Annual Maintenance Budget and revised estimate for budgeting purposes only, and neither creates a funding commitment by HAF or an HAF approval right. Each Party will promptly notify the other of any condition materially affecting safety, public use, recognition, or the useful life of an accepted asset.

GIFT AND CHARITABLE PROJECT AGREEMENT

This Gift and Charitable Project Agreement (this "Agreement"), effective as of [Month] [Day], 2026 (the "Effective Date"), is between Heritage Arts Foundation, a Utah nonprofit corporation described in section 501(c)(3) of the Internal Revenue Code of 1986, as amended (the "Code") ("HAF"), and Alpine City, a Utah municipal corporation and political subdivision of the State of Utah (the "City") (each, a "Party," and together, the "Parties").

RECITALS

A. WHEREAS, HAF is organized and operated for charitable and educational purposes, including arts, cultural programming, and civic beautification, described in section 170(c)(2)(B) of the Code (the "Exempt Purposes");

B. WHEREAS, the City is a governmental unit described in section 170(c)(1) of the Code;

C. WHEREAS, HAF intends to give the City (a) sculptures and other assets designed, fabricated, acquired, or otherwise donated (the "Installations"); (b) directed donations of funds (the "Directed Donations");~~,~~ and (c) annual distributions from one or more endowments or similar designated purpose funds held by HAF or its designated custodian ("Endowed Funds" and, with the Installations and Directed Donations, the "Gifts"), for the City's exclusive public use in creating, operating, maintaining, and stewarding a sculpture and gathering garden (the "Project") named the Alpine Sculpture & Gathering Garden (the "Garden");

D. WHEREAS, the Project has been approved, subject to stated conditions, by the City Council, the Planning Commission, and other applicable City bodies, and by HAF's board of directors (collectively, the "Project Approvals"); and

E. WHEREAS, HAF has determined that the Gifts further its Exempt Purposes.

NOW, THEREFORE, the Parties agree as follows:

AGREEMENT

1. Gift. HAF will transfer, and the City will accept, the Gifts subject to this Agreement and applicable law. Each Installation completion, and turnover of the same to the City, will be memorialized by the execution of an acceptance and turnover certificate substantially in the form of **Exhibit A**, signed by an authorized City official (an "Acceptance Certificate").

2. Use of the Gift; Prohibited Uses. The City will use ~~the~~ each Gift, and any income or distribution from it, exclusively for the Project and the public purposes described in section 170(c)(1) of the Code, consistent with section 170(c)(2)(B) of the Code and the Exempt Purposes, and not to (a) carry on propaganda or otherwise attempt to influence legislation, (b) confer private inurement or an impermissible private benefit, or (c) support any non-exempt purpose or activity inconsistent with the Project or the Exempt Purposes. The City will not substantially change the approved use, Project scope, Project Approvals, or approved plan baseline (as described in the attached **Exhibit C**) without consulting with HAF, except as required by the City's governmental, safety, zoning, open-space, procurement, budget, or other legal authority, the exercise of which remains subject to this Agreement's reversion, recognition, and notice provisions.

3. Restricted Purpose; HAF Control; No Conduit. HAF retains discretion and control over donor contributions, including variance power to modify a restriction when necessary to further its Exempt Purposes, subject to the ~~Endowment~~ Endowed Fund and Reversion and Repurposing provisions of this Agreement. Donor gifts are gifts to HAF, not to the City, and no donor may direct the City or require HAF to make any particular payment, asset transfer, recognition, or distribution. The City will receive only the Installations, Directed Distributions, and annual distributions that HAF approves and the City accepts.

4. Representations and Warranties of the City. The City is a governmental unit and political subdivision of the State of Utah with full power and authority to execute, deliver, and perform this Agreement, subject to City Council approval under Resolution ~~[~~**R2026-28**~~__]~~ and applicable appropriations, ordinances, policies, procurement requirements, and delegated authority, and that this Agreement is its valid and binding obligation, enforceable in accordance with its terms, subject to the Governmental Immunity Act of Utah, Utah Code Title 63G, Chapter 7, and other applicable ~~limits on municipal authority and remedies~~law. These representations are a condition to HAF's obligations.

5. Representations and Warranties of HAF. HAF represents and warrants that it is a Utah nonprofit corporation recognized by the Internal Revenue Service as described in section 501(c)(3) of the Code; that it has full power and authority to execute, deliver, and perform this Agreement; that this Agreement is its valid and binding obligation, enforceable in accordance with its terms; and that donor gifts are lawfully solicited and received and donor restrictions are consistent with this Agreement and applicable law. These representations are a condition to the City's acceptance of the Gifts.

6. Roles of the Parties; HAF Administration. HAF will manage solicitation, donor agreements, recognition administration, stewardship, and donor communications, including donor acknowledgments under section 170(f)(8) of the Code and quid pro quo disclosures under section 6115 of the Code, and the City will not manage day-to-day donor relationships.

7. Donor Recognition. Donor naming and recognition will be governed by the Naming and Donor Recognition Policy attached as **Exhibit B**, attached hereto and made a part hereof by this reference (the "Recognition Policy"). The City controls the Garden's official name, and no overall park naming right is granted. Each approved recognition for an accepted asset or feature will remain in effect for the period set under the Recognition Policy (its "Recognition Term"), which will be based on useful life and will not be permanent or perpetual without express City Council approval.

8. Donor Gift Agreements. Each donor gift that relates to a specific gift opportunity for the Project will be governed by a donor gift agreement consistent with this Agreement (each, a "Donor Gift Agreement") that provides for: (i) the donor's gift to HAF; (ii) the restricted Project purpose; (iii) HAF's discretion and variance power; (iv) HAF's responsibility for acknowledgments under section 170(f)(8) of the Code and disclosures under section 6115 of the Code; (v) any requested recognition and its useful-life Recognition Term under the Recognition Policy; (vi) anonymous-gift treatment; (vii) no donor direction of the City; (viii) no guarantee of City acceptance or recognition; and (ix) HAF's right to decline, redirect, or return a gift consistent with this Agreement and applicable law.

9. Endowed~~ment~~ Fund and Annual Distributions. It is intended that Endowed Funds shall be created primarily for purposes of maintaining the Project or its component parts, consistent with Section 14 below. An ~~Endowment~~ Endowed Fund and any endowed gift or other gift providing for ~~holding by~~ HAF ~~of~~ to hold funds for the Project will be governed by an endowment agreement (each, an "Endowment Agreement"). HAF may hold an ~~Endowment~~ Endowed Fund directly or through a designated custodian, subject to the applicable Endowment Agreement, and HAF or the custodian will invest and administer it under a written investment and spending policy. Each ~~Endowment~~ Endowed Fund will remain restricted to the Project or a comparable public arts or park purpose permitted by the Reversion and Repurposing provisions of this Agreement. Annual distributions will follow a written schedule aligned with the City's budget and fiscal-year cycle, and HAF will give the City a projected-distribution notice sufficiently in advance of adoption of the City's tentative budget. Distributions are subject to available amounts, prudent spending, expenses, reserves, investment performance, and shortfalls, and no amount is guaranteed. HAF may exercise variance or cy-près authority when necessary to further the restricted purpose. If HAF dissolves or cannot perform, it will use a lawful successor or redirect the funds to a comparable public purpose consistent with the Exempt Purposes, subject to applicable donor restrictions and law.

10. Design, Contracting, Permits and Installation. Unless the Parties agree otherwise in writing, HAF will hire, supervise, and manage the designers, artists, engineers, contractors, and installers for the Project, and HAF will hire and supervise its fundraising, donor-relations, and stewardship providers. The hiring Party will obtain required permits and approvals, comply with procurement, prevailing-wage, and other legal requirements, obtain lien releases, secure commercially reasonable warranties, and approve change orders, and material change orders are subject to the City Review Gates provisions of this Agreement. No contractor or artist may begin installation without required approvals. The City grants HAF and its approved designers, artists, contractors, and installers a nonexclusive, revocable license to use, for Project purposes, the designated park space within the City Hall block area approved for the Garden under the Project Approvals and depicted in the approved plan baseline attached as **Exhibit C** (the "Project Area"), and the City will provide or arrange other access reasonably necessary for approved Project work. The license conveys no ownership, leasehold, or other property interest and is subject to public-use, safety, and operational requirements, required City approvals, and the ~~Governmental Authority~~Reserved Legislative Powers provisions of this Agreement. Any adjoining portions of City property used for staging or construction and installation of the Project shall be restored by HAF to the conditions existing prior to construction and installation upon completion of the Project.

11. City Review Gates; Approved Plan Baseline; Refinements and Material Changes. "Major Feature" shall have meaning set forth in the Recognition Policy; "New Asset/Class" means an asset or recognition class not included in **Exhibit C** or the Recognition Policy; and "Outside Framework" means a proposed use, asset, recognition term, design, or donor arrangement outside the approved Project, the **Exhibit C** baseline, or the Recognition Policy framework. Each requires City Council approval unless the City's governing law or a valid delegation expressly permits staff approval. The City will respond to a complete request within ~~30~~ 45 days, and silence or delay is not approval. Unresolved matters will be escalated first to the City ~~Manager~~ Administrator and HAF's board chair, and then to the City Council and HAF board as appropriate. Staff may approve non-material refinements within delegated authority by a short written confirmation placed in the Project file, which updates **Exhibit C** without formal amendment; material changes require an amendment to **Exhibit C** and ~~return to~~are subject to approval of the City Council.

12. Title, Acceptance and Risk of Loss. Before acceptance, HAF will make the asset available for inspection and provide the as-builts, warranties, manuals, value and condition information, and artist-rights documentation the City reasonably requests. Title to, and risk of loss for, an Installation pass to the City only on the effective date of its Acceptance Certificate. The City may reject an asset that is materially nonconforming, unsafe, incomplete, unpermitted, or subject to unacceptable rights or conditions, in which case HAF will, at its cost and subject to applicable donor restrictions, lawfully remove, repair, complete, redirect, or otherwise dispose of it.

13. Artist and Intellectual Property Rights. Ownership of an Installation's physical work is separate from its copyright and other intellectual property. HAF will obtain rights sufficient for the Project, including a nonexclusive license for the City and HAF to reproduce, display, photograph, publish, archive, and promote the work in connection with the Project, with attribution consistent with the artist's agreement, and, before acceptance and to the extent legally available, artist waivers or consents for relocation, modification, conservation, repair, and temporary or permanent removal, including under the Visual Artists Rights Act, 17 U.S.C. §§ 106A and 113(d), where applicable.

14. Maintenance and Repair. HFA will ensure that Endowed Funds or other donations are available to ~~shall~~ provide funding for the maintenance and repair of the Project, which funds will be distributed to the City so that it can perform the actual maintenance of ~~an~~ each Installation and the Project Area. If contributions of Endowed Fund distributions or other donations are insufficient, the City will notify HAF and the Parties will confer in good faith; if the shortfall is not cured within 60 days after notice, the City may reduce maintenance to the level available funds support or address the affected asset under the Modification and Removal or Reversion and Repurposing provisions of this Agreement until such time as sufficient funds are secured by HAF. By [~~May 1~~April 1] each year, the City will deliver to HAF a good-faith estimated budget for maintaining and repairing the accepted Installations and the Project Area for the coming fiscal year (the "Annual Maintenance Budget"), covering the reasonably anticipated costs of ordinary landscape and grounds care, irrigation and lighting operation and repair, utilities, snow removal and grounds impacts, vandalism and casualty repair, specialized art conservation, and capital repair or replacement reserves, including related staff, contractor, and material costs. The City will promptly deliver a revised estimate if circumstances materially change during the fiscal year, including acceptance of a new Installation, a casualty, or a material cost increase. HAF receives each Annual Maintenance Budget and revised estimate for budgeting purposes only, and neither creates a funding commitment by HAF or an HAF approval right. Each Party will promptly notify the other Party of any condition materially affecting safety, public use, recognition, or the useful life of an accepted asset.

15. Modification, Relocation, Repurposing and Removal. The City may modify, relocate, repurpose, close, or remove the Project or an accepted asset when reasonably necessary to address public safety or similar concerns with advance notice to HAF. In such event, the Parties will work to address various issues including, but not limited to, donor recognition, artist expectations, Endowed Funds, Installation removal and/or relocation~~, etc~~.

16. Reversion and Repurposing if Purpose Cannot Be Fulfilled; Discontinuation. If the Project or a Gift purpose cannot reasonably be fulfilled, or HAF determines that continued funding would create a material legal, tax, reputational, or compliance risk, HAF may, after notice and an opportunity to confer, suspend, modify, or withhold future Directed Donations or distributions. Unexpended funds will be returned to HAF or, with mutual written consent and consistent with the Exempt Purposes, redirected to a comparable City public park, arts, cultural, or civic-beautification purpose, and never to private use. Installations will be repaired, relocated, repurposed, transferred, or removed as permitted by the Title and Acceptance, Artist and Intellectual Property Rights, and Modification and Removal provisions of this Agreement, applicable donor restrictions, and applicable law.

17. Insurance. Each Party will maintain, or cause to be maintained, insurance of commercially reasonable types and amounts appropriate to its activities and obligations under this Agreement. HAF will maintain general liability coverage and will insure any Installation it holds or transports prior to its acceptance by the City. The Party that hires designers, artists, contractors, or installers for fabrication or installation will require them to maintain builders-risk or installation floater, property, transit, general liability, and workers' compensation coverage, as applicable, and to name the City and HAF as additional insureds ~~where appropriate~~. After acceptance, the City will maintain property, liability, and any excess coverage it considers appropriate for the accepted Installations and the Project Area, and may do so through its governmental risk pool or self-insurance to the extent permitted by law.

18. Indemnification. Each Party is responsible for claims, losses, damages, and expenses to the extent caused by its negligence, willful misconduct, breach of this Agreement, or violation of law. ~~Except to the extent caused by the other Party~~Subject to the foregoing sentence, HAF will indemnify the City, its elected and appointed officials, employees, and volunteers ~~for~~ from and against claims arising from HAF's solicitation, donor contracts, donor communications, or pre-acceptance acts, and the City will be responsible for claims arising from City-controlled operations, post-acceptance maintenance, or City personnel. All City obligations are subject to the Governmental Immunity Act of Utah and applicable appropriations, and nothing in this Agreement waives governmental immunity or creates liability beyond what the law permits.

19. Maintenance, Inspection and Retention of Records. Each Party will keep reasonable records of receipts, expenditures, donor restrictions, approvals, acceptance, maintenance, inspections, and its other performance under this Agreement, and will give the other Party reasonable access to relevant records to evaluate compliance, subject to privilege, confidentiality, privacy, procurement restrictions, and applicable law. Records of receipts and expenditures relating to the Gifts will be retained for at least four years after the latest of the expiration or termination of the Term, complete expenditure or return of the Gifts, or final distribution from the Endowed~~ment~~ Fund. HAF acknowledges that City records may be subject to the Utah Government Records Access and Management Act, Utah Code Title 63G, Chapter 2 ("GRAMA"), and the City will respond to records requests as required by law.

20. Reports and Accountability. Each year, HAF will report reasonably on funds raised for the Project, Directed Donations, Installations, recognition activity, the ~~Endowment~~ Endowed Fund balance and distributions, material fees and reserves, and material compliance issues, and the City will report reasonably on its use of Directed Donations and annual distributions, the condition of accepted assets, material maintenance or casualty events, and material changes to the

Project. Each Party will provide additional information the other Party reasonably requests to confirm compliance, tax reporting, public-purpose use, or stewardship.

21. Publicity. Each Party will have a reasonable opportunity to review and approve, before release, publicity by the other Party that materially relates to the Gifts, a donor, or the Project, other than legally required disclosures, routine governmental records, and factual acknowledgments. The City controls official City statements, and HAF will not imply City endorsement of a donor or commercial product without the City's prior written approval.

22. ~~Governmental Authority; Appropriations.~~ Reserved Legislative Powers. HAF acknowledges that the City is restricted in its authority to limit its police power by contract and that the limitations, reservations, and exceptions set forth herein are intended to reserve to the City all of its police powers that cannot be so limited. Notwithstanding any provision of this Agreement to the contrary, ~~N~~nothing in this Agreement limits the City's authority over zoning, open space, public safety, public property, procurement, budgeting, or future legislative decisions, or its ability to comply with later-enacted law, public necessity, or governmental direction, subject to this Agreement's notice, recognition, reversion, and consultation provisions. The City is not obligated to make any multi-year appropriation, and each City payment or Project commitment is subject to lawful appropriation, available funds, and applicable municipal procedures, including Utah Code Title 10, Chapter 6.

23. Term. The term of this Agreement (the "Term") begins on the Effective Date and continues through the expiration of the last Recognition Term, unless extended by written amendment or terminated earlier in accordance with this Agreement. Unless HAF agrees otherwise in writing or a Gift is redirected under the Reversion and Repurposing provisions of this Agreement, unexpended Directed Donations will be returned to HAF or redirected to a permitted comparable public purpose within 30 days after the Term ends.

24. Default and Remedies. A Party claiming default will give written notice describing the ~~breach~~default. The ~~breaching~~ defaulting Party will have 30 days after receipt to cure or, if the ~~breach~~ default cannot reasonably be cured within 30 days, will begin the cure within that period and diligently complete it. If a default is not timely cured, the non-defaulting Party may suspend performance, require any permitted return or redirection of funds, seek specific performance or other lawful relief, or exercise any other remedy available under this Agreement, ~~or~~ at law, or in equity.

25. Dispute Resolution. Disputes will be referred first to the Parties' designated representatives and then to the City ~~Manager~~ Administrator and HAF's board chair. If still unresolved, the Parties will participate in nonbinding mediation in Utah County, Utah, before litigating, except that either Party may seek urgent injunctive relief. Any litigation will be brought in a Utah state court of competent jurisdiction in Utah County, subject to applicable governmental immunity and jurisdictional law.

26. Amendment and Termination. Amendments must be in writing and approved by the City Council and HAF's board or authorized governing body, except that the Parties may make written administrative changes to contact information, opportunity inventories, **Exhibit C** refinements, and other schedules where this Agreement expressly permits. Either Party may terminate for uncured material breach, impossibility, legal prohibition, or mutual written agreement, and the City may terminate or suspend a Project component for safety, public necessity, loss of authority, or lack of appropriation. On termination, the Parties will address unexpended

funds, accepted assets, recognition, donor restrictions, and artist rights under the Restricted Purpose, Donor Recognition, Title and Acceptance, Artist and Intellectual Property Rights, Modification and Removal, and Reversion and Repurposing provisions of this Agreement. Provisions concerning records, reports, confidentiality, tax compliance, intellectual property, indemnification, accrued rights, and dispute resolution survive termination.

27. Order of Precedence. If materials conflict, they control in this order: this Agreement; the City-approved plan baseline in **Exhibit C**; the Recognition Policy in **Exhibit B**; administrative schedules maintained under this Agreement; and any Donor Gift Agreement or Endowment Agreement, which are subordinate and govern only donor-to-HAF relationships unless this Agreement expressly states otherwise. This Agreement supersedes the nonbinding letter of intent to the extent of any conflict.

28. Notices. Notices must be in writing and delivered by personal delivery, nationally recognized overnight courier, certified mail, or email with confirmation of receipt to the addresses below, or to a replacement address designated by notice:

HAF:
Heritage Arts Foundation
C/O Scott Streadbeck
450 S. Alpine Highway
Alpine, Utah 84004
Email:

City:
Alpine City
C/O ~~[Name]~~ Shane L. Sorensen, City Administrator
Alpine City Hall
20 N Main Street
Alpine, Utah 84004
Email: ssorensen@alpineut.gov

Notices are effective on receipt, except that a notice received after 5:00 p.m. local time is effective on the next business day.

29. Miscellaneous. This Agreement is governed by Utah law, binds and benefits the Parties and their permitted successors, and may not be assigned by either Party without the other Party's written consent, except to a lawful governmental successor or an HAF successor permitted by the ~~Endowment~~ Endowed Fund provisions of this Agreement. Subject to the Order of Precedence provisions of this Agreement, this Agreement is the entire agreement concerning the Project and supersedes prior understandings. Headings are for convenience only, and "including" means "including without limitation." No ambiguity will be construed against the drafter. Any unenforceable provision will be modified to the minimum extent necessary, and the remainder will continue in effect. There are no third-party beneficiaries except as stated for a Major Feature or City performance in the Roles of the Parties provisions of this Agreement. The Parties are independent, and nothing in this Agreement creates a partnership, joint venture, agency, fiduciary, or employment relationship.

30. Counterparts. This Agreement may be signed in counterparts, which together constitute one agreement, and facsimile, PDF, and electronic signatures are binding as originals.

[*Remainder of Page Intentionally Blank; Signatures on the Following Page*]

IN WITNESS WHEREOF, the undersigned, each having authority to enter this Agreement, have executed this Agreement to be effective as of the date first above written.

HAF:

HERITAGE ARTS FOUNDATION, A UTAH NONPROFIT CORPORATION

Name: _____
Title: _____
Date: _____

CITY:

ALPINE CITY, A UTAH MUNICIPAL CORPORATION

Name: _____
Title: _____
Date: _____

Attest: City Recorder: _____

Approved as to form: City Attorney: _____

EXHIBIT A
ASSET ACCEPTANCE AND TURNOVER CERTIFICATE

Project: Alpine Sculpture & Gathering Garden.

Asset: [_____].

Location: [_____].

As-builts received: [Yes/No].

Warranties received: [Yes/No].

Manuals received: [Yes/No].

Fair-market or assigned value: [_____].

Condition at transfer: [_____].

Artist rights, attribution, waivers, and consents: [_____].

Effective transfer date: [_____]. The undersigned authorized City official [accepts / rejects] the asset subject to the Agreement:

CITY ACCEPTANCE: ALPINE CITY,

By:_____

Name: _____

Title: _____

Date: _____

EXHIBIT B
NAMING AND DONOR RECOGNITION POLICY

NAMING AND DONOR RECOGNITION POLICY

Policy at a Glance

Issue	Rule
Routine gifts	Campaign Director may cultivate, reserve, screen, negotiate, accept or decline, execute the standard HAF agreement and administer recognition within this Policy.
City review	No case-by-case City or Council review of routine donor agreements, once approved. City staff "coordinate" physical installation and City asset acceptance as operational matters.
Reserved matters	Prior City approval only for a Major Feature, a new asset/class, or a material exception; and whenever applicable law independently requires City action.
Denials	Campaign Director may decline or redirect a gift or proposed name without obtaining permission, issuing formal findings or creating an appeal.
Official name	The official name of the Alpine Sculpture & Gathering Garden is not available for donor naming.

1. Purpose, Status and Effect

This Policy governs charitable naming, sponsorship, memorial and tribute recognition, donor acknowledgment, current-use stewardship funds and endowed support associated with the Alpine Sculpture & Gathering Garden (the "Garden"). It protects Alpine City ("City"), Heritage Arts Foundation ("HAF"), the Garden's civic and artistic integrity, and reasonable donor expectations while permitting the campaign to move at donor speed.

The August 2024 Mutual Letter of Intent ("LOI"), approved through Resolution R2024-26, and the Gift Agreement entered into on _____ do not themselves convey City property, bind the City to a donor, replace a required City asset-acceptance process, or limit governmental authority.

Upon adoption, the routine campaign decisions described here are delegated to the Campaign Director, and the City acknowledges that delegation for opportunities within the approved framework. "Campaign Director" means HAF's Chief Executive Officer or another person designated in writing by HAF. The Campaign Director may delegate administrative tasks but remains accountable for compliance and records.

2. Non-Negotiable Protections

1. **Official identity.** The Garden's official name is reserved. Recognition may not imply that the Garden or City property is privately owned.
2. **Recognition only.** No gift conveys ownership, a property interest, artistic or editorial control, operational authority, exclusive public use, endorsement, assignment rights or a veto over future governmental action.
3. **Integrity and public purpose.** Recognition must remain visually subordinate to the art, history, landscape and civic purpose of the Garden and must comply with approved design standards.
4. **Useful-life terms.** Physical recognition is time-limited and subject to the continued existence, safety, suitability and public use of the asset. "Permanent" and "in perpetuity" will not be used without specific City Attorney and City Council approval.
5. **Written agreement.** A reservation or donor conversation creates no right. Recognition arises only under an executed gift agreement and remains subject to its payment and implementation conditions.

3. Delegated Authority and Reserved Matters

Policy approval occurs at the framework and class level, not agreement by agreement. Within the Standard Track, the Campaign Director may act in HAF's name and no later ratification is required.

Authority	Practical effect
Campaign Director – no case-by-case approval	Maintain the gift opportunity inventory; establish or update prices within approved ranges/methodology; cultivate and reserve opportunities; negotiate standard terms; screen and approve or decline donors and names; sign standard HAF gift agreements; approve inscription proofs; administer payments, defaults, renewals and routine recognition; and report activity after the fact.
City Administration – operational coordination	Confirm that fabrication, placement, access, safety and installation conform to approved plans and standards; coordinate City property access; and process formal acceptance of physical assets. Administrative coordination does not reopen the donor agreement or require Council action.
City Attorney – exception counsel	Review this Policy and the standard agreement form in advance. Thereafter, review only a reserved matter, a material legal question or nonstandard language referred by the Campaign Director or City Administration. Routine agreements do not require legal review.
HAF Leadership	Adopt and amend this Policy; designate or replace the Campaign Director; adopt any separate investment/endowment policy; and decide only matters expressly reserved by HAF law, bylaws or a separate HAF policy. Individual Standard Track agreements do not require Board approval.
City Council	Approve and amend this ~~framework~~Policy; decide upon new asset/classes and material exceptions; and take any action independently required by law or City policy. The Council does not approve Standard Track agreements.

3.1 The three reserved approval gates

1. **Major Feature.** Naming or recognition of an entire signature structure, destination, collection or primary civic space whose donor name could reasonably be perceived as part of the Garden's public identity.
2. **New asset or class.** An asset, program, fund, recognition method or donor benefit not previously included in the adopted opportunity classes or Council-approved project plan.
3. **Outside the framework.** A nonstandard term, restriction, duration, recognition design, corporate benefit, City obligation or other material variance from this Policy, the standard agreement.

A matter also goes to the City whenever applicable law, ordinance, procurement requirements, property disposition rules or a later binding agreement independently requires City action. This legal catch-all does not turn routine compliance or installation coordination into an approval gateway.

3.2 What may proceed while a reserved matter is pending

The Campaign Director may continue cultivation, discuss terms, conduct due diligence and place a nonbinding reservation. The donor must be told promptly that final, unconditional execution and public announcement will wait for the required decision. Campaign leadership will submit one concise decision brief identifying the asset, donor/name, gift, term, exception and staff/legal issues. City staff and counsel should target review within ten business days and place any required Council action on the next reasonably available agenda.

4. Opportunity Classes

The class controls the approval route; gift size alone does not. An individual sculpture or dormer already listed in the approved schedule is not transformed into a Major Feature merely because the gift is large.

Class	Examples	Decision route
Reserved / unavailable	Official Garden name; names implying private ownership; City property outside the approved project; political campaign messaging; product advertising on permanent plaques.	Not offered
Major Feature	Entire gazebo; entire sculpture collection; an entire primary gathering court, comprehensive landscape/hardscape room or project-wide named endowment that could be perceived as part of the Garden's identity.	Campaign Director develops; prior City Council approval before final agreement
Pre-approved named asset	Individual sculptures, stained-glass dormers; gazebo floor value mosaics; Crystal/Sun Calendar; water feature; approved path, landscape collection, system, alcove or other identified significant element.	Campaign Director - Standard Track
Standard / minor recognition	Gate, bench, individual tree or plant/grouping, stone paver, standard plaque, donor wall/digital acknowledgment, seasonal planting or event support.	Campaign Director - Standard Track
Endowment, program or sponsorship	Garden-care endowment, interpretive/storytelling program, conservation or maintenance fund, seasonal planting/color sponsorship and corporate support using the approved benefit and recognition form.	Campaign Director - Standard Track; new fund structure or nonstandard benefits are reserved
Exception	New asset/class; term beyond maximum; unusual restriction; prominent or promotional corporate branding; donor control; City financial/maintenance duty not already assumed; other material variance.	Prior approval appropriate to the exception

4.1 Approved significant assets

Subject to their continued inclusion in the Council-approved Garden plan, the following individual assets are within the Pre-approved Named Asset class and may be offered through the Standard Track:

Asset group	Approved examples
Individual sculptures	Giant Steps; Emigrants; Together; Follow the Leader; The Dance; Father of Daughters; Peace Cradle; Brother's Hand; Backyard Icarus; The Stable Fountain; Smiles for Grandma; Legacy of Learning; Flight Patterns. Eden's Cove is treated as a Major Feature.
Stained-glass dormers	Light the Way; Relentless; Resilience; Upon This Rock; Metamorphosis; Harmony; A Firm Foundation; Stewardship.
Other significant elements	Approved gazebo components, floor value mosaics, Crystal/Sun Calendar, water feature, defined paths/hardscape areas, Poppy and Juniperus groupings, landscape collections, systems and alcoves listed in the master inventory.

The Campaign Director may update titles, quantities, price ranges, availability and mutual-exclusion links in the inventory without additional approval. Adding a new asset class or reclassifying a Major Feature requires the reserved route.

4.2 Comprehensive and component opportunities

A comprehensive feature and its components are alternatives unless the approved agreement expressly preserves subordinate component acknowledgment. Securing the comprehensive feature removes or suspends conflicting component opportunities. Securing a component may reduce, reprice or eliminate the comprehensive opportunity. Campaign reporting will use non-overlapping capacity and will not count both as concurrently available.

5. Standard Track: Four Steps

Step	Required action
1. Check and reserve	Campaign Director confirms availability, class, range, term, recognition form and mutual exclusions; then records a nonbinding hold. Default hold: 30 days, renewable by Campaign Director when donor progress is active.
2. Screen and decide	Campaign Director completes proportionate review of the donor, honoree, source/form of gift, restrictions and proposed wording. Advisors may be consulted, but consultation is not an approval gate.
3. Execute and record	Campaign Director signs the approved HAF agreement form, records the commitment and updates conflicting opportunities. City signature is required only when the agreement creates a City-specific obligation beyond this Policy or applicable law otherwise requires it.
4. Fulfill and steward	HAF tracks payments and proof approval. Recognition uses approved templates. Fabrication and installation are coordinated with City staff, but the signed agreement does not wait for routine placement coordination.

> **No implied approval:** A reservation is an administrative hold, not a gift agreement. Staff, volunteers and representatives may discuss an opportunity, but only the Campaign Director or an authorized designee may confirm availability or sign an agreement.

6. Gift and Naming Decisions, Including Denials

6.1 Campaign Director's decision authority

Before an agreement is executed, the Campaign Director may accept, decline, redirect, reclassify or stop consideration of any gift, donor, honoree or proposed name within HAF's lawful discretion. No separate City, Council, HAF Board, committee or legal approval is required to decline or redirect a proposal. A denial does not require formal findings, a public record of reasons, an evidentiary process or an appeal.

A courteous notice that the proposed gift or recognition will not move forward, or that another opportunity is available, is sufficient. HAF may decline without disclosing confidential due-diligence information. The donor has no entitlement to an opportunity, explanation, hearing, appeal or damages.

6.2 Suitability factors

Review should be proportionate and respectful. The Campaign Director may consider availability, project fit, gift amount/form, source of funds, restrictions, conflicts, administrative burden, legal/regulatory concerns, sanctions, material misconduct, fraud, discrimination, public corruption, serious environmental or labor violations, litigation, reputational risk, historic/artist rights and consistency with the Garden's public purpose. A name or inscription is unsuitable if it is obscene, discriminatory, threatening, misleading, defamatory, partisan campaign promotion, commercial advertising, legally conflicting, unsafe, inaccessible or materially disruptive to the Garden's design.

If the Campaign Director would decline, no escalation is needed. If the Campaign Director wishes to proceed despite a substantial legal, City-property or reputational concern, the issue becomes a reserved exception and ~~may~~ shall be referred confidentially to ~~the City Attorney or other~~an appropriate advisor. The City Attorney shall also be advised so the City Attorney may respond on behalf of the City.

6.3 Suspension and revocation after agreement

Subject to the gift agreement and law, the Campaign Director may immediately suspend recognition when delay could create legal, safety or material reputational harm. For Standard Track opportunities, the Campaign Director may modify, revoke or terminate recognition without Council action when the donor defaults, materially breaches, misrepresents material facts, becomes associated with conduct causing material public-trust harm, or the recognition becomes unlawful or inconsistent with the Garden's public purpose. City Administration may coordinate or implement removal from City property. Final revocation of a Major Feature remains a City Council decision; temporary suspension does not.

When practicable, HAF will provide written notice and a reasonable opportunity to respond. Neither notice nor consultation creates an appeal or donor veto.

7. Standard Agreement and Financial Terms

The City Attorney will review the standard agreement ~~form once~~template and any amendments to that template. Routine use of that approved ~~form~~ template does not require later City or legal review. Each agreement should contain the following as applicable:

1. Correct parties, legal gift recipient, authorized signatory, opportunity ID, approved recognition wording and planned location;
2. Gift amount/form, payment dates, restrictions, gift purpose and whether capital, current-use, endowed, sponsorship or approved in-kind support;
3. Recognition form, term, start/installation trigger, proof process, costs and mutual-exclusion consequences;
4. No ownership, control, exclusive public use, endorsement, assignment or veto;
5. Payment default, suspension, modification, revocation, relocation, redesign, replacement, removal and useful-life provisions;
6. Changed-circumstance authority and disposition of unspent restricted funds (if relevant); and
7. Tax/valuation disclaimer, anonymity limits, Utah law, notices, amendment, waiver, severability, entire agreement and signatures.

7.1 Pricing and payment

The Campaign Director maintains the master inventory and may revise recommended amounts and ranges using cost, design, fabrication, installation, contingency, campaign expenses, visibility, scarcity, donor appeal, stewardship and maintenance factors. Recommended gifts need not equal construction cost. The Campaign Director may negotiate and execute at or above an approved minimum or within the approved range. A materially below-range naming arrangement is an exception; HAF may instead recognize the actual gift at a lower class without City approval.

Pledges may ordinarily extend up to two years. Permanent physical recognition is normally fabricated or installed after payment in full. The Campaign Director may authorize earlier installation under the standard agreement when an enforceable pledge is current, an adequate initial payment has been received and the default remedies are sufficient. Amounts already spent for the project, recognition or donor-approved purposes are generally nonrefundable.

7.2 In-kind gifts, endowments and sponsorships

An in-kind gift qualifies only if requested, usable, documented and accepted under applicable procurement, gift and City asset-acceptance rules; the donor is responsible for tax valuation. A named endowment may use the Standard Track only under an approved HAF investment/spending policy and standard endowment agreement. A new custody, spending, variance or dissolution structure is reserved. Corporate recognition may use an approved name/logo and benefit template; advertising, nonstandard benefits or prominent branding is reserved. Donors may request anonymity subject to audit, governance, legal and public-record duties.

8. Recognition Design, Terms and Implementation

8.1 Pre-approved design system

City, HAF and the design team will approve one coordinated family of plaque, paver, donor-wall, digital-credit and inscription standards and any amendments to those standards. Thereafter, the Campaign Director approves donor wording and proofs that conform to those standards; neither City staff nor Council re-approves each proof. City staff review is limited to operational conformance, placement, access, safety and installation. Donor wording may not displace artist attribution or alter historical/curatorial content.

Opportunity	Default maximum	Administration
Major Feature	Up to 50 years or useful life	City approval required for initial term and renewal
Pre-approved named asset	Up to 30 years or useful life	Campaign Director may renew within the same class at then-current terms
Bench, plant/grouping, paver, plaque or minor feature	Up to 20 years or useful life; bench may be 25 years	Campaign Director may renew if asset/program continues
Program or corporate sponsorship	One to five years	New agreement; no automatic renewal
Seasonal planting or event	One season or event	May be renewed for a later season
Named endowment	While fund exists under agreement	Does not guarantee perpetual physical signage
Donor wall / campaign record	As practicable for display/platform	May be reformatted, relocated, consolidated or digitized

8.2 Ownership, maintenance and change

A physical asset becomes City property only through formal City acceptance. The City, in its discretion, may decline an asset it deems as creating unacceptable maintenance, safety, accessibility, operational or legal obligations. After acceptance, the City will provide the care reasonably given comparable public assets, subject to budgets, staffing, emergencies, ~~and~~ specialized conservation needs, and~~.~~ HAF's ~~leads donor stewardship and may assist with~~provision of conservation or replacement fund~~rais~~ing.

The City may redesign, relocate, temporarily remove, repair, replace, or permanently remove an asset for safety, accessibility, maintenance, construction, utilities, code, artistic/historic integrity, deterioration, casualty, obsolescence, changed public use, budget, law or public interest. For a Major Feature, the City and HAF will make reasonable efforts to notify and consult the donor when circumstances permit. For Standard Track recognition, HAF may move the recognition with the asset, transfer it to a reasonably comparable feature for the remaining term, preserve the name in a donor wall/digital record, replace it in the standard form or retire it at useful-life end. Consultation conveys no veto, and no refund is required except as expressly stated in the agreement or law.

9. Records, Oversight and Amendments

9.1 Master inventory and post-action reporting

HAF will maintain the controlling record of opportunities, classes, ranges, availability, reservations, agreements, payments, recognition wording, installation, terms, donor contacts, mutual exclusions and stewardship. Before signing, the Campaign Director confirms that no conflicting comprehensive, component or prior commitment exists. Reports will distinguish cash received, enforceable commitments, reservations and prospects.

The Campaign Director will provide City Administration a concise quarterly report of executed agreements, active reservations, material defaults, installed recognition and reserved matters.
The report is informational oversight; it is not ratification and does not suspend or reopen agreements properly executed.

9.2 Administrative updates

Without further City or Board approval, the Campaign Director may correct clerical errors; update titles, quantities, prices/ranges, availability, locations, recognition wording standards and mutual-exclusion relationships; substitute a comparable standard form; and make other administrative changes that do not add a new asset/class, reclassify a Major Feature, materially reduce City protections or exceed the delegated framework.

9.3 Interpretation, conflicts and amendment

The City Attorney advises the City on legal interpretation. If this Policy conflicts with law, City ordinance, an adopted City policy, an artist agreement, or a signed gift agreement, the controlling legal instrument governs. Material policy amendments require HAF and City Council approval. No oral exception is effective.

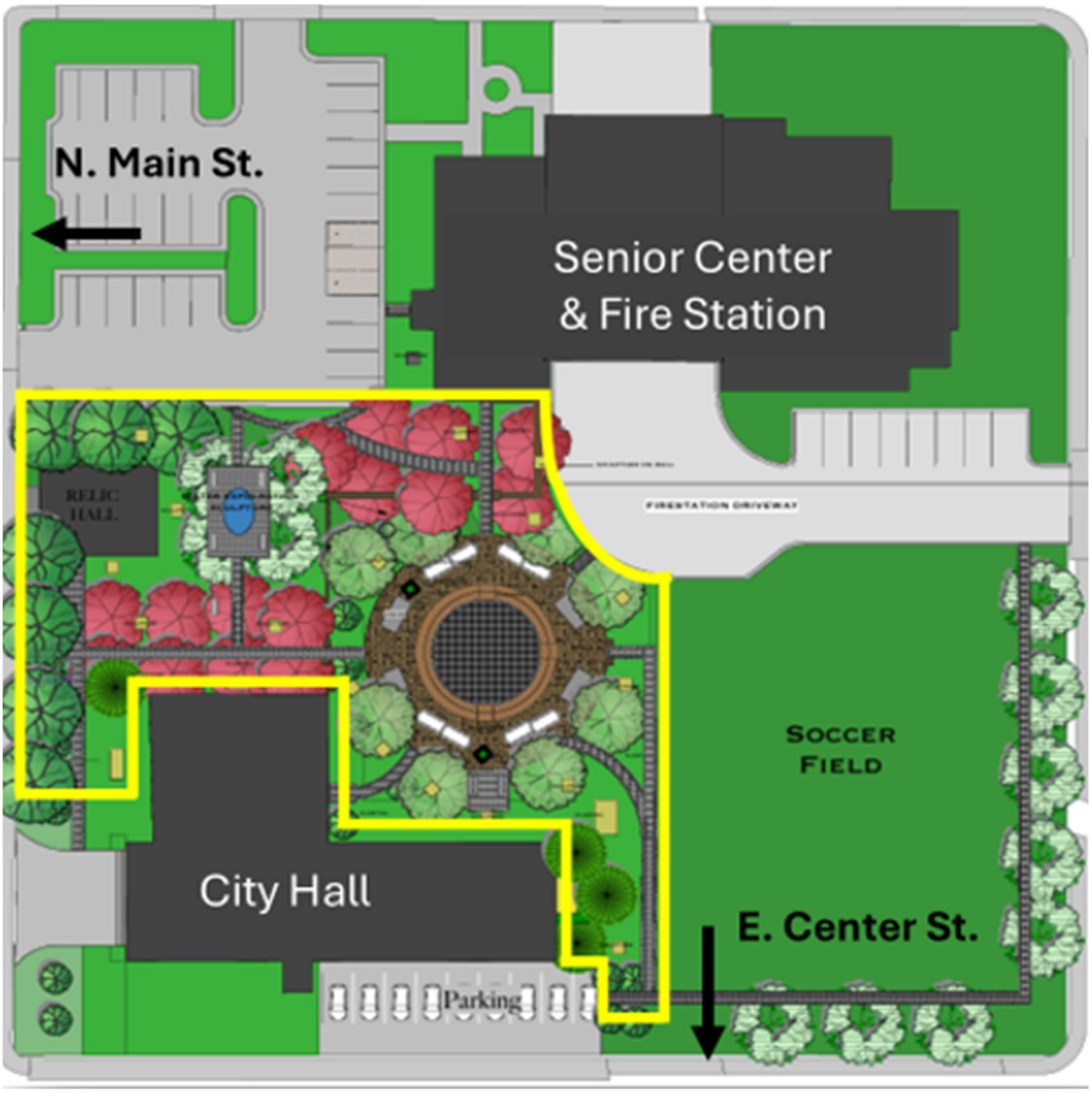
EXHIBIT C
APPROVED PLAN BASELINE & DEFINING FEATURES

A Place Designed Around Gathering. The Garden is envisioned as a beautiful, walkable place where bronze sculptures, stained glass, landscape, water, and historic narrative work together to strengthen connection across generations.

Located at Alpine's Historic Square, immediately north of City Hall (see image below). The plan organizes the Garden around a central pavilion, walkable paths, seated areas, layered plantings, and beautiful sculpture encounters.

At its center, the pavilion creates an inviting gathering space. Around it, paths, roughly 14 sculpture encounters, plantings, water, shade, and views invite movement, discovery, and return visits.

In addition to HAF's original vision, contributions to the final garden elements have come from Alpine's own Sculpture Garden Committee, Emily Brooks-Wayment, Dennis Smith, Tom Holdman, and Lon Lott.



ALPINE CITY COUNCIL AGENDA

SUBJECT: **Approval of Roundabout at the Intersection of Canyon Crest Road and Ridge Drive/Approval of Contract with Consor for Roundabout Design**

FOR CONSIDERATION ON: **October 13, 2026**

PETITIONER: **City Staff**

ACTION REQUESTED BY PETITIONER: **Consider Approval of Roundabout at the Intersection of Canyon Crest Road and Ridge Drive/Approval of Contract with Consor for Roundabout Design**

BACKGROUND INFORMATION:

The City has received input from numerous residents in the Canyon Crest Road area requesting measures to reduce speeding and improve safety for all road users. Sight distance at the Ridge Drive intersection is a concern due to the curve in Canyon Crest Road and the hill to the south. As a result, northbound and southbound drivers may not always see vehicles entering Canyon Crest Road from Ridge Drive. The nature of the roadway may also contribute to speeding along Canyon Crest Road.

To address these concerns, the City has installed radar speed signs north and south of the intersection to encourage drivers to reduce their speeds. Rectangular Rapid Flashing Beacons (RRFBs) have also been installed to improve pedestrian safety at the intersection. Despite these measures, some residents continue to express concerns about speeding and intersection safety and have requested that a roundabout be considered at the intersection of Canyon Crest Road and Ridge Drive.

In response to these concerns, staff was asked to evaluate potential roundabout designs and develop budgetary cost estimates. Staff worked with multiple engineering consultants to evaluate potential intersection layouts and estimate the budgetary cost of each alternative.

Multiple traffic studies have been completed that provide information relevant to the proposed roundabout at Canyon Crest Road and Ridge Drive.

In early 2024, Hales Engineering completed a speed study evaluating traffic speeds along Canyon Crest Road, including areas north and south of the hill. The study found that the 85th-percentile speeds were 38 mph north of the hill, and were 41 and 46 mph south of the hill.

The study also identified 23 reported crashes between January 1, 2019, and April 30, 2024. Based on those findings, the study did not recommend changing the posted speed limit but recommended several speed-management measures, including radar speed signs, pavement speed-limit markings, lane narrowing, and curb extensions. Additional potential strategies they gave included installing landscaped medians along the southern portion of Canyon Crest Road or constructing a roundabout at the Healey Boulevard and Canyon Crest Road intersection, as opposed to the Ridge Drive and Canyon Crest Road intersection.

The City contracted with Fehr & Peers to review a traffic study prepared by Hales Engineering for Mountainville Academy (MVA). The original study recommended restricting access to the

school to right-in/right-out movements by installing a median in front of the school. It also recommended providing an additional school access connection to 100 South.

In its review, Fehr & Peers supported the proposed access connection to 100 South and recommended additional measures to manage school drop-off and pick-up traffic. These measures included restricting drop-off and pick-up activities on Center Street, 100 South, 120 South, and Main Street near Legacy Park.

Fehr & Peers determined that if these recommendations were implemented and parents rerouted eastbound on 100 South and then south to Ridge Drive, the existing Canyon Crest Road and Ridge Drive intersection would operate under failing traffic conditions. However, the analysis found that a roundabout at the intersection would accommodate the additional traffic demand.

The City is currently designing the Canyon Crest Road project with Highland City, which extends from SR-92/Timpanogos Highway at the south end to the Alpine City roundabout at the north end. The project includes roadway rehabilitation, lane adjustments, a trail, and curb, gutter, and sidewalk improvements. Under the current project design, the Canyon Crest Road and Ridge Drive intersection would be reconstructed in its existing configuration.

The Canyon Crest Road project is funded through a grant administered by the Mountainland Association of Governments (MAG). The cities of Highland and Alpine jointly applied for this grant several years ago. The project was subsequently advertised for design services, and Consor was selected as the design consultant.

As the Canyon Crest Road project design has progressed, the design team, which includes staff from the cities of Alpine and Highland, has identified several potential cost savings. These savings have been discussed with MAG staff to determine whether the funds could be reallocated to construct the proposed roundabout. MAG staff indicated that using the savings for this purpose would be allowable.

Constructing the roundabout as part of the Canyon Crest Road project may also provide cost efficiencies. The existing project includes reconstruction of the intersection with Ridge Drive. By incorporating the roundabout into the project, certain costs associated with the intersection improvements would be included in the overall project, including construction materials, mobilization, and project and construction management. This approach could reduce the additional costs associated with constructing the roundabout as a separate project.

To evaluate the feasibility and potential cost of incorporating a roundabout into the project, staff worked with several consulting firms to develop conceptual designs. Conceptual designs were received from Keller Associates, Consor, and Roundabout USA.

Keller Associates and Consor provided a budgetary cost estimate for design and construction of the roundabout. They also provided their approximate design fee for the roundabout.

Consultant	**Construction Cost Estimate**	**Engineering**
Keller Associates	$1,223,679	$171,316
Consor	$1,320,000-$1,470,000	$108,030

STAFF RECOMMENDATION:
Review the conceptual designs and construction costs for the roundabout at the intersection of Canyon Crest and Ridge Drive. If favor is found with the roundabout, staff recommends that the City Council approve the contract with Consor for the roundabout design.

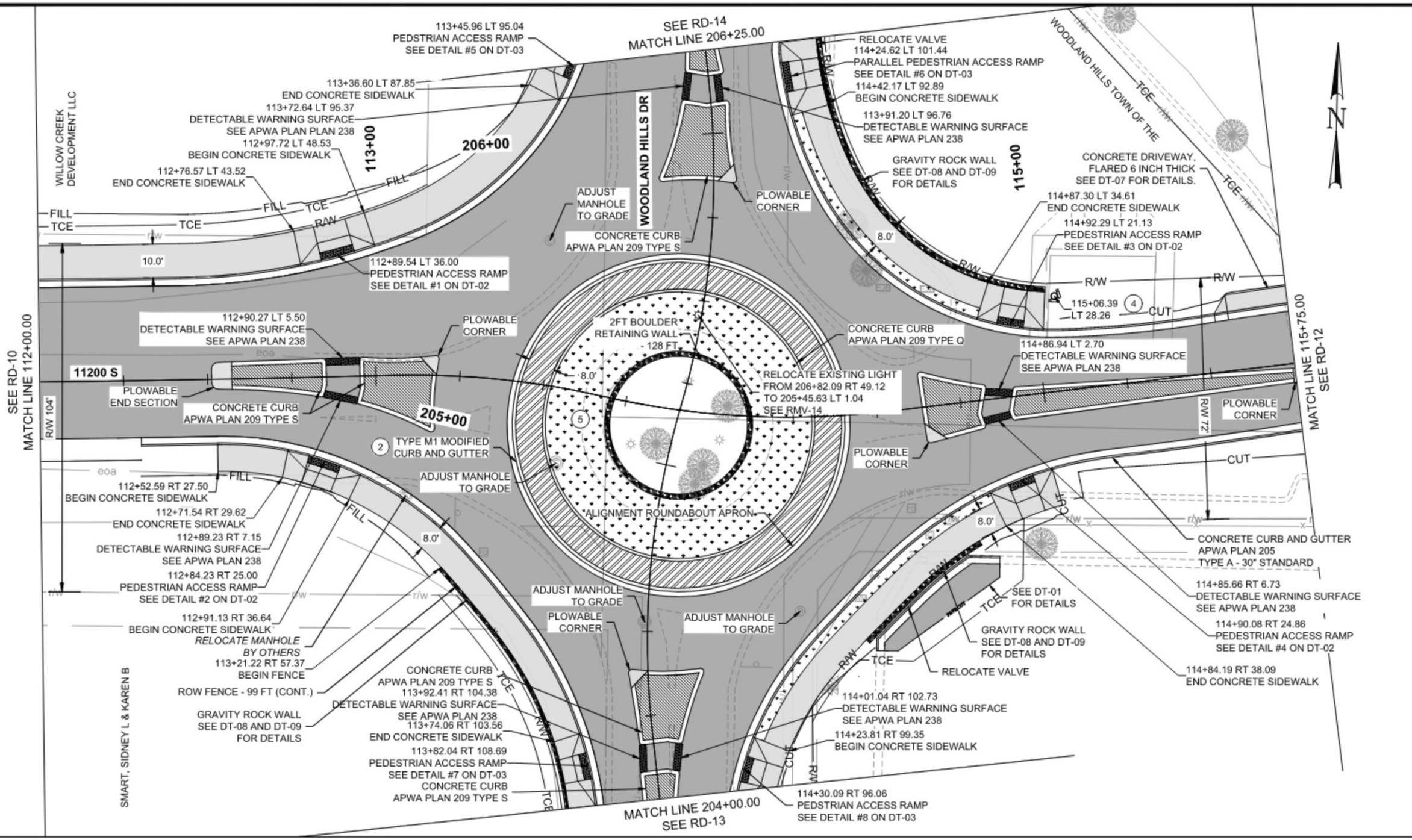
SAMPLE MOTION TO APPROVE:
I move to approve the roundabout at the intersection of Canyon Crest and Ridge Road and approve the contract with Consor for the roundabout design.

SAMPLE MOTION TO APPROVE WITH CONDITIONS:
I move to approve the roundabout at the intersection of Canyon Crest and Ridge Road and approve the contract with Consor for the roundabout design with the following conditions:

- (insert finding)

SAMPLE MOTION TO TABLE/DENY:
I move to table/deny the roundabout at the intersection of Canyon Crest and Ridge Road and the contract with Consor for the roundabout design based on the following:

- (insert finding)



LEGEND

- NEW PAVEMENT AREA
- PLANTER
- 6" STAMPED CONCRETE
- 8" STAMPED CONCRETE
- CONCRETE SIDEWALK
- GRAVITY ROCK WALL AND BOULDER RETAINING WALL

0 30 60 Feet

NOTES:

1. SEE DT-04 AND DT-05 FOR SPLITTER ISLAND DETAILS.
2. SEE DT-06 FOR MODIFIED GUTTER DETAIL.
3. CONTRACTOR SHALL COORDINATE WITH DEVELOPER'S CONTRACTOR FOR EXTENSION OF WOODLAND HILLS CITY WATERLINE FROM THE ROUNDABOUT TO THE NORTHEAST LIMITS OF THE PROJECT (FUTURE ACCESS ROAD).
4. INSTALL (1) CAMERA POLE & (2) CCTV CAMERAS. COORDINATE WITH UTAH COUNTY CREW FOR PROPER DETECTION PLACEMENT.
5. CONTRACTOR SHALL COORDINATE WITH WOODLAND HILLS CITY FOR ROUNDABOUT LANDSCAPE DESIGN.

PUBLIC WORKS DEPARTMENT
2855 South State Street
Provo, Utah 84606
Tel. 801-851-8600

CONSOR NORTH AMERICA, INC.
38 E SCENIC POINTE DR., SUITE 300
DRAPER, UT 84020
Tel. 888-451-6822

NO.	REVISIONS	BY	DATE

DRAWN BY: CD
CHECKED BY: TRP
DATE: 5/15/2026

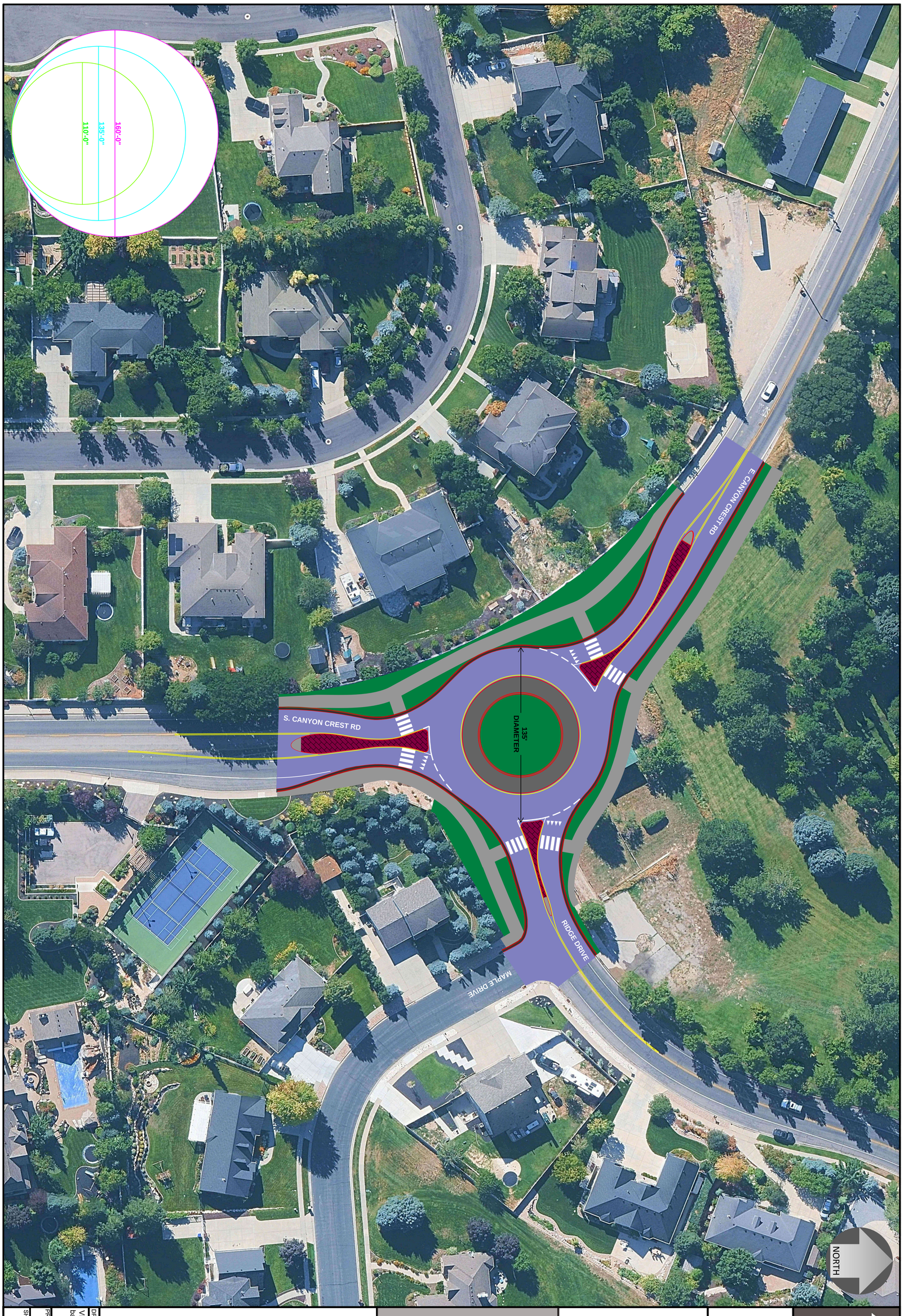
PROFESSIONAL ENGINEER

PROJECT: WOODLAND HILLS DR & 11200 S ROUNDABOUT
PROJECT NUMBER: D252787UT.00
ROADWAY PLAN

SHEET RD-11


E 400 N
S State St
51
6
E 440 N St
451
954
1172
1178
E 400 N


S 2550 E St
E 700 S
E 700 S
Holiday #63
Quick Quack Car Wash



CANYON CREST & RIDE ROAD ROUNDABOUT

135' CONCEPT
1/31/2026

ALPINE 1850

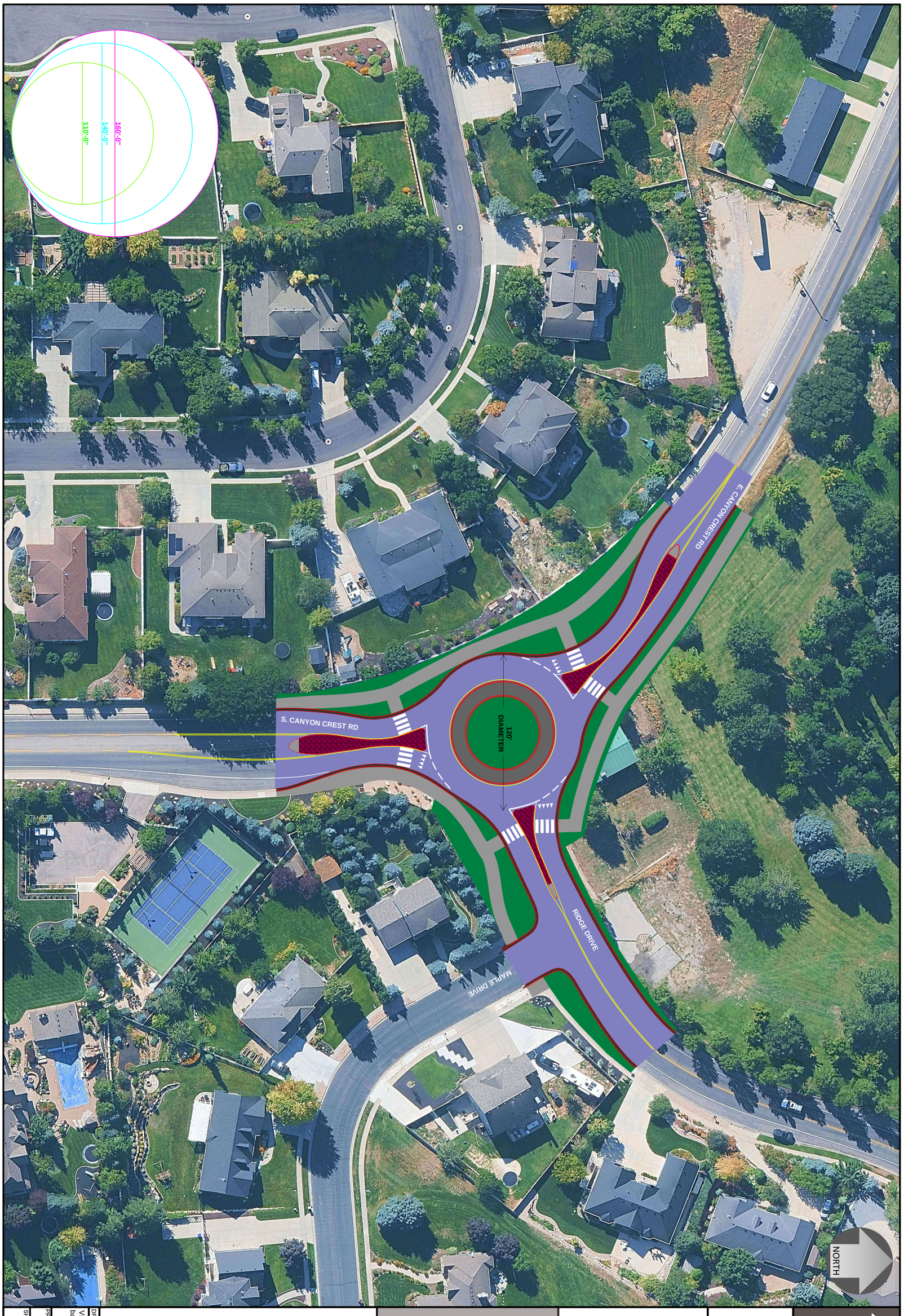
NO.	REVISIONS	DATE

This document or any part thereof in detail or design concept is the personal property of Keller Associates, Inc. and shall not be copied in any form without the written authorization of Keller Associates, Inc.

PRELIMINARY
NOT FOR CONSTRUCTION

KELLER ASSOCIATES
1 East Center Street, Ste 200
Provo, UT 84606
(385) 531-8231

SHEET NO. 1 OF 2
PROJECT NO. #####
PAGE -
DRAWN: XYZ CHECK: XYZ
VERIFY SCALE: Scales based on 22"x34" prints.
1-1/2 inches



CANYON CREST & RIDE ROAD ROUNDABOUT

120' CONCEPT
1/28/2026

DRAWN: XYZ
CHECK: XYZ

VERIFY SCALE: Scales based on 22"x34" prints.
1-1/2 Inches

PROJECT NO. #####
PAGE -
SHEET NO. 2 OF 2

ALPINE 1850

NO.	REVISIONS	DATE

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PRELIMINARY
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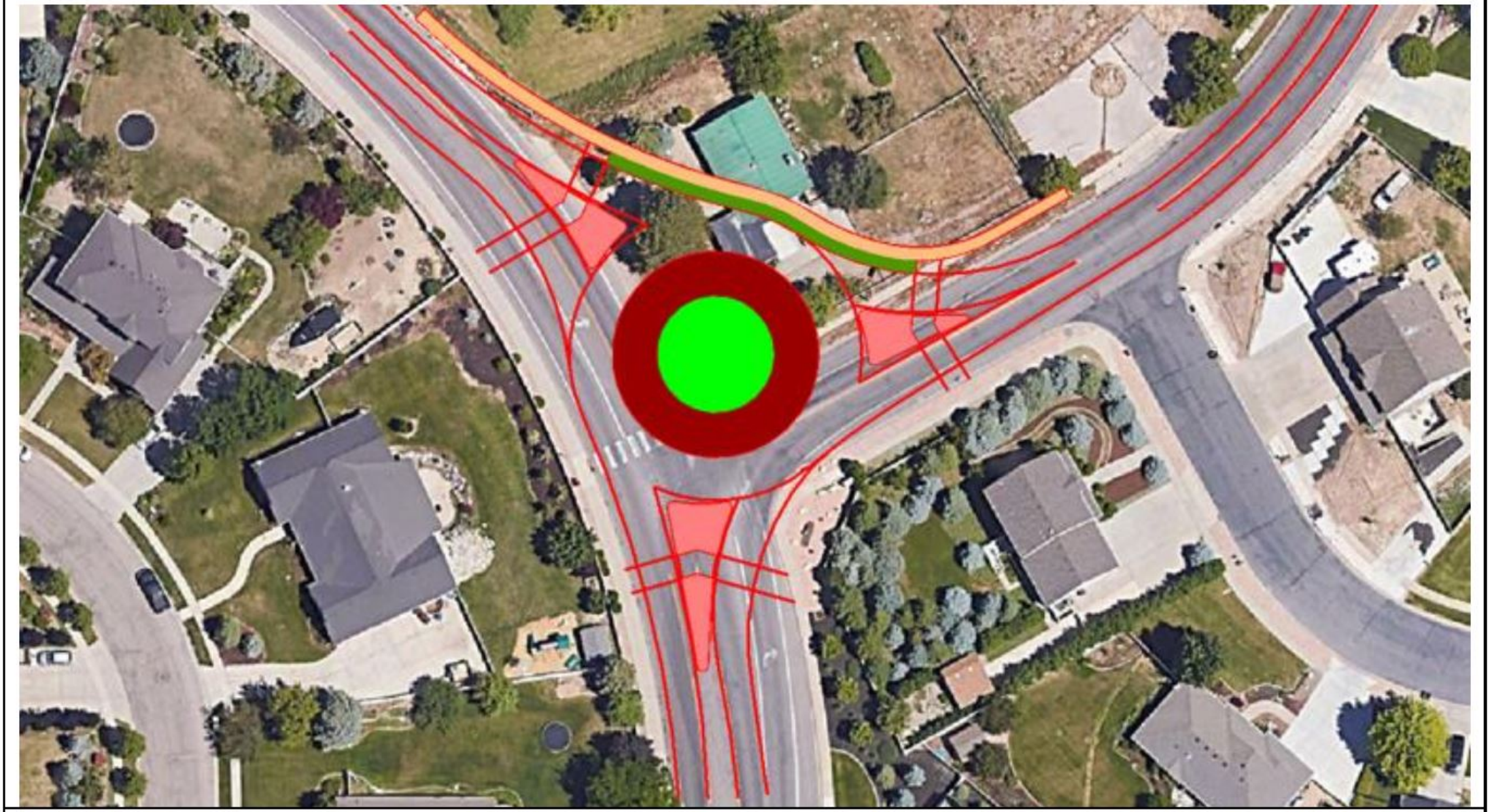


Figure 1
Optimal Roundabout Horizontal Size: 120 ft. – Ridge Drive and Canyon Crest Road

Jason Judd

From: Robert Haslam <Robert.Haslam@consoreng.com>
Sent: Tuesday, October 6, 2026 5:40 PM
To: Jason Judd; Shane Sorensen
Cc: David Yung
Subject: RE: Consor Roundabouts for Reference.

Shane and Jason,

We have run estimates for the roundabout and based it on others we have done in Spanish Fork to proportion it by size. Off those estimates, we believe the cost for the Ridge Drive roundabout will between $1.32M and $1.47M. I did check with Highland City and the roundabout they recently constructed was a joint effort with Lehi, Highland and the developer. They coast there was approx. $900k but the work was performed by the developer as part of the development. The cities contributed 1/3 cost to the roundabout each and the development covered the rest. That appears to have saved significant cost as the developer has no Mobilization and other items as they are on site and needed the roundabout for the development.

Please give me your feedback and we look forward to helping on either option.

Robert Haslam
PRINCIPAL PROJECT MANAGER
o: +1.385.574.1120
m: +1.801.830.7117
consoreng.com

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CITY OF ALPINE - CANYON CREST & RIDGE ROAD ROUNDABOUT

OPINION OF COSTS

ITEM & DESCRIPTION	QUANTITY	UNITS	UNIT PRICE	TOTAL
DEMOLITIONS/REMOVALS				
DEMOLITION HOME	1	LS	$25,000	$25,000
HARD SURFACE REMOVAL & DISPOSAL	38,000	SF	$1.00	$38,000
EARTHWORK				
EROSION & SEDIMENT CONTROL	1	LS	$5,000	$5,000
CLEARING & GRUBBING	19,000	SF	$0.50	$9,500
FILL MATERIAL	2,056	CY	$42.00	$86,334
PAVEMENT SECTION				
ROUNDABOUT CIRCULAR ROADWAY	7,955	SF	$8.00	$63,638
NORTHWEST LEG	7,432	SF	$8.00	$59,454
EAST LEG	5,055	SF	$8.00	$40,443
SOUTH LEG	4,398	SF	$8.00	$35,188
ROADWAY CURB & GUTTER				
WEST QUANDRANT	396	LF	$32.00	$12,664
NORTH QUADRANT	433	LF	$32.00	$13,869
SOUTHEAST QUADRANT	297	LF	$32.00	$9,491
CENTER ISLAND				
TRUCK APRON MOUNTABLE CURB	283	LF	$25.00	$7,065
TRUCK APRON CONCRETE	3042	SF	$18.00	$54,754
CENTER ISLAND LANDSCAPING	3,335	SF	$4.00	$13,340
SMALL BLOCK WALL (3' HEIGHT)	612	SF	$25.00	$15,308
SPLITTER ISLANDS				
NORTHWEST ISLAND CURBING	335	LF	$25.00	$8,375
EAST ISLAND CURBING	192	LF	$25.00	$4,800
SOUTH ISLAND CURBING	262	LF	$25.00	$6,550
NORTHWEST ISLAND STAMPED CONCRETE	872	SF	$15.00	$13,087
EAST ISLAND STAMPED CONCRETE	402	SF	$15.00	$6,030
SOUTH ISLAND STAMPED CONCRETE	1131	SF	$15.00	$16,960
SIDEWALKS				
NORTH QUADRANT	3,717	SF	$12.00	$44,604
WEST QUADRANT	3,888	SF	$12.00	$46,657
SOUTHEAST QUANDRANT	2,680	SF	$12.00	$32,155
PEDESTRIAN RAMPS	13	EA	$2,500	$32,500
RRFBs	3	EA	$12,000	$36,000
LANDSCAPE				
SOUTHEAST QUADRANT 1	415	SF	$3.00	$1,246
SOUTHEAST QUADRANT 2	1205	SF	$3.00	$3,616

SOUTHEAST QUADRANT 3	245	SF	$3.00	$737
WEST QUADRANT 1	2599	SF	$3.00	$7,797
WEST QUADRANT 2	959	SF	$3.00	$2,877
WEST QUADRANT 3	692	SF	$3.00	$2,078
WEST QUADRANT 4	471	SF	$3.00	$1,415
WEST QUADRANT 5	296	SF	$3.00	$888
NORTH QUADRANT 1	1122	SF	$3.00	$3,367
NORTH QUADRANT 2	845	SF	$3.00	$2,536
NORTH QUADRANT 3	351	SF	$3.00	$1,053
STORM SEWER				
EX STORM REMOVAL	1	LS	$8,000	$8,000
CATCH BASINS	6	EA	$4,000	$24,000
STORM MANHOLES	2	EA	$6,000	$12,000
STORM PIPING	480	LF	$100	$48,000
OUTLET PROTECTION	2	EA	$500	$1,000
CONCRETE COLLARS				
EX MANHOLES	1	EA	$1,200	$1,200
MANHOLES	2	EA	$1,200	$2,400
WATER VALVES	3	EA	$600	$1,800
TRAFFIC CONTROL				
CONSTRUCTION TRAFFIC CONTROL	1	LS	$10,000	$10,000
SIGNING	21	EA	$500	$10,500
PAVEMENT MARKINGS	1	LS	$15,000	$15,000
LIGHTING				
CENTER ISLAND	1	LS	$3,000	$3,000
LIGHT POLES AT EACH LEG	3	EA	$8,000	$24,000
			SUBTOTAL =	**$925,276**
MOBILIZATION, BONDING, & INSURANCE			10%	$92,528
CONSTRUCT CONTINGENCY FOR CHANGE ORDERS			5%	$46,264
			SUBTOTAL =	**$1,064,068**
ESTIMATING/ACCURACY CONTINGENCY			15%	$159,611
			TOTAL CONSTRUCTION CONTRACT =	**$1,223,679**
DESIGN & CONSTRUCTION MANAGEMENT				
DESIGN			14.0%	$171,316
CONSTRUCTION ADMIN			3.0%	$36,711
CONSTRUCTION INSPECTION (PART TIME)			7.0%	$85,658
			SUBTOTAL =	**$293,685**
PROJECT/OWNER CONTINGENCY			5%	$75,868
ESCALATION TO CONSTRUCTION YEAR (INFLATION)	0	YEAR	3%	$0
			TOTAL OPINION OF COSTS =	**$1,594,000**
			(ROUNDED TO THE NEAREST THOUSAND)	

38 E Scenic Pointe Drive, Suite 300
Draper, UT 84020
801.495.4240

August 12, 2026

Jason Judd
Alpine City
20 N Main St
Alpine, UT 84004
jasonj@alpineut.gov

RE: DESIGN SERVICES FOR THE 4800 WEST AND RIDGE DRIVE ROUNDABOUT

Dear Jason,

Consor North America, Inc. (Consor) is pleased to submit this scope of work and fee proposal for the 4800 West Roundabout. The scope of work is based on our past conversations regarding the City's desire to replace the existing T-intersection at Ridge Dr and 4800 West with a three-leg roundabout. This project will also tie-in with the current shared-use path along the west side of 4800 W that is part of the *4800 West Road Improvement Project.*

SCOPE OF WORK

General Requirements

1. Consor will conduct necessary coordination with Alpine City.
2. Consor will complete the project by January 2027. The specific date will be determined based on receipt of NTP and the final agreed-upon scope of work.
3. Consor will meet with City staff at key points throughout the course of the project to review design criteria and discuss progress. Progress meetings will be scheduled at least monthly to clarify scope, report progress, or obtain direction.

Contract Fee Type

The fee type for this project is time and materials at agreed upon rates submitted with the cost proposal.

Contract Time

The design work will be performed between September 2026 and January 2027.

Work Plan

Consor will perform the following Design Process activities.

PROJECT DELIVERY NETWORK DESIGN TASKS

Task 1 – Preliminary Discovery:

a. Model initial roundabout design and develop initial drainage design within existing ROW.
b. Roundabout Parameters Memo to document geometric design parameters, speed paths, speed consistency, sight distance and visibility, design vehicle path, and recommendations.

Task 2 – Utility Coordination:

a. Research all the public utilities within the project area of the proposed roundabout and

propose options for the construction of the roundabout to minimize impact to existing utilities.

Task 3 – Construction Drawings:

a. Preparing 60% design drawings showing the proposed roundabout.
b. Coordinate a meeting with the Engineering Division staff members to discuss the design and review potential constraints with their solutions.
c. Proposed alternative design to minimize impacts.
d. Preparing 90% design drawings based on comments and reviews by the Engineering Division staff members.
e. Prepare an Engineering Opinion of Probable Cost based on the 90% design drawings.

Task 4 – Final Drawings and Bid Documents:

a. Prepare Final Construction Drawings stamped, dated, and signed by a Utah-licensed Professional Engineer.
b. Prepare a Bid Schedule with a list of all the work required for the construction of the project, quantity take-offs, units, unit prices, and total prices.

Task 5 – Design Support During Construction:

a. Respond to contractor RFI questions and emails.

CONSOR SCOPE

Consor's project manager will oversee project activities and deliverables. Project management activities will include establishing, monitoring, and updating a project schedule; coordinating with Alpine City; providing project updates to the Alpine City Project Manager; holding regular project status meetings; tracking project budget; and invoicing Alpine City each month for effort expended during the month.

Deliverables:

- Project Oversight.
- Project Schedule.
- Project Budget.
- Project Updates.
- Project status meetings.
- Monthly invoices.

Assumptions:

- None

The following assumptions are included to help clarify our definition of scope of work and included services:

PROJECT ASSUMPTIONS

GENERAL ASSUMPTIONS

1. Consor will execute the project in the following stages; Preliminary discovery work, Design Phase to advance the project to a selected concept, and Final Design to advance the selected concept to an advertising set. This design progress will be tied to the current 4800 W project.
2. Plans and details will be developed using Autodesk Civil 3D products.

3. Consor's ProjectWise system or local network will be utilized to progress and manage the electronic files. Design files may be transferred to Alpine City at the end of final design, if requested.
4. The design process will follow Consor's QC/QA Procedures, which meet industry standards.
5. Design milestones are defined below. Consor anticipates collecting all comments and information required to finalize each milestone at the conclusion of the respective milestone review meeting. We assume no decisions requiring changes that affect a completed milestone.
    a. 60% Design Phase – Selection of Design Concept, Typical Section and innovative concept items to be implemented into Final Design. With the 4800 W project at 30% design submission, this phase or the roundabout would be advance early to catch up with current design.
    b. 90% Final Design - The team is submitting the final review package to confirm the construction documents have the necessary level of detail for the design contemplated to be constructed. Changes in project layout or features at this stage have not been anticipated.
    c. 100% Bid Documents – The team is submitting the completed package to Highland City and Alpine City for advertising purposes. Changes at this stage will require a contract modification to be negotiated.
6. Consor's schedule and fee are based on our current understanding of the project and assume a standard design process, no major surprises, one review at each milestone, and then advancing the design to the next level.
7. Consor assumes one kickoff/scoping meeting with Alpine City and three milestone meetings for roadway at 60%, 90% and 100%. Team meetings to coordinate design elements, roadway layout and key issues will occur as required.
8. Consor assumes that appropriate ROW will be available from Alpine City to accommodate the desired design.
9. Consor assumes all the existing curb, gutter, and sidewalk will need to be replaced back to tie in locations at existing roadways.

DISCIPLINE SPECIFIC ASSUMPTIONS

1. Environmental - Consor assumes no environmental clearance will be required.
2. Survey – Consor assumes no new survey will be collected; survey collected for the *Highland City 4800 West Road Improvement Project* should be sufficient for design.
3. Drainage – Consor assumes there will not be any additions to the existing drainage systems except relocating two inlet boxes on Ridge Dr where the roundabout is to be designed.
4. Drainage – Consor assumes the existing drainage facilities will be sufficient to carry any storm drainage; no upsizing is expected. Storm drain facilities will be relocated where needed.
5. Lighting – No lighting design is included. Existing lighting that are in conflict will be relocated. If additional lighting is added due to the innovative and creative solutions, then contract modification will be negotiated.
6. Utilities – Underground test holes to verify utility depths will not be required and is not included in this scope. Consor will map existing utilities using 3rd party as-built maps and Bluestakes and survey at visible features. If conflicts are found beyond the existing overhead power line, Consor can include additional utility exploration services with contract modification. Consor assumes overhead power line will be removed or relocated by Alpine City under franchise agreement with the owner.
7. Signals – Consor assumes no addition of new signals. If a crosswalk is required as part the roundabout, solar RRFB devices will be used in design.

8. Signals – No vehicle detection is included.
9. ITS – No ITS design is included.
10. Structures – No structures have been identified for the project. Structure design or modification are not included.
11. Geotechnical – No investigation will be required. A pavement design is excluded from this scope. Pavement section will follow Alpine City standards.
12. ROW – No right-of-way is required and is therefore excluded from this scope. ROW has already been mapped for the area and no new ROW mapping will be required.
13. Landscaping – Landscaping design is excluded from this scope. If required a contract modification will be required.
14. Irrigation – Irrigation design and survey is excluded from this scope. If it is required a contract modification will be needed.
15. Public Involvement (PI) – It is assumed that PI services are not needed. If it is determined that these services are required a contract modification will be required.

PROJECT FEES

Consor will execute the scope as described above for **$108,030.00** fee provided in our attached cost proposal.

If additional meetings, analysis, or work outside this scope become necessary, including additional negotiations and any other work elements not specifically outlined within this scope, as requested by Alpine City, will require written approval in the form of a change order.

Consor looks forward to getting started on this project. Please give me a call if you have any questions or comments.

Respectfully,
Consor North America, Inc.



Robert Haslam, SE
Principal Project Manager

consor

4800 W Road Improvement Project; Alpine City Roundabout
Client: Alpine City For: Services: Roadway Construction Drawings
Prepared By: David Yung On: 08/12/2026

	JOB TITLE	PROJECT MANAGER	QC/QA	ROADWAY LEAD	ROADWAY DESIGNER	ROADWAY INTERN	UTILITY MANAGER	UTILITY DESIGN	DRAINAGE DESIGN	HOURS		TOTAL LABOR BY TASK
	NAME OF PERSON	Robert H	David Y	Shuangli B	Ben G	Ammon M	Marc B	Hanyong J	Jackson K			
	2026 RATE	$270.00	$270.00	$175.00	$130.00	$100.00	$200.00	$130.00	$150.00			
TASK DESCRIPTION:		**LABOR HOURS:**										
Task 2	**Preliminary Phase**											
2.01	2R1 - Model Initial Roadway Design/Project Parameters Memo	1	4	20	60	30				115		$15,650.00
2.02	2Q1 - Develop Initial Drainage Design	1				8			16	25		$3,470.00
2.03	4J1 - Identify Right -of-Way Needs	1		2	2					5		$880.00
	Task 2 Subtotal	**3**	**4**	**22**	**62**	**38**	**0**	**0**	**16**	**145**		**$20,000.00**
Task 3	**60% Phase**											
3.01	3U1 - Identify Potential Utility Conflicts	1		2	2		4	8		17		$2,720.00
3.02	3U2 - Initial Design Utility Coordination	1		2	2		6	8		19		$3,120.00
	Task 3 Subtotal	**2**	**0**	**4**	**4**	**0**	**10**	**16**	**0**	**36**		**$5,840.00**
Task 4	**90% Phase**											
4.01	4U1 - Final Design Utility Coordination	1		2	3		4	6		16		$2,590.00
4.02	4R1 - Complete Roadway Plans & Documents	2	20	32	160	80				294		$40,340.00
4.03	4R2 - Complete Signing and Striping Plans & Documents	1	5	8	40	20				74		$10,220.00
4.04	4Q1 - Complete Drainage Plan Sheets & Documents	1	5	2	2				48	58		$9,430.00
4.05	4V1 - Plans, Specifications & Estimate (PS&E) Review Meeting	2	2	2	2					8		$1,690.00
	Task 4 Subtotal	**7**	**32**	**46**	**207**	**100**	**4**	**6**	**48**	**450**		**$64,270.00**
Task 5	**Final Phase**											
5.01	Incorporate 90% Review Comments	1	3	8	16	6	2	2	8	46		$7,020.00
5.02	5V1 - Comment Resolution Review Meeting	1	1	2	1					5		$1,020.00
	Task 5 Subtotal	**2**	**4**	**10**	**17**	**6**	**2**	**2**	**8**	**51**		**$8,040.00**
Task 6	**Post Advertising**											
6.01	6R1 - Design Support During Construction	2		4	12	6				24		$3,400.00
	Task 6 Subtotal	**2**	**0**	**4**	**12**	**6**	**0**	**0**	**0**	**24**		**$3,400.00**
Task 7	**Project Management**											
7.01	Project Management	24								24		$6,480.00
	Task 7 Subtotal	**24**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**24**		**$6,480.00**
Task 8	**Other Services**											
	Task 8 Subtotal	0	0	0	0	0	0	0	0	**0**		**$0.00**
	TOTAL LABOR HOURS	**40**	**40**	**86**	**302**	**150**	**16**	**24**	**72**	**730**		
	LABOR COSTS	**$ 10,800.00**	**$ 10,800.00**	**$ 15,050.00**	**$ 39,260.00**	**$ 15,000.00**	**$ 3,200.00**	**$ 3,120.00**	**$ 10,800.00**	**$ 108,030.00**		**$108,030.00**

Direct Costs

Sub Consultant	Quantity	Unit	Unit Cost	Total Cost
				$ -
				$ -
				$ -
Total Sub Consultant	0		$0.00	$ -
Direct Expenses				
				$ -
				$ -
				$ -
				$ -
				$ -
				$ -
				$ -
				$ -
Total Direct Expenses	0		$0.00	$ -
Total Direct Costs	0		$0.00	$ -

Total Labor Costs	$108,030.00
Total Cost	**$108,030.00**

4800 W
34'
ARM CENTERLINE
EDGE OF ASPHALT
EDGE OF ASPHALT
ALPINE CITY CORPORATION
11:054:0446
MAEGLE, KARL LYNN & ANNALIESA (ET AL)
49:360:0002
GIS ROW
EDGE OF ASPHALT
RIDGE DR
CENTER ISLAND
22'
ARM CENTERLINE
GIS ROW
EDGE OF ASPHALT
45'
14'
20'
17'
GIS ROW
SCHOW, EINAR D & JULIE M
49:360:0003
LANE CENTERLINE
PROPOSED DESIGN CENTERLINE
ARM CENTERLINE
EDGE OF ASPHALT
EDGE OF ASPHALT
COLVIN, DAVID REED & KATHRYN DUNN (ET AL)
49:360:0004
34'

A:_V-TPD\Projects\UT\Highland City\2025\D252178UT.00\Roadway Design\4800 W_Roundabout Exhibit.dwg Aug 12, 2026 - 12:24pm

NO.	REVISIONS	BY	DATE

PUBLIC WORKS DEPARTMENT
5400 W. CIVIC CENTER DRIVE
HIGHLAND CITY, UT 84003
Tel. 801-772-4515

HIGHLAND CITY

DRAWN BY	CHECKED BY
BG	DY

DATE 08/12/26

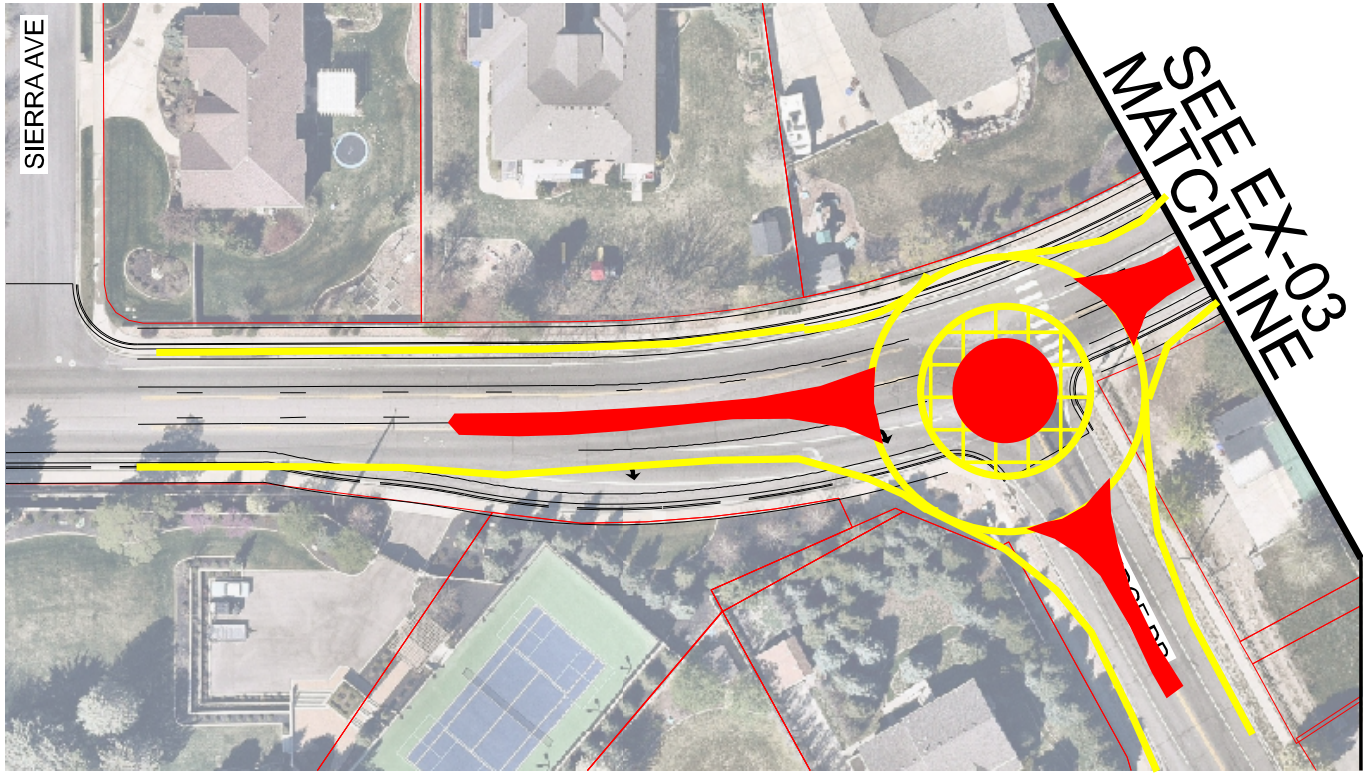
CONSOR NORTH
AMERICA, INC.
345 SOUTH 300 EAST POINTE
DR., SUITE 300
DRAPER, UT 84020
Tel. 888-451-6822

consor

PROFESSIONAL ENGINEER

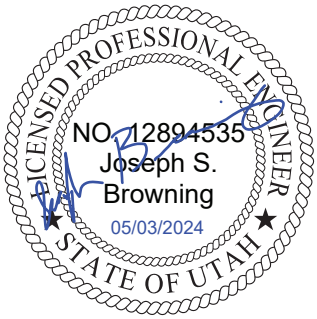
PROJECT	4800 WEST ROAD IMPROVEMENT PROJECT
PROJECT NUMBER	D252178UT.00
	ROUNDABOUT EXHIBIT

SHEET EX



ROUNDABOUT INTERSECTION ALTERNATIVE FROM INITIAL PROJECT DISCUSSIONS

MEMORANDUM



Date: May 3, 2024

To: Alpine City

From: Hales Engineering

Subject: Alpine Canyon Crest Road Speed Study

UT23-2749

Introduction

This memorandum discusses the speed study completed for Canyon Crest Road from Main Street to the south City boundary in Alpine, Utah. The study location, along with the two data collection sites, is shown in Figure 1.

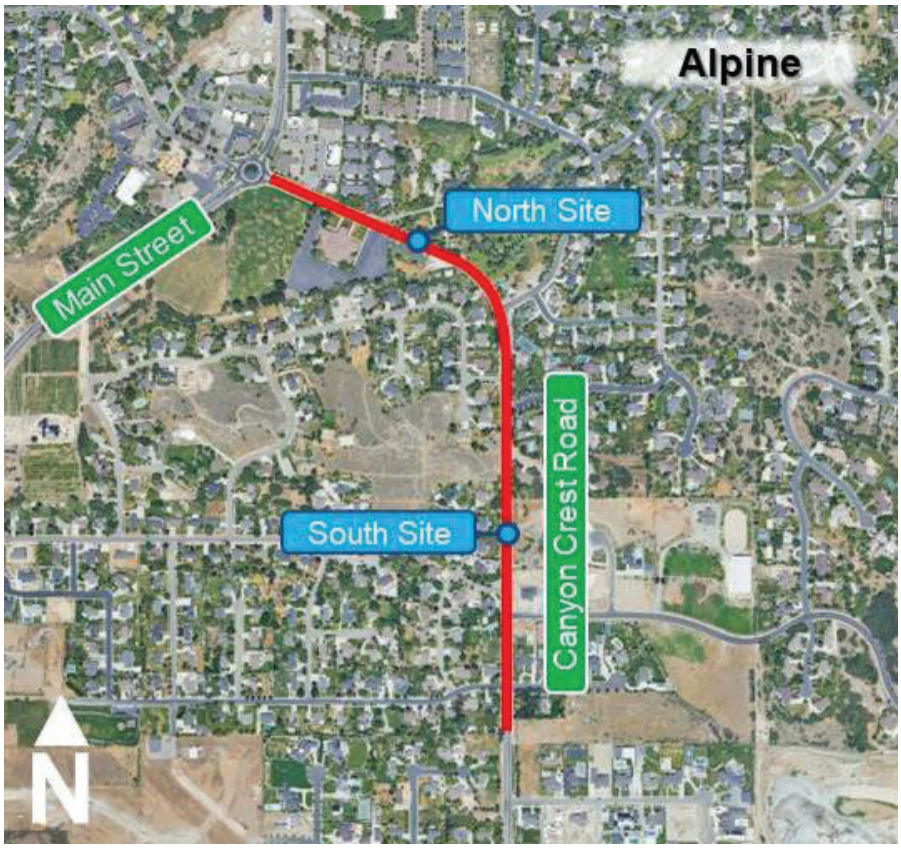


Figure 1: Study Location in Alpine, Utah

Roadway Characteristics

The study area consists of a portion of the arterial Canyon Crest Road in Alpine that lies southeast of the Canyon Crest Road / Main Street intersection. The road has one lane in each direction, and south of the curve, the road has a two-way left-turn lane (TWLTL). The posted speed limit on Canyon Crest Road is 35 mph in the study area. Two radar speed signs are located along the road. The small shoulders on the road do not allow for parking except in limited areas at the north end of the study area. For most of the study area, there is a sidewalk on both sides of the street. However, around the curve, there is one area with no sidewalk on the northeast side. There are a few streetlamps that illuminate the road at night.

Speed and Context Analysis

Field Observations

During a site visit, moderate bicycle usage was noted. There were few pedestrians observed, but there are likely more during the before- and after-school periods. The main land use around the study area is residential with one church along the road.

Speed Data Analysis

Vehicle speed data were collected using radar equipment from 10:30 to 11:30am on Thursday, April 18 in the following two locations:

- North Site: stationed northwest of the curve about 1000 feet from Main Street
- South Site: stationed south of the curve at the bottom of the hill

Detailed speed data are contained in Appendix A. The 85th percentile speeds were found for both directions at each site. Table 1 shows these findings with highlighted values indicating percentile speeds greater than 5 mph above the posted speed. While the North Site does not have 85th percentile speeds exceeding the posted speed by 5 mph, the South Site does. In the south part of the study area, the 85th percentile speed is 46 mph in the southbound direction and 41 mph in the northbound direction, within the 35 mph segment.

Table 1: Canyon Crest Road Speed Data Findings

Location	85th Percentile Speed (mph)	
	NB	SB
North Site	38	38
South Site	**41**	**46**

Source: Hales Engineering, 2024

Crash History

A summary of the crash data from the last five years is shown in Table 2. There were 23 total crashes reported from January 1, 2019, through April 30, 2024. Four crashes were speed-related, and one crash was pedestrian-related. The 2024 crash data are currently incomplete and may not be fully validated.

Table 2: Canyon Crest Road Crash Data

Year	All Crashes		Speed Related		Ped/Bike Related	
	Total	Severe	Total	Severe	Total	Severe
2019	4	0	1	0	0	0
2020	4	0	0	0	0	0
2021	3	0	0	0	0	0
2022	7	0	2	0	1	0
2023	5	0	1	0	0	0
2024	0	0	0	0	0	0
Total	**23**	**0**	**4**	**0**	**1**	**0**

Source: Hales Engineering, 2024

Speet Limit Recommendations

Due to the arterial facility type and low access density of the study area, no changes are recommended to the posted speed. However, speed management measures could be considered to improve compliance with the posted speed.

Speed Management

While a change in the posted speed limit is not recommended, the 85th percentile speeds and the pattern of speed related crashes show a need to implement speed management strategies. The following are recommended speed management strategies to be considered for the study area. A more detailed explanation of each strategy from a UDOT document on speed management can be found in Appendix B.

Radar Speed Sign and Pavement Speed Limit Markings

In addition to the current radar speed signs in the study area, another radar speed sign could be considered in the south part of the study area for drivers to see as they head southbound down the hill. Pavement speed limit markings could also be considered in that same area.

Lane Narrowing

A decrease in lane width can have a psychological effect that makes drivers slow down as they perceive less maneuverable space on the road. Currently, the lanes to the south of the study area are approximately 11 feet wide with the TWLTL being approximately 12 feet wide. Pulling in the edge lines to reduce the width of each lane to 10 feet may not only help manage speeds, but it may also increase safety by creating wider shoulders.

Curb Extensions with Crosswalk

Like the effects of lane narrowing, curb extensions give drivers less space and may reduce speeds on the intersection approach. They also discourage on-street parking close to the intersection which eliminates potential sight interference. Curb extensions could be considered at the Healy Boulevard / Canyon Crest Road intersection with a crosswalk on the north side. If curb extensions are implemented, the design should accommodate cyclists. If cost is an issue, temporary extensions could be installed until building a permanent curb extension is possible.

Other Potential Strategies

Two more strategies that could make a difference are a landscaped median through the south part of the study area or a roundabout at the Healey Boulevard / Canyon Crest Road intersection. These strategies are more costly but could potentially be considered for speed management of the study area. A roundabout could be particularly effective at slowing speeds.

Pedestrian Safety

Pedestrian safety was also examined as a part of this study. As mentioned in the roadway characteristics, much of the road has sidewalks on both sides. There is a gap in the sidewalk on the east side around the curve. To increase pedestrian safety, sidewalks could be considered in this section.

The suggested curb extensions and crosswalk at Healey Boulevard may improve pedestrian safety. The curb extensions provide a shorter crossing distance and can place pedestrians in a position that is easier for drivers to see. Since Pyrenees Drive is close to Healey Boulevard, a crosswalk connecting these residential areas may be more beneficial than the existing crosswalk just north of Healey Boulevard. For this reason, replacing the crosswalk at Carlisle Avenue with a crosswalk at Healey Boulevard could be considered.

Improvements to existing and proposed crosswalks may also increase pedestrian safety. Repainting the fading lines of the crosswalk at Ridge Drive along with installing an advance “yield here to peds” sign and a yield line could be considered. Rectangular Rapid Flashing Beacons (RRFBs) could be another consideration. If the crosswalk at Carlisle Avenue is maintained, the same improvements could be considered.

Conclusions

The findings of this study are as follows:

- The south section of the study area had 85th percentile speeds of 46 mph in the southbound direction and 41 mph in the northbound direction.
- Based on the 85th percentile speed and context of Canyon Crest Road, it is recommended that the City keep the same posted speed limit and implement some speed management measures
    - Radar speed signs, pavement speed limit markings, lane narrowing, and curb extensions with a crosswalk are some potential considerations for speed management along the study area.
- To improve pedestrian safety, the following measures could be considered:
    - Sidewalks where they don't currently exist on the northeast side of the curve.
    - Advance warning signage and yield striping to existing crosswalks
    - RRFBs
    - A new crosswalk with curb extensions at Healey Boulevard. If desired, this could take the place of the existing crosswalk at Carlisle Avenue.

It is recommended that three months after the implementation of speed management measures the City conduct an after study to make sure that the measures were effective at reducing the traffic speeds to a more acceptable speed nearer to the actual posted speed limit.

If you have any questions regarding this memorandum, please contact us at 801.766.4343.

APPENDIX A

Speed Data

1220 North 500 West, Ste. 202 Lehi, UT 84043 p 801.766.4343
www.halesengineering.com

North Site		
	NB	SB
50th	35	34.5
85th	38	38
Mean	34.54	34.3
Median	35	34.5
Min	22	25
Max	44	46

NB	SB
31	33
27	32
37	30
38	30
29	35
34	34
40	31
32	37
33	34
33	38
36	35
36	29
34	36
24	33
31	33
30	46
38	35
37	29
35	36
32	32
44	36
38	41
39	29
37	34

NB	SB
34	31
22	34
35	38
32	31
34	33
41	35
35	31
36	38
38	35
35	34
32	34
31	33
32	38
38	40
37	35
34	35
36	38
43	35
41	37
31	29
37	37
31	38
33	37
31	32

NB	SB
36	29
37	33
	25
	30
	35
	33
	39
	39
	26
	32
	33
	37
	41
	37
	38
	29
	37
	31
	40
	35
	35
	31

South Site		
	NB	SB
50th	37	42
85th	41	46
Mean	37	41.76923
Median	37	42
Min	23	32
Max	45	50

NB	SB
37	46
33	35
45	46
37	41
31	37
40	42
41	45
29	46
38	42
38	39
41	42
36	36
36	41
23	45
41	39
36	36
32	46
36	45
38	41
37	35
38	39
36	41
41	41
32	45
33	45
38	38
33	43

NB	SB
38	44
41	41
37	32
37	36
41	39
37	47
32	42
37	42
31	41
39	48
39	44
37	41
31	43
34	48
32	41
43	44
42	43
44	49
37	47
43	44
35	43
39	45
41	39
44	45
	43
	42
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NB	SB
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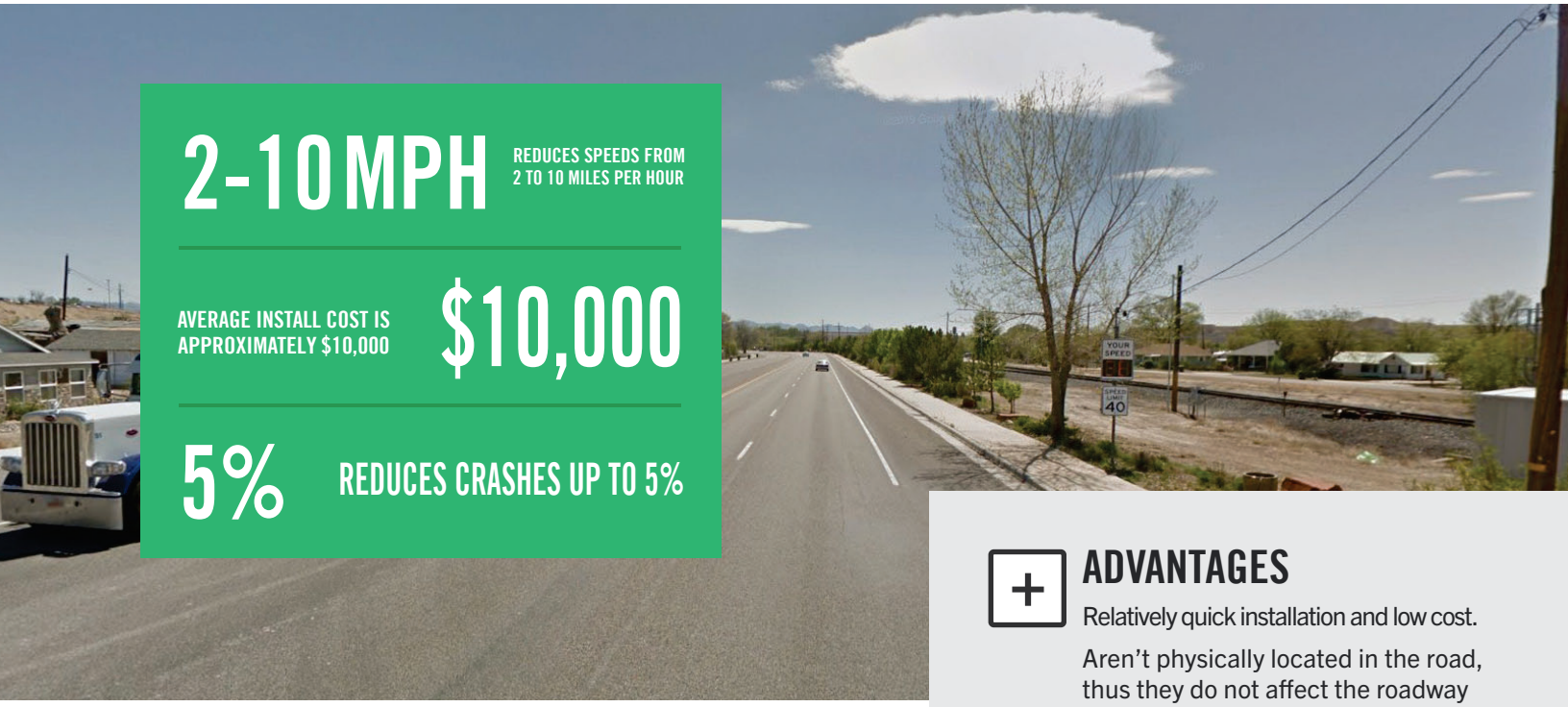
HALES ENGINEERING
innovative transportation solutions

APPENDIX B

Speed Management Strategies

1220 North 500 West, Ste. 202 Lehi, UT 84043 p 801.766.4343
www.halesengineering.com

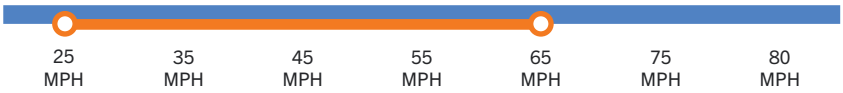
RADAR SPEED SIGN





TRAVEL SPEEDS

Radar Speed Signs are appropriate for roadway speeds between 25 and 65 miles per hour.



TRAFFIC VOLUMES

Radar Speed Signs are appropriate for Low to Moderate traffic volumes.



NUMBER OF LANES

Radar Speed Signs are appropriate for 1 to 2 lanes of traffic in each direction.



ADVANTAGES

Relatively quick installation and low cost.

Aren't physically located in the road, thus they do not affect the roadway surface maintenance, emergency vehicle operations, or drainage.

DISADVANTAGES

Overuse could result in a loss of effectiveness.

Passive measure which doesn't require driver to alter behavior, so over time effectiveness could wear off.

TYPICAL LOCATIONS

Entering a rural community.

Rapid decrease in posted speed limit.

Where 85th percentile speeds are > 10 MPH above posted speed limit.

EXAMPLE LOCATIONS

U.S. 91, Mantua

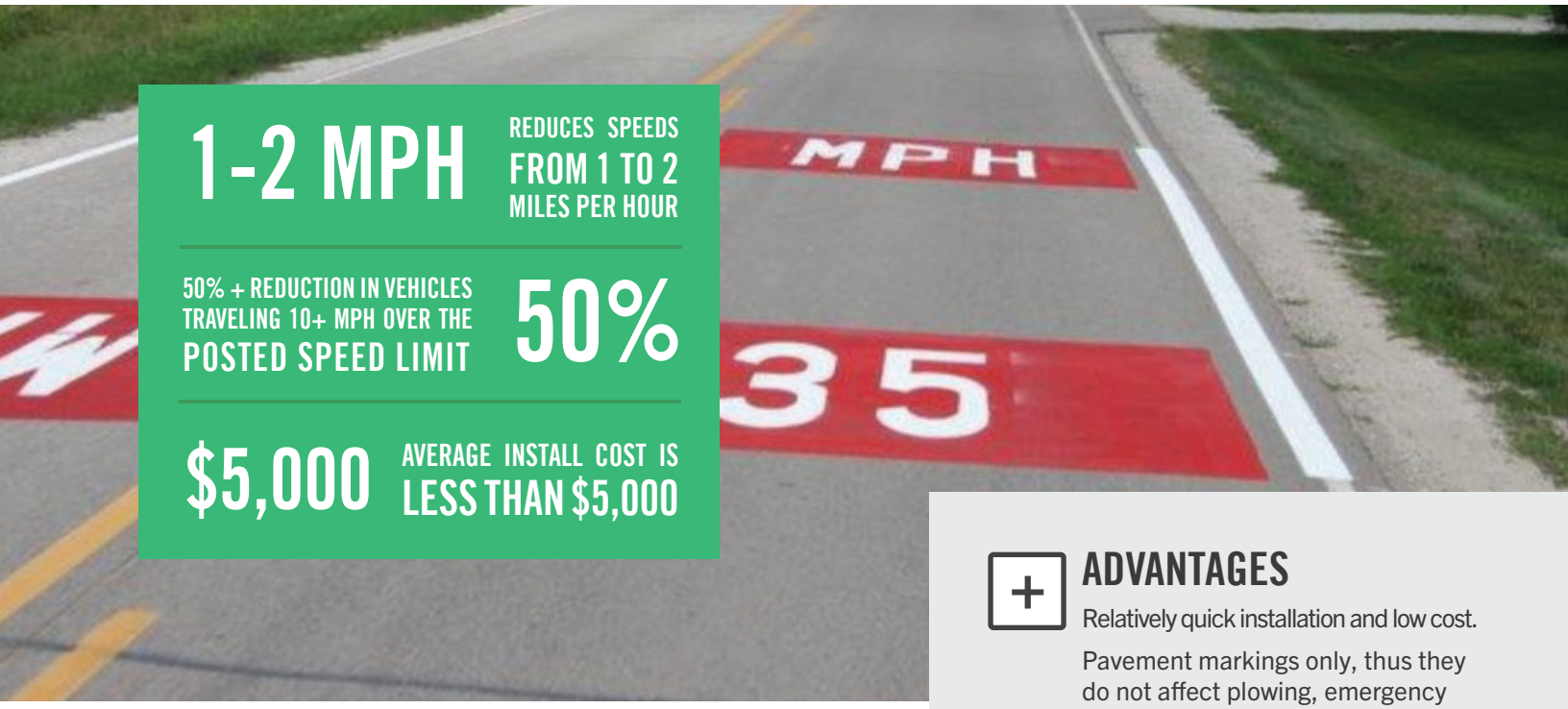
S.R. 150, Samak

S.R. 132, Leamington

U.S. 6, Wellington

S.R. 9, Rockville

PAVEMENT SPEED LIMIT MARKING



1-2 MPH REDUCES SPEEDS FROM 1 TO 2 MILES PER HOUR

50% + REDUCTION IN VEHICLES TRAVELING 10+ MPH OVER THE POSTED SPEED LIMIT **50%**

$5,000 AVERAGE INSTALL COST IS LESS THAN $5,000



TRAVEL SPEEDS

Pavement Speed Limit Markings are appropriate for ALL roadway speeds.

25 MPH | 35 MPH | 45 MPH | 55 MPH | 65 MPH | 75 MPH | 80 MPH

TRAFFIC VOLUMES

Pavement Speed Limit Markings are appropriate for ALL traffic volumes.

Low Volume | Moderate Volume | High Volume

NUMBER OF LANES

Pavement Speed Limit Markings are appropriate for ALL lanes of traffic.

1 Lane | 2 Lane | 3 Lane | 4 Lane

ADVANTAGES

Relatively quick installation and low cost.

Pavement markings only, thus they do not affect plowing, emergency vehicle operations, or drainage.

DISADVANTAGES

Passive measure which doesn't require driver to alter behavior, so over time effectiveness could wear off.

In the traveled way, thus wears off over time.

TYPICAL LOCATIONS

Any location where additional emphasis is needed (curves, entering developed areas, reduction in posted speed limit).

EXAMPLE LOCATIONS

I-80 Eastbound at I-15, SLC

ROADWAY NARROWING
(BIKE LANES, LANE NARROWING, ON-STREET PARKING, ETC.)



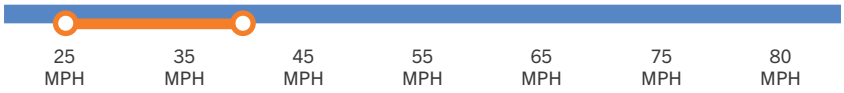
STARTING AT $20,000 PER MILE (STRIPING ONLY)

0-3 MPH MINOR (0 TO 3 MILES PER HOUR) EFFECT ON VEHICLE SPEED WITHOUT OTHER CHANGES

PROVIDES SPACE FOR BIKE LANES OR PARKING



TRAVEL SPEEDS
Roadway Narrowing is appropriate for roadway speeds between 25 and 40 miles per hour.



TRAFFIC VOLUMES
Roadway Narrowing is appropriate for Low to Moderate traffic volumes.



NUMBER OF LANES
Roadway Narrowing is appropriate for 1 to 3 lanes of traffic in each direction.



ADVANTAGES
Potentially improved bike facilities or increased on-street parking.

Low cost.

DISADVANTAGES
Without other changes has not been shown to drastically vehicle speeds.

TYPICAL LOCATIONS
Where treatments are needed for bicycle activity, high demand for parking, etc. and not just lowering vehicle speeds.

Roadways with wider pavement section than needed.

EXAMPLE LOCATIONS
200 South @ 800 East, Salt Lake City

Daybreak Parkway, South Jordan

CURB EXTENSIONS



REDUCTION IN VEHICLE SPEEDS DEPENDS ON DESIGN

APPROXIMATELY $100,000 OR GREATER

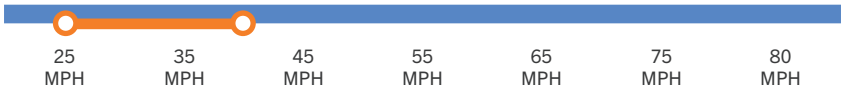
$100,000

UP TO 30% REDUCTION IN PEDESTRIAN CRASHES



TRAVEL SPEEDS

Curb Extensions are appropriate for roadway speeds between 25 and 40 miles per hour.



TRAFFIC VOLUMES

Curb Extensions are appropriate for Low to Moderate traffic volumes.



NUMBER OF LANES

Curb Extensions are appropriate for 1 to 2 lanes of traffic in each direction.



ADVANTAGES

Physical treatment so effectiveness does not wear off with time.

Provides improved pedestrian crossing.

DISADVANTAGES

Increased maintenance. Could interfere with large vehicle movements.

TYPICAL LOCATIONS

Corridors with on-street parking. Intersections with pedestrian activity.

A small number of turning heavy vehicles.

EXAMPLE LOCATIONS

U.S. 89, downtown Ogden
U.S. 89 & 500 N, Salt Lake City
U.S. 40, downtown Ogden
S.R. 120, Richfield
U.S. 89, Gunnison
S.R. 12, Tropic

ROUNDABOUT



SIGNIFICANT SPEED REDUCTIONS

AVERAGE INSTALL COST OF $1-3 MILLION

$1-3 MILLION

88%

REDUCE FATAL AND SERIOUS INJURY CRASHES BY UP TO 88%



TRAVEL SPEEDS

Roundabouts are appropriate for roadway speeds between 25 and 65 miles per hour.

25 MPH | 35 MPH | 45 MPH | 55 MPH | 65 MPH | 75 MPH | 80 MPH

TRAFFIC VOLUMES

Roundabouts are appropriate for Low to Moderate traffic volumes.
**High volume roadways may be possible with additional review / design.*

Low Volume | Moderate Volume | High Volume

NUMBER OF LANES

Roundabouts are appropriate for 1 to 2 lanes of traffic in each direction.
**3 lane roadways may be possible with additional review / design.*

1 Lane | 2 Lane | 3 Lane | 4 Lane

ADVANTAGES

Alters vehicle path thus necessitates major reductions in speed.

Major safety improvements.

Can handle a wide range of mainline and turning traffic.

Pedestrian safety improved due to lower speeds.

DISADVANTAGES

Relatively expensive. May require additional right-of-way.

TYPICAL LOCATIONS

Intersections with available right-of-way. Where speeds, safety, and congestion are all concerns.

EXAMPLE LOCATIONS

I-80 interchange, Jeremy Ranch Park City

S.R. 63, Oljato-Monument Valley

S.R. 12 & S.R. 63, Bryce Canyon

S.R. 130, Enoch

LANDSCAPED MEDIAN ISLAND



1-5 MPH REDUCES SPEEDS FROM 1 TO 5 MILES PER HOUR

$0.5 TO 1 MILLION PER MILE

71% REDUCES CRASHES UP TO 71%



Treatment also includes curb extensions

TRAVEL SPEEDS

Median Islands are appropriate for roadway speeds between 25 and 65 miles per hour.

25 MPH | 35 MPH | 45 MPH | 55 MPH | 65 MPH | 75 MPH | 80 MPH

TRAFFIC VOLUMES

Median Islands are appropriate for ALL traffic volumes.

Low Volume | Moderate Volume | High Volume

NUMBER OF LANES

Median Islands are appropriate for ALL lanes of traffic.

1 Lane | 2 Lane | 3 Lane | 4 Lane

ADVANTAGES

Physical treatment so effectiveness does not wear off with time.

Provides improved pedestrian crossing.

Landscaped medians improve aesthetics as well as reduce travel speeds.

DISADVANTAGES

Increased maintenance. Could require additional right-of-way.

Back to back curb medians without landscaping have not been shown to reduce travel speeds.

TYPICAL LOCATIONS

Roadways with two-way left-turn lanes and where u-turns, alternate access, or median openings can be accommodated.

Existing and potential pedestrian crossing locations.

EXAMPLE LOCATIONS

U.S. 89, downtown Ogden

U.S. 89 @ 50 North, Salt Lake City

S.R. 68 @ 5500 South, Taylorsville

S.R. 34, St. George

Fehr & Peers

Memo

Date: February 11, 2026

To: Jason Judd, City Engineer; Alpine City

From: Michael Adamson, PE, RSP$_1$ and Ryan Hunter; Fehr & Peers

Subject: Mountainville Academy Re-Routing Scenarios Assessment

---

Background

Purpose

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

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

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

Traffic Data Collection

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

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

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

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

Distribution of School Traffic

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

Current Student Distribution

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

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

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

Redistribution Scenarios

No Left-Turn Entry/Exit

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

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

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

Allow Left-Turns for North Egress

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

Red Pine Staging Area

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

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

Other Scenarios Discussed

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

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

Figure 1. Potential Rerouting Resulting from No Left Turn Entry/Exit Scenario

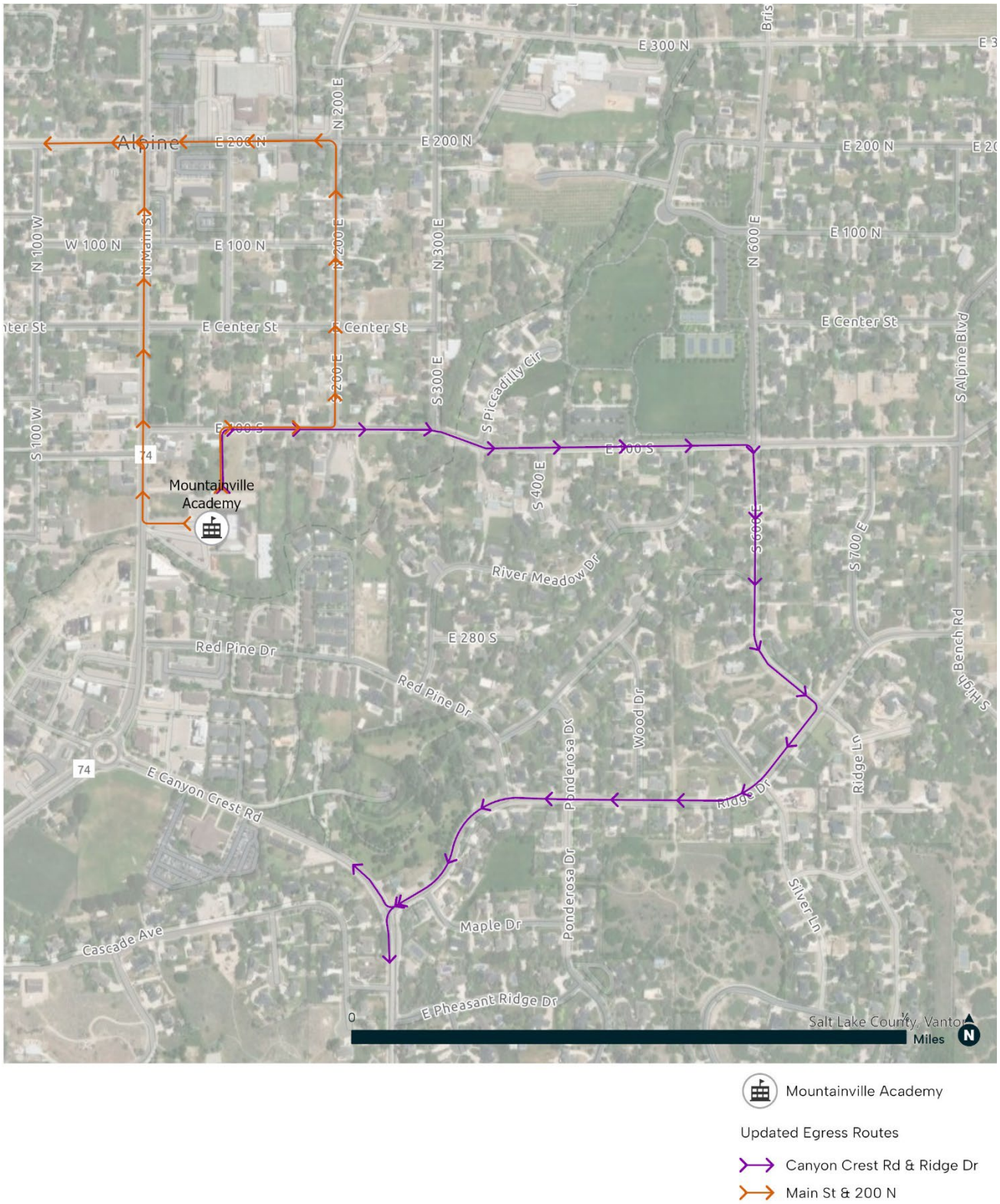


Figure 2. Updated On-Street Staging at Red Pine Drive



Chokepoint Analysis

Methodology

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

Table 1. Level of Service Descriptions

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

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

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

No Left-Turn Entry/Exit

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

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

Based on these results, it was found that potential re-routing from the school could result in failing conditions at the Canyon Crest Road & Ridge Drive intersection, assuming no roundabout is in place. **However, if the programmed roundabout is implemented, this intersection would easily be able to handle the additional traffic from re-routed vehicles.** However, it is worth noting the potential drawbacks to forcing vehicles to re-route away from Main Street:

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

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

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

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

Allow Left-Turns for North Egress

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

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

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

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

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

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

Red Pine Staging Area

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

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

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

Table 4: Red Pine Drive Staging Area Analysis Results

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

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

Findings and Recommendations

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

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

Attachment A – Mountainville Academy Traffic Impact Study, 2025

HALES ENGINEERING
innovative transportation solutions

Mountainville Academy

Traffic Impact Study



Alpine, Utah

May 30, 2025

UT25-3003

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EXECUTIVE SUMMARY

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

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

Table ES-1: Peak Hour Level of Service Results

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

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

Source: Hales Engineering, May 2025

Table ES-2: Recommended Storage Length

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

1. Storage lengths are based on 2025 95th percentile queue lengths and do not include required deceleration / taper distances
2. E = Existing storage length (approximate), if applicable; P = proposed storage length for new turn lanes or changes to existing turn lanes, if applicable

Source: Hales Engineering, May 2025

SUMMARY OF KEY FINDINGS & RECOMMENDATIONS

Project Conditions

- The project will consist of a new building on the campus with a reconfiguration of the access and pickup/drop off areas. Three options are being considered, and the expansion is not anticipated to increase enrollment at the school.
- As a result of the analysis, Option 2a was deemed the best configuration for directing traffic
- In addition, it is recommended that the crosswalk on 120 South be migrated south to a mid-block location and installed as a Danish offset crosswalk. Rectangular rapid flashing beacons (RRFBs) could be considered at the signs.
- Currently, many parents pick up their children at the park north of 100 South. It is anticipated with the proposed improvements that some of these parents may choose to utilize the on-site pickup area instead. It is estimated that the proposed configuration is approximately 850 feet short to accommodate all parents. Therefore, it is anticipated that some, but not all, pickup that currently occurs off-site may divert to on-site. However, the new site configuration represents a significant improvement in space for queue storage
  - It is recommended that vehicles be stacked side-by-side on-site as much as possible
  - To reduce the need for off-site pick-up and drop-off, the school could consider implementing staggered release times at least 15 minutes apart

2025	Background	Plus Project
Findings	• Poor LOS at the 100 South / Main St, 120 South / Main St, and Mountainville Access / Main St intersections • Observations indicate multiple near misses at the Mountainville Access / Main Street intersection	• Poor LOS at the 100 South / Main St, 120 South / Main St, and Mountainville Access / Main St intersections, depending on the alternative
Mitigations	• See plus project mitigations	• **Option 2a is preferred,** which proposes a direct connection from the school site to 100 South through a City property • **Main St:** Install a raised median from south of primary access to just before 120 South and restrict project accesses to right-in/right-out • **100 South / Main St:** Consider installing traffic signal as it is anticipated peak hour warrants will nearly be met ○ This improvement is intended as a way to prevent school traffic from cutting through the neighborhood to the west via 120 South. This could only be accomplished with Option 2a.

Mountainville Academy Expansion
Mitigated Roadway Network

Figure ES-1

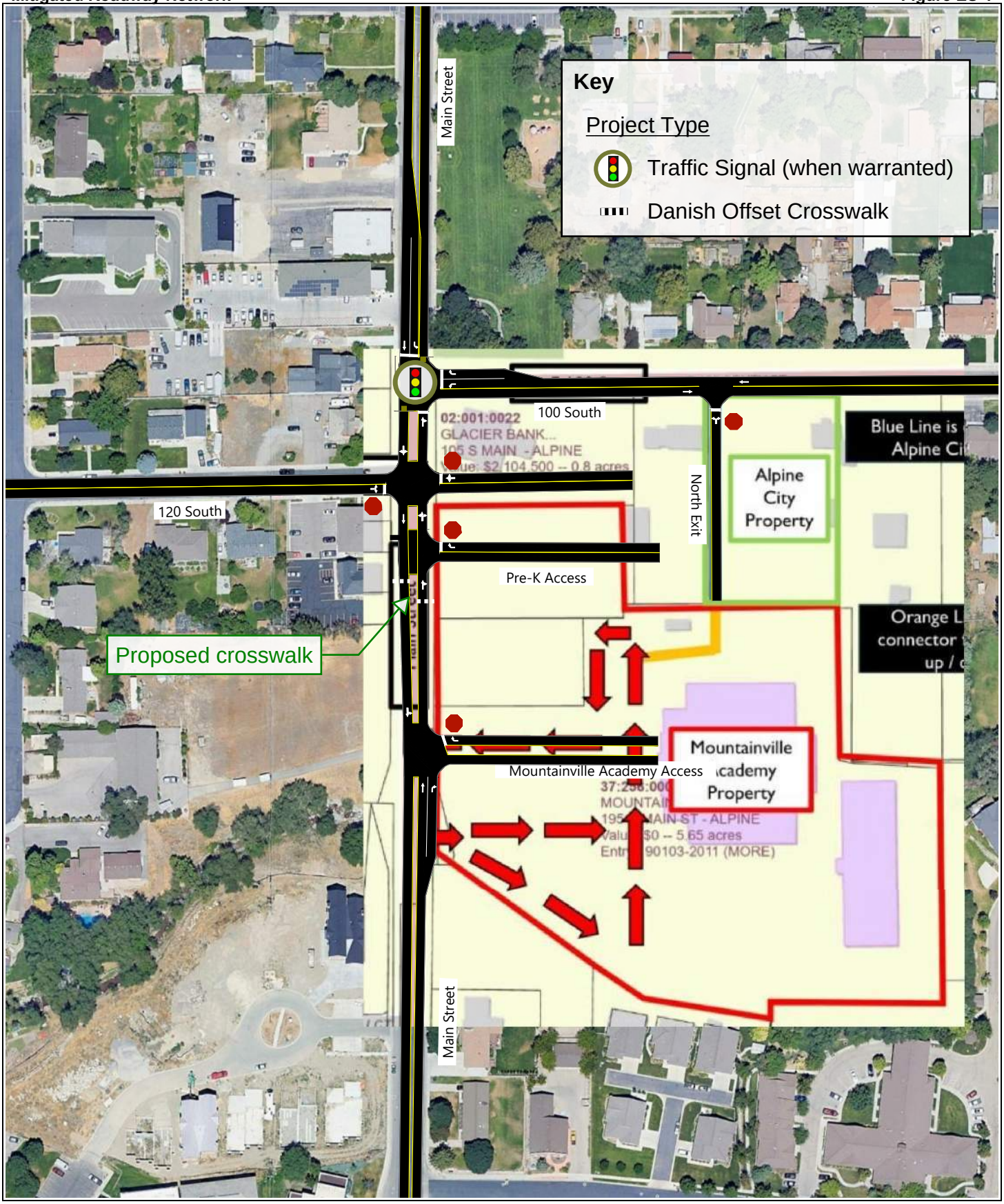


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I. INTRODUCTION

A. Purpose

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

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



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

B. Scope

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

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

C. Analysis Methodology

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

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

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

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

D. Level of Service Standards

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

Table 1: Level of Service Description

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

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

II. EXISTING (2025) BACKGROUND CONDITIONS

A. Purpose

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

B. Roadway System

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

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

C. Traffic Volumes

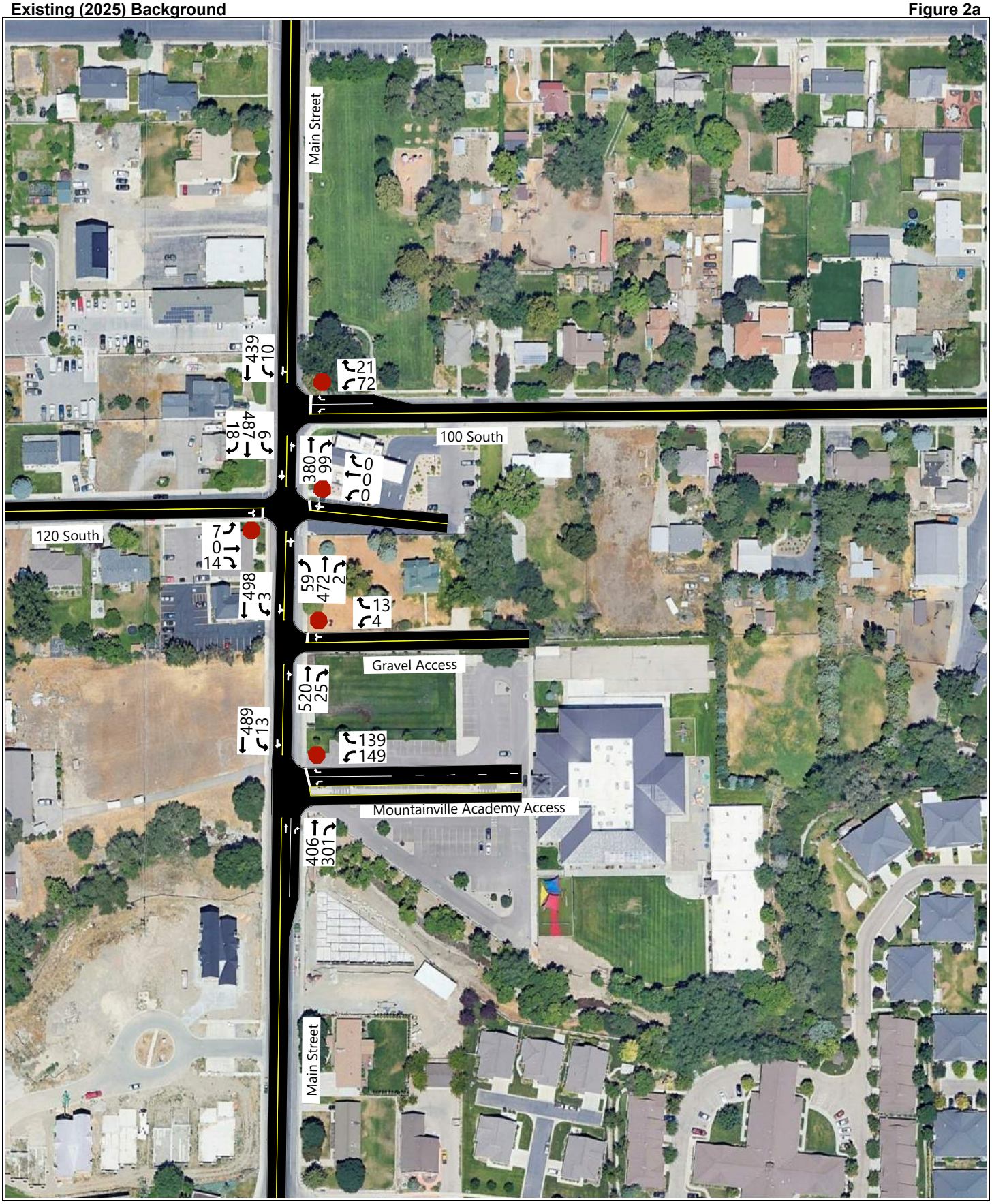
Weekday morning (7:00 to 9:00 a.m.) and afternoon (2:00 to 4:00 p.m.) peak period traffic counts were performed at the following intersections:

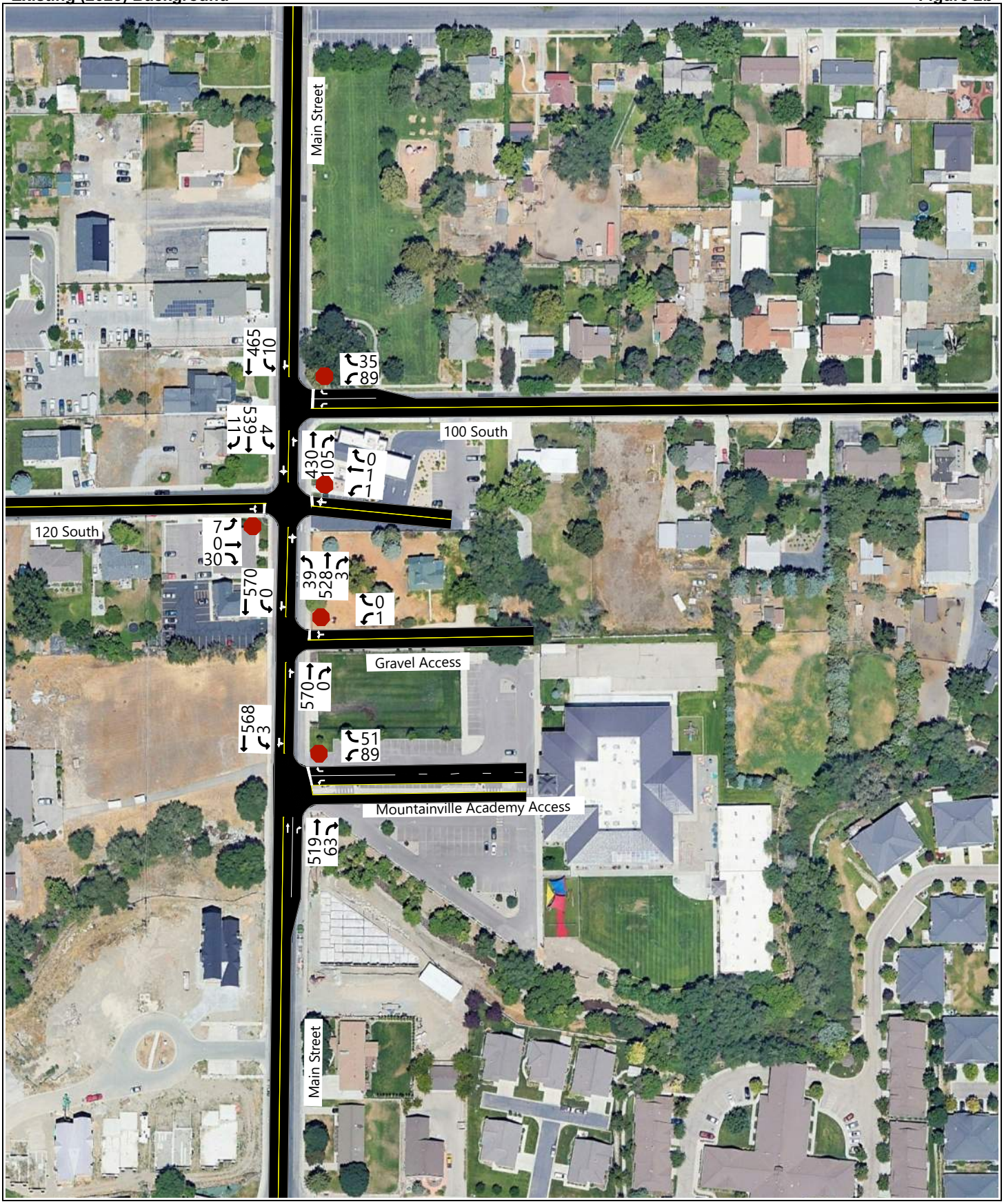
- 100 South / Main Street
- 120 South / Main Street
- Mountainville Academy / Main Street
- Pre-K Access / Main Street

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

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

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


Main Street
100 South
120 South
Gravel Access
Mountainville Academy Access
Main Street
439
10
21
72
487
18
9
380
99
0
0
0
7
0
14
498
3
59
472
2
13
4
520
25
489
13
139
149
406
301


Main Street
100 South
120 South
Gravel Access
Mountainville Academy Access
Main Street
465
10
35
89
539
11
4
430
105
0
1
1
7
0
30
570
0
39
528
3
0
1
570
0
568
3
51
89
519
63

D. On-site Observations

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

E. Level of Service Analysis

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

Table 2: Existing (2025) Background Peak Hour LOS

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

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

Source: Hales Engineering, May 2025

F. Queuing Analysis

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

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

G. Mitigation Measures

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

III. PROJECT CONDITIONS

A. Pre-Kindergarten Expansion

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

B. Scenarios

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

Option 1:

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

Option 2a:

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

Option 2b:

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

C. Access

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

Main Street:

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

100 South:

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

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

A. Purpose

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

B. Traffic Volumes

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

C. Level of Service Analysis

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

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

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

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

Source: Hales Engineering, May 2025

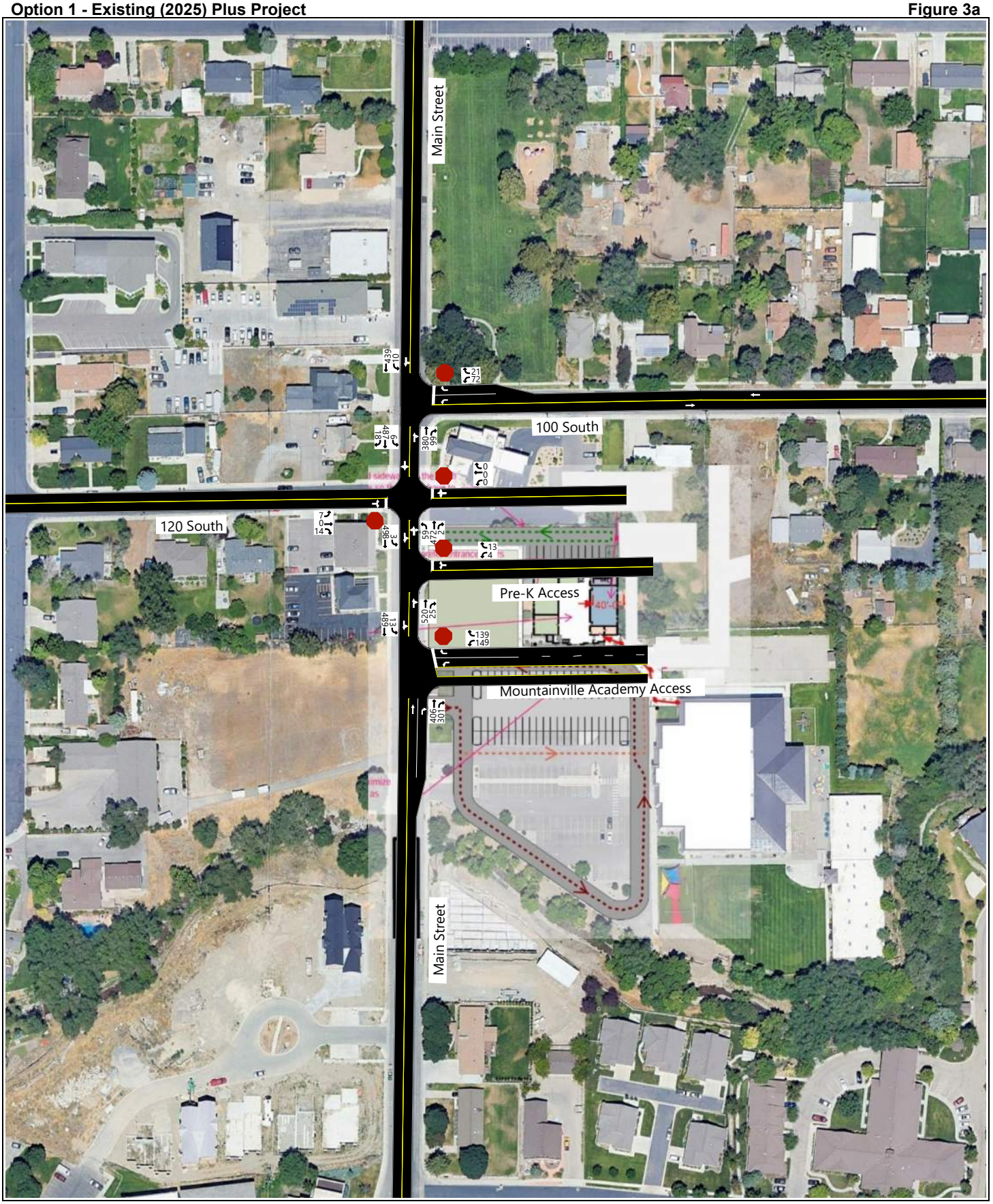
D. Queuing Analysis

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

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

Mountainville Academy Expansion
Option 1 - Existing (2025) Plus Project

Morning Peak Hour
Figure 3a

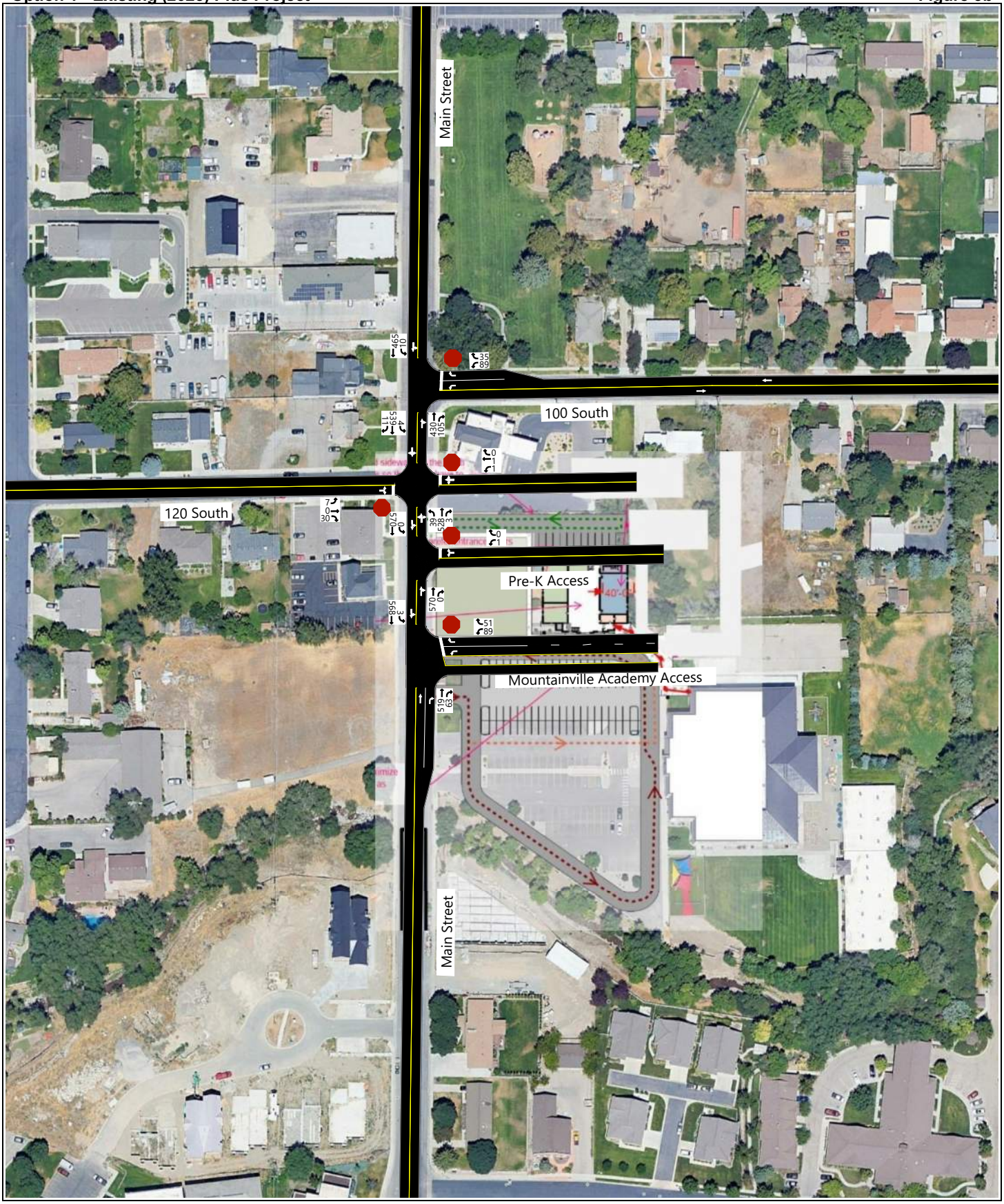


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Mountainville Academy Expansion
Option 1 - Existing (2025) Plus Project

Afternoon Peak Hour
Figure 3b



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E. Mitigation Measures

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

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

A. Purpose

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

B. Traffic Volumes

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

C. Level of Service Analysis

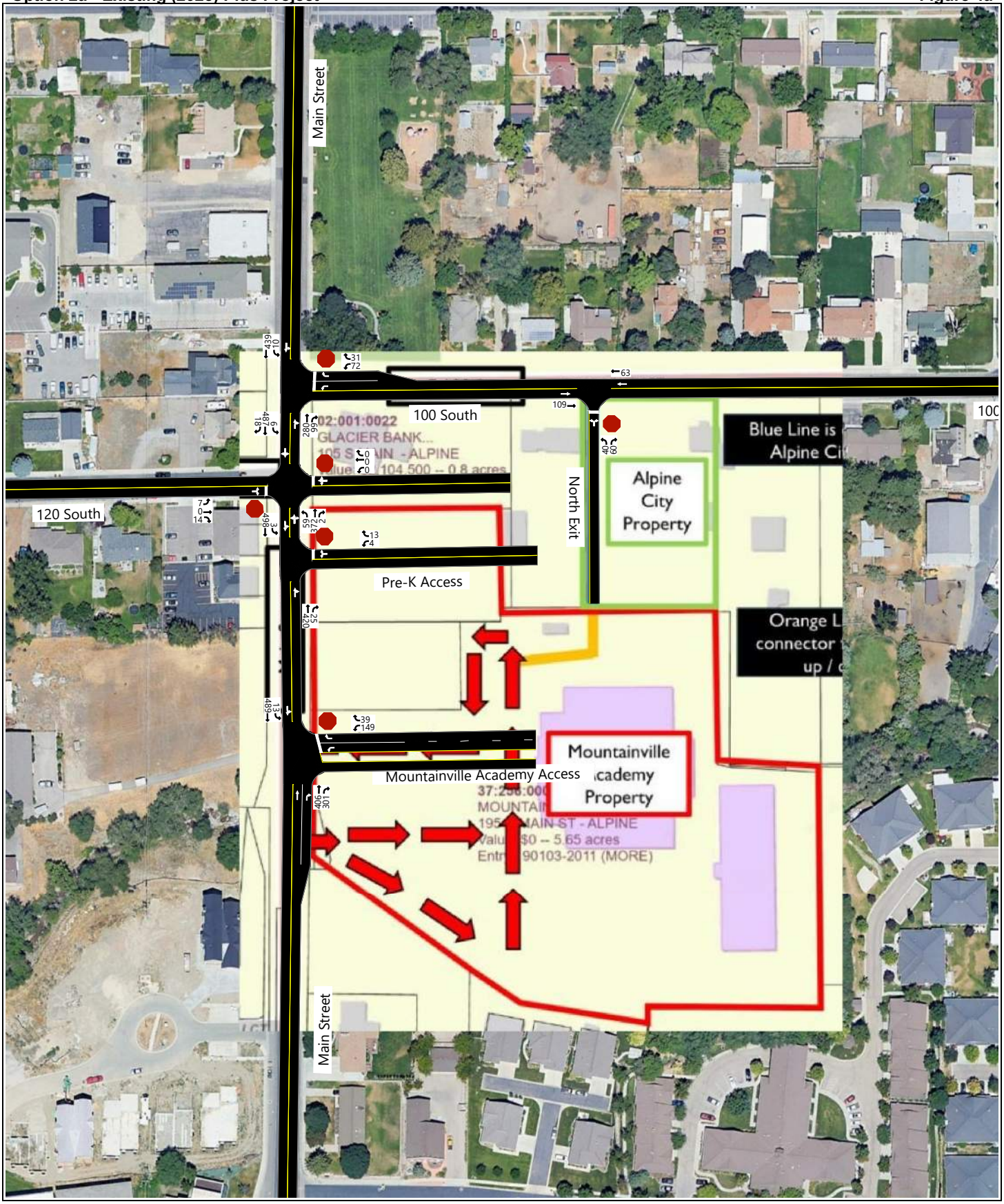
Hales Engineering determined that the 100 South / Main Street and Mountainville Academy Access / Main Street intersections are anticipated to operate at poor levels of service during the morning and afternoon peak hours with the proposed scenario, as shown in Table 4.

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

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

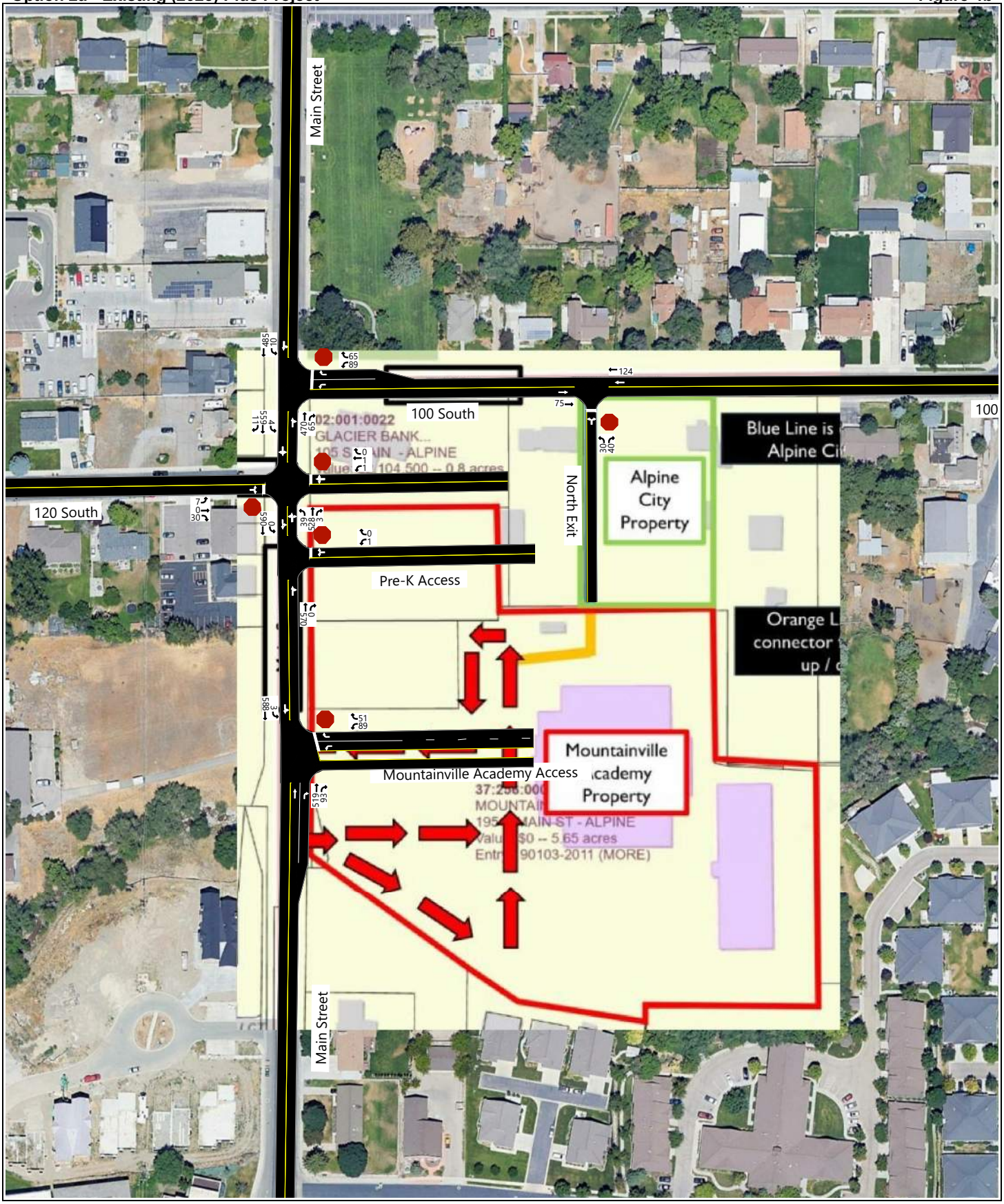
1. Movement indicated for unsignalized intersections where delay and LOS represents worst movement. SBL = Southbound left movement, etc.
2. Uppercase LOS used for signalized, roundabout, and AWSC intersections. Lowercase LOS used for all other unsignalized intersections.

Source: Hales Engineering, May 2025


Main Street
100 South
120 South
North Exit
Alpine City Property
Pre-K Access
Mountainville Academy Access
Mountainville Academy Property
Blue Line is Alpine Ci
Orange L connector up /
Main Street
GLACIER BANK...
- ALPINE
104,500 -- 0.8 acres
MAIN ST - ALPINE
90103-2011 (MORE)
5.65 acres

Mountainville Academy Expansion
Option 2a - Existing (2025) Plus Project

Afternoon Peak Hour
Figure 4b



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D. Queuing Analysis

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

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

E. Mitigation Measures

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

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

A. Purpose

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

B. Traffic Volumes

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

C. Level of Service Analysis

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

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

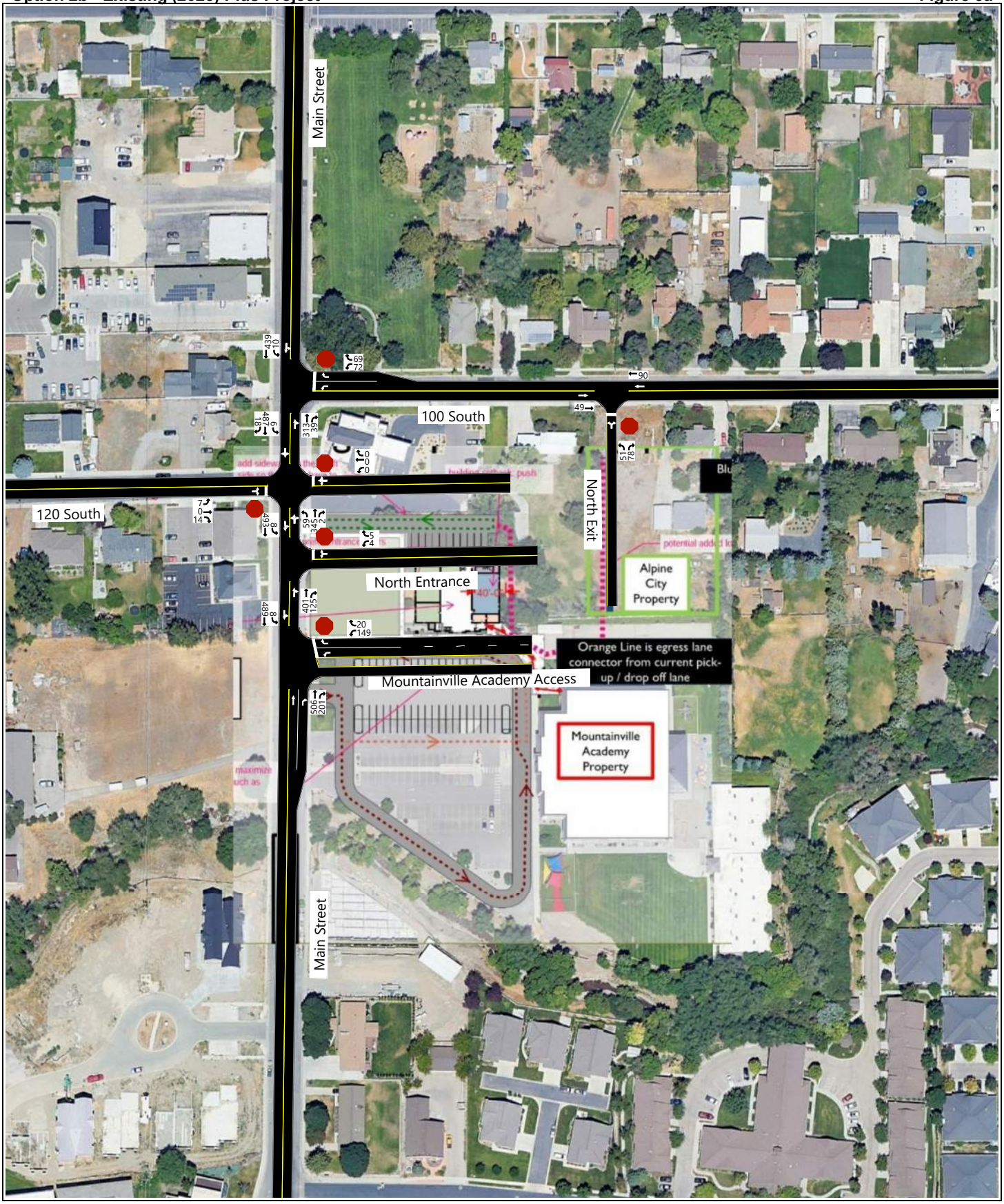
Intersection		LOS (Sec. Delay / Veh.) / Movement[1]	
Description	Control	Morning Peak	Afternoon Peak
100 South / Main Street	WB Stop	d (33.9) / WBL	f (>50) / WBL
120 South / Main Street	EB/WB Stop	c (17) / EBR	d (25.4) / EBR
Pre-K Access / Main Street	WB Stop	c (15.5) / WBR	c (24.3) / WBL
Mountainville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

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

Source: Hales Engineering, May 2025

Mountainville Academy Expansion
Option 2b - Existing (2025) Plus Project

Morning Peak Hour
Figure 5a

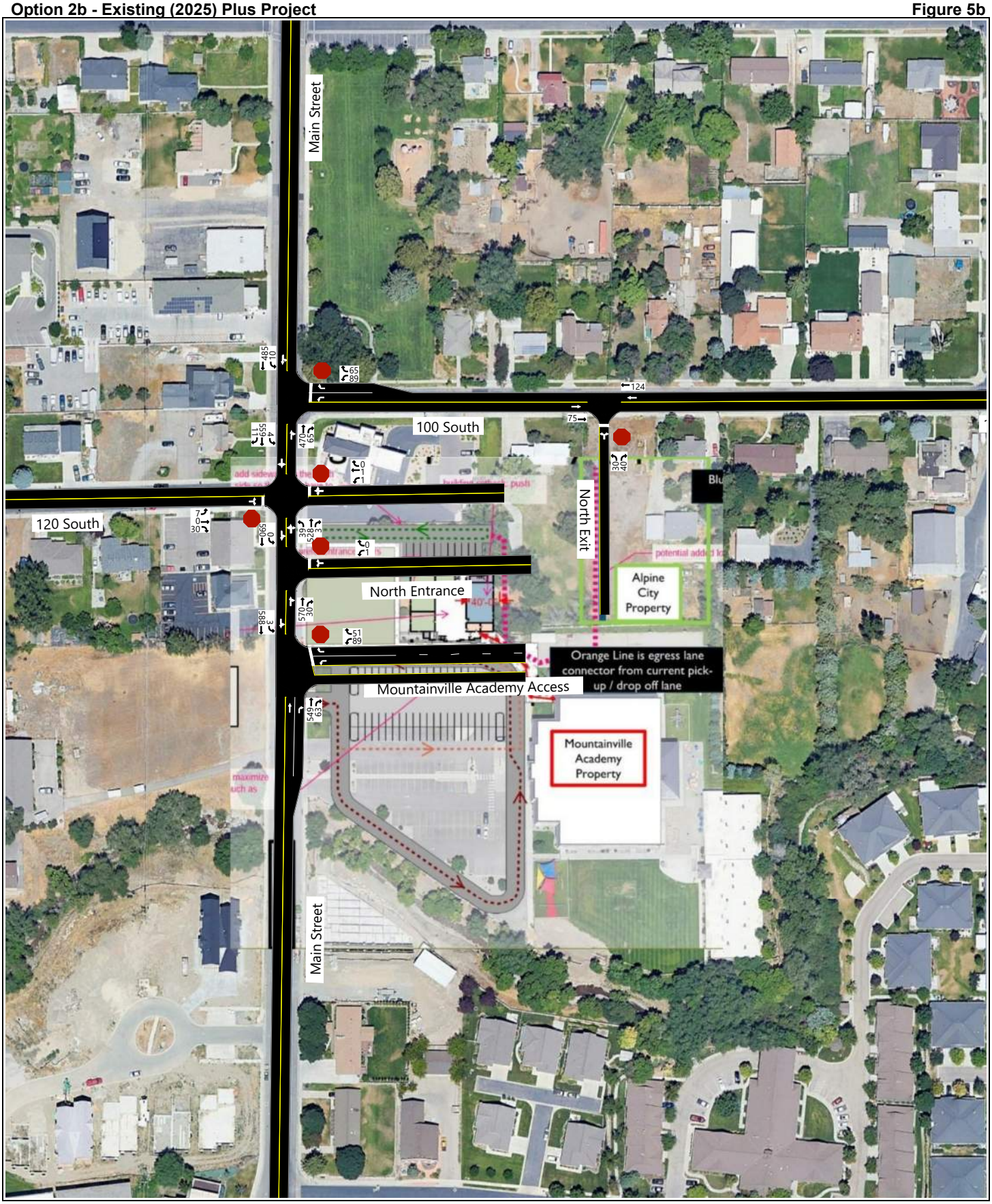


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Mountainville Academy Expansion
Option 2b - Existing (2025) Plus Project

Afternoon Peak Hour
Figure 5b



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D. Queuing Analysis

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

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

E. Mitigation Measures

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

VII. PREFERRED ALTERNATIVE

A. Overview

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

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

B. Mitigated Scenario

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

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

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

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

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

Source: Hales Engineering, May 2025

C. Recommended Storage Lengths

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

Table 7: Recommended Storage Lengths

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

1. Storage lengths are based on 2025 95th percentile queue lengths and do not include required deceleration / taper distances
2. E = Existing storage length (approximate), if applicable; P = proposed storage length for new turn lanes or changes to existing turn lanes, if applicable

Source: Hales Engineering, May 2025

D. Crosswalk Review

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

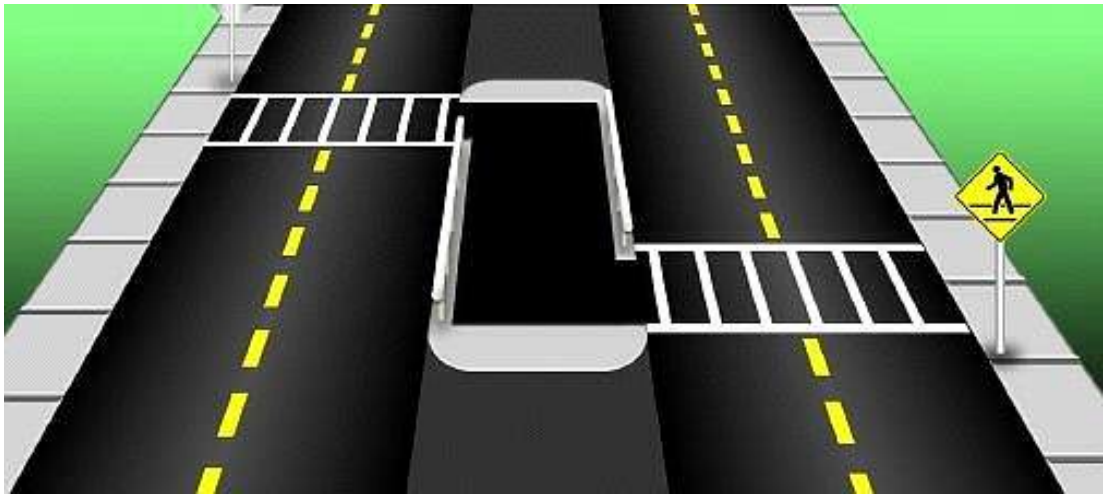


Figure 6: Danish offset crosswalk (Source: Nevada Appeal)

E. Pick-Up / Drop-Off Queue Analysis

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

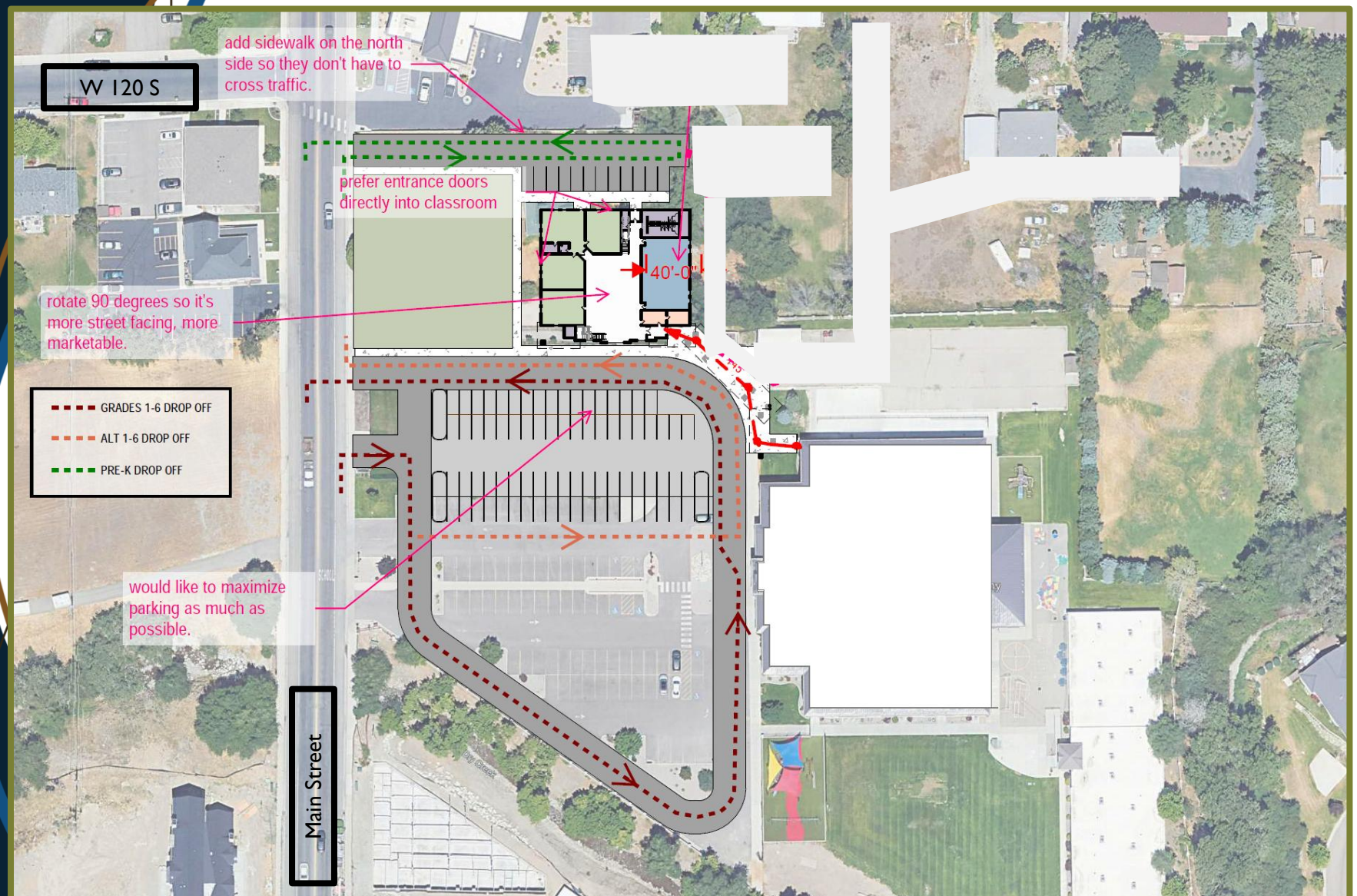
The difference in these two projected values is approximately 850 feet short of the length needed to accommodate all vehicles. Therefore, it is anticipated that some parents will still use the northern park but fewer than currently do. The planned configuration as a design is the maximum reasonable amount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

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

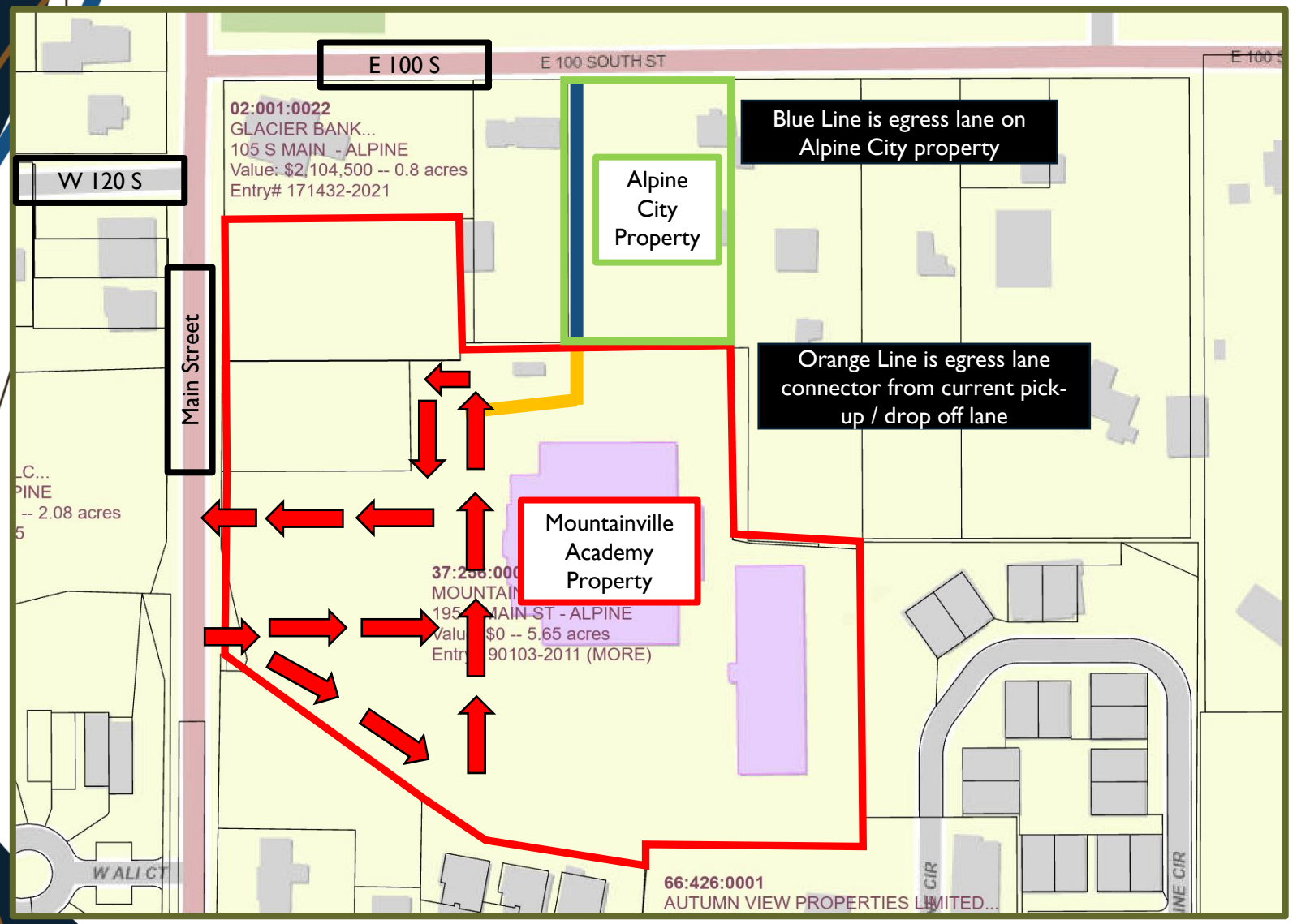
APPENDIX A

Site Plan

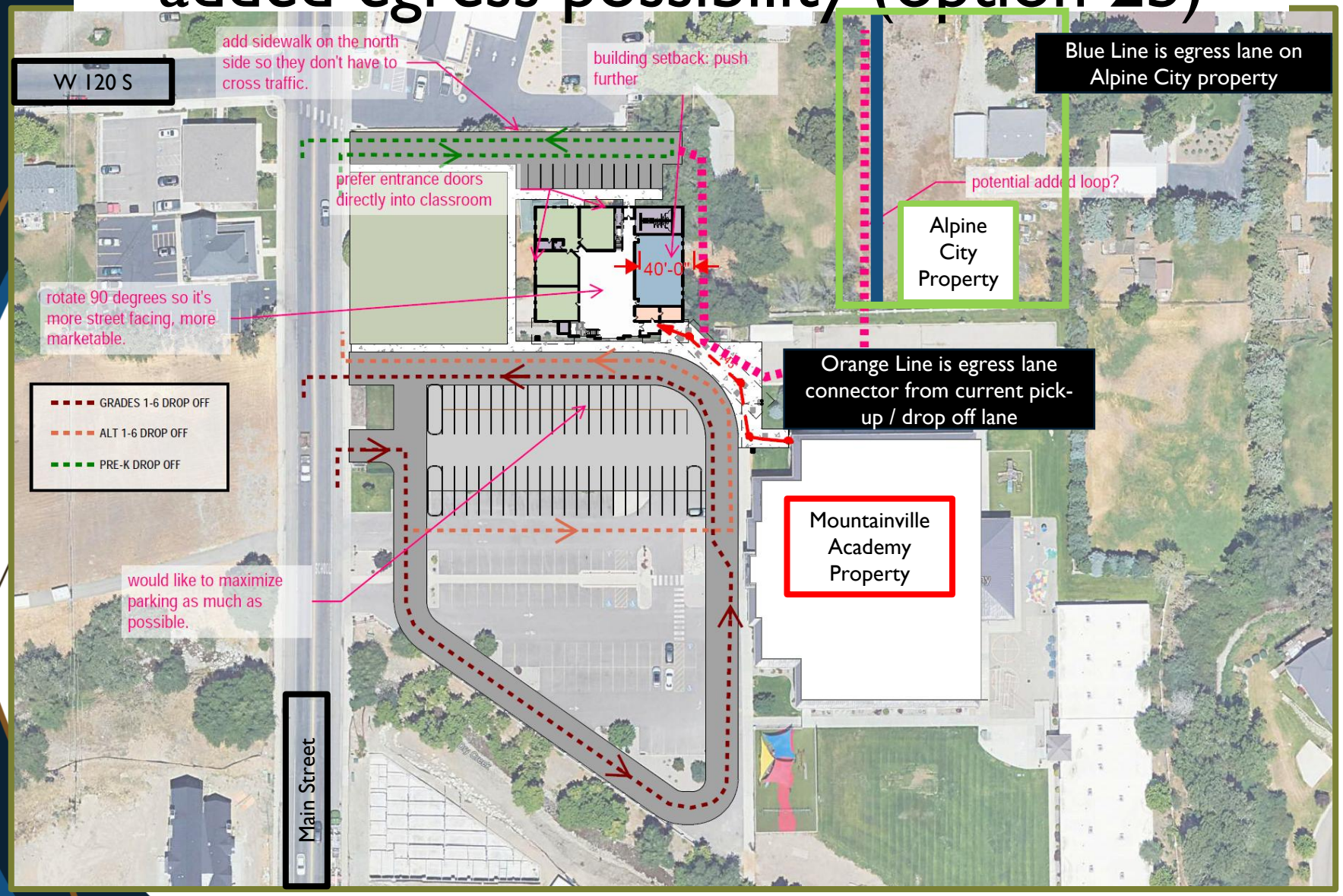
Mountainville Academy Charter School egress stays on main (Option 1)



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



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



APPENDIX B

Turning Movement Counts

Traffic Count Solutions LLC
801.505.9052

Intersection Turning Movement Summary

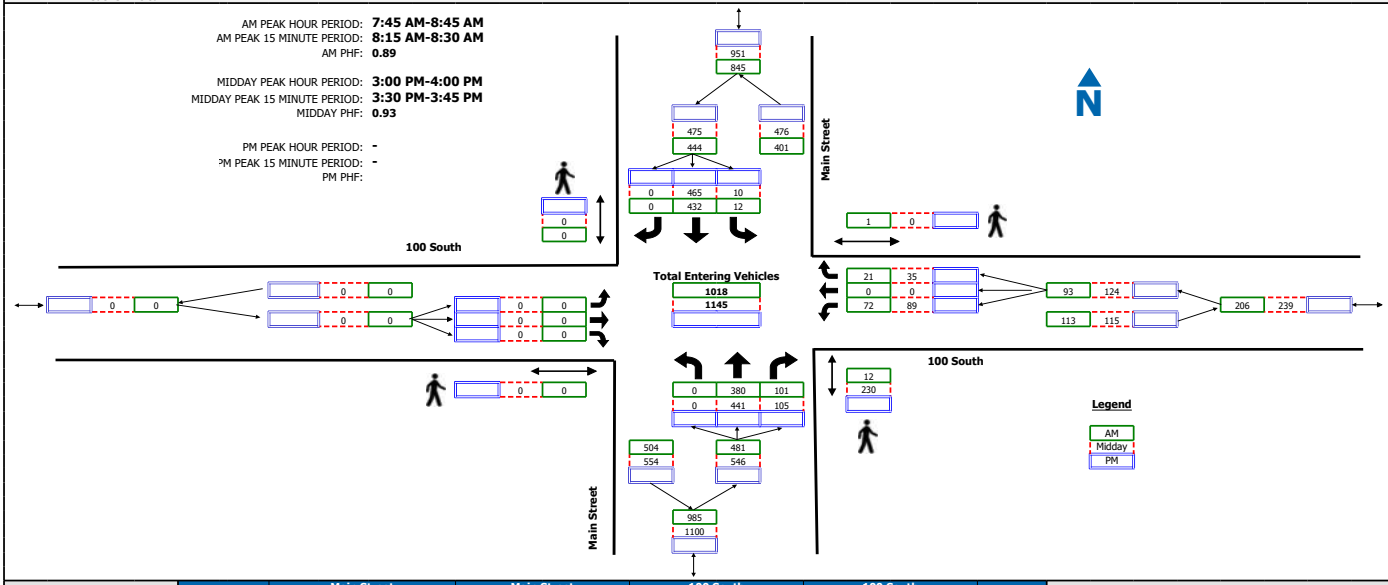
Intersection: Main Street / 100 South
North/South Road: Main Street
East/West Road: 100 South
Jurisdiction: Alpine
Project Title: Alpine Mountainville Academy Expansion TIS
Project No: UT25-3003
Weather: Clear

Date: 5-1-25, Thu
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 100.0%
Adjustment Station #: 0
Growth Rate: 0.0%
Number of Years: 0

AM PEAK HOUR PERIOD: **7:45 AM-8:45 AM**
AM PEAK 15 MINUTE PERIOD: **8:15 AM-8:30 AM**
AM PHF: **0.89**

MIDDAY PEAK HOUR PERIOD: **3:00 PM-4:00 PM**
MIDDAY PEAK 15 MINUTE PERIOD: **3:30 PM-3:45 PM**
MIDDAY PHF: **0.93**

PM PEAK HOUR PERIOD: -
PM PEAK 15 MINUTE PERIOD: -
PM PHF:



COUNT SUMMARY	Main Street Northbound				Main Street Southbound				100 South Eastbound				100 South Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
AM PERIOD COUNTS																	
Period	**A**	**B**	**C**	**D**	**E**	**F**	**G**	**H**	**I**	**J**	**K**	**L**	**M**	**N**	**O**	**P**	**TOTAL**
7:00 - 7:15	0	40	13	0	0	54	0	0	0	0	0	2	17	0	2	0	126
7:15 - 7:30	0	54	7	0	0	104	0	0	0	0	0	0	22	0	0	0	187
7:30 - 7:45	0	68	12	0	3	114	0	0	0	0	0	0	19	0	5	1	221
7:45 - 8:00	0	100	14	1	2	99	0	0	0	0	0	0	22	0	3	1	240
8:00 - 8:15	0	98	30	2	1	113	0	0	0	0	0	0	22	0	5	0	269
8:15 - 8:30	0	108	34	6	3	123	0	0	0	0	0	0	13	0	6	0	287
8:30 - 8:45	0	74	23	3	6	97	0	0	0	0	0	0	15	0	7	0	222
8:45 - 9:00	0	79	21	1	4	101	0	0	0	0	0	0	17	0	4	0	226
MIDDAY PERIOD COUNTS																	
Period	**A**	**B**	**C**	**D**	**E**	**F**	**G**	**H**	**I**	**J**	**K**	**L**	**M**	**N**	**O**	**P**	**TOTAL**
9:00 - 9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 - 9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 - 9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00 - 13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00 - 14:15	0	70	21	0	2	75	0	0	0	0	0	0	20	0	8	0	196
14:15 - 14:30	0	107	19	0	0	80	0	0	0	0	0	0	15	0	3	0	224
14:30 - 14:45	0	116	28	0	0	82	0	0	0	0	0	0	20	0	5	0	251
14:45 - 15:00	0	93	29	9	6	106	0	0	0	0	0	0	23	0	4	0	261
15:00 - 15:15	0	89	21	221	3	110	0	0	0	0	0	0	14	0	14	0	251
15:15 - 15:30	0	141	29	6	3	98	0	0	0	0	0	0	18	0	8	0	297
15:30 - 15:45	0	109	24	1	2	133	0	0	0	0	0	0	31	0	9	0	308
15:45 - 16:00	0	102	31	2	2	124	0	0	0	0	0	0	26	0	4	0	289
PM PERIOD COUNTS																	
Period	**A**	**B**	**C**	**D**	**E**	**F**	**G**	**H**	**I**	**J**	**K**	**L**	**M**	**N**	**O**	**P**	**TOTAL**
16:00 - 16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15 - 16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30 - 16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45 - 17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00 - 17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15 - 17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30 - 17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45 - 18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Traffic Count Solutions LLC
801.505.9052

Intersection Turning Movement Summary

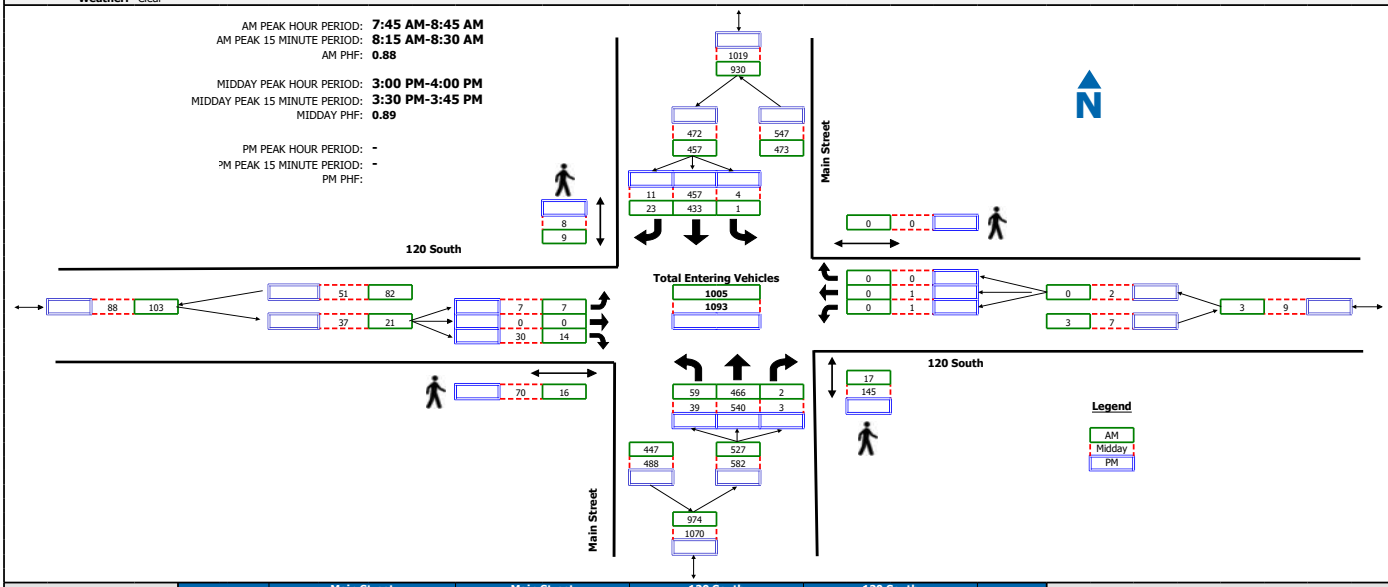
Intersection: Main Street / 120 South
North/South Road: Main Street
East/West Road: 120 South
Jurisdiction: Alpine
Project Title: Alpine Mountainville Academy Expansion TIS
Project No: UT25-3003
Weather: Clear

Date: 5-1-25, Thu
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 100.0%
Adjustment Station #: 0
Growth Rate: 0.0%
Number of Years: 0

AM PEAK HOUR PERIOD: **7:45 AM-8:45 AM**
AM PEAK 15 MINUTE PERIOD: **8:15 AM-8:30 AM**
AM PHF: **0.88**

MIDDAY PEAK HOUR PERIOD: **3:00 PM-4:00 PM**
MIDDAY PEAK 15 MINUTE PERIOD: **3:30 PM-3:45 PM**
MIDDAY PHF: **0.89**

PM PEAK HOUR PERIOD: -
PM PEAK 15 MINUTE PERIOD: -
PM PHF:



COUNT SUMMARY	Main Street Northbound				Main Street Southbound				120 South Eastbound				120 South Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
AM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00 - 7:15	2	53	0	0	0	73	0	0	0	0	0	2	0	0	0	0	128
7:15 - 7:30	3	60	0	1	0	113	0	1	0	0	4	0	0	0	0	0	180
7:30 - 7:45	1	77	0	0	1	136	3	2	0	0	5	2	0	0	0	0	223
7:45 - 8:00	0	106	0	2	1	111	5	0	0	0	2	1	0	0	0	0	225
8:00 - 8:15	7	117	1	6	0	113	15	0	5	0	4	5	0	0	0	0	262
8:15 - 8:30	25	132	1	7	0	116	2	4	2	0	6	9	0	0	0	0	284
8:30 - 8:45	27	111	0	2	0	93	1	5	0	0	2	1	0	0	0	0	234
8:45 - 9:00	6	95	0	1	0	111	5	2	0	0	2	2	0	0	0	1	219
MIDDAY PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
9:00 - 9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 - 9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 - 9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00 - 13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00 - 14:15	2	91	2	0	2	96	3	0	0	0	1	0	0	0	0	0	197
14:15 - 14:30	3	118	0	0	0	89	0	0	0	0	1	0	0	0	0	0	211
14:30 - 14:45	3	149	0	0	1	100	4	0	0	0	2	0	0	0	0	0	259
14:45 - 15:00	9	115	1	13	1	107	6	0	0	0	15	3	0	0	1	0	255
15:00 - 15:15	14	105	0	136	0	66	3	8	2	0	13	64	0	0	0	0	203
15:15 - 15:30	11	165	1	7	1	106	2	0	0	0	3	5	1	1	0	0	291
15:30 - 15:45	5	141	1	0	2	149	2	0	2	0	5	1	0	0	0	0	307
15:45 - 16:00	9	129	1	2	1	136	4	0	3	0	9	0	0	0	0	0	292
PM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
16:00 - 16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15 - 16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30 - 16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45 - 17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00 - 17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15 - 17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30 - 17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45 - 18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Traffic Count Solutions LLC
801.505.9052

Intersection Turning Movement Summary

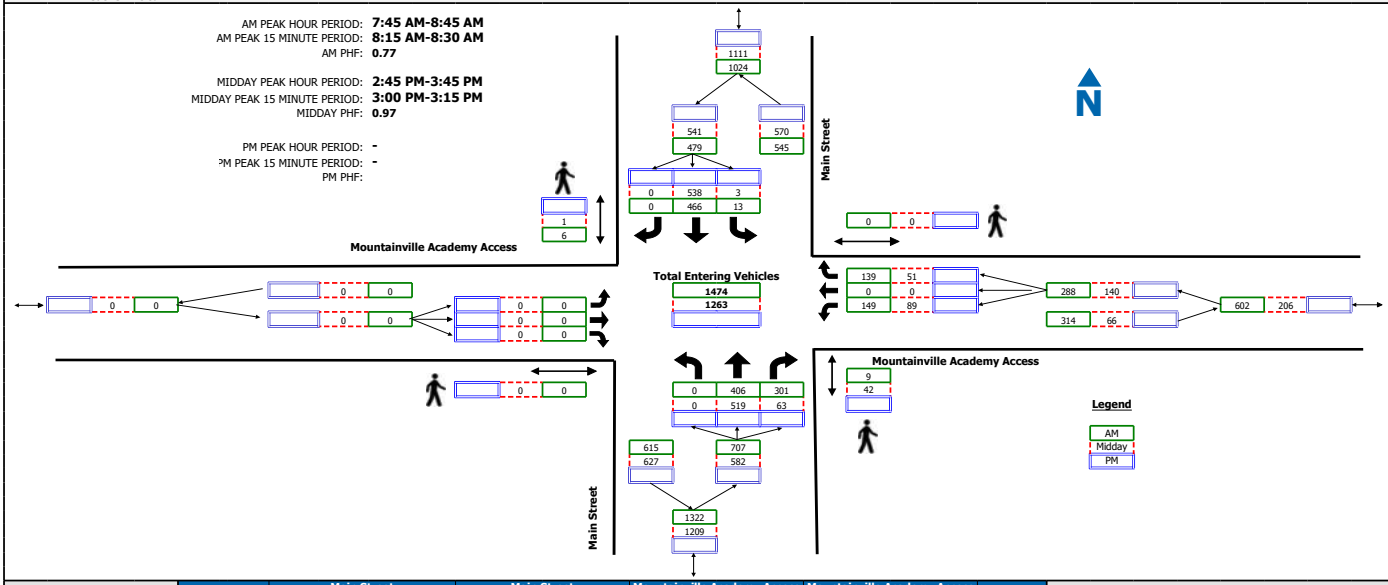
Intersection: Main Street / Mountainville Academy Access
North/South Road: Main Street
East/West Road: Mountainville Academy Access
Jurisdiction: Alpine
Project Title: Alpine Mountainville Academy Expansion TIS
Project No: UT25-3003
Weather: Clear

Date: 5-1-25, Thu
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 100.0%
Adjustment Station #: 0
Growth Rate: 0.0%
Number of Years: 0

AM PEAK HOUR PERIOD: **7:45 AM-8:45 AM**
AM PEAK 15 MINUTE PERIOD: **8:15 AM-8:30 AM**
AM PHF: **0.77**

MIDDAY PEAK HOUR PERIOD: **2:45 PM-3:45 PM**
MIDDAY PEAK 15 MINUTE PERIOD: **3:00 PM-3:15 PM**
MIDDAY PHF: **0.97**

PM PEAK HOUR PERIOD: -
PM PEAK 15 MINUTE PERIOD: -
PM PHF:



COUNT SUMMARY	Main Street Northbound				Main Street Southbound				Mountainville Academy Access Eastbound				Mountainville Academy Access Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	

AM PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00 - 7:15	0	56	0	2	0	70	0	0	0	0	0	0	0	0	0	0	126
7:15 - 7:30	0	60	15	1	2	116	0	0	0	0	0	0	0	0	0	0	193
7:30 - 7:45	0	78	22	3	4	130	0	0	0	0	0	0	4	0	1	0	239
7:45 - 8:00	0	106	47	1	5	112	0	0	0	0	0	0	29	0	8	0	307
8:00 - 8:15	0	108	83	4	4	109	0	0	0	0	0	0	40	0	29	0	373
8:15 - 8:30	0	102	133	4	3	135	0	0	0	0	0	0	40	0	66	0	479
8:30 - 8:45	0	90	38	0	1	110	0	6	0	0	0	0	40	0	36	0	315
8:45 - 9:00	0	103	5	1	0	113	0	1	0	0	0	0	7	0	2	0	230

MIDDAY PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
9:00 - 9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 - 9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 - 9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00 - 13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00 - 14:15	0	84	2	0	0	81	0	0	0	0	0	0	3	0	0	0	170
14:15 - 14:30	3	135	16	1	1	94	0	0	0	0	0	0	3	0	1	0	253
14:30 - 14:45	0	148	26	0	1	90	0	0	0	0	0	0	13	0	3	0	281
14:45 - 15:00	0	130	30	0	2	125	0	1	0	0	0	0	11	0	5	0	303
15:00 - 15:15	0	89	25	37	0	136	0	0	0	0	0	0	44	0	32	0	326
15:15 - 15:30	0	163	6	3	1	110	0	0	0	0	0	0	18	0	12	0	310
15:30 - 15:45	0	137	2	2	0	167	0	0	0	0	0	0	16	0	2	0	324
15:45 - 16:00	0	135	0	4	0	135	0	0	0	0	0	0	7	0	1	0	278

PM PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
16:00 - 16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15 - 16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30 - 16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45 - 17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00 - 17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15 - 17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30 - 17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45 - 18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Traffic Count Solutions LLC
801.505.9052

Intersection Turning Movement Summary

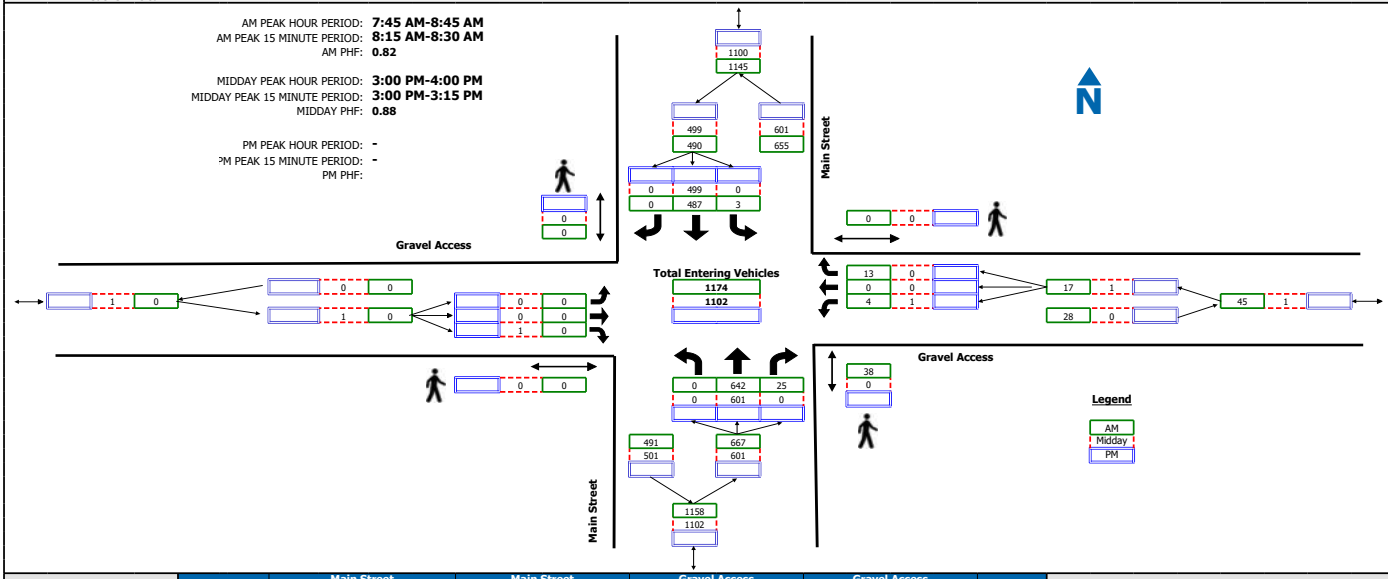
Intersection: Main Street / Gravel Access
North/South Road: Main Street
East/West Road: Gravel Access
Jurisdiction: Alpine
Project Title: Alpine Mountainville Academy Expansion TIS
Project No: UT25-3003
Weather: Clear

Date: 5-15-25, Thu
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 100.0%
Adjustment Station #: 0
Growth Rate: 0.0%
Number of Years: 0

AM PEAK HOUR PERIOD: **7:45 AM-8:45 AM**
AM PEAK 15 MINUTE PERIOD: **8:15 AM-8:30 AM**
AM PHF: **0.82**

MIDDAY PEAK HOUR PERIOD: **3:00 PM-4:00 PM**
MIDDAY PEAK 15 MINUTE PERIOD: **3:00 PM-3:15 PM**
MIDDAY PHF: **0.88**

PM PEAK HOUR PERIOD: -
PM PEAK 15 MINUTE PERIOD: -
PM PHF:



COUNT SUMMARY	Main Street Northbound				Main Street Southbound				Gravel Access Eastbound				Gravel Access Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	

AM PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00 - 7:15	0	49	1	0	0	85	0	0	0	0	0	0	0	0	0	0	135
7:15 - 7:30	0	55	1	0	0	98	0	0	0	0	0	0	0	0	0	0	154
7:30 - 7:45	0	95	0	4	0	146	0	0	0	0	0	0	0	0	0	0	241
7:45 - 8:00	0	123	0	4	0	114	0	0	0	0	0	0	0	0	0	0	237
8:00 - 8:15	0	132	3	20	0	129	0	0	0	0	0	0	1	0	0	0	265
8:15 - 8:30	0	199	20	12	3	121	0	0	0	0	0	0	2	0	12	0	357
8:30 - 8:45	0	188	2	2	0	123	0	0	0	0	0	0	1	0	1	0	315
8:45 - 9:00	0	106	0	0	0	126	0	0	0	0	0	0	0	0	0	0	232

MIDDAY PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
9:00 - 9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 - 9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 - 9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00 - 13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00 - 14:15	0	130	0	0	1	98	0	0	0	0	0	0	1	0	0	0	230
14:15 - 14:30	0	109	8	0	2	73	0	0	0	0	0	0	0	0	0	0	192
14:30 - 14:45	0	54	13	0	0	38	0	0	0	0	0	0	1	1	4	0	111
14:45 - 15:00	0	47	3	48	0	48	0	0	0	0	0	0	0	0	2	0	100
15:00 - 15:15	0	197	0	0	0	115	0	0	0	0	0	0	1	0	0	0	313
15:15 - 15:30	0	157	0	0	0	91	0	0	0	0	0	0	0	0	0	0	248
15:30 - 15:45	0	119	0	0	0	165	0	0	0	0	1	0	0	0	0	0	285
15:45 - 16:00	0	128	0	0	0	128	0	0	0	0	0	0	0	0	0	0	256

PM PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
16:00 - 16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15 - 16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30 - 16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45 - 17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00 - 17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15 - 17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30 - 17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45 - 18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

APPENDIX C

LOS Results

SimTraffic LOS Report

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

Intersection: Main Street & 100 South
Type: Unsignalized

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

Intersection: Main Street & 120 South
Type: Unsignalized

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

SimTraffic LOS Report

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

Intersection: Main Street & Gravel Access
Type: Unsignalized

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

Intersection: Main Street & Mountainville Academy Access
Type: Unsignalized

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

SimTraffic LOS Report

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

Intersection: Main Street & 100 South
Type: Unsignalized

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

Intersection: Main Street & 120 South
Type: Unsignalized

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

SimTraffic LOS Report

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

Intersection: Main Street & Gravel Access
Type: Unsignalized

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

Intersection: Main Street & Mountainville Academy Access
Type: Unsignalized

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

HALES ENGINEERING
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SimTraffic LOS Report

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

Intersection: Main Street & 100 South
Type: Unsignalized

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

Intersection: Main Street & 120 South
Type: Unsignalized

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

SimTraffic LOS Report

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

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

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

Intersection: Main Street & Mountainville Academy Access
Type: Unsignalized

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

SimTraffic LOS Report

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

Intersection: Main Street & 100 South
Type: Unsignalized

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

Intersection: Main Street & 120 South
Type: Unsignalized

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

SimTraffic LOS Report

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

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

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

Intersection: Main Street & Mountainville Academy Access
Type: Unsignalized

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

SimTraffic LOS Report

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

Intersection: Main Street & 100 South
Type: Unsignalized

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

Intersection: Main Street & 120 South
Type: Unsignalized

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

SimTraffic LOS Report

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

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

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

Intersection: Main Street & Mountainville Academy Access
Type: Unsignalized

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

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SimTraffic LOS Report

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

Intersection: North Exit & 100 South
Type: Unsignalized

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

SimTraffic LOS Report

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

Intersection: Main Street & 100 South
Type: Signalized

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

Intersection: Main Street & 120 South
Type: Unsignalized

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

SimTraffic LOS Report

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

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

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

Intersection: Main Street & Mountainville Academy Access
Type: Unsignalized

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

SimTraffic LOS Report

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

Intersection: North Exit & 100 South
Type: Unsignalized

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

SimTraffic LOS Report

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

Intersection: Main Street & 100 South
Type: Unsignalized

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

Intersection: Main Street & 120 South
Type: Unsignalized

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

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SimTraffic LOS Report

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

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

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

Intersection: Main Street & Mountainville Academy Access
Type: Unsignalized

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

SimTraffic LOS Report

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

Intersection: North Exit & 100 South
Type: Unsignalized

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

SimTraffic LOS Report

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

Intersection: Main Street & 100 South
Type: Signalized

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

Intersection: Main Street & 120 South
Type: Unsignalized

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

SimTraffic LOS Report

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

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

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

Intersection: Main Street & Mountainville Academy Access
Type: Unsignalized

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

SimTraffic LOS Report

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

Intersection: North Exit & 100 South
Type: Unsignalized

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

SimTraffic LOS Report

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

Intersection: Main Street & 100 South
Type: Unsignalized

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

Intersection: Main Street & 120 South
Type: Unsignalized

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

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SimTraffic LOS Report

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

Intersection: Main Street & North Entrance
Type: Unsignalized

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

Intersection: Main Street & Mountainville Academy Access
Type: Unsignalized

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

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SimTraffic LOS Report

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

Intersection: North Exit & 100 South
Type: Unsignalized

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

SimTraffic LOS Report

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

Intersection: Main Street & 100 South
Type: Unsignalized

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

Intersection: Main Street & 120 South
Type: Unsignalized

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

SimTraffic LOS Report

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

Intersection: Main Street & North Entrance
Type: Unsignalized

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

Intersection: Main Street & Mountainville Academy Access
Type: Unsignalized

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

SimTraffic LOS Report

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

Intersection: North Exit & 100 South
Type: Unsignalized

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

APPENDIX D

95th Percentile Queue Length Reports

SimTraffic Queueing Report

Project: Mountainville Academy Expansion

Analysis: Existing (2025) Background

Time Period: Morning Peak Hour

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

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Project #: UT25-3003

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

SimTraffic Queueing Report

Project: Mountainville Academy Expansion

Analysis: Existing (2025) Background

Time Period: Afternoon Peak Hour

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

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Project #: UT25-3003

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

SimTraffic Queueing Report

Project: Mountainville Academy Expansion

Analysis: Option 1 - Existing (2025) Plus Project

Time Period: Morning Peak Hour

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

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Project #: UT25-3003

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

SimTraffic Queueing Report

Project: Mountainville Academy Expansion

Analysis: Option 1 - Existing (2025) Plus Project

Time Period: Afternoon Peak Hour

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

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Project #: UT25-3003

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

SimTraffic Queueing Report

Project: Mountainville Academy Expansion

Analysis: Option 2a - Existing (2025) Plus Project

Time Period: Morning Peak Hour

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

HALES ENGINEERING
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Project #: UT25-3003

Intersection	NB					SB		E	WB		
	LR	LTR	R	T	TR	LT	LTR	LR	L	LR	R
01: Main Street & 100 South						75			100		75
02: Main Street & 120 South		100					75	50			
03: Main Street & Pre-K Access										50	
04: Main Street & Mountainville Academy Access			50			100			275		225
05: North Exit & 100 South	75										

SimTraffic Queueing Report

Project: Mountainville Academy Expansion

Analysis: Option 2a - Existing (2025) Plus Project (Mitigated)

Time Period: Morning Peak Hour

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

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Project #: UT25-3003

Intersection	NB				SB				EB	WB	
	LR	LTR	R	TR	L	LT	LTR	T	LR	L	R
01: Main Street & 100 South				150	50			150		125	50
02: Main Street & 120 South		125					75		50		
03: Main Street & Pre-K Access				75				75			75
04: Main Street & Mountainville Academy Access			50			125					50
05: North Exit & 100 South	100										

SimTraffic Queueing Report

Project: Mountainville Academy Expansion

Analysis: Option 2a - Existing (2025) Plus Project

Time Period: Afternoon Peak Hour

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

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Project #: UT25-3003

Intersection	NB				SB		E	WB				
	LR	LTR	R	TR	LT	LTR	LR	L	LR	LTR	R	T
01: Main Street & 100 South					125			200			100	
02: Main Street & 120 South		100				100	75					
03: Main Street & Pre-K Access												
04: Main Street & Mountainville Academy Access					50			200			100	
05: North Exit & 100 South	75											50

SimTraffic Queueing Report

Project: Mountainville Academy Expansion

Analysis: Option 2a - Existing (2025) Plus Project (Mitigated)

Time Period: Afternoon Peak Hour

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

HALES ENGINEERING
innovative transportation solutions

Project #: UT25-3003

Intersection	NB					SB				EB	WB		
	LR	LTR	R	T	TR	L	LT	LTR	T	LR	L	LTR	R
01: Main Street & 100 South					175	50			175		150		100
02: Main Street & 120 South		125						50		75			
03: Main Street & Pre-K Access					150				125				
04: Main Street & Mountainville Academy Access							50						50
05: North Exit & 100 South	75												

SimTraffic Queueing Report

Project: Mountainville Academy Expansion

Analysis: Option 2b - Existing (2025) Plus Project

Time Period: Morning Peak Hour

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

HALES ENGINEERING
innovative transportation solutions

Project #: UT25-3003

Intersection	NB					SB		E	WB			
	LR	LTR	R	T	TR	LT	LTR	LR	L	LR	R	T
01: Main Street & 100 South						125			125		75	
02: Main Street & 120 South		50					100	50				
03: Main Street & North Entrance					125	50				50		
04: Main Street & Mountainville Academy Access						50			325		300	
05: North Exit & 100 South	75											

SimTraffic Queueing Report

Project: Mountainville Academy Expansion

Analysis: Option 2b - Existing (2025) Plus Project

Time Period: Afternoon Peak Hour

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

HALES ENGINEERING
innovative transportation solutions

Project #: UT25-3003

Intersection	NB					SB		E	WB				
	LR	LTR	R	T	TR	LT	LTR	LR	L	LR	LTR	R	T
01: Main Street & 100 South						150			225			100	
02: Main Street & 120 South		100					100	75					
03: Main Street & North Entrance					50	50							
04: Main Street & Mountainville Academy Access						50			200			125	
05: North Exit & 100 South	100												125

Attachment B – Traffic Counts

Elite Traffic Data Collection, LLC

379 East 2700 North
Lehi, Utah, 84043
elitetrafficdata@hotmail.com
(801) 473-9171

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

Groups Printed- TMC - Bikes - turns

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

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Groups Printed- TMC - Bikes - turns

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

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Groups Printed- TMC - Bikes - turns

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

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Groups Printed- TMC - Bikes - turns

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

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Start Date : 12/16/2025

Groups Printed- TMC - Bikes - turns

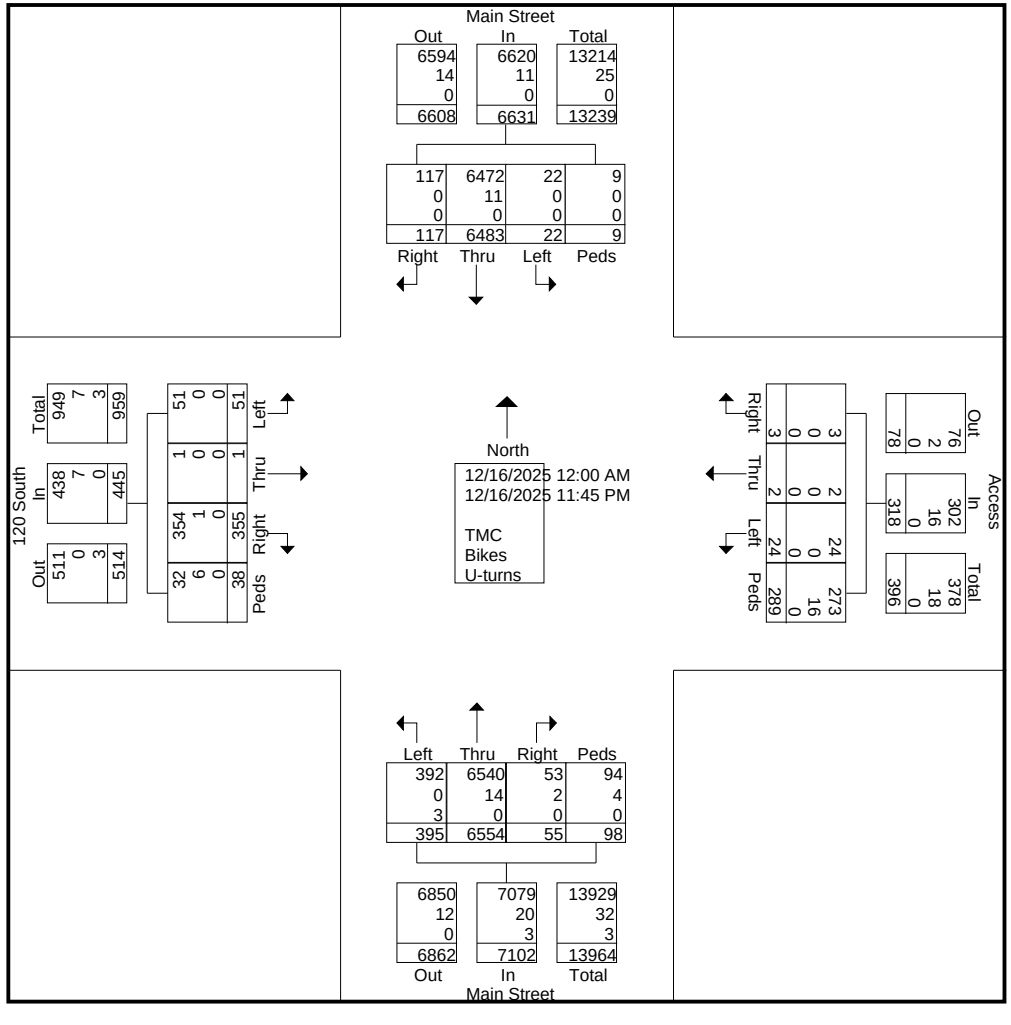
	Main Street From North					Access From East					Main Street From South					120 South From West					
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
TMC	117	6472	22	9	6620	3	2	24	273	302	53	6540	392	94	7079	354	1	51	32	438	14439
% TMC	100	99.8	100	100	99.8	100	100	100	94.5	95	96.4	99.8	99.2	95.9	99.7	99.7	100	100	84.2	98.4	99.6
Bikes	0	11	0	0	11	0	0	0	16	16	2	14	0	4	20	1	0	0	6	7	54
% Bikes	0	0.2	0	0	0.2	0	0	0	5.5	5	3.6	0.2	0	4.1	0.3	0.3	0	0	15.8	1.6	0.4
U-turns	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	3
% U-turns	0	0	0	0	0	0	0	0	0	0	0	0	0.8	0	0	0	0	0	0	0	0

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Start Date : 12/16/2025
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Elite Traffic Data Collection, LLC

379 East 2700 North
Lehi, Utah, 84043
elitetrafficdata@hotmail.com
(801) 473-9171

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

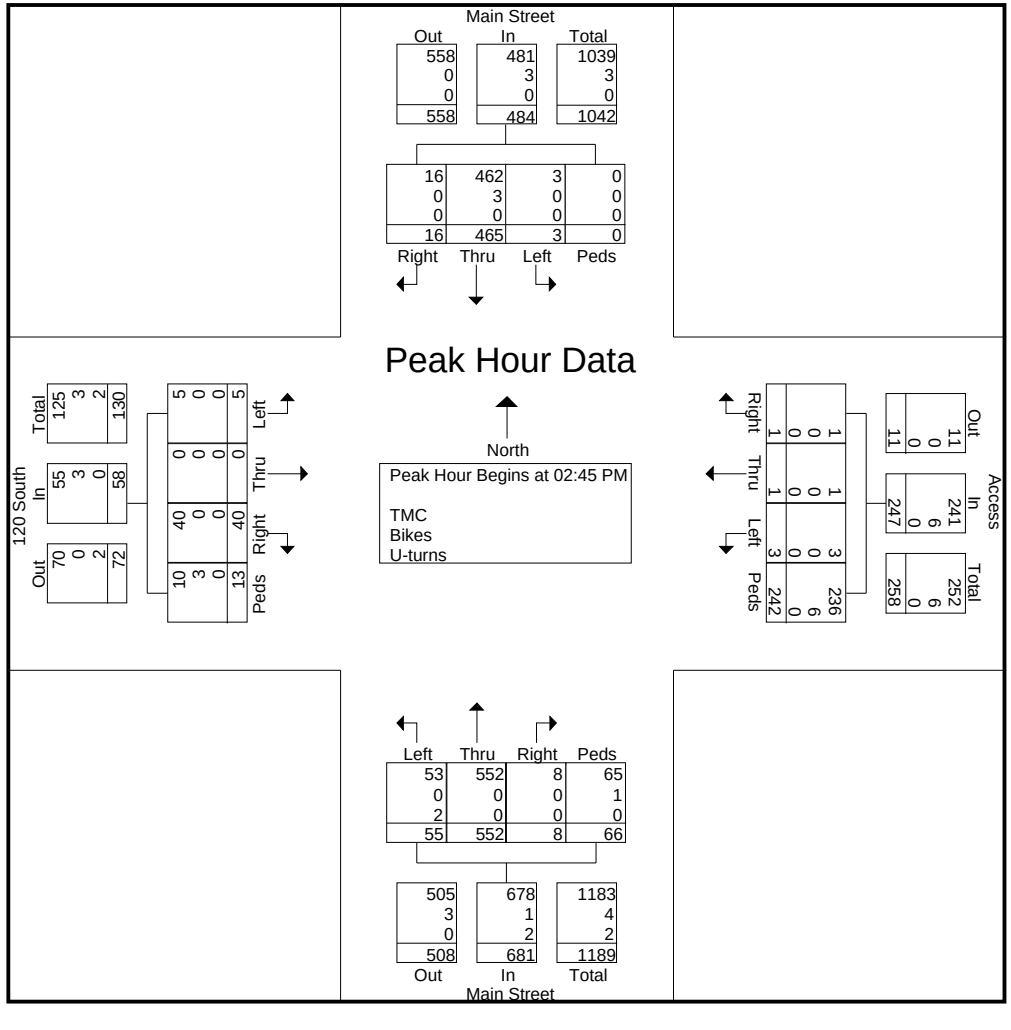
	Main Street From North					Access From East					Main Street From South					120 South From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 AM to 11:45 PM - Peak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

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Page No : 8

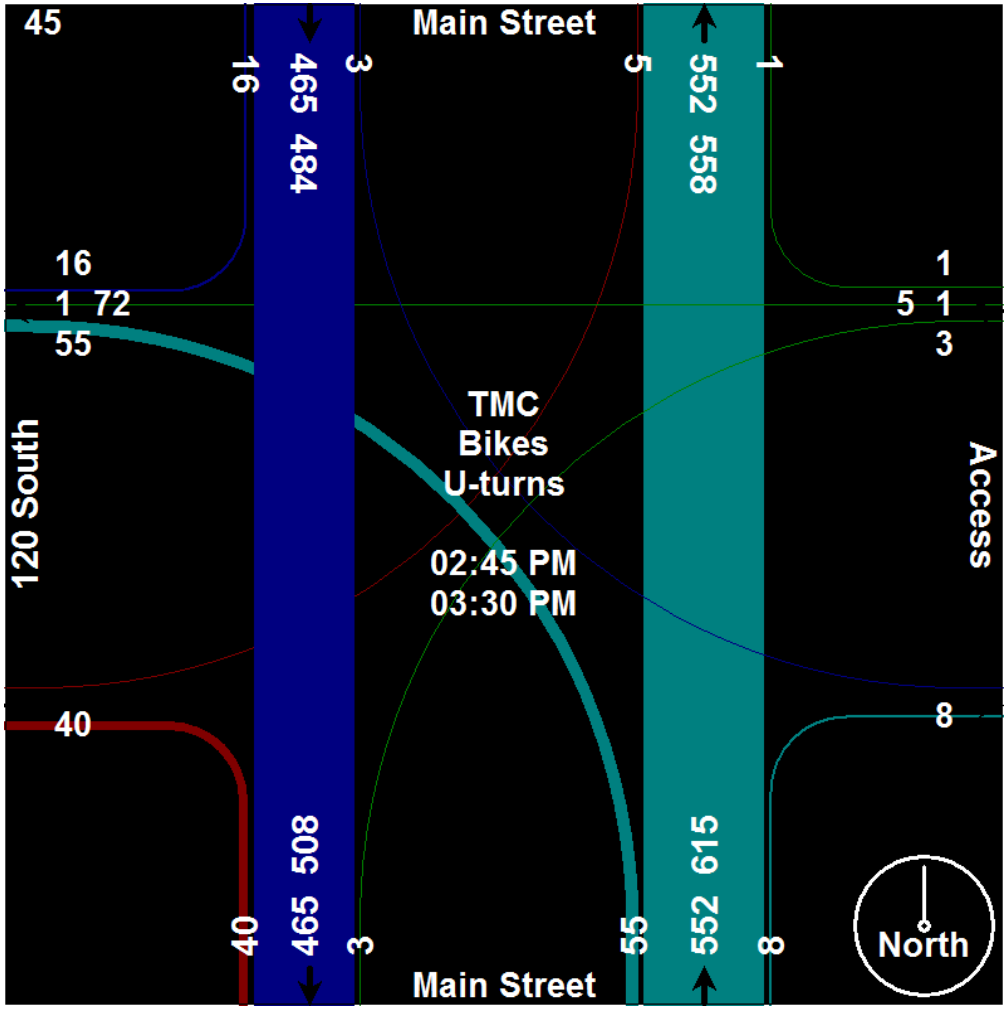


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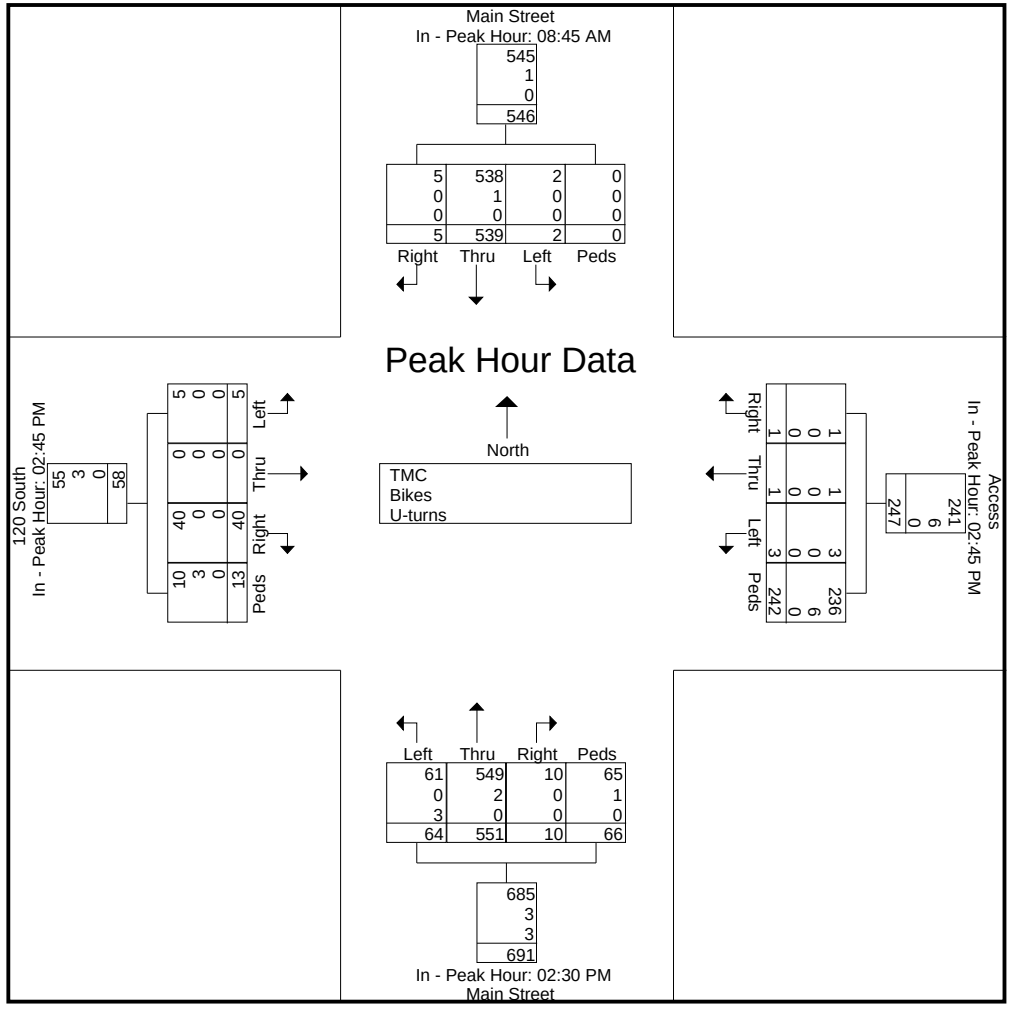
	Main Street From North					Access From East					Main Street From South					120 South From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 AM to 11:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	08:45 AM					02:45 PM					02:30 PM					02:45 PM					
+0 mins.	**2**	135	**1**	0	138	0	0	**1**	38	39	3	135	12	0	150	**14**	0	**3**	3	**20**	
+15 mins.	2	**139**	1	0	**142**	**1**	0	0	**194**	**195**	2	124	10	14	150	8	0	1	**9**	18	
+30 mins.	0	135	0	0	135	0	**1**	1	9	11	**4**	129	**28**	**45**	**206**	13	0	0	0	13	
+45 mins.	1	130	0	0	131	0	0	1	1	2	1	**163**	14	7	185	5	0	1	1	7	
Total Volume	5	539	2	0	546	1	1	3	242	247	10	551	64	66	691	40	0	5	13	58	
% App. Total	0.9	98.7	0.4	0		0.4	0.4	1.2	98		1.4	79.7	9.3	9.6		69	0	8.6	22.4		
PHF	.625	.969	.500	.000	.961	.250	.250	.750	.312	.317	.625	.845	.571	.367	.839	.714	.000	.417	.361	.725	
TMC	5	538	2	0	545	1	1	3	236	241	10	549	61	65	685	40	0	5	10	55	
% TMC	100	99.8	100	0	99.8	100	100	100	97.5	97.6	100	99.6	95.3	98.5	99.1	100	0	100	76.9	94.8	
Bikes	0	1	0	0	1	0	0	0	6	6	0	2	0	1	3	0	0	0	3	3	
% Bikes	0	0.2	0	0	0.2	0	0	0	2.5	2.4	0	0.4	0	1.5	0.4	0	0	0	23.1	5.2	
U-turns	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	
% U-turns	0	0	0	0	0	0	0	0	0	0	0	0	4.7	0	0.4	0	0	0	0	0	

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Start Date : 12/16/2025
Page No : 11

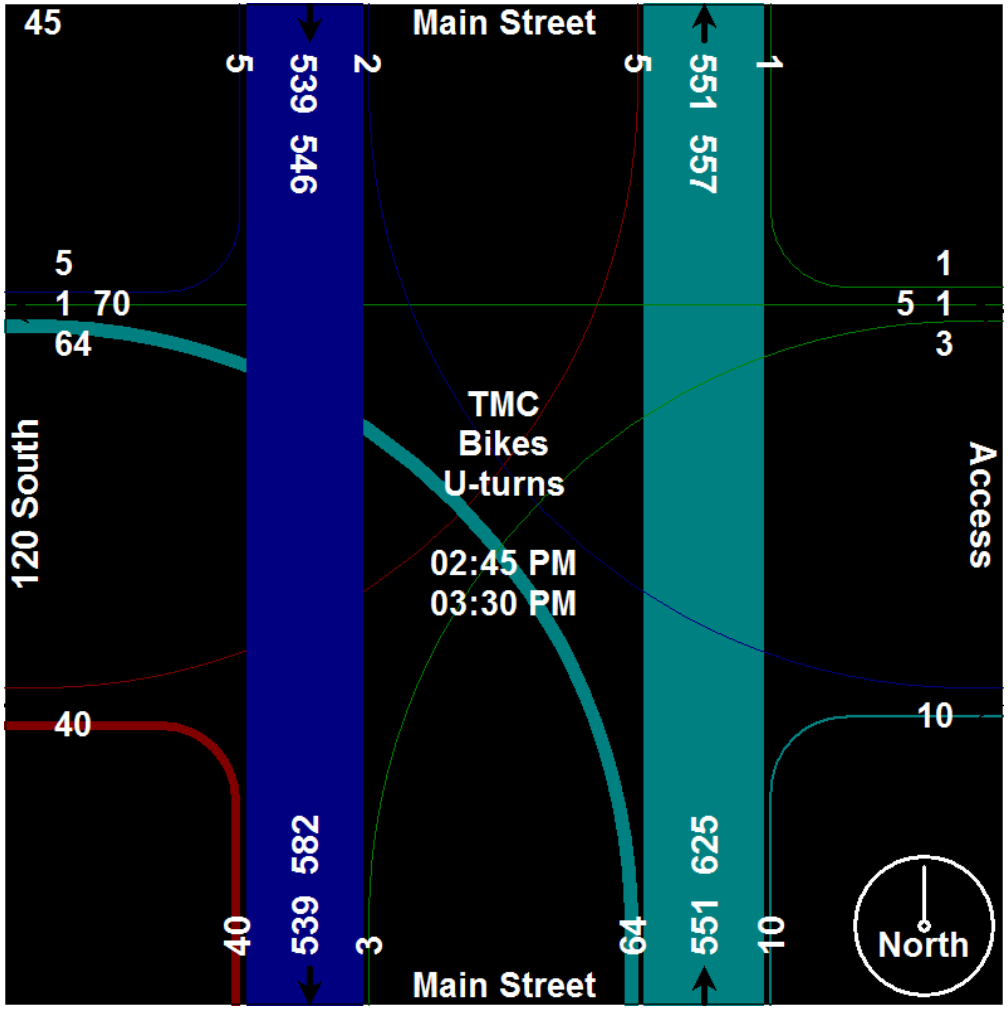


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Alpine Pedestrian Counts (Number of pedestrians in the crossing group)

7:00 AM (1) North of 120 S

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

7:30 AM

7:45 AM

8:00 AM

8:15 AM

8:30 AM (1) North of 120 S

8:45 AM

9:00 AM

9:15 AM (1) North of 120 S

9:30 AM (1) South of 120 S

9:45 AM

10:00 AM (2) South of 120 S

10:15 AM

10:30 AM (1) South of 120 S

10:45 AM

11:00 AM

11:15 AM

11:30 AM

11:45 AM

12:00 PM (1) South of 120 S

12:15 PM

12:30 PM

12:45 PM (1) North of 120 S

1:00 PM

1:15 PM (1) South of 120 S

1:30 PM

1:45 PM

2:00 PM

2:15 PM (1) South of 120 S

2:30 PM

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

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

3:15 PM

3:30 PM (1) South of 120 S

3:45 PM

4:00 PM

4:15 PM

4:30 PM (1) South of 120 S

4:45 PM

5:00 PM

5:15 PM

5:30 PM

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

6:00 PM

6:15 PM

6:30 PM

6:45 PM

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Groups Printed- TMC - Bikes

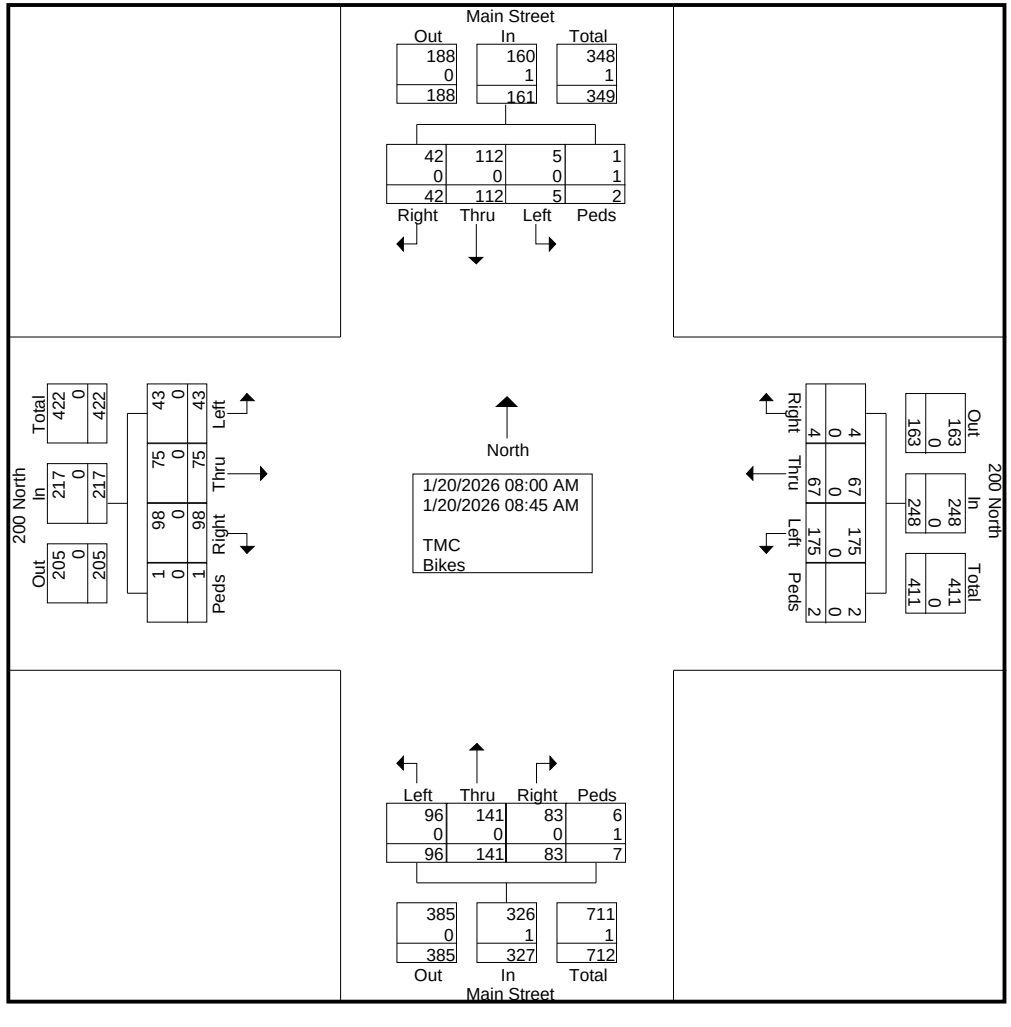
	Main Street From North					200 North From East					Main Street From South					200 North From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
08:00 AM	22	31	3	1	57	1	30	42	0	73	17	29	19	5	70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

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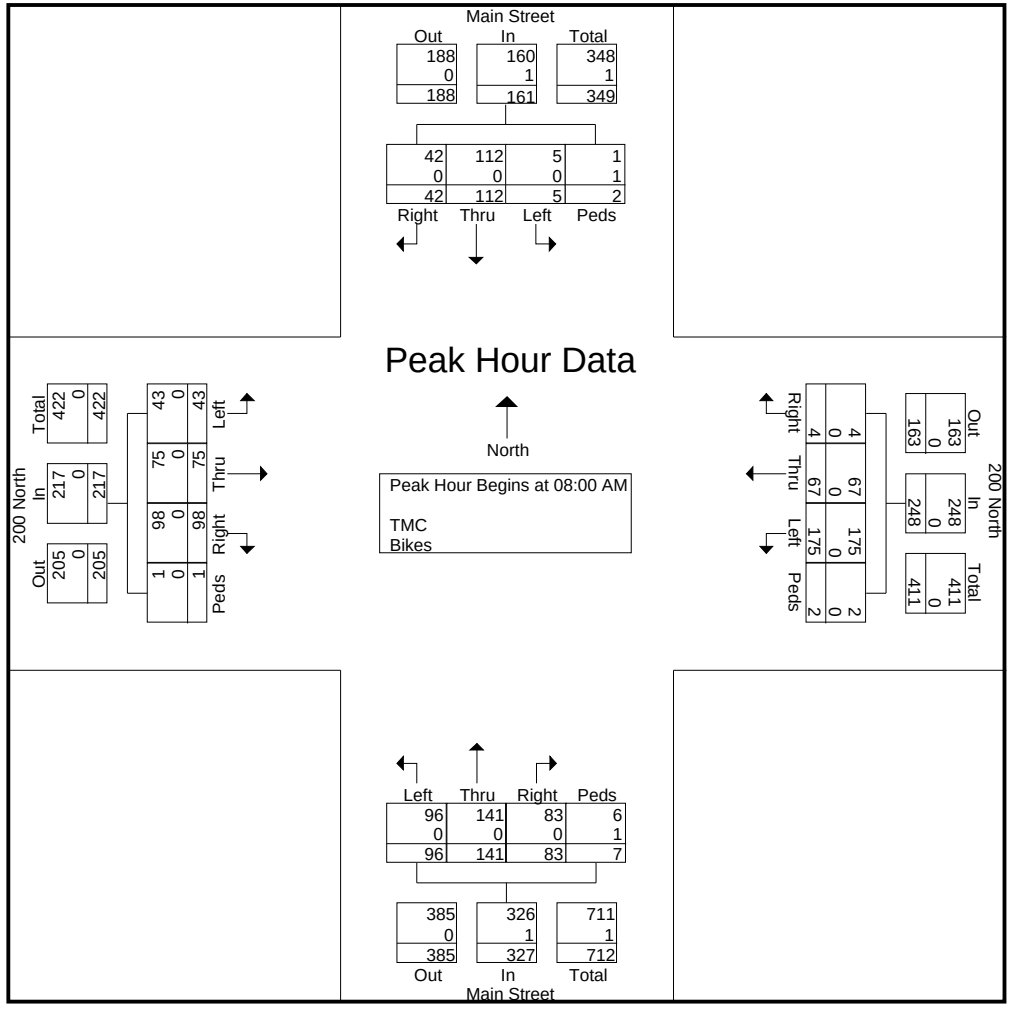
	Main Street From North					200 North From East					Main Street From South					200 North From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak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

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Page No : 4

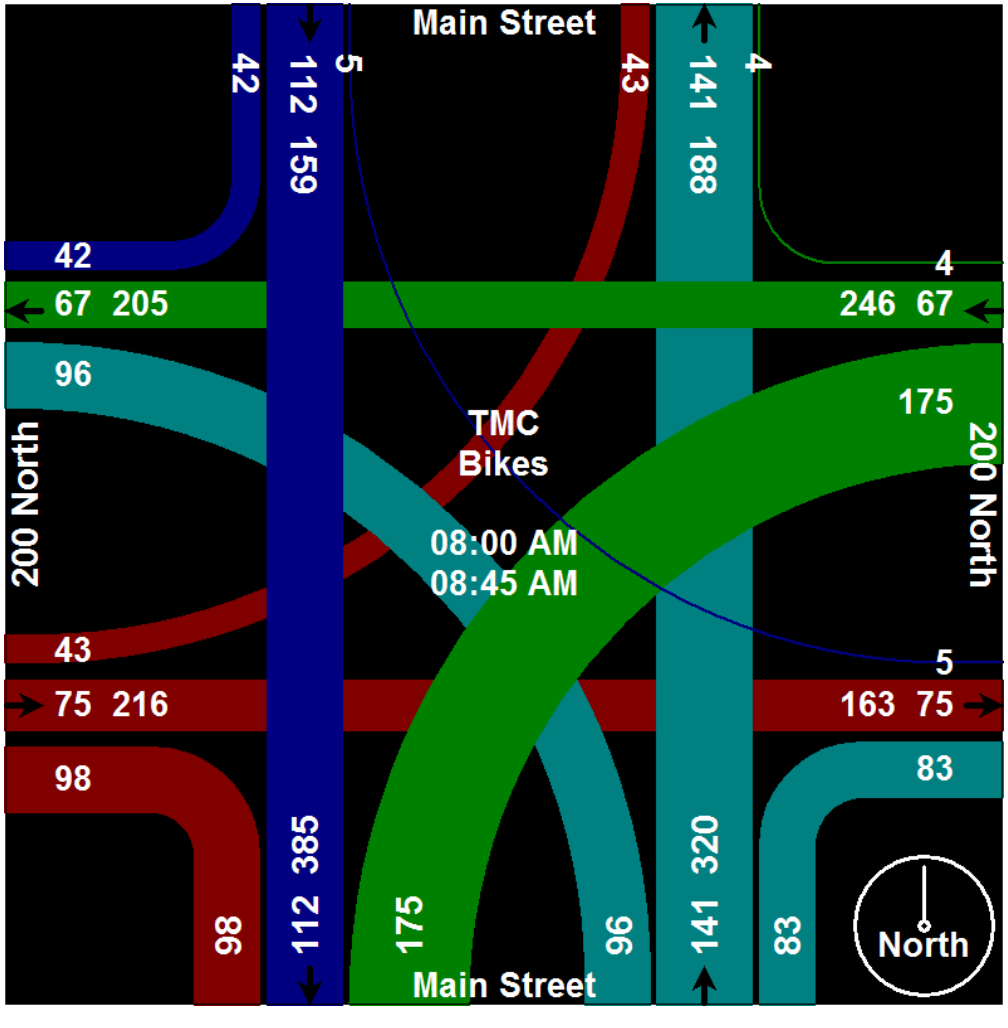


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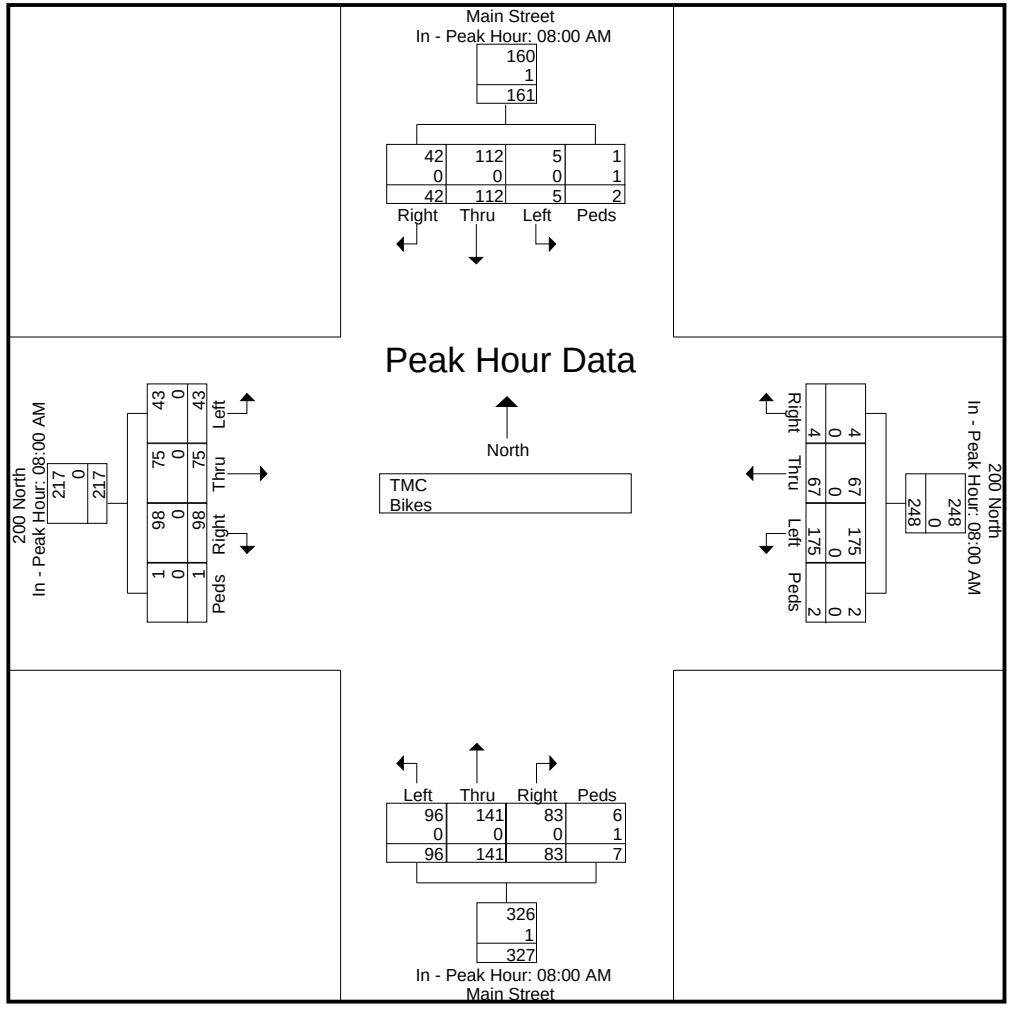
	Main Street From North					200 North From East					Main Street From South					200 North From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
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Peak Hour for Each Approach Begins at:																					
	08:00 AM					08:00 AM					08:00 AM					08:00 AM					
+0 mins.	**22**	31	**3**	**1**	**57**	1	**30**	42	0	**73**	17	29	19	**5**	70	**36**	**33**	17	**1**	**87**	
+15 mins.	11	**32**	1	1	45	0	10	36	**2**	48	20	31	**43**	1	**95**	31	15	**18**	0	64	
+30 mins.	4	26	1	0	31	0	12	**57**	0	69	12	**44**	22	1	79	14	13	3	0	30	
+45 mins.	5	23	0	0	28	**3**	15	40	0	58	**34**	37	12	0	83	17	14	5	0	36	
Total Volume	42	112	5	2	161	4	67	175	2	248	83	141	96	7	327	98	75	43	1	217	
% App. Total	26.1	69.6	3.1	1.2		1.6	27	70.6	0.8		25.4	43.1	29.4	2.1		45.2	34.6	19.8	0.5		
PHF	.477	.875	.417	.500	.706	.333	.558	.768	.250	.849	.610	.801	.558	.350	.861	.681	.568	.597	.250	.624	
TMC	42	112	5	1	160	4	67	175	2	248	83	141	96	6	326	98	75	43	1	217	
% TMC	100	100	100	50	99.4	100	100	100	100	100	100	100	100	85.7	99.7	100	100	100	100	100	
Bikes	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	
% Bikes	0	0	0	50	0.6	0	0	0	0	0	0	0	0	14.3	0.3	0	0	0	0	0	

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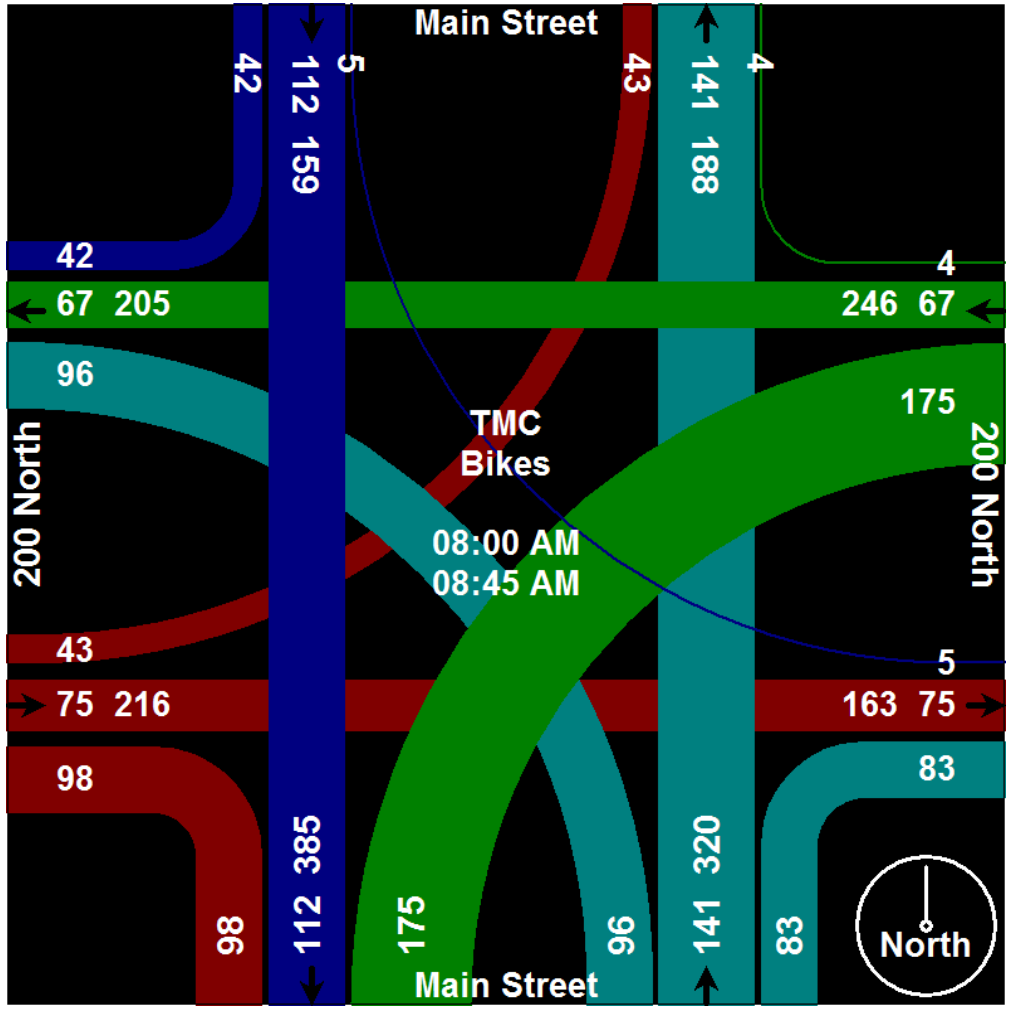


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File Name : Main Street and 200 North PM
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Start Date : 1/20/2026
Page No : 1

Groups Printed- TMC - Bikes

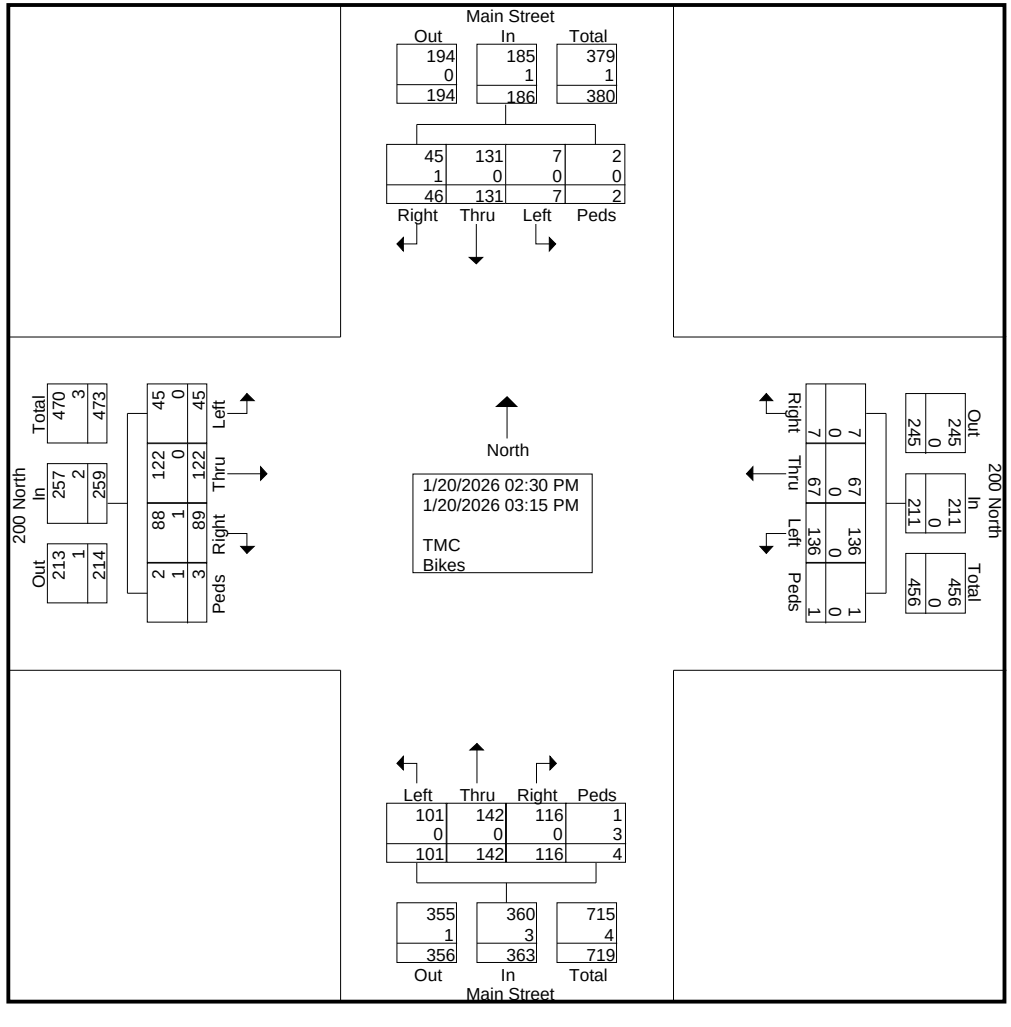
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02:30 PM	14	31	0	0	45	1	17	28	1	47	28	38	31	0	97	15	6	4	0	25	214
02:45 PM	8	33	0	0	41	2	16	36	0	54	27	39	11	1	78	28	39	18	1	86	259
Total	22	64	0	0	86	3	33	64	1	101	55	77	42	1	175	43	45	22	1	111	473
03:00 PM	8	38	1	0	47	3	16	36	0	55	20	20	29	2	71	29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

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File Name : Main Street and 200 North PM
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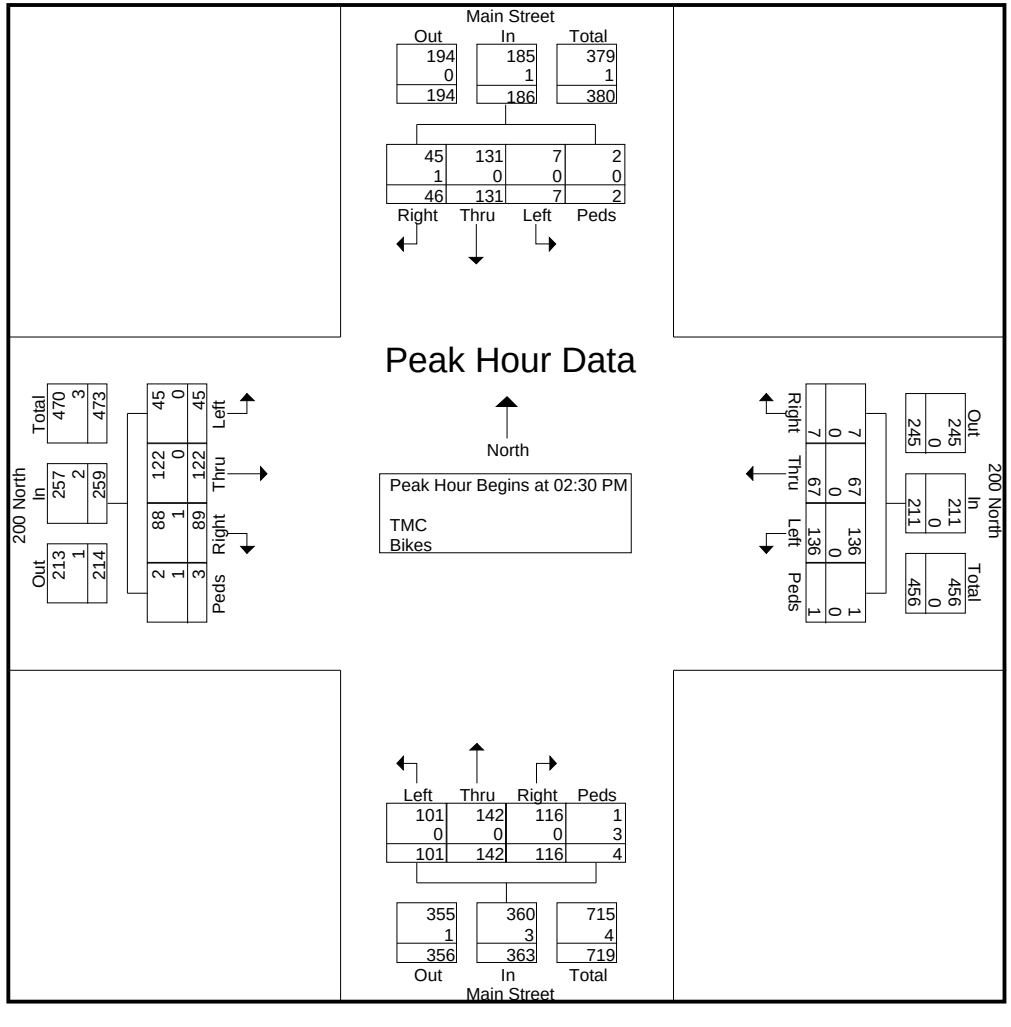
	Main Street From North					200 North From East					Main Street From South					200 North From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 02:30 PM to 03:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 02:30 PM																					
02:30 PM	14	31	0	0	45	1	17	28	**1**	47	28	38	**31**	0	97	15	6	4	0	25	214
02:45 PM	8	33	0	0	41	2	16	**36**	0	54	27	39	11	1	78	28	39	18	1	86	259
03:00 PM	8	**38**	1	0	47	**3**	16	36	0	**55**	20	20	29	**2**	71	**29**	**42**	**19**	0	**90**	263
03:15 PM	**16**	29	**6**	**2**	**53**	1	**18**	36	0	55	**41**	**45**	30	1	**117**	17	35	4	**2**	58	**283**
Total Volume	46	131	7	2	186	7	67	136	1	211	116	142	101	4	363	89	122	45	3	259	1019
% App. Total	24.7	70.4	3.8	1.1		3.3	31.8	64.5	0.5		32	39.1	27.8	1.1		34.4	47.1	17.4	1.2		
PHF	.719	.862	.292	.250	.877	.583	.931	.944	.250	.959	.707	.789	.815	.500	.776	.767	.726	.592	.375	.719	.900
TMC	45	131	7	2	185	7	67	136	1	211	116	142	101	1	360	88	122	45	2	257	1013
% TMC	97.8	100	100	100	99.5	100	100	100	100	100	100	100	100	25.0	99.2	98.9	100	100	66.7	99.2	99.4
Bikes	1	0	0	0	1	0	0	0	0	0	0	0	0	3	3	1	0	0	1	2	6
% Bikes	2.2	0	0	0	0.5	0	0	0	0	0	0	0	0	75.0	0.8	1.1	0	0	33.3	0.8	0.6

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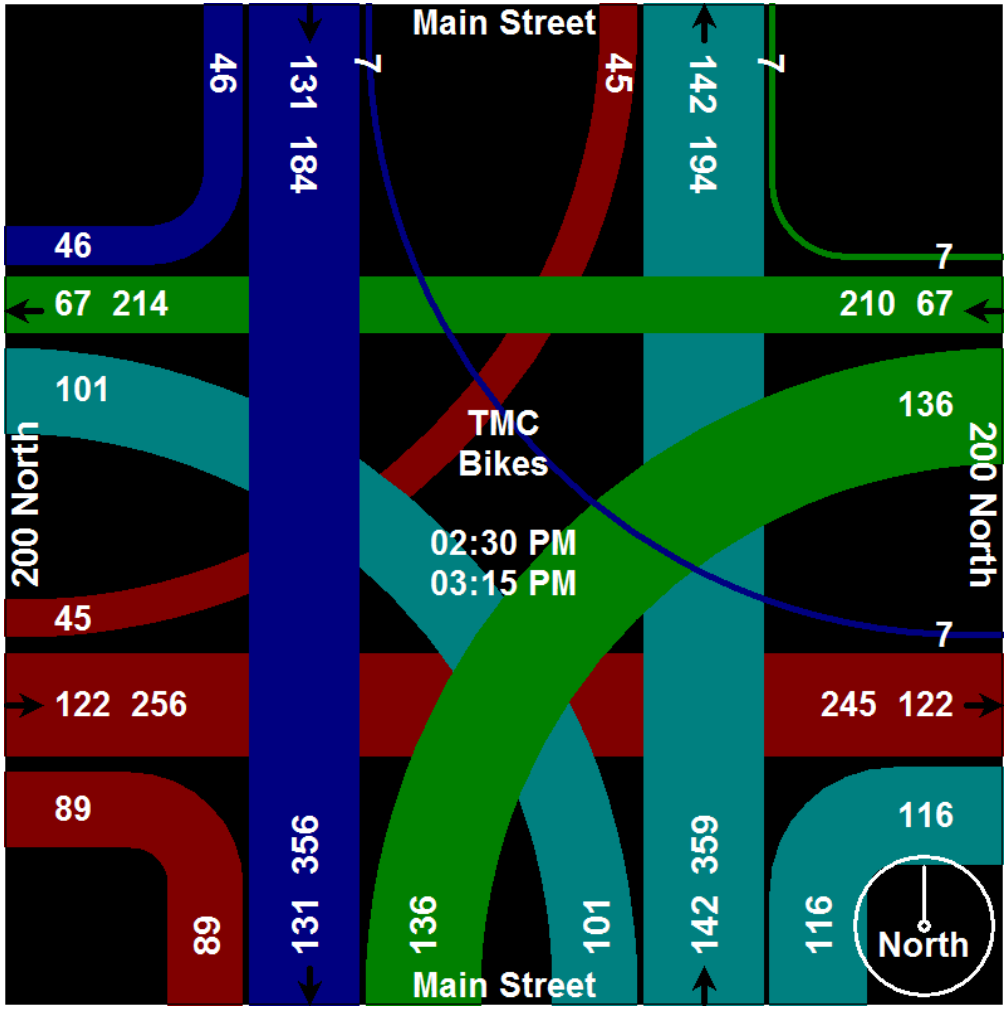


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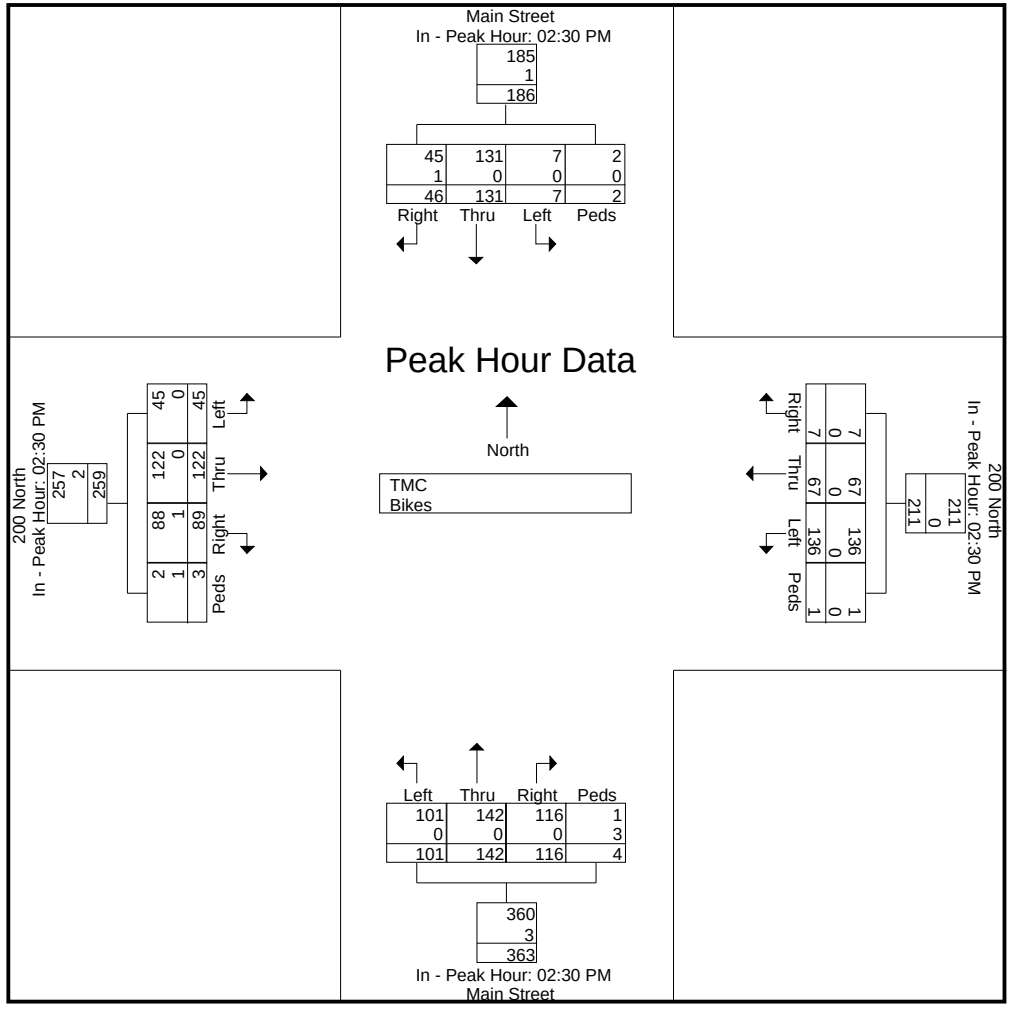
	Main Street From North					200 North From East					Main Street From South					200 North From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 02:30 PM to 03:15 PM - Peak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

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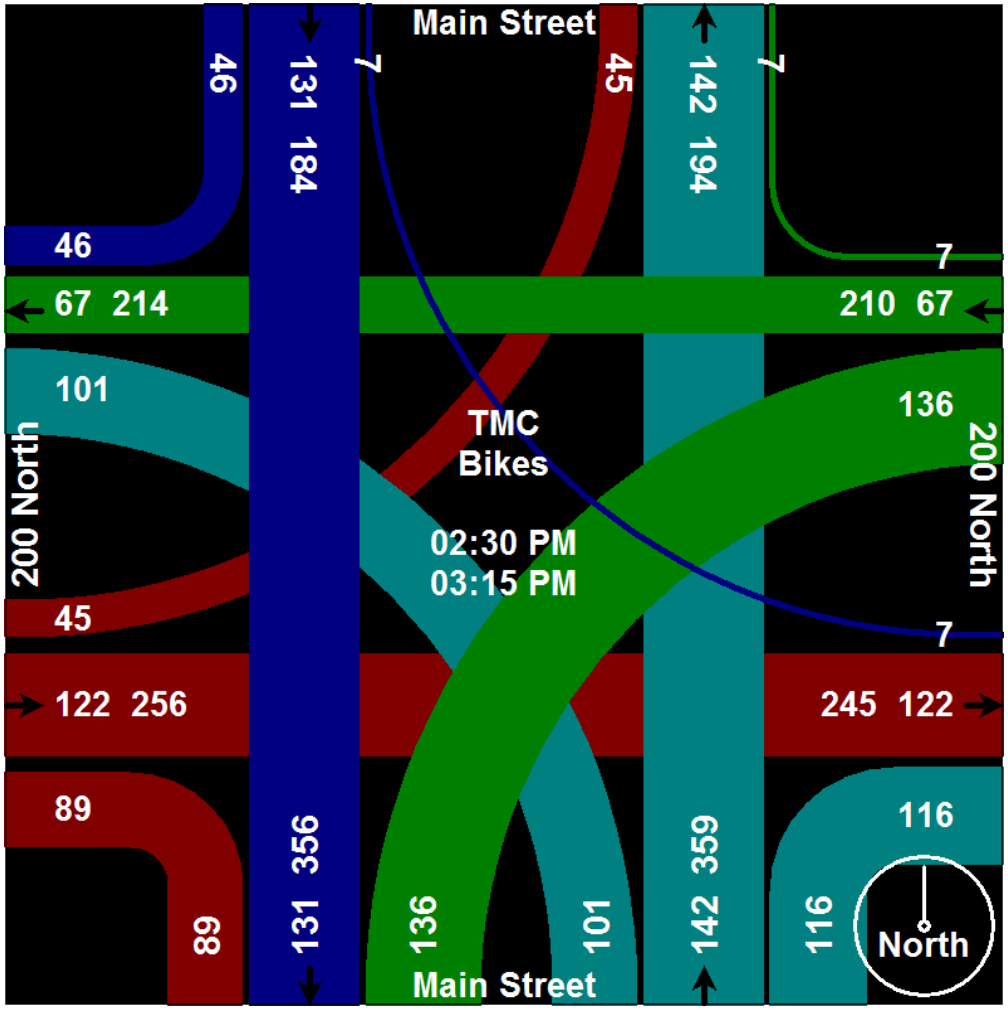


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Groups Printed- TMC - Bikes

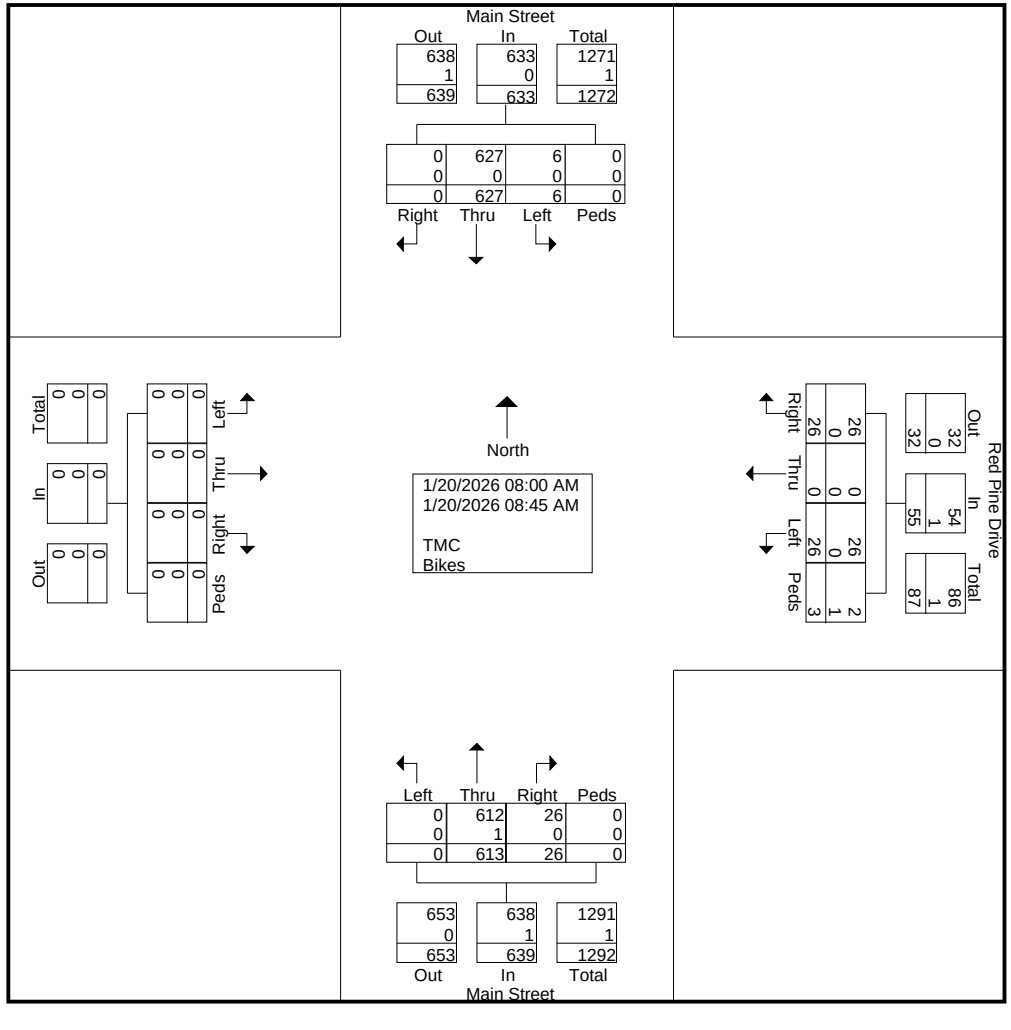
	Main Street From North					Red Pine Drive From East					Main Street From South					From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
08:00 AM	0	177	1	0	178	13	0	8	2	23	7	175	0	0	182	0	0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

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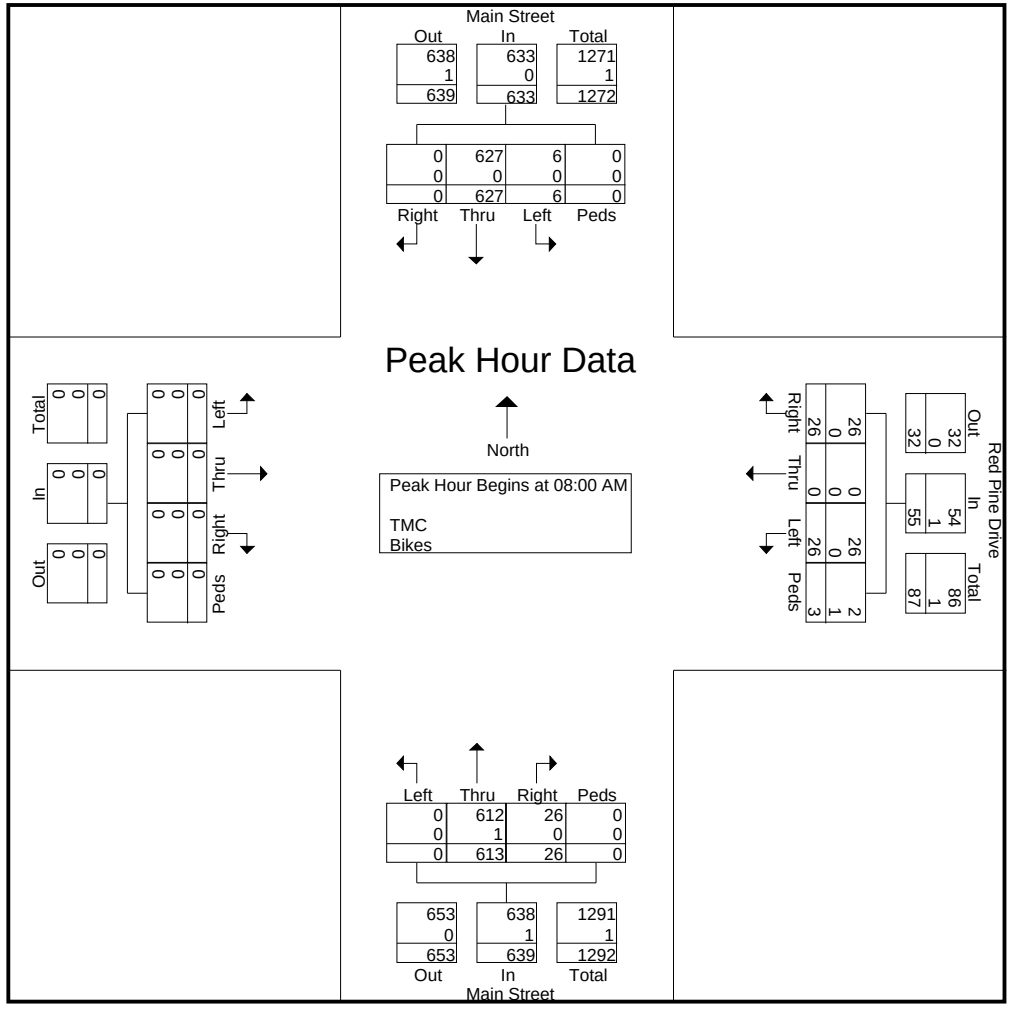
	Main Street From North					Red Pine Drive From East					Main Street From South					From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1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

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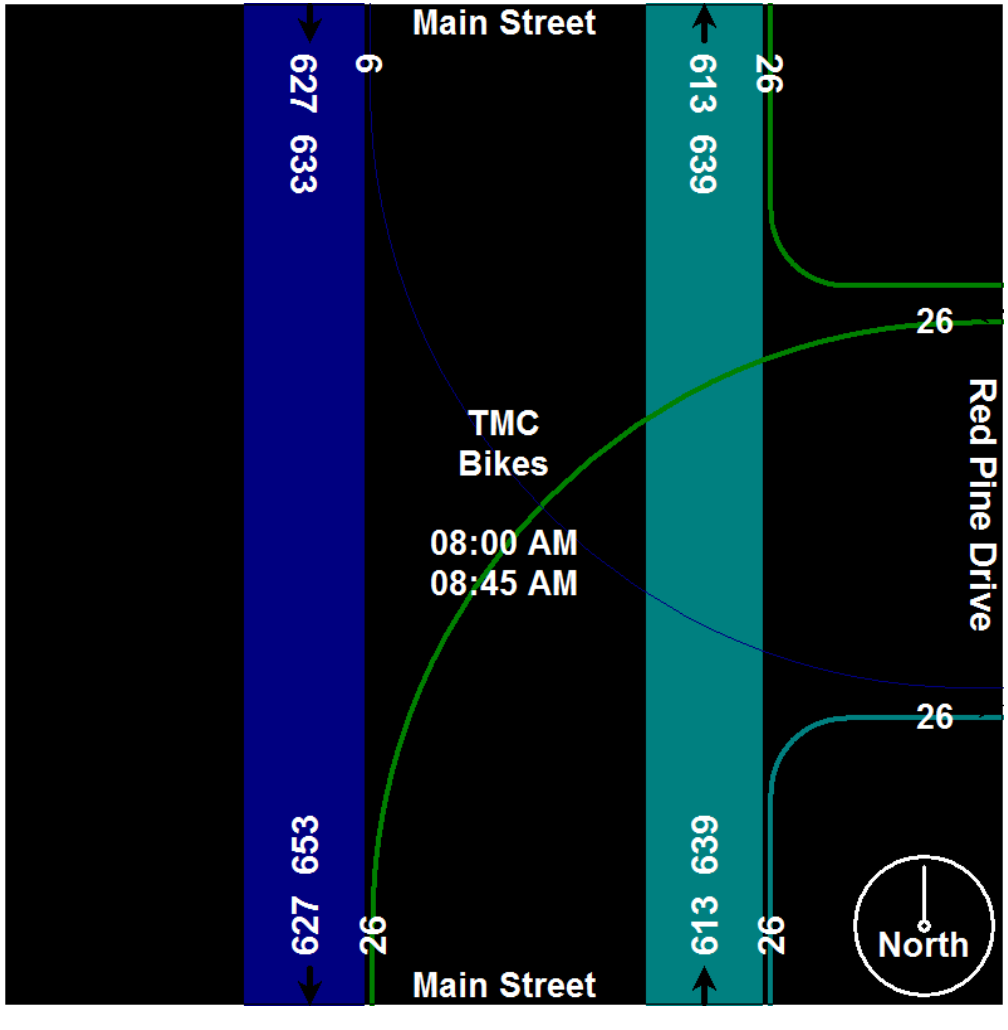


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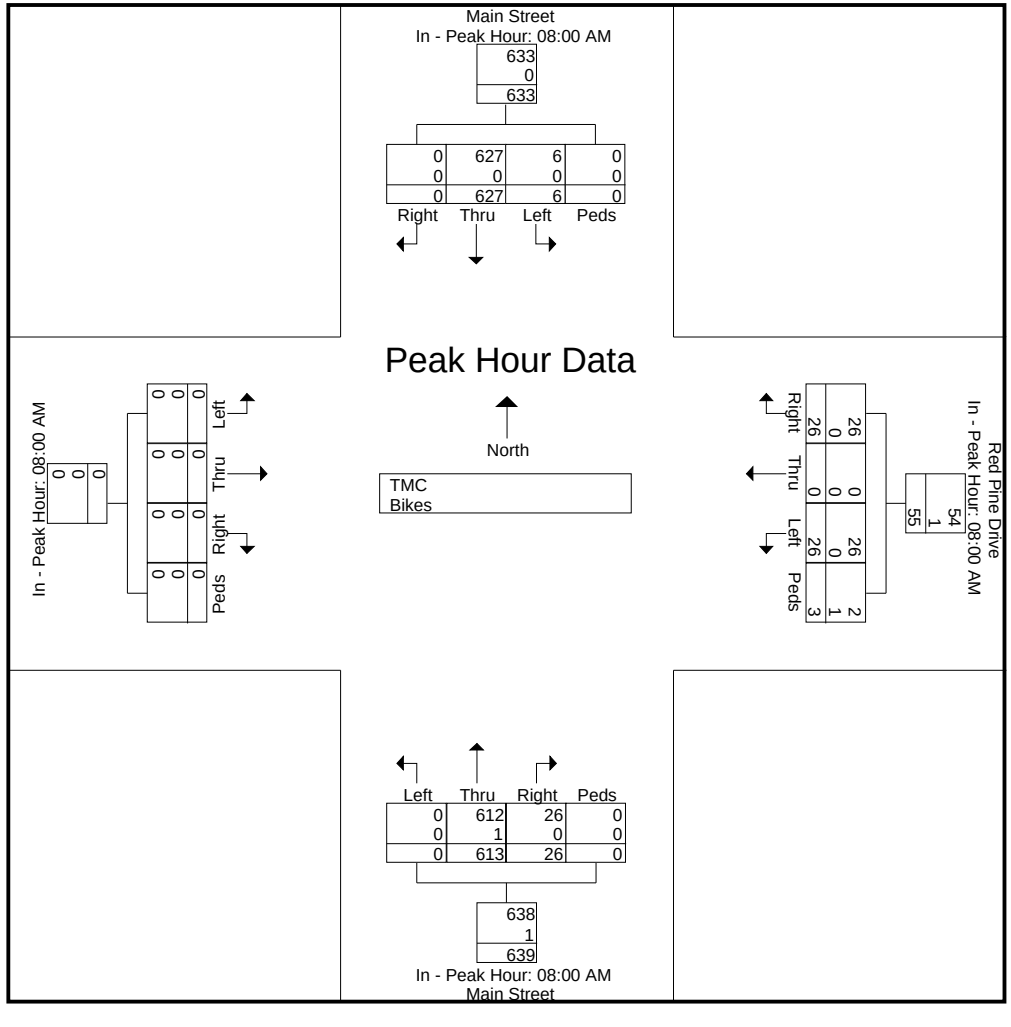
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Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Each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

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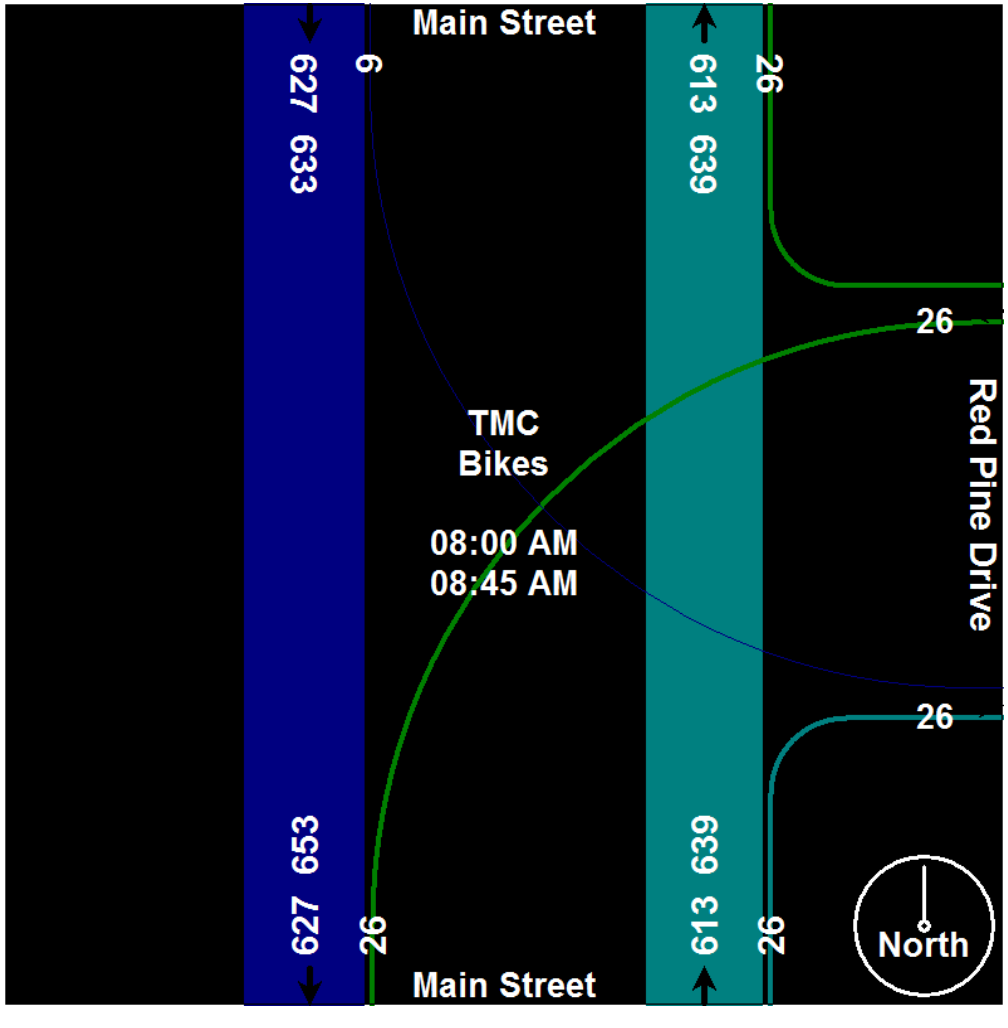


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Groups Printed- TMC - Bikes - turns

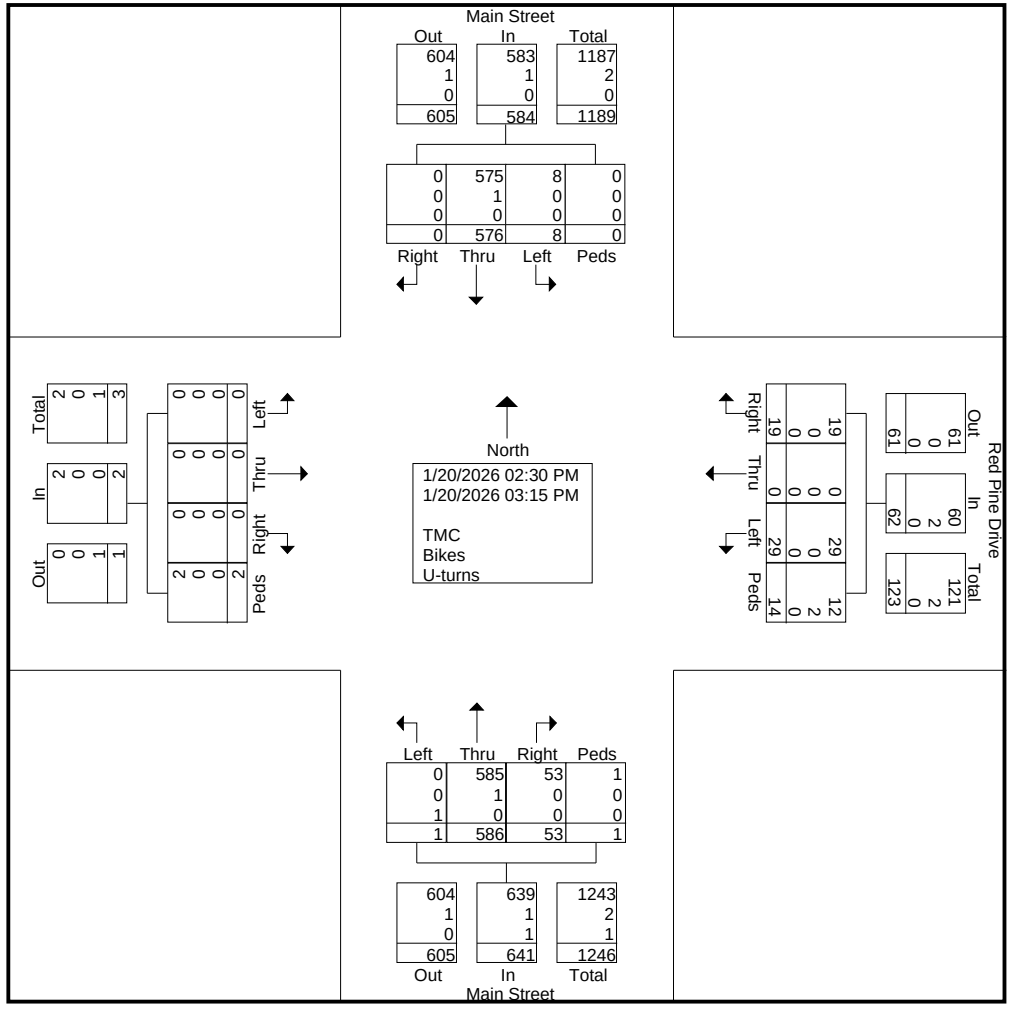
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Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
02:30 PM	0	121	0	0	121	4	0	6	0	10	13	184	0	0	197	0	0	0	0	0	328
02:45 PM	0	127	5	0	132	4	0	5	4	13	13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

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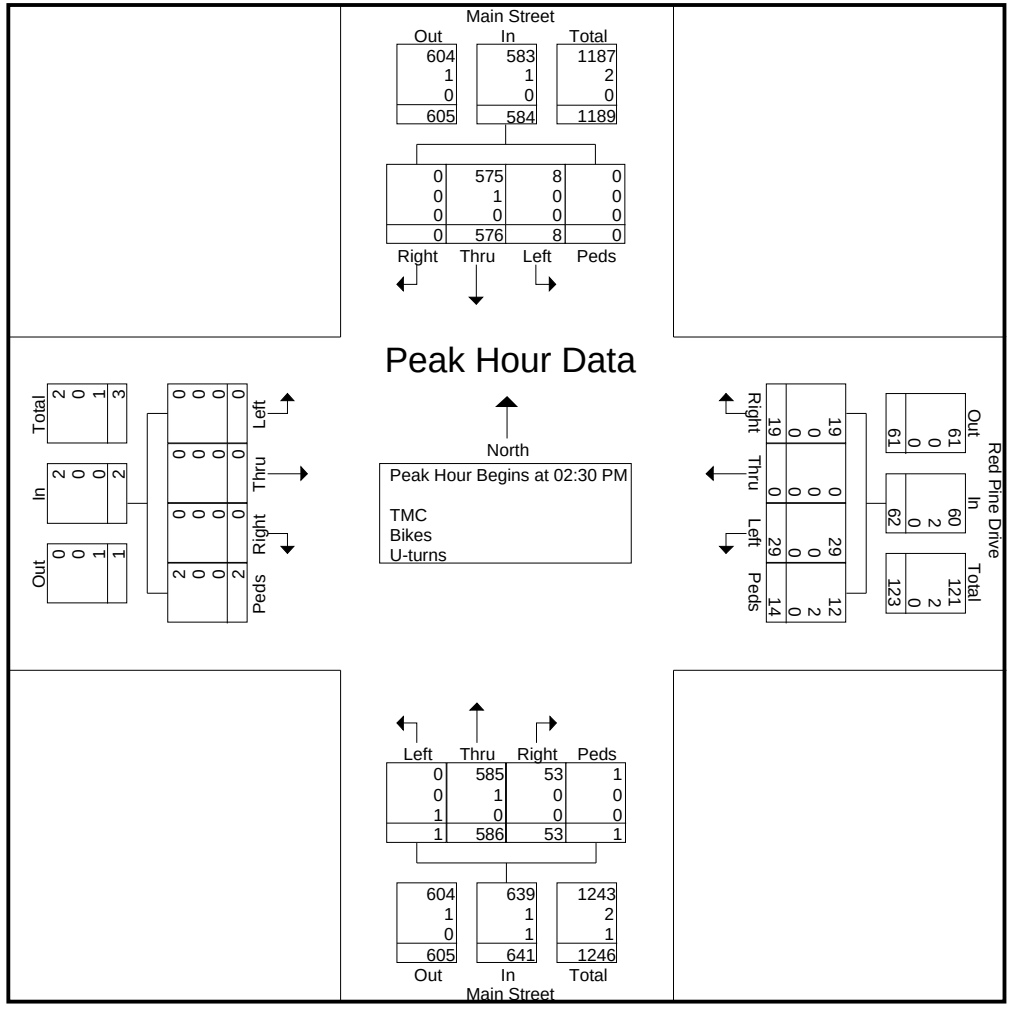
	Main Street From North					Red Pine Drive From East					Main Street From South					From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 02:30 PM to 03:15 PM - Peak 1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

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File Name : Main Street and Red Pine Drive PM
Site Code : 00000000
Start Date : 1/20/2026
Page No : 4

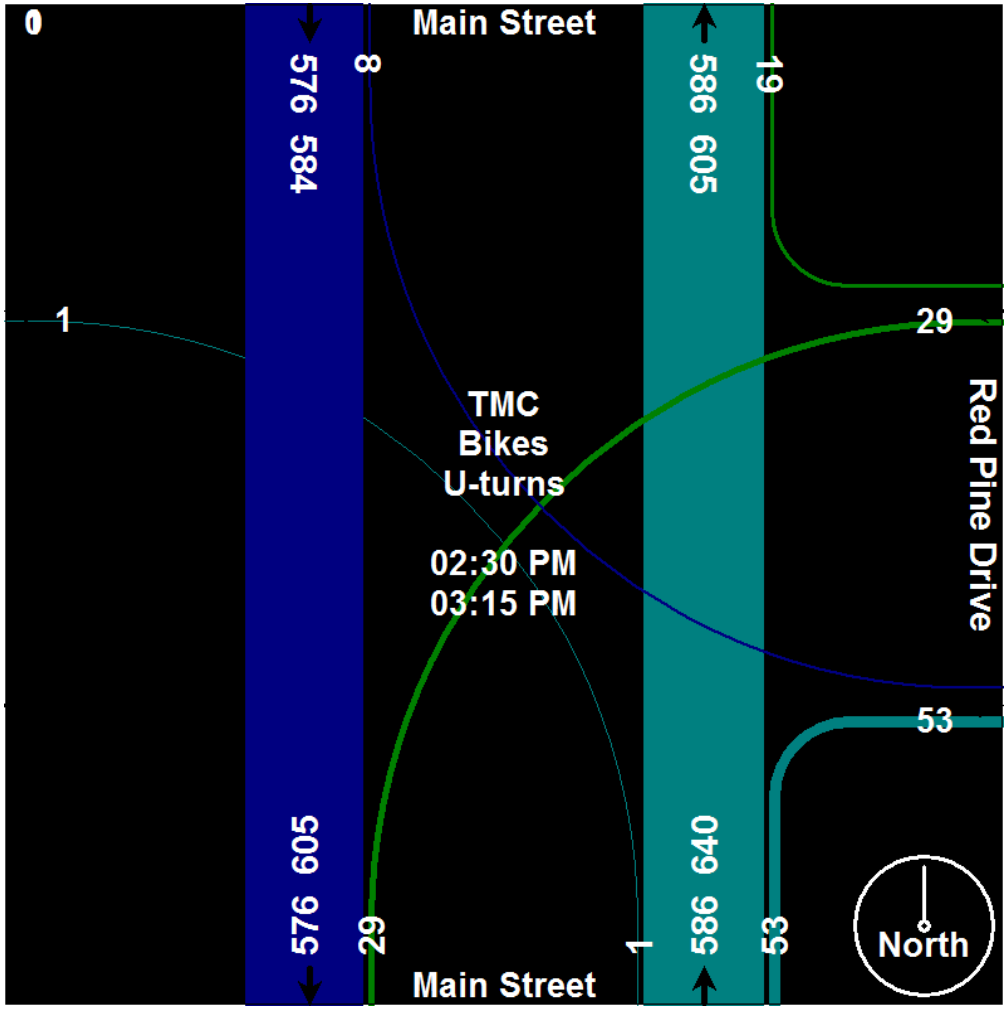


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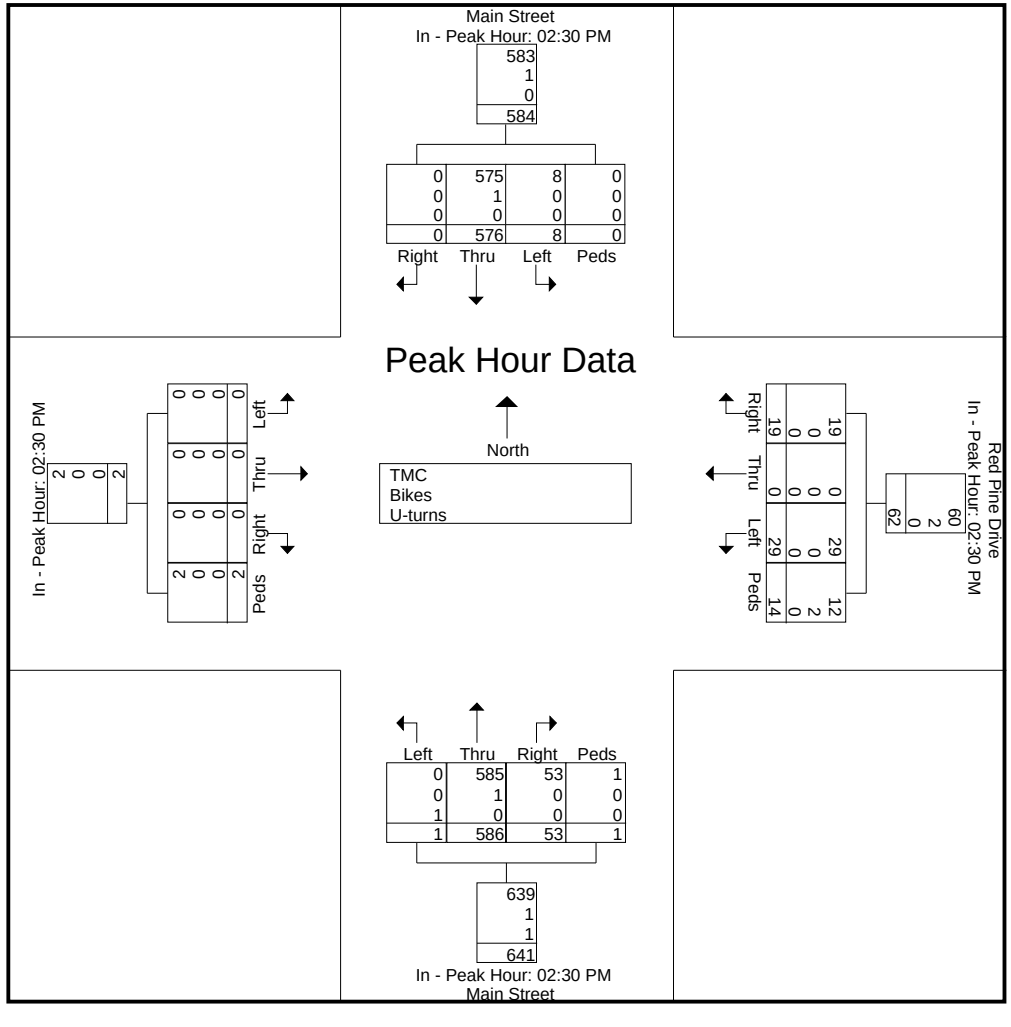
	Main Street From North					Red Pine Drive From East					Main Street From South					From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 02:30 PM to 03:15 PM - Peak 1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

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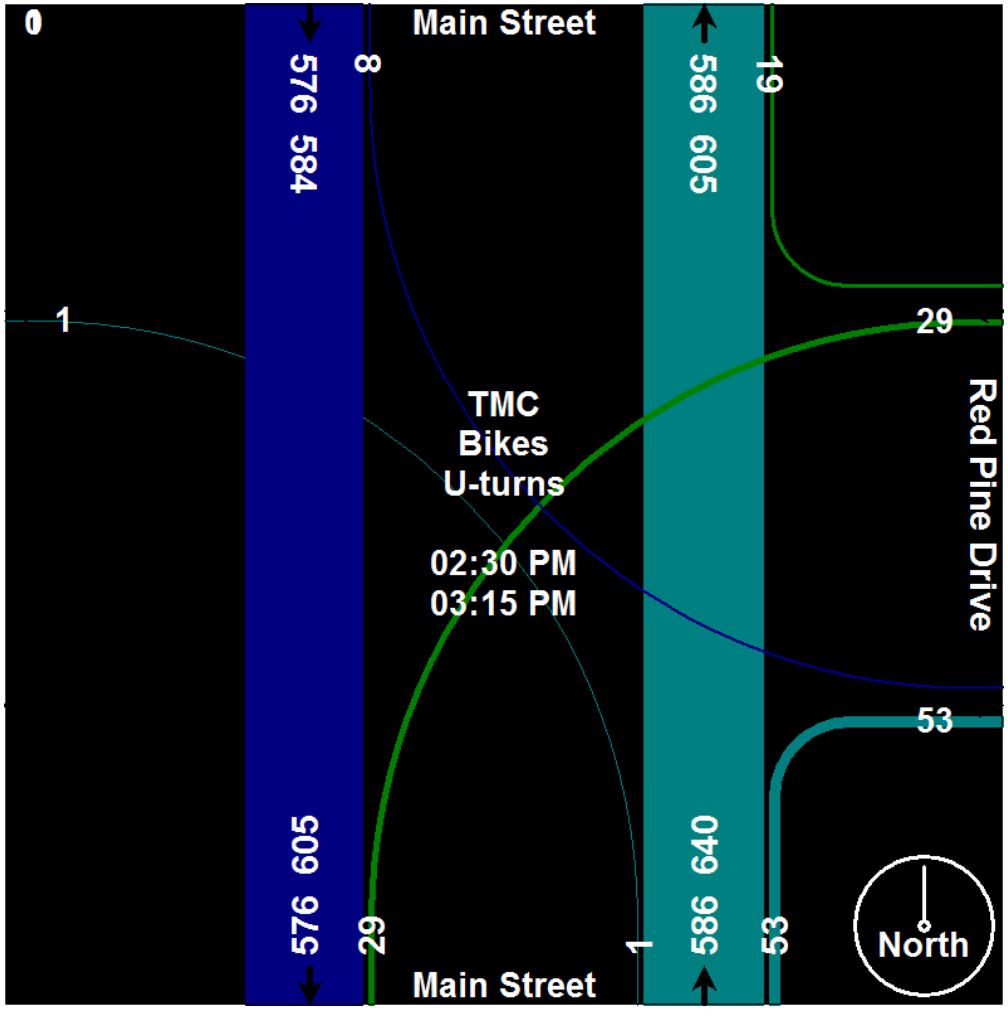


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Groups Printed- TMC

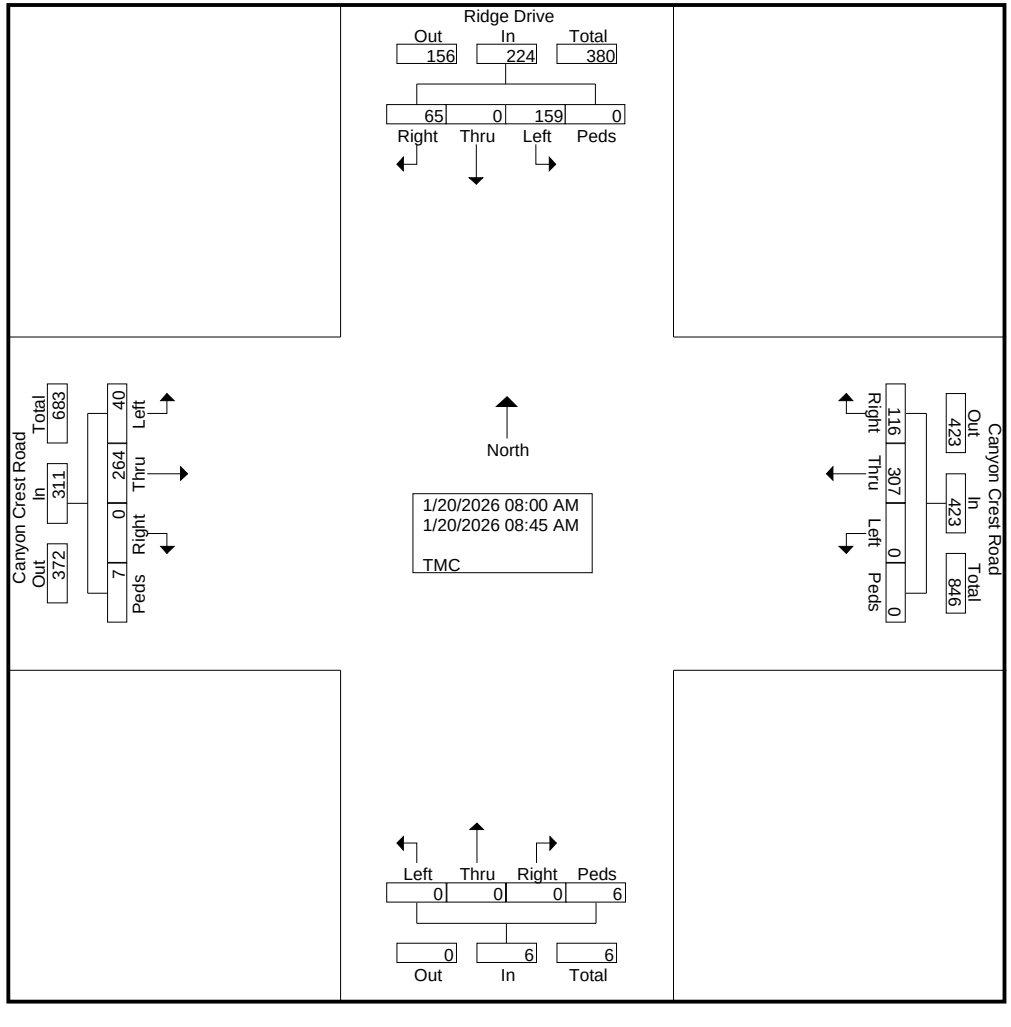
	Ridge Drive From North					Canyon Crest Road From East					From South					Canyon Crest Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
08:00 AM	24	0	38	0	62	23	88	0	0	111	0	0	0	1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

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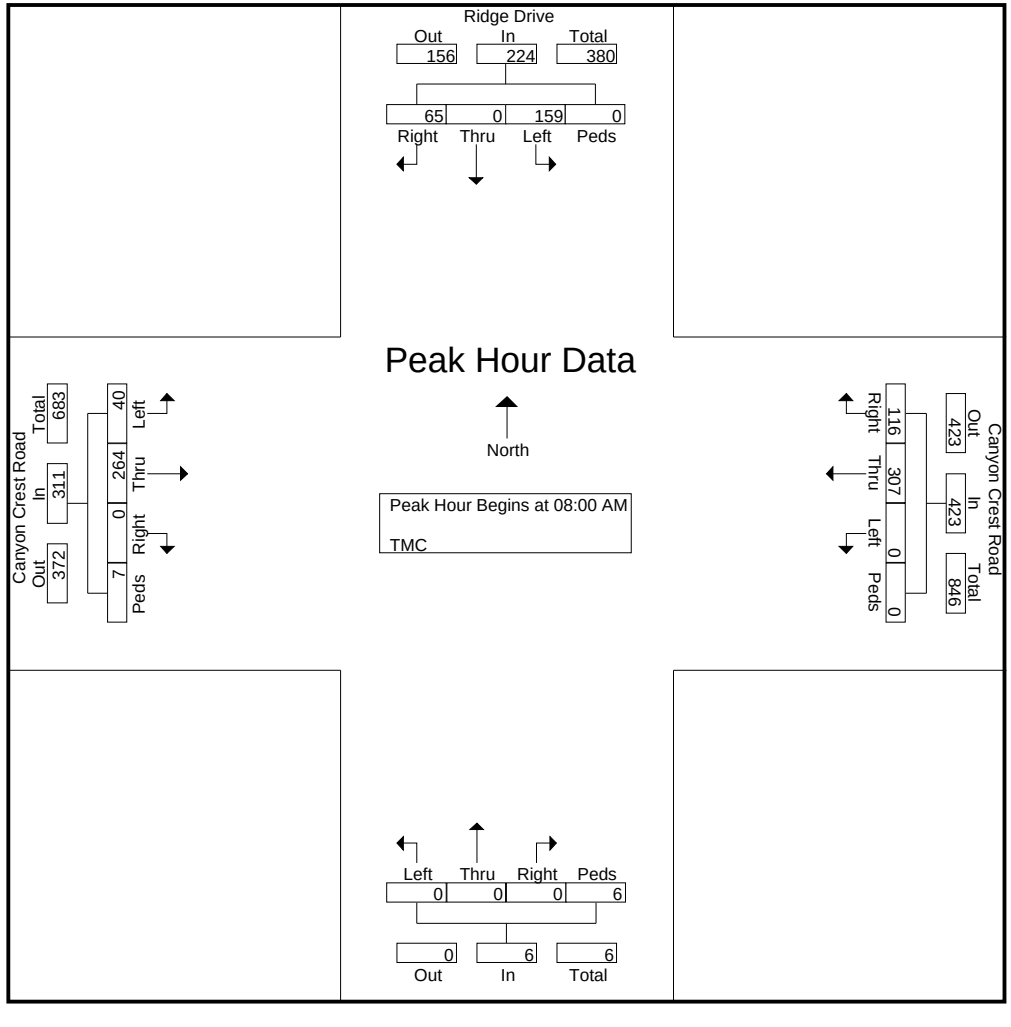
	Ridge Drive From North					Canyon Crest Road From East					From South					Canyon Crest Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM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

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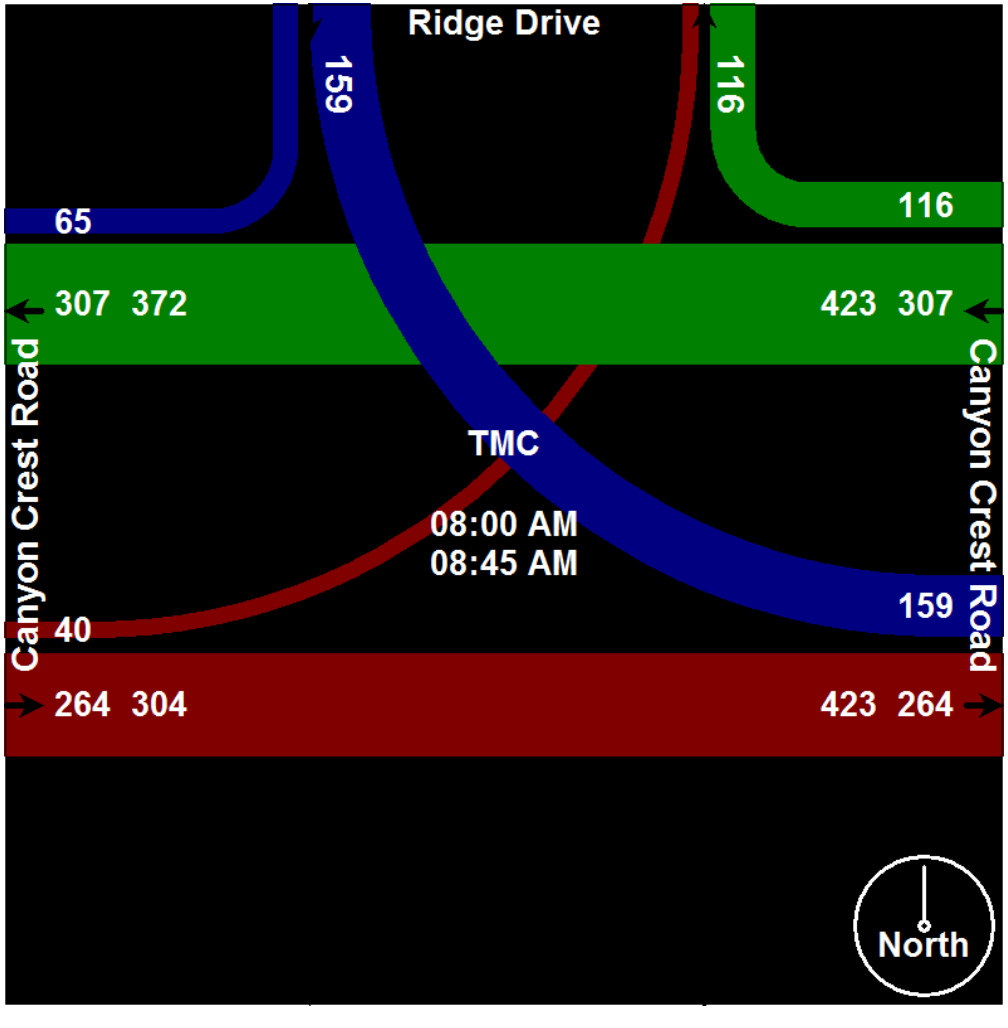


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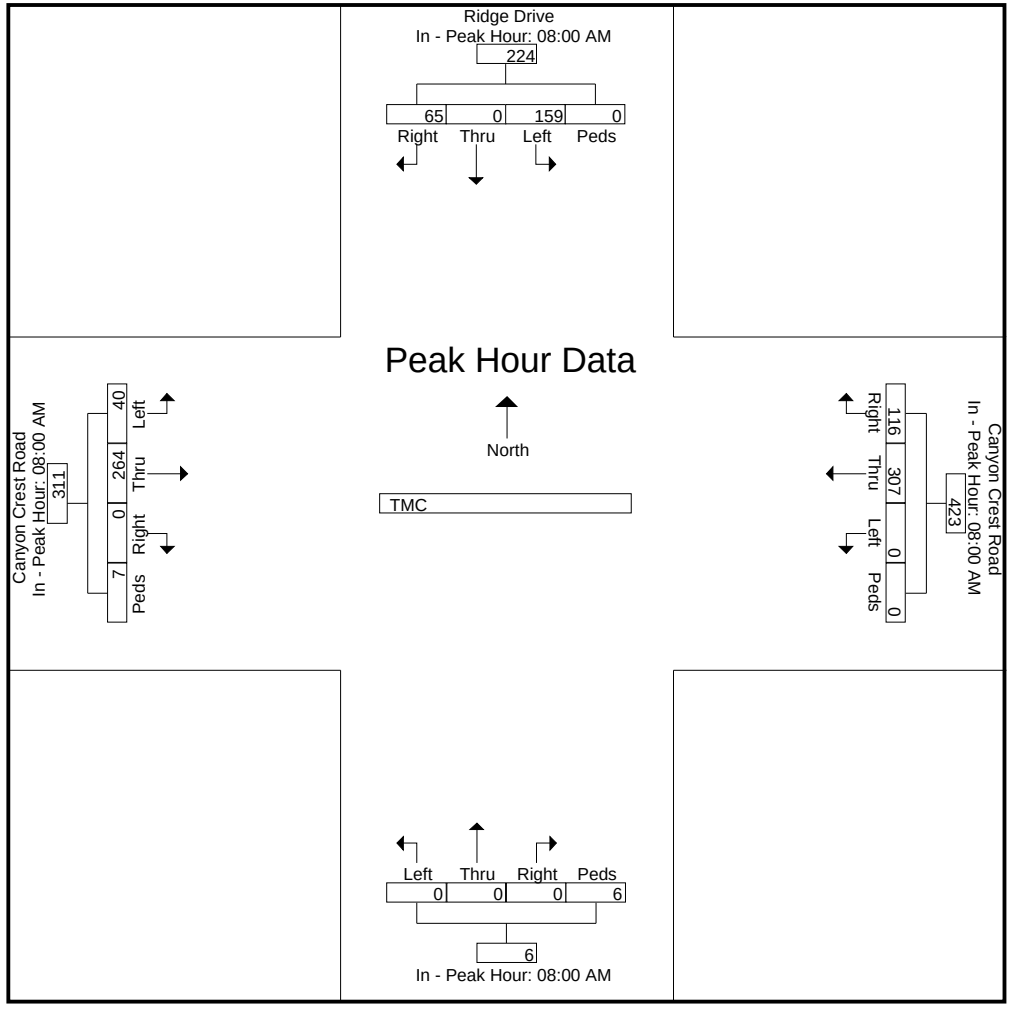
	Ridge Drive From North					Canyon Crest Road From East					From South					Canyon Crest Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM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

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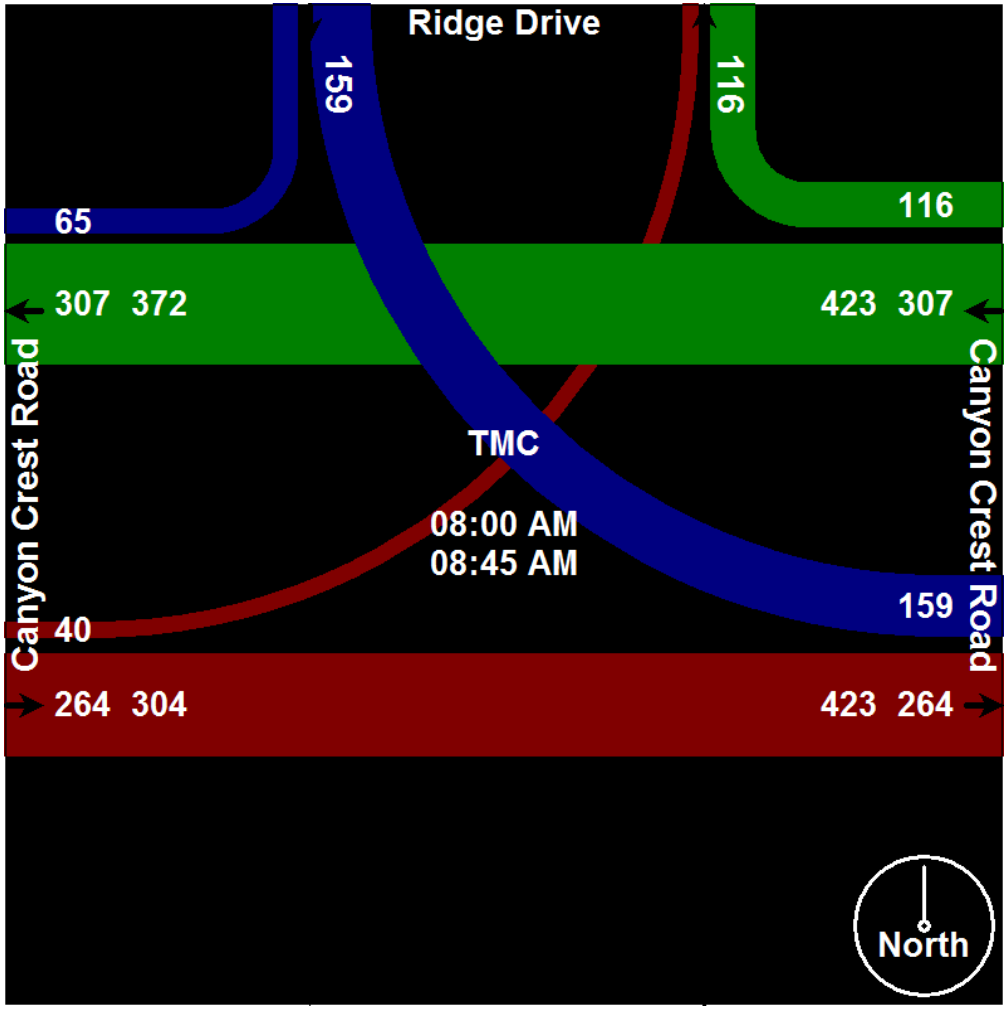


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File Name : Ridge Drive and Canyon Crest Road PM
Site Code : 00000000
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Page No : 1

Groups Printed- TMC - Bikes

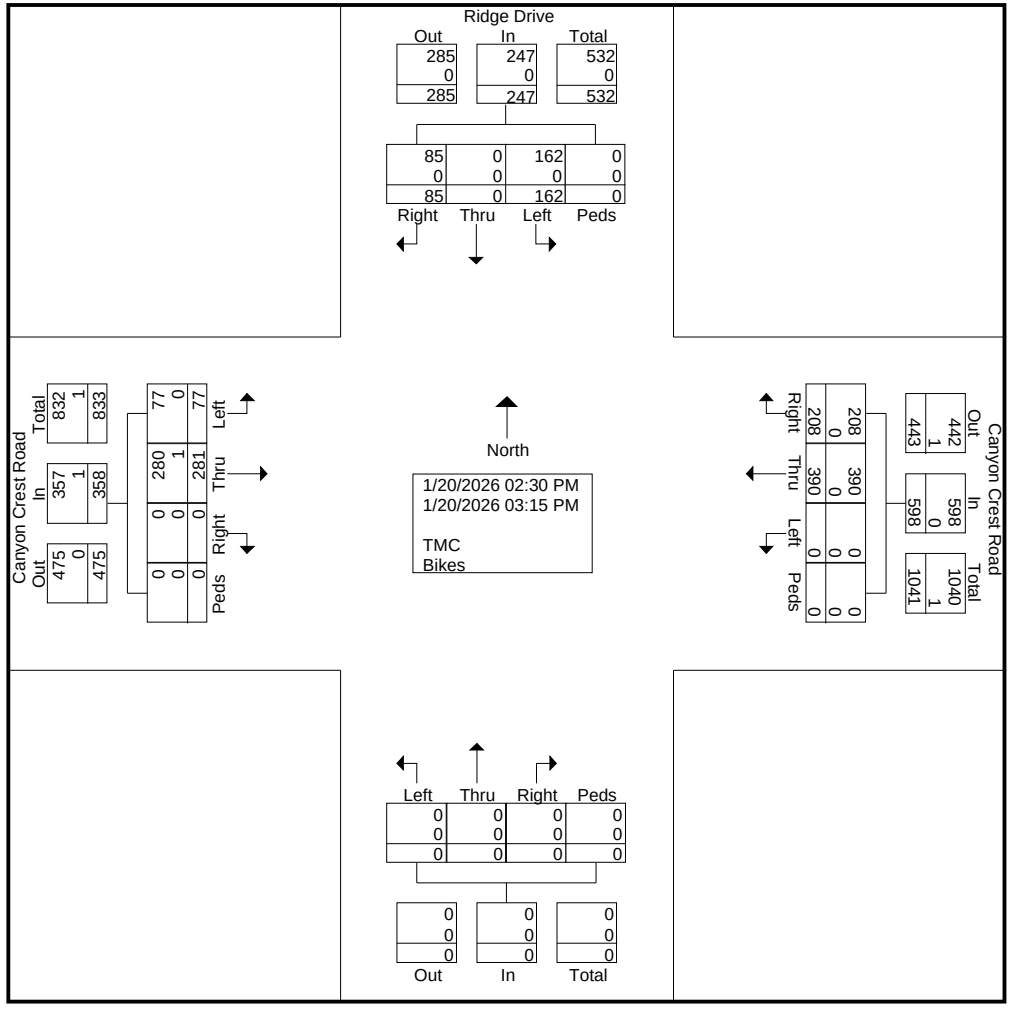
	Ridge Drive From North					Canyon Crest Road From East					From South					Canyon Crest Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
02:30 PM	25	0	24	0	49	62	124	0	0	186	0	0	0	0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

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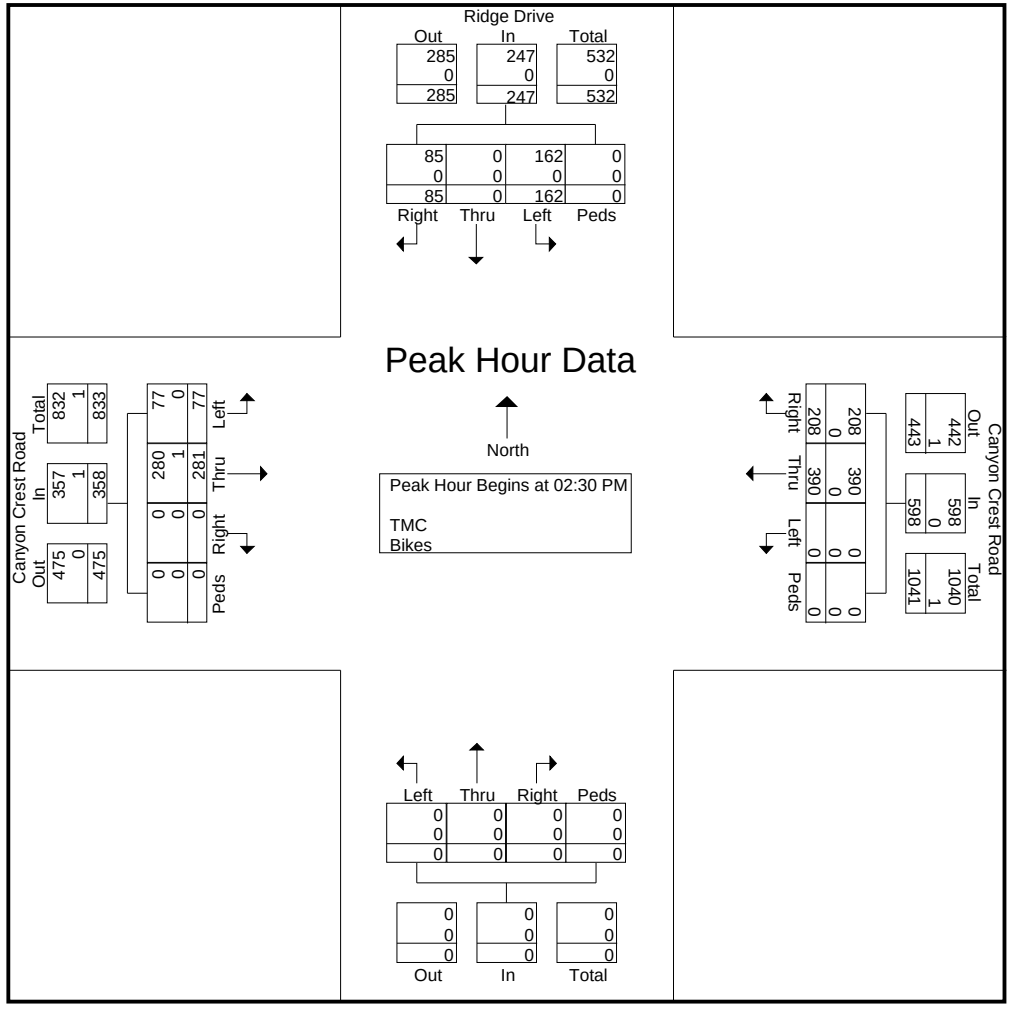
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02:45 PM	19	0	30	0	49	44	109	0	0	153	0	0	0	0	0	0	68	15	0	83	285
03:00 PM	20	0	52	0	72	45	82	0	0	127	0	0	0	0	0	0	**93**	**47**	0	**140**	**339**
03:15 PM	21	0	**56**	0	**77**	57	75	0	0	132	0	0	0	0	0	0	73	11	0	84	293
Total Volume	85	0	162	0	247	208	390	0	0	598	0	0	0	0	0	0	281	77	0	358	1203
% App. Total	34.4	0	65.6	0		34.8	65.2	0	0		0	0	0	0		0	78.5	21.5	0		
PHF	.850	.000	.723	.000	.802	.839	.786	.000	.000	.804	.000	.000	.000	.000	.000	.000	.755	.410	.000	.639	.887
TMC	85	0	162	0	247	208	390	0	0	598	0	0	0	0	0	0	280	77	0	357	1202
% TMC	100	0	100	0	100	100	100	0	0	100	0	0	0	0	0	0	99.6	100	0	99.7	99.9
Bikes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
% Bikes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.4	0	0	0.3	0.1

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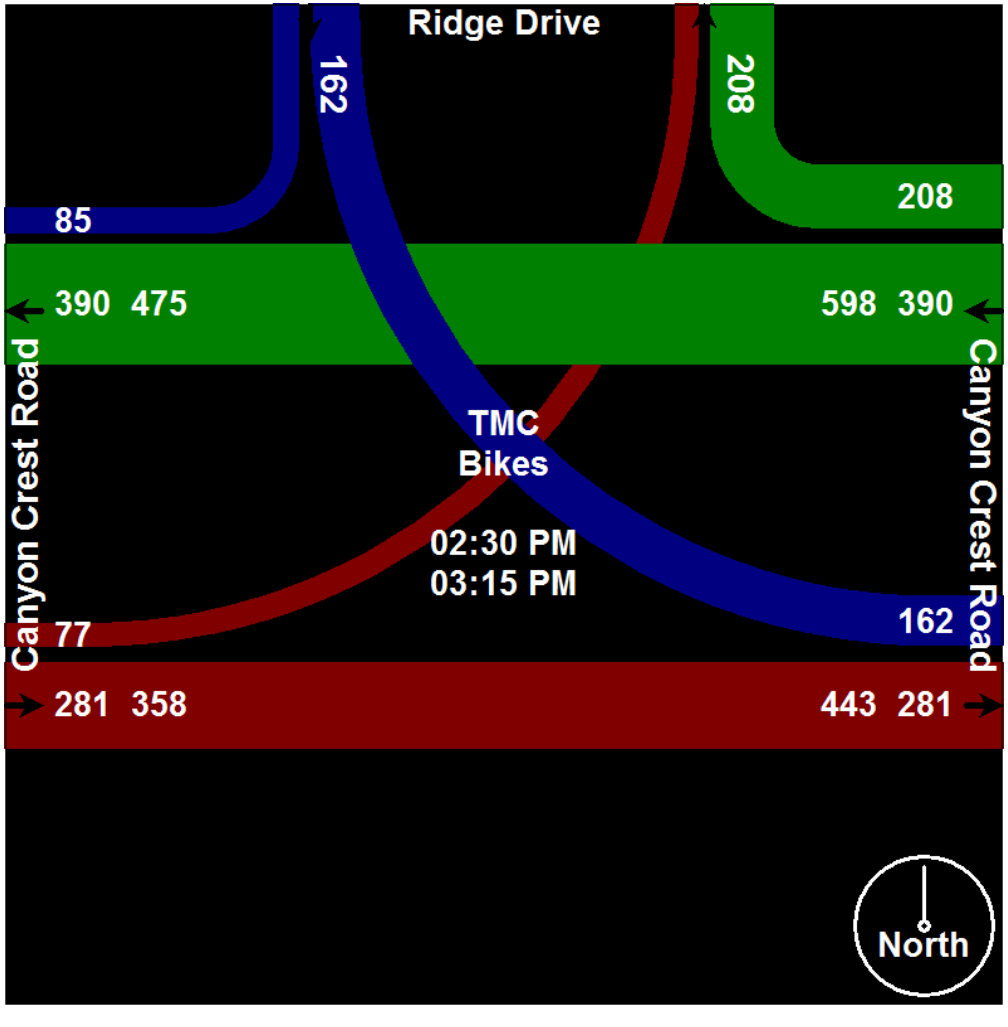


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File Name : Ridge Drive and Canyon Crest Road PM
Site Code : 00000000
Start Date : 1/20/2026



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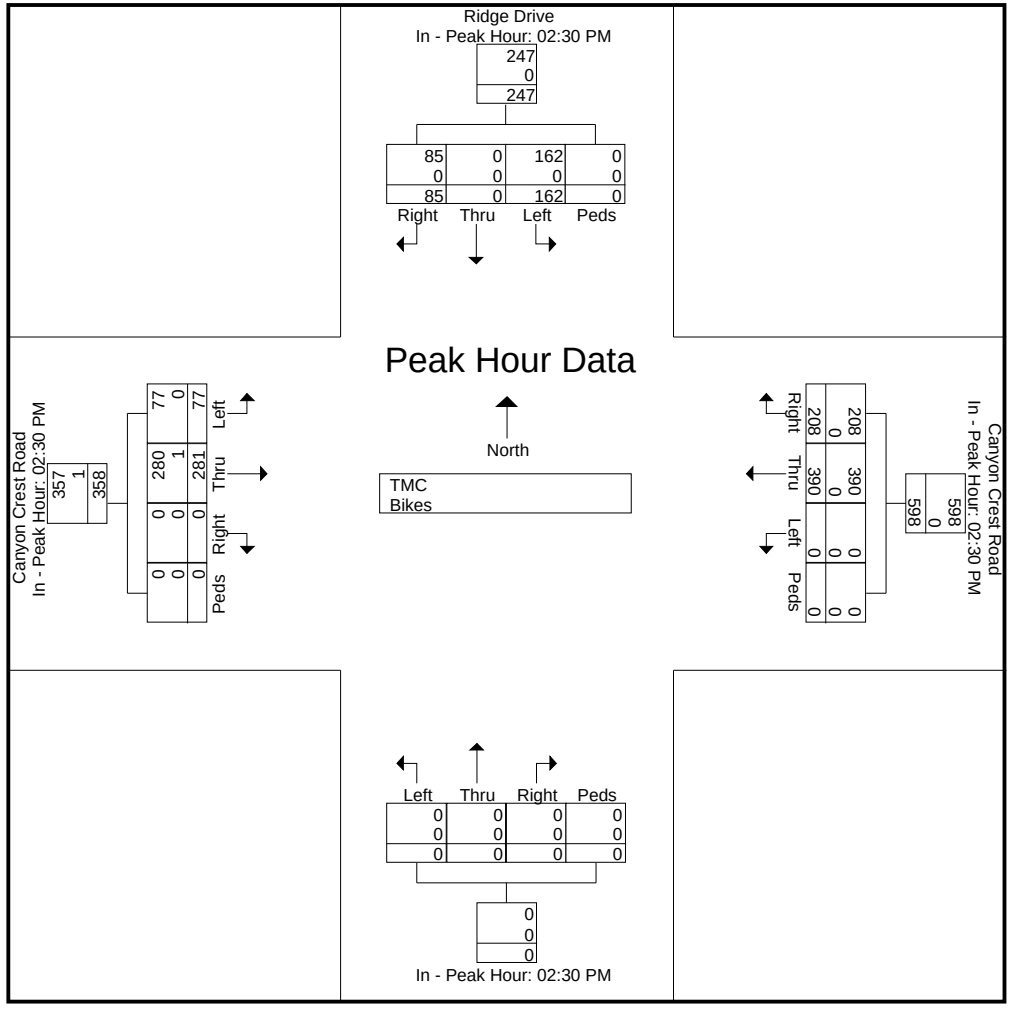
	Ridge Drive From North					Canyon Crest Road From East					From South					Canyon Crest Road From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 02:30 PM to 03:15 PM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

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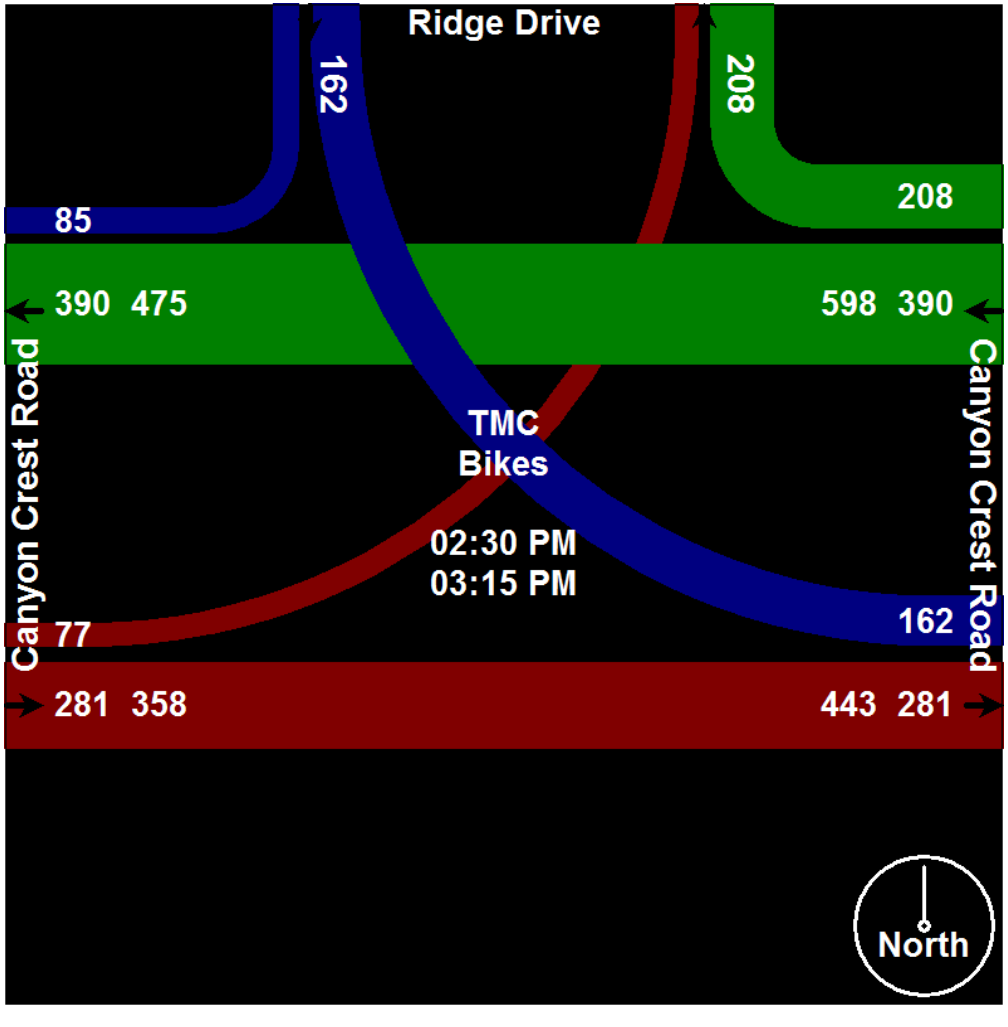


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Groups Printed- TMC - Bikes

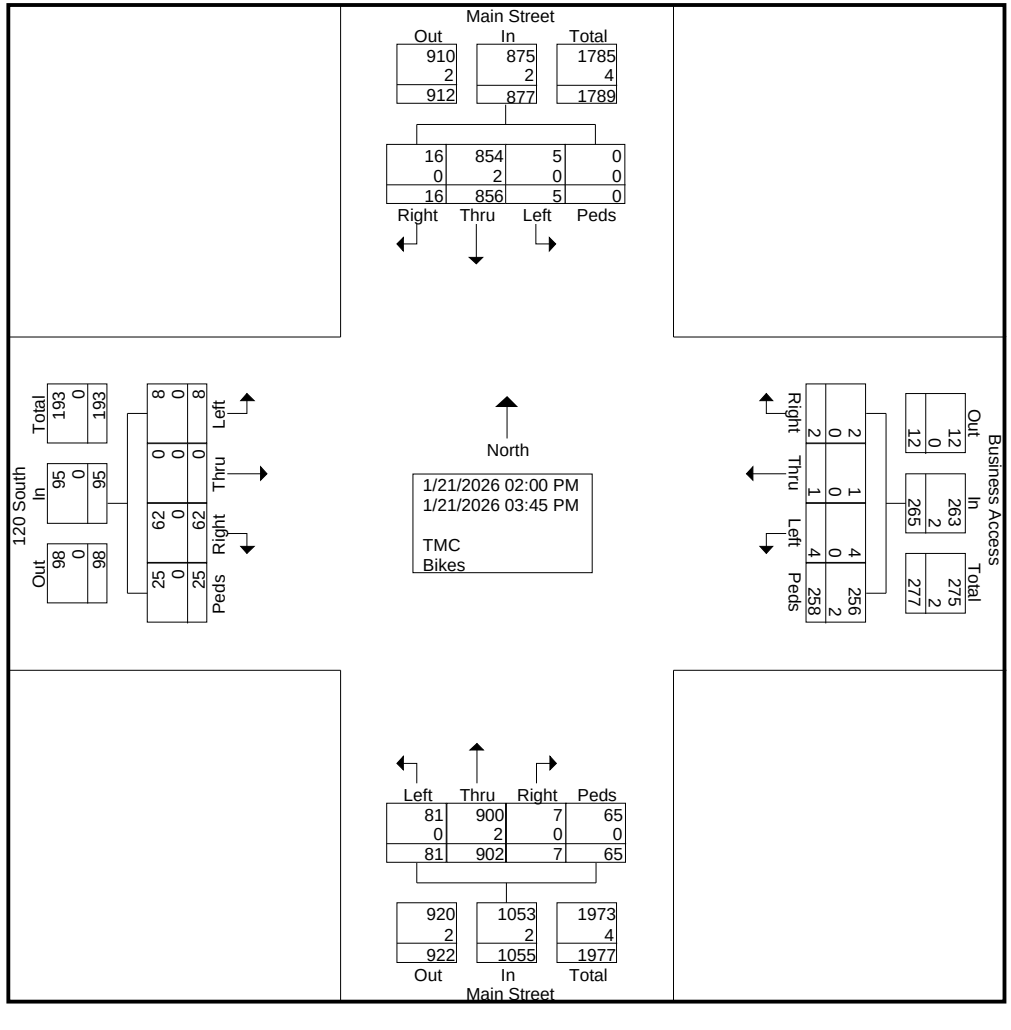
	Main Street From North					Business Access From East					Main Street From South					120 South From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
02:00 PM	3	88	0	0	91	0	0	1	2	3	1	90	7	0	98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

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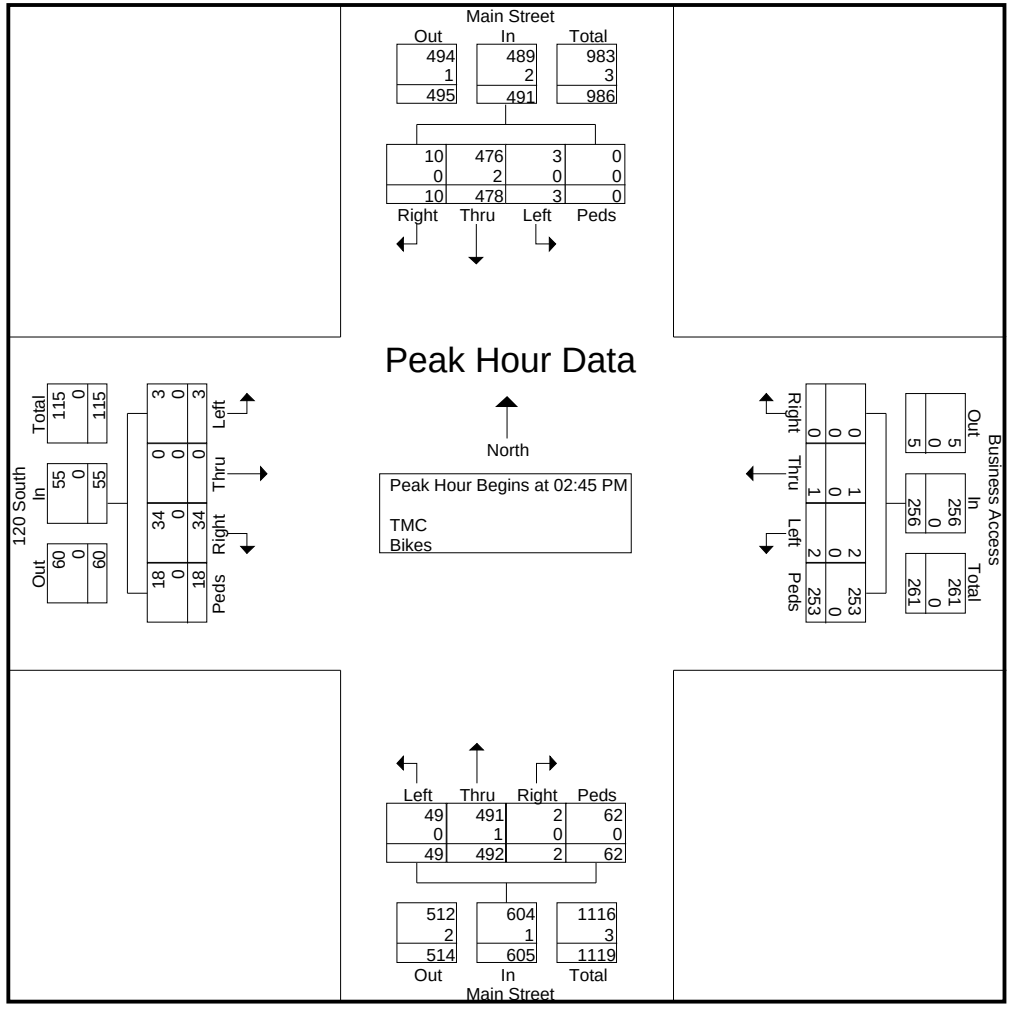
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Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 03:45 PM - Peak 1 of 1																					
Peak Hour for Entire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

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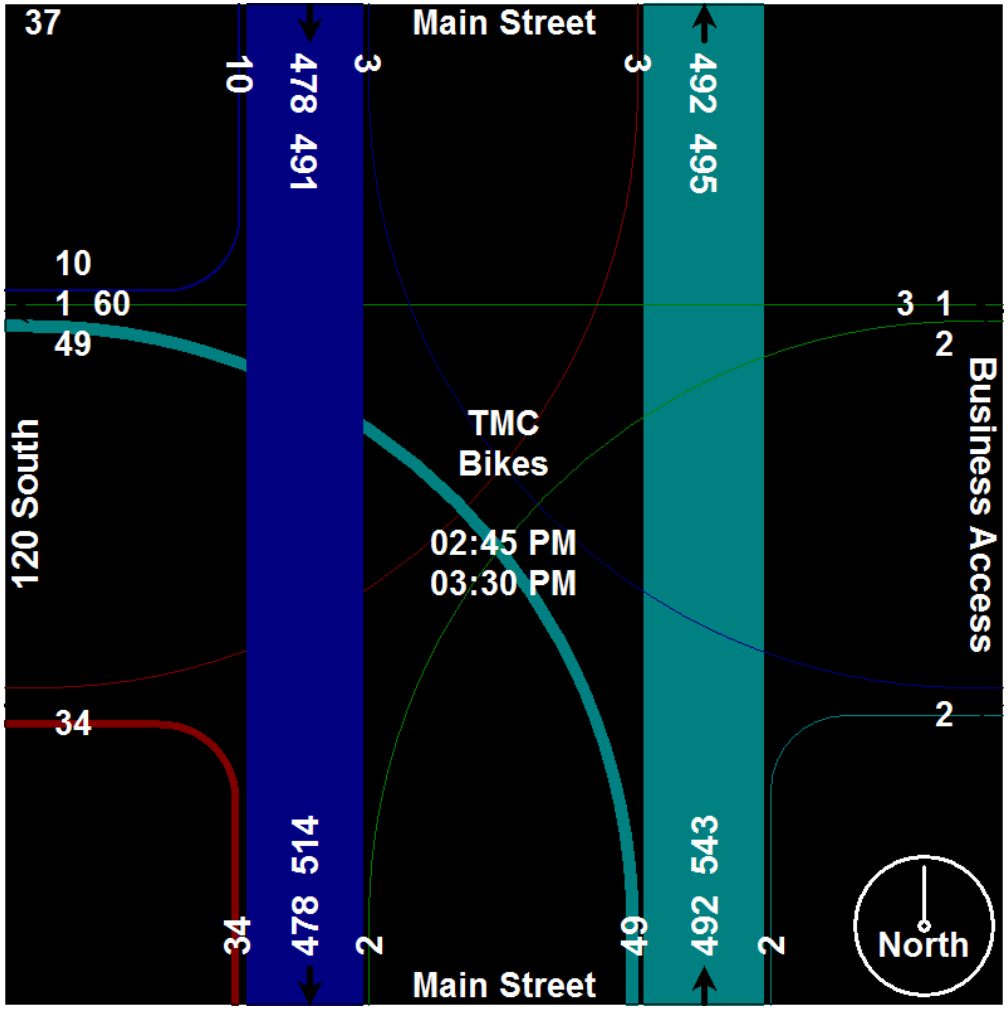


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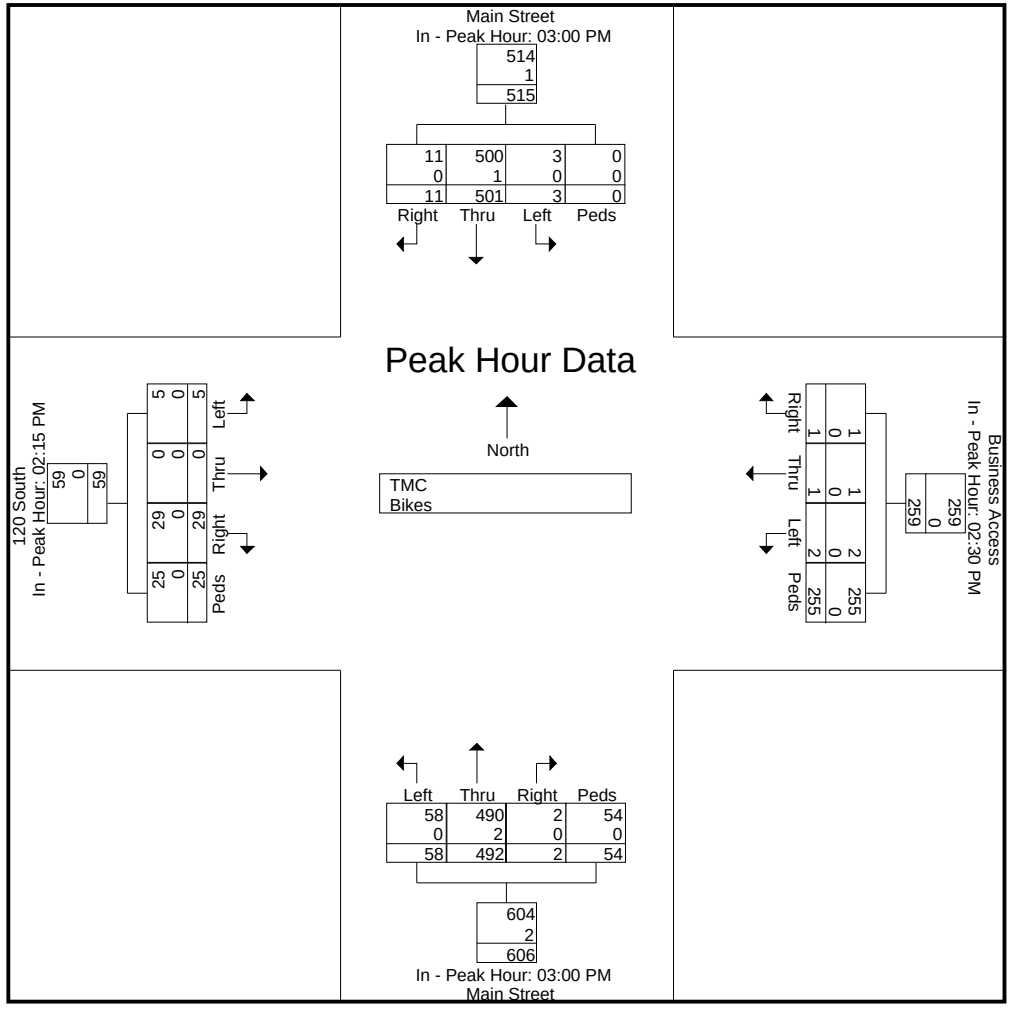
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Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 03:45 PM - Peak 1 of 1																					
Peak Hour for Each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

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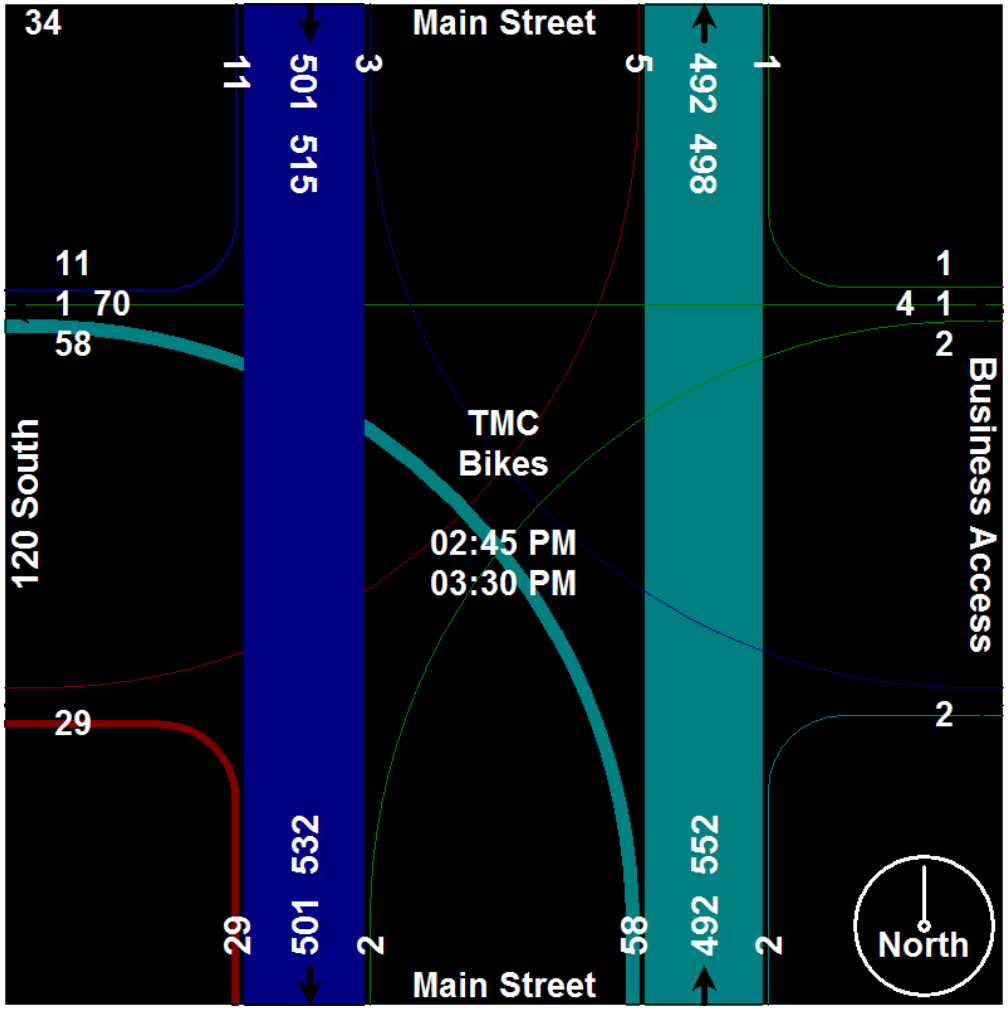


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Attachment C – Level of Service Reports

Existing (2026) Background Conditions
Including Roundabout Test

Intersection	
Intersection Delay, s/veh	16.2
Intersection LOS	C

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

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

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

Intersection	
Int Delay, s/veh	4.8

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

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

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	517	1072	-
HCM Lane V/C Ratio	-	-	0.498	0.043	-
HCM Control Delay (s/veh)	-	-	18.7	8.5	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	2.7	0.1	-

Intersection	
Intersection Delay, s/veh	6.5
Intersection LOS	A

Approach	WB	NB	SB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	258	486	349
Demand Flow Rate, veh/h	265	501	359
Vehicles Circulating, veh/h	364	47	188
Vehicles Exiting, veh/h	184	500	441
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	6.8	6.4	6.3
Approach LOS	A	A	A

Lane	Left	Left	Left
Designated Moves	LR	TR	LT
Assumed Moves	LR	TR	LT
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
A (Intercept)	1380	1380	1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3
Entry Flow, veh/h	265	501	359
Cap Entry Lane, veh/h	952	1315	1139
Entry HV Adj Factor	0.974	0.971	0.972
Flow Entry, veh/h	258	486	349
Cap Entry, veh/h	927	1277	1107
V/C Ratio	0.278	0.381	0.315
Control Delay, s/veh	6.8	6.4	6.3
LOS	A	A	A
95th %tile Queue, veh	1	2	1

Intersection	
Intersection Delay, s/veh	14.7
Intersection LOS	B

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

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

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

Intersection	
Int Delay, s/veh	5.7

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

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

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	451	914	-
HCM Lane V/C Ratio	-	-	0.616	0.095	-
HCM Control Delay (s/veh)	-	-	25	9.4	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	4.1	0.3	-

Intersection	
Intersection Delay, s/veh	8.3
Intersection LOS	A

Approach	WB	NB	SB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	278	672	402
Demand Flow Rate, veh/h	286	692	414
Vehicles Circulating, veh/h	451	90	187
Vehicles Exiting, veh/h	331	511	550
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	8.0	9.2	6.9
Approach LOS	A	A	A

Lane	Left	Left	Left
Designated Moves	LR	TR	LT
Assumed Moves	LR	TR	LT
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
A (Intercept)	1380	1380	1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3
Entry Flow, veh/h	286	692	414
Cap Entry Lane, veh/h	871	1259	1140
Entry HV Adj Factor	0.972	0.971	0.970
Flow Entry, veh/h	278	672	402
Cap Entry, veh/h	847	1222	1106
V/C Ratio	0.328	0.550	0.363
Control Delay, s/veh	8.0	9.2	6.9
LOS	A	A	A
95th %tile Queue, veh	1	3	2

Existing (2026) Re-Routed Conditions
Including Roundabout Test

Intersection	
Intersection Delay, s/veh	18.3
Intersection LOS	C

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

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

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

Intersection	
Int Delay, s/veh	10.5

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

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

Approach	WB	NB	SB
HCM Control Delay, s/v	30.33	0	1.12
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	548	1072	-
HCM Lane V/C Ratio	-	-	0.772	0.043	-
HCM Control Delay (s/veh)	-	-	30.3	8.5	-
HCM Lane LOS	-	-	D	A	-
HCM 95th %tile Q(veh)	-	-	7	0.1	-

Intersection	
Intersection Delay, s/veh	7.5
Intersection LOS	A

Approach	WB	NB	SB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	423	486	349
Demand Flow Rate, veh/h	436	501	359
Vehicles Circulating, veh/h	364	47	239
Vehicles Exiting, veh/h	184	551	561
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	9.4	6.4	6.8
Approach LOS	A	A	A

Lane	Left	Left	Left
Designated Moves	LR	TR	LT
Assumed Moves	LR	TR	LT
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
A (Intercept)	1380	1380	1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3
Entry Flow, veh/h	436	501	359
Cap Entry Lane, veh/h	952	1315	1081
Entry HV Adj Factor	0.970	0.971	0.972
Flow Entry, veh/h	423	486	349
Cap Entry, veh/h	924	1277	1051
V/C Ratio	0.458	0.381	0.332
Control Delay, s/veh	9.4	6.4	6.8
LOS	A	A	A
95th %tile Queue, veh	2	2	1

Intersection	
Intersection Delay, s/veh	15.5
Intersection LOS	C

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

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

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

Intersection	
Int Delay, s/veh	11.2

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

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

Approach	WB	NB	SB
HCM Control Delay, s/v	39.98	0	2.02
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	470	914	-
HCM Lane V/C Ratio	-	-	0.829	0.095	-
HCM Control Delay (s/veh)	-	-	40	9.4	-
HCM Lane LOS	-	-	E	A	-
HCM 95th %tile Q(veh)	-	-	8.1	0.3	-

Intersection	
Intersection Delay, s/veh	8.9
Intersection LOS	A

Approach	WB	NB	SB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	390	672	402
Demand Flow Rate, veh/h	401	692	414
Vehicles Circulating, veh/h	451	90	222
Vehicles Exiting, veh/h	331	546	630
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	10.1	9.2	7.3
Approach LOS	B	A	A

Lane	Left	Left	Left
Designated Moves	LR	TR	LT
Assumed Moves	LR	TR	LT
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
A (Intercept)	1380	1380	1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3
Entry Flow, veh/h	401	692	414
Cap Entry Lane, veh/h	871	1259	1100
Entry HV Adj Factor	0.973	0.971	0.970
Flow Entry, veh/h	390	672	402
Cap Entry, veh/h	847	1222	1067
V/C Ratio	0.460	0.550	0.376
Control Delay, s/veh	10.1	9.2	7.3
LOS	B	A	A
95th %tile Queue, veh	2	3	2

Existing (2026) Red Pine Analysis (Background and with Staging)

PM Peak Hour Only

Intersection	
Int Delay, s/veh	0.9

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

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

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	247	25	-
HCM Lane V/C Ratio	-	-	0.201	0.009	-
HCM Control Delay (s/veh)	-	-	23.2	8.9	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.7	0	-

Intersection	
Int Delay, s/veh	2.8

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

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

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	228	27	-
HCM Lane V/C Ratio	-	-	0.466	0.009	-
HCM Control Delay (s/veh)	-	-	33.9	8.9	0
HCM Lane LOS	-	-	D	A	A
HCM 95th %tile Q(veh)	-	-	2.3	0	-

Existing (2026)
Main Street & 100 S
Rerouted Conditions

Intersection	
Int Delay, s/veh	8.8

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

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	804	305	0	0	413	0
Stage 1	305	-	-	-	-	-
Stage 2	499	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	352	734	-	-	1146	-
Stage 1	747	-	-	-	-	-
Stage 2	610	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	348	734	-	-	1146	-
Mov Cap-2 Maneuver	348	-	-	-	-	-
Stage 1	747	-	-	-	-	-
Stage 2	602	-	-	-	-	-

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

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

Intersection	
Int Delay, s/veh	11.4

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

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1063	514	0	0	585	0
Stage 1	514	-	-	-	-	-
Stage 2	549	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	247	560	-	-	990	-
Stage 1	600	-	-	-	-	-
Stage 2	579	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	243	560	-	-	990	-
Mov Cap-2 Maneuver	243	-	-	-	-	-
Stage 1	600	-	-	-	-	-
Stage 2	570	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	56.65	0	0.18
HCM LOS	F		

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

ALPINE CITY COUNCIL AGENDA

SUBJECT: Ratification of Main Street Traffic Changes

FOR CONSIDERATION ON: October 13, 2026

PETITIONER: Alpine City

ACTION REQUESTED BY PETITIONER: Recommend ratifying the Main Street Traffic Changes

REVIEW TYPE: Administrative

BACKGROUND INFORMATION:

Traffic issues on Main Street have been a concern for several years. The most significant congestion occurs during the afternoon student pick-up and during the morning rush hour which includes the drop-off period for students attending Mountainville Academy (MVA).

The City requested MVA obtain a traffic study to evaluate potential solutions for reducing the congestion. MVA contracted with Hales Engineering (Hales) to conduct the study. The City subsequently hired a third-party consultant, Fehr & Peers (F&P), to independently review the Hales study and verify its findings.

The Hales study recommended the following:

- Constructing an additional exit from the school to 100 South.
- Installing a raised median along the center of Main Street, from the south end of the school zone north to 120 South, the median would require a right-in/right-out at the school's access to Main Street.
- Relocating the existing crosswalk from 120 South to mid-block.
- Implementing other traffic-control measures.

The Hales study also determined that the intersection of 100 South and Main Street was approaching the point at which a signal would be warranted.

The subsequent F&P Study recommended the following:

- Providing a north exit from the MVA property to 100 South, consistent with the Hales study.
- Using traffic cones to restrict left turns into and out of the school's Main Street access during designated pick-up and drop-off periods.
- Installing a sign at the proposed north egress to limit left out movements during pick-up/drop-off. They noted with this recommendation to expect that the Canyon Crest & Ridge Drive intersection will experience excessive delays during the pick-up period.
- Limit parking on Main Street, 100 South, and 120 South and move the staging area to Red Pine Drive.

F&P also recommended implementing these measures initially as a pilot program to evaluate their effectiveness, assess potential safety impacts, and obtain feedback from the surrounding neighborhood before making permanent changes.

Following the Hales traffic study and F&P's review, the City determined that the suggested pilot program incorporating several of the recommendations from the two studies could provide an opportunity to evaluate the proposed changes before implementing a permanent configuration.

The proposed pilot program would include the following components:

- Construct a temporary road connection from the MVA property north to 100 South across property owned by the City.
- Provide traffic cones at the Main Street access to direct vehicles entering and exiting MVA on a right-turn-only basis during the designated periods.
- Install signage identifying the appropriate vehicle staging areas.
- MVA would provide parents with instructions regarding the revised traffic routes and staging locations.

This pilot program was communicated to MVA. MVA did not wish to participate in the pilot program because of concerns regarding safety and the proposed timeline. They did say they looked forward to implementing the proposed traffic plans as part of its larger plans for the school.

Throughout the summer of 2026, City staff and elected officials discussed potential measures that could be implemented before the beginning of the 2026–2027 school year.

A February 4, 2026, warrant study conducted by F&P had determined that relocating the Main Street pedestrian crossing to a location directly in front of Mountainville Academy would meet the applicable criteria for a warranted crossing.

Based on the information and recommendations contained in the Hales and F&P traffic studies, as well as the results of the crossing warrant study, the City decided to implement portions of the previously proposed pilot program that were within the City's control.

Before the start of the 2026–2027 school year and under the City's statutory authority to regulate the use of its streets, the City proceeded with the following measures to improve safety on and around Main Street:

- Installation of a temporary median along Main Street to restrict movements at the MVA access in accordance with the study recommendations.
- Relocation of the pedestrian crosswalk to a location directly in front of Mountainville Academy.
- Temporary restrictions on parking and on-street staging in the areas identified in the traffic studies.

Due nature, extent of and the timing required to install the improvements, construction proceeded pursuant to the emergency procurement provisions of the Utah Procurement Code and the Municipal Code of Alpine (MCA). *See* Utah Code § 63G-6a-803(2)(b)

(emergency procurement as necessary to mitigate a circumstance that is likely to have a negative impact on public health, safety, welfare, or property); MCA § 7.08.010.F (emergency procurement). The notice of this procurement is posted on the city's website.

These changes have reduced adverse interactions between vehicles, reduced non-protected interactions between vehicles and pedestrians, and alleviated congestion at the intersections of Main Street and 100 South and 120 South. Overall, traffic flow along Main Street is more consistent and predictable, with less frequent stop-and-go traffic. Staff recommends continuing and expanding these changes until a final determination can be made.

GENERAL PLAN REFERENCE

- N/A

CITY CODE REFERENCE:

- N/A

PUBLIC NOTICE:

This item does not require a public hearing but will be posted as an agenda item on the City Council agenda, where applicable.

STAFF RECOMMENDATION:

Staff recommends that the City Council consider ratifying the Main Street Traffic Changes.

Motion to Approve:
I move to ratify the Main Street Traffic Changes, including continuing the temporary traffic measures until further action of the City Council.

Motion to Approve with Conditions:
I move to ratify the Main Street Traffic Changes, and these further conditions:
*Insert conditions

Motion to Table:
I move to table ratification of the Main Street Traffic Changes, to a future meeting in order to allow additional time for revisions and/or additional information, including:
*Insert additional information needed.

Motion to Deny:
I move to deny the Main Street Traffic Changes, based on the following findings:
*Insert findings

ALPINE CITY COUNCIL AGENDA

SUBJECT: **Request for PARC Funds for Baseball Field Improvements**

FOR CONSIDERATION ON: **October 13, 2026**

PETITIONER: Lone Peak Little League – Brad Belnap

ACTION REQUESTED BY PETITIONER: **Consider approval of the request for PARC funds for baseball field improvements.**

BACKGROUND INFORMATION:

The City has been approached by Brad Belnap from the Lone Peak Little League (LPLL) about partnering to fund some improvements to the baseball fields at Burgess Park. The first project proposed is to add sprinklers to the infield of Field #4.



Mr. Belnap provided the following list of benefits of installing sprinklers on the infield:

- Improved Safety and Playability: Enhances the playing surface quality for all participants.

- Efficiency: Reduces the water and manual labor required for maintenance and preparation.
- Dust and Erosion Control: Helps prevent dust and mitigates the loss of playing surface materials from wind.

The cost of the sprinkler installation for Field #4 is $12,000. LPLL is requesting 50% of the funds be contributed from the city, with the other 50% coming from the league. This project was not specifically included in the FY2027 budget, however $30,000 was budget from PARC funds for "Miscellaneous Park Improvements". The PARC fund balance at the end of FY2026 was approximately $171,417, with the current balance being $208,116 as of the end of September. PARC tax revenue for FY2027 was estimated at $150,000. Funds are available if the city council decides to support the request. The willingness of LPLL to match funds request of the city should be considered in determining the funding request.

LPLL has identified other needed improvements to the baseball fields that can be included in a future discussion.

STAFF RECOMMENDATION

Review and consider approval of $6,000 in matching funds from the PARC Fund to partner with LPLL on installing irrigation improvements to Field #4.

SAMPLE MOTION TO APPROVE:
I move to approve $6,000 from PARC funds to partner with LPLL for irrigation improvements to Field #4 at Burgess Park, with $6,000 in matching funds being provided by LPLL.

SAMPLE MOTION TO APPROVE WITH CONDITIONS:
I move to approve $6,000 from PARC funds to partner with LPLL for irrigation improvements to Field #4 at Burgess Park, with $6,000 in matching funds being provided by LPLL, with the following conditions/changes:

- **insert finding**

SAMPLE MOTION TO TABLE/DENY:
I move to table/deny the approval of the requested funds based on the following:

- (insert finding)

ALPINE CITY COUNCIL AGENDA

SUBJECT: **Amendment of DCA 3.16, 3.17 and 3.21.060 regarding Fences, Walls, and Hedges**

FOR CONSIDERATION ON: **October 13th, 2026**

PETITIONER: **Staff**

ACTION REQUESTED BY PETITIONER: **Review proposed update to §3.21.060 and small portions of §3.16 and §3.17**

BACKGROUND INFORMATION:

Over the past few months there has been a discussion around the requirements governing fences in §3.21.060 of the Alpine Development Code. There has been some concern expressed that the current code does not sufficiently regulate issues that arise with the placement and height requirements of fences, among other details. Therefore, a few City Council members and staff have undertaken the process to evaluate the rules regarding fences, walls, and hedges, mostly found in §3.21.060, and determine if any changes should be made to more effectively administer fencing in Alpine.

The Planning Commission evaluated the proposed changes that both the City Council members and staff suggested to the fence code. On September 15th, and the Planning Commission ultimately decided to table the discussion for more review and for a few changes to be made that would make the ordinance clearer. A public hearing was also held at the same September 15th meeting for members of the public to express their views on the subject. At the following meeting on October 6th, the Planning Commission sent a recommendation for approval to the proposed ordinance, focusing on those parts of the suggested changes by staff and Council members that made the most sense for the community.

Below is the motion made by the Planning Commission with their suggestions:

MOTION: Planning Commissioner John MacKay moved to recommend approval, subject to changes of the Alpine Development Code 3.21.060, 3.16, and 3.17, regarding fences, walls, and hedges.

1. Change standard measure for addressing the dirt grading issue, that we adopt language that specifies that all height measurements will be taken from the finished grade on either side of the property as found in the Provo Municipal Code. A fence on a property line separating two lots with different grades may be erected to the maximum height on the higher side of the line. Finding

that this language is clearer to the citizens to apply to their situation. It's easier for staff to manage and it's pretty clear cut and dry.

2. With regard to the height of the fence, we do not recommend any changes to the current ordinance, leaving it as maximum of 8 feet.
3. We are not going to include any language that addresses fences destroyed by accident or by another party. That is a civil issue to be addressed between the parties, and the city is not to be included in those issues.
4. Include language that specifies that chain link fences shall not be used for perimeter residential fences unless it is a vinyl coated fence. Other uses of galvanized chain link fence may be used within a residential lot.
5. No language to be included for changes for people who have a desire to have higher fences as we are not making any changes to that ordinance.
6. We are not including language that subjects the City to financial responsibilities for the repair of fences adjacent to city approved recreation areas, finding that this is not the City's responsibility. It's the homeowner's responsibility to bring action against those responsible for the damage.
7. We are leaving our fences on retaining walls language as wall language as presently constituted finding that they adequately protect all parties.
8. We are not including any checkmarks on a fence permit confirming that the applicant is assuming full responsibility for changes or installment of the fence between themselves and their neighbors. We feel that this is the responsibility of citizens to work that out with their neighbors.
9. We are maintaining the added language that staff has created for establishing an ordinance for sight triangles around driveways to include plantings, and fencings.

Jeff Davis seconded the motion. There were 5 Ayes and 0 Nays. The motion passed unanimously.

Ayes	Nays
John MacKay	
Jeff Davis	
Michelle Schirmer	
Susan Whittenburg	
Alan Macdonald	

STAFF RECOMMENDATION:

Staff recommends that the City Council evaluate the potential changes proposed to §3.21.060 etc of DCA regarding fences, walls, and hedges, and determine if any additions or subtractions from the current fence ordinance will benefit the health, safety, and welfare of Alpine residents.

Exhibits

Exhibit A – Fencing code update recommended by Planning Commission
Exhibit B – Fencing code suggestions provided by a few City Council Members
Exhibit C – Fencing code suggestions provided by staff

Motion to Approve:
I move to approve the changes to §3.21.060, §3.16 and §3.17 of the Alpine Development Code as shown in Exhibit A (or Exhibit B, Exhibit C).

Motion to Approve with Conditions:
I move to approve the changes to §3.21.060, §3.16 and §3.17 of the Alpine Development Code as shown in Exhibit A (or Exhibit B, Exhibit C), subject to the following changes/conditions:
Insert Proposed changes/conditions

Motion to Table:
I move to table the changes to §3.21.060, §3.16 and §3.17 of the Alpine Development Code as shown in Exhibit A (or Exhibit B, Exhibit C) to a future meeting in order to allow additional time for revisions and/or additional information, including:
Insert additional information needed

Motion to Deny:
I move to deny of the changes to §3.21.060, §3.16 and §3.17 of the Alpine Development Code as shown in Exhibit A (or Exhibit B, Exhibit C based on the following findings:
Insert findings

Exhibit A

Fence Code Update

Redline Version with PC Recommendations

3.21.060 Fences, Walls And Hedges

For purposes of §3.21.060, the term "fence" shall be used to represent the requirements for fences, walls, and hedges when the latter two of these three are not explicitly stated.

1. **Requirement.** All fences must be approved by the Planning and Zoning Department and a building permit obtained. Fences shall be located on owner's property lines or within owner's property boundaries.

2. **Fence Height Measurement.** Fence height shall be measured vertically from finished grade to the highest point of the fence. A fence on a property line separating two lots with different grades may be erected to the maximum height allowed on the property with the higher grade.

   Fence posts and decorative post caps may extend no more than nine (9) inches above the maximum permitted fence height.

3. **Restrictions on Materials.** Galvanized steel chain-link fences are prohibited on all residential property lines; vinyl-coated chain link fences shall be permitted on residential property lines Existing galvanized steel chain-link fences prior to the establishment of this section are permitted to remain but must be removed if such fence is replaced.

~~2~~4. **Front Yard Fences.** Privacy fences, walls and hedges along the street frontage of a lot shall not exceed 3 feet in height when placed within 10 feet of the front property line. Open

style fences shall not exceed 4 feet in height when placed within 10 feet of the front property line. Front yard fences may be eight (8) feet in height if they are placed at least 10 feet back from the front property line

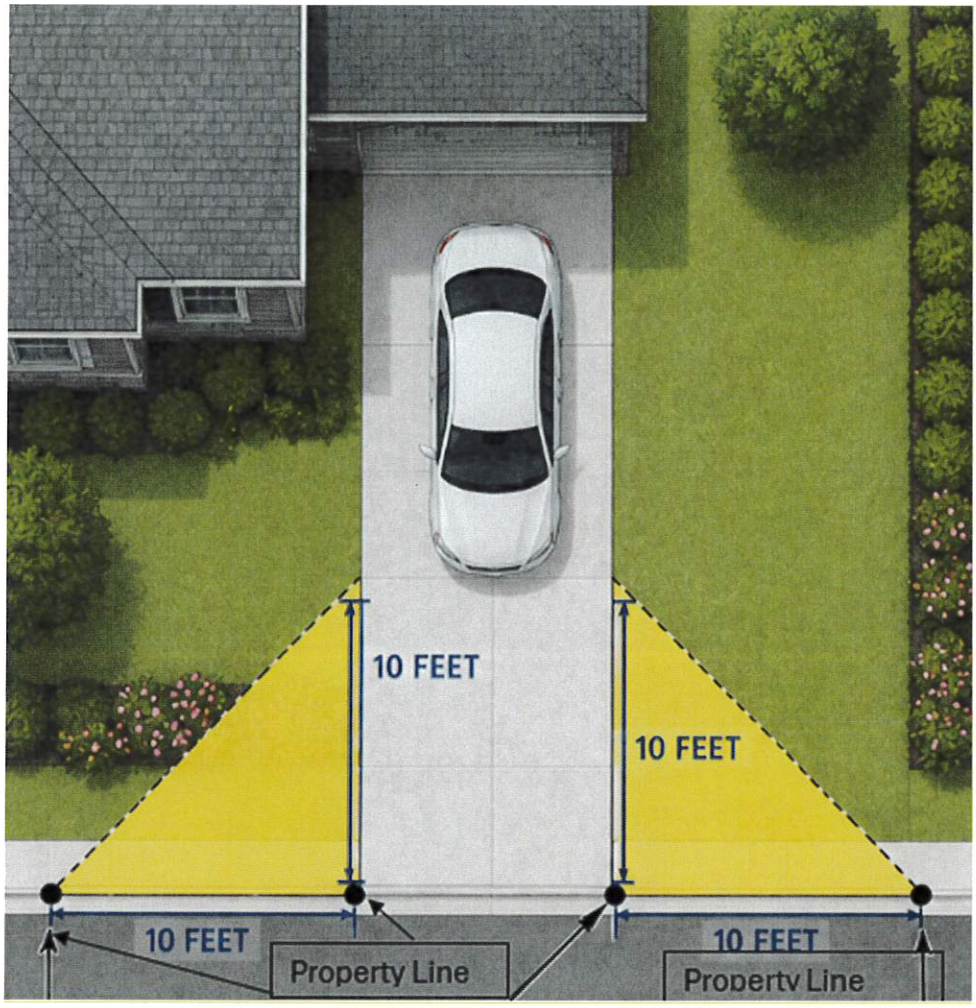
~~3~~5. **Interior Side Yard Fences.** Fences alongside yards shall not exceed 3 feet in height for privacy fences and 4 feet in height for open style fences when they are within 10 feet of the front property line. Side yard fences may be eight (8) feet in height when they are located at least 10 feet back from the front property line.

~~4~~6~~.~~ **Rear Yard Fences.** A rear yard fence may be eight (8) feet in height.

~~5~~7. **Corner Lot Fences within the Sight Triangle.** The sight triangle on corner lots shall not be obstructed. Privacy fences, walls, trees and plants, hedges, and all objects in general excluding city street signs and city light posts shall not exceed three (3) feet in height, and open-style fences shall not exceed four (4) feet in height, when located within the sight triangle on a corner lot. The sight triangle is defined as the area formed by connecting the corner of the property to points 35 feet back along each property line abutting the street.

~~6~~8. **Corner Lot Fences outside the Sight Triangle.** Side yard fences abutting the street may be eight (8) feet in height when they are located at least 35 feet back from the front property line, outside the sight triangle. For interior side fence see DCA 3.21.060 Part 2.

9. Fences within a Driveway Sight Triangle. Privacy fences, walls, trees and plants, hedges, and all objects in general shall not exceed three (3) feet in height, and open-style fences shall not exceed four (4) feet in height, when located within the sight triangle along a driveway. The sight triangle is defined as the area formed by connecting the corner of the driveway to a point 10 feet back along the abutting property line and a point 10 feet along the edge of the driveway (see below).



~~710~~10. **Fences on Retaining Walls**. Under no condition shall a fence and wall exceed nine (9) eight on the same plane. If a privacy fence that is on top of a retaining wall would exceed nine (9) eight, the fence shall be set back at least four (4) feet from the frontside of the retaining wall. Open style fences including but not limited to rail fences, field fences, or ~~chain link~~ wrought-iron fences are permitted to be on the same plane as a retaining wall.

~~811~~11.. **Agricultural Fences**. Fences on property where an identifiable commercial agricultural product is produced shall not exceed eight (8) feet in height, and shall be an open style fence.

~~912~~12. **Fences Along Public Open Space and Trails**. See DCA 3.16, DCA 3.16.100 Part 1 and DCA 3.17 and DCA 3.17.100 Part 3,a.

Fences or borders along property lines adjacent to a trail or open space must meet with the City Planner and meet specific standards.

- a. When the width of the open space or trail easement is less than 50 feet, bordering fences may not exceed eight (8) six(6) feet in height, and shall not obstruct visibility. (Open style fences such as rail fences, field fence, or wrought iron~~or chain link~~ are preferable.)
- b. When the width of the open space or trail easement is 50 feet or more, fence standards as specified elsewhere in this ordinance apply.
- c. Fences and hedges must be completely within the boundaries of the private property.
- d. Hedges or shrubs must be maintained to the same height requirements as fences.
- e. The owner of the fence or hedge must maintain the side facing the open space.

~~1013~~13.. **Conditional Uses for Interior Fences.** A conditional use permit may be approved by the City Planner for an interior fence over eight (8) feet in height for such things as sports courts, gardens and swimming pools. A conditionally approved interior fence shall not exceed twelve (12) feet in height and shall be an open style fence. (Ord. No. 2015-06, 05/26/15)

(amended by Ord. No. 2005-02, 2/8/05; Ord. No. 2013-10, 7/9/13; Ord. No. 2015-06, 05/26/15; Ord. No. 2017-01, 01/10/17; Ord. No. 2017-13, 06/27/17)

HISTORY

Amended by Ord. 2022-02 on 1/11/2022

Amended by Ord. 2022-22 on 6/28/2022

Amended by Ord. 2023-16 on 6/13/2023

3.16.100 Improvements To Private Property Bordering Public Open Space

- 1 Fences or borders along property lines adjacent to open space must meet specific standards.

- a. When the width of the open space is less than 50 feet, bordering fences may not exceed eight (8) feet in height.

- b. When the width of the open space is 50 feet or more, fence standards as specified elsewhere in this ordinance apply.
- c. Fences and hedges must be completely within the boundaries of the private property.
- d. Hedges or shrubs must be maintained to the same height requirement as fences.
- e. The owner of the fence or hedge must maintain the side facing the open space.

- 2. Dogs shall be restrained such that they cannot enter open space.
- 3. All trees are to be planted entirely on private property.

(Ord. 1998-20, 11/24/98; amended Ord. 2007-12, 08/14/07; Ord. 2016-07, 07/26/16; Ord. 2016-24, 11/09/16)

3.17.100 Trail Improvements And Maintenance

- 1. **Maintenance and Improvements to Public Trails by Private Individuals/Groups.** The City recognizes the benefit of private participation in caring for these lands. Therefore, individual citizens and citizen groups shall be allowed and encouraged to improve and maintain trails. However, these improvements shall be governed by guidelines incorporated in this ordinance, which includes specific rules for each designation.

  - a. All requests for improvements and long-term maintenance of City-owned property by citizens shall be presented in writing to the Planning Commission. These requests shall include a written or drawn landscape design. which confirms to the requirements set forth in DCA 3.13 Approval of such requests will be granted based on adherence to general and

designation guidelines, compliance with City ordinances and a visit to the site. If approved, the request will be kept on file for further reference.

- b. Any landscaping, maintenance or other improvements to trails which do not receive prior approval as specified within this ordinance shall be deemed an encroachment. All such encroachments shall incur a penalty (fine) as established by the City Council. Upon direction of the City Council and after 30 days notice from the City Administrator, such encroachments are subject to removal and the area involved shall be restored to its original condition at the citizen's expense.

- 2. **General Improvement Guidelines**. The following guidelines apply to all improvements to publicly-owned lands, regardless of the designation.
  - a. Homeowners have no right to encroach on publicly-owned lands. These open spaces are not to be considered or treated as an extension of private property. Without express permission from the City, all of the following apply:
    - i. Grass, trees or shrubbery may not be planted.
    - ii. Fences or other obstructions may not be erected across trails.
    - iii. Grading may not be done.
    - iv. Sprinkler systems may not be installed.
    - v. Vegetation may not be cut or destroyed.
    - vi. Rain-gutter or other drainage may not be directed onto trails.
    - vii. Waterways within trail easements shall not be piped unless approved by the City Council.
    - viii. All other encroachments are expressly forbidden.
  - b. When permission is granted to individuals or groups to improve trails, all such improvements become the property of the City.
    - i. The City is ultimately responsible for care and maintenance of such improvements.
    - ii. The City may remove any elements as it deems necessary.
    - iii. Written City approval must be obtained for any private parties to remove any such elements.

- c. When permission is given to private parties to improve trails, these same parties will be required to maintain these improvements, unless otherwise specified.
- d. When written permission is given to improve public open spaces and trail easements, the following general guidelines apply to all designations except natural (conservation) areas:
    - i. Shrubs may be planted within the trail easement, but must be no more than 2 feet high and be kept pruned back from the trail edge.
    - ii. Non-invasive groundcovers may be planted in the trail easement but shall be kept off from the trail. Low and slow-growing junipers, cotoneaster, vines and grasses are examples of acceptable plants.
    - iii. All trees are to be planted outside the trail corridor.
    - iv. All sprinkling piping and heads are to be located entirely on private property. Drip irrigation pipes may go into the easement and would be the preferred watering method.

- 3. **Improvements to Private Property Bordering Trails**
    - a. Fences or borders along property lines adjacent to a trail must meet specific standards.
        - i. When the width of the trail easement is less than 50 feet, bordering fences may not exceed 6 feet in height, and shall not obstruct visibility (open designs such as rail fence, field fence, or wrought iron ~~or chain link~~ are preferable.)
        - ii. When the width of the open space is 50 feet or more, fence standards as specified elsewhere in this ordinance apply.
        - iii. Fences and hedges must be completely within the boundaries of the private property.

        - iv. Hedges or shrubs must be maintained to the same height requirement as fences.
        - v. The owner of the fence or hedge must maintain the side facing the open space.
    - b. Domestic animals on property adjacent to the trail shall be restrained such that they cannot enter the trail easement.
    - c. All trees are to be planted entirely on private property. Any trees with branches that overhang the trail must have those branches pruned to a height of at least 10 feet above the trail to provide headroom for cyclists, equestrians and general safety.

(Ord. 99-08, 8-10-99; Amended by Ord. 2004-11, 7/13/04; Ord. 2008-05, 7/22/08; Ord. 2009-06, 4/28/09)

HISTORY

Amended by Ord. 2023-06 on 3/14/2023

Exhibit B

Fence Code Update

FENCE ORDINANCE AMENDMENT
A standard for measuring a fence and addressing the dirt grading issue fix: **Measurement of fence shall be taken from both sides of the fence from the natural grade. If natural grade is unknowable use survey data or an average of both sides.**
Fence height fix: **Closed fences to be 6 feet maximum height. Open fences to be 8 feet maximum height.** **Posts to be a maximum additional height of 9 inches.**
Fences being destroyed when residents felt it was mutually owned or not allowed to destroy fix: **When applying for a fence permit a checkbox is included stating that if a previous fence is being removed that the fence is not mutually owned and the applicant has full ownership of the fence being removed.**
Fence style fix: **No chainlink fences in Alpine unless for temporary construction or recreation such as baseball fields.**
A path for those needing larger fences: **By providing traffic or noise data a larger fence against busy roads can be applied for with a public hearing and approved by the city council of up to 8 feet closed style and 12 feet open style.**

Fences being broken by city or recreation activity such as soccer: **Resident fences broken by city approved recreation or work are to be replaced by the city upon city council approval.**
Fences on retaining walls: **Retaining Walls & Fences: A fence on top of a retaining wall must not exceed a combined height of 6 feet closed and 8 feet open style. Any additional height must be setback from the retaining wall 1 foot back for every 1 foot of additional height with the maximum fence heights of 6 feet for closed and 8 feet for open style fences.**
A notice to adjacent homeowners to avoid disputes or give time for awareness and preparation and any disagreements. (This was not something staff thought possible but left in for council to consider) **A 10-day notice to adjacent property owners before approval**

3.21.060 Fences, Walls And Hedges

1. **Requirement**. All fences must be approved by the Planning and Zoning Department and a building permit obtained, including a ten (10) day notice to adjacent property owners prior to approval. Fences, including base foundation structure and decorative posts shall be located within the owner's property boundaries. Fences may be located on a shared property line if adjacent property owners agree in writing and are encouraged to collaborate on fence designs that are mutually beneficial. If an existing fence is to be removed or replaced, the applicant shall certify that the fence is not jointly owned and that the applicant has the legal authority to remove it.

2. **Fence Height and Grade Measurement Requirements.** Height for privacy fences, walls, hedges and open style fences shall be measured from the natural undisturbed grade on both sides of the fence to the highest point of the fence or wall upon which it is constructed. Where natural grade cannot be readily determined, it shall be established using recorded survey data or, if unavailable, the average elevation of undisturbed ground on both sides of the fence, measured at eight (8) foot intervals. Fences on sloped lots shall be stepped or terraced as necessary to meet height requirements. Fence posts and decorative post caps may extend no more than nine (9) inches above the maximum permitted fence height.

3. **Restrictions On Materials**. Chain link Fences are prohibited in all zones with the following exceptions, which must be approved by the City Council.

a. For recreational facilities such as baseball fields or tennis courts, and must be well maintained.

b. As temporary limits of disturbance, fencing during construction as approved by the City Council.

c. Chain link Fences within the required setback areas may be permitted in other circumstances by the City Council when it is found that the fence is necessary in the interest of security or public safety, and when the fencing needs cannot be reasonably met with any other type of fencing.

~~2~~4. **Front Yard Fences**. Privacy fences, walls and hedges along the street frontage of a lot shall not exceed 3 feet in height when placed within 10 feet of the front property line. Open style fences shall not exceed 4 feet in height when placed within 10 feet of the front property line. Front yard fences may be ~~eight (8)~~ six(6) feet in height if they are placed at least 10 feet back from the front property line~~.~~ and up to eight(8) feet in height if open style and placed at least 10 feet back from the front property line.

~~3~~5. **Interior Side Yard Fences**. Fences alongside yards shall not exceed 3 feet in height for privacy fences and 4 feet in height for open style fences when they are within 10 feet of the front property line. Side yard fences may be ~~eight (8)~~ six(6) feet in height when they are located at least 10 feet back from the ~~front~~ side property line~~.~~ and up to eight(8) feet in height if open style and placed at least 10 feet back from the side property line.

~~4~~6. **Rear Yard Fences**. A rear yard fence may be ~~eight (8)~~ six(6) feet in height~~.~~ and up to eight(8) feet in height if open style.

~~5~~7. **Corner Lot Fences within the Sight Triangle**. The sight triangle on corner lots shall not be obstructed. Privacy fences, walls, trees and plants, hedges, and all objects in general excluding city street signs and city light posts shall not exceed three (3) feet in height, and open-style fences shall not exceed four (4) feet in height, when located within the sight triangle on a corner lot. The sight triangle is defined as the area formed by connecting the corner of the property to points 35 feet back along each property line abutting the street.

~~6~~8. **Corner Lot Fences outside the Sight Triangle**. Side yard fences abutting the street may be ~~eight (8)~~ six(6) feet in height, or up to eight(8) feet in height if open style, when they are located at least 35 feet back from the front property line, outside the sight triangle. For interior side fence see DCA 3.21.060 Part 2.

~~7~~10. **Fences on Retaining Walls**. Under no condition shall a fence and wall exceed ~~nine (9)~~ eight (8) feet on the same plane. If a privacy fence that is on top of a retaining wall would exceed ~~nine (9)~~ eight (8) feet, the fence shall be set back at least ~~four (4)~~ 1 foot for every 1 foot of elevations exceeding 8 feet when combined with the retaining wall. feet from the frontside of the retaining

wall. Open style fences including but not limited to rail fences, field fences, or ~~chain link~~ rod iron fences are permitted to be on the same plane as a retaining wall.

10. Fences on Retaining Walls. A retaining wall and fence located on the same plane shall not exceed a combined height of six (6) feet for a closed-style fence and eight (8) feet for an open-style fence. If these combined height limits are exceeded, the fence shall be set back from the front face of the retaining wall a distance of 1 foot for each additional foot of fence height. For example, a six (6) foot fence closed style fence on a 4 foot retaining wall shall be set back at least four (4) feet and an eight (8) foot open style fence on a five foot retaining wall shall be set back at least five (5) feet. The fence portion shall not exceed six (6) feet in height for a closed-style fence or eight (8) feet for an open-style fence.

~~9~~**10. Fences on Retaining Walls.** A retaining wall and fence located on the same plane shall not exceed a combined height of six (6) feet for a closed-style fence or eight (8) feet for an open-style fence. If the combined height exceeds these limits, the fence shall be set back from the front face of the retaining wall one (1) foot for each one (1) foot the combined height exceeds the applicable limit. For example, a six (6) foot closed-style fence above a four (4) foot retaining wall shall be set back at least four (4) feet, and an eight (8) foot open-style fence above a five (5) foot retaining wall shall be set back at least five (5) feet. In no case shall the fence portion exceed six (6) feet for a closed-style fence or eight (8) feet for an open-style fence. All fences and retaining walls shall also comply with the applicable minimum front, side, and rear yard setbacks, including any setback specifically required for a retaining wall.

~~8~~11.. **Agricultural Fences**. Fences on property where an identifiable commercial agricultural product is produced shall not exceed eight (8) feet in height, and shall be an open style fence.

~~9~~12. **Fences Along Public Open Space and Trails**. See DCA 3.16, DCA 3.16.100 Part 1 and DCA 3.17 and DCA 3.17.100 Part 3,a.

Fences or borders along property lines adjacent to a trail or open space must meet with the City Planner and meet specific standards.

a. When the width of the open space or trail easement is less than 50 feet, bordering fences may not exceed ~~eight (8)~~ six(6) feet in height, and shall not obstruct visibility. (Open style fences such as rail fences, field fence, or ~~chain link~~ rod iron fences are preferable.)

b. When the width of the open space or trail easement is 50 feet or more, fence standards as specified elsewhere in this ordinance apply.

c. Fences and hedges must be completely within the boundaries of the private property.

d. Hedges or shrubs must be maintained to the same height requirements as fences.

e. The owner of the fence or hedge must maintain the side facing the open space.

~~10~~13.. **Conditional Uses for Interior Fences.** A conditional use permit may be approved by the City ~~Planner~~ Council for an interior fence over eight (8) feet in height for such things as sports courts, gardens and swimming pools. A conditionally approved interior fence shall not exceed twelve (12) feet in height and shall be an open style fence. (Ord. No. 2015-06, 05/26/15)

14. **Rare Circumstance Conditional Use Permit.** A rare conditional use permit can be granted by the City Council for privacy fences, walls, or hedges with lesser setback requirements and up to eight(8) feet tall, and open style fences with lesser setbacks up to twelve (12) feet tall otherwise restricted if:

a. A noise or safety impact can be clearly demonstrated through noise, traffic, or other data,

b. It does not obstruct scenic views or trail access,

c. Approval from adjacent impacted neighbors is acquired in writing,

d. And a public hearing and City Council approval occurs.

15. **City-Caused Fence Damage.** When a private fence is damaged as a result of City-authorized recreational activities, sporting events, or other City or public uses, the City shall repair or replace the damaged fence and, where recurring damage is reasonably anticipated, may install or contribute toward a more durable fence or protective barrier designed to withstand such use.

(amended by Ord. No. 2005-02, 2/8/05; Ord. No. 2013-10, 7/9/13; Ord. No. 2015-06, 05/26/15; Ord. No. 2017-01, 01/10/17; Ord. No. 2017-13, 06/27/17)

HISTORY

Amended by Ord. 2022-02 on 1/11/2022

Amended by Ord. 2022-22 on 6/28/2022

Amended by Ord. 2023-16 on 6/13/2023

3.16.100 Improvements To Private Property Bordering Public Open Space

1 Fences or borders along property lines adjacent to open space must meet specific standards.

a. When the width of the open space is less than 50 feet, bordering fences may not exceed eight ~~eight (8)~~ six(6) feet in height~~.~~ or up to eight(8) feet in height if open style.

b. When the width of the open space is 50 feet or more, fence standards as specified elsewhere in this ordinance apply.

c. Fences and hedges must be completely within the boundaries of the private property.

d. Hedges or shrubs must be maintained to the same height requirement as fences.

e. The owner of the fence or hedge must maintain the side facing the open space.

2. Dogs shall be restrained such that they cannot enter open space.

3. All trees are to be planted entirely on private property.

(Ord. 1998-20, 11/24/98; amended Ord. 2007-12, 08/14/07; Ord. 2016-07, 07/26/16; Ord. 2016-24, 11/09/16)

3.17.100 Trail Improvements And Maintenance

1. **Maintenance and Improvements to Public Trails by Private Individuals/Groups**. The City recognizes the benefit of private participation in caring for these lands. Therefore, individual citizens and citizen groups shall be allowed and encouraged to improve and maintain trails. However, these improvements shall be governed by guidelines incorporated in this ordinance, which includes specific rules for each designation.

a. All requests for improvements and long-term maintenance of City-owned property by citizens shall be presented in writing to the Planning Commission. These requests shall include a written or drawn landscape design. which confirms to the requirements set forth in DCA 3.13 Approval of such requests will be granted based on adherence to general and designation guidelines, compliance with City ordinances and a visit to the site. If approved, the request will be kept on file for further reference.

b. Any landscaping, maintenance or other improvements to trails which do not receive prior approval as specified within this ordinance shall be deemed an encroachment. All such encroachments shall incur a penalty (fine) as established by the City Council. Upon direction of the City Council and after 30 days notice from the City Administrator, such encroachments are subject to removal and the area involved shall be restored to its original condition at the citizen's expense.

2. **General Improvement Guidelines**. The following guidelines apply to all improvements to publicly-owned lands, regardless of the designation.

a. Homeowners have no right to encroach on publicly-owned lands. These open spaces are not to be considered or treated as an extension of private property. Without express permission from the City, all of the following apply:

i. Grass, trees or shrubbery may not be planted.
ii. Fences or other obstructions may not be erected across trails.
iii. Grading may not be done.
iv. Sprinkler systems may not be installed.
v. Vegetation may not be cut or destroyed.
vi. Rain-gutter or other drainage may not be directed onto trails.
vii. Waterways within trail easements shall not be piped unless approved by the City Council.
viii. All other encroachments are expressly forbidden.

b. When permission is granted to individuals or groups to improve trails, all such improvements become the property of the City.

i. The City is ultimately responsible for care and maintenance of such improvements.
ii. The City may remove any elements as it deems necessary.
iii. Written City approval must be obtained for any private parties to remove any such elements.

c. When permission is given to private parties to improve trails, these same parties will be required to maintain these improvements, unless otherwise specified.
d. When written permission is given to improve public open spaces and trail easements, the following general guidelines apply to all designations except natural (conservation) areas:

i. Shrubs may be planted within the trail easement, but must be no more than 2 feet high and be kept pruned back from the trail edge.

ii. Non-invasive groundcovers may be planted in the trail easement but shall be kept off from the trail. Low and slow-growing junipers, cotoneaster, vines and grasses are examples of acceptable plants.

iii. All trees are to be planted outside the trail corridor.

iv. All sprinkling piping and heads are to be located entirely on private property. Drip irrigation pipes may go into the easement and would be the preferred watering method.

3. **Improvements to Private Property Bordering Trails**

a. Fences or borders along property lines adjacent to a trail must meet specific standards.

i. When the width of the trail easement is less than 50 feet, bordering fences may not exceed 6 feet in height, and shall not obstruct visibility (open designs such as rail fence, field fence, or ~~chain link~~ rod iron fences are preferable.)

ii. When the width of the open space is 50 feet or more, fence standards as specified elsewhere in this ordinance apply.

iii. Fences and hedges must be completely within the boundaries of the private property.

iv. Hedges or shrubs must be maintained to the same height requirement as fences.

v. The owner of the fence or hedge must maintain the side facing the open space.

b. Domestic animals on property adjacent to the trail shall be restrained such that they cannot enter the trail easement.

c. All trees are to be planted entirely on private property. Any trees with branches that overhang the trail must have those branches pruned to a height of at least 10 feet above the trail to provide headroom for cyclists, equestrians and general safety.

(Ord. 99-08, 8-10-99; Amended by Ord. 2004-11, 7/13/04; Ord. 2008-05, 7/22/08; Ord. 2009-06, 4/28/09)

HISTORY

Amended by Ord. 2023-06 on 3/14/2023

Exhibit C

Fence Code Update

Staff Redline Version

3.21.060 Fences, Walls And Hedges

For purposes of §3.21.060, the term "fence" shall be used to represent the requirements for fences, walls, and hedges when the latter two of these three are not explicitly stated.

1. **Requirement.** All fences must be approved by the Planning and Zoning Department and a building permit obtained.~~, including a ten (10) day notice to adjacent property owners prior to approval. Fences, including base foundation structure and decorative posts shall be located within the owner's property boundaries. Fences may be located on a shared property line if adjacent property owners agree in writing and are encouraged to collaborate on fence designs that are mutually beneficial.~~ Fences shall be located on owner's property lines or within owner's property boundaries. ~~and that the applicant has the legal authority to remove it.~~

2. **Existing Fence Removal or Replacement.** If an existing fence is to be removed or replaced, an applicant for a new fence shall certify on the fence permit application that they have the legal right and authority to remove or replace the existing fence and that, to the best of their knowledge, the fence is not jointly owned with a neighboring property owner. The City shall not be responsible for determining ownership of, or resolving disputes concerning, an existing fence.

3. **Fence Height ~~and Grade~~ Measurement ~~Requirements~~.** Fence height shall be measured vertically from the lowest adjacent grade to the highest point of the fence and shall comply with the applicable height limit when measured from either side of the fence. Fill placed against or immediately adjacent to a fence shall not be used to increase the permitted fence height.

Fence posts and decorative post caps may extend no more than nine (9) inches above the maximum permitted fence height.

~~Height for privacy fences, walls, hedges and open style fences shall be measured from the natural undisturbed grade on both sides of the fence to the highest point of the~~

~~fence or wall upon which it is constructed. Where natural grade cannot be readily determined, it shall be established using recorded survey data or, if unavailable, the average elevation of undisturbed ground on both sides of the fence, measured at eight (8) foot intervals. Fences on sloped lots shall be stepped or terraced as necessary to meet height requirements.~~

4. **Restrictions On Materials.** Galvanized steel chain-link fences are prohibited ~~in all zones~~ on all residential properties; however, vinyl-coated chain link fences shall be permitted on residential properties. ~~with the following exceptions, which must be approved by the City Council.~~ Existing galvanized steel chain-link fences prior to the establishment of this section are permitted to remain but must be removed if such fence is replaced.

~~a. For recreational facilities such as baseball fields or tennis courts, and must be well maintained.~~

- ~~b. As temporary limits of disturbance, fencing during construction as approved by the City Council.~~ Unnecessarily cumbersome for construction process.

- ~~c. Chain link Fences within the required setback areas may be permitted in other circumstances by the City Council when it is found that the fence is necessary in the interest of security or public safety, and when the fencing needs cannot be reasonably met with any other type of fencing.~~

~~24~~5. **Front Yard Fences**. Privacy fences, walls and hedges along the street frontage of a lot shall not exceed 3 feet in height when placed within 10 feet of the front property line. Open style fences shall not exceed 4 feet in height when placed within 10 feet of the front property line. Front yard fences may be ~~eight (8)~~six(6) feet in height if a privacy fence and

eight(8) feet in height if an open style fence when ~~they are~~ placed at least 10 feet back from the front property line. ~~and up to eight(8) feet in height if open style and placed at least 10 feet back from the front property line.~~

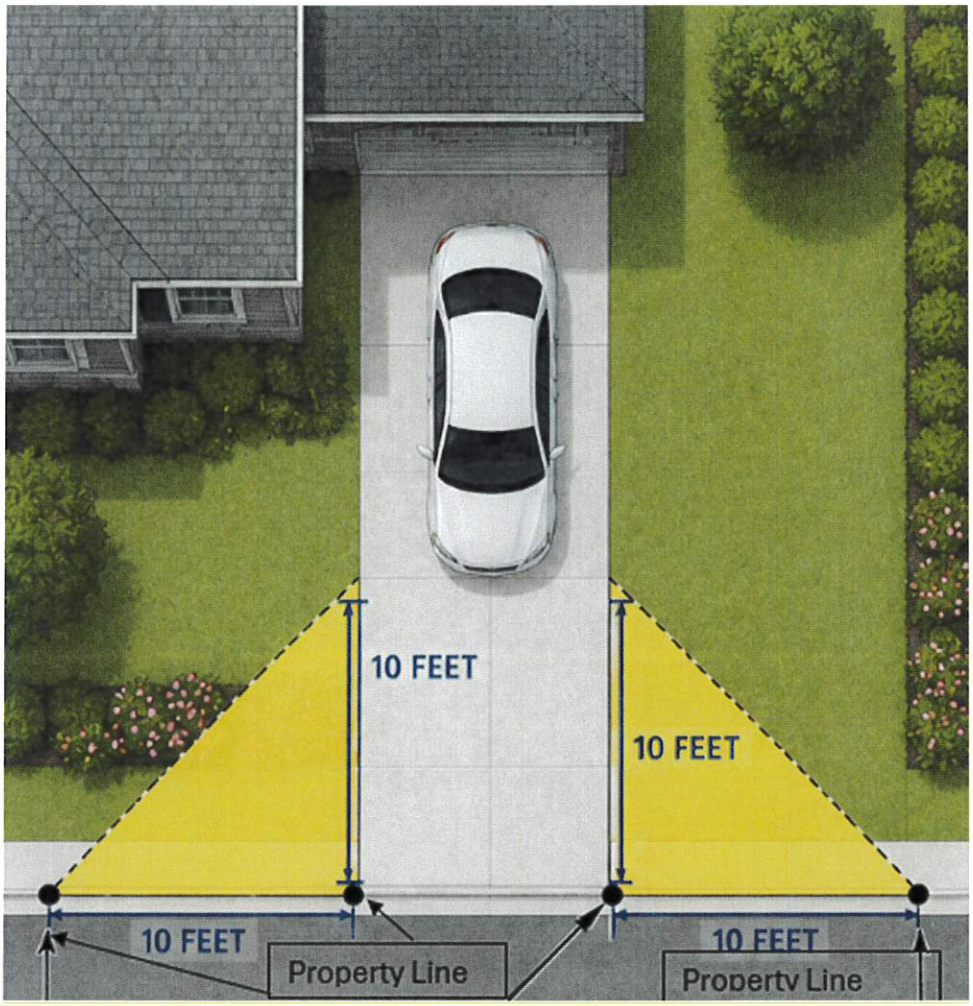
~~3~~6. **Interior Side Yard Fences**. Fences alongside yards shall not exceed 3 feet in height for privacy fences and 4 feet in height for open style fences when they are within 10 feet of the front property line. Side yard fences may be ~~eight (8)~~six(6) feet in height if a privacy fence and eight(8) feet in height if an open style fence when ~~they are~~ located at least 10 feet back from the front ~~side~~ property line. ~~and up to eight(8) feet in height if open style and placed at least 10 feet back from the side property line.~~

~~4~~7~~.~~ **Rear Yard Fences**. A rear yard fence may be ~~eight (8)~~six(6) feet in height if a privacy fence and ~~up to~~ eight(8) feet in height if an open style fence.

~~5~~8. **Corner Lot Fences within the Sight Triangle**. The sight triangle on corner lots shall not be obstructed. Privacy fences, walls, trees and plants, hedges, and all objects in general excluding city street signs and city light posts shall not exceed three (3) feet in height, and open-style fences shall not exceed four (4) feet in height, when located within the sight triangle on a corner lot. The sight triangle is defined as the area formed by connecting the corner of the property to points 35 feet back along each property line abutting the street.

~~6~~9. **Corner Lot Fences outside the Sight Triangle**. Side yard fences abutting the street may be ~~eight (8~~)six(6) feet in height if a privacy fence, or ~~up to~~ eight(8) feet in height if an open style fence, when ~~they are~~ located at least 35 feet back from the front property line, outside the sight triangle. For interior side fence see DCA 3.21.060 Part 2.

10. Fences within a Driveway Sight Triangle. Privacy fences, walls, trees and plants, hedges, and all objects in general shall not exceed three (3) feet in height, and open-style fences shall not exceed four (4) feet in height, when located within the sight triangle along a driveway. The sight triangle is defined as the area formed by connecting the corner of the driveway to a point 10 feet back along the abutting property line and a point 10 feet along the edge of the driveway (see below).



~~710~~11. **Fences on Retaining Walls.** Under no condition shall a fence and wall exceed nine (9) eight ~~(8) feet~~ on the same plane. If a privacy fence that is on top of a retaining wall would exceed nine (9) eight ~~(8) feet~~, the fence shall be set back at least four (4) ~~1 foot for every 1 foot of elevations exceeding 8 feet when combined with the retaining wall.~~ feet from the frontside of the retaining wall. Open style fences including but not limited to rail fences, field fences, or ~~chain link rod~~wrought-iron fences are permitted to be on the same plane as a retaining wall. Where the grades of two adjoining properties differ due to existing or approved site conditions, the property with the lower grade may construct a fence on a retaining wall to the same maximum elevation as a fence permitted on the adjoining property with the higher grade, provided the fence on the retaining wall otherwise complies with the requirements of this chapter.

~~**10. Fences on Retaining Walls.** A retaining wall and fence located on the same plane shall not exceed a combined height of six (6) feet for a closed-style fence and eight (8) feet for an open-style fence. If these combined height limits are exceeded, the fence shall be set back from the front face of the retaining wall a distance of 1 foot for each additional foot of fence~~

~~height. For example, a six (6) foot fence closed style fence on a 4 foot retaining wall shall be set back at least four (4) feet and an eight (8) foot open style fence on a five foot retaining wall shall be set back at least five (5) feet. The fence portion shall not exceed six (6) feet in height for a closed-style fence or eight (8) feet for an open-style fence.~~

~~910. **Fences on Retaining Walls.** A retaining wall and fence located on the same plane shall not exceed a combined height of six (6) feet for a closed-style fence or eight (8) feet for an open-style fence. If the combined height exceeds these limits, the fence shall be set back from the front face of the retaining wall one (1) foot for each one (1) foot the combined height exceeds the applicable limit. For example, a six (6) foot closed-style fence above a four (4) foot retaining wall shall be set back at least four (4) feet, and an eight (8) foot open-style fence above a five (5) foot retaining wall shall be set back at least five (5) feet. In no case shall the fence portion exceed six (6) feet for a closed-style fence or eight (8) feet for an open-style fence. All fences and retaining walls shall also comply with the applicable minimum front, side, and rear yard setbacks, including any setback specifically required for a retaining wall.~~

~~811~~12.. **Agricultural Fences**. Fences on property where an identifiable commercial agricultural product is produced shall not exceed eight (8) feet in height, and shall be an open style fence.

~~912~~13. **Fences Along Public Open Space and Trails**. See DCA 3.16, DCA 3.16.100 Part 1 and DCA 3.17 and DCA 3.17.100 Part 3,a.

Fences or borders along property lines adjacent to a trail or open space must meet with the City Planner and meet specific standards.

- a. When the width of the open space or trail easement is less than 50 feet, bordering fences may not exceed eight (8) six(6) feet in height, and shall not obstruct visibility. (Open style fences such as rail fences, field fence, wrought iron or chain link ~~rod iron fences~~ are preferable.)
- b. When the width of the open space or trail easement is 50 feet or more, fence standards as specified elsewhere in this ordinance apply.
- c. Fences and hedges must be completely within the boundaries of the private property.
- d. Hedges or shrubs must be maintained to the same height requirements as fences.

- e. The owner of the fence or hedge must maintain the side facing the open space.

~~1013~~14.. **Conditional Uses for Interior Fences.** A conditional use permit may be approved by the City ~~Council~~ Planner for an interior fence over eight (8) feet in height for such things as sports courts, gardens and swimming pools. A conditionally approved interior fence shall not exceed twelve (12) feet in height and shall be an open style fence. (Ord. No. 2015-06, 05/26/15)

- ~~14. **Rare Circumstance Conditional Use Permit.** A rare conditional use permit can be granted by the City Council for privacy fences, walls, or hedges with lesser setback requirements and up to eight(8) feet tall, and open style fences with lesser setbacks up to twelve (12) feet tall otherwise restricted if:~~
- ~~a. A noise or safety impact can be clearly demonstrated through noise, traffic, or other data,~~
- ~~b. It does not obstruct scenic views or trail access,~~
- ~~c. Approval from adjacent impacted neighbors is acquired in writing,~~
- ~~d. And a public hearing and City Council approval occurs.~~
- ~~15. **City-Caused Fence Damage.** When a private fence is damaged as a result of City-authorized recreational activities, sporting events, or other City or public uses, the City shall repair or replace the damaged fence and, where recurring damage is reasonably anticipated, may install or contribute toward a more durable fence or protective barrier designed to withstand such use.~~

(amended by Ord. No. 2005-02, 2/8/05; Ord. No. 2013-10, 7/9/13; Ord. No. 2015-06, 05/26/15; Ord. No. 2017-01, 01/10/17; Ord. No. 2017-13, 06/27/17)

HISTORY

Amended by Ord. 2022-02 on 1/11/2022

Amended by Ord. 2022-22 on 6/28/2022

Amended by Ord. 2023-16 on 6/13/2023

3.16.100 Improvements To Private Property Bordering Public Open Space

- 1 Fences or borders along property lines adjacent to open space must meet specific standards.
    - a. When the width of the open space is less than 50 feet, bordering fences may not exceed ~~eight~~ eight (8) ~~six(6)~~ feet in height. ~~or up to eight(8) feet in height if open style.~~
    - b. When the width of the open space is 50 feet or more, fence standards as specified elsewhere in this ordinance apply.
    - c. Fences and hedges must be completely within the boundaries of the private property.
    - d. Hedges or shrubs must be maintained to the same height requirement as fences.
    - e. The owner of the fence or hedge must maintain the side facing the open space.
- 2. Dogs shall be restrained such that they cannot enter open space.
- 3. All trees are to be planted entirely on private property.

(Ord. 1998-20, 11/24/98; amended Ord. 2007-12, 08/14/07; Ord. 2016-07, 07/26/16; Ord. 2016-24, 11/09/16)

3.17.100 Trail Improvements And Maintenance

- 1. **Maintenance and Improvements to Public Trails by Private Individuals/Groups**. The City recognizes the benefit of private participation in caring for these lands. Therefore, individual citizens and citizen groups shall be allowed and encouraged to improve and maintain trails. However, these improvements shall be governed by guidelines incorporated in this ordinance, which includes specific rules for each designation.
    - a. All requests for improvements and long-term maintenance of City-owned property by citizens shall be presented in writing to the Planning Commission. These requests shall include a written or drawn landscape design. which confirms to the requirements set forth in DCA 3.13 Approval of such requests will be granted based on adherence to general and designation guidelines, compliance with City ordinances and a visit to the site. If approved, the request will be kept on file for further reference.
    - b. Any landscaping, maintenance or other improvements to trails which do not receive prior approval as specified within this ordinance shall be deemed an encroachment. All such encroachments shall incur a penalty (fine) as established by the City Council. Upon direction of the City Council and after 30 days notice from the City Administrator, such encroachments are subject to removal and the area involved shall be restored to its original condition at the citizen's expense.
- 2. **General Improvement Guidelines**. The following guidelines apply to all improvements to publicly-owned lands, regardless of the designation.
    - a. Homeowners have no right to encroach on publicly-owned lands. These open spaces are not to be considered or treated as an extension of private property. Without express permission from the City, all of the following apply:
        - i. Grass, trees or shrubbery may not be planted.
        - ii. Fences or other obstructions may not be erected across trails.
        - iii. Grading may not be done.
        - iv. Sprinkler systems may not be installed.

- v. Vegetation may not be cut or destroyed.
- vi. Rain-gutter or other drainage may not be directed onto trails.
- vii. Waterways within trail easements shall not be piped unless approved by the City Council.
- viii. All other encroachments are expressly forbidden.

- b. When permission is granted to individuals or groups to improve trails, all such improvements become the property of the City.
  - i. The City is ultimately responsible for care and maintenance of such improvements.
  - ii. The City may remove any elements as it deems necessary.
  - iii. Written City approval must be obtained for any private parties to remove any such elements.

- c. When permission is given to private parties to improve trails, these same parties will be required to maintain these improvements, unless otherwise specified.
- d. When written permission is given to improve public open spaces and trail easements, the following general guidelines apply to all designations except natural (conservation) areas:
  - i. Shrubs may be planted within the trail easement, but must be no more than 2 feet high and be kept pruned back from the trail edge.
  - ii. Non-invasive groundcovers may be planted in the trail easement but shall be kept off from the trail. Low and slow-growing junipers, cotoneaster, vines and grasses are examples of acceptable plants.
  - iii. All trees are to be planted outside the trail corridor.
  - iv. All sprinkling piping and heads are to be located entirely on private property. Drip irrigation pipes may go into the easement and would be the preferred watering method.

- 3. **Improvements to Private Property Bordering Trails**
    - a. Fences or borders along property lines adjacent to a trail must meet specific standards.
        - i. When the width of the trail easement is less than 50 feet, bordering fences may not exceed 6 feet in height, and shall not obstruct visibility (open designs such as rail fence, field fence, wrought iron or chain link ~~rod iron fences~~ are preferable.)
        - ii. When the width of the open space is 50 feet or more, fence standards as specified elsewhere in this ordinance apply.
        - iii. Fences and hedges must be completely within the boundaries of the private property.
        - iv. Hedges or shrubs must be maintained to the same height requirement as fences.
        - v. The owner of the fence or hedge must maintain the side facing the open space.
    - b. Domestic animals on property adjacent to the trail shall be restrained such that they cannot enter the trail easement.
    - c. All trees are to be planted entirely on private property. Any trees with branches that overhang the trail must have those branches pruned to a height of at least 10 feet above the trail to provide headroom for cyclists, equestrians and general safety.

(Ord. 99-08, 8-10-99; Amended by Ord. 2004-11, 7/13/04; Ord. 2008-05, 7/22/08; Ord. 2009-06, 4/28/09)

HISTORY

Amended by Ord. 2023-06 on 3/14/2023



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ALPINE CITY
ORDINANCE 2026-18

AN ORDINANCE AMENDING 3.17.100 AND 3.21.060 OF THE ALPINE DEVELOPMENT CODE REGARDING FENCES, WALLS, AND HEDGES

WHEREAS, The Alpine City Council desires to best serve the health, safety, and welfare of Alpine residents; and

WHEREAS, there have been suggested changes to the codes governing the requirements of fences, walls, and hedges to better serve public needs and beautify the city's built environment; and

WHEREAS, the Alpine City Council finds these changes to be beneficial to the health, safety, and welfare of Alpine residents;

NOW THEREFORE, be it ordained by the Council of the Alpine City, in the State of Utah, as follows: that the proposed code as described below be adopted into Alpine Development Code.

SECTION 1: **AMENDMENT** "3.17.100 Trail Improvements And Maintenance" of the Alpine City Development Code is hereby *amended* as follows:

A M E N D M E N T

3.17.100 Trail Improvements And Maintenance

1. **Maintenance and Improvements to Public Trails by Private Individuals/Groups**. The City recognizes the benefit of private participation in caring for these lands. Therefore, individual citizens and citizen groups shall be allowed and encouraged to improve and maintain trails. However, these improvements shall be governed by guidelines incorporated in this ordinance, which includes specific rules for each designation.
    a. All requests for improvements and long-term maintenance of City-owned property by citizens shall be presented in writing to the Planning Commission. These requests shall include a written or drawn landscape design. which confirms to the requirements set forth in DCA 3.13 Approval of such requests will be granted based on adherence to general and designation guidelines, compliance with City ordinances and a visit to the site. If approved, the request will be kept on file for further reference.
    b. Any landscaping, maintenance or other improvements to trails which do not receive prior approval as specified within this ordinance shall be deemed an encroachment. All such encroachments shall incur a penalty (fine) as established by the City Council. Upon direction of the City Council and after

30 days notice from the City Administrator, such encroachments are subject to removal and the area involved shall be restored to its original condition at the citizen's expense.

2. **General Improvement Guidelines**. The following guidelines apply to all improvements to publicly-owned lands, regardless of the designation.
    a. Homeowners have no right to encroach on publicly-owned lands. These open spaces are not to be considered or treated as an extension of private property. Without express permission from the City, all of the following apply:
        i. Grass, trees or shrubbery may not be planted.
        ii. Fences or other obstructions may not be erected across trails.
        iii. Grading may not be done.
        iv. Sprinkler systems may not be installed.
        v. Vegetation may not be cut or destroyed.
        vi. Rain-gutter or other drainage may not be directed onto trails.
        vii. Waterways within trail easements shall not be piped unless approved by the City Council.
        viii. All other encroachments are expressly forbidden.
    b. When permission is granted to individuals or groups to improve trails, all such improvements become the property of the City.
        i. The City is ultimately responsible for care and maintenance of such improvements.
        ii. The City may remove any elements as it deems necessary.
        iii. Written City approval must be obtained for any private parties to remove any such elements.
    c. When permission is given to private parties to improve trails, these same parties will be required to maintain these improvements, unless otherwise specified.
    d. When written permission is given to improve public open spaces and trail easements, the following general guidelines apply to all designations except natural (conservation) areas:
        i. Shrubs may be planted within the trail easement, but must be no more than 2 feet high and be kept pruned back from the trail edge.
        ii. Non-invasive groundcovers may be planted in the trail easement but shall be kept off from the trail. Low and slow-growing junipers, cotoneaster, vines and grasses are examples of acceptable plants.
        iii. All trees are to be planted outside the trail corridor.
        iv. All sprinkling piping and heads are to be located entirely on private property. Drip irrigation pipes may go into the easement and would be the preferred watering method.
3. **Improvements to Private Property Bordering Trails**
    a. Fences or borders along property lines adjacent to a trail must meet specific standards.
        i. When the width of the trail easement is less than 50 feet, bordering fences may not exceed 6 feet in height, and shall not obstruct visibility

(open designs such as rail fence, field fence, ~~or chain link~~or wrought iron are preferable.)

ii. When the width of the open space is 50 feet or more, fence standards as specified elsewhere in this ordinance apply.

iii. Fences and hedges must be completely within the boundaries of the private property.

iv. Hedges or shrubs must be maintained to the same height requirement as fences.

v. The owner of the fence or hedge must maintain the side facing the open space.

b. Domestic animals on property adjacent to the trail shall be restrained such that they cannot enter the trail easement.

c. All trees are to be planted entirely on private property. Any trees with branches that overhang the trail must have those branches pruned to a height of at least 10 feet above the trail to provide headroom for cyclists, equestrians and general safety.

(Ord. 99-08, 8-10-99; Amended by Ord. 2004-11, 7/13/04; Ord. 2008-05, 7/22/08; Ord. 2009-06, 4/28/09)

SECTION 2: **AMENDMENT** "3.21.060 Fences, Walls And Hedges" of the Alpine City Development Code is hereby *amended* as follows:

AMENDMENT

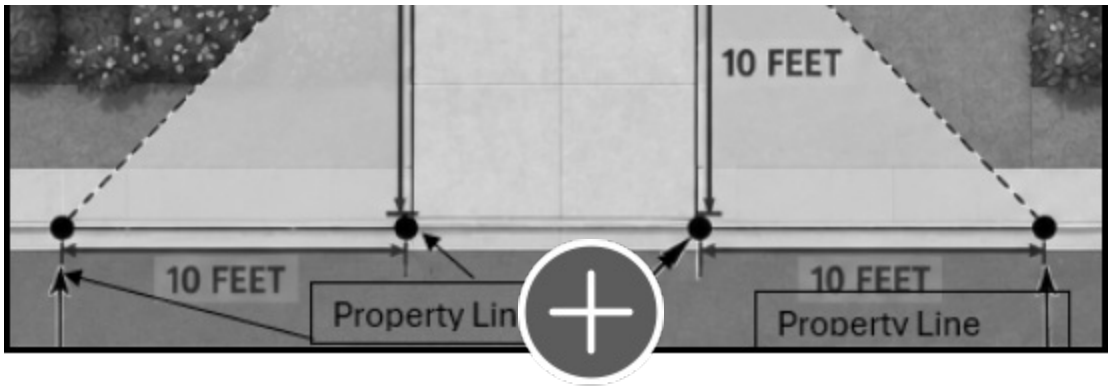
3.21.060 Fences, Walls And Hedges

1. **Requirement**. All fences must be approved by the planning and zoning department and a building permit obtained. Fences shall be located on owner's property lines or within owner's property boundaries.
2. **Fence Height Measurement**. Fence height shall be measured vertically from finished grade to the highest point of the fence. A fence on a property line separating two lots with different grades may be erected to the maximum height allowed on the property with the higher grade. Fence posts and decorative post caps may extend no more than nine (9) inches above the maximum permitted fence height.
3. **Restrictions on Materials.** Galvanized steel chain-link fences are prohibited on all residential property lines; vinyl-coated chain=link fences shall be permitted on residential property lines. Existing galnanized steel chain-link fences prior to the establishment of this section are permitted to remain but must be removed if such fence is replaced.
4. **Front Yard Fences**. Privacy fences, walls and hedges along the street frontage of a lot shall not exceed 3 feet in height when placed within 10 feet of the front property line. Open style fences shall not exceed 4 feet in height when placed within 10 feet of the

front property line. Front yard fences may be eight (8) feet in height if they are placed at least 10 feet back from the front property line.

5. **Interior Side Yard Fences**. Fences alongside yards shall not exceed 3 feet in height for privacy fences and 4 feet in height for open style fences when they are within 10 feet of the front property line. Side yard fences may be eight (8) feet in height when they are located at least 10 feet back from the front property line.
6. **Rear Yard Fences**. A rear yard fence may be eight (8) feet in height.
7. **Corner Lot Fences within the Sight Triangle**. The sight triangle on corner lots shall not be obstructed. Privacy fences, walls, trees and plants, hedges, and all objects in general excluding city street signs and city light posts shall not exceed three (3) feet in height, and open-style fences shall not exceed four (4) feet in height, when located within the sight triangle on a corner lot. The sight triangle is defined as the area formed by connecting the corner of the property to points 35 feet back along each property line abutting the street.
8. **Corner Lot Fences outside the Sight Triangle**. Side yard fences abutting the street may be eight (8) feet in height when they are located at least 35 feet back from the front property line, outside the sight triangle. For interior side fence see DCA 3.21.060 Part 2.
9. **Fences within a Driveway Sight Triangle.** Privacy fences, walls, trees and plants, hedges, and all objects in general shall not exceed three (3) feet in height, and open-style fences shall not exceed four (4) feet in height, when located within the sight triangle along a driveway. The sight triangle is defined as the area formed by connecting the corner of the driveway to a point 10 feet back along the abutting property line and a point 10 feet along the edge of the driveway (see below).





10. **Fences on Retaining Walls**. Under no condition shall a fence and wall exceed nine (9) feet on the same plane. If a privacy fence that is on top of a retaining wall would exceed nine (9) feet, the fence shall be set back at least four (4) feet from the frontside of the retaining wall. Open style fences including but not limited to rail fences, field fences, or ~~chain link~~wrought-iron fences are permitted to be on the same plane as a retaining wall.
11. **Agricultural Fences**. Fences on property where an identifiable commercial agricultural product is produced shall not exceed eight (8) feet in height, and shall be an open style fence.
12. **Fences Along Public Open Space and Trails**. See DCA 3.16, DCA 3.16.100 Part 1 and DCA 3.17 and DCA 3.17.100 Part 3,a.

Fences or borders along property lines adjacent to a trail or open space must meet with the City Planner and meet specific standards.

a. When the width of the open space or trail easement is less than 50 feet, bordering fences may not exceed eight (8) feet in height, and shall not obstruct visibility. (Open style fences such as rail fences, field fence, ~~or chain link~~or wrought iron are preferable.)
b. When the width of the open space or trail easement is 50 feet or more, fence standards as specified elsewhere in this ordinance apply.
c. Fences and hedges must be completely within the boundaries of the private property.
d. Hedges or shrubs must be maintained to the same height requirements as fences.
e. The owner of the fence or hedge must maintain the side facing the open space.

13. **Conditional Uses for Interior Fences**. A conditional use permit may be approved by the City Planner for an interior fence over eight (8) feet in height for such things as sports courts, gardens and swimming pools. A conditionally approved interior fence shall not exceed twelve (12) feet in height and shall be an open style fence. (Ord. No. 2015-06, 05/26/15)

(amended by Ord. No. 2005-02, 2/8/05; Ord. No. 2013-10, 7/9/13; Ord. No. 2015-06, 05/26/15; Ord. No. 2017-01, 01/10/17; Ord. No. 2017-13, 06/27/17)

PASSED AND ADOPTED BY THE ALPINE CITY COUNCIL
_____.

	AYE	**NAY**	**ABSENT**	**ABSTAIN**
Chrissy Hannemann	_____	_____	_____	_____
Andrew Young	_____	_____	_____	_____
Jessica Smuin	_____	_____	_____	_____
Brent Rummler	_____	_____	_____	_____
Sarah Blackwell	_____	_____	_____	_____

Presiding Officer

_____
Carla Merrill, Mayor, Alpine City

Attest

_____
DeAnn Parry, City Recorder, Alpine City

If a CLOSED MEETING is needed:

Sample Motion

I move to pause the regular meeting and move into a closed meeting

to be held in the Conference Room at City Hall to discuss:

[state the purpose]

- pending or reasonably imminent litigation;
- the purchase, exchange, sale, or lease of real property;
- the character, professional competence, or physical or mental health of an individual;
- the deployment of security personnel, devices, or systems;

And that at the end of the closed meeting _____.

[choose one]

- the City Council meeting will resume.

  OR

- the City Council meeting will be adjourned.

The **City Council** is holding a closed meeting.



They will return to the open meeting shortly.